

Jun97

Air

Heads



MINUTES OF THE MAY MEETING 1997

Minutes of May meeting

The Chairman summarised the minutes of the April meeting. The following matters were discussed.

Membership cards

Sample membership cards had been produced by John Fielder for comment. It was suggested that blood group and next of kin details were included. It was also suggested that there was more detail on the membership list, such as mobile numbers, mid-week flyers, endorsements, sexual preferences etc.

Treasurers Report

Subscriptions are now due **PLEASE PAY UP** prices held for another year i.e. £18.00, as account is reasonably healthy (secretary hasn't been charging enough for the long hours he puts in).

Sites Report

Phil attended a meeting of the **Charmouth** Parish Council. The site remains **CLOSED** for the summer. There is no dispensation for Paragliders this year, as it was only for a trial period last year. The Condors remain solely responsible for the site and further discussions with the Council regarding its use are continuing.

The negotiations with the National Trust over **Crook Peak** continue, but nothing has been formalised.

Devon County Council have not yet issued the licence for **East Hill**.

Safety

Dave had an awkward landing after a tow at Smeatharpe. Launching in a cross wind he got caught in the prop wash from the tug and broke an upright.

Congratulations to Phil for passing his tug checkout despite trying to take off for the exam at Dunkeswell without his fuel cap and the funnel still sticking out of the tank.

Competitions

The annual Wrinklies v Smoothies was scheduled for the weekend 10/11 May.

The S.W. Towing Competition was scheduled for 31May/1June, but has been postponed due to high winds.

Courses

It is proposed to hold a Club Coaches course in the autumn, names of anyone interested to Harriet. Also a First Aid course, names to Jeff.

Craig Parker

It was reported that Craig had been in hospital and he was wished a speedy recovery. (Craig was back flying during the week in Wales - Ed)

There being no further business the meeting closed at 9.20 p.m.

John Milner

For Your Diary

The next competition is being hosted by the Southern Club this coming weekend, June 7th and 8th, hopefully at Devil's Dyke.

The South West Towing Comp (and Airwave Challenge Comp) has been rescheduled for June 21st and 22nd at Smeatharpe.

We'll reset the Wrinklies v Smoothies later in the summer when we're not quite so busy with the Airwave Challenge.

Harriet

Charmouth update

Phil has been having further discussions with Charmouth Parish Council. It is very likely that an agreement will be reached, but the council has some conditions that we **MUST** follow. Only members who have provided their BHPA numbers and car registrations will be on the list who may fly Charmouth. This list will be policed by their Beach Superintendant. Please do not complain if we reach an agreement and you have not fulfilled their conditions. Make sure you fill in the form accompanying Airheads.

Inside

Inversion Busting	2-3
XC League Tables	4
Paragliding Report	5
Another Fireside	6
Bits & Pieces	7

ANOTHER FIRESIDE



J
U
N
97

Hang Gliding for beginners

After Pandy, there was no hesitation. James Orton and I are signed up with Paul Farley at the Welsh Hang Gliding Centre. We have experienced flying in the rain, roped to other people and James' mileage across the ground has increased exponentially! I have already used the wheels (a lot), driven Paul to abuse (frequently), crashed (once) and had a few good flights. James seems to be learning faster and Paul keeps telling everyone that it is because of my age. After a good start, Paul got fed up with the rain. Then the sun and wind took over and we have now been grounded for over a week. Paul is now ill and dreading the daily phone call. I'll have to pass the time by doing some work. Or perhaps I'll go and collect a Calypso from Simon and do some ground handling.

John F

XC LEAGUE TABLE



J
U
N
97

ALL U.K. SITES XC LEAGUE (HG) 1996/7

Name	Distance (miles)	Distance (miles)	Distance (miles)	Distance (miles)	Distance (miles)	Total	Glider
Phil Fouracre	25.98R	21.02R	15.26R	14.66R	5.83	82.75	Xt1164
Jeff Hoer	35.75	25.48R	13.22R			74.45	Xt1147
Harriet Pottinger	22.85	13.78R	12.06R	9.18R	6.25	64.12	Xt145
Brett Wright	19.57	18.80R	5.83	4.54		48.74	Xt1137
Simon Bell	27.22R	14.38R				41.60	Xt1147
Nick Adams	15.26R	10.24R				25.50	Sx2
Martin Kellaway	19.57	5.83				25.40	Magic 6
Mark Hoer	5.83					5.83	Klassic
					Total	368.39	

D = Double Distance, R = Out & Return, T = Triangle
N.B. Note that Moyes Boys (& Girl) are trouncing Airwave!

HG Competitions

We came 3rd in the Airwave challenge 1st round competition at the Malverns, May 24th and 25th.
(See diary for further events)

Harriet

ALL U.K. SITES XC LEAGUE (PG) 1996/7

Name	Distance (kms)	Distance (kms)	Distance (kms)	Distance (kms)	Distance (kms)	Total	Canopy
Eddie Colfox	68.6 Bell Hill	59 Ubley	18.8 King Tor	11 Bell Hill		157.4	Odyssey
Angie Weir	16.44 Pandy	10.50W S/tharpe				26.94	Rave
John Milner	11.50W S/tharpe	10.50W S/tharpe				22	Barracuda
					Total	206.34	

W = Winch, All other distances open XC.

Maggie



PARAGLIDING REPORT



J
U
N
97

D & S CONDORS PG-XC LEAGUE

The XC season is well underway. Three pilots have registered flights with me but I suspect there may be more that I don't know about yet. A really good development in XC flying for the Condors PG pilots is the trend of XCs being achieved off the winch at Smeatharpe. Several pilots have their winch ratings and others are still converting with Jeff's help. First off the winch XC this year are John and Angie. On the same weekend they managed 3 flights between them. To encourage pilots to fly XC off the winch I propose that we have a trophy for the longest flight off the winch on a PG.

Eddie rang us the other day to elaborate on his XC exploits. He had a couple of under 20km flights from Bell Hill and King Tor but then one Sunday in April he went to Ubley. It was blowing a gale on launch from what I hear but about three intrepid PG pilots stuck it out and got away with the Hangers, Eddie landing after 59km. On the same day at Ubley, an Avon pilot called Ellie was trying out her brand new itty bitsy little Xyon but got blown backwards, her generous partner Tim well known Avon airline pilot and all round nice guy offered to pootle around on it a bit. Not long after, he was spotted at base with the Hangers and finally landed several hours later and 90km better off having flown further than his HG mates.

Eddie had to wait until May for his next achievement and this time it was a biggy. Taking off at good old Bell Hill again he went off over the back and then tracked across. This is the site from which Andrew Pearce did his epic 59km to the I O W last year but changes to the airspace rules have made this area virtually no go. Eddie however is a league pilot and once in the league you receive daily injections with something as yet unidentified which make you fearless and intrepid, restricted airspace therefore becomes a challenge not an obstacle. So there he is at cloudbase where most of us are wetting our pants with fear/delight at being there, clutching our brake handles in case something nasty happens but what does Eddie do? Coolly whips out his cellphone and calls up air traffic control. This gave him clearance through one set of airspace but a blank no at another putting him down after 68.6km his best UK flight to date I think. Well done Eddie.

Angie, well known for her affinity for flying with our triangular brethren went off on the annual club bank holiday outing to SE Wales. She flew 10.22 MILES from Pandy she informs us, landing past Abergavenny. Angie obviously needs to be sat down and shown continuous footage of paragliding videos for 24hrs, this may cure her from thinking that a Rave is a floppy version of a hanglider. Every PG-XC pilot knows that we fly kms not miles and any PG pilot caught even thinking about distances let alone quoting them in miles deserves a good spanking. Anyway I considered knocking off 10% for her misdemeanour but managed to find a mile/km conversion in my dictionary so on this occasion she is let off with a caution. The rest of you have been warned, taking off, flying close to or even drinking yourself stupid with hanglider pilots can have serious consequences. Seriously though, an excellent flight Angie.

I expect there will be more flights to report from the Eddie/Andrew megaleague pilot corner but it is very important to realise that the Condors XC league is a record of personal achievement. 5km from a pilot who has never gone XC before is a great achievement and we want to record it. I would like to propose a trophy for the best XC flown by a newcomer to XC. This should go to the longest flight open XC flown by a pilot who in previous years has never flown over 5km. So that is two new trophies I have suggested, I would also like to see a trophy for the best PG-XC from a Condors site(not including coastal runs and the winch). This is to encourage Condors PG pilots to give those tricky club inland sites a chance to show their XC potential, sites such as Codden and East Hill. If you are a low airtime pilot get some advice about flying these sites from an experienced PG pilot first, there are some hazards with these sites on a paraglider.

So after our epic 9 flyable days in the Alps(see separate article) Phil and I are raring to go XC and I hope that next month there will be lots of new flights to record from us and all the Condors PG pilots. Remember, if you land out ring your mum first to let her know you are safe, then ring me!

Maggie

INVERSION BUSTING



J
U
N
97

INVERSION BUSTING IN THE CHAMONIX VALLEY

“Can we have your kids for half term week now that we have retired” asks my mum, “um”, we thought it through for 2 nanoseconds, “well if you really want to mum I expect me and Phil can manage to think of something to do whilst they are with you”. Shall we do the garden, go on a lace making course in Cornwall or head for Dennis Trott’s infamous flying den in the Chamonix valley and go and frighten ourselves silly in some devilish spring Alpine thermals? 2 more nanoseconds of deliberation and we set off for what turned out to be 9 flyable days in the glorious Chamonix valley and surrounding megasites.

Two years ago we flew a bit in the Alps at Annecy but it wasn’t a great success due to the conditions and our lack of understanding of Alpine flying techniques. For this reason this time we booked with Dennis for his Alpine flying course to make sure that we got the help and advice we needed. The Alps can be frustrating to fly at best and darn right dangerous at worst if you don’t know what you are doing so going to an Alpine expert like Dennis is well worth it if you can.

Day 0

Flew Manchester to Geneva, £121 each, £22 transfer to Les Houches arranged by Dennis. Thundery and non-flyable on arrival.

Day 1

Plaine Joux, at the open end of the Chamonix valley, T.O. 2,500ft above the landing field with mountain rising over 5,000ft above you (i.e. over 7,000ft above the valley floor). T.O. is fine using Alpine or reverse launch, cross brake reverse is an advantage if you can do it. The sky was big, very big and you had to keep an eye open for cu-nimbs and have a plan in mind if the lift got over enthusiastic. All was well however and we thermalled around in impressive lift, during the afternoon. My second flight started at 6.45pm and was intended to be a relaxed top to bottom after the rigours of the bumpy afternoon thermals. As I attempted to Alpine off the wind was changing to katabatic. I nosed out into the valley and wound it up to 2,000ft ato, 4,500ft above the others who had been decked by the sink in the landing field. Eventually they had to suffer my plaintive “OK Dennis it’s nice up here on my own whilst you all watch me from the bar but I’d like to come down now!” Tired and thirsty I struggled to find sink and finally touched down nearing 8pm. 3 hours each on the first day, WOW!

Day 2

The excellent Plaine Joux again, flying directly in front of Mont Blanc. An inversion at about take off height provided the entertainment for the day. A lecture in the morning about thermalling techniques alpine style and particularly how to bust through inversions proved very useful. My second flight I managed to beat the inversion and the transition to a smoother stronger thermal in the clear air above the inversion was amazing with a good ride a further 2,500ft until I bumped my head on the next one. With my canopy thrashing about, I called for a task to steady my nerves and then set off on a long glide topping up height on the way. Phil had been grovelling around low in the trees all day so after I landed he had to be thrown off by me into the evening lift. This time it was his turn to get high on his Genesis whilst Matt the assistant instructor flew my Genesis with me driving retrieve. Their top to bottom turned into a ride to 2,200ft ato and they both landed well pleased.

Day 3

Thunderstorms forecast for the afternoon so we flew at Plaine Joux with one eye firmly on the sky. We were test flying a new harness between us as Matt had declared the combination of my old harness and the Genesis a bit of a disaster area. We were both amazed at the difference the harness made, being both much more wobbly but much easier to weight shift and therefore to thermal efficiently. The cu-nimbs won in the afternoon with Phil getting wet on the way to the landing field.

Day 4

A day of blue sky, little wind, alpine launches and not much in the way of thermals but we both flew down 4 times practising speed bar, trim tabs, turnpoint photos etc...All at Plaine Joux

BITS & PIECES



J
U
N
97

People who may be available	to fly midweek	
Eddie Colfox	01297 489351	(M) 0468 646434
John Fielder	01275 343927	(M) 0850 340870
Phil Fouracre	01823 490724	(M) 0850 216464
John Milner	01460 240476	
James Orton	01222 666322	(M) 0378 775977
Harriet Pottinger	01823 601202	
Derek Sadler	01395 275641	
Brian Smith	01278 431138	
Pete Stapley	01398 324303	(M) 0585 941784

A brilliant week's flying was had by everyone who went to Wales last week: miles flown and airtime hours by the score. Casualties: one temporarily mislaid nose cone, one or two uprights, I believe, but only one real mishap - I crashed on the final day in Pandy bottom landing field, doing considerable damage to glider and pride, and superficial bruising and grazing to body. A full report of the week in next month's Airheads.

Harriet

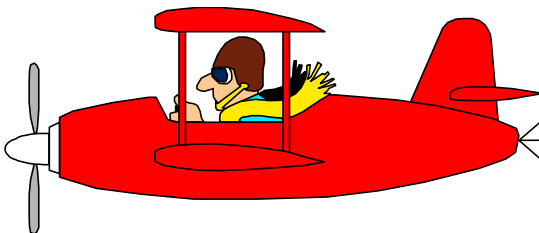
It has been a good two weeks. The Club seems to have been very active with an excellent week in Wales, an epic holiday had by Phil and Maggie and Eddie's exploits. Let's have more news in from the rest of you. Where has the flying been good? There must be something to report. Has anyone flown other than at Pandy and the Malverns? James, Brian, Derek and I had a good day at Nant-y-Moel. James and I also sat on Rhossili listening on the radio to everyone flying at Bossington. The worst day was when James and I had

gone to Blaenavon on our course with Paul Farley. We went early hoping to get in a couple of paragliding flights. Sat on the hill, blown out (20-25mph), we heard the Condors streaming across the sky. Phil, Jeff, Brett and Angie chortled away on the radio as they xcountried from Pandy. I'm leaving my radio off while stuck on the ground.

John F

CONTACT NUMBERS

Chairman	Phil Fouracre	Rock Hill Farm, Wrantage, Taunton, Somerset, TA3 6DL	01823 490724
Secretary & Club Contact	John Milner	Cross Tree House, Lopen, Sth Petherton, Somerset, TA13 5JX	01460 240476
Treasurer	Andy Tew	72 Taunton Road, Bridgwater, Somerset, TA6 6AF	01278 458275
Sites	Gerry McCann	Woodstock, High Street, Chard, Somerset TA20 1QS	01460 61468
HG Safety & Training	Mark Hoer	Rose Cottage, Hemyock, Devon	01823 681188
PG Safety & Training	Brian Smith	45 Union Street, Bridgwater, Somerset, TA6 4BY	01278 431138
HG XC Claims	Harriet Pottinger	Ivydene, Smeatharpe, Honiton, Devon, EX14 9RF	01823 601202
PG XC Claims	Maggie Wilson	Orchard House ,Torre, Washford, Watchet, Somerset, TA23 OLA	01984 641220
Mid-week flying			0800 515544
Airheads	John Fielder	43 Highdale Road, Clevedon, N. Somerset, BS21 7LR	01275 343927
		Email: 100774.1650@compuserve.com	Fax 01275 341241



Articles sent on computer disk are helpful and time saving, Word for Window, Ami Pro, or text format if possible. If not jot it down and sent it in as soon as possible. **THE DEADLINE** for copy is the **LAST FRIDAY** in the month. **LATE ARTICLES** may be moved to the following month.



INVERSION BUSTING



J
U
N
97

Day 5

A trip to Mieussy 1 hrs drive away. A quick look into the jaws of death valley(so called because of the several PG pilots who have gone to the great thermal in the sky after venturing in there) and then a hike up 500ft to the take off 3,350ft above the landing field. With a flight plan in mind that involved avoiding going round the corner into the aforementioned gully I lobed off but was soon wishing I was any where else but in the sky whilst the Northerly wind and gnarly thermals tossed me around like a cork in the Hawaiian surf. I couldn't hack it so headed for the landing field, getting a full frontal deflation and a tuck or two just to keep me awake on the way down. Phil told me over the radio that he was scared and air sick but he hung on in there and finally skied out into the smoother air above the mountains to cloudbase. After ogling at the view 1,500ft above the famous cross atop the Mieussy ridge he booted off to follow our friend English PWC pilot Fiona Mackaskill. They decked out together at 11km but they had a great time, as did Rob a 19 year English pilot with 8 hrs airtime who did his first XC of 6km.

Day 6

Back to Plaine Joux for a morning flight where Phil thermalled around being out climbed by the excellent Fiona on her XMX thermalling machine whilst I dithered around lower down trying to get over my fright at Mieussy. The afternoon saw the thermals honking through on take off but the experienced pilots including Fiona and Dennis made the most of the strong conditions getting some mega climbs and height gains. By 5.30 the wind had calmed down and we lobbed off, Phil mostly grovelled in the trees nearly joining me once but I skied out and did the best part of a 20km triangle landing at 7.30pm mainly because I was the last one in the air and dinner was at 8pm!

Day 7

Too windy but the promise of flying late in the day. The rest flew in the evening but we had a rest by going white water rafting with Fiona and then looking at her slides of her flying in the PWC in Brazil and Venezuela.

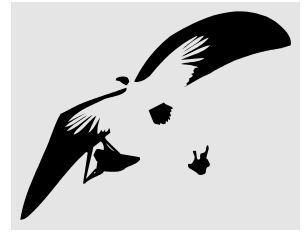
Day 8

Fresh and keen from our day off we set off to the legendary and beautiful Annecy. I have bad memories of the place but under a blue sky on a blistering day the place was breathtaking, far removed from the brooding ridges under thundery skies that we had seen before. Phil and I were boating around together in the thermals when he spotted Rose, one of our gang a beginner in the trees. We all wound down quickly to land and mounted a rescue expedition half way up the mountain. We finally located her up a 100ft tree mad as hell about her ripped canopy but unharmed. With all that shenanigans we didn't relaunch until 6pm but we had great fun messing about until the thermals died at 8pm. Fiona had pushed through the inversion and was well on her way back to Chamonix, getting decked at 37km by another inversion 50ft above the next mountain ridge.

Day 9

Can it be flyable again? The morning was too windy so we hitched to the Aguille du Midi cable car and did the touristy ride to the top to stare mouth open at the arrete that we would have had to walk down to get to T.O. above the famous 18km glide from the Midi to the Chamonix valley floor if the wind had been right at any time during the week. Well pleased that the wind had decided not to co-operate we headed back to Les Houches and thence to Plaine Joux for a farewell evening flight whizzing around for an hour taking pictures of each other in the air. 25 hours airtime between us, 9 flyable days in a row, stunning weather and scenery, flying that stretched our abilities and nerves to the limits, flying turn points and triangles, busting through inversions, flying in front of Mont Blanc, showboating with a PWC pilot, seeing old flying friends, making new ones, landing out in fields knee deep in alpine flowers, grovelling close to trees, flying high next to sheer rocky mountain sides, boating about in thermals above a beautiful lake, looking down on the Alps, flying rough little thermals big strong ones and amazing convergence, waving to building cu-nimbs, drinking cold beer in the landing field at 8pm after fighting the lift all the way to the ground, swapping tales of tucks/lift/sink and height gain with pilots of 2 hours airtime and hundreds of hours of airtime, proudly watching the other one sky out, flying around together, fulfilling a dream to fly in the Alps, over coming a fear of flying in the Alps. Are we glad we went? Perhaps the lace making in Cornwall would have been more fun, but I doubt it.

Maggie



**J
U
N**
97

