

Aug97

Air

Heads



MINUTES OF THE JULY MEETING 1997

Minutes of July meeting

The minutes of the June meeting were read and approved.

Treasurers Report

Andy reported that the account was in credit by approximately £1860. There are the following new members : Richard Jones P.G., Paul Hook P.G., Nigel Winchester P.G., David Austen H.G., Peter Ranger P.G., Robert Fielder P.G. The bill is still in the pipeline for East Hill.

Safety Report

Nick reported that there had been a release pin failure on the dual hang glider, this has been rectified and a report sent in to the BHPA.

Eddie had a serious collapse at **Ringstead**. Flying in strong unstable conditions, he had a large assymetric, then before he was able to recover, a tuck on his leading edge, which resulted in a fall from about 30 feet. He broke his coccyx and a couple of ribs.

Harriet continues to make interesting impromptu landings on her new glider.

Sites

Charmouth

This is now open to fly all year **EXCEPT SPRING BANK HOLIDAY AND THE SCHOOL SUMMER HOLIDAYS IE 15 JULY TO 31 AUGUST.**

However, Charmouth Parish Council wishes to have a vehicle register. So anyone wanting to fly it must have registered their vehicle with John Fielder. Everyone should have received a form by now, if not give John a ring.

Neighbouring Clubs have been notified of this. Phil pointed out that landing on the beach is not allowed except in emergencies. So, if you think you are going to go down, don't fly. Also the grassed landing fields get very congested with picnickers, so the ability to spot land is essential.

East Hill

We now have the agreement, which has been signed and returned to Devon County Council.

Crook Peak

The conditions for Crook Peak have also been agreed with the National Trust. However, there are major problems with the Horse owner in the fields next to the bottom landing. So, only fly if you can top land.

It was suggested by John Fielder that it was high time the Sites Guide was updated, and that we could go through one or two sites at each meeting. Andy Tew agreed to collect and co-ordinate the information.

Insurance

Harriet pointed out that one didn't have to be a member of the BHPA to fly our sites, but they should just be able to show proof of insurance.

Talks

Phil asked whether we wanted talks at the meetings. Someone suggested Innes Powell and Barney Barnes as they are now in the area. Other suggestions to Phil.

Congratulations!!

To Mark and Tracey on their recent betrothal.

There being no further business the meeting closed at 9:20 p.m.

John Milner

BI-PLANE AEROBATIC FLIGHTS

Would anyone be interested in having a go in the stunt plane at Dunkeswell? Everyone who has done it says it's brilliant. I just thought that if enough of us get together we should be able to arrange a group booking discount. If anyone's interested please let me know and I'll see what I can arrange.

Harriet. Phone 01823 601202

STOP PRESS

We have been invited by the Channel 5 TV to enter a team of 2 in the Great Gardening Challenge. Eddie & Derek have been volunteered as our B team. Does anyone want to make up the A team with Phil? Volunteers to John Milner but hurry..... you may miss some good gardening weather.....(I am not preparing a midweek gardeners list! - ed)

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CHAIRMAN'S CHAT



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Story of my life, loads of waffle last month, but very little this!

As usual John leaves cryptic messages on the answer phone, "where's the Chairman's Chat?" Is he saying I need prompting or what?

There hasn't been that much happening this month on the club business side, apart from the usual site problems, none too serious! I hope.

We managed to get through to the end of the summer trial period at Charmouth, without too much hassle, Eddie still seems determined to upset Peter Wingfield, is it genetic? I gather he had an argument with terra firma the other day, hope he is recovering OK. I actually managed to fly on both the first and the last day of the trial period and thoroughly enjoyed it.

The sign at Branscombe is to be replaced, how big should it be, and what should we put on it? This might seem an odd thing to say, but having witnessed two recent potential problems I can only suggest "use your *****common sense" in foot high letters!!

Firstly people were parking in front of Mr Whites farm and field entrance!! for crying out loud! Secondly a dual paraglider approached and landed behind take-off as a horse and pony with a child on board were walking across the field, the pony reared and threw the child off. I believe they were with Mrs Whites riding school, just to add insult to injury, luckily nobody was hurt!

And we actually wonder why some people see us as being irresponsible!! I cannot believe people could be so bloody stupid, apologies for the language but it makes you want to tear your hair out, and before John says anything, I can't afford to do that.

Still on Branscombe, I gather Andy Tew had a slight argument with a bush on take off, I don't know all the details, but John says it was extremely entertaining! I'm sure he will tell you all about it!

Talking about sites generally, a high percentage of my flying has been from the tug at Smeatharpe, which reminds me of a conversation I had with Jeff a long time ago to the effect that the Condors would become a paragliding club and the keen Hanggliders would all be towing, controversial, but perhaps I will be proved right, somebody please prove me wrong. The "Upottery Towing Club" is now official!!

Other pilots have been enjoying the benefits of the tug and winch, with Jerry doing his first XC, congratulations!! I don't think he was so keen on the walk back! On the same day Brett decided on a trip to Sourton, a mere forty miles! I think I'll give up now. If I had half the skill this boy has, I might make a reasonable pilot. The secret, or part of it, seems to be not to rush off at the first opportunity. After being in the air for quite while and looking like he was well on the way, he returned for another 'bite at the cherry!' and then went for it. It definitely pays to take your time, it even worked for me on Sunday, not that I did anything like that distance, a mere 13 or so miles. The point is I was not aiming to go anywhere,

and was therefore happy to stooge about playing in whatever came along, with the opportunity to return to the airfield at any time. It wasn't until I got up into the sea breeze front that was developing that I decided to do something. Even then it was just pleasant to drift in and out of the wispy cloud hanging off the end. It was only when the Little Chef drifted past 3,500ft below that a decision was made, go for it, with no real effort I could drift up and down the front, out towards the coast and inland towards Ilminster. It was interesting that the strongest lift was just before you went into cloud, and there was very little just a few hundred feet below it. Anyway to cut a long story short, about time too Ed? (that saves John saying it) I crossed Chard at 3,000ft, then spent a while over Cricket St Thomas watching them inflating a hot air balloon. Looking down at all the cars I thought they don't know what they're missing, it was a wonderful view. The front had broken up over Chard so it was scrappy bits of lift deteriorating as the evening settled down. It was now a case of gliding to, and landing, just south west of Crewkerne.

PS, I suppose this comes under the category of a ps. Having had a great flight on Sunday, I rushed off on Tuesday to Triscombe as the sky looked great, who said "pride comes before a fall". He, or more probably, SHE! obviously thought I was getting much too cocky so promptly trashed me with a vengeance. Suffice to say that it will probably pay for Simon's next holiday. At the moment I am so ***** off that the details will have to wait until next month!!

(Oh, pity! - Ed)

CHAIRMAN'S CHAT 2



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As far as incidents generally are concerned, I have been in contact with the coastguards at Watchet, Porlock and Swansea and finally made contact with a very helpful guy, Dave Taylor, the sector manager for the area west of Woolacombe to Weston, who turns out to be very interested in our flying, keen to have a contact number, and prepared to supply us with info on any incidents that occur. One of some interest was at Woolacombe on 24th May last year when a prototype!!! glider crashed, yes you guessed!! Rupert apparently suffered "lacerations", he seemed to think it collapsed!!!!

Anyway, that's enough of me, hope everybody else is enjoying their flying, it certainly seems to go from one extreme to the other for me, as they say "a change is as good as a rest", please not so spectacular in future.

See you all soon,

Phil

SITE RULE CHANGES

Owing to the changing circumstances with these sites, fresh rules have been drawn up as follows.

Charmouth and Branscombe Site Rules

Only Condors, South Devon, North Devon and Kernow members, who are current members of the BHPA, may fly. They must also be on the approved list which we are now obliged to provide.

Charmouth

Charmouth Parish Council have agreed that flying may take place all the year round except The spring Bank Holiday Week and the school holidays (i.e. 15th July to 31st August). The regulating of the site is done by the Parish Beach Superintendent, Peter Wingfield and he has the list of people approved the fly at Charmouth.

All landing must be on the grass area over the bridge from the car park. There must be no landing on the beach. This area is cramped for hang gliders and is often covered with people enjoying a day out. Be aware! If the wind is too light to soar, don't fly.

Branscombe

Owing to a number of recent incidents, We have been requested by Mr & Mrs White to provide a list of members. All pilots wishing to fly must call at Berry Barton Farm and ask for permission. No cars are to be driven out to take-off. Do not land anywhere near to horses. Go round again and wait! This site will in future be vigorously policed by the membership as well as the Whites. All pilots on the approved list are requested to make themselves known to other pilots flying and ensure that we retain the use of one of the best sites in the South West.

The lists are kept by John Fielder who needs your name, BHPA no, Car reg. no(s), telephone number and Club.

All current members are on these lists except for those who have not provided their BHPA number or car registration. Would any member who objects, would like to change something, or has completely new ideas **please** send them to me.

John Fielder

43 Highdale Road, Clevedon, North Somerset BS21 7LR
Tel: 01275 343927
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100774.1650@compuserve.com

Safety

We have had at least four incidents in the last two months. Eddie, Phil and Derek S have all been injured and out of action. There will be more about the last two incidents in the next issue. Eddie is now recovering and will be back in action in about three weeks. Derek broke his arm and assorted ribs at Sourton. He now feels OK and hopes to get back in action as soon as the doctors release him. Phil will probably waft around on his Ritmo until he's ready again to do what a man's got to do. Andy T took off into the bush at Branscombe to hit, which was probably better than the picnickers on the cliff edge to the right or the fingerpost to the left. Hanging upside down Andy was very patient as some very slow assistance arrived to free him from the bloody brambles. (I have now discovered that hysteria slows thinking time drastically.) Andy's sores are healing well, his shorts are retired and watch out for him flying in leathers at Branscombe.

JF

FAMILY WORRIES CONT....



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I sometimes read Airheads, which Gerry kindly pops through our letterbox for Michael (better known to you as Mike). Harriet's remarks about family anxieties prompts me to write this.

As the wife, mother and grandmother of an adventurous family I have had my share of anxieties. The first introduction to my future in-laws was after being carried as a pillion passenger on my future husband's motor-bike from London to Somerset in about 1947 when I was a staff nurse at Barts and he was a medical student. No crash helmets or special gear; and we ran out of petrol coupons about 20 miles from Chard.. I arrived sore and stiff and very windswept for my first meeting with my mother-in-law to be. This was followed by an introduction to horse riding. Mike was brought up with ponies since the age of about three and failed to understand my fears when confronted with rather a large horse. I was almost decapitated by a low tree branch as I was quite incapable of 'steering'.

Soon after our youngest child was a year old Mike decided he wanted to dive. I felt I must know what he would be up toso off he went to Dartmouth in June 1957 to train with aqualungs at the British Underwater Centre. I was terrified, but qualified eventually as a 'Mermaid'. Diving in those days was not at all comfortable. We dived in the open sea in the Dart Estuary straight from a boat wearing only bathers and a thick sweater! I felt very sick and became a nervous wreck.

When Mike went on to train with oxygen re-breathing apparatus I sat in the boat with the instructor whilst he did his final dive to qualify. No bubbles to watch, just waiting for Mike to re-surface. His hard-hat training was slightly less agonising as he had a life line.

A few years later it was caving, mostly in the Mendips. Peter (our son) must have been about eleven then. They would go off for hours on end and arrive home late in the evening. On one occasion a party of them went off to explore a cave. At midnight I was getting anxious. I paced about and then went to look up in the caving guide where they had gone, only to find out that one part of the cave was called the 'coffin-lid'. Mike joined the Cave Rescue Organisation as a medic later on and it wasn't much fun waiting for him to return home, usually in the middle of the night.

Then it was hang-gliding! One of his first flights down a hill was at Bratton with one of the Baker brothers using a walkie-talkie. He landed in a gorse bush and put years on me, watching at the bottom. I spent hours on the hill at Mere, mostly trudging up the steep side of the hill or watching with my eyes closed whilst he flew top to bottom. Cobra hang-gliders seemed ever so heavy, especially on the back end. Eventually I decided not to go out with him. If there was to be a tumble I would rather not be there. Peter was cave-diving by then, and that is a dangerous sport. So one in the air and another down under wasn't exactly good for my morale.

Later on our daughter-in-law trained as a diver, and went caving too. And now our two teenage granddaughters have trained as divers, and go caving. I have spent many hours sitting in an inflatable boat in the bay watching for diver's bubbles and being there when they have surfaced from exploring the depths. I do not like boats of any kind, or being on the sea. If I cross the Channel I take a Kwells even if the sea is like a mill-pond.

Of course! Mike had to have a go at paragliding. So off we went to North Wales in our camper-van so that he could have some training with Brad. I shall never forget driving nearly two miles down a mountain track with an unconscious husband slumped on the back seat. Not an accident, just his heart complaining. We both survived thanks to a super paramedic who happened to be there in an ambulance attending to some other casualty in the Welsh village, and the doctors and staff at Bangor hospital. After some spells in hospital in Taunton I thought I could relax a little, maybe Mike would take up golf. But no! Back comes a hang-glider to hang in the garage. And yes! He has flown again. Not bad for 74, but I feel about 94.

Anyway, we have both survived. Our grateful thanks to all the Devon and Somerset Condors who have so willingly and cheerfully helped us both through the years, in many different ways, especially Simon.

Mary Glanvill.

HG COMPETITION NEWS



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WRINKLIES V. SMOOTHIES COMP.
19/7/97

Having discovered that half the club will be away over the weekend of August 16/17, we rearranged the competition for July 19. With a forecast of high pressure and light north-east winds we met on Smeatharpe's shortest runway to do battle with water balloons, weak link breaks, crash landings and massive sink.

First setback was the fact that despite fixing and changing the flat tyre on the winch trailer 10 days earlier, it was flat as a pancake again, so I had to make a quick dash into Honiton to get it redone. Belted back at full speed, put the wheel back on and went home to wash my hands. Meanwhile everyone else had rigged and was ready to fly. (If anyone else wants this job next year, they're welcome to it!)

Armed with a bucket of primed water balloons (thanks to William and Flora for filling them the night before), we called the briefing. Firstly we had to raise the age limit for the Smoothies to 43, as the 40 years old cut off point gave the Wrinklies an advantage of 8 pilots versus 4. Nick and Phil discovered the fountain of youth to become Smoothies again and so the numbers were levelled at 6 all. Next year we'll probably have three teams: Crumbles, Wrinklies and Smoothies. Before long the competition will be Terry Allen v. All Comers, such is the increasing age profile of the club! But I digress.

There were three tasks: 1) hit a target with a water balloon, maximum score 200 points, 2) spot landing, maximum score 200 points (this had to be your first landing at the airfield), and 3) open XC, maximum score 1000 points.

Jeff flew first and missed both the balloon target and the spot landing by miles (proving for the second

by miles (proving for the second time in a month that "even the experts get it wrong sometimes" (his very own words) - the first time was by breaking the Charmouth site rules and landing on the beach - thus scoring, in true Norwegian Eurovision tradition, "nul points".

He was followed by the rest of us who scored with varying degrees of success. There were quite a few bad landings/dropped noses/dumped basebars/dug-in wingtips, and one broken upright, but no bodily injury. There were also a few weak link breaks, and due to periods of severe sink, tow release heights varied from 280' to 800'. Martin Kellaway scored best on the balloon drop and spot landing combined, but Bob Haydon was closest to the target with the balloon (3 metres) and Vince was closest on the spot landing (2.5 metres).

If you want to see Phil bluster even more than usual, ask him about his landings that day, and his last landing the day after, come to that, but mention grass stains on his nose-cone at your peril! (what's this, Phil? - Ed)

However, the day really belonged to two people.

Gerry released from the end of the tow straight into a thermal and took it up, up and away on his first real cross country, landing at Gittisham, 8.72 miles away (there goes the Wonderclamp Trophy). He was not impressed by the logistics of his retrieve, however, arriving back some time later very hot, tired, thirsty and footsore!

Brett had the tow straight after Gerry and joined him for a while in the same thermal before heading back to the airfield, only to find another one with which he left.

Four hours after he had taken off, Brett finally landed at Sourton, 41.07 hard-earned miles away.

His retrieve was much better than Gerry's because Martin went to collect him, thus demonstrating the combined benefits of having a radio and Jeff's new mobile phone number.

The tow after Brett's was mine, and I managed to get what was possibly the scrappy tail end of their thermal, but never got above 750' and finally lost it. On the glide back to the airfield I lost my balloon, and then overshot the landing spot by some distance, so shared nul points status with Jeff. We were the only two not to score in the competition.

There simply remained the disposal of unspent water balloons. Need I say more? As it was a baking hot day it was very pleasant to get a mild soaking!

The paragliders had been invited, but none turned up, which was a pity because conditions were ideal. Perhaps this might encourage a few more to get their towing endorsements and consider buying winch shares.

So, the Smoothies beat the pants off the Wrinklies, (actually, Brett beat the Wrinklies all on his own) and the final scores are on the next page.

AIRWAVE CHALLENGE SEMI-FINALS

Being organised by Neil Atkinson of the Avon Club, this was postponed from July 26/27 to August 2/3 due to a poor forecast. Competing clubs in our semi are Avon, Kernow, South Devon, Southern, and Dover & Folkestone. I hope to get a write-up for next month's newsletter.

HG COMPETITION NEWS 2



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<u>Smoothies</u>		<u>Wrinklies</u>	
Name	Score	Name	Score
Simon Bell	80	Jeff Hoer	0
Phil Fouracre	120	Dennis Salt	160
Martin Kellaway	310	Charlie Gottlieb	150
Nick Adams	170	Vince McClosky	175
Harriet Pottinger	0	Bob Haydon	230
Brett Wright	1,000	Gerry McCann	212
Total	1,680	Total	927

SCOTTISH OPEN

I'm off to Scotland on holiday with my children and to fly (weather permitting) in the Scottish HG Open on August 2/3 at Glenshee in the Highlands, which the coordinators promise to be organising with the novice pilot very much in mind. I hope they keep their word! I'll let you know how I get on in the next Airheads.

Harriet

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

Name	Distance (miles)	Distance (miles)	Distance (miles)	Distance (miles)	Distance (miles)	Total	Glider
Brett Wright	41.07	19.57	18.80R	5.83	4.54	89.81	Xt1137
Phil Fouracre	25.98R	21.02R	15.26R	14.66R	5.83	83.85	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
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
Gerry McCann	8.72					8.72	K2
Mark Hoer	5.83					5.83	Klassic
					Total	419.28	

CONDORS ONLY XC LEAGUE (HG) 1996/7

Name	Distance (miles)	Distance (miles)	Distance (miles)	Distance (miles)	Distance (miles)	Total	Glider
Simon Bell	27.22R	14.38R				41.60	Xt1147
Brett Wright	41.07					41.07	Xt1137
Phil Fouracre	25.98R	14.66R				40.64	Xt1164
Jeff Hoer	25.48R					25.48	Xt1147
Nick Adams	10.24R					10.24	Sx2
Gerry McCann	8.72					8.72	K2
					Total	167.75	

D = Double Distance, R = Out & Return, T = Triangle

CROSSWORD SEVEN



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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
Maggie Wilson	18.6OR Pandy	7.5 Bell Hill				26.1	Genesis
John Milner	11.50W S/tharpe	10.50W S/tharpe				22	Barracuda
Mark Aplin	20 OR Pandy					20	Axon
Phil Wilson	15 Pandy					15	Genesis
					Total	267.44	

W = Winch

OR= Out & Return

All other distances open XC.



BITS & PIECES



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Membership Cards and Stickers

Cards and stickers are enclosed with this months Airheads for all PAID UP members. The following pilots have not yet paid their 1997-8 subscriptions.

Nick Anning	David Mayor	Susie Stapley
Guy Backhouse	Ken Mulholland	John Stuck
Eddie Colfox	Tim O'Neill	Nick Weaver
Phil Donnison	Craig Parker	Angie Weir
Rob Hayman	Andrew Pearse	Mark White
Dave Hincks	Karen Royce	David Woodnutt
Mark Hoer	Pete Stapley	Brett Wright

The sticker is experimental (but cheap) and may degrade. If anyone has any problems let me know and I will send them another one

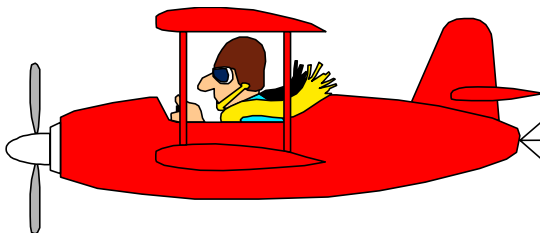
No hang gliding this month as the weather has been good for paragliding. Loads of time at Bossington, a couple of good days at Pandy and a choppy bounce about at Selsley. At last I flew Branscombe and the highlight of the month was the run to Sidmouth and back out and around the orographic cloud, or perhaps watching Phil go down and puff back up the path or Andy and his bush! But it was definitely at Branscombe. Great si(gh)t(e)!

I went to Smeatharpe on saturday and helped (or was it hindered) the towing. Jeff gave me some instruction (abuse) on radio procedure, while John M , Angie and Craig flew. My trembling at the thought of winching returned, but it makes sense on a day when the light wind went round the compass. Smeatharpe is the only sensible place to be on a light and variable day . (Am I really writing this?) At the moment Nick A and Vince are doing the winching, but John M and Angie are learning. Jeff is keen that any paraglider pilots who want to winch should contact him to arrange an endorsement. If you are serious get in touch. Please remember that helping you fly requires a couple of hang glider pilots to give up their own time. You need to become part of the team! Jeff's number is 01404 850489.

JF

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
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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.

