

Dec97

Air

Heads



MINUTES OF THE NOVEMBER MEETING 1997

Minutes of the November meeting.

The minutes of the October meeting were read and disapproved of by Harriet who pointed out one or two spelling mistakes and that the Club Coaches Course was in fact a week later than stated, so apologies to anyone who turned up to Sidmouth Arms a week early, but you really shouldn't believe all you read, except of course unless its in "Freeflyer".

Angie, Gerry and Brian all send their apologies for their absence and Eddie just apologises, this apology can be redeemed against any misdemeanour we think fit.

Treasurers Report

We have two new members Robin Campbell (H.G.) and Mark Richards (H.G., P.G. and microlights) so we now have 77 paid up members and a bank balance in excess of £2000.

Safety Report

Greg Twist had a bad landing at Smeatharpe resulting in a broken elbow. No one present at the meeting could explain exactly what happened, but it was thought it was mainly due to lack of airtime.

An unknown N.Z. pilot from the South Devon Club had a narrow escape at Sandy Bay. Initially she inflated too far back and was blown into Graham Rock's glider,

she then climbed down the front of the cliff and inflated there, this resulted in a tuck which cartwheeled her across the front of the cliff and left her dangling over the edge of the cliff with her canopy caught in some bushes.

She was then hauled to safety. It was thought that she was launching in conditions which were too strong for her ability. This was not the first time that there has been a problem with this particular pilot and it was felt that it should be discussed with the South Devon Club. Although everyone makes mistakes it was thought that she has a serious attitude problem which could result in injury and might well lead to site problems. (The Pilot has subsequently returned to N.Z. - Ed)

Sites Report

It was reported that for the time being Ham Hill was closed due to lease renewal problems between the owners and the District Council.

Club Meetings

Phil was concerned about the number of members at the monthly meetings, what members wanted out of the meetings and what would encourage other members to come. He felt that he couldn't organise celebrity speakers for fear of getting a bad turnout of members. Generally it was agreed that the numbers hadn't really changed and that the balance between business and socialising was about right.

Any opinions or suggestions on this old chestnut are welcome. (Get of your backsides and produce some ideas - Ed)

Trophies

Please return these to Jeff Hoer for the Club Christmas Dinner.

The meeting closed at 9:25 p.m.

John Milner

Chairman's Chat Dec 97

For once I'm starting to write this at the beginning of the month. At least this way I can remember what happened when, and in which particular order. That's one of the main disadvantages with getting old, one just can't remember!! (So they say - Ed)

First off this month, if you thought towing was a daft idea, and towing hang gliders was dangerous, you should try towing paragliders, now that is scary!! How the hell are you supposed to keep them above your head and run along a flat runway? I thought I'd try this in anticipation of having a go on one of these Paramotors!

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CHAIRMAN'S CHAT CONT..



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Is there no end to this mans talents ha! ha! Jeff would probably dispute this Thanks mate for tolerating me making a right pigs ear of it. I managed half a dozen tows without incident, and started to quite enjoy it. The next problem was to ring Robin Brown and explain that I couldn't be signed off as I have no paragliding qualifications, (for some reason our esteemed editor found this very funny) (very - Ed) a case of sorting out a rapid conversion course. I finished off the Sunday with a four grand tow, it was beautiful weather, thanks Mark. Circling around in gently buoyant air, watching Mark spiral down through the hazy cloud, a paraglider drifting below having released from the winch, I thought, we really don't know how lucky we are! We could be shopping at Sainsbury's, or joining the DIY anoraks trailing around Homebase!!! Ain't life just great?

I actually got it right on the following Friday, having been offered the chance of moving a job onto the following week, and finishing work mid morning, the sun was shining and the forecast looked reasonable. All that was needed was a quick call to check whether it would definitely be flyable, i.e. ring John to be told that there was no way he could get off work, all the confirmation needed to guarantee good day.

Before you start thinking I'm totally mad, it worked!! As it has on many occasions, I reckon to date this is statistically better odds than listening to both Michael Fish and Ian Macaskill!! (I'm going to start charging - Ed)

I arrived at Charmouth late morning to find glorious not a soul around. Popped of the top take off and drifted down to Golden Cap, struggle to get back, wind off to west, coming on more as time passed. I Spent just over an hour and a half playing about, got bored as there was nobody to play with! In the end I was seeing how far below take off I could get and recover.

The great thing with a canopy is how seriously close to the cliff you can fly. I managed to get 140' below top and recover, although it was a bit close. I spoke to some guy collecting fossils on the cliff face! I think I actually scared the hell out of him as he wasn't expecting to see some nut dangling right behind him. When he was halfway up the cliff! John Stuck turned up and had a flight. The great shame was that as the rest of the canopy guys turned up the wind picked up and nobody could fly (I think Phil missed out a ha ha here? - Ed). I think I might change my mind and have some instruction with Andy Pearse, he is one seriously good pilot! John Stuck had said if it was too windy you could take off at the base of the cliff, stood on the beach. Andy of course went one better, walked down the beach, inflated the canopy, and flew backwards up the beach. To cap it all he soared up the cliff next to the ice cream kiosk, spun round and did a reverse take off landing, if that makes sense, looked really impressive. He has got to be the guy to see if you want ground handling instruction.

We all packed up with the forecast looking bloody awful for the weekend, the trouble is it wasn't just that weekend, the weather stayed lousy!!

What do you when the wind's blowing 35mph, poor visibility and horizontal rain? Go windsurfing, no problem. I know its sad writing in here about windsurfing, but it sort of involves a wing, albeit on its side!! It's actually great fun, and with a decent wetsuit bearable in this climate even at this time of year. Now whenever the weather looks really **** I will be heading up to Wimbleball, its on the way to Minehead, so if the weather changes! Just to prove we still get it wrong Vince, Jeff, Harriet, Mark and myself sat at Branscombe in a thunderstorm on Saturday, the works, hail and torrential rain, I should have known better, someone said John was intending to fly, I must stop this, it can't happen all the time, can it??????? Anyway we decided for some reason to go back to Smeatharpe and tow! Vince was going to collect the tug but I think changed his mind by the time he got to Honiton and headed home. Even the offer from Harriet of cups of coffee couldn't encourage anyone to stay, so that was the end of Saturday.

To complete a perfect weekend I rang Jeff on Sunday to hear that he'd gone to Sandy Bay, so loosing valuable Brownie points I headed off, it had to be the only day I left my mobile at home, what a waste of time. I returned home via Charmouth, the direct route, beautiful there, but just a little strong, even for me! Easily 40mph + Nothing for it but try to retrieve some of the lost Brownie points, ready for next weekend! Sad or what?

That's enough of my waffle, hopefully see you all at the Dinner if not the meeting

Phil

GRAHAM'S XMAS FUN



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THE CYCLONE



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WE WHO ARE ABOUT TO DIE SALUTE YOU!

He found her, looking lost, standing outside Taunton Station. He took her out for a meal, boasted of his prowess as a hang glider pilot and mentioned, just in passing you understand, that he had been known to take suitably attractive young ladies "up for a quick spin".

God, some girls were gullible back then! This one, fresh to the UK from Canada, must have assumed that because Gavin didn't wear thick check shirts usually associated with dangerous men where she came from, so he must be considered a gentleman. In due course she allowed him to take her up and legend has it that, so deeply impressed was she by the experience, that she took Gavin for a dual flight of a different kind that very night. Whilst all this sounds most unlikely in modern times, fifteen years ago girls were indeed impressed by such things as flared trousers, hang gliders. And Gavin. They were t'days!

Stranger still was Gavin's choice of wings for his intimate dalliance. Owner of a perfectly serviceable Magic One, he ignored all advice and selected a rather lovely Cyclone 165 from his selection of slightly-used hang gliders. (I well remember him nervously asking if he had done the right thing, to which we all grinned a time-honoured "Be alright, 'speck". He took a deep breath, fixed a confident expression to his worried face, and turned to his lady friend, plunging himself headlong into who-knew-what.

But, back to the flying!) He probably chose the Cyclone because he thought it would be cheaper to repair, but flew it superbly - as he always did. No wonder the poor innocent child fell prey to his consummate skills!

WHAT A COME-DOWN!

Fifteen years passed, and the Cyclone returned to Bossington in my possession. For at least five of those intervening years I had striven to release the glider from Gavin's ownership, but he had always wanted twice the price I offered. Twenty quid? You must be joking! In the end, for some unfathomable reason, he said I could have it - as long as I would fly it.

Having spent many of my formative flights aboard the Cyclone, I was not afraid of its fearsome reputation as a death-ship and widowmaker. Very radical in its day, the glider sports an aspect ratio similar to modern designs, coupled with patented Vortex Generators (holes in the sail near the tips) and winglets. The last time I had flown one - in the days of Magic Ones and Typhoons - I had found it very pleasant, if disconcertingly light in pitch. The worst single aspect of its performance being a disinclination to turn when close to the ground. I took the trouble to rig the glider at Smeatharpe prior to flying it, which was just as well. I had been sold (given) a pup! No nose wire connection, and a weird selection of hang loops, all at least a foot too short for modern harnesses.

Gavin must have been laughing all the way to the bank (although the only reason he had for going there would be to withdraw some cash). But the glider looked like new.

Having sorted out these major faults, I slipped between the uprights and carefully picked the wing up. Bang! The back of the keel hit the ground hard, I tried again, but the designers just hadn't got the static balance quite right. Ah well! In those days we didn't worry about the niceties like ground handling. Hence the flimsy 1" round uprights and very narrow A-frame. Bound to impress chicks!

LIGHT

Carrying out at Bossington I was impressed that the glider is so light that even my knarled old back could remain upright (or erect, as Gavin would have put it). The weather was changeable, but eventually the wind was plainly soarable, it 45 degrees off the hill. Mark Hoer took off, flew over to Selworthy, and gained enough height to fly back to the car park. Phil and Jeff were doing very passable impressions of being real paraglider pilots.

Time for my own impersonation of a Cyclone pilot, "Are you really going to fly that thing?" and "Why?" were the most common questions from the tragic wimps and saddos like Five Philfeatures. Only Mark Hoer "That's a real classic" and Martyn Howe "Well you've flown every sort of glider in between, so it shouldn't be a problem" said anything encouraging or appreciative.

THE CYCLONE 2



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Martyn also helped me down to the take off, which was in itself another evocative throw-back to the late seventies. (Christ Martyn, we've grown old doing this stuff!).

DEATH SHIP FLIES AGAIN!

Ground handling wasn't as bad as anticipated, for three reasons: 1) The static balance improves dramatically with a suitable breeze, 2) My new Sticky-Windy gloves are brilliant at holding Tiny-Slippy uprights, and 3) the work done with the Condoms Strimmer has improved the terrain dramatically.

The wing was reluctant to sit level on my shoulders. I reckon the winglets and Vortex Generators combine to decrease roll authority when in ground effect. Is this why winglets are usually pointed skywards rather than downwards? I took off, turned right and levelled off. Easy.

Even on my first beat I flew across to Selworthy, but found no lift so flew back to Bossy - where we were already well above the paragliders - and spent a while gaining more height before going over Selworthy for the rest of the flight.

The Cyclone is not as I remember it. It is beautifully light in roll and, such is the way that double surface wings have progressed, it no longer feels too light in pitch. Perhaps the nearest modern equivalent is a Moyes XT? Sink rate was clearly better than the paragliders in the conditions of the day - but the Cyclone always did have excellent sink rate! It also had abundant penetration in the 14 mph wind.

The handling was better than expected, too. Not as co-ordinated as an Xtralite or K5, of course, and there is a pronounced tendency to slip when turning at even moderate angles of bank. There is also a relatively sharp tip stall which follows hard on any attempt to turn too slowly and would be disconcerting to some. So, modern gliders do turn much more efficiently, which will give them a considerable advantages in thermals.

Eventually I accepted that even with 490 feet ATO I wasn't going to get back to the car park. So I sorted out potential landing areas given that I was starting from an unfamiliar part of the ridge, heading across unfamiliar terrain, and in an unfamiliar wind direction. One area on top of the high ground seemed a good point to aim for, with an alternative on an upslope to the east of the footpath to Bossington. But having left the safety of the ridge I quickly realised that I had miscalculated the angle glide! The Cyclone was taking us well past my best bet, and the car park was within reach. But Priority One was to ensure that I was flying straight and level when near the ground, so late turns were out of the question. I turned early, landed OK despite a very dead feel to the flare, and had to walk a few hundred yards. Yeah, groundhandling is a pain. But the Cyclone is a really lovely glider.

Thank you Graham.

(Author's note: Certain names have been changed to protect the innocent and the guilty)

Simon M.

The Mighty Wessex

Our reciprocal agreement with Wessex is now concluded. They have sent us a copy of their excellent new guide book and any member wishing to fly a Wessex site should contact Andy or myself and get a copy of the site guide. Wessex members will be renewing their memberships in April and a new helmet sticker will be issued then for 1998-9. These will then be issued to members who require them. Until then use your Condors helmet sticker or membership card as ID. Please make sure that you read the site guide carefully, obey their club rules and always introduce yourself to any Wessex members on the hill for a site briefing. The same applies to our hills, lets give them a big welcome!

Avon Hang gliding and Paragliding Club

Our negotiations on reciprocal membership with Avon are complete. I went to the Avon meeting last night. I will have more to report at our meeting tonight. If you are interested in flying any Avon sites during December, contact me and I will pass on the latest information. Please note that Ubley cannot be flown by anyone at present as the land has been sold and permission to fly has been withdrawn. It is also almost certain that Ubley will not be included in any agreement. Don't forget there are quite a few Avon members who are not allowed to fly the site as they don't live within 40miles.

John F.

BITS & PIECES



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November

Last year November gloomed in and I miserabled my way through the month, If only this year had been as good. A day winching at Smeatharpe, a couple of flights at Belstone on Dartmoor and a short squirt in the dark (almost) at Bossington midweek. The worst month since October last year. I then sent my Voodoo for it's winter service to Airwave. They have condemned it!!!!!! The porosity test on the upper surface only registered 0.8sec and on the lower surface 3 sec. I was devastated. Their letter tells me that the glider is unsafe to fly, having the lowest reading they have registered.(The minimum reading to pass is 5 secs). I have just come out of mourning, I can stop dieting as Robin kept telling me that my poor sink rate was "because your a fat bastard". James has stopped making remarks like "No wonder you always fly in strong winds!" and Mark, "The Voodoo always looked as if it belonged to an ancient Egyptian" i.e. made of parchment! Robin Brown has taken pity on me and lent me his Urraco and I have asked Simon to get me an XL Flame.

The Club Coaches course organised by Harriet at Upottery last weekend was attended by the following Condors: Harriet, Nick Adams, Mark Aplin, Joe Coombes, Helen Knapp, John Milner, James Orton, Andy Tew and John Fielder. Beware of these people trying out new theories on you! Sunday was spent trying not to look out of the window. At least we discovered that Joe Coombes and Mark Aplin have ambitions to be World Champion! Mark has offered to organise a pg team for the Airwave Challenge next year. So all the competitive pg pilots need to keep current over the winter, brush up their piloting skills, contact Mark and help plan our Airwave campaign next year. So that's Mark, Joe, John M., Angie, Darryl, Andy T., Nigel, Paul, Pete, Susie.....

Brian Smith has asked me to find out where his videos are. If you have Fly Hard, Oludeniz or any of Brian's other videos, please bring them to the dinner or let Brian know when he can have them back.

Brent Knoll - The farmer on the west side has changed. Mr Diamond is very friendly but keeps horses close to the farm and has requested that we don't fly from fields or into fields in which there are any cattle.

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.

LETTER FROM HARRIET



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Dear Jumbly John

I hear your feeling a bit dejected - nothing for the newsletter and now Airwave have condemned your Voodoo - the most porous glider they've ever come across, you said. This put me in mind of a poem by Edward Lear:

"The Jumblies"

They went to sea in a sieve, They did,
In a sieve they went to sea:
In spite of all their friends could say,
On a winter's morn, on a stormy day,
In a sieve they went to sea!
And when the sieve turned round and round,
And everyone cried, "You'll all be drowned!"
They called aloud, "Our sieve ain't big,
But we don't care a button! We don't care a fig!
In a sieve we'll go to sea!"

Chorus: Far and few, far and few,
Are the lands where the Jumblies live;
Their heads are green, and their hands are blue,
And they went to sea in a sieve.

It carries on for another five verses, which I will spare you, but do not be discouraged - the Jumblies survive against all odds and become the toast of the town.

As there's been a distinct lack of flying this November, here's some non-flying news for your avid reader (s?) instead. Despite it being 4 weeks since I last flew, November has had a couple of high points. First I had 4 numbers on the Lottery one week, which paid for my car brakes to be fixed the next week, then I won a groovy GUL watch from Sports in the Sky for the Star letter in their December issue - though they still

haven't paid me for any of the articles I've written for them. We did try to go flying one weekend. On the Saturday five of us went to Branscombe and sat in Vince's car while it drizzled, then rained, then poured, then hailed, then thunder and lighteninged, then we gave up and went home.... via Smeatharpe, just in case it was OK there desperate or what! The next day Jeff was at Sandy Bay before dawn, but when I rang his mobile before leaving home - just to double check if it was on, as it looked decidedly southerly and the sky looked rather heavy in that direction - an unfamiliar voice barked down the line, "Don't bother". To anyone used to anyone used to Jeff's usual cheery weekend telephone manner, this was not the voice of a happy pilot. I went for a long walk and a pub lunch with Graham Rock instead.

Congratulations to all trophy winners this year - Phil, Brett, Phil, Brett, Phil and Simon B... oh, not forgetting Brett! I hope the paragliders are able to spread the silverware a bit more than the hang gliders. My deputy, Mr. Hoer Sr., will do the honours at the prize giving, but will he wear the dress...?

I can't be at the Club Christmas Dinner because I'll be in Telford at the BHPA AGM with Simon M, helping him out on his stand, trying to flog a Free Flyer or two, and putting in a face at one or two of the meetings. Next year, PLEASE can we have the dinner on a different weekend - I enjoy the party!

I'm not quite sure what possessed me to stand for Exec., but it's too late to back down now. There are one or two issues in particular which I care about, which you probably already know about, viz. that dual flying (hang gliding especially)

should be promoted and encouraged more, better communication is needed between schools and clubs for introducing students to clubs; and that the trade needs more support, not only from the pilots, but from the BHPA itself. We need the trade just as much as they need us, and cowboy equipment dealers selling gear on the cheap that they've got out of the factory back door in the Far East need to be ostracised. They're doing the honest injuns out of a living, and they don't offer the back-up and after-sales services that we all need from time to time.

However, the Condors are an exemplary bunch, and the way we conduct ourselves should be taken as an example to the rest of the world! Seriously, our dual hang gliding/towing syndicates do provide a perfect example of how a club can help positively to promote hang gliding by offering taster flights and encouragement to student pilots. And I've been told by one or two people from other areas and who are more familiar with the broader picture, that if all the clubs in the UK were like the ones in the South West, the world would be a better place. Nice to know we're doing something right.

If I get elected, and if there's anything you think needs airing or discussing at Exec. level, then let me know, and I'll see that your suggestions/points of view are put forward. I can't promise any results, but I'll try!

Hope to see you out flying soon, but if not, Happy Christmas.

Harriet

CLUB COACHES COURSE



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Club Coaches Course

For some months Sod's Law has been giving the forecast for the weekend of November 29th and 30th as dry with a light to moderate north-easterly, Sod wasn't far off: Saturday wasn't much cop, but Sunday saw several pilots head for Bossington, and the forecast for the following week had North Hill stamped all over it, provided the rain held off. So on the first flyable weekend for a month.. of course... ten of us attended the BHPA Club Coach Course at the Sidmouth Arms in Upttery. There were 11 other pilots from other clubs, and overall the split was 50/50 HG to PG with experience ranging from 2 to 2,000 hours' airtime. I'm not sure what the others expected from the course, but for myself it delivered no surprises. I don't think I specifically learned anything new, other than the fact that dome model aeroplanes can fly at speeds of 120mph or more, which kind of increases your incentive for keeping your distance from them - but the course did help put into some coherent order my previously somewhat jumbled accumulation of flying related knowledge and experience. Whether it makes me more able to be of constructive assistance to a more inexperienced pilot (a rare phenomenon in the Condors) is, of course, debatable, but I hope that it does.

The presentation of the course varied from lecture to discussion to role play. The latter two in particular being enjoyed by everyone, and for the first time ever on a cc course, a checklist mnemonic suggested on Day One was actually used by one group in assessing a scenario on Day Two. Mark Dale (an inveterate cynic) was dead chuffed that someone had at last actually taken on board something that they had been taught! So if you hear people going around muttering SITE ALOT they're trying to remember Student Instructor Tools Environment and Ask Listen Observe Think. Make of it what you will.

Although there was one bit entitled "Psychological Pilot", subtitled "Mumbo Jumbo" (rather more about top competition attitudes than helping a novice with nil wind landings, although the bit about goal setting was relevant), most sections were more to do with communication skills: "Briefing and De-briefing", "Problem Member Scenario" (sound familiar?) "Dealing with a Major Accident", and the like.

All jolly good stuff. Hurrah for the BHPA! No, really, it was a very worthwhile way to spend a weekend and I'm sure everyone felt they had benefited from attending the course - I know I did. And Thank you to the club for paying half our course fees.

Harriet

BHPA Club Bulletin 64:11/97

Tow Releases

Subsequent to the info in this months Skywings, the Aerolex 103/Type A86 (mk.1) has been banned as it has failed four of the ten tasks of the test procedure. The FSC has no option but to insist on the ban, this being set for 31/3/98. The BHPA operate a loan scheme to assist purchase of replacements. The Aerolex 103/Type A86 (mk.!) failed the following tests: It would not release under a load of 250kg. More than 10kg was required to operate the trigger.

It would not release at sub zero temperatures when wet.

It did not release without fault 200 times with an applied load of 20kg.

Winches

If you operate a winch with exposed, moving parts you may be liable, should any person be hurt, even if that person is careless. It may be necessary to fit guards to the winch to prevent injury to both bystanders and operators. If you are unsure of your position with regard to liability then contact Clive Robinson.

Tug Pilot Pre-requirements

The minimum requirement before a microlight pilot be allowed to become a tug pilot, subject to the approval of the aerotow coach, is now 50 hours on weight shift microlights or at least 150 hours on weight shift, of which at least 25 hours must be as P1 on weight shift microlights.

John F.

MAGGIES PAGE



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We were hoping to be at the dinner but our weekend on the 6/7th runs as below, I have only included it as I hate people giving me lame excuses but I wanted to demonstrate that this excuse is not lame, you know me and Phil we don't do things by halves. We would love to have been at the dinner but as you can see this is impossible, the last match we had was the beginning of Nov and the next is in Jan so you can see we have been very unlucky with the way the dates have fallen.

Saturday

8:30-12:00 WORK

13:00-15:30 TRAIN CHILDRENS SKATER HOCKEY TEAM IN MINEHEAD

16:00 PICK UP BABYSITTER

16:30 LEAVE FOR TAUNTON TO GO FOR SENIOR SKATER HOCKEY TRAINING

17:15 ARRIVE BLACKBROOK PAVILION SPORTS CENTRE TO KIT UP(full ice hockey kit-very kinky)

17:30 ON PITCH-COACH GOES BALLISTIC IF ANYONE LATE

19:00 STAGGER OFF PITCH, EXHAUSTED AND HUMILIATED

21:00 ARRIVE HOME TO GET READY FOR TOMORROW

Sunday

7:30 GO TO MINEHEAD WITH KIDS TO PICK UP MINIBUS

8:00 DRIVE MINIBUS TO DAWLISH LOADED WITH 14 KIDS

10:00-19:00 PLAY ONE MATCH OURSELVES AND SUPERVISE 4 CHILDRENS MATCHES

21:00 DELIVER 14 EXHAUSTED KIDS AND MINIBUS BACK TO MINEHEAD

PG-XC LEAGUE

Life is full of moral dilemmas. Should I assist in voluntary euthanasia, should I let my kids watch "The Bill", should I let pilots enter their PG-XC flights after the closing date???? Andrew Pearce has been masquerading as an Avon pilot all year, now he tells me it's all a big mistake, bless him. Anyway I think I've managed to compromise because Andrew has actually done an XC from a Condors site. On the 4th of September Andrew flew 24km from East Hill, great news for Condors PG pilots and I expect it might moisten the eyes of Simon Murphy with fond memories of previous dare devils deeds from the formidable East Hill. So Eddie retains the top spot on the league table and Andrew gets the trophy for the best XC from a Condors site on a PG. I hope that keeps everyone happy and if someone has got another XC lurking in their log book that they haven't told me about, tough titties the comp is closed.

SUMMARY OF FINAL RESULTS

Overall PG-XC trophy winner

Eddie Colfox total of six flights 219.30km

Best flight from the winch on a PG

John Milner 11.5km

Best Rookie PG-XC

Mark Aplin 20km

Best PG-XC flight from a Condors site

Andrew Pearce 24km

Trophies will be presented at the annual dinner. Congratulations once again to all who logged a flight and I look forward to next years battle for the top spot between Andrew and Eddie and maybe they will have to watch out for the likes of Mark Aplin who next year will no longer be a Rookie, watch this space....

Maggie

A Final game from Mr. Rock

