

Mar98

Air

Heads



MINUTES OF THE FEBRUARY MEETING 1998

The minutes of the January meeting were read. Harriet once again pointed out the inaccuracies of the minutes and that they weren't a true record of the meeting. The secretary was suitably penitent.

Matters arising:

Bloreng

The SE Wales Club has been sent a cheque for £500.00 towards their bid to buy the Bloreng, this would be made on Saturday, so we will know the result at the next meeting.

Safety Report

No accidents this month.

Treasurers Report

One new member - another paraglider pilot Angus Murrell. Balance remains healthy.

Sites Guide Committee

They had their first meeting at Phils' place, hang glider pilots were sadly outnumbered by paraglider pilots. Andy Tew is collating the info. for this, so anyone who has anything useful to contribute should contact him.

25th Anniversary Celebration - September 5th 1998

The proposals attached to the last newsletter were then discussed.

There was a general agreement about most of the proposals and so once final approval has been given by Frances Wigram the sub-committee will get on and get things in motion. The sub-committee at present is made up of: Phil Fouracre, Jeff Hoer, Gerry McCann, John Milner, Paul Richards and Angie Weir. Anyone else who is prepared to help in any way or has got a good idea should contact one of the above. It is hoped that as many people as possible will become involved to make this a really good event. Phil has already written to Skywings to publicise it. Although priority for tickets will be given to past and present members of the club, it is hoped to attract pilots from neighbouring clubs, landowners and others who have helped us over the years. Once a budget has been produced, it will be possible to establish the ticket price and start selling them. It is hoped to make this a Charity event to support the Devon Air Ambulance and /or Flyability.

BHPA Report

This will probably be covered more accurately and in more detail by Harriet elsewhere in the newsletter.

Dates for the diary: Telford 5/6 December, All out 20/21 June at Wroughton nr Swindon

Amongst a lot of fairly irrelevant stuff at the meeting was the proposal that to cut out too many stupid proposals, any proposal by an individual member should be seconded by a Club. This would ensure it was a weighty proposal in the first place. Simon commented that this would definitely be the end of the democracy in the BHPA.

There was another suggestion for closer integration between schools and clubs, so that trainee pilots get to know their local clubs earlier.

Devon Air Ambulance

Angie outlined the arrangements for the cheque presentation of £479.97 to the Devon Air Ambulance at Exeter Airport on the 28th February, followed by an opportunity to meet the pilots and tour the base. The dual pilots who raised most of the money would be given priority.

She also encouraged members to support Roger Slaney in his sponsored flight over the Bristol Channel, also in aid of the Air Ambulance.

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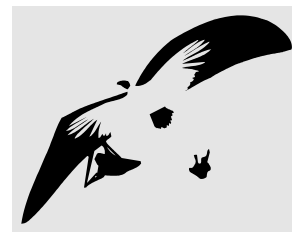
(The presentation has been moved to Sat 14th March at 10.30am)

First Aid Course

Brian Smith gave details of a 4 day First Aid course being run by the Red Cross at Bridgwater. There are 8 places available, dates not yet firm but in the very near future, possibly 2 weekends. For more details contact him on 01278 431138.

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CHAIRMAN'S CHAT



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The miracles of modern technology, this could be the first Chat sent e mail, can I cope with the excitement, on the other hand it could all go wrong and end up in the post as usual. John will have to add an extra column to the membership list with e mail addresses! Anyone looked at the weather forecasting on AOL, its very impressive, looks like that's what I'll be looking at every night from now on, sad or what?

Back to the flying, had a pleasant day at Charmouth flying the canopy then the glider, always nice to wind John up. He and Andy took off and went down, it then picked up after I had inflated, and was messing about on take off, until Mark pushed me off. I soared only to see Andy being blown back. No other canopies flew, then landed and flew the Moyes, great day. I gather the canopies flew at Crook peak later in the day.

I try to write this in roughly chronological order, when I get the chance, and when I can remember what's happened. Thought I'd start it this Saturday morning as it is pouring with rain and forecast is not looking good, although it might clear up later. Even now I've had a couple of calls from sad, desperate people, nothing changes, we just get older. I've actually had a couple of calls regarding our anniversary celebration from other clubs, looks promising. Once we have definite figures on major costs I will send a more detailed letter to Skywings.

I gather I missed a good days towing at Smeatharpe the other Saturday, It would have been worth it just to see Andy being blown back!! Sorry didn't mean it. The previous week flying the tug was no joke either, about freezing on the ground, it must have been way down at 3,000 40mph+, someone tell me what the wind chill would have been? Even Roger was thinking of releasing before being waved off, that must be a first!

I went to Brent Knoll with John the other day to practice some ground handling, it was actually a glorious day, thoroughly enjoyed it. Trying to think back, it must have been over ten years since I was last there. It is definitely a paragliders site now, ideal for learning. The day was spoilt for both of us when we received a phone call from the warden at Crook Peak, saying that someone was flying a paramotor, nothing in the agreement etc etc dire problems, unhappy landowners!!!

When Paramotors first came on the scene various people were worrying about the risk to sites, irresponsible flying, letters to Skywings etc. As with the hangliding/paragliding amalgamation I tended to take the view that with common sense and understanding on both sides it would all work out OK. The above incident just goes to show how wrong you can be, can I be naive and cynical at the same time? John was really *****!, as he has spent a lot of time sorting this site out. If he is still as mad as he was the other day he will probably have something to say about it himself. He charged off from Brent Knoll to find out more, guess what! It was actually one of our own club members. I thought the reason for having a club was to discourage rogue pilots not provide our own! We could have a new trophy, ***** of the year! presented to Darryl Janaway!!! I didn't think what a marvellous phrase, covers a multitude of sins. Please think in future.

As it is the AGM this month you will probably be reading this after it has taken place, John did put a reminder in last months Airheads, so we will expect to be inundated with nominations for new committee members, ideas etc. I did say I was naive didn't !!! As I'm off skiing again three days before the meeting I will have missed it, so you will have been able to say whatever you like about me!! Talking about skiing, I had a terrific response to my planned trip to Dennis Trott at Les Houches, for a flying/skiing holiday, one member was interested!!

See you after hopefully another good skiing hol.
Safe flying,

Phil

PS Just heard recent good fall of snow!!

PPS A little bird tells me! an eminent, (exec!) member is complaining that I break site rules, what about Woolacombe (one car only!) stones and glass houses come to mind.

MINUTES CONTINUED



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Paramotor Syndicate

Brian has also purchased a nearly new tandem paraglider ZB 250 and is keen to form a syndicate to help pay for it. Anyone interested in purchasing a share for £150.00 should contact him.

Ham Hill

Now open again as the lease has been renegotiated. No bottom landing at the moment as the fields have changed hands. Hopefully this will be sorted out soon. Clearance of scrub from the ramparts will start in October.

Porlock

A new bottom landing has also to be renegotiated at Porlock, Jamie is sorting this one out.

SEX, LIES and the MINUTES SECRETARY RESIGNS -did he jump or was he pushed (off Charmouth)

In the light of persistent harassment by the media (Airheads and free flyer) the permanent under (the influence) secretary has had to review his position and feels that after the most recent allegations of sleaze, misrepresentation, misspellings and economy with the truth, his position is no longer tenable. It is therefore with deepest regret that he must take the only honourable course of action and offer his resignation. He does this for the wider good of the club and not for any selfish reasons such as cheaper phone bills. It is indeed a sad moment when a man of his stature is forced out of public life by the cheap jibes about his ability to spell and get peoples names right. The secretary will have a few days to clear his desk and say goodbye to his loyal staff at the headquarters of the D & S C. - "What d'ya mean I've got to go anyway cos its the AGM.?"

John Milner

COMPETITIONS

AIRWAVE CHALLENGE

Is anyone interested in entering? First round competitions must be held by 1st July. Semi-finals 18-19 July (25-26 July in reserve). Finals scheduled for 22-23 August in Derbyshire.

Hang glider pilots contact Harriet if you're interested.

Paraglider pilots contact Mark Aplin who has plenty of entry forms.

WINTER LEAGUE

I have some flights in, but not all yet - if you've done any ridge runs or XCs over the winter and haven't yet given me the details, let me know SOON. The Winter League Table (97/98) will appear in next month's Airheads, and if you're not on it by then, it'll be too late.

TEAM COMPETITION

The (new and unofficial) team competition is hotting up. The Winglets (Mark Hoer, Martyn Howe and Craig Parker) are having trouble getting a full team outing, whereas The Sharks (Jeff Hoer, Brett Wright and Harriet Pottinger) are out in force each weekend. So far there are no other HG teams organised - it's not too late - but Simon Murphy has adopted Andy Pearse and Eddie Colfox as team mates. I'm not sure that PG Nationals pilots are allowed to score in a serious (?) HG team contest: they're almost guaranteed to thrash the rest of us! If they don't come up with a decent team name within the next five seconds, we'll have to devise some sort of handicap for them, so that Simon will be forced to go cross country in order for his team to score at all. He's talking about doing it again this year, but we're still waiting!

Harriet

LETTERS TO THE EDITOR



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From Harriet Pottinger

I don't know if you subscribe to europg or not, but recently there has been much debate over whether or not there should be a national sites guide. Here is a bit of it which you may or may not to use in some form in Airheads. (Perhaps my last paragraph had better not be printed in full or someone might take offence.) (Good, indignation creates copy.ed) In any case, I said I would put it to the Condors members again for discussion.

(Correspondence between Harriet and Benet Allen, who seems keen to organise a national guide on the Web. He has again promoted the idea.- ed)

Harriet wrote:

Our club was contacted and asked to submit our site details for inclusion. We declined, saying we'd wait and see how it went for other participating clubs first. and then later in the same e-mail (!) she wrote: Never heard any more about it. So it seems this is an old suggestion that's already been tried and flopped.

Benet wrote:

Harriet, we can't all wait for somebody else to jump! And judging by the other replies - some using foul language - there's clearly a culture of secrecy and distrust operating in the BHPA. This makes me angry: You can't keep a hill secret. They're quite obvious things really, sticking up above ground level and facing into the wind sometimes....the REASON pilots break the rules is because they're frustrated at the lack of available sites and end up taking matters into their own hands. If we all knew who any particular site belonged to, we would happily phone and check first. The problem is one of ignorance on the part of pilots, and paranoia on the part of local clubs. I can help to crack the ignorance side. This is it: I VOLUNTEER to put a National Sites Guide on the Web. E-mail me (off-list) your sites guide as a text file - if it's not on a computer already, then I ask you to do that little bit for me. Scan your maps and e-mail those to me as well. I'll publish the details as and when I get them. But because of time constraints, I'm NOT GOING TO HANDLE ANYTHING ON PAPER and the result will only be available on the Web.

This is your chance to change the nature of free flight in the UK. The Government is doing its bit for Land Access rights; we can do our bit for the pilots. We have here a chance to become a modern flying nation rather than a feudal one.... Don't pass it up! Love to all, but especially fellow HGs...

Harriet wrote:

Well, good for you, Benet.

I can't send you any our club's sites guide without putting it to our members to discuss and vote on. I'll put it to them at our next meeting, and see if they've changed their minds since last time. Presumably you'll be sending out a similar message to all clubs, now you've volunteered? Personally, I am of the opinion that the club contact list in Skywings is still the right way to handle sites and visiting pilots. The BHPA does have a national sites list (not guide) already anyway, as all BHPA clubs are required to notify the BHPA of any sites lost or found.

If you want to fly any of our East Devon/Somerset sites, all you have to do is phone us (Condors) first. We DO have a couple of members only sites - AT THE LANDOWNERS' DECREE - but mostly our sites are open and we welcome ANY visiting pilot, so long as they are either BHPA members OR can show proof of alternative third party insurance - this is a stipulation of flying National Trust land.

I don't know about secrecy and distrust within the BHPA (or maybe they don't trust me enough to tell me their secrets yet!) so much as within LIFE. I can't be doing with either, myself, but they exist. Maybe you've never had to deal with a site being lost due to some ignorant, selfish or stupid plonker pilot. I haven't either, but we came close to losing two of our best coastal sites last year because of the actions of complete idiots.

Editor's note:

Some of you must have opinions on this subject. Having been involved myself in negotiating, clearing and troubleshooting on our sites this year, I have developed very firm opinions. Last year I would have agreed with Benet (I must stop typing Bent), but now I am in agreement with Harriet. Anyone who wants to contribute - write in or speak up at the meetings.

FURTHER LETTERS



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From Peter Ranger

Following our discussion at Charmouth yesterday, I created a pentangle out of the parts from two old hang gliders I found on the side of the cliffs and summoned the Horned One. I demanded, in exchange for my soul, weightlessness and the ability to fly in any wind conditions. He said "Sorry, Andrew Pearse has already got that one. Anyway I already have a 90% interest in your soul. Remember Amsterdam."

It seems that what he could offer for the odd 10% was super-heated legs. He explained that these had proved very useful on cold days when hanging around on the hill waiting for some Wind Dummy to take off. The only problem is you have to wear shorts a lot of the time to keep the legs cool.

Not having the legs to take advantage of that particular offer (unlike some) I settled at 5% for the ability to be blown backwards without hitting barbed wire fences. I think I got the best of him this time.

A question of etiquette: If paraglider pilots are on the hill, blown out, and they see a hang glider pilot staggering under the weight of her rig, do they:

a) Offer to help. b) Look the other way. c) Snigger.

From Mike Glanvill

I would be grateful if you would put in "Airheads" my sincere appreciation to those who helped me to enjoy a half hours flying at Bossington on 4/2/98. It was great to be in the air again after nearly a year. I was so pleased with all your kindness that, after reading "Airheads", I turned up, with a rake and shears, at Charmouth and spent an hour slashing the dead gorse to the left side of the t/o point. Making the roots of the bushes ever smaller, but was defeated by the raking because the ivy kept on trying to remove the rake from my hands!

From Mike Richards

Just read your most recent newsletter and thought that you might like some material. The following is not in the least bit related to flying but might well enliven the newsletter and raise a few smiles. I make no apologies for the content! (There followed a series of scurrilous jokes, which will be filtered uncensored into Airheads - ed)

As to your comment about nobody reading the newsletter and is it worth it - yes! Don't give up - some of us feel very cut off from the day to day activities of the club and the letter gives us a sense of belonging (even if it is a sense of belonging to a club that consists entirely of members that seem to have all the time in the world to go flying when the rest of us are at work)! Living in Southampton (where there are no hills I would point out) means a very long trek to ANY flying site, especially the Condors ones, and hearing about what's new and so on is important.

I think your suggested list of mobile numbers is a good one - mine for the moment is 0860 311452 and my email address is hainesjd@boat.bt.com (don't ask why). As an aside - the Wessex publish members home numbers in EVERY issue which is useful as they invariably get lost and it's a simple way of keeping a record of members numbers without having to write them down somewhere - shouldn't we adopt that?

Mike's first Joke- The sensitive should go flying or turn the page. (I've even reduced it to protect the visually impaired).

A farmer buys several pigs, hoping to breed them for ham, bacon, etc...

After several weeks, he notices that none of the pigs are getting pregnant, and calls a vet for help. The vet tells the farmer that he should try artificial insemination. The farmer doesn't have the slightest idea what this means but, not wanting to display his ignorance, he only asks the vet how he will know when the pigs are pregnant. The vet tells him that they will stop standing around and will, instead, lay down and wallow in the mud when they are pregnant.

The farmer hangs up and gives it some thought. He comes to the conclusion that artificial insemination means he has to impregnate the pigs. So, he loads the pigs into his truck, drives them out into the woods, has sex with them all, brings them back and goes to bed.

Next morning, he wakes and looks out at the pigs. Seeing that they are all still standing around, he concludes that the first try didn't take, and loads them in the truck again. He drives them out to the woods, banged each pig twice for good measure, brings them back and goes to bed.

Next morning, he wakes to find the pigs still just standing around. One more try, he tells himself, and proceeds to load them up and drive them out to the woods. He spends all day shagging the pigs and, upon returning home, falls exhausted into bed. The next morning, he cannot even raise himself from the bed to look at the pigs. He asks his wife to look out and tell him if the pigs are laying in the mud. "No," she says, "they're all in the truck and one of them is honking the horn."

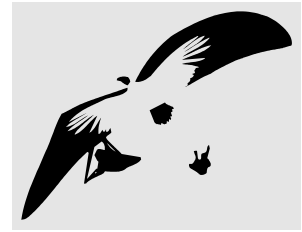
FLYING DIARY



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- Feb1** **Smeatharpe** Usual mixed crowd of pilots
Belstone MA & KC had a good afternoon
- Feb2** **Selsley** JF Good scratching
- Feb4** **Bossington** BS & Lin Little wind -extended t/b
- Feb7** **East Hill** MA flies and is finally dumped at the south end of the ridge. No one else flies!!
Ham Hill MA & JF meet KC, take off low down and soar the ridge for 45 mins.
- Feb8** **Charmouth.** AT & JF prove there is no wind by going down. PF then hogs t/o until he thinks it's flyable. PF is pinned off the east of the ridge but when the wind drops gets back to annoy the rest of us. AT gets off into a freshening wind and is blown back at the top of the hill with ears and speed bar has a frontal collapse and is dumped (no damage). JH, MH, SB & BW take off. BW (I've not flown since Nov) then demonstrates how it feels to be tossed around by a cu-nim about 10 feet in front of t/o. It was impressive. The pg's AT JF JM MA KC PR sipped tea and decided it was blown out. JH PF HP RS MH & others flew to West Bay & back? (See Harriet's report).
- Crook Peak** MA KC & JF had a good time mostly on the speed bar for an hour, joined by DJ & PC. [MA & KC left CP at 9.30 Rich Harding (Avon) arrived at 10 and flew for 2.5 hours up to 1 grand above the hill!]
- PF JF KC playing at **Brent Knoll** - DJ playing at **Crook Peak!!!**
- Feb13**
- Feb14** Condors to **Smeatharpe** . AT kited to 600ft , then lands using ears & speed bar. Again! He leaves and conditions drop. AT BD try **Crook Peak** with lots of Avon pilots. Not much. Meanwhile.....
Over the bridge at **Nant-y-moel** KC AT JF & JO enjoy 2-3 hours each flying with up to 18 hg and 15 pg pilots in both ridge, thermic and wave!! Mark had up to 1200ato. A great day!
- Feb15** Frustration . Visits were made to **Crook Peak, Charmouth, Branscombe, Moel Meio** etc without success. Why didn't we go towing?
- Feb22** **Codden** - Wind off the hill. The enthusiasts launched. BW HP MH & SB. Then PF & GM saw sense and left, followed by JH HP & SM.
Woolacombe - Wind on the hill. PF GM SM & HP fly with The Jordan Family. JF has been making a fool of himself trying to assess the wind strength and eventually flies while other pg's soar the dunes!
Meanwhile at
- Selsley** MA & KC arrive to find the hill covered in modellers. As predicted they all go home for their lunch. MA takes off and flies to Tetbury (about 11K) and Tom Mayne (Wessex), who many of you will know from Charmouth flew to Malmesbury (even further). Bastards!! KC and other Avon pilots could not get off the hill in the strengthening wind.
- Selsley** JF arrives expecting to go miles and scratches the hill 50ft ato.
Bossington PF can't get off because of the wind eventually has 30 mins 600ft ato before dark (just).
Meanwhile at **Bell Hill** The Wessex are going into orbit!!!!!!
- Feb24** **Branscombe** JH flies alone -light but soarable on his pg.
- Feb25**
- Charmouth** - The mystery alert. The Coastguard searched the area off Golden Cap after dark by helicopter using thermal imaging equipment for a hang glider reported having gone into the water??
- Feb26**
- I had a good month with over 7 hours airtime. Others have also been active. If you go flying let me know how you get on. There must have been other members who had good unreported flights in February. (ed)

BITS & PIECES



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With the Sub-Editor on holiday, please excuse the lack of columns for March and April.(sub-ed) [Rob has no faith in my ability to produce a reasonable newsletter without him. You will all just have to get out the specs and rulers, especially HP and GR, who need it all in columns. That's the inactive GR, come to think of it, they're are both inactive. ed]

Ubley

For those of you qualified to fly Ubley, the latest news is that Avon have at last managed to track down the landowner and are trying to enter negotiations. **DO NOT FLY UBLEY UNTIL THE SITE HAS BEEN RENEGOTIATED.**

Porlock

Jamie has contacted the farmer who would be delighted to have us clear some of the gorse in the take off field. We have permission to land in any of the bottom fields except those in crop (hay or beet) or amongst animals. Visit the bottom landing fields **BEFORE** flying.

Brent Knoll

Robin Brown is trying to organise some clearance of the summit area. This would help to make a more friendly take off. He is awaiting the go ahead from the NT.

Bossington

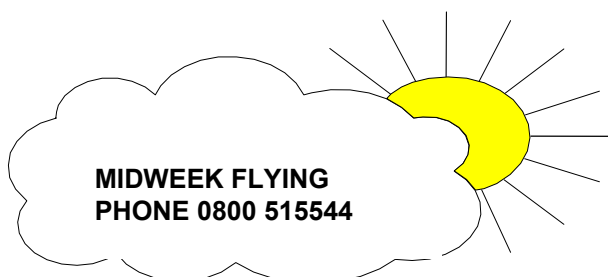
More work has been done on the take off. The cleared area now needs the gorse roots removing for pg perfection.

James Orton is off on his round the world trip. He is planning to be back for 10 weeks in the summer to work and will then be gone for a year or two. You're only young once!

Confusion with the Bobs - Last month the accident at Charmouth happened to Bob Hayden not Rob Hayman who is of course a pg pilot. My fault (ed).

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 446523
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
	Mobile 07970 629551	Email: 100774.1650@compuserve.com	Fax 01275 341241



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



NOTICES, ADVERTS, etc



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The BHPA "ALL OUT FREE FLYING FESTIVAL"

This is taking place at the Science Museums airfield - RAF Wroughton near Swindon 19 - 21 June'98.

The event will feature all BHPA activities plus Kites, Land Yachting and hopefully Ballooning, which is in discussion with Virgin Balloon Flights.

I will be sending invitations to journalists at all the National Newspapers, Local media plus major male and female magazines. I aim to have a hospitality tent for the media, to make them more aware of our sports, plus enabling them to experience Dual flights.

I am therefore looking for volunteer - Dual Tow rated HG and PG pilots plus if possible - Dual rated Paramotor pilots - who would be willing to fly these journalists, on the Saturday afternoon. If there are any pilots interested or if anyone knows of pilots who might be interested, but do not subscribe to europg - Please contact me by email direct or tel. me on 01366 383817

Also if anyone has any ideas or suggestions, re promoting All Out, please let me know.

David Wootton PR Officer - BHPA

FOR SALE

Adventure F3 Paramotor - easy take off for pilot in the range 10 to 14 stone (naked weight). Excellent, as new condition. Lovingly cared for and run in properly. Not bent or damaged in any way in the last 18 months ownership. Electric start factory fitted, charger pack and cross braced harness included. Averages 2 - 2.5 litres per hour, has an 8 litre tank and gives a climb rate of up to 400 feet/minute (4 up). Good fun on light wind days/when you haven't got time to get to the hill/not sure if it's flyable and summer evenings. £2500 ready to fly. Canopy to suit available too if wanted.

Call Mike on 01703 663462.

FOR SALE

DK Beat Paramotor large, brand new canopy, engine 10 hrs. As new £3800 (5,500 new). View at Dunkeswell.
Contact Jim 01404 891880.

Talking about paramotors- Since the Crook Peak incident I have spoken to Darryl and Brett . Brett tells me that they have organised a field in the Taunton area from which to fly. On the first day they used it they both flew about above Taunton at about 3500ft ato. It seems that the light aircraft over Taunton were confused by a canopy flying about a grand above them! So if anyone needs advice on paramotoring they are probably our most experienced pilots.

Phil is still rambling on about a Mosquito but plumbers are always so hard up. Give him a ring if you are interested when he gets back from his second skiing holiday this year. Viv must be paying for it..

Airheads

This month I have enclosed a list of telephone numbers for all current club members. Please check that your numbers are correct. Anyone having a mobile or email address not listed, let me know. Mike Richards requested this in his letter (see page 5). I have had a number of kind comments about the newsletter and some not so kind, but probably more accurate. A monthly newsletter needs a fair amount of work to process and while, I am willing to continue this, the Club should be aware of the costs involved. I distribute as many as possible to those who attend the monthly meetings. But I have to post over 50 a month @20p each. Do you all want a newsletter every month?

The contributions are coming in better now and I have had no difficulty filling a few pages over the last months, but I would still like to hear from pilots out of the club mainstream, pilots who have had flying holidays and any flight details that anyone manages over the month. You must be tired of my ramblings and I would be pleased to fill the odd space with someone else's rubbish.

JF



FLYING DIARY 2



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FEBRUARY - A MONTH OF FIRSTS:

On February 8th I went to Charmouth. The new takeoff is lovely, and Phil F joined me to dodge in and out of the orographic 1000ft at for a while. I flew over to the golf course (something which I'd tried a couple of times but not managed before) and then did the milk run to West Bay and back, before landing on the grass... only just! Nothing remarkable, except that it was the first time I had done the out and return, and I did it on my own (I arrived a bit late, the others had already flown and landed, and Phil had decided not to bother - he'd already had an hour on his paraglider earlier).

Simon Murphy wrote a few months ago about the first time they flew to Burton Bradstock, and the pioneering and adventure elements of the occasion enthused through his words. Despite the distinct lack of impression my flight made on anyone else, I was really pleased with it, for much the same reasons that Simon was writing about, and not least of all because I had done it on my own. Trouble is, of course, that doing something fifteen or twenty years later than everyone else, they've all got old and cynical and forgotten what it was like when they did it for the first time.

Phil got his paraglider out again and entertained us by taking off from the beach and being dragged up the cliff to "top land". He also managed to "bottom land" at the little beach cafe, wrapping his canopy over a table and chairs. Pity no-one was sitting there at the time, really! Apparently the "only land on the grass" rule is for the proletariat only - the Chairman is allowed to land wherever he likes!

On the 22nd we went to Coddan. Another first for me as I hadn't even been there before, let alone flown it. Not the best conditions for an inaugural flight at a site that is 'advanced' at the best of times: the wind was almost 45° off to the west. Brett, Martyn Howe and Simon Bell had all flown, been chucked about, and top landed, having got around 200ft above takeoff at best, and 80ft below at worst. Feeling like a nauseous jelly (that's how I usually feel at a new site that is not completely straightforward), I decided to fly anyway. Takeoff was fine, the first (upwind) beat was rough, but reasonably in control, the downwind beat was fast and I went a bit too far before turning back, so lost more than I should have. Coming back into wind a second time I hit quite good lift (thermal). This is where I made my mistake. Instead of just holding into wind, I thought I could 360. Oops. I changed my mind half way round, turned sharp out of the 360 (away from the hill), and fell over the edge - totally out of control and losing height fast. Below top it was very rough and unpleasant, and it was all I could do to pray hard that I wouldn't get completely dumped before I made it over trees, power lines, a farm, a lake, and more trees before reaching the only decent bottom landing field. About 70ft before touchdown the turbulence mercifully gave way to nil wind, and but for the fact that I tripped and ended up on my knees in the mud, my landing was about the best bit of the flight.

However, I learned more in those seven minutes than I probably did in the previous seven hours of airtime!

After watching this appalling display, the others derigged. As a result, we all missed the opportunity of a brilliant looking cloud that floated over us about 15 or 20 minutes after I had landed. Those who had already flown went home, and those who hadn't went to Woolacombe for some very smooth and unexciting coastal soaring. I went too: two more extreme flights in one day would be hard to come by! And that was another 'first': the first time I've flown two sites in one day.

Harriet

The sites guide

The committee preparing this will be busy gathering information about our existing, past and potential sites. If any members have any information please pass it to PF AT JH GM MA JM or JF. There are a number of sites that have been flown in the past and may be now available.

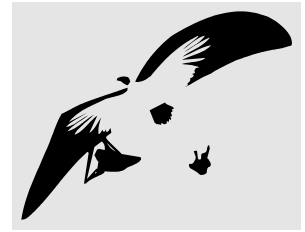
The National Trust

Some of the old sites that have been lost are on NT land. Are any members also members of The National Trust? Have any members contacts within NT or experience of negotiating with NT? Any help or advice would be welcome to assist us

JF

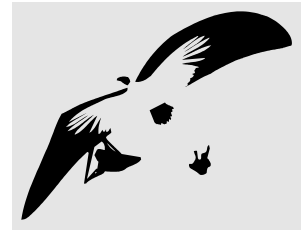


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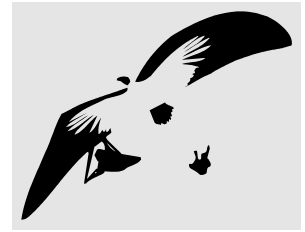
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