

Apr98

Air

Heads



MINUTES OF THE MARCH MEETING 1998

Minutes of the AGM and March Meeting

Apologies were received from the Chairman who was away ski(ve)ing.
 The minutes of the February meeting were read and approved. Matters arising:

Blorange The outcome of the proposed purchase is not yet known.

Safety Report

On Thursday 26 Feb The Weymouth Coast Guard was called out by a member of the public who reported a paraglider pilot going down in the sea off Charmouth. Despite the use of thermal imaging equipment no evidence of a pilot or canopy was found and it was assumed it was an error. Eddie Colfox left the site at 5.30 and believed he was the last to leave.

Treasurers Report

Membership continues to rise. Two new members Lin Popham (PG) and Mark Corbrady (HG). Bank balance stands at £778.60 after payments to the National Trust (£117.50) and bills for printing and postage of Airheads for the last two years (£317.20)

Competitions Report

Airwave Challenge. Entry forms can be obtained from Harriet Pottinger. A dual team can be entered for £30. First one was entered by Jeff Hoer. Brass Monkey Comp was scheduled for next weekend (7/8 March)

Tow Group Report NTR

Sites

Ham Hill A new bottom landing has been negotiated for PG's. It is the field directly in front of take off. Don't use, if there is stock in it and don't climb over the fences, Kath!

25th Anniversary Bash

The provisional budget was discussed. It looks as though it is going to cost in the region of £3000 including Marquee, band, disco, buffet, etc. This suggests a ticket sale price of £15, with a break even number of 200.

The following agreed to organise particular aspects of the event:

Landowners/Camping	Jeff Hoer
Marquee/Dance Floor	Phil Fouracre
Toilets/Tables & Chairs	Phil Fouracre
Lighting	Phil Fouracre
Generators	Jeff Hoer
Publicity	John Milner/Phil Fouracre
Address List/ Printing	John Fielder
Ticket Sales	John Milner
Band	Angie Weir/John Milner
Disco	???????
Bar	Devon Air Ambulance
Buffet	Phil Fouracre
License/Police	?????????
Charity Liaison	Angie Weir
Vintage Glider Decor	Simon Murphy
Balloon Glow	John Milner

The sub committee will meet one hour before the monthly club meetings to go through developments. Anyone who is prepared to help in any way is most welcome.

There being no further business the meeting closed at 9.05pm.

STOP PRESS

Roger Slaney was unable to complete his Bristol Channel project owing to the CAA expansion of Cardiff airspace. More news on this next month.

Election of Officers for 1998

		Proposed	Seconded
Chairman	Phil Fouracre	HP	NA
Secretary and Club contact	John Milner	GM	JF
Treasurer	Andy Tew	JM	HP
Editor of Airheads	John Fielder	GM	SM
Safety HG	Jamie Lee-Smith	JF	SM
Safety PG	Tim Crundwell	JF	SM
HG Comps & XC claims	Harriet Pottinger	GM	SM
PG Comps & XC claims	Mark Aplin	JM	JF
Sites	Gerry McCann	SM	HP

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CHAIRMAN'S CHAT



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Ah well second skiing holiday over, not as good as the first one, it serves me right for being greedy! The sad bit is discovering a tax demand when we got back, have a holiday or pay the tax? no contest. Somehow I doubt those lovely people at the Inland Revenue would agree!!!

I gather I didn't miss any flying, that makes a change, normally being away means the weather will be epic. More importantly, why am I still Chairman? I thought shoving off to Italy would be enough, so how much is it going to cost me? only kidding!. Believe it or not I do enjoy it, all that power!!! As long as we can keep everyone motivated and enjoying their flying I'll be satisfied, sad or what, I must be easily pleased!!

The newsletter looked good, keep stuff coming and John will be pleased as well!!!! It's great to see contributions from other than the usual small group of members, nice of Mike Richards to raise the tone! Keep them coming!

First weekend back had a good time flying at Bossington!! at the 'Frostbite' comp, it was great to see so many gliders flying on both days. If you weren't there why not? Loads of old (some very) faces, everyone seemed to enjoy themselves.

I assume a more detailed report will come from the comp sec! Having said that she might still be upset after being beaten by a canopy on the Saturday, then having the second spot removed before she got there!! sorry ! John dared me to mention it. We might be able to beat the competition hands down, but we've got to hand it to South Devon, for having the best 'bad loser'. Karl Sweeney was really *****! moaning about everything, from not being placed, to Jeffs glider, even getting stroppy with one of his own team mates for trying to "wreck his car", a gross exaggeration!

I didn't do much, flew on the Sunday, not good enough to make any worthwhile contribution, it's the moral support that matters!. Enjoyed myself on Saturday, flying my canopy, did I wind John up or what! If he could have caught me he would probably have committed some gross crime against my person. His ground handling definitely leaves something to be desired, if it prompts a new hang glider pilot to utter the immortal words " I didn't realise paragliding was this entertaining!"

As seems to happen on these occasions there was plenty of winding up going on. An old friend of our esteemed editor turned up and promised to 'dish the dirt'. I think I'll take it with a pinch of salt as he the tried to take off straight into Brian who was inoffensively having a fag! Anyone who cannot notice him stood in front of you (he's even bigger and uglier than I am) needs his eyes tested.

The comp and the weekend finished well for everyone, the only shame was that Neil had a heavy landing back at the car park and dislocated his shoulder, ending up in Minehead hospital.

John rang me regarding the Bossington agreement! Someone had reported seeing a canopy flying there! but only hang gliders were mentioned on the agreement, altering the club title on the agreement should sort out any potential problems. Everything seems to be ok at the moment, the warden has given John official permission for us to clear a larger take off, and burn the cuttings!. He apparently wanted to know if we had all the necessary safety equipment! Funny he didn't mention a pair of reins for Andy, with official permission he'll be unstoppable!

The following weekend saw some surprising flying, considering the weather. A good turnout at the airfield with both the tug and winch in operation. I decided just to tug on the Saturday, a bad move as there was a period of a couple of hours when it got good. With five gliders up at one time, Craig getting a creditable two hours (all thanks to the tug pilot, only joking) It soon deteriorated, the cloud and high, killing off any good lift. The winch got a bit of stick and required some repairs before it could be used on the Sunday, what it needs is some keen paraglider pilots to organise it!!!!

Sunday wasn't as good, not much happening, although it brightened up later, just as some of us started to pack up!! Progress was made with winch endorsements, John F is keen to try additional training sessions!! Top score for entertainment value goes to Andy for the ultimate reverse launch on the winch, I still can't see why he didn't just lift his leg over the line, so what if he was forty feet up!!!!

Mark sneaked off for his second three axis lesson, he's just trying to make sure I don't catch him up! For anyone who flies a trike, it is certainly an interesting experience, I had my first lesson on Friday and provided Jim with much entertainment. Mark did warn me, but I still made mistakes, the change of pedal use and control is

GRAHAM'S XWORD 13



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disconcerting to say the least!! For those who don't know, in the trike the right pedal is the throttle and the left the brake! also steering the front wheel. In the Thruster they are right and left rudder, the throttle and brake being separate lever controls; think about it!! go for the brake on taxiing and you veer left, go for the throttle on the ground or in the air and you turn to the right. 'Teaching an old dog new tricks' springs to mind, better luck next time.

The forecast for this week looks ****! even though John is saying it looks good later, I don't know what the weekend will bring. This has got to be in before then, so if anything exciting happens you will have to read about it next month. Now how the hell do I send an attached document e mail? I bet its quicker by post.

Safe flying, Phil

A week in the life of an Apco Spectra (owned by Barry Arthur)

My owner, he does not pretend to be my master, is taking me on a skiing holiday to the French Alps, and I find myself packed in the back of the estate along with skis, ski boot, food and clothes for four people. It is a bit of a crush but nobody minds having bags on their laps in the back seat for the 24 hour journey in order to make room for me. At any rate my owner hears no complaints, only enthusiasm for the prospect of seeing me flying and being available to do the important job of collecting me from wherever I decide to land. We arrive in the ski resort and I am carried up to the flat and find myself deposited in the narrow hallway.

Day one: Owner looks up ski map to find the magic word parapente and skis directly to take off site, there is no mention of anywhere to land. Site is deserted but ski tracks can be seen heading over cliff into isolated valley. The wind is across the slope and he decides that this is good enough reason to leave me where I am and seeks out local parapente man by phone in the evening. The information is that we are very welcome and the landing site is below the village opposite a garage. Although nearly dark the whole party are taken by car to look at an expanse of snow with no wind sock. (You never know who might be available to come and collect us). One of the best bits about skis is that his little legs do not have to run so fast when landing and he can always blame his skiing technique for ending up in undignified heaps.

Day two: Still no sign of aerial activity and inspection of our take off site shows snow blowing in exactly the wrong direction. We discover another take off site but it is for hang gliders only and we are banned from using it. Discrimination I call it.

Day three: Gale force winds. I seem to be becoming less than popular and get kicked by the rest of the party on the way past me to the loo.

Day four: Heavy snow falls. Day spent alternately falling in deep powder snow and sitting in mountain hut drinking vin chaud. The more falls the more vin chaud and the more vin chaud the more falls.

Day five: Beautiful blue sky and not a breath of wind. Quick check at take off site shows 18" of deep powder at edge of cliff and all looks ready to avalanche into valley below. Deep snow does not do a lot for the acceleration on skis needed to forward launch. Pisteur says that it does not avalanche there often but at least I would be a good marker and be found easily in the spring.

....3pm : Hang glider seen doing a tandem flight. Rapid descent to catch him and get his advice. Says "no problem, go and spend five minutes packing down the snow with your skis." Rush to take off site. Hour spent packing snow down for launch pad and track made wide enough for unskilled driver. Now dark and exhausted. Owner full of anticipation for tomorrow's flight removes me from pile of empty wine bottles.

Day six: Wake to find it is snowing. Visibility 50 metres. Our take off site is under another foot of snow. If you look very carefully you can just see evidence of yesterday's efforts.... get kicked several times.

Day seven: carried to car and thrown in the back. Luggage crushed down hard on top of me and can hear mutterings about my chances of coming next year.....I smile smugly, I know when my man is hooked.

(More seriously: Local professionals are very helpful and keen to see others flying. The more paragliders seen in the air the greater the attraction to people skiing and the more tandem flights they will be able to sell.)

A SPECTRA ON HOLIDAY BE



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BRASS MONKEY'S 1998



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Not often but sometimes the weather gods are kind to us. Two flyable days in a row - on a Saturday and Sunday as well. The weather forecasts spoke of a cloudy high pressure system to the West giving moderate N-NW winds with the low cloud breaking during the day. It remained cloudy most of the day only clearing as the flying finished.

The chosen site was Bossington, 4 miles west of Minehead. Thanks to the Condors for the use of their site. The cheque is in the post. For most pilots Bossington was their first big carry out of the year and many pilots without trolleys will be returning to their physiotherapists/chiropractors this week for further treatment. A late start on Saturday ensured that no pilots had to leave home too early and we were competing by 1.15pm.

Task 1 was a race from t/o via two turn points and then back to top land. One turn point, the coastguard ruin, was just in ridge lift, but the second turn point, the lime kiln, was definitely a long way out from the ridge. The best technique seemed to be to burn around the turn points as low as you dared only gaining height in order to land. Mark Hoer, who won this task, returned to the ridge after his visit to the lime kiln over 300ft below t/o - but got up again easily.

Task 2 - spot landing at the end of task 1 - caught out a few pilots. The best landings were made by pilots who flew a good approach (obviously) and kept on plenty of speed to counteract the wind gradient. The worst landings were made by certain S. Devon pilots (Plenty of bent and broken aluminium! HP)

Task 3 - open XC, min. distance 5km - didn't look possible when it was set but the wind picked up late in the day and pilots leaving the hill with 800ft+ managed to fly over 5km. Patrick Buxton (Kernow) would like it pointed out that he actually flew 100m further than his team mates. This doesn't show in the results table. Steve Cobbett (Long Mynd) won task 3 with a superb 8km flight to land on the beach in front of Butlins, Minehead. Well done Steve!

At the end of day 1 Martyn Howe (Condors) was in the lead with Vince McClusky (Condors) in second place and Simon Bell (Condors) in third place. A good start for the usually tardy, spineless, weak-kneed, lily-livered Condors. Incidentally, they directed us to the noisiest, dirtiest, roughest pub in Minehead for our social evening and promptly took themselves home for a quiet night; all except Harriet who had a hot date with the Luppitt Stud aka Simon Murphy.

On Sunday cloudbase was lower as the airmass was moister and with an early finish required open XC was not set.

Task 4 - identical to task 1 on Saturday - was markedly different in practice. A fresher but more gusty wind and the moister airmass gave less reliable lift and the best time, by Jeff Hoer, was 40% longer than Saturday's best time.

Task 5 - spot landing at the end of task 4 - caught out even more pilots than on Saturday but thankfully no more offerings to the aluminium god.

Task 6 - spot landing by the carpark - was not difficult but, you guessed it, quite a few pilots were caught out, the wind having picked up to 18-22mph. Apologies to Harriet Pottinger. By the time she flew back to the carpark (please note that this was still half an hour before the window was closed. HP), the "spot" was back in its role as a glider bag and on the roof of a car. Fears that she would attempt to land on the car proved groundless as she landed two light years from the car park in the gorse, allegedly not dropping her A frame.

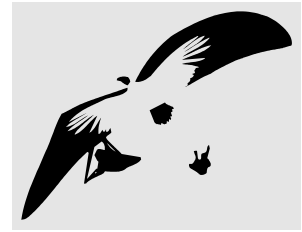
Congratulations to Mark Hoer on winning the competition, especially as he didn't even attempt the XC task on day 1. He just flew consistently well. The team prize (trophy to follow) was won convincingly by the Devon & Somerset Condors. Interviewed afterwards they attributed their stunning victory to incredible good luck, the use of a kingpostless uncertified glider and a glider with winglets, the skillful avoidance of random drugs tests, trolleys to facilitate the carry out, Harriet Pottinger, an early night on Saturday, local knowledge and a bit of skill. Well done lads! Thanks to the pilots who helped out with the timing/spot landings.

Next competition is the Easter Competition, Good Friday through to Easter Monday, weather permitting.

Mark Nicol

(Harriet sent me this article by email - in spite of dark insinuations her version is completely accurate and has saved me considerable retyping time. Thanks -ed)

BITS & PIECES



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FOR SALE Davron vario/altimeter with clamp suitable for a hang glider pilot. £50 . Phone Kath 01275 871988

WELCOME! To Ellen Marie Howe, who arrived at 12.15pm, 26 March 1998, weighing in at 8lbs 15 1/2 oz. and **CONGRATULATIONS** to Anne and Martyn (and Tom) for having her! That's the last we'll see of Martyn for a while!

Mark Dale would like any ideas as to how the number of Hang Gliding Schools and Pilots can be increased. If anyone has any sensible ideas, let Harriet know.

There is news that **Fran and Noddy Knowles** are returning to the area. It is good to see old members returning to the fold. Perhaps we shall soon welcome back the Bridgwater Two??

We have completed the NT agreements for Crook Peak and Bossington. The Warden has given us permission to further clear Bossie and burn the gorse that we cut. The nesting season (April -June) should be avoided and they want to know when we intend to strike! Get the matches out. We seem to be making good progress. Let's be careful.

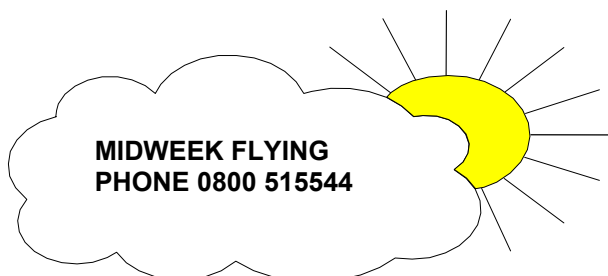
Tim Crundwell had a full stall on the winch at Smeatharpe. It seems that his rear risers have shrunk. (His Sirrocco has been difficult to inflate on the flat). If your glider had been packed wet, make sure you check your line lengths.

No news from the South Coast this month. Does this mean that Paul, Nigel, Derek, Rob, Eddie, Andy, John and the rest of you have stopped flying? Let's have some info on the happenings there. Am I going to head south when the spring thermals pop or is it Pandy again?

As some of you will have noticed in Flying Diary, Graham Rainey has again taken to the air. Skimming Bossie on an undersized canopy and then on a stiffe at Smeatharpe. Incredible! The only question now is: how warm does it have to be to get the other GR off his backside?????? Come on Graham , it's sweaty out there.

CONTACT NUMBERS

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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	Jamie Lee-Smith	20 Pintail Road, Alcombe, Minehead, Somerset TA24 6UJ	01643 706438
PG Safety & Training	Tim Crundwell	88 Old Church Rd, Uphill, Weston-s-Mare, N.Somerset BS23 4XL	01934 644186
HG XC Claims	Harriet Pottinger	Ivydene, Smeatharpe, Honiton, Devon, EX14 9RF	01823 601202
PG XC Claims	Mark Aplin	63 Fosse Way, Clevedon, North Somerset, BS21 5ET	Mobile 01275 871988 0966 542172
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.

FLYING DIARY MARCH



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- 1st North Hill AT JH DJ BD MK MA & JF wander round North Hill. Convergence cloud over the water causes problems. Too west, too light, too east. Damn! JH flies for seconds at Bossie, DJ & JF at North Hill. It rains. Home.
- 2nd Bossington BS LP (on the dual) S& JF have usual strong wind flights.
- 13th Selsley JF pleasant scratching in weak thermals
- 14th Bossington Frosbite Comp HG's everywhere. Condors, South Devon, Kernow & Long Mynd HG pilots + freeflying HG's + JF BS AT SC PF on PG's + visiting Avon Pilots + Robin and his merrie men. 49 pilots on the hill and 27 in the air (15hg & 12pg). Great! A good strong pg day with the usual t/o antics. (see Phil's comments).
- 15th Bossington Frosbite Comp Dull & Strong -JF only pg pilot to get off hill. (early launch)
Draycott (alt) TC & ML fly on a strong sunny afternoon - lift band extends well out.
- 17th Frocester BS Scratches about for a while
- 18th Bossington HP SM AT & GR(!) fly (No not Graham Rock!)
Selsley JF has a thermic 70 min lunch hour!
- 19th North Hill MW BS LP SC M? all do t/b in usual nil wind.
Farway 3 pgs fly for some time - who were they??? (info from farmer)
- 20th Westbury JF scratches in the crowds.
- 21th Smeatharpe 20 Condors + others BD ML TC doing tow endorsements. TC stalls sirroco into tarmac - Shrunk lines??? - HG's connect with lift off tug and four share a thermal. It's all starting!!
- 22nd Smeatharpe Another good day ,but great cloud missed by most. AT takes off with risers twisted but releases safely.
Coney's Castle AT BD ML JF have a couple of short flights
- 23rd Bossington Perfect! where was everyone?
- 28th Branscombe Big gathering. JH AT BD ML SB AW VM MH SM RS JF plough through khaki slime to t/o. RS has a mishap on the way. Wind? AW scratches about, squeaks back in at t/o. All others go down after varying times in the air. Some very quickly. Interesting take off, Vince! AW then launches into a thermal!!! and is spat out to the bottom. We all push off slowly (home).
- 29th Jeff persuades some idiots to meet at Smeatharpe in the drizzle -decide to go to Branscombe -Stand in rain at B - Pub & home.
- 30th Dracott(alt) JF bounces about in the gusts
- 31st Mere JF poodles about on deserted site until dark



LETTERS TO THE EDITOR



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From Tim Crundwell

No time to go to Bossy last weekend ,but went to unofficial Draycott with Mark Sunday p.m.. Three paragliders were already flying with three more on the ground. The air was quite unreassuringly rough. Mark managed to get airborne again but not wanting any collapses whilst flying he decided to take-off with a cravatte on one side and twisted lines on the other. Both effects seemed to cancel each other out making the glider fly straight. Will we have to make this site official as its difficult for 8 paragliders to go unnoticed I wonder?

From Brett Janaway

Count me in !!! I am tow rated (CP), I would also be interested in being at the winch end, but would probably find it difficult to commit much time to that aspect for a while due to other training activities I'm currently involved in.

Of interest, maybe, 30k XC on the paramotor last Saturday, followed by a 13kO/R. Darryl also did a 12k O/R. Also, passed Pilot (H) a few weeks ago, and did my first aid (St John's). Should have my Tandem rating in the next week or so to go with my new Motorola sponsored tandem wing. Busy times !!!

From Mike Richards

John - thanks for the mention in the mag. Got my latest copy today and a few thoughts whilst I think of them:-

Winter League : don't know anything about this - could we have an update of the rules. IDEA: have a winter hang AND para league so that we can compete on a friendly basis, like for like? What are the rules and could they be worth republishing again in the mag for everyone? Are flights done other than on the Condors sites eligible?

Email version of Airheads - yep I'm up for that one. Appreciate that it may cost YOU personally but worth it from the club point of view as it must be cheaper in time and postage to multi send an email??

Re Harriet's note on Eurosite guide and making our site guide available to everyone. Making our guide available will not STOP anyone abusing our sites. But it WILL make it EASIER for them to do so. So I vote that we don't do it. Instead we would surely be better off spending the same amount of time and money in formally PLACARDING our sites. I have vivid memories, early in my flying career, of driving to a long disused, but recently renegotiated, Thames valley site near Warminster. Upon arriving there we saw a VERY old sign on the gate explaining that this was a "Flying XXX" site and that ONLY "Flying XXX" members were allowed there and anyone else would be shot on sight (or words to that effect). It so impressed me that I felt duty bound to ring the sites officer and double check that we could fly there again. Maybe it's me but the fact that it was quite obviously a flying site that was MONITORED made me think twice. The memory still lingers even now and I can't help but think that it made a good strong impact. My feeling is that we can't stop those people who are determined or thick. They will pirate our sites regardless. What we can do, by placarding them, is to tell them we ARE around, this IS an official flying site and others are likely to be watching and challenging you. Fly here at your peril if you haven't got permission. Maybe that way we can persuade them to go fly the hills we DON'T have permission to fly on!

On a completely different tack, you published a note from me in the last issue which read " the Wessex publish members home numbers in every issue which is useful as they invariably get lost". That shouldn't be taken to mean the Wessex are clueless about getting home but does mean it's an easy way to keep a record of who has a mobile and might be out on a hill and therefore ABLE TO SAY IF IT'S WORTH GOING/NOT!

Monthly newsletter - a wonderful effort but unfair to the editor surely? Wessex manage to get a good one out quarterly and that's a hell of a task. What about the Email version to cut cost/time to deliver etc?

New/old sites - I have a (very old) sites guide that I "aquired" some time ago - it's so old that it may even have the older sites that you mention in it! However, it would be nice to know which sites are official ones as of now. It would be even nicer to know which are under consideration - especially if they're nearer to Southampton!

While I think of it, I know that Andy Pearse has a site that he has used for training, on the West side of Weymouth (right next to the old Weymouth/Bridport road) about 2/3 miles from Weymouth. Could the club approach Andy for permission to use that occasionally? Is that treading on Wessex grounds?

John - here's another wonderful gem for the mag.

> Q: What's the difference between a golfer and a hanglider?

> A: A golfer goes Whack "oh shit!"

A hanglider goes "Oh shit".....whack! (Blame Mike.ed)

JUST A BIT OF DRIBBLE



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Last time, I'm ashamed to say, I wrote anything for the Club rag was several years ago, about my exploits at North Hill after taking off in an ever increasing wind flying my old Gold Marque Gyr. Soaring above the top of the ridge instead of out in front of it (inexperience) my arms were getting so tired I couldn't keep enough speed to stay far enough in front and to get above the beach and ended up landing in Minehead public park, much to the enjoyment of some walkers. If ever I could have done with an adult Pampers it would have been those last few minutes and thinking about it probably Jeff and a few others, who'd managed to drive at warp factor 9 from the 'proper landing area' to the park in less than 30 seconds. The look on his face! well that mental photo will stay with me for ever. Still I probably did him a favour adding a few years to him instantly, helping him to retire earlier! Sorry anyway. I learnt more in that one flight than ten normal ones, possibly more. Sorry, I did say dribble didn't I.

Anyway moving on several years and as many hours as we have fingers and thumbs plus a bit, brings me to Sunday 15th March 1998. One day into my 38th year, the last day of the Brass Monkeys Competition at Bossy. Not competing I might add, just for a leisurely flight or 2.

I met Jerry and Martin in the car park, we carried out together 3 gliders on Jerry's trolley. We passed the Cairn and blimey, I've never seen so many gliders at Bossy, it was a bit busy. Anyway I rigged, checked out everything and lobbed off and had a lovely half hour thank you very much and top landed not too close to the Cairn but pretty much where I decided. Carried forward, easier said than done, had a drink and chat with a few people and before I knew it there was only 3 of us left on the hill. I gathered my gear together, shoved it in my harness and lobbed off for the second time. I played around over the point until I had around 400 ATO or just over and turned and made for the car park.

What a great weekend I thought, yesterday with my family at Crealy and today a couple of good flights and landing by the car and my wife and daughter to greet me. Well by this time the bomb doors were well open, made sure the draw cord was to the right of my bent right knee (nearly caught me out last time at Woolacombe, remember Phil, trying to stroke a sheep's back with my left wingtip just prior to landing). Turning a 90 over the car park flying down the road then a 180 back into wind onto the uprights then at 30-40 feet the glider just dropped like a brick, the ground came up so fast all I could do was shove the bar out and, as the bar rotated, hit some heather, nosed in and stuffed an up-right. I didn't have time to react and let go of everything. Then the pain came. 'B*!!x-*s' a dislocated shoulder. What was that about a nice weekend!

The Big Thank You

To Martin and Jerry for coming to my aid, unclipping me, getting me out of the harness (I had visions of scissors coming out from all angles) also getting out of my comfortable flying suit and derigging my glider. Also to Jeff for taking my glider home and to those who called in at casualty dept.

I think we all take it for granted if you see someone needing help you automatically go and see what you can do, but until you're the one that needs help only then do you realise the overwhelming relief you feel when people come to your aid - THANKS.

My diagnosis, a dislocated left shoulder and chipped bone, a bent glider, bent wallet, bent pride and arm in a sling for at least 2 weeks before starting physio.

The doctors took 2 x-rays and gave me gas and air to try to manipulate it back but to no avail, so had to have a GA and then a third x-ray to make sure it was back in place.

By the way the doctor, Australian guy, was very interested in taking up an adventure sport such as ours and he was asking me loads of questions. He seemed very keen. A thank you letter will be on the way shortly to Minehead Hospital with a few addresses and probably one of my old mags. If you see him on the hill make him welcome - he's a very useful guy to have around!

Neil Richards





In The Psychiatrists Harness

A trial flight into the recesses of the pilots mind, a deep and probing insight etc etc.....

A new series to be broadcast in monthly episodes subject to the editor and any legal actions following previous disclosures or libellous scribbling.....

We will boldly go where no one has dared to venture, not 'shrinking' from any discovery, let the 'shield of truth and sword of justice' (shurely shome mistake) triumph!!

No stone will be left unturned in our search for the answers to some of the following impenetrable questions;

Why are rigid wings so called?

Why do more women fly floppies?

Why does alcohol turn one into the other?

Why do some men fly both? Are they!!?

Do male pilots feel threatened by female pilots?

Do women pilots get pissed off with the macho attitude of some male pilots?

Why do limp wing pilots spend so much time going backwards?

Why do some pilots spend so long trying to get their floppies to stay up?

Why does toast always land butter side down?

Why are there more floppies around than rigids, flown by younger pilots?

Why are the rigid pilots all getting so old? When does rigor mortis set in?

Why do some floppies fly faster than rigids?

What is the meaning of life?

These and many other questions will be answered, contributions welcome, preferably with some slanderous or libellous content. All enquiries treated in strictest confidence, unless deemed to provide entertainment for the readership.

Watch this space,

Dr Strangelove.

Friday Training Evenings at Smeatharpe

Jeff Hoer is going to run training sessions over the summer on Friday evenings. Anyone wanting to do a tow conversion or winchman qualification needs to book in with Jeff or myself. Qualified winchmen and pilots will be needed to expedite matters and leave Jeff to concentrate on training. The first session will be on Friday 3rd April and will be aimed at getting winchmen qualified.

This is an opportunity for everyone to extend their experience and increase their flying window. The evening will be organised to get as much training done as possible. This will then leave the weekends free for qualified pilots to get in some early XC's!

We obviously don't want the whole club turning up at once. We need to know who wants to do what, so we can organise a schedule to cope with all those who want to qualify.

Fill in the enclosed form and fax or email me. You can phone me or Jeff to get more details and book yourself on a course.

Train now ready for the thermalling season.

JF

MARK and KATH GO MAD WITH DENNIS

More to follow in next months mag but suffice to say for now that we have returned with our nerve well tested by "bullet thermals" and "loads of air" under our feet. We logged a total of about 40hrs between us and flew more days than we skied. (I don't believe a word of it - ed)

Mountain thermal flying certainly makes a change from wafting about above the ridge with the brakes off!

Marks guide to thermal flying:-

- i) Blunder about at random in "normal" sink until you
- ii) Hit the big sink surrounding the thermals then
- iii) Pump out the deflation resulting from (ii) and
- iv) Blunder about in the lift until you
- v) Clip the sink and have to
- vi) Pump out the resulting deflation and then
- vii) Repeat from (i) or (iv) as required!

MA & KC

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RESULTS

Individual Positions

1st Mark Hoer	1676pts	nd Martyn Howe	1521pts	2nd Long Mynd	3373pts
3rd Steve Cobbett	1504pts	3rd S. Devon	2957pts		
		4th Kernow	2776pts		

I would just like to add thanks to Mark for organising the comp, which went very well (from the Condors' point of view at least!), and to say that it all made for a really good fun weekend's flying. I can't remember ever having seen so many gliders at Bossington before - well over the official maximum. We counted 24 hang gliders and about 15 paragliders on the Saturday, and around 20 hang gliders on the Sunday. I would finally like to mention the gentlemanly behaviour of Daisy May (Kernow) who carried my glider for me the last bit of the way out on the Sunday. This was very much appreciated and more than made up for Patrick Buxton's threats of revenge yet to come following my remarks about golf and the suchlike in March Airheads.

Let's hope we do as well in the Airwave Challenge! We'll have the Towing Comp later in the summer, if the weather lets us this year

Harriet

AIRWAVE CHALLENGE

We have entered a hang gliding team and a dual hang glider team, so I hope there will be lots of willing pilots when I get dates for the first round comps!

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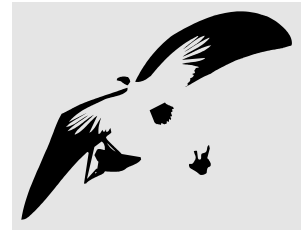
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