

May98

Air

Heads

MINUTES OF THE APRIL MEETING 1998

Matters arising from March meeting:

Subscriptions

As they had not been discussed at the AGM, Phil asked for opinions as to the cost for the forthcoming year. It was agreed that the level of income was just about right and so subscriptions will remain at £18 for another year. Extremely good value for the quality of officers!

SUBS ARE NOW DUE SO PLEASE COFF UP

Bloreng No word yet.

Competitions

The Brass Monkey Competition was a great success, on three counts - the number of pilots taking part, the fact that it was won by the Condors and the fact that paragliders can now beat hang gliders in a "race to goal" if in doubt ask Harriet. Mark Nicol and Karl Sweeney from South Devon have asked to be reserves in the HG team for the Airwave Challenge.

Harriet is hoping that a round of the Airwave Challenge could be completed during the Club's annual excursion to Wales on the May Bank Holiday.

Sites

We have been given permission to unleash the mad strimmerman (Andy Tew) to slash and burn Bossington once the nesting season is over.

Members are reminded that they must register their car registrations with John Fielder, if they wish to fly Charmouth or Branscombe. We must also use the muddy lane to Branscombe and not take short cuts through the caravan park.

John Fielder is to investigate the possibility of a joint license from the NT to fly the Devil's Punchbowl, Countisbury and Joanny How.

Safety

Andy Tew had an interesting reverse launch at Smeatharpe. Having turned the wrong way he caught his leg under the winch line and ended up going backwards, However he successfully released and landed with no injury.

Tim Crundwell also had a problem at Smeatharpe. His Sirrocco stalled just after takeoff at about 30 feet. Angie Weir, who was on the winch, immediately released the tension but his canopy still did not recover. He landed heavily but also without injury. He later found that some of his lines had shrunk and that this was the most probable cause.

Finally, Neil Richards cocked up his landing at Bossington resulting in a dislocated shoulder and chipped bone - he'll be back to try again in six weeks.

25th Anniversary Bash

Arrangements for this are now well under way. It was agreed to hold it on Saturday 5 September at Smeatharpe. There will be a live band and disco, buffet supper, camping, flying video's, hot air balloons, a mega flying raffle and promises to be a brilliant event. Tickets will be £15 each and it is hoped will be on sale in May. It is hoped to invite as many neighbouring clubs as possible, not just HG and PG, but microlighters, fixed wing, balloonists etc.

Towing Syndicate

Adrian Phillip's winch share is for sale for £200. Anyone interested should contact him on 1884 841555.

Lectures/Talks

Jeff Hoer suggested that as the turnout at meetings was pretty good these days, we should re-introduce talks. So Phil immediately volunteered him to give his talk on the principles of flight and will look into the possibility of other guest speakers.

There being no more business the meeting closed at 9.25.

25th Anniversary Bash

Anyone who has access to facilities, equipment or an idea that could embellish the bash in any way is asked to contact any of the subcommittee. It is hoped to make this event as good as it could possibly be. The subcommittee meets every month, one hour before the Club meeting.

Club Web site

There has been some discussion about a web site for the Club. If you have any views about this, let us know. Harriet has offered to run the site in conjunction with the new on-site Free Flyer.

S.E.WALES BUY BLORENGE

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May already! doesn't time fly! April meeting sorted out outstanding matters from AGM, not that there was much. Mention of change in subs, when raised all in favour! well that is a surprise. (?????-ed)

Main item on the agenda for the future is the anniversary bash, seems to be progressing ok. We now have ticket price and date etc so I can sort out invites to assorted clubs, Skywings etc I think John M feels I'm playing 'good guy, bad guy' with him. He thinks we'll get 300 people, I reckon closer to 150! Quite a variation. We now have a firm bet, John's idea! so everyone take note, under 230 and he owes me a bottle of bubbly, over, and I owe him!! how's that for incentive?

One thing I would like everyone to do is make a note of all the ex members they can think of. We can then amalgamate them and come up, hopefully, with a fairly comprehensive list. So far we are looking at inviting members of Kernow, North, & South Devon, Avon, and Wessex. Members of Somerset Microlight Club will get an invite, members will all be welcome to invite friends as well as partners, the more the merrier!!

More details will be available as and when they are sorted, I was hoping to listen to the band John is interested in getting, but was busy. There was some discussion within the committee as to whether we wanted a band and a disco? What do you think? Please let me know.

I had an interesting trip to the Avon club meeting the other day with John, Mark and Kath. Where were all these keen paraglider pilots? I thought as Jocky was going to be there more would have gone from the club. We were really impressed with the way the meeting was run, all I can say is if you don't like the way we do it go to an Avon meeting. What a joke! It even got to John, the wild look was in his eye! The programme was for Robin Brown to give a lecture from 7 til 8, no problem there, then Jocky was to talk. It turned out that he was running late, which couldn't be helped

helped, but to sit around for an hour and a quarter, then, when he arrived, start the meeting was a bloody disgrace. He had to sit through a load of club business which not only must have really irritated him, but also meant his talk was cut off halfway through. I found out from him that he had even rung en route to tell them to get on with the meeting to save time! I don't know how far he had travelled, I'd only done about 50 odd miles which was bad enough. The amazing thing is that they did the same to Dennis Trott when he went, at the AGM, to me it was ignorant and plain bad manners.

Clubs wonder why they can't get speakers, what do they expect? I've done a number of talks and it would really get to me if I was treated like that. The best anecdote on this I heard recently was a doctor going to give a lecture to the local WI, they rudely told him to wait outside while they concluded their business, they were running late! When they condescended to invite him in they found a note pinned to the door telling them what they could do with their meeting!!

Having had that little rant, the talk was really good, Jocky ran through his video, stopping to clarify and expand on various details. Some of his stories and anecdotes were interesting! to say the least, I heard a hanglider pilot near me say he was definitely sticking to rigid wings, no way was he going to fly a floppy after this! I felt it actually inspired confidence rather than the other way round, and was very impressed with the guy. In my limited judgement he struck me as totally committed and amazingly knowledgeable. Quote on the video cover "knowledge dispels fear", very appropriate. By the way Andy, I've bought the video for the club 'library' I'll have to check it out first though!!!

I have also arranged for him to come to us later in the year, apparently he tails the talks off into the summer, but will be available late summer or autumn. we will sort it out and probably contact South Devon! and anyone else interested, John F thinks we might even get interest from some of the Wessex members, would they travel that far?

April flying not good so far, weather swapped with march, wet and windy! I was told that I missed a good day at Charmouth on Sunday (8th) then I heard the truth, flying between the squalls, derigging in the pouring rain, great! thanks, but no thanks. Went windsurfing, at least when it chucked it down I was in my wetsuit enjoyed having a thrash on the reservoir. I even managed to get it right during the week, Simon Bell rang to see if I was flying Monday afternoon, strange he didn't ring back, could have been the thunderstorms! Was working Minehead on Tuesday, so took my canopy, lovely day. Finished at about half four, dashed up to the hill, to find two unmentionable pilots had been flying all afternoon. Lay the canopy out, and take off, these things are great, off the bike and in the air in a couple of minutes, preflight, what preflight?. Great evening playing around, trying to practise what Jocky had discussed. Even picking up my harness bag from take off and putting it down in different places, poser!! (We can all agree with that.-ed)

Why is it whenever you have a good day something always goes wrong? Perhaps I should be a candidate for our resident psychiatrist! Rang home to find the house had been 'done over!' video cameras, jewellery, cash etc, b*****ds!!, of all the days a friend had to leave a brand new camera at our place, so they got away with two.

Back to flying, Jeff rang to see about flying, had to tell him how good it was yesterday, couldn't play today. I hear he went out with John and Andy and it rained! According to John it was the mother of all storms, probably why Jeff's not returning my calls. I got it right for a change.

Sat 18th good forecast, great day at Smeatharpe, everyone had good flights, some in the region of two hours plus, some blew it completely!! no names. I was flying the tug back after dropping a glider off towards the monument to see Angie climbing out well, don't know what height she left with but I gather she got to Lyme, well done! Best para/winch xc for some time!! Got a bit lively in the tug at times, hanging on to the bar, in 1500' min up to 800' min down, great fun!! Good job the seat belt was tight, perhaps I should wear the chute after all!! This raises a point really just for the aerotow syndicate, what do we do about the ballistic chute? We have it but it can't be fitted! If the manufacturers can't

GRAHAM'S XWORD 13

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Black Saturday

Andy hit the road at 7.20 and picked Mark & I up, leaving Clevedon before 8am. At Hay Bluff, the sky was blue, the wind North Westerly and small cumulus were just beginning to form. Mark gasped. No flying suit! Or radio. On top before 10am, my shorts excited some strange looks from other pilots as we plunged through the snow. My judgement was not at it's best so I succeeded in plunging both feet through into the water below. Andy & Mark went off to check conditions out while I poured the water out of my boots, wrung out my socks, put on all my clothes and lay back in the snow rotoring them above my head to expel the water. Andy and Mark returned and ordered me to put them back on. The wind had picked up and gone north. We tramped off to the bowl, searched the snow, rocks and water for a take off. The wind was gusting up to 25mph and we could see some canopies in the car park having a lively ground handling session. Mark didn't like plan A -(chuck him off). We went down, gave the others the news and left. First decision was Selsley or The Blorenge. Struggling through the traffic, we arrived at 2pm to see 15 gliders on the hill- sat on take off. Fiona Mac had got away and then it switched off. We entertained ourselves watching Mike R taking off into sink and crashing about on the hill between frequent showers. Every clear period resulted in everone going for it.

Stuff this Andy and I drag Mark away and puah off home. Mark's House. Wind. Panic. Mark gets his car and we race off to Draycott Sleights, rushing up the hill we arrive at take-off as the wind dies! We throw ourselves off. My sink rate exceeds the slope and I plummet into the ground. Home. It got worse. Angie phoned to tell me about her XC from Smeatharpe. I phone M & A. An Avon Pilot who tells me of the epic XC's at the Blorenge. I phone M & A. Eddie phones Mark to tell him about his and Andy Pearse's XC from East Hill. Mark phones me, I phone A. The main problem now is not to find where we went wrong but to try and understand how we got through the day without ANY correct decisions. I dorft want to hear about any XC's from Hay Bluff on Sat 18th April.

MORE CHAT

can't suggest a way then it should go back, Simon?

Re, towing in general, we must be more organised on the ground. Having been the only tug pilot on the ground, the others were at base for hours!!!! Probably reduced my sense of humour! No really!

As conditions were lively, with a substantial crosswind at times, it didn't help having gliders parked all over the place, particularly when approaching low across the junction. There was also a lot of messing about with the winch towing from further down the runway than the tug, who's going first?, are they ready? etc could be better. Finally it is frustrating, as has been said many times before, to be tugging in great conditions, and finding nobody ready, when you land to collect the next glider. How many times do we have to say it? perhaps if we had more people making the effort to become tug pilots they might appreciate it!!!

I don't know whether even I'm brave enough to write this, or if John will print it!! On the epic day mentioned above a small group of paraglider pilots made what can only be described as a number of very suspect decisions!! Understatement of the year! This resulted in John falling over in waist deep snow on Hay Bluff, then going to Selsley, only to find that they had missed the best part of the day. They then went home, saw that there was some wind and dashed off to Draycott, just as the wind dropped off completely. Thirteen hours after setting off on this epic xc they returned home. Half an hour later John had a call from Angie, still on a high after her flight, apparently he was feeling suicidal for most of the night. For the unexpurgated version ask John, if you dare.

If John doesn't get a complex soon he's a better man than me! probably is anyway, but there you go. He just seems to have a slight problem with the weather!! Even more than the rest of us. This last weekend, great day at Charmouth, on Saturday, not quite so good on Sunday, but OK. Where were all the hanggliders. John spent both days watching us fly, too strong, not happy. Rang me Monday, to say Paul Hook was at Branscombe and that it was good. John dashes off to wade through the mud, back to the car as the rain lashes down. Meanwhile, I'd gone to Charmouth, had a very pleasant flight. Even Jeff also got it wrong, he was there earlier then went home. I decided to land when the cu-nimb that had been hovering, should that be hoovering? over Lyme started to move! To cap it all John went to Charmouth the following day and it was blown out. Four days on the trot, who said third time lucky. I'm just tempted to mention that he rang me this morning about going to Pandy, guess what it was blown out

'cos its cleaner there! and had a very pleasant flight. Even Jeff also got it wrong, he was there earlier then went home. I decided to land when the cu-nimb that had been hovering, should that be hoovering? over Lyme started to move! To cap it all John went to Charmouth the following day and it was blown out. Four days on the trot, who said third time lucky. I'm just tempted to mention that he rang me this morning about going to Pandy, guess what it was blown out.

You really have got to feel sorry for him. Anyone who puts that much effort in deserves better, I know I joke about it, but even I'm beginning to feel guilty! (Yeah! Yeah! -ed)

One thing he did mention amongst all his exploits was having to persuade a pilot not to fly at Branscombe as a cu-nimb was building right in front of

take off!! It has been very unstable recently and pilots should be careful.

Robin Brown apparently had trouble the same day inland, trying to get down, struggling to spiral dive out of trouble. I know it sounds wimpish but in some of the conditions we have been having, you could get into serious trouble. Ask Jeff about his epic from East Hill!, worse still remember the guys at Como a few years ago. I know that was a worst case situation, but RESPECT THE WEATHER.

Safe Flying

Phil

Flying Frenzy

requires a TI up to BHPA exercise 10 or Senior Instructor. If you are interested or know anyone who may, contact:

Andy Pearse on 01308 897909

or

Eddie Colfox on 01297 489351

Sites Guide

All our good intentions have foundered on the shores of idleness. Too much to do, too little time. The necessity for an update becomes more apparent as our sites become more used by PG pilots.

A few comments of my own:

Bampton - Try The Clifton Suspension Bridge.

Bratton Ball - Look for light thermic conditions.

Codden - Only for those with plenty of thermalling experience. Rough.

Coney's - Looks good little pg site. Ignore the scare stories, but watch the power lines.

East Hill - Hopefully the travellers will move on and leave the t/o to recover. Not for the inexperienced.

Farway - Nice PG training site. Smooth t/o, landings everywhere.

Ford Farm - Needs strong wind to soar, but not strong enough to be blown back into lines or road.

Ham Hill - take off low to right if wind is strong. Work it out before taking off.

Porlock - Sprinting essential.

Sandy Bay - Take off is ok, make sure your canopy is flying! Watch top landing at t/o. Check the rotor especially if the wind changes. A little thought needed.

Selworthy - Make sure you are going to stay up. The beach is not a great option.

Triscombe - Not for the inexperienced. Trees all round. Be sure!

Withycombe - Is this a site? Plenty of wind needed but not too much. Big lines behind t/o.

JF



BITS & PIECES

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For Sale K2 in good condition. Low airtime. Stored inside. Flies very well. £350 ono. Call Tina 01300 320495

Eddie & Lucy have been to Spain and visited the Tavernas Desert. Dramatic country. Didn't fly his glider but a dust devil flew his car for him. He drove round a corner and was faced by a dust devil which picked the car up!! Lucy then banned any flying at all.

Winch Endorsement Days

The weather has so far proved too violent to be able to get these started, although last friday suddenly relented and we may have been able to use it. Don't despair if your name is on the list, we will get going as soon as the weather will allow.

Charmouth. The car park charges have gone up to £1.50 for the day and 80p after 2pm. The attendant tours the car park and checks the cars, putting warning notices on the first time. He also notes the number and will take action if the same vehicle is not paid for. I have been there a number of times when other members have not paid. With stickers or glider racks we are a bit obvious. One vehicle in particular is instantly recognisable, the occupant of which haranged the membership about paying voluntarily, when it was free. Two weeks ago he was warned and subsequently paid out 80p, as it was after 2pm. Guess who was third vehicle in the car park that morning. Tigt Bastard!!!!!!!!!!!! I might point out I don't even fly Charmouth, just spectate.

My apologies to our new members as our computer has wiped the treasurers report welcoming them to the club. Welcome to you all anyway. If new members have any ideas they wish to put forward or flying advice they require, please contact one of those below.

Members are reminded that subscriptions are now due. £18 to Andy Tew please.

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	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 0966 542172	Mobile 01275 871988
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.

**MIDWEEK FLYING
PHONE 0800 515544**

COMP NEWS

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Airwave Challenge (HG and Dual HG) First Round Comp - planned for SE Wales, weekend of 23/24 May, with the following weekend (30-31) in reserve. This is the Whitsun Bank Holiday weekend when lots of Condors go there on their annual camping trip anyway.

British Women Pilots Association (South West Group) - remember them? I received their itinerary of events the other day, some of which might be of interest. Non-members and men are welcome - essential, I'd say! :-)

*May 16 Piper Cub flying, 11am at Dunkeswell, you pay for fuel.

*May 22 Gliding evening 4pm onwards

*May 31 Microlighting all day

+June 11 "Music in the Air" at Middle Wallop airfield (evening)

*July BWPA Round the Coastline event - fly anything around part of the SW coastline during July - they want to cover all of it collectively, raising awareness of "women in the air", but I have suggested to them that they might like to make it a sponsored event in aid of - you guessed it! - Devon Air Ambulance. If the event is successful, the BWPA might try to organise something similar on a national level for the year 2000 - women flying the whole coastline of Great Britain.

^July 3 Fiona Macaskill - talk on paragliding around the world, 7.30pm Catherine Wheel, Hemyock.

*July 27 5 day gliding course at North Hill, a few places left.

Contacts: *Wes 01404 891620 - +Bev 01823 443631 - ^Pauline 01935 863700

There are a few other (more aeroplane type) events as well, and I'll bring the full list to May clubnight.

Wrinklies v Smoothies (HG & PG): June 6 or 7 (it's a one day comp, so hopefully at least one of those days will be flyable)

All Out: June 19,20,21 (**Mark's & Tracey's wedding: June 20**)

SW Towing Comp (HG & PG, winching only): Smeatharpe, July 4 & 5 with July 11 & 12 in reserve

Airwave Challenge Semi-finals: July 18 & 19 with July 25 & 26 in reserve

Scottish HG Open: July 25/26, Glenshee. £13 gets you either a place in the competition or two days' training with Gustav Fischnaller. (Two days training for just £13?! What a giveaway! He's a very good instructor - CP plus a few hours would benefit hugely from his tuition. It's a long way to travel, but worth it (providing it's flyable, of course!). I really enjoyed it last year, and am thinking of going again this year. If anyone wants further details, ask me.

Airwave Challenge Finals: Derbyshire, August 29,30 & 31 (we're guaranteed at least that the HG Dual team will be competing, and hopefully the regular HG and PG teams will get that far as well)

Condors Silver Jubilee: Smeatharpe, September 5 & 6

Harriet

Devon & Somerset	Condors	Paragliding Cross	Country League	Total
	Flight 1	Flight 2	Flight 3	
Mark Aplin	5km Sandy Bay OR - 10/01/98	12km Selsley 22/02/98	10km Hay Bluff R 04/05/98	27km
Eddie Colfox	26km East Hill 18/04/98			26km
Angie Weir	23km Smeatharpe W 18/04/98			23km
Andrew Pearse	19km East Hill 18/04/98			19km
Key - W=winch launch	OR - out & return	ORR - out & return	ridge run	

It has all been happening since last month ~ Saturday 18th April saw the best flying day of the year so far (except on Hay Bluff). Angie took a thermal to 4,900 feet from her first tow and reached the coast near Lyme. Eddie and Andrew flew from East Hill, Andrew also landed near Lyme while Eddie managed to cross wind and reach Charmouth. Late changes as Hay Bluff turned out to be a better place to be on Monday! **The Rules** Minimum distance 5km Out & returns count double distance if flown out of ridge lift Triangles count triple distance if flown out of ridge lift & minimum leg length 28% No photos or witnesses are required. Please forward flight details to Mark Aplin as soon as possible.

FLYING DIARY APRIL

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- 5th Charmouth JH SB MH NA & HP flew (between) showers??? HP undershot b/l, now only the b/l itself is left to land on.
- 7th Bossington BD ML have hours of fun on perfect Bossie Day. PF then shows up and has a couple of hours 4arsing about while the Cb's play inland.
- 8th Bossington Gathering of sad bastards. JH flies for 5 mins, AT & JF arrive so does the Cb. Lying flat on the ground to avoid the lightning, head stuck in gorse to ward of the hail. We survived.
- 12th North Hill AT & JF soar until the wind backs NW
Bossington PF AT JF AW MA KC fly in strong wind up to 950ato MK MH RS JH MH SB flew up to 1200ato. RC was drilled to the bottom when the wind went N. JLS rebuilt his glider
Bell Hill EC flies all day at cloudbase both alone and Dual
- 13th Bossington AT flew. MD ML AW didn't
Selsley MA KC & JF had a pleasant morning in strong thermic conditions.
Bell Hill EC again at cloudbase - XC to Charborough landed to avoid strengthening conditions.
- 14th Seaton JS flew the coast and then back to Eddie's
- 18th Smeatharpe AW releases into a thermal to 4700ft and lands at Lyme. JH MH SB PF ?? have outrageous day at cloudbase HP & GM manage to avoid too much lift!!
East Hill EC & AP get away to do 26k & 19k to the coast. DP PH NW & JO-J go t/b then to-
Farway Where they see EC & AP fly over.
Bossington SM JLS BM ML enjoy a couple of hours as the wind picks up
Selsley MA scratches ridge for 15 mins after visit to the Bluff and before trip to Draycott with AT & JF
- 19th Mere JF has an hour in dawn raid before deluge
- 20th East Hill JOJ(SD) NW soar ridge & then over back 4K
Bossington AT has short flight
Woolacombe AW enjoys 20 mins
- 22th Ford Farm BS scratches about
- 24th Draycott(alt) JF AT wait for wind to drop - pleasant soaring
- 25th Charmouth AW JM blown down coast to West Bay. PF & HP to West Bay & back. JH MH GM VM SG RC fly to Golden Cap. RC crumples into b/l & sign - HP crumples on target - Hoorah! Her target sectoring has been successful. More practise for RC. VM second launch at 30mph+.
- 26th Charmouth JH MH BW PF HP on increasing gale - HP to West Bay again
Draycott (alt) JF has very lively 20 mins
- 27th Branscombe PH enjoys 1.5 hrs before the Cb & JF arrive
Charmouth EC & TM (W) fly until tired and Phil snatches 30 mins
- 28th Branscombe PH takes off at Sidmouth and flies for an hour - DP too late
Crook Peak MA soars an off the hill gale until dark

The Bloreng (letter from S.E.Wales)

"We received a letter a letter from the Coal Authority, saying that they wre pleased to inform us that we were the preferred applicant, *subject to certain conditions*. It looks as if we are the new owners of the best nil-wind site in Britain! We don't know yet what the conditions are, and of course, if they are too stringent we may not want to accept them. But we think this is really a formality. Well done, and thank you for playing a part in this success."

Roger Bassil

LETTERS TO THE EDITOR

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JUST A BIT OF DRIBBLE

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In the psychiatrists harness

The trick cyclist rides again, boldly going where nobody in their right mind, is there such a thing? should ever venture. Who writes this rubbish?, surely we should be told.

As yet no response to our preliminary enquiries, all contributions via the editor in a brown paper bag, no not the editor, the contribution. We have to keep it simple, monosyllabic commands that can be understood by everyone, just like flying, push that aluminium thing, pull that bit of string. Question, why cant you push that bit of string, see, baffling innit.

Already we have unintentional material coming in, deep analysis of the previous questions interrupted by current events. Why will pilots not follow the rules, we haven't started yet we are already onto the category headed 'why does toast always land butter side down?' In this instance why do orange cartons leak, should they have 'this way up' printed on them or the pilot? We should be told in the interests of safety and decency. What is mould?, how does it grow? does the sex and bodily warmth of the pilot make any difference? who mentioned sex? I was coming to that later, stop it! I'm trying to concentrate!!

Another one jumping the gun, I told you before, I'm trying to concentrate!! Why do three grown men, in fact very old, try to hide behind a gorse bush in a thunderstorm, are they frightened of the noise or is it just the hail. Why are they on the hill in the first place, why weren't they there the day before when the weather was apparently gorgeous? We should be told, three wise monkeys! speak no evil, hear no evil and see! no evil.

Sex must have something to do with it! I knew there had to be a reason for living. Towing on a beautiful day, all the old stiffies don't leave the airfield, except those that blow it and have to be helped back over the fence, either misjudged their angles!! or need glasses, more like, what do you mean, where's the airfield? That big flat thing! It just had to be the young, attractive, female (stop it!!) floppie pilot who got away in spectacular fashion to land on the south coast. Someone said timed to perfection, why do they always manage to time it right when the stiffies never can? art imitating life!

The internet, now there's a thing! making me redundant, I thought all stiffies and floppies were one brick short of a load at the best of times, but graft on a bit of aspiring computer nerd and what do you get? You don't want to know. Nobody is safe from this insidious form of abasement, accusations of "flaring up", "time of the month", sex again, can't get away from it, appearing on screens all round the country. Even our poor, old "buffoon" (Harriet hassuch a way with words) of a chairman came in for personal ridicule. He's getting a bit past it now, thought she said baboon, started on about bananas being safer than orange juice, they don't make embarrassing damp patches in your harness. It was supposed to be some sort of strange compliment or so she said. He's still convinced she was thinking about bananas, especially when he

embarrassing damp patches in your harness. It was supposed to be some sort of strange compliment or so she said. He's still convinced she was thinking about bananas, especially when he wears those leggings!!

We have strayed from our initial purpose, returning to the matter under investigation, the first question posed as a subject for discussion was, why are rigid or stiffies (if you want to be personal) so called? If you can't work that one out on your own you really do have a problem. Put simply it's because they are full of bloody great heavy bits of aluminium and other assorted scrap metal. Secondly they tend to be flown by geriatric old fools, so where does the stiff bit come in then? I mean who in their right mind (back where we started!) would carry something like that all over the countryside, you have to be a bit of a masochist. Now the more intelligent members of the species opt for the sensible option and tend to fly soft floppie machines. There are always exceptions to the rule! These fall into three groups, men who fly floppies, well that says it all! Men who fly both, they don't know which way to turn, and women who want to prove something! Ouch, meow! Which one are you, answers on a postcard, c/o Airheads

Dr S

Further to the Bloreng

There were a couple of points about the purchase of the Bloreng recently. To put the record straight :- The club has been notified that it is has made the preferred bid. Everything is subject to contract and there is still a little way to go as far as negotiations are concerned. Some areas are just a formality where others may be a little difficult. The club won't know the extent of any problems for a few days. One area of concern relates to any liabilities the club may have to take on such as being liable for problems that may occur as a result of previous industrial activity - mining etc.

The club is unlikely to do anything to the Bloreng. The track and 4wd access is unlikely to change much and all other users of the hill still have their rights. The hill is still a SSSI and in the National park so forget any construction work. The club will act responsibly and will also have to be seen to act responsibly in all aspects of the management of the land (If we get it) as we depend on the goodwill of the National Park, Landowners, Graziers and the general public throughout the area in order to maintain access to other sites.

If your not a South East Wales member then please join - its not expensive (around 15 quid) and the club will need to start building up reserves - if all goes well with the Bloreng then the club will have a big mountain and a small bank balance.

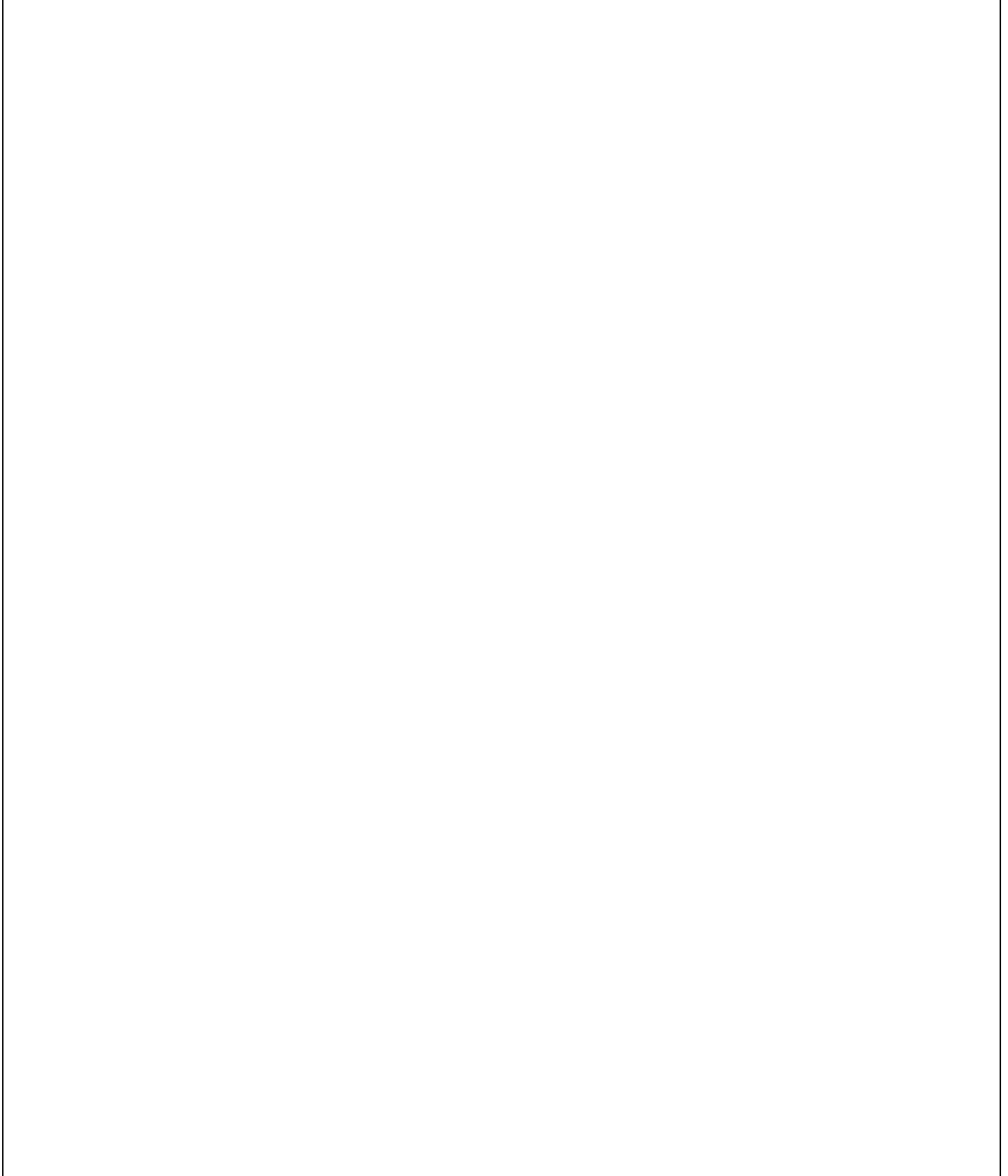
Chris Short

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