

Jul98

Air

Heads



MINUTES OF THE JUNE MEETING 1998

Apologies were received from Richard Sheriden. The minutes of the May meeting were read and approved. Matters arising:

The Blorenge is still there, but will probably have eroded away by the time the Council makes a decision on its future.

Safety

Roger Slaney had an unfortunate incident at Smeatharpe. During takeoff using the trolley, one wing was caught by a gust and the whole glider was flipped right over. Roger's head was the first thing to impact but due to the fact he was wearing a full face helmet he did little damage to himself apart from shaving part of his beard off on the runway. His glider however was a writeoff. He went to Simon's and bought himself another wing the same day! What style. John Fielder continues to test out his new wing. This time by launching it into a barbed wire fence at Coney's Castle. This was to test the rip stop of the rip stop nylon. Gerry McCann was bitten by a Mosquito whilst trying to hang out his washing (well, it was something to do with a clothes peg anyway). Mark Aplin mentioned a problem with the sea breeze at Farway. Whilst soaring, the sea breeze set in which caused a sudden change in wind direction with the lift changing to rotor. The pilots landed without incident, but it is worth bearing in mind when a sea breeze is likely. Simon Murphy did his first PLF for a very long time when he fell off his garden wall whilst riding his motorbike into the garage. Why he had to ride along the wall to get into the garage remains a mystery. Midlife crisis or an ageing adrenalin junkie?

Sites

Phil Fouracre reminded everyone that Charmouth is closed from 15th July to 31st August for the school summer holidays. Please adhere to this. Watch out for the newly erected seats in the landing field, they've been bolted down.

Treasurers Report

Still a load of members who haven't renewed, so please get those cheques in to Andy Tew. We have one new member - Andrew Wilczur (HG) and the bank balance stands at £780. Andy proposed that we make a charge of £2.50 for copies of the sites guides for neighbouring clubs to cover photocopying and postage. This was agreed.

Competitions

Airwave Challenge - This has been reported elsewhere in the newsletter so I won't repeat it all here. Suffice to say the Paragliders had a good comp coming second despite flying from the wrong site. Whereas the Hangliding team didn't turn up at all on the second day leaving Harriet to talk her way into the next round.

Wrinklies v Smoothies - This is due to be held next weekend 7th June at Smeatharpe, but check with Jeff Hoer, and is open to anyone in the Club. The teams are based on whether a pilot has a smooth or wrinkly demeanour.

France

The club is as usual taking a holiday in France in the last two weeks in August, in and around Ancey, whilst Harriet is representing the Club in the final of the Airwave Challenge. Anyone interested in going can get the details from Phil Fouracre. (Phil would like to express his gratitude to John for constantly advising everyone to contact him. He's been so lonely- ed).

Newsletter

John Fielder was congratulated on giving up flying to concentrate on writing the newsletter.

Phil, who was behaving totally out of character, had a good old moan about not enough members writing articles. So it was suggested (by Paul) that he write a Victor Meldrew column.

Paul Richards asked if the new 'Harriet's Column' could be used as an Agony Aunt column of the type "Dear Harriet, my performance is sadly lacking and I've got a job to go the full distance, can you help me?"

Big Thin Repack

Angie Weir suggested that we have a big fat repack to encourage their reserves. Simon commented that numbers should be restricted as it was very difficult to oversee a large number of pilots repacking at the same time.

Paul Richards kindly offered his barn at West Coker (ST505135) so it was agreed to hold it on the evening of **Wednesday 8th July**. It is hoped to combine it with a barbecue as well to make it a fun event. John Fielder and Andy Tew have agreed to set it up earlier in the day. (Have we? -ed)

There followed a general discussion about communicating site conditions between members using mobiles, answering machines and the internet.

There being no further business, the meeting closed at 10.15.

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CHAIRMAN'S CHAT



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Hi all, what a month, absolutely no flying! either the weather was ****! or I seemed to have other commitments. I gather some people!! managed to get some great flying in at Branscombe.

Just goes to show how quickly you lose touch when you don't fly for a while, you start to get desperate, sad or what! I gather Martin H actually went xc lucky sod.

I'm definitely missing out, sitting trying to think of something to get John off my back for a while, we're hoping to grab a flight at Charmouth, although the forecast looks awful again.

Jeff and Harriet are off to Wales for the dual comp, we should hear how they got on at the meeting, Just imagine it, the two of them together, I remember Simon Gillingham flying dual with Mark criticising his flying, he swore he wouldn't take any of us again 'cos we kept taking the ****. I think Harriet hopes to learn some tips from God himself. Some unkind sole dared to suggest that all Jeff would need was a role of masking tape, what a horrid thing to say!

NEWS FLASH, Hot off the press!!! talk about news as it happens, I started this on Friday evening, planning to fly on Saturday. So what happens overnight? Some Bastard!!!! broke into the workshop, pinched my mountain bike, tools etc etc. Anyone got any suggestions, having alarmed the doors after the last one, they cut out a pane of glass and took everything without opening the doors! Plan B is to fit bars to all windows, and wire up to the mains! Any electrical wizard think of a practical way to do this??

What made me decide to put our freshly repaired Mosquito indoors rather than in the workshop, I will never know. Thank God, otherwise there would be three seriously crabby pilots around. I could always have got Harriet to break the news to Jeff!!

Back to flying and some form of sanity, Anyone not heard about Mark's last minute attempt to call off his wedding? The original stag party group collected at Smeatharpe on Friday night, before the big day, to complete the plan arranged by Jim, that is for him and Mark to complete a tandem parachute

Mark's last minute attempt to call off his wedding? The original stag party group collected at Smeatharpe on Friday night, before the big day, to complete the plan arranged by Jim, that is for him and Mark to complete a tandem parachute jump. Mark was looking surprisingly calm, not like the fortnight before, when he was positively pale.

To cut a long story short, they all took off as arranged, climbed to 11,000' and jumped out, just like that, sounds easy doesn't it? All looked OK, then Mark's instructor told him to resume freefall position, and cut away the main chute, they had had a 'line over' and it wasn't flying properly. It was at this moment that Mark gave birth!! Jim, watching couldn't believe it. As Mark plummeted out of sight his exact thoughts were " Tracey is going to ***** kill me!!" despite all this, and after two rather pale people arrived back on terra firma, they both claimed to have enjoyed it. The amazing thing was that an hour later in the pub, after swapping adrenaline for alcohol Mark said "never again"

To finish off the evening Martin Kellaway towed his new CSX from Dunkeswell, much to the parachutist's delight. Amazing how perceptions vary, the guy we saw earlier landing a handkerchief sized 'chute at high speed, thought we were totally mad, we might have a convert

I really do need a fix, I'm typing this, waiting for the police to arrive, and the weather still looks good. If the forecast is wrong and I miss my first chance to fly because of some thieving

I even rang Beata, the Hungarian au pair, to say I wouldn't be able to pick her up, God, they really have got a lot to answer for, woe betide any burglars I get my hands on. For those who haven't heard about our visitor all I can say is "get on the 'net!" Seriously we have had all sorts of interesting, no sorry, boring, emails flying about, regarding visiting flyers. Amazing how any aggro stops immediately it turns out to be a female pilot, what does that say about us? I know I'm a sad old git, but what about the rest of you. Of course I forgot, so are John, Jeff, Simon.....

Other flying odds and sods, Our editor is still trying to kill himself, apparently flying in crap conditions, he's been practising total collapses etc only over soft ground, so he says. Has he got the skill to control what sort of ground he flies over?, miaow!! (Probably not, but I have invited our Chairman to show me next week at Triscombe!! -ed)

Greg, or so I've been told, has decided to give up, also he wants out of the treasurers position in the towing syndicate, So volunteers in the syndicate please step forward. Rumour has it that Robin is interested.

Finally, congratulations to Mark and Tracey on their wedding, really good evening bash, hope the honeymoon went OK. All the best from the Club.

I'm sure I've missed out something important, but what's new, no doubt someone will tell me.

Phil

Blorenge PG Bottom Landing nearly lost.

There was an altercation in the PG bottom landing fiels which resulted in the landowner being punched in the face by a pilot. The pilot is not a S.E.Wales or BHPA member, has cost the Club a lot of money and a great deal of effort to keep the landing field. **All because he didn't feel like paying the £1 fee.**

Of course, stories differ as far as the punching goes. In fact it doesn't matter - if there are site rules they should be obeyed. If you upset a landowner to the extent that he gets angry - you are in the wrong, because if you obey the rules and are polite he won't get angry. **So if you see this pilot - it is believed his name is Jan and he flies without a helmet.**

kick him in the bollocks for everybody's sake.

(Reported in the S.E. Wales mag - Dragonfly) If any of you see this bastard on our sites, chuck him off. Stuff the Free Flying argument and invoke the language he understands - primitive violence.(ed)

A Fledgling leaves the nest



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Arrived at Abergavenny early evening on Friday 22nd of May, set up camp trying to stay calm as Mark Aplin has entered us in a team for the Airwave challenge. That's Mark Aplin, Angie Weir, Andy Tew and myself! We all settle down for some food and a few beers (not too many must be fit for the morning – yeah right! It was my birthday) This is a good chance to feed on the knowledge of all the assembled sky gurus, who impart their wisdom with a mixture of jovial banter and alcohol, and so to bed and the joy of camping with just the worry of getting up on time with no clock. As it happened it was no problem, the deafening dawn chorus wakes me up, I do the right thing wake up the family with a lovely cup of tea, and check the clock in the car. Oh no! How do I break it to them that its only 5.15am (not a good start). Finally everyone's awake and we set off for Abergavenny bus station for the comp briefing. At this stage I've become quietly contemplative about what is ahead (all right I'm bloody nervous!). Anyway, there's some hanging about, and then we're told it will be at Hay Bluff. On arriving it looks good, nice big site plenty of landing area. Get out of the car only to be told its blowing a gale on top, 35 mph! With a feeling of disappointment we carry up to sit and wait, and a time is set-1 o'clock for a briefing. People start flying from lower down (didn't I read something about that in the training manual?). Anyway 1 o'clock arrives and the wind strength is still the same, that's it then, but wait! they've set the task its an open distance xc. Okay. time for a team chat from Mark and Angie, fly the ridge, gain some height staying forward of the compression, watch for Mark and Angie jumping the gap and just follow them. Lots of wings in the air now, and that nervous knot in my stomach feels like it wants to exit my body any way it can!! Now at this point with my wing all sorted and about to clip in, what don't I need? I don't need the girl, above and to the right of me on the hill, to attempt to take off with a line over her right wingtip. It all started very slowly. I watch as the wing picks up momentum and tries to do a wingover into the hill. A few of us go to help and find she has damaged ankles, an ambulance is called and she is carried from the hill. I walk back, a good lesson learnt don't rush your take off build a good wall to check lines and once over your head look up. Okay clip in, final checks build a wall, pop it up, turn and go, I'm airborne, I stay forward cautiously and take 4 beats to reach the top of the bluff, zero alti 2 as told by Mark now to gain height, many para

gliders in the air now, and 360 degree vision is necessary but I find that the wake from the other wings keeps you alert, I can't see Mark specifically as either his wing or its colour scheme seem to be quite common but I keep looking, at last there's Angie and she's jumping the gap and I'm slightly above her, we edge out but lose height and cut and run back to Hay Bluff landing on the lower ridges. Next attempt, and I'm getting used to the ridge now, the end near the hang glider take off goes ballistic, but cloudbase is dropping, hit the Grey wisps under the clouds and it gets a bit bumpy, cloud suck kicks in and I pull single line big ears as I start to enter cloud and this has the desired effect, knowing this is as high as it gets its now or never and I go for the gap, its looking good so I aim for Lord Herefords knob at the corner of the next ridge. Still edging forward and gaining height in places, I get to above the farm but I'm losing it, I try to judge if I'll be able to reach the lift off of the knob but it looks a close thing, I didn't quite make it and landed just behind the ridge (very little rotor, it's only shallow.) Another pilot I meet contacts the Bluff and gets us a lift back, returning only with the thought in the back of my mind that I was the only one left behind. On arrival at the car park I thank them for the lift and turn only to find the rest of the team sat by the car having just finished their ice creams!!! This being my first time away from the hill and a mere 2km. I was all the same wearing a big cheesy grin that grows with each beer downed back at camp that evening!!

Day 2, sees us back at Hay Bluff, good flying but lots of hang gliders about today (due to last minute change of venue that no one told us about!!) Anyway a great days flying my learning curve had gone vertical, two line big ears and speed bar to fight off cloud suck, active flying that had until now only been dreamt of, whilst sitting on hills on those unflyable days (probably with JF close by!). But I still only managed to reach the knob (now, now, children).

Followed by another great evening back at camp.

Day 3, back at the Bluff again, lots of low cloud about but still flyable, its getting quite rough in places with my vario doing its own version of "Clangers" on ecstasy! (showing my age now) Stacks of lift everywhere and I'm climbing fast, look around, must be top of the stack by now, as I can see the other wings below me, cracked it, I've got to be able to jump the gap now, one problem though I can't see the gap, and the other wings below me are disappearing and I'm still climbing fast, I soon realise that I am experiencing my first white-out (its funny what flashes into your mind in some situations but I suddenly find myself mentally counting the underpants in my rucksack), thankfully all the experience of the past two days pays off, and its major big ears and stood out of the harness upright on the speed bar I exit the cloud in front of the ridge, look to my right and there's Andy doing the same, having lost height I play around for a while doing beats the length of the ridge using big ears, but with conditions getting rougher decide to land at the car park, within five minutes the sky is empty but for the hang gliders, who continue to have a great day. Back to camp for another evening pumped full of adrenaline, bitter and bravado. And so the week continued:

Day 4 with two evening top to bottoms at the Blorenge, my only thought being how far it was to bottom landing (the proper landing field turned out to be a lot closer!), my thanks go to Angie who took my education one step further by personally showing how tricky it is to fly having forgotten to do up your harness chest strap (I'm sure that must have been the reason!).

Day 5 soared the Blorenge until the wind dropped and I had to side land, climbed back to take off and I waited for the wind to pick up and then had great fun scratching around in the bowl before bottom landing.

Day 6 only a top to bottom at Pandy (I still say bottom landing isn't the only diamond shaped field!)

Day 7 after a major road-prox with a cunningly camouflaged bright red Mercedes as we left the campsite (more thoughts of underpants for both



The Fledling continues:

myself and Nick!!), the evening sees us led off of Sugar Loaf by Angie (is colour blindness grounds for not holding a pilots licence?), gently coaxed by beer sodden hang glider pilots (thanks lads).

Day 8 is blown out, and the decision is made to go home (gutted!! I was just getting used to this way of life).

Well there you go, having flown 7 out of 8 days, in great like minded company and surrounded by the whole ethos of the free flying world, this must go down personally as an incredible learning experience that I would recommend to anyone wishing to expand their knowledge of flame throwing, fart lighting (strange things happen after dark on campsites!) or maybe even flying, to pencil it in for next year or miss out. Many thanks to all my fellow fliers, campers, drinkers, mentors and friends, for a great time.

As I close my diary (before it becomes more like War & Peace! - Eh! John) a grin gradually spreads from ear to ear as I relax wallowing in the feeling of having at last found NIRVANA!!!

Mark Langley.

This month's whisper:

Is any active runway safe with loose husbands at one end and kids at the other?

In the psychiatrists harness

Dr Strangelove is undergoing therapy this month and will not be able to give us the benefit of his wisdom. Not being able to fly has stifled his muse. This may be a good thing for us all, but if even Dr S cannot produce a contribution what hope does an editor have. Club members must now realise that, unless more copy is forthcoming, you will all have to put up with the editor rambling endlessly on to fill up space and if he cannot think of anything to say, he will have to call on Harriet for more contributions to make sure that the magazine is not all white space as that would not be acceptable... tohim.

Harriets first question?

Dear Harriet,

I was very pleased to hear that you were going to host an anonymous problem page. As a relatively new paraglider pilot, I find it very confusing trying to understand some of the slang terminology employed by the hang gliders.

For example, the other day I overheard a quiet conversation between two very old-hands at the rigid discipline, which left me wondering what was going on. Please can you explain the finer points?

First old HG pilot:-
"No towing next weekend, then."
Second old HG pilot:-
"Be alright, 'spec"

First old HG pilot:-
"No, Jeff's dualling-it at a comp in Wales"
Second old HG pilot:- "Oh? Who is flying with him?"

First old HG pilot:-
"Either Harriet or Simon Bell"
Second old HG pilot:-
"Harriet is lighter, but they'll argue all the way"

First old HG pilot:-
"Yeah, Simon is favourite"
Second old HG pilot:- "Unless he wants a shag in the landing field"

(lengthy pause)

First old HG pilot:-
"In which case it would be Simon again!"

Overheard by an informant:

Jeff: "Are you coming?"

Harriet: "But I thought you didn't want me as your passenger because you said I'd argue too much."

Jeff: "You will! But you'll be ideal if conditions are light: you're like a walking negligee. If it's strong then Simon Bell will do it."

(It seems from Harriet's report of the comp that some of these disturbing rumours had reached Simon. He didn't show.)

Harriet strikes back:

In reply to the first question posed in "Harriet's Column":

I do, of course, take into consideration other events when setting competition dates. However, I set the Wrinklies v Smoothies date around six weeks in advance, **after consultation with Jeff.** (As it turned out, the weather was rubbish anyway.)

I have a couple of questions in return:

1: Did anyone think of the date of the Wrinklies v Smoothies before organising Mark's stag day?

2: In response to the rumours that huddles of pilots have been spotted at various locations, muttering, "I'm not going to tell her," and "Well, I'm not going to tell her either," have any of them considered attending assertiveness classes?! I believe our illustrious chairman knows something about these.

In my role as Member of Exec, Club Comp Organiser, Agony Aunt, or anything else, I am quite happy to attempt to answer any questions and/or problems that the members may have! (So there! ed)

25th Anniversary Bash

We are planning to send some books of raffle tickets to support the Devon Air Ambulance Trust to each member to sell. Exact quantity will be decided at the meeting. Tickets are £1 each and are in books of 5.

Prizes are all flying related and give an exciting cross-section of the various methods to getting into the air.





LETTERS TO THE EDITOR

Message from James Orton in India

It will not be long before I can get out on the hill as I will be back on the 25th of June (I think). But I thought I would send you an E-Mail letting you know about the flying I have and haven't done whilst I've been away. It might also be useful for anyone that is thinking of heading out this way to fly.

I spent most of my time in India, in the south. There is paragliding in Goa, although I didn't fly there, due to it being blown out, hard to find the flying schools hard to get hold of a canopy, and also horror stories about equipment failure. From what I gathered a couple of weeks before I got there, some of the lines on one of the canopies had broken sending the pilot crashing down onto the rocks. This didn't inspire me to use the equipment from that school, on Anjuna beach. It is also possible to fly on Aranbal beach which was a much nicer place, but it was seriously blown out the day I went there so, and there was nobody in the school for me to talk to.

I was not able to find any flying in Thailand, but that is mainly due to the fact that I spent all my time on the Islands. Someone told me it was possible to Paraglide on the Phi-Phi Islands, but that turned out to be Para-sailing, behind a boat. I also came across someone who said he had a Paramotor on Phuket, in Paton beach, but Paton is a Shit hole filled with fat German Sex-Tourists, and the US Navy on R&R, so I didn't spend long there.

Anyway that's about it. See you soon James.

PS Anyone who wants to fly out here needs to bring out their own kit, as I wouldn't really trust anything you get out here. If you do use the local gear check it out thoroughly.

Westbury Emergency Landing Field

Please can all pilots note that Westbury only has an EMERGENCY bottom landing field. It is not OK to take off in the hope of finding a thermal to keep you up - if there are other pilots on the hill but not flying, please ask yourself why! The farmer who rents the EMERGENCY landing field is becoming increasingly unhappy, firstly at the number of people using his field and secondly at their behaviour (driving into it, packing up in the middle of it etc.). Obviously there are occasions - e.g. when the air has been lumpy but you then get drilled with no reasonable warning - when there is no alternative but to use the field; this is precisely why we MUST keep the tenant farmer and the landlord sweet.

lumpy but you then get drilled with no reasonable warning - when there is no alternative but to use the field; this is precisely why we MUST keep the tenant farmer and the landlord sweet.

If you do HAVE to land in the EMERGENCY field, please heed the following rules:

1. Land as close as possible to the fence which runs perpendicular to the main road, on the left of the field;
2. Carry your glider to the entrance to the field before packing it up;
3. Do not drive into the field - the farmer pays a large amount of money for this field and, following recent incidents, we have agreed a £25 FEE for anyone driving into it.

PG pilots - if you take off and find no lift in the bowl, you are unlikely to find any anywhere else, so put it in on the spur to the right of the horse (yes, I know there are fences but YOU chose to take off). I recently admonished someone for landing in the field before the EMERGENCY field - they said they couldn't make the EMERGENCY field. In this case they made their decision TOO LATE (and, in the case in question, they shouldn't have taken off in the first place as there was no lift or wind whatsoever). They then proceeded to walk back up the face of the hill. THIS IS RIGHT OUT! You must walk out of the EMERGENCY field, turn right along the road until you reach the footpath which runs up the spur and then use that to get back to take off. You MUST NOT land in the field at the top of the ridge to the left of the main take off, or on the slope below it. I know it looks really inviting but the farmer is genuinely concerned that if we start using it then some of the hordes of other people around will be hopping over the fence for a picnic! There is no landing field AT ALL below the NNE face. If you're going down you MUST make every attempt to put it in on the slope below the path. The farmer is very upset and I am not alone in my perception that adherence to Westbury Site Rules is slipping.

Thanks for your assistance in this.

Rich Harding (Sites Officer, Avon HGPG Club)

Chris Jones (Site Officer, Westbury)

Comp News Continued

EPILOGUE

WAVE - YOU'RE ON CLOUD NINE

After returning to Merthyr (my car was still there), I decided to fly my own glider. No-one was in the air, as conditions had got very rough while we had been away, and on takeoff it was blowing between 25 and 35. However, several were waiting for things to calm down a bit, and I was second off at around 6.30pm, with it now measuring between 20 and 25, but still with some fairly hefty gusts. I had a very rough time for about half an hour, while everyone else seemed to connect with lift and get to cloudbase (now around 12 to 15 hundred ft ato) but I couldn't get past about 700ft. The thermals were still working hard, but being broken up by the wind. Eventually I found my way up and had my first ever encounter with wave. There was one guy on an Xtralite flying at about 2,500ft, above the clouds, but I topped out at just under 1,700ft. The lift was there, but I don't like flying in cloud. They were doing all sorts of strange things - I didn't know you could get orographic on an inland site for starters! At one point I was at 'base and suddenly there was a wall of cloud in front of me, so my only option was to fly through it and out the other side. I didn't enjoy this very much, but the next bit was wonderful as I soared the sunny front of the cloud with my shadow haloed by a rainbow right next to me. Brilliant.

Getting down was almost as hard as getting up had been, but finally I made it back to terra firma with a good top landing.

I didn't leave the site till gone 9 o'clock and arrived home, absolutely shattered, at 11pm. An excellent day's flying.

Harriet

(She then read her emails and sent me a reply to one of mine. The woman has stamina. -ed)

DUEL OF THE DUALS



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AIRWAVE CHALLENGE DUAL COMP FIRST
ROUND: June 27/28 1998
Location: SE Wales

Team: Jeff and Harriet on the Sphinx. Simon (The Rat) Bell had promised to come along as well but never turned up, so we had to co-opt military (Joint Services) hangers on as ground crew.

BORING

On Saturday we milled around in Abergavenny Bus Station car park for a bit, umming and aahing, drinking cups of tea and sheltering from the showers. Then off to Merthyr in the hope that things might improve. They didn't. The forecast was for sunshine and showers and moderate winds. It was one third right. Showers, rain and wind increasing from fresh to a howling gale. At lunch time we gave up waiting and disbanded for the day, arranging to meet back at Merthyr on Sunday for briefing at 11am.

EXCITING

Somebody somewhere recently suggested that it is much more interesting reading about the peripheral activities of flying competitions than about the actual flying. Wishing to cater for all readers, Chris and I whiled away Saturday afternoon by wandering around Merthyr street market looking for wellies for Chris and something to read for me while Jeff had a little nap in the carpark. We then spent an even more exciting 20 minutes looking for parking spaces at the new Asda Superstore so the Hoers could stock up on such essentials as mini pizzas, dog biscuits and sandwich spread. We returned to the campsite for an evening in front of the telly (all mod-cons in the Hoer caravan) with a takeaway and a beer before they threw me out into the cold wet night so they could snuggle up in their cosy double sleeping bag.

RINGO'S FAULT

On Sunday, the prospect was much better weatherwise.... till Chris stepped out of the caravan.... whereupon a large cloud covered the sun and the horizon loomed dark and menacing. She blamed it on Ringo. However, the threat moved off somewhere else and when we arrived at Merthyr it was really quite flyable.... for hang gliders at least. The task was Open XC with as many attempts as you liked, the hang gliders launching at Merthyr and the paragliders, by common consent, launching from Abertyswg

a couple of valleys further back because the wind strength on takeoff was guaranteed to be less there.

EXPECTATIONS

"Not that way! Look, there's a much better cloud over there. See, now they're going up and we're stuck in this sink. I told you we should have gone over there. Now what are you doing? Turn left... NOW! Three sixty! Go on, we've got plenty of height. Don't go back now, stick with it. Oh God, you're hopeless, move over and let me do it...." Well, that seems to be what everyone expected of me, but it wasn't a bit like that. So there!

ARMY TAKES THE LEAD

We were first off soon after 11am and found three or four reasonable climbs to between 6 and 8 hundred ft ato, but we agreed that it wasn't enough to risk going over the back. The air was quite strong in places, so I was called upon to haul on an upright occasionally to help get the glider round, but otherwise I was mainly on lookout duty and just enjoying the view. After an hour Jeff's arms were aching and it didn't look as if things were going to improve in the immediate future, so we top landed for a cup of coffee and some lunch. Meanwhile the Joint Services Fly 2 had flown and landed off the north end the ridge, so at this point they were claiming to be in the lead. We had Plan B in reserve, ie if we didn't get away, we would fly along the ridge in the opposite direction and top land as far along as we could.

CIVVIES THRASH THE MILITARY

After lunch all three dual gliders launched (Joint Services had a Discovery as well) and the real battle commenced. The Discovery landed in the same place as the Fly 2 had earlier, breaking an upright in the process. Quite early on we connected with a decent thermal and at 1000ft ato we were on our way. The Fly 2 was in the same thermal a couple of hundred feet or so below us, and as they chickened out and returned to the ridge we cheered in unison and carried on up to cloudbase (2500ft ato) alone. (The pilot and co-pilot/passenger in question are being Court Marshalled later this week.) Jeff was all for going to land at Abertyswg where we could see the paragliders on the

ground, but I egged him on, pointing out a decent field in the valley beyond if we did go down. The cloud that had brought us thus far had dissipated so we picked out the next most promising looking one and headed for it, only for it to have dissolved by the time we reached it. We soared the next ridge for a little while, but were slowly losing out and there were no more thermals in the offing, so we set up our landing over a field next to a motorcycle dirt track on the top of the hill. We had a slightly nerve-racking approach, requiring both of us to pull hard on one side to avoid ending up in some trees, but the final was good and we landed perfectly on our feet.

CHAMPIONSHIP TRAIL BIKING

Jeff contacted Chris and set off on foot to meet her at Tredegar, while I derigged the glider and got chatting to the bikers - they were just having a practice day, tearing round this dirt track with big jumps in it. One of the guys there was having his first day out after breaking his wrist only three weeks ago - he started on a 50cc bike with stabilisers when he was 3 years old, and is off to the World Championships later this year! He looked all of 17.

NEW RECORD

Jeff reckoned he's now doubled his dual flying airtime, we've set a Condors dual flight record of the huge distance of 5.59 miles (that's 8.96k for the paraglider pilots), and we won the competition! Best of all, it was really good fun.

RESULTS

The paragliders didn't even get off the ground. There was a "window of opportunity" but none of them took it, thinking things would get better. Things didn't.

Final score (10 pts per kilometre):

Condors:	90
Joint Services Fly 2:	6
Joint Services Discovery:	6

As Jeff will be in France over the Finals, Simon Bell will be the pilot in charge. We'll confiscate his Xtralite for the rest of the summer and make him fly nothing but the Sphinx, so he'll be in good practice!

beyond if we did go down. The cloud that had brought us thus far had dissipated so we picked out the next most promising

BITS & PIECES



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This issue includes the first minutes produced by our secretary before the closing date. (HOORAH!!!)

East Hill Gordon Mucklow had one good flight there last weekend. On his second flight he went down at the top of a cut field in front of the ridge (North of t/o). He was approached by the farmer, who demanded a £15 fine. You have been warned! (Do not argue - see S.E. Wales item on the Bloreng- it is his land).

Sandy Bay Jeff Hoer and Derek Sadler have both been approached for £3 to go into the site. Be aware that this may happen.

Club Website Harriet is still waiting for stuff from Angie, Robin, Phil F and Jeff. Simon M and Eddie have delivered. Anyone got any good photos she could put in? She will of course return them.

There has been much activity on our email group concerning the arrival of a guest pilot from Hungary. She is now here and we extend a welcome to **Beata Monostori**, who is a paraglider pilot with a Voodoo. Phil lives not far away and will advise her on her local flying. No chance of her doing much then!

Brett Janaway has been complaining of double standards within the club. He and Darryl endured a verbal hurricane from the editor for flying their paramotor off the Crook Peak Landing Field. He now hears that the Chairman and Our Chief Coach have been flying their Mosquito from the East Hill Top Landing Field. He is not happy about this, nor am I. Surely the members of the Club would be happier if powered activities were kept away from our sites completely. If anyone has any views on this, let me know. Phil has kept quiet on the subject. (Must be shy).

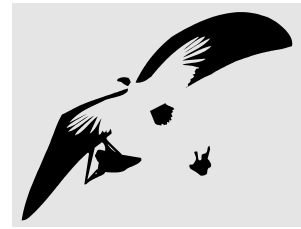
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Articles sent on computer disk are helpful and time saving, Word for Windows, Ami Pro, or text format if possible. If not jot it down and sent it in, on an e-mail if possible. **THE DEADLINE** for copy is the **LAST FRIDAY** in the month. **LATE ARTICLES**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

COMP NEWS



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Paragliding XC League

	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6	Total
Mark Aplin Nova Axon	5orr Sandy Bay	12 Selsley	10r Hay Bluff	2orr Hay Bluff	13r Hay Bluff	24 Arenig Fach	76km
Angie Weir Airwave Rave	23w Smeatharpe	10r Charmouth	10r Hay Bluff				43km
Nigel Winchester Firebird G Sport	10 East Hill	21 East Hill					31km
Eddie Colfox Trekking Odyssey	26 East Hill						26km
Andrew Pearse ?????????	19 East Hill						19km
Paul Hook Firebird G Sport	13 East Hill						13km
John Milner Firebird Barracuda	10r Charmouth						10km
Riann Fun to Fly	7r Hay Bluff						7km

Key: w = winch launch or = out & return orr = out & return ridge run

The Rules

Minimum distance 5km - No photos or witnesses are required - 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%.
Please forward flight details to Mark Aplin as soon as possible

Bank holiday weekend & it was all happening at Hay Bluff, only Mark made it past Lord Hereford's Knob on Saturday. Sunday - Angie, Mark & Riann all made it down the ridge.

Still to come - massive flights from the Nationals pilots Eddie and Andrew from their first comp?

Still to come 2 - massive flights from the rest of the week in SE Wales??

Late news - Mark Aplin in goal at the first task of 1998 BPC.

Later news? - East Hill now a mainly PG site? A total of 90km flown so far.

WRINKLIES V. SMOOTHIES Take 3. Let's try for August 8th or 9th. That should give everyone plenty of time to find other things to do instead, then forget to let me know that that weekend is quite out of the question. And for anyone who can't find anything else to do, remember to get your coat and boots out - bound to be cold, wet and windy.

SOUTH WEST TOWING COMP July 4/5. Kernow and South Devon are coming to Smeatharpe. (July 11/12 in reserve.)

TEAM HG XC LEAGUE, ALL FLIGHTS, ALL METHODS

Jeff Hoer	42.28	Moyes XTL 147/CSX4
Brett Wright	83.77	Moyes XTL 137
Harriet Pottinger	120.78	Moyes SX2
1 SHARKS TOTAL	246.83	

Mark Hoer	27.90	Airwave Klassic
Craig Parker	27.90	Airwave Concept
Martyn Howe	16.66	Airwave Klassic
2 WINGLETS TOTAL	72.46	

Big Thin Repack

Paul Richards' barn
at West Coker (ST505135)

Wednesday 8th July

Throw your reserve while swinging about, repack and then enjoy the barbecue and watching the rest of the club try it. Both Paraglider and Hang Glider Pilots catered for!



FLYING DIARY JUNE



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- 4 Malverns JF & MA get in some flying
- 5 Smeatharpe JF & AT continue winching MH MH MK HP & AW on the other end. Rain. Steve (SD) completes tow endorsement. JF now qualified on HG's
- 6 Charmouth RC helps JF AT & Theresa to reclear T/O, then leaps off in the only light wind of the day & goes down onto skimpy beach. Legs in the water! - PR leaps off, speedbar on, lands, rain.
- 12 East Hill NW PH JOJ & GM (both SD) fly. NW goes to Lyme Regis. GM to Bridport
Draycott (alt) AT & JF enjoy a thermic afternoon up to 500ft ato.
Selsley DS has a good flight.
- 14 East Hill JH MH MH BW all have about an hour in gusty wind. pg's wait, wait, wait,.....
Bossington HP & RC fly in strong winds. SM & KS rig but do not fly. pg's wait, wait, wait,.....
- 15 Selsley TA & JF bump about for a few hours.
- 16 East Hill JH gets to Seaton. EC lands safely just over the back. Windy!
Woolacombe AW enjoys an hour on a beautiful evening.
Selsley DS flies in good conditions.
- 19 Crook Peak JF flies in an SSE. Not a great experience.
- 21 East Hill GM (SD) flies for 2+ hours. BW & MH both go down. VM manages to make TL.
Smeatharpe JH MH VM SB CP fly until Cu-nim cuts things short. BW gets away to?????????
Draycott (alt) ML BD & JF have a few minutes. JF did 230 miles to get there!
- 22 Draycott (alt) JF goes full frontal in the gusts.
- 24 W.Bexington DS had trouble getting down in strong winds
- 25 W.Bexington DS & JC flew again in strong winds. HK observes and stays on the ground
- 28 Merthyr JH & HP go dual XC 5.59 miles. HP & ?? fly later in wave.
- 30 Mere (????) GA negotiates the site?? EC takes off & does 45K !!!! (More about this next month)
Bossington HP & ??? have couple of hours up to 650ato
Selsley MB & JF have a few flights in variable conditions missing the XC thermal.

ALL OUT

A rather blinkered perspective, as we were stuck in a marquee for the whole weekend. Simon seemed to think it was all worthwhile (at least, he didn't make a loss!) so that's the main thing. After an unpromising start on Saturday the weather improved from drizzle to hot sunshine, but the wind was contrary, chopping and changing direction several times, causing much frustration and chaos amongst the winch operations. The paragliders and aerotowing didn't get much of a look-in and the hang gliders were landing backwards by the end of the day. The kites had fun though. On Sunday the wind did at least settle into one direction, but was still too strong for paragliders and aerotowing, so kites and hang glider winching provided all the action again.

Saturday was busy from a trade point of view - having got up at 5am to get there and set up in time, and then been on our feet non-stop all day till we packed up sometime after 6pm, we were absolutely shattered, and being old and boring and lacking in stamina for these things, we gave the on-site barbecue and party a miss, preferring to get a nice meal out in a village pub and then crash out in a lovely comfortable B&B instead. The next morning when we returned to Wroughton bright and breezy and refreshed, we found everyone else very jaded and hungover - the party had gone on till daybreak and beyond, and the band (a Police copy) were excellent by all accounts. Sunday wasn't quite as busy, so at different times we both had a chance to have a quick wander round the rest of the trade area - the usual array of flying gear and gliders, plus kites, boomerangs, badges, groovy T-shirts and trousers, a stand exclusively selling radio equipment, beer and food tent, ice cream van who sold out both days, and two big hangars full of interesting old aeroplanes (Science Museum stuff). The site was excellent, the organisation must have been phenomenal, and everyone seemed to enjoy themselves, even though there weren't brilliant flying conditions.

Harriet



BPC & TREASURERS REP.



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Round 1 Snowdonia 30 + 31st May

Saturday - 23.9km race to goal from Arenig Fach to Methyr Farm 16 pilots in goal, after elimination of nationals pilots BPC results as follows:

1	Tim Pentreath	Nova Sphinx	Avon	978 points
2=	Simon Oliphants	Nova Xenon		938 points
2=	Malcolm Tully	Apco Xtra		938 points
4	David Gibbs	Nova Vertex		905 points
5	Richard Clarke	Airwave XM		871 points
13	Mark Aplin	Nova Axon	Condors	766 points
14	Dave Morris	Airwave XMX	South Devon	756 points
	Gordon Mucklow	Gradient Saphir	South Devon	No score

Conditions very strong on take off, MA & DM last BPC pilots into goal, followed in by Nationals pilot Ally Maddox. GM pinned on the hill by increasing wind strength. Around 65 pilots present 32 scored points and at least 20 walked off the hill without having flown.

Sunday - wind/rain stopped play (it really howled sat night!).

Round 2 Paramania Mid Wales 6 + 7th June

Low cloudbase, winds & forecast rain/storms stopped play both days

Round 3 SE Wales 13 + 14th June

Saturday - heavy downpour - those who turned up went 10 pin bowling!

Sunday - a few more pilots including MA are tempted out by the very marginally better forecast - all stood on a rainy Blorengre - no one flew. Leader from round one, Tim Pentreath seen sporting new Advance comp wing - the pressure of success!

PS Ex league 10 pin bowler MA gutted as prizes - including GPS etc awarded on basis of Saturday bowling results!

Round 4 - Scottish Borders - 4 + 5th July

MA, DM & GM all making the long trip North in the hope of conditions more like task 1 & some epic mountain flying.

Airwave Challenge :- The Team - Andy Tew, Mark Langley, Malcolm Bale

Three out of six? not a good start, but all very keen. Off to Neath in S.W.W. We arrived in good time in the rain. The forecast said sun? We met up in a layby down the road from the agreed site. Avon, Thames Valley, South West Wales all turned out (no sign of Kernow). We decided to abort until 2.00 & re-conveen. The weather improved dramatically and we set off up the hill to find a 20-25 mph wind & increasing. We all gave up about 3.30. Try again another day.

Treasurers Report :-

There are now - 52 paid up members of the Club. Bank balance @ 23-6-98 - £ 746.98

New members :- 1PG- HG

Don Shipton (Shippo) Sky Surfing (committee member & coach)

25th
Anniversary Bash
sept 5th

Have you sold your tickets yet? Money to John Milner A.S.A.P.

