

Aug98

# Air

# Heads



## MINUTES OF THE JULY MEETING 1998

The minutes of the June meeting were read and agreed to be pretty inaccurate. Matters arising:

**Visiting Pilot** Phil Fouracre enthusiastically welcomed Beata Monostori, a visiting paraglider pilot from Hungary and has taken it upon himself to personally escort her around our sites to promote Anglo/Hungarian relations.

**Repacking Evening** The big thin repack was scheduled for Wednesday 8th July at Paul Richards' barn in West Coker. Andy Tew and John Fielder would set it up with Paul and Eddie and Simon overseeing the repacking. Fiona Macaskill was to give her talk on paragliding on Friday at the Catherine Wheel at Hemyock.

**Treasurer's Report** Detailed elsewhere in the newsletter.

**Safety Report** Robin Campbell got his feet wet at Charmouth after the wind dropped from a steady 25mph. Members are reminded yet again - **water landings are not an option**. Mandy Hawkins became the first member of the club to shoot a technicolour tiger. Whilst flying at Bossington, she got caught in some orographic cloud and got chucked about a bit but landed safely and still smiling.

John Fielder experienced a 75% collapse at Crook Peak due to flying in too gusty conditions, he reminded members to be weary (?) of the site when the wind isn't smack on the hill (and strong-ed), as it is easy to become cornered with no escape route.

**Sites: Charmouth** is now closed until September.

**East Hill.** Paraglider pilots are reminded that landing in other than the agreed landing fields can result in a landing fee of £15 being charged by the landowner. Make sure you know which fields are acceptable.

**Coney's Castle** wishes to use this as a training site. Anyone with an extreme objection contact Phil.

**Competitions** Report elsewhere in the newsletter

### 25th Anniversary Bash

Tickets (£15 each) are available from any of the sub committee or John Milner (01460 240476). It is absolutely essential that members buy their tickets in advance so that we know the expenses are covered. So please ring up now to book your tickets. Tickets are open to anyone.

**DO NOT LEAVE IT TO THE LAST MINUTE.**

### Holidays

The annual club holiday in the Anney area will take place 14-28 August. Anyone interested in going contact Phil Fouracre (01823 490724).

Eddie Colfox is organising a trip to the Sierra Nevada with Steve Ham & Steve Goodall as Guides/Mentors 15-30 October. £275 + flight. Anyone interested contact him (01297 489351).

### Photographs

Anyone with good and preferably decent photographs of themselves flying at any of our sites and wants global recognition should present them to Harriet for the club Web site.

There being no further business the meeting closed so that Jeff Hoer could give his excellent hi-tech talk on meteorology.

### August Treasurer's Report:-

There are now 61 paid up members of the club. The Bank balance @ 27/07/98 was £860.

New Members: 4pg		
Huw Traylor	PG	(Yeovil)
James Mallinson	PG	(Wiltshire)
Richard Thorne	PG	(Taunton)
Steve Newstead	PG	(Crediton)

**DON'T MISS THE CHANCE OF GETTING TO THE 25TH ANNIVERSARY BASH. THE CLOSING DATE IS MONDAY 20TH AUGUST. THERE WILL BE NO TICKETS ON SALE ON THE DAY.**

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# CHAIRMAN'S CHAT



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Try to follow Johns example, write up as quickly as possible, before I forget what I want to say! What was I going to say anyway? God! I make less sense the older I get.

A very inauspicious start to the month, coaching was interesting, one success and one failure. I think that Mark Bridges was pulling my chain, he didn't need any help from me. It even turned out he hadn't flown the glider before, or any glider for some years. All fine, second flight he followed me back, although he did demonstrate a perfect stall on "arrival!" at the car park.

Dave Austen was unlucky in that he couldn't manage to control his glider on take off. Although it was windy, part of the problem could be the glider, a Discovery, not having flown one myself I can't be sure, but they don't seem to be suitable for strong winds! Someone tell me otherwise.

Beata came with me, she's not impressed, it hasn't stopped blowing since she arrived here, she also wants to know where the summer is? Don't we all. As she is at the lower end of the weight range for her glider she has yet to fly. Of course it turns out they flew on Sunday, brains having decided to work, as the forecast for Tuesday looked great ha! ha!

Of course it dawned wet and miserable, John on the phone, " what you doing?" dunno, Jeffs going to Codden, it of course it cleared up there, he and Angie flew. It was still iffy at midday so I decided to get the Mosquito out if it cleared up, which amazingly it did. Practised take offs and landings from local field. Wind actually picked up quite a bit in the end, although it didn't cause any problems.

Why is it, everything is going well then it all falls to bits? Spoke too soon about the Mosquito, I was having great fun, getting on really well. "Pride comes before a fall",

literally. We went out flying, conditions too windy, but no, I know best. Take off was fine, even have it on video, flight rough but OK. I've been getting in the habit of coming into land with the engine ticking over, so I can alter my approach if necessary! Not a good idea. As it was quite breezy had a problem keeping speed on, we've decided it's probably due to the cg being way back due to the engine weight.(Not only the engine weight puts Phils's cg way back - ed) Anyway, turned slightly on touch down, enough to bend one of the legs, only caught the infamous clothes peg when I put the glider down!! Carbon fibre and terra firma do not mix, even at very low revs £???????? Sick or what, Serious grounds for a Victor Meldrew column.

Ah well, hindsight is a marvellous thing, If Only!! Arranged to get new prop, one day I'll learn, it just gets bloody expensive. Life's too short, so just get on with it. Scored some points on Saturday and upset John in the process. The "Keen Ones" John, Andy and Jeff, all decided to get up silly early, 5 o'clock, when is that? Rushed off all over the country, no good, John was back home by 9 o'clock having been to Bossington and Draycott, sad. Jeff was at Charmouth by 7 o'clock. I got there at about 9 o'clock to find the car park empty. Conditions looked good so I carried up and flew, had a reasonable flight, grey and overcast but quite pleasant, Gerry turned up later, but ended up going down, I think he finds it a wind up having to keep in so close after take off, practise! As we were packing up they started putting up tents on the green for the school fete. Harriet would have had fun, three frame tents as well as two new seats!! Just a little congested. It's now closed until 1st Sept.

Just as we get back from France, what timing. Talking about France. We have one space available in the van if anyone is interested, let me know asap. Although a few of us will be away just before the 25th Anniversary, this shouldn't be a problem, it will be in the capable hands of our sec, is this wise? All the major items are sorted and booked.

booked. All it remains to do is sell as many tickets as possible. I'm not going to go on and on about ticket sales, it WILL be a great event. If anyone has any equipment they want to sell please bring it along on the day.

It's a good job I'm writing this in plenty of time for John, it gives me chance to mention this last weekend. Simon B suggested going to Bell hill or Ringstead, what a great idea, I go to Bell, (it starts to rain) he goes to Ringstead! Various telephone calls around the county, he decides to go home. Methinks I should have a leisurely drive along the coast, via Ringstead, looks very nice. Two locals rigging, a long way off and 20+mph but go for it. Spent a pleasant hour cruising around the bay, glorious weather. Top landing rough, local! pilot piled in with a vengeance, drifted off wind at the last minute!

Sunday turned out to be better than the forecast, perfect Branscombe day, sunny, 18mph dead south. No chance for the canopies, although John was almost persuaded, distracted by an attractive audience!! Robin C had his first flight here, enjoyed it, fun landing on his wheels, twice! Couldn't be persuaded to cross Sidmouth gap though. Got bored after two runs from Beer head to Ladrum bay, crept across the caravan park to the far cove then chickened out when I was getting silly low! A very pleasant day for all, top landing was lumpy as usual, but didn't cause any problems for anyone. Didn't realise Robin talked to himself so much when he flies, listen out for it!

John getting stressed again! having spent all day watching us fly he wouldn't come to the pub, just in case we mentioned it! As if we would. Dropped Beata off, I'm sure she is convinced that the wind never stops blowing here, she could be right, One day!

It was suggested at the last meeting that I should write a Victor Meldrew column, as I keep moaning at everyone, we all have our crosses to bear. Each time I put it off some wit comes out with a better title, the latest being in response to the Attitude column in Skywings, namely the Beatitude Column, I just can't understand this, am I missing something? ( before John says it, yes, that is the problem)



Missed an epic towing day on Saturday, damn and blast! Ah well! wots new? I always get it wrong. Had another commitment I couldn't break, it has to be the JF curse getting its own back, I should have known it would be good. People were even landing near our place, probably just to wind me up.

Heard all about Brett and Darryl from John, great to see they have taken up proper flying!! Sorry only joking, it's even less true than its ever been, now that everyone seems seriously keen to fly canopies. Its really amazing all the old dinosaurs are into it now in a big way, Jeff was even heard to say he might only take his canopy to France! What does this mean? Think he was joking, but!

Back to Darryl and Brett, in case anyone hasn't heard they both did their first hanglider flights at Bossington the other day, congratulations are definitely in order, Brett even finished off the day by flying back to the car park on his third flight. At least this proves what I've always maintained, that you can move easily from one discipline to the other, I've certainly enjoyed it. The more people who fly both, the better it will be for all of us. Martin H is now interested and Brett W is trying a canopy from Simon.

As this has to go into John now, it's great to finish on a high note. A great day was had by all at Branscombe on Sunday, well except John, who went to Wales and didn't fly. Nobody had realised it was Branscombe Air Day, Jeff checked and they were happy that there would be no conflict. They did say that their circuit height would be 1,000' so no problem. Turned out that they were coming in at all heights, including the Antanov!!

Dashed out with the canopy and flew almost all day, well until I was completely knackered anyway. Great to see Hanggliders and Paragliders all flying, Jeff and Simon Bell were taking it in turns on his G Sport. ame. Vince was entertaining everyone with his take-offs and landings, shame he can't be bothered to join the club. Spent most of the time watching the air show as we were flying along.

Brett was flying his huge Motorola machine, 42 sq m, it needs a ground crew to launch. Robin Campbell had a flight, will he be another convert?. It is amazing, outperformed everything else in the sky. To cap it all after I finished flying my canopy, Brett asked if I would like a dual flight and fly back to land at the air show, you've never seen me move so fast, I was there with my helmet before he'd finished speaking.

So, I had another three quarters of an hour in the air, too much. Take off was interesting, six, or was it seven, grown men being dragged across the field, next minute the canopy was up and we were catapulted into the air. No time at all and we were at 1,000' smooth as glass, canopy flew really well. Cruising around, had to wait for Darryl to get back to the air show to confirm that it would be OK to fly back. Eventually confirmed over the radio that they were happy, great, we were losing height, down to 750', but Brett had total faith so off we went. Cruised over the derigging hanggliders, picked up some lift. Arrived over the show having lost about 150' impressive, couldn't have done better on the Extralite. Very competent flying by Brett, he put us down right by the entrance, very neat. Power lines, what power lines?

To cap it all, Darryl had given the details to the commentator, who told the crowd that it would be going to drop in! He said "Phil Fouracre, the chairman, of the local club, was going to fly in on his dual Paraglider" no mention of Brett at all, was he pissed. All I'd done was sit there and enjoy the flight. Packed up and went back to Berry Barton, nice to find that Richard had very kindly carried my canopy back, great guy, shame he arrived to late to fly. I even managed to put up our new sign at last, all in all a great day.

Safe flying

**Phil**

Another trail breaker Phil seems to be leading a schism among our HG brethren, followers include out Chief Coach . Brett and Mart H seen groundhandling a G-Sport. Brett (The Antichrist) Janaway and Darryl seem to be leading the damned on the left hand path.

**JF**

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee - 25 June 1998

## FLPA (POWERED PARAGLIDERS)

Pilots are reminded that very thorough inspections must be carried out on these machines if defects are to be spotted. You are also advised to reread the airworthiness caution included in form T133 of the 'Pilot Under Training' pack.

Delta Airsports Paramotor

A pilot recently discovered a major crack in the metal framework of the backpack unit. The machine had completed two flights (twenty minutes total) from new.

Castelluchio Mach 1

The pilot of one of these units recently had the propeller and prop driver assembly separate from the machine in flight. Luckily it missed the rest of the paraglider and seems to have caused no damage or injury when it fell to earth. The pilot was able to make a safe landing in a field. Independent metallurgical investigation found that the propeller shaft had fractured close to the face of the mounting bracket. Fatigue due to bending loads in use was identified as the cause of the failure, though the poor surface finish of the shaft, the low strength material of the shaft and an earlier prop strike incident were all considered to have been factors. The unit had completed approximately 30 hours running from new.

## Accident at Sidmouth

On 19th July Nigel Winchester flew from Branscombe to Sidmouth in strong winds. He had to use his speed bar and big ears to help penetration. On landing he thought the wind had dropped and took off from Jacob's Ladder. On pushing out he was hit by a strong wind which drove him back to hit the top of the cliff.

Nigel had his badly broken ankle pinned and will probably be out for the rest of the year.

Nigel is recovering at his mum's and is desperate to get back to the pre-dawn run to Bristol Fruit Market!!

# Harriet's Column



## SCOTTISH OPEN

Result: No Score Draw...

... so although I didn't manage to heed Jeff's parting instructions: 'Make sure you win', I didn't do any worse than anyone else either.

On the first day an optimistic route to goal was called (105km NNE to the coast in a westerly wind with cloudbase varying between 500ft and 300ft bto ?!). No-one went over the back. It's a helluva long way to go (563 miles door to door) for a 10 minute top to bottom in the rain, and landing a sopping wet glider is not an experience I would willingly repeat in a hurry (it wasn't raining when I took off, but it was tipping down when I landed). However, some people didn't even get to fly at all, but ended up de-rigging and carrying back down on the chairlift, for which, incidentally, I had lost none of last year's fear and trepidation: the flying is still a doddle compared to this totally nerve-wracking experience. The social side was fun, of course, but still, I don't think I would bother to go that distance again just for a drink and supper out with some friends.

The Sunday was a total washout from the start, so we abandoned ship at 10.30am and I took the opportunity to visit some (non-flying) friends a little bit further north before heading back down to Edinburgh. After all, after having gone that distance, what's another 100 miles for lunch?! I also beat them all hands down in an impromptu archery contest. Pure fluke of course, but great fun and very satisfying nonetheless!

My sources inform me that almost everyone went XC from Smeatharpe that weekend - b\*\*\*\*r!!!

Edinburgh supplied lots more of the same - rain, rain - and on the one (very) flyable afternoon while I was there I was unable to find anyone willing, free and able with the required 4X4 for site access. Even I wasn't keen enough for a two mile uphill carry. I got in a two minute top to bottom roller coaster in a light cross wind at Tinto, which at least dried out the glider from its soaking at Glenshee, but I needn't have bothered as the next day, having managed a sizeable carry-up at another site in promising conditions and nearly finished rigging, the wind went off, the rain came down, and after three quarters of an hour sheltering under the wing we gave up, derigged and carried back down again. Then the sun came out. The atmosphere in the car between my two escorts was like treacle (I never quite worked out why), so that was NOT a good day!

I'm now in Sheffield with Rod Buck and his cats, and the forecast is

Dear New PG Pilot,  
You express confusion in understanding hang glider slang and asked for a translation of a specific conversation:

First old HG pilot:  
"No towing next weekend, then."  
*Translation: "Smeatharpe Social Club isn't meeting next weekend, then."*

Second old HG pilot: "Be alright, 'spec."  
*Trans: "Don't give up hope till the very last minute. No need to get the gardening gloves out just yet." "spec", meaning "I expect", used to refer to the aspirations of old hang glider pilots of "specking out" ie getting high and going far. This mostly happens nowadays only to paraglider pilots and a very few new keen HG pilots: the old-timers spend most of their time on the airfield chatting and drinking cups of tea.*

First old HG pilot:  
"No, Jeff's dualling-it at a comp in Wales."  
*"Our Leader (without whom we do nothing) is going to a dual glider competition in Wales.*

Second old HG pilot: "Oh? Who is flying with him?" *"Who's the mug prepared to travel all that way just to be his victim... er... I mean passenger?"*

First old HG pilot: "Either Harriet or Simon Bell." *"Either the delightful and enthusiastic Harriet, or smelly old Simon Bell."*

Second old HG pilot: "Harriet is lighter, but they'll argue all the way." *"Simon's put on a hell of a lot of weight recently, and won't be nearly as competitive or as encouraging as Harriet."*

First old HG pilot: "Yeah, Simon is favourite." *"Jeff's got strange taste."*

Second old HG pilot: "Unless he wants a shag in the landing field."  
*"I'd rather fly with Harriet."*

First old HG pilot: "In which case it would be Simon again!" *"I told you already, Jeff's got strange taste!"*

**Anon**

**SCOTTISH OPEN** -continued  
the rain came down, and after three quarters of an hour sheltering under the wing we gave up, derigged and carried back down again. Then the sun came out. The atmosphere in the car between my two escorts was like treacle (I never quite worked out why), so that was NOT a good day!

I'm now in Sheffield with Rod Buck and his cats, and the forecast is looking promising for Bradwell Edge over the weekend.

Things can only get better!

**Harriet**

## Airwave Challenge update:

Despite the wording of the rules: "Clubs compete against at least 4 other clubs to qualify for a place in a semi-final", neither our hang gliding nor paragliding teams got through to the semis, even though we each competed against 9 other teams. I am not prepared to argue the point. The cut-off was called at 300 points, and we got less than that. Our paraglider team tried hard (and learnt lots) so deserve commiserations - better luck next year guys.

The dual hang glider is definitely through to the final scheduled for the end of August in Derbyshire.

## Fiona Mac talk review

On the 3rd of July Fiona Macaskill talked about the paragliding World Cup 1997. First she went to Brazil and did some gliding and the children carried her stuff. She also said she went on a mule and a motorbike.

She landed on a roof and a man came with a machete, but he was nice. (He didn't hurt her).

**Robin Pottinger**

# LETTERS TO THE EDITOR



29th June 1998  
The Officer Commanding  
The Red Arrows  
RAF Cranwell  
Lincolnshire

Dear Sir  
Airprox - Nr. Plymouth Sound. 28th June 1998

I write on behalf of the South Devon Hang gliding and Paragliding Club with reference to an airprox which occurred on June 28th 1998 at Freathy Cliff Cornwall (OS Ref SX401518 )

A Red Arrows display took place over Plymouth Sound on this date - a NOTAM having been issued detailing the 6 mile radius of temporarily restricted airspace to apply between 11.35 and 12.10 UTC. Hang glider pilots belonging to this Club were flying in this airspace between these times.

Responsibility for this incident lies with members of the Club and I wish to apologize unreservedly for the incident. No Club member had contacted the AIS Freephone number to check for display activity before flying. This failure was in part due to a mistaken belief that all displays in our area are automatically notified to this Club beforehand, as has been the case in the past

In view of the very serious nature of this incident we have taken immediate action to ensure that lessons are learned. All Club members are being briefed at a special meeting today and a written summary will be circulated throughout the club.

Other pilots throughout the country may also be unaware of the importance of the AIS Freephone number. I will write a report of this incident to the British Hang-gliding and Paragliding Association's monthly magazine, highlighting how our failure to contact the number could have caused a serious accident.

If you wish to contact a BHPA Official with regard to this matter, Tom Hardie is the BHPA Airspace Officer and can be contacted on 01309673912.  
Yours faithfully

**Karl Sweeney (Chairman)**  
**For and on behalf of the South Devon Hang gliding and Paragliding Club**

## From Brett Janaway

My comments as to 'double standards' in last months Air Heads were in jest. Phil's flying on a site did not bother me but to give him a little ribbing about it was too good an opportunity to miss after all the stick Darryl and myself got. It is a real issue though and quite rightly as John has said, it should be Addressed.

I am a freeflyer and I enjoy the tranquility of the hill. I am a paramotorer and I enjoy the freedom of the motor. Unfortunately this is the real world and not everything is cut and dry. The paramotor opens up all sorts of possibilities. I can now go XC on a crap day and cover 50 km without any effort, I not only can, I do. On these journeys I may pass close to sites and not realise it. I am a member of several clubs have several site guides but I can't remember them all and flight plans change with the weather.

It is a fact that most paramotor pilots are not members of the BHPA. It is also a fact that many of them have never even flown on a hill, let alone know what a site is. It is also a fact that the FAI and other associations encourage powered flyers to ridge soar to extend flights in competition.

This is the real world and because of that we are never going to stop motors coming near our sites, nor should we try, this would be an infringement of our freeflight status.

Let us look at some airlaw.

Not to fly within 500 ft of persons, unless ridge soaring.

Not to fly within 1,500 ft of the nearest fixed object within 2000 ft.

(In Powered Foot Launched) Not to fly over a congested area.

To have the landowners permission to take off.

How does this fit into the hills ?

Well, without permission we CANNOT take off from any sites. With the engine stopped, we CAN ridge soar a site. And I don't remember any housing estates at North Hill last time I was there.

What I believe we should be doing.

Speak to all the landowners. We should be looking at two things here;

a) would the landowner consider allowing powered at the site. It would be good if we could get this for at least one site. As Phil has found and just as Darryl and myself found earlier, it is very useful on the first flights to have a slope. That said though, we would only want this

What I believe we should be doing. Speak to all the landowners. We should be looking at two things here;

a) would the landowner consider allowing powered at the site. It would be good if we could get this for at least one site. As Phil has found and just as Darryl and myself found earlier, it is very useful on the first flights to have a slope. That said though, we would only want an odd site. Tranquility on the hill is nice.

b) firmly establish with the landowner that if any powered do arrive on or near the site then they are NOTHING TO DO WITH CONDORS. We should be disassociated from them as a club unless of course it is later found to be a club member. This however should ONLY apply to launching from a site that does not have a permission. To ridge soar unpowered IS legal and acceptable. To pass over a site in close proximity on power IS legal and acceptable (over 500ft AGL if persons on site, 10 ft if no one on site), but must be highlighted as such to the landowner.

So to sum up. We should not be banning motors from coming near our sites, we should instead be educating the land owners as to what they are, what the law is, and where we stand, which should be the same as the law. We should be trying to find out which landowners will allow them. We should be including in the site guide some flat fields that have been negotiated as powered sites, I'm sure there are a few in our area, Smeatharpe should be easy, East Hill sounds like it may have possibilities.

And the golden rule for those of us that do fly power. Start up, take off and piss off. Don't hang around launch, you'll annoy the locals and lose it as a site.

It would be a damn site easier to speak to a dozen land owners than 500 powered flyers, most of which are unidentified. Lets get real. Let the debate continue....

# FLYING DIARY JULY



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- 1st North Hill** BJ DJ soar up to 500ato while BJ plays glider collapse.  
**Ubley** EC GA fail to penetrate while Fiona Mac collapses across the hill to a stalled landing.
- 3rd Bossington** KS has best flight yet. AT waits for drop off. Still waiting.  
**Somerset** PF has 3 hours all over the county on the mossie.
- 4th Bossington** BD ML TC fly early while others fail to take off. PF MK MB & GM all have good flights  
**Sourton** AT JO & JF have a pleasant scratch
- 5th Woolacombe** JH MH HP SM RC CP in strong smooth conditions. AW ML & JF also get a flight before orographic shuts the day down.
- 6th Bossington** BJ DJ AT & MB AT 650ato & fly to the car park. Inland everything is gloom!!
- 7th Codden** JH AW go XC . Now JH is no longer a pg virgin!  
**East Hill** EC gets away to Axminster in sea breeze convergence.  
**Branscombe** NW PH DP soar for 1.5 hours in sea breeze  
**Bossington** SC gets 1000ato in strong sea breeze
- 8th Quarr Hill** EC climbs to 3000asl 3 times in 3 short flights in convergence.  
**Ham Hill** JM climbs to 1ato in a short hop.
- 9th Westbury** MA has 40 mins up to 400ato.  
**Draycott (alt)** JF has a couple of late flights  
**Somerset** The mosquito wrecker strike again.
- 10th Draycott (alt)** ML BD get in a short squirt before it started serious squirting.
- 11th Charmouth** PF GM fly (or so they say)
- 15th Peak Hill** NW has a couple of flights
- 16th Draycott (alt)** ML BD JF in light conditions  
**Bossington** AT avoiding RAF helicopter on way back from Selsley??
- 17th Draycott (alt)** AT JF after wind had dropped
- 18th Branscombe** PF RC MK MH HP SM SB all flew up and in the evening NW JOJ GM had some excellent flying  
**Crook Peak** AT BD on a dying wind  
**Whites (IOW)** AW ML CJ in strong winds  
**Brighstone** AW ML JH CJ light & thermic  
**Whitehorse** DS in the evening
- 19th Branscombe** NW flies to Sidmouth, then takes off from Jacob's Ladder and smashes ankle
- 22nd Crook Peak** JF just before the fronts arrived - need an hg for these winds!
- 24th Woolacombe** ML PS JF enjoy perfect coastal flying  
**Bossington** MH SB KS BJ DJ fly a mixture of flying machines  
**Smeatharpe** AW AT have a couple of flights
- 25th Smeatharpe** Mass Xc by hg,s . JM AT AW on winch.  
**Bossington** No wind.DJ RT & Beata fly a top to bottom.
- 26th Branscombe** MH PF JH VM BJ DJ RS PH DP SN RT and Tony Webb and his students enjoy an epic day, culminating with Brett J and Phil flying into the local flying festival.  
**Mynndd Meio** ML JO had short flights through the crowds.
- 27th Woolacombe** ML JF get in a few hours before the front arrives at dusk
- 29th Ham Hill** JM is getting desperate- another ten minutes.
- 30th Sourton** ML BD JH & JF scratch about. JF goes xc & enjoys the 7k return- up to his knees.  
**Quarr Hill** EC & AP are at it again. Take off into the sea breeze and go down the coast to Weymouth.

## From Brett Janaway

Where were you all ??? Sunday (26th) saw some brilliant soaring conditions at Branscombe. A dozen or so pilots in attendance. A consistent 15mph south wind. A tandem hang-glider as well as my own tandem paraglider. 1050ft ATO on a tandem paraglider, on a 460ft ridge, nice to see the hang-gliders were struggling to make this, not that I would put them down, now that I've had a couple of hours on one myself, (did I tell you Darryl and myself lobbed ourselves off at Bossington on Friday on a hang-glider. FANTASTIC. Top landed at the carpark for that day's finale, who said hang-gliders are difficult)

And as for the finale to the day at Branscombe, I'll save that one for Phil in the next AirHeads.

See you all soon !!!

# BITS & PIECES



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**Eddie Colfox** flew Quarr Hill early in the month. Climbing into the convergence, he had three flights of about 20mins each at 3000'ato. He couldn't go XC, because he had a class to look after on the ground. Have our pilots thought enough about flying the northerly, easterly and westerly sites near the south coast in order to get into the sea breeze convergence? If you want to know more, Eddie is always pleased to help.

#### Message for Jeff and Angie:

The Condors website is now on-line, but still missing the sections on coaching and events/fund-raising. Please please try to find time to write these asap. Thanks. Harriet.

#### Message to everyone:

Even if you don't have access to the Internet yourself, try to find someone who has, and check out our new website at <http://www.eclipse.co.uk/freelyer/condors.htm>. Feed back and further contributions welcome.

**FOR SALE : An Uptottery Aerotow share.** All offers considered. Contact Dave Lunn (01305 251846).

**Struddick Farm** is closed until further notice. The farm has been sold and negotiations are under way as to it's future. South Devon will advise us when the details are sorted out.

The Kernow have had problems at **Perran Sands** with paragliders overflying the firing range. I am sure it is not one of our members but please remember that the Kernow would like all visiting pilots to phone before their visit and get a local briefing before travelling.

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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
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HG XC Claims	Harriet Pottinger	Ivydene, Smeatharpe, Honiton, Devon, EX14 9RF	01823 601202
PG XC Claims	Mark Aplin	18 Shepherds Mead, Dilton Marsh, Westbury, WILTS, BA13 4DX, Mobile 0966 542172	01373 864918
Mid-week flying			0800 515544
Airheads	John Fielder	43 Highdale Road, Clevedon, N. Somerset, BS21 7LR	01275 343927
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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.



## SOUTH WEST TOWING COMP - July 4th & 5th

The forecast wasn't brilliant (overcast, maybe showery), but it was flyable, which makes a change from the downpours and/or gales that are usually guaranteed whenever I try to organise a competition. Also, I had BBC SW, Westcountry TV and CML (the local newspaper group) all primed to turn up and cover the event, so we went ahead.

On the Saturday most of the usual stalwart Condors arrived at Smeatharpe and rigged, although one or two were notable by their absence. Martyn Kellaway preferred to get in some actual airtime (the audacity!) on his new CSX4 at Bossington, and Phil "I'm not a winch pilot" Fouracre opted to coach low airtime pilots, also at Bossie. This, as we all know, was a thinly veiled excuse to spend a day with Beata, who unfortunately STILL hasn't flown here at all due to the abysmal weather. The only coaching Phil did was to refuse to launch David Austen because he was having too much trouble ground handling his Discovery - David, if you like, one of us will check out the glider for you sometime, although I hear that conditions were probably a bit on the strong side that day.

A cameraman from BBC SW arrived with his small daughter (who featured strongly in the news item on telly a couple of days later for some strange reason), and as none of the opposition had yet turned up, we got out the tug and the dual glider as well as the winch and we flew for the camera so he could at least go away with some useful footage. Contrary to the usual turn of events, I executed what was probably my best ever landing at Smeatharpe (albeit some distance from the spot), right in front of the camera!

Around mid-morning the West country cameraman also arrived, who included an interview in his filming as well as flying.

The South Devon contingent of three (Damien Walker, Andy Farrow and Steve Newstead - who's not really a S.D. pilot, but he learnt with Innes) pitched up, and we waited and waited for Kernow, assuming they were stuck in a traffic jam.

Excuses: Mark Nicol went to an all-night rave the night before (got his priorities all wrong, obviously), and Kernow didn't even leave Cornwall as they couldn't get a winch operator to make the trip - probably all playing golf. What is the world coming to?!

Eventually we gave up waiting and decided we ought to get on with some sort of competition. Cloudbase was somewhere between 1500ft and 2000ft, not a thermal in sight, so we had two spot landings, scoring an average of the two, and open distance XC with a minimum distance of 3 miles. Inevitably, no-one went XC, so it was down to the spot landings. Because of the crop both sides of the runway these had to be on the tarmac, which always concentrates the mind on not dropping the glider. The scores were not all as predictable: Mark Hoer, usually our top scorer with spot landings, scored a double zero (marriage has obviously had a devastating effect on him). However, Steve Newstead was the only one to miss the airfield altogether. Damien won individually, but the Condors won as a team. We had lots of line breaks, which slowed things down rather, and it was a bit breezy for the paragliders, so there were one or two interesting takeoff attempts for them.

Final Scores: Damien Walker (SD) 140, Jeff Hoer (C)105, Angie Weir (C) 100, Martyn Howe (C) 100,  
Farrow (SD) 65, Nick Adams (C) 35, Craig Parker (C) 35, Everyone else 0.  
Condors: 305, S. Devon: 205.

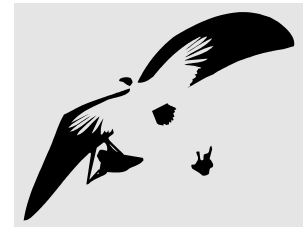
Andy

On Sunday it was too windy for towing so we went to Woolacombe instead. This was the day that the newspaper reporter was coming to Smeatharpe, so we didn't get our pictures in the paper after all. Damien was the only S.D. pilot to come along, so we canned the second day of the comp. and just flew for fun. John Fielder turned up and entertained us with acrobatic ground handling (he'll be in the circus soon!), and Damien flew down to the beach so he could soar the dunes for three quarters of an hour at about 50ft asl. His ideas of emulating Darren Arkwright, who once touched the beach with his feet without landing and then climbed back up above takeoff, were thwarted, and he finally gave up when his shoulders seized up. Good effort, though (I'd rather you than me, Damien!). The rest of us (HGs) flew the full length of the bay from the far side of Puttsborough to the far side of Woolacombe several times, and made it up to 950ft or so ato, except for Martyn Howe, who swears his altimeter took him to 1100ft. As he was only about 50ft above me and Craig at the time, and our altis agreed at around 950ft, we think Martyn's alti was telling fibs.

The biggest success of the weekend, in my opinion, was that we were on TV on Saturday, Sunday and Monday on ITV, and on Monday on BBC1, and within just one hour of Monday's bulletins I received a phone call from someone wanting to know if we teach hang gliding at Smeatharpe. Both TV stations are interested in future competitions and events.

**NEXT COMPETITION: WRINKLIES v. SMOOTHIES, August 8/9. Be there!**

# FIVE GO MAD ON IOW



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You know what it's like. You keep meaning to go and visit your family but when they live a long way away like my family do, it never seems to happen. you're always lookin at the weather and making plans around that.

I mentioned to Mark Langley in Abergavenny that I'd be visiting the Island shortly and he suggested that I get a few people together and do some flying for the weekend. I was not quite sure how my mother would take this, but I thought I would ask whether I could bring a few friends over. I can never remember anyone sleeping over at mum's so this was going to be something quite different for her. As it was she was really excited about the idea. She even redecorated her kitchen for our visit.

I collected Mark at Taunton and met Chris at Salisbury where we left my car. We caught the 8.15pm ferry from Lymington to Yarmouth, telephoning mum on route telling her we were going to drive round the coast road to Newport, to check if it was flyable at Compton Whitecliff. I also had to mention to her that Chris was a vegetarian. I had neglected to pass on this vital piece of information earlier when mum told me she was cooking a meal for us. When we arrived, the food was ready, the wine open, after stowing the baggage and Chris' hang glider, we tucked in. Early night.

Sat morning dawned, too early for me. None of us slept well, Mark thought he was getting up at 6.30 as normal. It turned out to be 5.30. Mark and I were keen to get out. Chris could not be persuaded to get out of his bed. At Compton it was blowing at 25mph and slightly off. We listened to so many forecasts that we weren't sure what the wind was going to do, but it was certainly too strong. Maybe it would drop off in the evening. We met Jeff and Chris off the 10.15 ferry and again drove to the Redcliff to check on the wind. There were no local pilots out and although we tried to contact them, could not get any response. Chris J. and Jeff were worried about flying their HG's because of the lack of top landing for the Redcliff. Chris, Mark and I walked up and looked at the Whitecliff t/l. This seemed a possibility and then we checked the beach landing. As there were no locals to give advice, we went sight seeing. At 7.30pm it was still blowing and as we were all pretty tired, we called it a night. We got a take-away and some wine. The wind did drop later, but not until we had

drop later, but not until we had eaten and were comfortable.

Mum got up both mornings to cook us a full english breakfast, insisted we take sandwiches and a big cream cake with us. On Sunday we flew the Whitecliff at Compton. It is quite a daunting place to fly if you haven't flown there before because of the lack of bottom landing immediately below. It took a few minutes for me to totally relax and I have half my airtime there. Jeff was unlucky as the wind picked up and he was unable to launch. I tried several times to top land by the road but it was too lofty there and I eventually had to come down to go to the loo. I landed on top by the golf course. Mark wasn't far behind me and Chris landed on the beach and walked back up. A few local PG pilots had seen us flying, stopped, told us they were flying at Brighstone and we decided to join them.

Brighstone is quite a small thermic site and there were quite a few paragliders there, flying in a light thermic wind. Good fun. Mum came over to watch us, which was quite a hike for her as she had a hip replacement a couple of years ago. The long grass made it difficult for her to walk.

Towards the end of the day there was a fairly low air time pilot (20hrs), who got a bit low flying downwind and crashed into a small bowl. Jeff telephoned for the paramedics. The chap had tried to move around and Jeff felt he was concussed. He didn't know what had happened. He was taken to St.Mary's Hospital, Newport by helicopter and was discharged the following day. We had given him a lift from Compton when he arrived by boat and bus from Portsmouth. After all the excitement, Mark had another flight.

We had a really good time. It was really relaxing, great company. Mum's keen for us to go over again. I've spoke to the Sites Officer and Treasurer with a view to setting up a reciprocal arrangement, which they are going to put to their committee. Hopefully we will have a few more people next time. If you are up for it let me know.

Angie

## Fiona Mac Talk reviews

When we went to the talk Fiona did, she talked about when she went to the paragliding championships. She started off in Brazil, where all the people were nice. The children carried her paraglider for her and she didn't carry anything. When she landed her paraglider in the middle of nowhere a man gave her a ride on a mule to his house. He gave her food and a photo was taken of her with the man's family. Then the man took her on his motorbike to the road.

The second country was Venezuela. She was told to look out for the people because they weren't very nice. When she landed and couldn't find a road two men came up to her. One of them had a machete so she was a bit worried, but they led her to a road and the machete was used to cut away plants.

The Italians had a mass before the competition started. Fiona said they were the best organised people. She also liked the trophies they gave.

She didn't win the whole thing, but she still got a trophy to put on her mantlepiece at home.

## Flora Pottinger

On the 3rd of July Fiona Macaskill gave us a talk about her experiences in the 1997 paragliding World Cup. It was very interesting and she had hundreds of slides to guide us through the competition. She showed us her equipment using slides to help and explain everything. She also told us some brilliant stories like when she landed on someone's roof and the person came with a machete but was actually friendly (phew!). I liked it because it was so interesting and also because it showed me what paragliding is/can be like and how good it is. (hear, hear - ed)

## William Pottinger

# Bad day at Selsley



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Thursday the 16th of July is indelibly printed on my mind, first of all it is my wedding anniversary and second we had a bit of an exciting day....

Light westerlies were forecast but at 9am it was virtually impossible to detect any wind or direction. Ring Wendy Windblows, Blorange is giving 2-7mph NNW, Milk Hill is giving min 0, max 0, average 0 from the north! How do they work that one out...

So eventually we end up on Selsley, the weather has been so appalling this year it's good to be out, even if it means just getting a few high top to bottoms in for the students, no point in waiting all day just in case it picks up. The sun is shining, it's a beautiful day, fluffy cumulus and a very light north or north westerly. Time to fly well fly down anyway. I have five students with me. John, Andy and Courtney have all flown at Selsley before and could really do with a soarable breeze. At least they will be able to practise big ears and turns on the way down. Adrian and Paul have not flown here so this is just perfect for them to get some high flights in. The day was pretty dull really, despite a cracking looking sky there never seemed to be any unusual thermal activity close to the hill. So fly down they did, several times, often using alpine launches, as there was just not enough to reverse launch into.

By about 4pm, I thought enough was enough and decided to pack it in after one last flight down. By this time there was a detectable sea breeze from the west, this meant sometimes a light breeze would blow across the hill, but if you waited it would waft back up the face enough to get off in.

Courtney is ready and goes off in style, local pilot Marcus Harley follows hard on his heels, I notice that he seems to be flying into a head wind from the west as he flies down. There was a light waft coming up the hill and I told Andy to go go go

Which he did, bless him!

The take off was perfect, the glider then sank big time... plenty of clearance from the trees, even so boy was he going down! Just as he cleared the tree line WALLOP! half

the canopy disappeared, it then turns 180 degrees back towards the trees and HE WAS GONE.

Grab phone and run down the hill, leaving a few hasty instructions to the others like pack up now. Get to the trees and shout to Andy who answers immediately, "are you all right" I call, "yes, yes I think so" comes back. Looking around the trees I see nothing, I then look up. Andy is suspended about sixty feet up between two large trees, the canopy is caught up in the foliage but it doesn't look that secure. If it goes, it could easily be fatal. He is in fact completely unharmed, but its time to think about getting him down. It took me about 5 seconds to realise there was nothing I could do. Time for help.

The fire brigade took no time at all to arrive as you can see the station from take off. The second outfit to arrive was one of several film crews...How do they do that? The boys from the fire department stood around sucking their teeth and finally decided that what they needed was a bloody great big ladder and lots more back up. However all the great big ladders are fixed to fire engines, the portable one was big, like really big for cleaning windows but stopped a good twenty feet from where Andy was. Meanwhile backup had arrived in the form of several reporters, lots of camera people and video with a live satellite link. Andy you're famous mate...This really cheered him up, every time he looked the flashes going off blinded him. The other back up was several police cars, ambulance and another team of experts from Lydney fire brigade.

Looking dead posh in their red suits they turned out to be experts in cliff and cave rescue. Well it's a tree, they said, not like a cliff or a cave...more sort of, well difficult really. Still they did well to stabilise the situation by managing to throw a rope to Andy. If it all turned bad now he would swing about 15-20ft down and across into one of the trees. It was pretty obvious to most of us that the only way down was up and a helicopter was duly called. All the way from Chivenor it came, because did you know that's the nearest one to us. Two and a half hours after he took off Andy is winched down, not even a ride in the chopper.

Looking remarkably chipper, as soon as he is disconnected from the harness, the reporters were in there. How do you feel? Did you think you were going to die? Smile, one last shot, have you anything to say for the folks back home....

Once clear of the media circus his main desire was to go down the pub, which we did and discussed the events over a pint before taking him home. I can only say that I sweated buckets during that 2-3 hours, I felt totally responsible because I was totally responsible. What turned out to be a major rescue could have been hospital visits or worse. But on reflection it was the best and only sort of accident to have. One that makes you question everything you do regarding safety. I am sure we all get a bit 'yeah that'll be all right to take off now' whether we are instructing, coaching or just trying to get someone off the hill to wind dummy.

I would not have said the conditions were unsuitable until I witnessed the accident, certainly from now on I will be much more cautious if a sea breeze has developed even if its still virtually nil wind on the hill.

Live and learn

**Robin Brown**

PS I have visited Mrs King to make sure that the Helicopter didn't frighten the cows and to ask for permission to get the canopy down. She seemed to think it was the best entertainment that she's had in a long while.(The tree surgeon got the canopy down undamaged except where the winchman had cut all the lines in a stroke with a cutter -ed)

**PPS Mark Langley reports:**

Spent last Saturday helping Robin on Brent Knoll. At the end of the day one of the students launched for his last flight. Robin was heard to mutter, "Now would be a good time to turn". He didn't, hitting the one tree on the slope. He was sitting on a branch 20ft up when everyone got there and it took an hour to cut down the canopy. "Why didn't you turn?". "I didn't know whether to turn left or right!!!"

(This student would make a good Condor who have gained a reputation for decisiveness, seen at it's finest at Codden at the weekend, soon to become international.-ed)



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