

Feb99

# Air

# Heads



## MINUTES OF THE JANUARY MEETING 1999

The minutes of the December meeting were read and agreed.  
Matters arising :

### First Aid Course

This took place on Saturday 19 Dec. This was a success, however a number of members that had said they were coming didn't turn up, which gave Phil a well deserved opportunity for a rant.

### Treasurers Report

£1059 in Bank which will be down to about £260 by April. So Andy proposed to increase the membership sub to £20. This was agreed. One new member -John Harvey from Bridport (P.G.)

### Safety Report

No incidents or accidents. (No flying? - ed)

### Sites

**Bloreng** - Purchase completed on 17th Dec. Same site rules will apply.

**Pandy** - You are reminded that this site is closed for the first 3 weeks in May.

**Alt Site at Charmouth** - This is owned by the National Trust and will be discussed at the next sites sub committee meeting.

### Sites Guide

Its all Gerry's fault that the new sites guide hasn't been completed yet, but another sub committee will be held at Phil's on Wednesday 25 January. Andy will produce a draft of the format to all those responsible. Any good pictures of take-offs/ landing fields would be welcome as they can be scanned into the guide.

### Risk Assessment

The Club has been asked to carry out a risk assessment on its sites. In other words what the particular risks and potential hazards are on each site and what you can do about them. This would be useful information for the Sites Guide.

### Festival of Free Flight

This is scheduled for 3/4 July. We will be going as a Club.

### Conversion P.G. to H.G.

Permission for the Club to do this can be obtained from the BHPA and John Fielder has volunteered to act as a guinea pig in a worse case scenario.

### Summer Holiday

The usual jaunt to Annecy is planned for the first two weeks in August. The cost is approx:

Campsite     £ 70  
Ferry         £180  
Payages      £ 40

Then beer, food and petrol.

There being no further business the meeting closed at 21.05

**John Milner**

### Sites guide Meeting

If anyone has any input on any site for the meeting, get in touch with our own Lord Lucan (Gerry) or Andy before 25th Feb.

### Wendy Windblows

Rod Buck is hinting at a station in our area. Where would you all want it. North Hill, Branscombe, Smeatharpe? Ideas to Phil. Rod has started a Web page at [www.wendywindblows.com](http://www.wendywindblows.com)

### Treasurers report :-

I have now been able to calculate the Bash Profit which came to £453-37 leaving a Condors balance of £667-09.

New member: Jon Lapington (PG).

Paid up 99-2000 :- Eddie Colfox , Guy Backhouse (now 4 paid up members).

### Frostbite Competition

Kernow to run this on 20/21 Feb. Give Jeff a ring for the details.

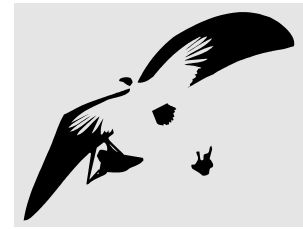
## Condors AGM

### Wednesday March 3rd

Come along and get rid of all the old farts. You all failed to put up any opposition last year. Don't make the same mistake again. Most of you could do a much better job than the tired has beens running the club. Sack the useless old Editor, the megalomaniac Chairman, the unobtainable Club Contact and the absent Sites Officer. Come to think of it he should stay as the most typical member!

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# CHAIRMAN'S CHAT



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Hi all! Hope everyone got over Christmas and the New Year without any mishaps.

Not exactly exciting weather for the start of the year, it's just got to get better! Quite a pleasant meeting, last month, no aggro!

Anyone with any ideas/contributions to offer towards the site guide, which we will try again to get sorted, will be most welcome. Not that I really expect any response, (Mr Cynical 99!) The sub committee will be meeting at my place on 25th Feb

Considering that we now appear to have a 90%/10% PG/HG within the club membership, where were you all? The Avon meeting with Bob Drury was well impressive. A completely different world, real life changing stuff (food for thought). One of the others might write something about the detail. John F, Me, John M and Lynn, Mark and Cath and Mark L managed to make it, and all appeared to enjoy it.

Loads of pilots on North Hill on Saturday, must have been all the stories about the Sunday before Christmas. Pete S got the best of it, probably because he was there at 8 o'clock!! Brett also managed a flight. I gather most of the rest were down flights, too bloody late again, got tied up at home.

Finished the day off with some entertainment at Smeatharpe, watching Jeff ground handle the paramotor. A bit like the mosquito, looks easy until someone points out the pitfalls. Graham was not happy when Mark Turner, demonstrating the twisting moment of the engine, tore the protective mesh with the prop, ah well! back to the drawing board..

Fantastic!, marvellous turnout for the Microlight Dinner, I suppose the only consolation seems to be that the microlighters also seem to suffer from the same membership apathy, not that that's much consolation. This year must be an all time low for us, from appx 13% of the membership last year to 3% this year! Impressive or what?.

One thing I have difficulty getting my head round is what people really want. The only feedback has come from Simon and Harriet, that members didn't want to

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One thing I have difficulty getting my head round is what people really want. The only feedback has come from Simon and Harriet, that members didn't want to join the Microlights, and, didn't want to spend £15 pounds respectively! Sad old life isn't? Even Nick and Brett, who said on the day that they would come, didn't.

Simon's response could make sense as we now have a high percentage of paragliding members, who could seem to be further removed from Microlighting than the hang gliders. Even then this doesn't seem to apply when you look at the turnout for the Avon club talk, which should logically have appealed to 90% of the membership. It all seems a bit of a shame really and a waste of effort trying to organise anything, not to worry, only a month to the AGM.

Towing on Sunday for some, the weather didn't look too good so I didn't go, collecting brownie points before going skiing!. A few of the keen ones went to Pandy, smack on, right strength, zero vis!. I hear from John F they also had to salt the road to get up, frozen solid. Is there ever a man who spends so much time trying to fly? I gather there was some consolation for the paragliders, seeing a pilotless hang glider float away from the ridge. No real details as yet, apparently it looked very new until it impacted the hill lower down and disintegrated. No injury to the pilot, thank goodness, bet he never forgets his hang check again!

Just to correct the balance, Monday morning found one of the newest converts to floppies thermalling gently at 1100' over North hill. I was just lucky enough to get a couple of low flights in before it really dropped off, only getting a few hundred. Martin even said he was trying to get down and couldn't, what a shame! I still think he was unwise to tell John, who arrived too late, having picked up a speeding ticket in Minehead, he needn't have rushed.

Just finishing this off for John, got back from Chamonix on Saturday, totally shattered, holiday, what holiday? Only joking, it was absolutely great, eight days of glorious sunshine and plenty of snow. It's hard to believe it's only about 700 miles away, wanted to turn back when we came into Bristol to see the floods, mist and rain. Did I miss any flying?

glorious sunshine and plenty of snow. It's hard to believe it's only about 700 miles away, wanted to turn back when we came into Bristol to see the floods, mist and rain. Did I miss any flying?

I can definitely recommend Dennis Trotts place, the area is great for skiing and flying. It looks like late winter thermals over there are impressive. We were sat in the sun having a drink one day, only to see about 50 odd birds, jackdaw/rook size circling skyward at some rate. Told Dennis about it I the evening, and he wasn't impressed, he'd been at a different site!. Next day the canopies were there, up on the chair, lay out on the piste, perfect for take off, straight up into a clear, cloudless, blue sky. We were close to the top with a fantastic view, it must have been something else well over a grand above that!.

There were canopies scattered all the way along the 25k valley, apparently it works all over, aargh!, I'm taking my canopy next time, any one else fancy it?

It looked like fun, side landing on the piste, even more so, for the guy who misjudged it and landed waist deep in lovely soft snow, didn't half stop fast, what plf? Seriously though having the choice of flying or skiing could make it a very pleasant holiday.

Re the pilotless hang glider at Pandy, it apparently belonged to Nigel Bray, and was witnessed by Brett, flying his tandem. Even worse than this Simon Castleman took off from Lords Seat without clipping in properly and is now in hospital, extremely lucky. He had actually clipped into one end of a doubled over hang loop, and had carried out a hang check!!! According to various emails this happened on the same day, spooky if you believe in that sort of thing! Rumour has it that someone else flew the glider before, clipped in the same way!! Must be bloody good sticky tape.

A salutary lesson if there was one, Nigel apparently didn't use a nose man at all, Simon did, and did a hang check, work that one out. Before any paraglider pilots say it, yes it would be very difficult for them to take off without clipping in. Please, please always do a proper hang check, how long does it take? It must be the pilots responsibility, but anyone acting as nose man should always ask to see a proper check. Safe flying?

**Phil.**



## From Brett

Our (Darryl and myself) first paramotor had the fuel tank mounted above the engine. Darryl now owns this motor fully and changed the tank several weeks ago to one of a MUCH sturdier construction.

I bought a new motor at xmas (\*smile\*) which now has the fuel tank below the engine. Unfortunately, in their wisdom, the manufacturers fitted a float based carburettor to the engine, immediately above the exhaust, which often allows fuel to 'bubble' away when ground handling and tipping the motor, allowing fuel to spill from the carburettor onto the exhaust. I am expecting details of a new carburettor to be forwarded shortly for retro fit. Unfortunately the manufacturer has not yet shown interest in this and continues to market the current setup (it would add a hundred or so pounds to the cost, even more to retro fit though unfortunately).

Dodgy wiring on paramotors continues to be a problem with several makes. Both of our motors had to be rewired from scratch. It may be the loss of a kill switch (on both our motors this happened), the kill switch may short unexpectedly (50ft just after launch. Darryl was not happy with the near miss with the trees and the subsequent several hundred yard walk) or it may be sparking/bad connections on the starter (not happened to us, but probably the biggest fire risk on most motors)

No paramotor on the market is yet perfect, and whilst there are so few sales and so many manufacturers, it's going to be a long time before one appears. So look carefully at any potential motors, and expect to have to do several modifications to your final purchase. You really wouldn't recognise our first motor from the original one we bought.

## From Simon

There are some very good little carbs available these days with built-in fuel pumps and no float. I believe you can get chainsaw type ones for under thirty quid retail. Huge kart ones are rather more than that, but would give you more power if properly set up. Retro fitting probably wouldn't be very easy, but there is no excuse to market something as dangerous as yours sounds for the sake of a few quid.

## HANG GLIDING TRAINING

In response to representations made by various hang gliding schools and interested parties the Pilot Training Panel has approached all Hang Gliding Schools for their ideas regarding the HG Club Pilot training syllabus. Following an open invitation for comments and suggestions, from which a more specific questionnaire was formulated and circulated, some changes to the current training syllabus have been proposed by a clear majority of those schools who expressed an opinion.

The changes which would directly effect the club's input to HG training is that two more tasks would be made optional within the club environment, specifically:

- i) Conversion to prone, and
- ii) Stall recovery

We need to know whether the clubs, and specifically the Coaches, would be willing and able to accept the additional responsibility of teaching these exercises to hang glider students.

NB: As is already the case, in accordance with having completed all the CP tasks which remain compulsory within a school, it is possible that these students may never have soared, never have made more than 90 degree turns, never have flown more than a fourth generation glider, never have flown with more than 250 feet ground clearance, may have less than ten minutes total airtime and have made no more than six unassisted take offs.

Please contact Harriet Pottinger asap with your comments.  
Harriet Pottinger 01823 601202  
e-mail: harriet@eclipse.co.uk

I should like to add to this here. This notice to Clubs is appallingly pessimistic and paints a picture of total idiots coming into the club environment, barely knowing one end of a hang glider from the other. The last paragraph has been toned down from its original (I was not the author of this bit) but its content is obviously to exonerate FSC from any liability that might ensue. What it says is true: according to the Technical Manual this is the LEAST a student must accomplish before leaving a school. However, in the real world we all know that more experience will have been gained. I do not think that this wording should put us off. Concentrate

on deciding whether we want to take on students who have yet to convert to prone and practice slow flight/stall recognition and recovery as well as soaring, and let me have your comments asap.

should put us off. Concentrate on deciding whether we want to take on students who have yet to convert to prone and practice slow flight/stall recognition and recovery as well as soaring, and let me have your comments asap.

**Harriet.**

## ACCURACY

I am looking to host, with the aid of the Birdwings Parascending Club, a couple of weekends training people, from no flight experience to 100's hours, to do accuracy landings. The training will be hosted by qualified instructors who can take the inexperienced to 1000ft within two days. For the more experienced they will be taught to land (hopefully) on a

1cm dot before the weekend is done, every time. It is taught on Square ram-air Parachutes, but the same applies to paragliders (they are paragliders in essence). For the more adventurous a little SIV can be experienced towards the end of the weekend by way of Stalls and Flatspins. The aim of the weekends will ultimately be to find a small group of people that would wish to continue the accuracy theme within the Condors Club with a view to entering various National and International competitions throughout 1999. Believe me, 10 tows is more than enough experience to enter these competitions.

All equipment will be supplied for the weekends and will take the format of being towed to upto 1000ft behind a vehicle, then releasing to land (hopefully) where you started. Costs will be between £35 and £75, depending on experience, for the weekend. For further details contact me, **Brett Janaway**, 01793 536903, email janawayb@ecid.cig.mot.com

**Paragliding the Himalayas** or 21,000' above India. A talk & slide show by Bob Drury on his most recent adventure. Bob was accompanied by former world hang-gliding & paragliding champion Rob Whittall, and Peter Brinkeby. Four thousand feet per minute climbs and six day walkouts! The Talk will be held on the evening of February 18th. In the Plymouth/Tavistock area. Tickets £5.00 each, available at the door. Venue to be arranged. For further details contact Innes Powell at Southwest Paragliding. 01822 810 532.

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# Could this happen to YOU?



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From Gordon Rigg to Simon Murphy

On Sunday 10th Jan Simon Castleman was badly injured when he became detached from his glider on launch at Lord's Seat. Simon is now in the HDU (intensive care) at Sheffield's Northern General Hospital. It seems that Simon could well have had an extremely lucky escape but has suffered a broken arm and several broken ribs. It would seem there is no serious head injury but there is bruising both internal and external and his condition is being closely monitored.

Simon was launching at the steep face just East of the normal lower launch. He had packed his (Mylar) glider which was covered in ice and was flying his friends intermediate glider on an expected top to bottom in almost nil wind. Despite performing a hang check the hang system failed on launch and he fell several meters before contacting the almost vertical grass slope and tumbling down to come to rest approx 150 ft below.

It seems Simon clipped into one end of an extending loop that was fixed to the glider and retained with adhesive tape. The loop was intended to be used by clipping both ends into the carabiner. It seems Simon had flown the glider in this configuration before. Due to the length of the harness and glider loops no back up loop was used. Under full load the extending loop was able to slide through the main hang loop of the glider. The harness was found to have one long loop attached to the carabiner with some tape still attached.

I will keep anyone interested updated on Simon's condition via email when I have news.

In a strange coincidence Nigel Bray contacted me last night and mentioned that he found he was not clipped while launching at Pandy on the same day at 4.00 pm approx. the same time as Simon's accident. Fortunately for Nigel the slope was not so steep and he was able to let go in time - then watch his glider go free flight for some distance before impacting with severe damage.

I'm sure we will all be doubly careful from now on! It occurred to me that I have a lot of very old (up to 18 years) hang loops about my house/harness/car. There was a fatal accident with such a loop in the states that failed despite several people inspecting it before use. The stitching had rotted due to contact with oil, but the webbing was fine. I think I might cut all those loops up and buy some new ones.

people inspecting it before use. The stitching had rotted due to contact with oil, but the webbing was fine. I think I might cut all those loops up and buy some new ones.

From Brett Janaway

Myself and Darryl were present at this launch. I was clipped in with the tandem paraglider, with passenger, and was waiting to launch.

Due to the conditions I was nervous about a hang-glider behind me waiting to launch. I didn't want to risk being dragged into him if my launch went wrong, particularly with the recent insurance incident, so I waved him in front of me. Unfortunately he took several minutes to decide to actually launch. By this time another glider had queued behind me. The same happened again, so I said to the third pilot, 'Go on, launch, but don't take all day'. This was to Nigel Bray. I was pleased to see he did without a Nose Man, and promptly trotted the 15 yards to the edge, then without stopping went straight into a launch. A big grin grew as I had my slot at last, with no gliders behind me. The grin then turned to horror as I watched the glider fly off on its own.

Suddenly there were 20 people out of nowhere standing on the edge, preventing my launch again I might add, watching this perfectly trimmed glider (topless) fly a perfect straight line for about 1/2 mile+, then U turn and fly back, impacting a fence post at the base of the hill. The sail was ripped in half, the leading edge pushed back about 12 inches. The repair bill would be towards 1000 pounds I would imagine (a pure guess). But most importantly Nigel felt there was something wrong during the launch and let go immediately, his feet not having left the ground whatsoever. He seemed in reasonable spirits later in the evening and the farmer who's post he had hit (and house he had missed by twenty yards) also had been in good cheer about the accident. The glider incidentally impacted downwind with a groundspeed of probably 40mph. Nasty if it hit the wrong thing.

The lesson.... Don't rush, do a hang check, and ignore the sod in the tandem.

## Lanzarote freak tragedy

Two Dales club members have been drowned when they were swept out to sea at Lanzarote by a wave while on the beach taking photos. Coverage included interview with Trevor Birkbeck and quite a bit of footage of flying on the island with the report emphasising the irony of how the two were prepared for the risks of flying but not the unpublicised risks of the big surf which often occurs on the island.

**Simon and Harriet's holiday** in Lanzarote reflected the weather in the UK - wet and windy. Not much flying done. But at least they returned home safe.

## CONDORS COMPETITIONS

This is to let you all know in advance that I am going to step down from organising the Condors Club and Hang Gliding Competitions at the AGM (March meeting). The task is not an onerous one, and I'd be happy to lend a hand, but I am finding myself increasingly busy with BHPA stuff, and I'm assured it's going to get worse!

The post can be filled by either a hang glider or paraglider pilot, as both disciplines join in with the two competitions that require organising - South West Towing Comp, and Wrinklies v Smoothies. Apart from that, you act as club contact for any competitions to which we are invited by other clubs.

I will still maintain the Club website and do the HG XC Leagues.

**Harriet**

## NATIONAL TRUST STANDARD AGREEMENT

There is a fact sheet concerning the above, available from the Leicester Office. Please feel free to use it when either renegotiating sites or applying to fly new ones on National Trust land. If you need any help please contact John Clarke on 01335 310257.



# Would you fly one??

**Brett Janaway** emailed an article on an horrific paramotor accident in a German newspaper. This brings up the issue of fire safety on powered paragliders. The pilot crashed from 10m onto the ground. The tank ripped from the mounts, cracked open and fuel was spilled across the hot engine. Due to the fact that he was at a farming show, rescuers were on hand straight away with a fire extinguisher and first aid. The pilot was not expected to live with 3rd degree burns to over 60% of his body but did survive

The article came from **Andy Unger** who wrote: "Having a background in commercial aviation engineering and maintenance, I would like to suggest the following:

- Always clean off any spilled fuel before starting the motor,
- Carry only as much fuel as is required for your flight,
- Wear fire retardant clothing, such as cotton overalls or car racing suits,
- Fit a small car fire extinguisher in an easily accessible place,
- Don't tilt the motor too much when getting up, this can cause fuel to spill out of the vent line,
- Don't overfill your tank.

On hot days, fuel can be forced out of the vent line with insufficient expansion space in the tank,

- Carry out regular maintenance on your paramotor and inspect fuel lines for chaffing, cracks, discoloration and kinks. Do not fly with damage that is more than a 20% reduction of fuel line wall thickness! When you are looking at buying a new or second hand paramotor, have a look for the following design dangers:
- Hard to exit harness arrangement,
- Exhaust to close to petrol tank (air gap of at least 10cm and insulation),
- Petrol tank to close to motor (particularly with upside down motors)
- Petrol tank is mounted below the engine with sufficient air gap to prevent heating of fuel,
- Fuel lines not passing close to hot surfaces or possible chafing points,
- Strong and flexible petrol tank mounting,
- Tank vent line placed in such a position as to not be near a source of ignition (electrical/heat),
- Fire retardant materials used in harness and construction materials (have not seen it yet on paramotors),
- Insulated tank, ideally with second liner (have not seen one as yet on paramotors),
- Above all, make sure it is an easy to maintain unit! I don't think that there is a model on the market at the moment which incorporates all possible precautions, but a lot of good features can be found. Another thing to remember is the fact that a paraglider is extremely flammable and will react like the 'Hindenberg' airship to fire (but will only kill one person - you). Even if you manage not to get burned, I think you would most likely suffer serious respiratory problems from the inhalation of toxic smoke produced by the materials of your glider.

Always minimize the risk of becoming a human

like the 'Hindenberg' airship to fire (but will only kill one person - you). Even if you manage not to get burned, I think you would most likely suffer serious respiratory problems from the inhalation of toxic smoke produced by the materials of your glider.

Always minimize the risk of becoming a human torch"

### From Mark Aplin

My thoughts (for what they are worth)

- 1) Use a "dry break" coupling on the fuel line - available from any good motorsport competition component supplier - this should help prevent spillage if the tank is "pulled off" - make sure your vent is routed in a loop so fuel can't get out whatever way up the tank is.
- 2) Use a tank filled with ally foam, fuel cans are available like this - it reduces explosion risk in a part full tank.
- 3) Fit a plumbed in extinguisher with nozzles aimed at tank/carb - systems available from same source as 1.
- 4) Replace your main lines with piano wire and risers with chain to prevent fire spreading to canopy!
- 5) Ditto 4 for your reserve!

### From Brett

- 1)Not quite understanding this. Maybe you could explain it another way.
- 2) What is ally foam? Where do I get it? Is it something you add to every tank of fuel, or is it an insert once and forget?
- 3)Weight, as always, is a problem. My motor already weights about 30kg + reserve and wing. Try running with that on your back, on a nil wind day, with no slope, with brakes, risers and throttle control in your hands...!!
- 4)Hmmmmmm, no comment
- 5) Ditto 4

Nice to see your thinking about it. I've always thought about having an ejection system for the fuel tank. Don't tell the CAA though...!! Fuel tanks raining on Taunton probably wouldn't be too popular. Now an engine that runs on water. That would be nice.....

### From Mark

- 1)Most vents are lead down past the bottom of the tank - this means no fuel spill when upside down BUT you also need to route it so the same applies when on one side, on the other side, on front, on back, etc etc
- >
- >
- >> 2) Use a tank filled with ally foam, fuel cans are available like this -
- >> it reduces explosion risk in a part full

other side, on front, on back, etc 2)Its like coarse alluminium wire wool - works the same way as a Davy lamp (by conducting away heat & thus preventing flame spread) - easiest to put in at manufacture tho' you could cut it up small and shove it in I suppose. Source from competition supplier as before. Another possibility would be to use a "bag" tank. External shell is same as normal but contains a strong rubber bladder which collapses down as it empties - ie no air goes in therefore no fire. Also if outer shell is punctured often inner bag will remain intact (very effective in "crushing" type accident). Specialists can make these any shape & size but likely to be expensive!

- 4) Actually when I have heat sealed the ends on odd bits of line it doesn't burn that well - the core is often kevlar which is fairly fire resistant.
- 5) BUT the nylon used for most reserve lines will burn like .....!

In the event of an "in air" fire I suggest waiting until the canopy has completely burnt away and the draft at terminal velocity has put the fire out before throwing reserve!

### From Simon Murphy

Interesting discussion! I haven't read the accident account, but I'd guess it is something like my first nightmare thought when I look at any paramotor. Coming from a similar background to Mark, I'd echo his comments. The technology to reduce risk is out there. Even the suggestions which seem flippant wouldn't be when you hear a hot "whoosh" from behind. Don't panic! It might just be a near-miss with a Tornado.

The most obvious thing I would do is to only fly paramotors with the fuel tank sited beneath the engine, and the exhaust routed as far away from the tank as possible. They are available. Nobody has ever been foolish enough to offer me a go on a paramotor, and I don't have a burning (ho,ho!) desire to try one, but I think I would decline if it didn't have the tank underneath.

Cheers,

Simon.



# FLYING DIARY JAN



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# BITS & PIECES



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**Isabella Mae Stapley** was born at 18.56 on the 14 Jan. Isabella arrived 56 minutes after Susie got to Hospital. At least there will be no more danger of being beaten to the hill by Pete at dawn.

**Flying in January** Not much activity. Charmouth has had regular visits and been flown by Jeff, Mark, Harriet and Roger S. on several days. Martyn H had a marvellous flight on his new G-Sport at North Hill, having not yet learned to get down he flew out to sea! Peter R has done his usual wind dummy act at Charmouth with the usual results. "Will he stay up? YES! Christ, he's going up fast... and backwards (faster)". Must have been a two minute flight. Andy, Mark L and I then went to Mere and watched Kath and Mark A repeat the performance. Kath also toyed with a barbed wire fence. Mark A then had a similar experience the following week at Mere. Brett J has flown at Bell and there has been a couple of days at Smeatharpe. Steve N & Andy getting over 1000' on the winch. Plenty of entertainment with line breaks and a shattered propellor on the tug. Vince is in hiding. Jeff is preparing his cue cards.

Innes is organising a **Bob Drury** lecture (see inside). If you are a pg pilot and even if you are not, go to it. Some of us saw Bob in action at the Avon meeting. It was a memorable evening.

Has anyone flown a new glider recently? Any reports would be welcome. Have you all gone into hibernation? It can't be all that bad as Martin K was about at Smeatharpe. How is the Scotsman's bodybuilding going? Have the effete southerners at Sidmouth done anything? What is Angie up to? Where are Derek S, Damian and Steve Nicol? Has Phil got enough brownie points? Where the hell is McCann? Will Jeff and Mark ever fly their paramotor after reading about the flaming possibilities? Does Simon ever leave Mole Hall? Will Harriet ever winch me at Smeatharpe? Will the Janaway's and Guy Anderson ever pay their subscriptions? Has Tim Allen left the country? Jamie must be windsurfing all the time. Will Eddie stop going on holiday and point me at a sea breeze front? Is there life after editing Airheads? Are there any answers? Is there anyone there?

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## CONTACT NUMBERS

Chairman	Phil Fouracre	Rock Hill Farm, Wrantage, Taunton, Somerset, TA3 6DL	01823 490724
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Sites	Gerry McCann	Woodstock, High Street, Chard, Somerset TA20 1QS	01460 61468
HG Safety & Training	Jamie Lee-Smith	20 Pintail Road, Alcombe, Minehead, Somerset TA24 6UJ	01643 706438
PG Safety & Training	Tim Crundwell	88 Old Church Rd, Uphill, Weston-s-Mare, N.Somerset BS23 4XL	01934 644186
HG XC Claims	Harriet Pottinger	Ivydene, Smeatharpe, Honiton, Devon, EX14 9RF	01823 601202
PG XC Claims	Mark Aplin	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
	Mobile 07970 629551	Email: 100774.1650@compuserve.com	Fax 01275 341241



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

# COMP NEWS

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# Early Condor Pioneers



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Happy Flying everyone.

**Brian Smith  
Sidmouth.**

More articles like Brian's would be welcome. Reach into your memories and produce something.  
(ed)



## HANG GLIDING TRAINING

In response to representations made by various hang gliding schools and interested parties the Pilot Training Panel has approached all Hang Gliding Schools for their ideas regarding the HG Club Pilot training syllabus. Following an open invitation for comments and suggestions, from which a more specific questionnaire was formulated and circulated, some changes to the current training syllabus have been proposed by a clear majority of those schools who expressed an opinion.

The changes which would directly effect the club's input to HG training is that two more tasks would be made optional within the club environment, specifically:

- i) Conversion to prone, and
- ii) Stall recovery

We need to know whether the clubs, and specifically the Coaches, would be willing and able to accept the additional responsibility of teaching these exercises to hang glider students.

NB: As is already the case, in accordance with having completed all the CP tasks which remain compulsory within a school, it is possible that these students may never have soared, never have made more than 90 degree turns, never have flown more than a fourth generation glider, never have flown with more than 250 feet ground clearance, may have less than ten minutes total airtime and have made no more than six unassisted take offs.

Please contact Harriet Pottinger asap with your comments.  
Harriet Pottinger 01823 601202  
e-mail: harriet@eclipse.co.uk

I should like to add to this here. This notice to Clubs is appallingly pessimistic and paints a picture of total idiots coming into the club environment, barely knowing one end of a hang glider from the other. The last paragraph has been toned down from its original (I was not the author of this bit) but its content is obviously to exonerate FSC from any liability that might ensue. What it says is true: according to the Technical Manual this is the LEAST a student must accomplish before leaving a school. However, in the real world we all know that more experience will have been gained. I do not think that this wording should put us off. Concentrate on deciding whether we want to take on students who have yet to convert to prone

Dear president/editor/member,

Marry Christmas and Happy New Year. Have a flight full year.

Could you please put my web page address into your magazine. The page describes adventure tours I am organising in Turkey and some useful links to other pages regarding paragliding in Turkey.

Briefly there will be three tours in summer 99. Early summer (June), mid summer (Jul-Aug), late summer (Sept.). Tours are two or three weeks long. We fly from

at least seven different sites including world famous Oludeniz, and World Air Games site mighty Honaz. A SIV course can be included if I am informed early enough.

The tours normally cover all costs including; travels (in Turkey), retrieval, accommodation, food, national park fees, etc. It is not necessary to take the complete package, different arrangements are available. I can organise tour specifically for your club if you wish. This could be a complete package including everything or any other format such as I organise transportation only and you organise the rest. The tours are also suitable to non-flyers (wives, husbands, girlfriends, mistress, etc) as we visit many historical and scenic sites on the way. Besides flying, there will be a lot of occasions to meet with locals, sit with them in small village cafes and play backgammon or card games.

Experience the real Turkish life style as a guest not like a tourist.

Could you also send me some info regarding your club including; web page address, activities (hangliding, paragliding), country, etc. I am intending to create links to all clubs around the world.

Then again have a nice new year and epic flights.

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## WILD TURKEY ADVENTURES

Hakim Mentés  
425 High St. KEW 3101 AUSTRALIA  
Tel: (w) 61-3-9853 8921, (mob)61-412 617 216  
Email: hmentés@ozemail.com.au  
web:

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Thanks,  
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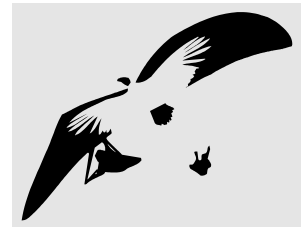


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For those of you thinking of motors, try this. For those of you who are not, try it anyway.

<http://www.ffa.com.au/dynamics/fire/>

For those who looked at the web-site, just got this...

From: joerg-torsten.maass@hen.adtranz.de

The pilot, who crashed last autumn, survived his burns caused by the accident. It is Ralf Blankart, the manager of PagoJet. Regards Jörg

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