

Mar99

Air

Heads



MINUTES OF THE FEBRUARY MEETING 1999

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

First Aid Course

The certificates have arrived and will be awarded to all those who attended the recent course.

Conversion P.G. to H.G.

Permission has been granted by the BHPA for the Club to convert John Fielder to H.G. in a worse case scenario.

Safety Report

Two incidents were reported (not from the Condors) of pilots taking off whilst not clipped in. In one instance the pilot was flying an unfamiliar wing where the hang loop was taped up thus disguising the fact that both ends of the loop had to be clipped in. It is essential that not only the pilot but the nose man (quite often a paraglider pilot) should know exactly what to look for in a hang check. THEN DO IT.

No accidents of our own to report apart from the fact that the Trike has been wrecked again. Mark Aplin commented how he and Kath had been caught out recently by rapidly changing wind conditions from virtually no wind to being blown back in a matter of minutes.

Sites Guide

The sub committee will meet at Phil's on Wednesday 24 February.

Somerset County Council

Guy Backhouse is giving the Library Service a hard time about keeping Flying Videos so with luck Touching Cloudbase will soon be available on loan.

Congratulations

To Eddie Colfox for recently becoming engaged.

Commiserations

To Lucy for agreeing.

There being no further business the meeting closed at 20.35 hrs so that Rob Schwab a Harrier and H.G. pilot from Yeovilton could give his excellent talk on low flying and Air Law.

I have tried everything to get rid of this job -inaccuracy, insults, waffle, profanity, procrastination. (Sometimes all at once!-ed) So how about someone else making a cock of the minutes? (Stop whingeing! -ed)

John Milner

The monthly meeting is on the first Wednesday in every month at **The Canal Inn** at Wrantage. Easy to find, From Taunton J 25 head east A358 Ilminster just under 2 miles. Thornfalcon dual carriageway top of hill left A378 Langport approx 1 mile pub on left. The meeting starts at 8pm. Come along and become one of the hard core

Treasurers Report:-

There are now - 11 Paid up members of the Club for 1999/2000.

Bank balance @ 26/2/99 -£321-79

New members :- 2 PG - 1 HG

New members this month:

John Owen-Jones (Exeter), email - john_owen_jones@compuserve.com , PG.
Edward Farmer (North Curryl) .email - EDWARD@ebsfarmer.freemove.co.uk
Alun Williams - from Weston-s-Mare , PG EP.

Subscriptions.

These are due in April. If you want to avoid the increase likely at the AGM. PAY UP NOW!

This year the list for Branscombe and Charmouth will only include PAID UP members.

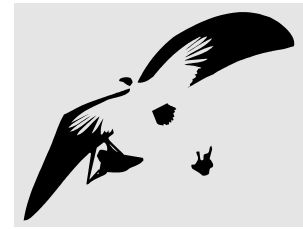
The Frostbite competition will be hosted by the South Devon on March 20-21. Keep in touch and avoid the wrath of the Chairman by supporting it.

The Blorenges Celebration will take place on June 5/6. Robin Brown is organising a 'Fancy Dress Fly in'. He is keen on at least one entry from all the clubs who supported the appeal.

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CHAIRMAN'S CHAT



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Hope everyone enjoyed Robs talk, close encounter shots certainly give you something to think about, although perhaps not, you wouldn't have time! I remember some CAA stuff I was reading for my PPL(D) which basically said, with fast jets, when you have spotted them and they haven't changed position in your field of view, only got larger! (ie they are heading straight for you) it's too late anyway. Closing speeds don't bear thinking about.

When is the weather going to change, one day we'll get some good flying in, it's not looking promising at the moment. This time of the year you have just got to grab whatever is going, the trouble is I seem to be so far behind with work having been off in January, it looks like I'll never have any time.

Having said all that, WHERE WERE YOU? 70+ Gliders at the Frostbite comp against Kernow and South Devon, good to see so many faces, great turnout, except by the Condors. A grand total of six pilots, combined age probably 250years! ha! ha! where were all the young keen pilots? Believe it or not, sat in the pub in the evening Alan Phipps was singing the praises of Saga insurance for hang glider pilots! I couldn't believe it, surely it should be gaga!

I know there has been lots of friendly, well mainly, rivalry between the hang gliders and paragliders but surely some could have turned out. How can hang glider pilots be accused of being apathetic, as all six entrants fly them, even if four swing both ways. Even better, fancy having the only two paragliding entrants coming 5th and 6th and they were two of the most senior! (geriatric) hang glider pilots. Jeff and me, the only Condors PG competitors, what a joke. Had to give Jeff a call when we got back on Sunday, he'd left on Saturday before the positions were announced, he was well chuffed as there were some league Paraglider pilots there.

I do so enjoy my little rants, as John keeps saying in his various emails, you'll just have to vote me out at the AGM, "if you can't stand the heat" etc. They say you can't stop progress, they could be right! Jeff's had a week in Spain paragliding only, no hang gliding, he then didn't fly his hang glider in Cornwall either. I was sorely tempted to take up Mark Aplins invite to fly in the Paragliding comp in Spain this month, hope they enjoy themselves. Thought perhaps I would be pushing my luck after skiing and booking a fortnight in France in July/Aug. I should also have a brand spanking new van for the hols, so if anyone wants a lift get in early. God that's a bit premature in March!!

As I was saying, we can now count the "pure", as Gerry would have it, hang glider pilots in the club on the fingers of one hand! Does this bode well for the future of hang gliding?? as per all the discussions in Skywings

The site guide committee met at my place to sort out details for a draft of the new guide. The forecast for Thursday looked ok for Charmouth. I gather the only one to fly was John Milner, sounded like he enjoyed it. I think everyone is getting just a little desperate! I know I am. Did anyone fly this weekend???

Finally, I have been in contact with Jocky again, he is keen to come and give his talk, but is off to Turkey at the moment then Spain I think. H has promised to contact me when he's available.

Phil

ITV's "Don't try this at home" programme last saturday featured a punter doing a bungee jump from a dual paraglider. (see below)

From Eddie Colfox

Thought people might like to comment on what Ian Blackmore saw at Oludeniz. I wonder what the Charmouth parish council would say?

"I've seen some of the tandem pilots in Olu Deniz doing this and similar with varied and usually humorous results.

Example a) Rene and victim. Rene pilot. On launch with large coil of bungee. Jocky and I enquire if Rene thinks this is really a good idea. Rene assures us they've got it all worked out. Victim releases at about 1000ft and eventually stops pogoing. Glider behaves well. Victim deploys reserve and once opened cuts away nicely to land in the sea. Several hundred feet of bungee rockets skywards and wraps itself all over

assures us they've got it all worked out. Victim releases at about 1000ft and eventually stops pogoing. Glider behaves well. Victim deploys reserve and once opened cuts away nicely to land in the sea. Several hundred feet of bungee rockets skywards and wraps itself all over Rene, the glider and all through the lines. Rene lands safely but well trussed up.

Example b) Murat, pilot and Semi passenger. Semi drops with bungee on ankles. Murat makes approach and Semi lands on head on beach whilst still pogoing and narrowly misses the pavement. Semi weighs about fifteen stone and causes quite a lot of drag as Murat continues to glide in to land 50ft above. Bungee stretches. Murat starts to lock out into a nose dive while two turks drag Semi feet first as fast as they can after Murat. Murat buries both brakes and takes a hard landing on the sand. Loud applause.

Example c) Not a bungee but equally amusing. Two brand new bi Meraks. Two pilots, two passengers. Both go into F**ck off spiral dives for the cameras, so far so good. Both passengers cut away in spiral and deploy free fall rigs. Both spiral down to land on the beach. Both try to outdo each other and one spins, IN A SPIRAL, at about 90ft over the Buzz Bar. Recovers JUST. Have you ever seen a free fall rig in a spiral? Now imagine it spinning from that. Amazing. Meanwhile. Under the shock of suddenly losing passenger in said spiral dive one of the NEW Meraks shreds itself along the seams from a's to c's over about ten cells, many lines also fail to see the funny side and give up in sympathy. Which one to watch? Such dilemmas, always a problem in Olu Deniz. Both skydivers safe, now just the Meraks. Nervous moments on the beach until finally, now rather floppy Merak, lands safely on the beach.

Apologies to any of the pilots mentioned if I've got the names wrong, the names are a fairly vague recollection, the actual events are ingrained on my mind with a smile. I'll be watching the ITV thing, great potential for cock ups.

How I love teaching in Olu Deniz. Entertainment galore. Ian B."

If anyone saw this and has any comments on Jocky's role, you can ask him when he gives us his talk. Coming Soon. Fully paid up members - free.



From John Milner

I have received the following SAFETY NOTICE issued by the FSC 29/1/99 concerning TOW LINE END CONNECTORS FOR TOW RELEASE SYSTEMS.

The Accident Prevention Panel has received several reports of failures of tow line releases and further tests have been initiated. As a result it is now clear that the size, shape and material of the tow line end link or loop (the connector) is critical to the safe operation of the system. It was possible, by using connectors in common use, to easily cause a system to lock up or jam under both high and low loads; This has emphasised the importance of ensuring that the release unit and its connector are compatible.

Users are reminded that it is rare for tow release unit manufacturers to supply or recommend matching connectors and many in-house methods have been devised. The FSC considers that it is therefore imperative that all those in charge of tow launch operations (all disciplines) institute immediate and continual checks that:

1. Where applicable only those connectors which are supplied or recommended by the release unit manufacturer are to be used (except as defined in para 3 below).

2. Where no such information is available the connector must be such that there is ample clearance to allow it to pass freely and easily along the moving or fixed jaws or levers of the release unit. It must not, however, be so large that it might foul on another part of the system or be restricted by any protective muff.

3. Where the principle behind a release unit is a series of interlinked fabric loops, if the diameter of the connector is too small it can easily 'pinch' the release unit loops. This locks the interlinked loops and prevents them slipping free under both low and high loading. The diameter of the connector must be greater than 25mm to avoid this critical problem. Unsupported or reinforced rope or fabric loops must not be used with the fabric type of release unit.

NOTE- The evaluation is continuing; when completed a detailed article will be published. In the mean time FFC advise is to use a rigid circular ring between 25 and 50mm internal diameter, and of more than sufficient strength.

"Humbled by enthusiasm"

In Taunton library I asked for Touching Cloudbase to be ordered. They told me 'No'. but they may relent if asked in writing; to this the reply was still 'No'. At the last club meeting a sheet of paper was circulated for signatures supporting a request for the library acquiring the video. A nice letter came back to say they will be getting it in seemingly as a result of being "humbled by obvious enthusiasm". They will be notifying me when they have it. I hope you will try and borrow it over the coming months so that the library might not be so reluctant to stock an item the next time a request is made. It should be beneficial to both the libraries and our club if anyone orders anything that notification is given through the newsletter.

Guy Backhouse PS I bags it first!

From Derek Posta

I have been goaded into action to reply on behalf of the "effete" southerners at Sidmouth (Bits & Pieces - Feb '99). I didn't know what effete meant and had to check with Chambers Dictionary. Exhausted, degenerate, and decadent we may be, but we have not become barren or weakened by having brought forth young. I am sure John knew what he meant. (I did -ed).

Sorry we haven't been around, chaps, but we have been busy. Paul went to South Africa for six weeks wind surfing and flying. He arranged to meet Nigel out there. Nigel was caddying for his brother Roger in the South African Open. Paul tells me that he flew over the golf course, but couldn't see him, so carried on to do 60k. (Not a misprint). Nigel and Roger, meantime, had changed their plans and were golfing in the Australian Open, then on to the Malaysian. Jenny and I had a couple of weeks in France and Italy and, passing through Chamonix in need of accommodation, called on Dennis Trott. It was quite a surprise at dinner to see Phil and Viv walk in, so we stayed on an extra day to ski with them. I've just got back from a week flying in Spain at Hotel California, but as I know Jeff's writing something, I'll leave the details to him.

So I am pleased to report that the "effete" Southerners haven't been in hibernation and we look forward to seeing you on the hill. The days are getting longer.

From John Owen-Jones

You all read 'Safety matters- Big ears' in Dec Skywings didn't you?

After the first flight of our away trip to Spain, Derek Posta and I were watching from the landing field, a display of 'landing in big ears' above the take off about 1km away. About 1600 hrs, a pilot about 400 ft agl in very light wind and mildly thermic conditions pulled big ears and descended, rapidly and apparently normally to about 200ft agl then pumped out ears into a stall, then a spin, possibly correcting then reversing, impacting the ground while spiralling violently, with life threatening force just out of sight on to the rocky hillside. Arriving at take off, we were very relieved to find him fairly comfortable with only a broken leg, attended by his colleagues and with Jeff Hoer, who had been at take off, observing. They were fairly disorganised and had called the Civil guard instead of the ambulance. Dirk (Hotel California) ensured ambulance was on its way and he was stretchered off about an hour later.

On my Xyon I always pump out my big ears one at a time with just a quick pump of brake, and now, quite carefully. The most worrying thing was the speed it happened. The Canopy is thought to be performance or comp rated. The flyers were French /Swiss french and in the circumstances I didn't interrogate them. In fact we crept off to a neaby site to continue our flying. It is more than possible that they were of restricted experience, later we saw a pilot attempting an alpine launch in 10 mph winds, and another ab initio group being 'instructed' on a comp rated PG - 'we are only ground handling and low hops' - none of these were Spanish or Brits.

We flew 7 days out of seven. It was generally quite cold and thermic. I think we benefited from Dirk's local knowledge which found us flying South facing slopes in a prevailing Northerly airstream.

Low air time



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From Peter Ranger

When cliff soaring near Lyme on Saturday (13th) we came across the old problem of "Parachute seen going down in the sea". The Harbour Master, Coast Guard, Lifeboat and Helicopter were all called out.

They understood the problem of the general public not knowing the difference between a parachute and a paraglider and suggested that we warn them when flying that part of the coast. Phone Portland Coastguard - 01305 760 439.

I think they all had a good time but it was a little embarrassing!

From Robin Campbell (Ex-pilot)

Huh! I'll have you know I'm no longer just not flying, I'm not flying with a glider on the roof rack. I spent an hour at Bossington not flying Yesterday. Hopefully during this season I can work up to longer periods of not flying and possibly even not flying at East Hill. Have Fun.

From Simon Murphy (following the Chairman's rant -ed)

The Condors have been lacking in go-for-it for a long time. I remember a brilliant weekend at Perranporth for the Frostbite, when Rob Gillard and I flew a memorable trip down the Cornish coast, surrounded by swarms of Kernow pilots. The rest of the Condors landed on the beach, near enough to carry back to the cars (I don't remember if Phil was among them that day, but if not he was at home!!). The next day Rob & I were the only Condors to even take off!

Perhaps we have grown up? Or grown old?

I also remember a fantastic weekend in the early 80's when a valiant Condors team took on the biggest club in the UK: The Mighty Sheffield HG Club, League Pilots and all.... After two days of intense competition we..... would you like me to write an article about it for the newsletter, John? You said you wanted more history.(More! More! -ed)

Did anyone know that John Gillespie Magee has a relative in the Condors?? He's on the list, too! (Did you mean Magoo, Simon?-ed)

LOW AIRTIME PILOTS - WHY?

WELL I THINK I CAN SPEAK FOR ALL OF US WHEN I SAY THAT YOU ARE NOT ALONE. WE'VE ALL BEEN THERE OURSELVES, THE WEATHERMAN FORECASTS DOOM AND GLOOM AND FLYING IS OUT OF THE QUESTION - OR IS IT? YOU LOOK OUT OF THE WINDOW AT YOUR BEST WIND STRENGTH YARDSTICK AND IT SEEMS ALRIGHT BUT WHAT DO YOU DO? WHO CAN YOU CONTACT? WHERE SHOULD YOU GO? WELL HERE IS THE SOLUTION TO THE MAJOR STEP BETWEEN LEAVING THE TRAINING SCHOOL AND ACTUALLY GETTING SOME SERIOUS FLYING UNDER YOUR BELT SAFELY. WHILE SPENDING MANY HOURS TRAVELLING TO AND FROM SITES MOST OF THE TALK IS ABOUT FLYING! (WHAT ELSE IS THERE TO TALK ABOUT) WE'VE BEEN TALKING ABOUT STARTING OUT AND PROBLEMS ALONG THE WAY AND HOW TO GET AROUND THEM. SO THIS IS IT, AS THIS GOES TO PRESS THERE SHOULD BE A REVISED LIST OF HOME/MOBILE PHONE NUMBERS AND INTERNET ADDRESSES WITH NOTIFICATION OF THOSE CLUB MEMBERS WHO DON'T MIND BEING PHONED (OR ON THE NET.) EVENINGS AND WEEKENDS, TO BE ASKED AS TO WHETHER (SORRY!) ITS FLYABLE AND AT WHAT SITE. WITH THAT DONE, ON ARRIVING AT THE SITE MAKE YOURSELF KNOWN (THERE'S NO NEED FOR SHYNESS, WE'RE ALL THERE FOR THE BEST REASON FLYING), IF THERE'S ANYTHING YOU ARE NOT SURE OF, OR WANT TO LEARN JUST TALK TO OTHER PILOTS (PARAGLIDER OR HANG GLIDER THEYARE ALL A FRIENDLY ENOUGH BUNCH, EVEN THOSE IN THEIR GARISH FLYING SUITS!). LEARN FROM THEIR EXPERIENCES GOOD AND BAD (BAD ONES ARE THE BEST TO TAKE ON BOARD AS THESE CAN STOP YOU GETTING INTO THE SAME SITUATION OR MAKING THE SAME MISTAKE), AND THEY'LL TELL TALES OF FLIGHTS LIKE YOU'VE NEVER HEARD, AND FIND HARD TO BELIEVE, BUT AT A LATER DATE WILL EXPERIENCE YOURSELVES. NOW I'M NOT SAYING WE FLY EVERY TIME WE GO OUT BUT JUST SPENDING TIME WITH WHAT WOULD BE QUAINTLY REFERRED TO AS THE 'HARD CORE' PILOTS OF THE CLUB CAN REKINDLE ANY FLAGGING ENTHUSIASM IN THE SPORT, AS HARRIET SAID IN SKYWINGS "JUST HANGING OUT WITH 'REAL' PILOTS AND ABSORBING THEIR 'THERE I WAS AT 10,000ft' STORIES OFFERS A BUZZ IN ITSELF", THIS I KNOW TO BE TRUE OF MY OWN EXPERIENCE AS I AM STILL CLOCKING UP THE HOURS (YES, HOURS) COASTAL FLYING THROUGHOUT THE WINTER WHICH IN THE EARLY DAYS I WOULDN'T HAVE DREAMED OF. WELL THAT'S IT THEN, A GOLDEN OPPORTUNITY TO IMPROVE YOUR AIRTIME FASTER AND SAFER, IF YOU CAN'T CONTACT US AT HOME PHONE THE MOBILES WE'RE PROBABLY FLYING!

DON'T FORGET IF YOU'RE NOT OUT THERE YOU CAN'T LIVE THE DREAM, **MARK L.**

Low Flight

(with apologies to: John Gillespie Magee, Jr. American Spitfire pilot -Battle of Britain.)

Oh, I have slipped on the surly clods of earth
And danced down slopes on uninflated wings;
Sunward I've looked, and cursed the tumbling mirth
Of top hill gawkers and called them a hundred things.
You have not dreamed of waled and soled and hung
High in the sunlit trees. Hov'ring there,
I've chastised the shouting rescuers along, and flung
My rappeling line through footless halls of air.
Down, down through long, delirious, burning brambles..
I've toppled from windswept heights without grace
As never lark, or even eagle could
And, while with unsapient, addled mind I've trod
The seldom trespassed sanctity below the launch,
Stumbled, put out my hand, skinned my elbow good.

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MEMBERSHIP FORM



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A dream come true!!!!



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Paragliding is an exceptional sport. We have all seen how it has developed into one of the most versatile forms of free flight in the world today. In no other form of flight are you able to carry a complete aircraft in a backpack, arrive at a hill, and within 5 minutes be soaring with the birds.

For many this is the dream come true. For me, I wanted more. Recently it became a reality!!!

Soon after the advent of paramotors my brother, Darryl, and I jointly bought a second hand Fly Castelluccio Mach 3 paramotor. This was in Dec '97. Over the next 12 months we were to learn a lot about paramotors, their dangers, their versatility, and their added enjoyment to an already amazing sport. Many of the purists would say that paramotoring is cheating, it gets you up there with no skill. They are wrong. Paramotoring requires its own skills. I would say flying from a hill is cheating, a guaranteed height, with ridge lift to keep you there until a thermal comes through. Paramotors are more versatile, but not easier, nor cheating.

We took the hard route and taught ourselves to fly. Indeed, at our outset there was no established training program in place, although a few schools were offering some training. We caused outrage on at least one notable occasion, making use of a club site to launch from, but we'll avoid that discussion again. My first flight consisted of several hours trying to get off the ground, then, finally airborne, flying full throttle, wet canopy above my head, stood up in the harness, teeth gritted, 5 foot from the deck for 1/4 of a mile. It felt as good as my first top to bottom. We went on to perform 30km flights, 3000ft heights, and many out and returns over the year 1998.

During Dec '98 I was then able to purchase a second paramotor, a Fly Castelluccio Mach 3 Energy. A sister of the previous motor, but with twice the power!!! It meant my brother and I could now fly at the same time, twice the fun.

So how did my dream come true??? Well, on the 12th Feb '99 I found myself near Taunton, at a loose end, not quite flyable on the hills, and with my brother's motor just sat there. I had a recently bought an Alto XM, with comp' risers i.e. trim tabs, itching to be tested on the motor!!! So, a quick couple of calls to my brother, to make sure he was happy with my 'nicking' his now exclusively owned motor, and to the friendly farmer who lets us use his field, and we were off. The sun was shining, well, almost. The winds were light. Things were perfect.

I arrived at the field, alone, and began to set up. The electric start is great here, no starting up then clipping in, a recipe for disaster. The wing laid out, how would it come up? it is a comp' wing after all. I didn't have to worry. It inflated beautifully. I was soon rising at 1.2m/s and heading out to the north side of Taunton. I climbed out to 1000ft, then began to circle anti clockwise, heading upwind to start with. About ten minutes into the flight, and at about 4:45pm, the wind changed direction and I began to make good progress, downwind now. I looked across Taunton at various farms from farmers etc.' and was astounded to see the wind was circling Taunton. If I kept going anti-clockwise, I would be downwind all the way!!! A

clockwise, I would be downwind all the way!!! A feature of the town being in a bowl I guess. I decided I would do the whole route and continued to the West side, cutting the end of the town just a little, after climbing to 2000ft then gliding across the built up area I was cutting. Flying power-on over houses is a bad idea, props falling off is

not unheard of and would be very dangerous over a built up area.

whole route and continued to the West side, cutting the end of the town just a little, after climbing to 2000ft then gliding across the built up area I was cutting. Flying power-on over houses is a bad idea, props falling off is not unheard of and would be very dangerous over a built up area. Besides, flying over a built up area in one of these things is a bit of a grey area. How do you define 'congested area'? My dictionary says a congested town is an overcrowded one. Is Taunton overcrowded???

After the crossing I was down to 1600ft, so I just held at quarter throttle and cruised down the motorway. A few miles later it was a left turn and back to my take off site, now down to about 800ft. Great, a complete circuit of Taunton. But that was not the dream come true. I still had a half tank of fuel, some daylight (it was about 5:15pm now) and some inviting clouds above. I decided to go for cloudbase. Throttle on, sit back, and enjoy the view. five minutes, ten minutes, still climbing... I made cloudbase at about 3300ft. Excellent! The clouds were quite thin at this height, so I flew right through one, visibility was maintained throughout. What next... well, I've come this far, time to go to my highest paramotor height yet, just a few hundred feet more to beat my previous 3341 ft. Up I went, lets go for gold... I climbed out to 4101ft, now above the cloud tops by some 100ft. The view was incredible. I have never seen such clear air with views of hundreds of miles. Wales was quite visible just down by my feet.

Now for the dream...!!! To walk on the clouds. I skimmed up to the cloud, having previously maintained contact with the ground by flying over one of the many blue holes. Then I reduced the throttle and gradually settled onto the cloud top. As my feet just lightly touched I squeezed on a little throttle and with a slight movement of my feet, I was walking. WOW!!! When I started flying it was a dream because it could never be achieved in an average lifetime, not in this country. But with the motor... I was in heaven, or on heaven!!! I stayed there for just a few minutes, it's not the safest place in the world after all, then power on, back to my gap and engine shutdown to glide back to the ground. The flight down took a little over 15 minutes, time for my hearing to return to normal and for me to admire the now street lamp lit up views of Taunton. I reached the ground landing about 1 hour and fifteen minutes after take off, just as darkness fell. Now purists, when you can do that from a hill, I'll give up my motor! Turns out I had an admirer too. He had seen me flying soon after take off and wanting to take this sport up himself, he had followed in his car, not knowing where I would land. He drove all around Taunton, arriving back roughly where he had started for my return, an hour after he first spotted me. He was impressed, he is taking the sport up!

Legal bits!

Before I get a flood of complaints about airlaw, I know I flew outside the exemption, flying within 1000ft, 1500m of cloud. My only defence is, and it won't stand up of course, that the clouds were few and far between, and I was only there for a short time to live a dream!!! I would try to argue I was IFR, but that's not allowed if your powered either! (cont'd page 6)

The Mach 3 is, in my mind, a dangerous paramotor. It's fuel tank is above the engine, and it is a very early example of a paramotor, with a lot of design faults. We spent a lot of time, my brother and I, redesigning the hang system to more closely resemble the harness



BITS & PIECES



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Ringo is in trouble again. He has failed to find a character witness in his defence of the court action Harriet has brought against him. HP took him for a walk, forgetting his inclination for killing other canines. She went for a drag. Now she knows how the PG's feel this winter. (Just had a call from Roger S. - he's appearing for Ringo!)

Workers untie (?) [you know what I mean]. The jealousy I feel at reading Derek P's letter recounting the hedonistic activities of the **Sidmouth Sybarites** knows no bounds. Well done to Paul on his 60K flight. (How about a write up!)

An up to date telephone list is included. If there are any amendments needed, let me know. Mark's article points out the benefits of getting out and I endorse his suggestion of ringing if you are keen. I have starred the pilots in the coach column who are out regularly and may be able to help or advise. It is up to you. If you wait until the summer, you will probably find that everyone is desperate to go XC. East Hill is not the right site if you are not current. Get them on the hill in the winter. Of course, it has been unflyable recently. How is it that Mark Aplin has about 10hrs in the air in February (on local sites) and he works during the week?

We now have 27 members on our email list. Let me know if you are a new net user and I will circulate your address.

John O-J's letter regarding Big Ears has re-opened this debate. I have a lot of trouble understanding how any careful pilot can stall his canopy in this way. On most canopies you have to hold them in. On releasing the lines they pop out without further pilot action. On a lot of the newer and higher performance canopies they stay in, but a very small increase in brake pressure will start them unravelling. By their nature you are flying at speed so need a BIG input to stall. Don't just react. Look, think, and then take the correct action, especially near the ground. When Phil has sorted out the date for Jocky's talk, come along and listen to an expert.

SUBSCRIPTIONS DUE! SUBSCRIPTIONS DUE! SUBSCRIPTIONS DUE! SUBSCRIPTIONS DUE! SUBSCRIPTIONS DUE!

CONTACT NUMBERS

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PG Safety & Training	Tim Crundwell	Southerly, Purn Way, Bleadon, Weston-s-mare, N.Somerset BS23 0QF	01934 813279
HG XC Claims	Harriet Pottinger	Ivydene, Smeatharpe, Honiton, Devon, EX14 9RF	01823 601202
PG XC Claims & Comps	Mark Aplin	18 Shepherds Mead, Dilton Marsh, Westbury, WILTS, BA13 4DX, Mobile 0966 542172	01373 864918
HG Comps	???????????		
Airheads	John Fielder	43 Highdale Road, Clevedon, N. Somerset, BS21 7LR	01275 343927
	Mobile 07970 629551	Email: 100774.1650@compuserve.com	Fax 01275 341241

Web Site Address - <http://www.eclipse.co.uk/freelyer/condors.htm>



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.

More dreaming/Comp news



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Paramotoring - The Dream!!! continued

Technical bits!

The Mach 3 is, in my mind, a dangerous paramotor. It's fuel tank is above the engine, and it is a very early example of a paramotor, with a lot of design faults. We spent a lot of time, my brother and I, redesigning the hang system to more closely resemble the harness of a hill flyer, i.e. low hang points. This we have largely achieved to the extent we can lie back, weight shift and big ear/B line comfortable, without sacrificing safety. There is a recorded incident of the propeller falling off a Mach 3 in the UK.

The Mach 3 Energy is better in some respects, but still is of a similar era to the above. The fuel tank is now below the engine, but the carburetor is now of a float type, directly above the exhaust. We are seeking to modify this, and change the hang system to the one we have developed on the other motor. Details of the hang-system can be supplied if you wish to contact me. Patent not pending. Thanks go to Mike Cambell-Jones for the original idea.

The Mach 3 gives me a climb of about 1.2m/s, on my wing. The Mach 3 Energy, on the same wing, will give me 3m/s+. Both have a duration of in excess of 1 hour with a 5 litre tank and I have managed a 3 hour flight on the Mach 3 using a 10 litre tank and no thermals to aid me.

Most of my flying on motors has been done on either a Airwave Rave, or FireBird Navajo, but the recent change to an Alto XM has opened up new avenues for distance/duration. I would not recommend this wing to the beginner though! See you in the skies!

Brett Janaway (19th February 1999)
mailto:janawayb@ecid.cig.mot.com

If anybody wishes to 'have a go' I'm sure we can sort something out. Hopefully I will be able to do tandems on the motor shortly if nothing else.

1999 British Paragliding Cup

Details of this years comp are on the web at -
<http://www.windtech.co.uk/europg/bpc>
Organiser is Nick Dolan -nickd@windtech.co.uk

Note that there will not be any details published in Skywings before entries close (they missed the Skywings print deadline).

Some brief details: -

- i) Serial gliders only (max DHV 2/3 or APCUL Performance)
- ii) There is now the option to include a foreign comp in Spain/Italy

Dates: -

- 2-5 April (Easter) Piedrahita IPT/Bassano Italy
- 12-13 June Snowdon Gliders
- 26-27 June Scottish Open
- 17-18 July Keswick Open
- 31 July - 1 August South East Wales

If anyone who can't get on the net wants the full rules, or my thoughts on last years BPC please contact me. I am considering doing some of the events again this year.

1999 Airwave Challenge

We have just had application forms for this, we have had lots of interest from PG pilots so we will be entering at least 1 PG team, anyone who would like to take part should contact Mark Aplin or Mark Langley. Any club member with CP rating or better is welcome to take part.

Hang gliding and dual hang gliding entries may be made if there is enough interest - contact your as yet unappointed HG comps rep.

We could enter a PG dual if any qualified pilot wants to take part?

Mark Aplin

Flying Diary

8th	Bossington	VM is the only one to brave the sleet and very gusty wind
10th	Selsley	MA flies early before it blows out and late after everyone has left. (Bastard)
	Mam Tor	BJ goes over the back for a few K!!!
11th	Bossington	BJ arrives just as it becomes flyable - has a good afternoon - CJ also there.
13th	Mere	MA KC KL BD JF fly in weakening conditions - weakened out!
14th	Mere	AT & KL struggle to get airborne before the weather arrives - JF fails.
20th	Bell Hill	MA & GA at cloudbase (800'ato). JM also flies after problems with glider layout!!
	Woolacombe	AT BD ML JF & BS!! - pleasant soaring until it blows out
	Perranporth	Frostbite Comp - PF JH GM and about 65 others as HG's and PG's hurtle up and down
	the beach	
	Bossington	JLS gets a flight in windy conditions
25th	Charmouth	JM gets it right and flies after entertaining passers by on take off
27th	Corton Denham	Mark A & Kath fly until El Nino and ML arrive. Then wind goes north. Charmouth, Ham, East and Bell also visited by some.

The National Internet Sites Guide



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Please read this document. It is in all clubs, and club members' interests that it is distributed and discussed within clubs. Action is required by your club.

If you've been flying hang-gliders or paragliders more than five minutes you > will have heard calls for a printed National Sites Guide to be produced for the UK, similar to the one that is available for France. A large, though not impossible task, in the past the idea has never really got off the ground. I'm sure you can think of a number of reasons why not. Chief among these are:

- Sites rules change often so keeping a printed guide up to date is next to impossible.
- Clubs are not keen on having "out of date" information on their sites available to all without the need to contact the club before flying.
- Clubs are very protective of their sites that have been negotiated over the past quarter of a century through the skill and persistence of their members. Publishing access information so that any Johnny Come Lately can walk right in and screw things up was not seen as productive.

So what is different now? The simple answer is the "Internet". The Internet gives anybody the possibility of publishing anything they like for the world (at least those with Internet access) to see. During 1998 two national free-flying sites guides appeared on the Internet. Using information freely available to anyone who cared to look they included most if not all the sites in the UK. The problem was that the information was not complete and in some cases was several years out of date.

There was an outcry from many club officers, but there was an even louder cry of support from pilots who had been looking for site information. The creators of these sites guides were both relatively new pilots who started their guide as an aid to their own flying but developed as an aid to those who sought similar information. As a result of the first salvo of emails a few changes were made and information updated, but each guide still contained incomplete information. What became obvious was that there was a large interest in using such guides. As a result an open meeting was called for the Telford Airsports show last December.

At the open meeting, the BHPA members present (including a contingent of club sites officers) voted to support the idea of an Internet based National Sites Guide. With this mandate the BHPA Executive decided to take the idea on board and support the production of a "Rolls-Royce" Internet sites guide, designed and run with the clubs as the controlling force. The guide designed by Benet Allen was chosen to be the model for the official guide and a working group was set up to thrash out the way the guide would operate. The members of the working group are:

Pauldy@globalnet.co.uk	Paul Dancey	SEW club Webmaster and Skywings
thardie@globalnet.co.uk	Tom Hardie	Airspace and sites database
chris@cj-hb.demon.co.uk	Chris Jones	Club Liaison
harriet@eclipse.co.uk	Harriet Pottinger	Vice Chairman of BHPA
danpetty@pncl.co.uk	Dan Petty	BHPA Webmaster
benet@avnet.co.uk	Benet Allen	Sites Guide creator
Steve_Varden@compuserve.com	Steve Varden	Exec member
JClarke339@aol.com	John Clarke	BHPA Sites Officer
mike@homewizmo.demon.co.uk	"Wismo" Mike Lawn	Sites Guide creator

So how will this be any different to a printed sites guide which was always a non-starter in the past? Chiefly it will allow clubs to update information > very easily, more easily than their current printed guides. Clubs will also be allowed to control which sites are included and which are not, although clubs will be encouraged to state minimum conditions like "MEMBERS ONLY Contact X" to avoid misunderstandings.

Now some of you will still be thinking, "we don't want to be part of this." That is fine, but note that if the BHPA hadn't decided to support the idea there would still be "unofficial sites guides". Now with everybody working together we hope that we can promote a culture of responsibility amongst pilots and remove the atmosphere of selfishness and jealousy that some say exists.

If all pilots have access to information that says, "don't fly here on a Thursday because the owners runs his prize goats in the top landing, but other days are no problems," hopefully there will be less chance of a transgression. Some may be thinking, "if we keep our site a secret, then it will be safe." Some sympathy is felt for this case, but word gets out, and it is felt that it is better to state the reasons why a site is restricted than to rely on keeping it a secret with site rules unknown.

Yes, there are issues that need sorting out, we are at that stage now and it is for that reason that this document has been produced.

The National Internet Sites Guide 2



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One of the first jobs of the working part was to produce a set of "Guiding Principles" of how the National Internet Sites Guide (NISG) should be run. This was done from the topics raised during the initial meeting at Telford.

§ Clubs do not have to take part if they do not wish to do so, though the guide will give a contact number for their area.

§ All clubs should be in total control of the data concerning their sites.

1. Entries should be secure.

2. All material to be supplied and approved by BHPA registered Clubs only.

3. Where possible all entries should be crossed linked to a Club's web site.

4. Alterations should only be able to be made by the webmaster or by a specified club contact who is able to only change information on their particular club sites. Alterations are only to be made with the agreement of specified Club personnel.

5. Any changes to be effected within a specified time period.

§ The guide should clearly state; that in spite of the information given on the web, visitors always contact the relevant club before flying a particular site. Up to date contact details should also be given.

§ The web site should be designed so that it is accessible to as many types of browsers, as possible.

§ An elected member of Exec should be permanently responsible for ensuring that clubs and members are happy with the guide.

What should your club do now?

Discuss things amongst your committee and members. The embryonic NISG exists now and can be found at <http://nsg.intrac.us.com>. At the moment although sites are listed they may not have a controlling club attached, they need to be "adopted" by their controlling club. When you have discussed matters you should do the following:

If you have Internet access:

Look at the NISG, fill in your club contact details online, and adopt your sites. If you already have your own web based sites guide, let Benet the NISG webmaster know via email (benet@avnet.co.uk) and he will add in a link to your page. Full instructions on what to do are on the sites guide itself. Give Chris Jones (01225 319052) the BHPA Club Liaison officer a ring if you have any comments or ideas on the NISG.

If you do not have Internet access:

Give Chris Jones (01225 319052) the BHPA Club Liaison officer a ring and he will discuss with you the best way to get the information YOU want on the NISG.

The date by which we'd like you to adopt your sites or contact us by is the 28th of March 1999. If you do nothing then your sites will be removed from the NISG by the end of April by default.

An example sites preliminary page for Merthyr Common page is attached to this document so you can see what your site could look like in the guide.

There are going to a number of things that the working group has not thought of and we'd like the clubs and members to help on this. One of our prime aims is to get the contents sorted out so that we have a format for a page that can be used to accommodate all likely needed information. A long term solution would be for every club to maintain their own web pages with links from the master guide, but that is a long way off.

We'd hate to have a guide that slowly died a death after so much effort was taken to produce it. The reasoning behind producing a Rolls-Royce solution was that with it in place others would be discouraged from spending their efforts producing unofficial guides (which may contain inaccuracies). We must not loose sight of this ideal, we are sure it is achievable, though we have a way to go yet. The support of clubs is needed. If your club does not think it is good idea then please let a member of the working group know why.

Chris Jones
NISG Working Group

Flying at Pandy under threat

With the lack of easterly winds over the last few months, Mrs Clayton has had to endure a lonely and very cold winter. Usually she can manage to keep warm by cramming 30 pilots into her kitchen. The only hope she has left is from the visit last year of a friendly, ballet-loving plumber. (The tights gave him away). The promises made, the woman betrayed. The call has gone out far and wide to find him, but Rumpelstilskin has evaded all entreaties. Will Elsie survive? Her telephone lies silent, her pipes untended. I anticipate her cries of woe on my next visit. There will be little chance of getting to take off. Will there still be a welcome on the hillside?

