

Jun99

# Air

# Heads



## MINUTES OF THE MAY MEETING 1999

Talking by me, writing by Gerry! (wish I could read it)

Meeting started at 8.15, eighteen members present. Minutes of last meeting read and accepted. Come back John, the excitement was too much, I was even accused of mumbling, as if.

**Apologies for absence** from Andy Tew, moving house, and John Milner doing something else on Saturday. What's that got to do with Wednesday, can't be that important, sorry Lynn only joking, hope all goes well.

**Sites guide on the net**, have a look, any inaccuracies/alterations call or email Phil Tilson. Password kept to three committee members to prevent unauthorised alteration.

**Safety**- nothing to report at home, Cath and me mending slowly! PS Airsports insurance is worth every penny!

**Sites**- Sutton Thorne, SW near Colyton, being looked at for PG, previously flown by Nick, ask him.

**Telephone mail box**, nothing to add, list of low airtime pilots and coaches.

**Treasurers Report**, current balance £ 1008.00

**Club bulletin**- Interesting info, looks as though clubs might have to be registered under the data protection act! (apparently two micro-light clubs have been charged for non-compliance) I will look into it.

Other info included the skyfloating comp, organised by Colin L

The Air ambulance weekend is scheduled for the 8th-9th May hopefully making about £10 per flight!

**Mike Glanvill** has had his triple heart by-pass successfully, best wishes from all.

Meeting finished off with general discussion about safety/back protectors. Simon brought some along, was he making a point! Air filled, foam, hinged! etc appx cost £100- £140, I would say well worth every penny

Meeting closed at 9.30

**Phil** "I don't know what's the matter with these people, you can land a paraglider anywhere." **Fouracre**

Articles needed - Flights from long ago -Good flights - Bad flights- lessons to be learned - Favourite sites - Favourite Gliders - XC's, ridge runs - Comps. Where are they?

## Injury List Update

**Mike Glanvill** is making slow but sure progress. He is walking every day, and last week had knocked up 1.5 miles (that's 2.4kilometers for those of you who like big numbers {PG pilots-ed}). He gets very tired, and Mary is not letting anyone get through to him - but the prognosis is good.

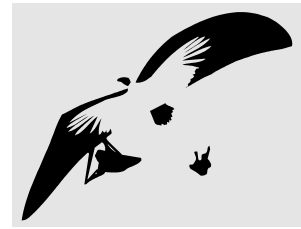
**Kath Cotton** is now back home with Mark, so nothing to be cheerful about there! Did miles along the Pandy ridge on her crutches at the weekend, even sprinting down to the car to avoid the incipient cumim. It seems that we are to lose Kath as a pilot. She has plans to stick to cycling and canoeing in future. Perhaps Mark could get a dual.....

**Phil Fouracre** has stopped smiling bravely in his barrel. Probably been whingeing a lot. I hear that Viv has been desperate to get him out of the house. She even suggested he went flying, probably at Triscombe..

**Mark Langley** is STILL not back in action. What is going on? He went back to work yesterday. Next year when Mark A. suggests a weekend in Spain.....

**Simon Bell** has been in Wales with the others. He is still looking like a character in Carry On, Nurse and has got some time to go before he is in the air again. Hopefully even longer before he is back on his bike!

Inside	
Chairmans Chat	2
Flying Diary	2
Flying Diary 2	3
Steve N's Rant	4
Bits & Pieces	5



One of the slower months! What's been going on? I have been completely out of it, only hearing about what's going on through emails and phone calls. I'm writing this at the last minute, on a grey bank holiday, surprised John hasn't been chasing me! probably not expecting anything. Viv actually tried to push me out earlier in the month to see what was happening, (advanced planning tactics?).

The last thing I wanted was to sit around watching everyone else enjoying themselves. Having said that, I couldn't summon up the energy, it's surprising how tiring it can be being in constant pain. To be brutally honest I was just feeling too shattered to bother.

I had great plans to catch up on all sorts of things while I was incapacitated, but as usual my good intentions went out of the window. I did get in contact with the data protection registrar on behalf of the club and towing syndicates. We do not need to register at the moment, but, the rules will be changing on Oct 24th 2001 when we will all have to comply.

It's just my luck to be out of circulation in the month when it looks like the British hang gliding record has been broken, and, John has flown a hang glider at last. It's debatable which will have more impact!! Would you believe it, there has even been some decent flying from the airfield, Craig went xc on his new pg, bugger!

It's looking grey and miserable here at the moment, don't know if anyone is flying today, although I guess a few will be in Wales for the annual hol. The forecast doesn't look too bad for the next few days, best of luck, don't fly too far. Nothing much else to say, apart from finishing on a positive note- They cut my plaster off on Friday, hooray!!! Feel weak as a kitten at the moment, but have started exercising as much as I can. Shouldn't be too long now.

Phil

## Flying Diary

### 1 Smeatharpe

Kept winching crosswind all day as we were always in the wrong place. El nino took all the blame as usual. Loads of pilots including AT-CJ-AW-JH-CP-DW-MH-MK-VM-BW- RC-MN. A good day.

### 2 Smeatharpe

Much entertainment with the mosquito and some reasonable flying by AT-BD-RC-CJ-DW-JH-MH-CP-MK-RS-NA-BW. Nick returns with Judy Leden's glider. JF v.small xc.

### 3 Smeatharpe

Brett does 27 miles off the tug, Martin K. does 15. JF 10k off the winch. A murky day which turned out to be the best of the weekend. Angie and Robin flew off the winch and Craig did all the retrieves. Jeff tugged.

### 5 Sandy Bay

Jeff prefers flying to coming to the meeting. There seems to be a possibility that we may be banned in the summer. Why?

### 15 Ubley

Light & thermic. Mark A gets away to Mark! (about 14k). JF toddles about. Loads of gliders, site records broken. (All the wrong ones.) Too many people, too many cars, too many bottom landings in crop.

### Skirrid

Angie has a day with her work mates and Robin Brown at his new supersite in Wales. One light & thermic flight and refused to do the walk up again!

### Ditchling

Pranger watches another pilot be wind dummy for a change BUT did not heed the signs and took off! 15mins later after multi-collapses he lands.

### North Hill

"Off to the east! Brett and I rigged the stiffies and eventually took off to an hour of good flying prior to landing in the park. Brett's was text book but mine wasn't exactly!! Derigged and Chris retrieved. Back to the top and now looks good for the floppies. Brett and I get 45 minutes in before landing again in the park." Jeff

"Went out to North Hill on Saturday. First time I had ever seen the site and it looked nice. Unfortunately, though the

First time I had ever seen the site and it looked nice. Unfortunately, though the wind speed was just about right, it was well off to the right, about 30 - 40 degrees.

Richard Sheridan and I bumbled about for a while, chatting to Steve Corben, Brett, Jeff and others. Then Harriet and Simon arrived and began the leisurely task of setting up their stiffy things.

After a couple of hours, it was clear that the wind was not going to come round. H, S and others had taken off by now, gone well right and were staying up quite well, though there was obviously not enough wind for any spectacular flying. As it was my birthday, and I was determined to get off the ground at least once, Steve, Richard and I decided to take the plunge, took off into an oblique wind (with no problems) and ran a gentle top to bottom.

As only about my third flight since I left the protective arms (or should that be armpits?) of Eddie, I was somewhat cautious about all those TREES below me, and decided not to try to make the corner with the stiffies but to chicken out and go down into the bottom landing. A VERY long walk to the road followed, and I'm ashamed to admit we had all been so ill-organised about retrieves that we had to get a taxi back to the top! (What happened to your promise to come and get us, Simon?)

Not really much of a flying day, but I DID fly, I DID try a new hill and the weather was fantastic, so who's complaining?" Phil T.

### 16 Smeatharpe

"Got to Smeatharpe early to try the mods on the Paramotor. Too still!!! Tugged Mark and Brett to XC. Craig gets his brand new Flame out, on his first tow goes over 10 kms!! (14k) He likes it!. Mark and Brett go to Rockbear. JF gets away (11k) and so does MA (8k). I fly the Paramotor. Going well with the extra RPM.

So weekend was HG soaring. PG soaring. Tugging. Paramotoring. Jack of all trades. Master of none!" Jeff

### 20 Selsley

JF caught out as usual chatting as Tom Mayne goes over in the thermal of the day. Pleasant afternoon.

Bossington  
CJ gets 550'ato but it blows out by

# Flying Diary 2



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## Bossington

CJ gets 550'ato but it blows out by 3pm Robin, his merry men and another couple of Condors there. (CJ doesn't go much on recognition - ed)

## Westbury

"I got loads of verbal abuse from the farmer who leases the BL at Westbury this afternoon. I misunderstood what Chris was yelling at me and thought he was telling me to land. I was at ridge height some of the time but steadily going down. Then I saw a Hercules at ridge height and was convinced Chris was telling me to land. In fact he was trying to call me into the bowl where there was suddenly some lift.

That farmer is a really nasty bit of work and a very good reason not to bottom land. I tried to apologise, I kept to a track across the field and de-rigged close to the gate on the A - frame and this seemed to make him a bit happier, he seemed to cool off a bit after he realised how much he had upset me.

Still the flight was quite lively although scratchy at the same time. I really didn't think I would go down when I took off, everything was lifting, I should have landed while I had the height." Angie

## 21 Woolacombe

A strong day. GM-DS!-HP-SM-JH-JF!! Off to the south - all the HG's had good flights. Jeff had some problem with the usual Woolacombe rotor! The the Sphinx took off with JF as co-pilot. AT LAST!!!!!!!!! Thanks, Jeff.

## 25 Charmouth

"Had an excellent flight today, 2 hours. Made my way up to Golden Cap, where i was 1000'ato, then carried onto to West Bay. I didnt have enough height to go on further so played for a while there, then tried to return but couldnt make it as the wind had dropped, but did get back as far as Golden Cap. So had a walk back along the beach." Courtney

## Branscombe

PH flies from Sidmouth, helped by DP Smestharpewho couldn't get off. JF gets away from usual take off in strong wind. Soon 1200'ato and get a thermal to 1500'. "Nearly 2 grand, an XC seems obvious and then I remember I'm supposed to be at Smeatharpe in an hour. Lose height out at

out at sea. Down to 500'ato I notice the top landing fields have a combine at work. Decide to go down to Beer Head. B/E and bar to the fields above the beach. DP laid out waiting for me at take off. Must get my headset sorted. Sorry Derek."JF

## Woolacombe

"Funny weather. Derek Bridson & I went to Woolacombe because it seemed too light and overdeveloped in East Devon, didnt fancy another £15 fine at East Hill and the moor seemed iffy and hoped for coastal sunny weather. Got to Woolacombe at 1200, was sunny but only 5 mph W by S. So DB chatted up the model flyers to advise them about real areoplanes and book us some airspace when wind came- reckoned they hadnt a clue. 1300 wind now 8- 10 more chat with the model flyer who now introduced himself as OC the ASR helicopter squadron at Chivenor- oops.

We had a couple of good hours flying Pete & Susie Stapley were there and the famous local, Owen with the Fun air chiron, who camps nearby and comes on his bike

Finally saw Innes at SD club meeting, who flew from Sourton at 1600 to Bow by 1730." John O-J

## Smeatharpe

The first training day we have managed. Mark H and Harriet nearly qualified as pg operators. Andy did all the flying until JF and MA arrived. JH, MK and RC doing all the work.

## 26 Sandy Bay

"Went to Sandy Bay today Wed as wind at my house was SE 10mph. Did manage quite easy soaring in S 8 mph wind with many white horses. One of those encouraging takeoffs when you get off 30 ft from the edge, despite that after several attempts, I couldnt get on to main cliff and had long walk back along the beach

Got to Branscombe by 1600 to find Steve Byers walking up - it had been ok earlier.

## 29 Pandy

First day of the Condors week in Wales. Wind off to the North. MA tries to work his way along the ridge, goes down. JH, BW, CP and JF walk along ridge to Hatterall Hill. Excellent gentle flying on ridge. MA tries the ridge and gets past the Darens but can't make the

the gap. JF checks the distant thunder and lightning and leads the rush for the HG takeoff as the squall arrives. One Avon pilot bounces off Mrs C's wall but all safe. Mark arrives after the squall passes. Excellent.

## 31 Bloreng

All day waiting for a break in the weather. At 7pm Jeff leads BW, CP VM into Castle Meadows on their first high flights!

## June 1st Pandy

"A gathering of apprentice pg pilots and one expert. Light and thermic with some doubt in the heads of the novices that it was flyable. Jeff leads us off and makes the first of some interesting side landings. He also sits on top of the stack of the thermal of the and didn't go for it. (1350'ato). VM is in severe danger of becoming a pg pilot and showing quite unnecessary enthusiasm. BW floated about all over the hill. Meanwhile MK,MH & RC sat about.

I can't tell you if they took off as I had my own problems. A couple of reasonable flights and then, top of the stack, I head out to pick something up as far out as possible. From 1050'ato to -200'ato and I didn't make it back. A hook turn behind some trees saw me into a minute field and plenty of running sorted it out. Back on top I took off and floated about for an hour, then decided to go along the ridge, VM turned back at the Darens. I did not and got into the bowl at the end. But every time I set off back, I dropped out. I struggled to stay on the ridge. I decided this would be one of my epic retrieves, when a voice from below shouted that he had a car coming. Half an hour later a 1949 open top Allard coupe turned up and we roared back to Pandy. The valley had lifted and there were a couple of pilots floating about way out.

Fun and an excellent day but hardly distinguished by my flying skills or sensible decision making. Five hours plus over the two Pandy days."JF

Late news. Vince went down on the way back, walked back up 800' and flew back. Mark H. did take off and went down, he thinks he should have waited a bit. There may be some more PG pilots from this trip.

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Funny weather yesterday.  
Derek Bridson & I went to Woolacombe

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# BITS & PIECES



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A pilot flew a distance of **158miles from the West Side of the Malvern's** on May 22, 1999. The name of this pilot is Nick Payne. No doubt more information will become available in the near future, before becoming part of hang gliding history, when confirmed. (Anyone knowing the west side take off will be impressed he even took off-ed)

**MAGIC KISS** - "I've never even bent an upright!" - good condition - £750

**FIREBIRD MARLIN (L)** - very low airtime (about 12hrs) - very good condition with harness - £750

Telephone Guy Backhouse (01823) 601147

**APCO Spectra**, Small, 60 to 75kg "clip in" weight, ACPULS 12As, 50 hours, recent inspection & porosity test £850. Edel Force harness & back protector £130 pounds. Charlie Insider helmet with radio headset £85. UP Profile 20 reserve £200. Afro Micropanel vario £80. Perfect set of kit for the smaller pilot!

Contact Kath Cotton on 01373 864 918

**Woolacombe** on a very windy day. Off to the south a bit. Roger and Dennis helped us down to the front and off the hill. T/o was immediate and smooth. After Jeff had run through a few turns he handed over. Luckily Simon and Harriet must have flown with a drunken bluebottle before, as they kept well away from us. I will probably need a flashing strobe rather than a red ribbon when I get through. Flying in a straight line has a whole new meaning on a hang glider. It was also gently thermic. It was very relaxing bumbling to and fro, chatting as we went. We landed on the beach. At least Jeff landed and then the glider and I came down a bit later (physically and mentally)! Great to be in the air at last. The strange thing was I felt queasy after about 10 minutes. I've never felt this before. Must be the strange position, the neck muscles certainly felt it, but no after effects. There is a completely different feel, it is going to be fun learning more. I have organised somewhere to keep my glider, as it took me two hours to get it out, tie it on and leave!

## CONTACT NUMBERS

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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	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 & Airwave Challenge	Mark Aplin	18 Shepherds Mead, Dilton Marsh, Westbury, WILTS, BA13 4DX, Mobile 0966 542172	01373 864918
Competition Sec	Steve Newstead	No 2 The Barn, Westwood, Crediton, Devon EX17 3PE	01363 774245
Low Air Time Co-ordinator	Mark Bridges	The Acres, Ravenshayes, Exeter, Devon, EX5 4DA	01392 861441
Airheads	John Fielder Mobile : 07970 629551	43 Highdale Road, Clevedon, N. Somerset, BS21 7LR 100774.1650@compuserve.com	Email : 01275 343927 Fax 01275 341241

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



**MIDWEEK FLYING  
PHONE 0800 515544**

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.

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OUR NEWS



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About 5 weeks ago my parents came out to visit me and whilst they were here we decided to hire out a 4x4 campervan, and head up to Alice on unsealed roads. We left Melbourne on a Saturday morning and spent the next 2 days going along the Great Ocean Road. We then headed up to Adelaide and on to the wine growing region of South Australia. On the 4th day we hit the unsealed roads and the beginning of the out-back. To start with we traveled through flat farm land, and then just large open spaces. The road stretched on to the horizon seemed to vanish cutting a wedge out of the land where the sun glinted on the road surface. All around the land was dry, rivers no longer ran, and the bushes and trees seemed dead and brittle. There were small plants and grasses that were sharp and crunched beneath your feet. This was a new type of landscape for me. I've seen mountains, jungles, sea and ocean both on the surface and below it but this was now the outback, the desert, a calm sea of land. Before I when there I'd had herd stories of unchanging scenery for miles and miles that it was a bleak and barren place with nothing there. This had enticed me, and I wanted to see what nothing looked like. However in looking for nothing I found so much more. Yes it is bleak and it is barren, but as for there being nothing there I'd disagree. The land is constantly changing, the road changes colour, the land around you changes in colour, there's dry up creeks and small hills, there's tracks and signs (both new and decaying) there are signs of human life everywhere, small towns, ghost towns, a disused railway with its rails, sleepers, bridges and windmill pumping stations. There were Emus running as though they'd just left Monty Python's Ministry for Silly Walks, as they flicked their large feet into the air behind them, with the long necks horizontal, as they reach a good 35kph, with me powering my way through piles of sand on the bumpy 4x4 track. We past through the Flinders range, where the mountains are multi coloured. Vains of brown, oranges, reds and yellow all layed on top of each other, probably once a river bed, rised after millions of years. Here I came across a really weird plant. As we drove through the dry hills, there were gum about and other native trees, non looking particularly green but still living, I saw what seemed to be a couple of tennis balls on green string tied to the ground. I stopped the van for a closer look. It was a Gourd, the tennis ball was it's fruit, which was hard, but bright green. It must have had roots that went a long way down into the earth to find water, it looked almost alien in this environment, but it was just showing how life can adapt itself to its environment. Another form of life that seemed to have no trouble living in the most bleak and barren parts of this wilderness were the flies. They were everywhere the moment you live the verbal you have 30 seconds at the most before you are decended upon by about fifty flies. The Oze wave is quickly learned as you flick them from in front of your face, and I'd recommend a fly net, as although they make you look stupid they do give you a break from the onslaught, another trick I worked out was to shout "FUCK OFFTTTTTT" at them, that gave you a few moments of peace FROM THOSE FUCKING FLY'S. We past a huge dry saltlake (Lake Eriy South), went to the edge of the Simpson desert, and had a flat tyre in the middle of nowhere twice in the same day. On the 4th day of traveling through the outback our last before we got to Alice we got to Lamberts Center, this is the central point of Australia. It was calculated by some guy called Lambert and it took him a while feeding all the data from maps and stuff into a computer, and they've made a 4x4 track through loose red sand and Bushland to it, at the central point there is a flag pole, unfortunately someone's nicked the flag. We stayed in Alice for a night, and headed on to Stanly Casam, nice but to many tourists, the Aboriginal Orca pit, pretty good but not much there and to many flies, but that night we got to Ormiston Gorge which was incredible. There was a pool in the middle of this huge gorge, with Coast Gums all about. All of the rock is jagged, flat with sharp angles. I saw loads of rock walabys, and was able to get quite close to them, even a mother with a baby in its pouch (I've got the photo). We then got back onto a 4x4 track and came across a huge crater from where a comet landed 142million years ago. We drove into the middle of it, amazing, especially when a plane doing a sinic tour flew over, and there I was standing in the middle of this crater next to the van in what from the air would seem to be an inaccessible place. Carrying on the skys went black and although for a while the road seemed to dodge the huge rain storms that were sweeping across the landscape I eventually had to drive into one. Rain pelted down and my I dropped my speed to about an 8th of what it had just been. fast running streams ran down the side of the road a the inevitably right the way across it. I slammed the van down a gear and went through it with my foot to the floor, water went everywhere and the wipers kicked in just in time and I got safely though Great fun and the best thing was I got to do it again about another 5 times, before getting to Ayres rock later that day.

A friend of mine asked me if I thought Ayres Rock was a spiritual place. Well I wouldn't call call Ayers rock Spiritual. What I'd say about it is that it's an impressive lump of rock. It's all one piece, and as it's stuck out in the middle of the flat lands, it's an amazing thing to see, especially at sunset when it starts to change colour and faintly glow red. Just as it is great to be by the sea and in the mountains Ayres rock gives you that same ore.

We spent a few days at Ayres rock and the Olga's but it's far to touristy with big bus loads of 'fat old arrogant people' tramping round them and there's a monopoly on accommodation and public transport, a shared minibus from the Ayres Rock Resort to the Rock cost 20 oze bucks each way, for a 15k trip. Someone's making a shed load of money.

After that we were going to go to Sydney, but after a long days drive, Ayres rock to Port Augusta 1200km in about 12hrs I got a call about some work so I headed back to Melbourne, after what had been a mad amazing trip. Catch you later James.

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