

Jul99

Air

Heads



MINUTES OF THE JUNE MEETING 1999

The minutes of the May meeting were read and approved.

Matters arising:

Sutton Thorne no progress
Telephone Mailbox no progress

Safety Report

Harriet reminded P.G. pilots not forget to check for wear to the webbing on the inside of their harnesses, it is easy to miss deterioration as the webbing isn't immediately visible.

Treasurers Report N.T.R.

Sites N.T.R.

Competitions Report N.T.R.

Clubnight

 It was agreed to have a video evening at the July meeting.

Apologies for the lack of detail to the above minutes, due to me mislaying my notes. Any important omissions will be included in next months minutes.

John (N.T.R.) Milner

Back home now after **All Out (Festival of Free Flight)**.....Shame about the wind, which was too brisk for paragliding, and the rain which effectively closed things down on Sunday afternoon, but the HGs flew from the winches (top to bottoms) and the parascenders just about managed to fly downwards, if not forwards, but not quite backwards. Plenty of dual flying (HG and parascending) for the public, a bit of aerotowing, but not the Condors, and some paramotors, mosquitoes and doodle bugs.

Seven traders had cancelled at the last minute and some people noticed their absence, but overall there seemed to be a good range of stands: lots of kites, which I think is great for the general public, because it almost guarantees there's something in the air even if it isn't flyable for us; army surplus - I'm sure Phil Tilson would have found some bargains if he'd been there; the Science Museum hangars were open - fascinating aviation bits and pieces from great big BA passenger planes down to little lethal looking gyrocopters, prototype satellite dishes that wouldn't look out of place in the Blue Peter craft department, and some old hang gliders which several Condors would remember all too well from their earlier flying days; hippy craft stuff; and all the usual hang gliding and paragliding paraphenalia, although not many manufacturers or importers. The new toy on display was Ben Ashman's doodle bug - I think Jeff and Phil have sold their mosquito and ordered one already..... I hope Gerry agreed!

We were right down the far end of the main event area, which could have been a disadvantage, except that given the wind direction we were right opposite the second hand gliders and where everyone was taking off from both days. The Capri and Simon's old Hiway solicited much interest, and at one point I thought I had sold my XTat long last - someone showed lots of interest and made lots of encouraging noises, then never came back :-(. .

Fireworks on Saturday night were very good, but the display was over far too soon - Brian, please do it next year..... call Merv Turner on 01225 702755 and get yourself booked!

I'm absolutely shattered after four days slave driving by Simon, but I think he thinks it was worth it! See you on Wednesday at clubnight.

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Harriet.

XC / ACCURACY CONDORS COMP HOSTED BY CONDORS . 10/11 JULY THE 17/18 JULY IN RESERVE. THIS COMP WILL TAKE THE PLACE OF THE SOUTH WEST TOWING COMP THAT THE KERNOW LOT ARE NOW RUNNING . THERE WILL BE A TROPHY FOR THE BEST PILOT SCORE. Pilot briefing at 10am on Saturday, same again on Sunday if the weather is bad.

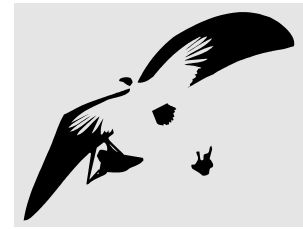
SN

The Editor apologises for the problems with Airheads over the last two months. A combination of no contributions, a crisis of confidence, bags of indolence and a fair measure of incompetence have resulted in many of you failing to get your regular dollop of waste material. This has resulted in outbreaks of petulance, rarely seen in other members (except the Chairman). I have decided that I will resign at the AGM and leave the Newsletter to others more worthy. Bryon Davies has expressed an interest and I would suggest that no one discourages him. He will have my full support and I may even bombard him with boring articles to exercise his editorial skills.

JF

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Chairman's Chat



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Hello all!

Just when I thought everything was going swimmingly, or should that be flyingly? What do we get? More aggravation.

I haven't been involved with any flying recently, for obvious reasons, soon to be rectified. I was actually persuaded to go to Branscombe the other day on the promise of a nice southerly. No luck, everyone there, plus plenty of that grey damp stuff that seems to appear on nice southerlies! Ah well, one day soon.

Back to the current source of aggro, which for those without email facilities concerns non paid up 'members' continuing to fly our sites, especially 'members only sites'

Same old arguments, 'free flying for all' v 'regulation and site controls' We have had the discussion many times before. There will never be a black and white solution, some landowners are more flexible than others, some won't even discuss options without some sign of a club or organisation that they can deal with.

As far as I can see, and as I have said many times before, either we want a club or we don't. 'Support it or lose it' what else have you heard that applied to before? I feel that either we all try to 'persuade' expired members to renew, (reminder, discontinue Airheads etc) OR we say ok lets all just have a free for all, carry on flying for as long as we can, don't bother to negotiate politely with landowners, pay any fees etc etc. As an example; We sure as hell would never manage to collect enough money from visitors to Bossington on an ad hoc basis, as has been tried in the past. I have very clear memories of many times when locals flying there would manage to hand over the odd couple of quid they had managed to bother to ask for, often months after it had been collected.

Perhaps this is the way it will go, lose sites, lose members ad infinitum? Even at Charmouth, which I managed to renegotiate, to increase our flying, paid up members chose to ignore the new rules, so what hope is there with non members?

By my reckoning the membership fee is probably less than 1% of what the average pilot has in equipment cost, in some cases less than ½%!!! (alternatively; a decent bottle of scotch or a couple of bottles of reasonable wine!)

Perhaps we will fragment into smaller groups, winch, aerotow, even Mossie/Doodlebug! What do we want?. Years ago I discussed this with Jeff, saying that I felt that the keen pilots would gravitate this way. Perhaps it's a general malaise, to go along with the decline in hang gliding, apathy et al.

Look at the Festival over the weekend, for ALL types of free flight. Who was there from the club? My best guess as to who would have been there would have been 90% correct, only one other than the usual hardcore.

Sorry if this is a bit rushed and rambling, but it was done in a hurry to try to get to John in time, hopefully it will! (if he doesn't send to non members, he won't have to do so many!)

Think about it, just to finish off, I have been called a 'useless bugger' for not jumping in with both feet, and adding my 'twopenny worth' to the argument. I can see both points of view, great to fly where and when you want, but why should other flyers have to subsidise those who don't contribute anything? Strange isn't it, that those who pay their membership are also those who print the newsletter (desperate for contributions) negotiate sites, clear sites at the expense of their own flying etc etc. Where are those who claim that they can't afford membership, perhaps they could contribute by assisting with any site clearance?, after all they do expect to use it for nothing, ha! ha! what a bloody joke.

As far as I'm concerned I will do anything I can to help the club and encourage people to fly, but if we can't all decide what we want or which way we're going, thenâ€¦â€¦â€¦?

encourage people to fly, but if we can't all decide what we want or which way we're going, thenâ€¦â€¦â€¦? (I don't know what it means either! - ed)

Safe flying

Phil

It could have been so different.....

As you will know one fortunate Nick Pain (Lamouette Topless) managed to launch from the Malverns west side above Kettle sings in a considerable wind and stay aloft for a record breaking 158 miles Saturday before last. This broke the previous UK open distance record of 152 miles held by Gordon Rigg since 4th June 1989 (Magic Kiss).

Just how lucky he was became clear last Saturday when he opened his glider and the cross tube fell off the leading edge on the left hand side. The bolt, nut and two washers were found inside the sail. He had previously told me how when the last thermal topped out at 4,600 ft he looked at the GPS reading 151 miles to takeoff cheered and pulled the VG full for the final glide. That VG pull could well have resulted in an unexpected reduction in glide angle, though the wind would have almost certainly carried him over the 152 mile target, provided the chute deployed OK!

Gordon Rigg

Flying Diary



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Just returned from week in France. Went to wedding with Mick & Mole Oldham in Savoiz and then on to fly at Plaine Joux, Plassy Varan and Annecy.

Mostly good with some very dodgy high winds p.m.. Unusually prudent I managed to avoid the wind and instead watched several UK pilots failing to make any headway against it. One landed in a tree, another in a quarry - another is probably still up there.

Annecy was the most exciting flying but the take-off at Plassy Varan is exquisite. A series of meadows just below the snow line. The sky was perfect blue, wild furry things running about and flowers everywhere. The view of the mountains

Good week - back to France in August!

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Every month I read CC in Airheads, and like the rest of the news letter it is always worth reading. (Especially when it's written by Mr Angry). I feel sure that it reflects the views of the "Hard core of flyer's" as well as the committee who sometimes seem to think that if your not trying to fly 7 day's a week then your not a "Real Condor".

I like many other member's enjoy the sport even though I don't get to fly quite so regularly, but still try to support the club when I can. Even so I still get a tongue lashing in CC for not attending events like the ALL OUT, along with those who don't pay their membership or support the club at all.

I think anyone who doesn't pay their club fees etc. but expects to fly member's only sites, or sites that the club pay's for, should be asked not to fly (maybe in writing), but if they persist I doubt that there is much more we can do to stop them.

In a perfect world we wouldn't need a club / national organisation along with Chairman/Secretary/ Treasurer etc. and would all be able to fly freely, and the club meetings with all the politics that go with it could be replaced by an evenings flying, but then I imagine that's what it was like in the early day's of HG.

I on the other hand am part of the "90% that didn't turn up" at the ALL OUT, but I do pay my club fees, and try to support the club when I can. I am quite content travelling to quiet areas of the countryside to fly if I get the chance. If events like the ALL OUT are organised for my benefit then please don't bother it isn't what I enjoy.

In many areas of life, people are asked to "vote with their feet", maybe that is what is happening here.

Had I gone to the ALL OUT this year, I could have spent 2 days watching the wind & the rain. (I think that's what I read on the e-mail). Instead I had a fantastic flight along the mist shrouded cliffs from Branscombe to Sidmouth & back but for this I stand accused of not supporting the sport.

I doubt if any members of Joe Public were impressed with the flying at the last 2 ALL OUT'S (I was there last year), but I'm sure the two large groups of walker's on the cliffs of the south coast were very impressed with my flights that day!!!

I am not trying to cause an argument with this e-mail or upset anyone, but I don't want my not turning up at such events to put me in the same bracket as those tight ...(can't think of the word)... who are not prepared to pay their way in life.

We have a good club, a very good committee, and some excellent sites, and all I want to do is fly them when I get the opportunity. I very rarely go flying both day's of the weekend, so I probably won't be at the competition at Smeatharpe, but I hope everyone who does go enjoys themselves, because that's all I ask for myself.

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Competition Scene



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Sorry to leave the competition instructions too late, but I have been on a holiday. I have also have bought myself a new computer and started a new job . So I have been rather busy trying to sort things out which I am winning at the moment. (Not as far as I'm concerned -ed). Last month's Club letter for airheads didn't gel so I hope we can sort something, for this weekend as it had details on the competition.

Here are the rules of engagement.

Each pilot has three flights.

Each pilot has to spot land to his best abilities.

Each pilot has to drop a bomb on to a target.

Each pilot has the choice to name one flight for cross-country; distance must be over two k.

Scores for spot landing are based on a set distance from the centre of the target i.e. the pink area has a value of 100 points, the White area has a value or of 50 points there after it is counted down in paces to 0 if your beyond 0 you don't score.

The bomb drop will be based on the same score system 100 points for direct hit the rest paced out.

Cross-country, I expect their to be fair play and no cheating scratching or biting, but I want to see no less than two k distance I am hoping that all pilots will be fair and not inflate their actual distance. If you are unable to go cross-country when you have said the flight will be for cross-country then of course your score will be zero. The score system will convert kilometers to points , the pilot who flies the longest distance his score will be 1000 ,the pilots there after will be in proportion to the longest distance .
ie pilot {a}flies 10 k =1000 points. Pilot {b} flies 8 k= 800 points.

But if you are doing a bomb drop or spot landing and you manage to get a thermal, then go for it, as this will not affect your bomb drop or spot landing score. You just have to take the flights for the bomb drop and to the spot landing when you get back.

All scores will be logged at a later date, all clubs will be told of their scores at a later date.

Since this is the new competition with the new name I would like to see some sort of reward given to the best pilot. With two runners up.

Here are the dates of the following competitions.

Harriet will try to get the telly people there and the local rag.

That's all. Any problems call me

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WRINKLY V SMOOTHY COMP HOSTED BY CONDORS . 7 / 8 OF AUGUST WITH 14 / 15 IN RESERVE .

tel: 01363774245 or mobile 041412731

Steve Newstead

BITS & PIECES



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CONTACT NUMBERS

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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. Veins of brown, oranges, reds and yellow all layered on top of each other, probably once a river bed, raised after millions of years. Here I came across a really weird plant. As we drove through the dry hills, there were gum trees and other native trees, not 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 its 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 descended 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 salt lake (Lake Eryi 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 too 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 Ghost Gums all about. All of the rock is jagged, flat with sharp angles. I saw loads of rock wallabies, 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 142 million years ago. We drove into the middle of it, amazing, especially when a plane doing a scenic 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 sky 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 speed dropped to about an 8th of what it had just been. Fast running streams ran down the side of the road at the inevitable 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 through. 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 Ayres 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 oz 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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