

AirHeads



www.dscondors.co.uk

March/April 2005

[The White Mountains \(The Alpujarra, Sierra Nevada\) Spain 2005](#)

Almost a year to the day I had my first top to bottom with Flying Frenzy and here I was heading off in search of thermals with my wife Jules, friends from the Condors with partners and children. I promised myself last June when riding though the Sierra Nevada, that when I get my own wing I would return to fly these mountains. Hence a brief summary of a dream comes true.

Saturday 26 March



Convoy

All 19 assembled at Bristol at a ridiculous time in the morning, we hustled the luggage through check in prior to a quick, smooth flight to Malaga. Picked up a fleet of cars and mini bus, adorned our radios and 'we had us a convoy said let them truckers roll ten four' Neil temporarily gave us the skip via 'toys are us' but still beat us there.

Arrived at the Hotel California, introduced ourselves to Dirk and Tracy and settled in prior to one of many excellent evening meals, all home made, just the way mum used to do.

Sunday

An organised morning saw breakfast bang on time followed by a military style de-brief on the conditions and an agenda for the day was given.

Cenes was the destination, east of Granada 12-1300ft take off and just within the Sierra Nevada. Everyone picked up a packed lunch and CO2 for the day for survival, and squeezed into various vehicles for the hour long haul. Most had a couple of top to bottoms to accustom themselves with the intricacies of the site and to familiarise themselves with the very different conditions to our little island. The more experienced enjoyed some good height above and beyond the take off. The evening meal awaited at 8pm on our return, followed by much eating, drinking and debate about ones experiences. To sum it up, fantastic first day, beyond my expectations.



Orders for the day were received

Monday

The hosts Dirk and Tracy took us through the trusted routine and thence back to Cenes to get a taste of more thermals Spanish style. Awesome, came to mind.



A memory of Cenes

A few were surprised, a few phased a bit, personally I just couldn't get enough, even with the tucks. At one proud moment John H came over the radio informing "I am at Cloudbase". Of course close flying companion Simon F had to beat that, with announcements of a height above Cloudbase. The evening meals were again accompanied with stories of each others exploits, followed by TV shows of video footage and photos presented by Mike P to an amused and riotous audience (probably the beer talking). Perhaps that's what made the cat sick?.

Tuesday

Dirk and Graham who appeared to have spent the night together under his wing greeted us to breakfast. Here they are having tea and soggy biscuits.

Once the minor repairs were made, another fulfilling breakfast scoffed, cracking weather beckoned us to return to Cenes to improve on our thermal training. On one occasion I was joined in a thermal by no other than Rual Rodriguez briefly, prior to him disappearing cross-country. The wind was off for a big part of the day in which I relayed landing field updates on the radio. However a frenzy of activity followed with Jeff, Simon, Andy and others achieving good flights over the back and top landings. In all another cracking day, which was later relayed in an e-mail to the Condors list.



Graham washing his biscuit down



Jeff rubs it in with an e-mail

Wednesday



Simon and his mate Rod

Wednesday repeated the trend of good food, good weather, and good flying. Jason J and Martin T both got a couple of memorable thermals, Simon F a three and a half hour flight, including a thermal with Rodriguez and his girlfriend. My recollection was of 9.5 up thermals tucks and a PLF top landing when the wind direction suddenly changed. Jeff H, Andy T and Mike T all above and beyond.

On the drive back I detoured through a mountain range via Otiva, where I was told to keep an eye out for a flying site. The terrain was so extreme and awe inspiring, I thought, no way do they fly here. I was to be shocked.

Thursday

Breakfast was particularly long this morning sat next to Simon. Otiva was on for the day. The trek up the hills presented us with a little car park precariously situated on a mountainside with a handful of strategically placed trees just to make it interesting. The nerves at take off could be felt and the silence was deafening. Martin T decided to do a bit of rock landing, I sprained my ankle after a perfect approach, Jeff H on his second attempt, succeeded an XC to La Herradura (the only Condor to do so twice), followed by Simon F. The site proved to be a little stronger than previous and many had a frontal collapse in addition to asymmetrics during their flights.



Red Baron looks for the landing field



Jeff's retirement party

Once again expectations were exceeded and things just got better and better. Thursdays being Tracy and Dirks night off we were all pleased to join them for a meal and drinks in a local restaurant on the sea front. Jeff officially retired on this day (lucky swine) and what a way to do it.

Friday

Following breakfast I watched with a tear in my eye as the intrepid crew left. I rested my now swollen ankle, with the traditional paddle along the beach and spent some quality time with my wife. Although winds and thermals were light, those frequenting Cenes again had mainly top to bottoms, a spot landing comp, fun was had, the make shift target being hit only by Jeff and Dirk. A visit was made to the Paragliding shop in Granada en-route back. The evening discussions concluded that the holiday had certainly surpassed everyone's expectations and the thought of leaving was not a happy one.

Saturday

The weather had changed, La Herradura site was not flyable and so most prepared for their departure. Jules and I had a day looking around Malaga and met up with the party at the airport check in. In the rush I had mislaid my alinco radio and despite e-mails to the hire company, I suspect it's a gonner.

I personally would recommend anyone to taste what we had, at some stage in his or her flying exploits. It's given me memories I shall take with me always. Each time I hear an Eagle's album, I shall be in another place. Dirk's message to me was "take big steps", I'm not sure if he meant my take off technique or a hidden message there somewhere?



Condors- Spain 2005

I suspect there will be a compilation of photos at some stage, to be presented to a Condors meeting as evidence of one hell of a week.

England. Typically cold and wet when we arrived back at Bristol.

Finally, I would like to raise a glass or two to Dirk for the experience, Tracy for the meals, Andy for the retrieves and Jeff on his retirement.

Chris Betty

and the Pilots who joined me together with their best bits;

Simon F - 3080ato , first collapses

Jason J - learnt to thermal

Jeff H - the 3 peaks to La Herradura

John H - c/base, collapses, 2800ato

Neil - improved thermalling 2200ato

Martin T - 360's, thermals, every day

Graham R - good thermal experience

Andy T - 2500+ato, full frontals

Mike P - longest flight, 2200ato, flew with an eagle, 3rd visit & best year yet

Forthcoming Events

Wednesday 4th May - 8.00pm Royal York & Faulkner Hotel, Esplanade, Sidmouth

Devon Air Ambulance and St John's Ambulance - DAA talk on how they operate followed by St. Johns talk on emergency life saving skills (what to do while waiting for the ambulance to arrive - brief outline talk rather than full instruction).

Wednesday 8th June - 8.00pm Royal York & Faulkner Hotel, Esplanade, Sidmouth

Neville Almond on flying XC in the UK

Wednesday 6th July - Branscombe, .

Beach BBQ and mini/fun comp if possible

Sites Report

Bossington

I would like to point out that the Bossington rule is 15 rigged hang gliders and the initial rule about training there at the weekend was relaxed about six years ago. If pilots have concerns about any activity on our sites, take it up directly with the people concerned at the time or get in touch with me and I will sort it out. It is disappointing to hear that some of you are still not obeying the rules for Beer Head. A couple of whistleblowers are needed. Be in no doubt that, should I find out about any transgressions, there will be no discreet word. However exalted the member, their idleness and contempt for the rules will get a very public airing. There will be no further warnings.

Bucknole

Bucknole Farm is coming up for the annual closure for the field to be cut. See the closures list below. Mr Bailey has brought the matter of parking to my notice. On a busy day recently, his neighbour had to back his lorry all the way back down the road as he was unable to get through. It is pretty crass not to understand that this is a working environment. This will mean leaving enough room for farm vehicles - 8ft at least. Parking will be on one side of the road only. If you arrive late you may have to walk. I have asked Mr Bailey to ask any locals, who are upset, to make a note of the numbers of offending cars.

XC

There has been a lot of XC enthusiasm this year. Our free airspace is constantly compressed by the expansion of controlled airspace. Be aware of the area in which you are flying and make sure your information is up to date. It is easy to get very enthusiastic about going XC. It is also not difficult to get it wrong. I have done so myself. Batcombe is a good example of a site with danger areas downwind. Make sure that you know where you are!

Woolacombe

Most of you will have seen a number of emails about Woolacombe. This is an important site managed for us all by The North Devon Club. The interests of the National Trust, Robin (The tenant farmer) and Pilots need to be balanced. There have been a number of days that have been very busy. Recently this has included a day that had 13 cars close to take off, which were very visible from the town. The National Trust will consider the visibility paramount. We need to reduce it on the ground. Obey the driving out rules, bunch your PG up and drop your HG flat.

Woolacombe Rules

Only one car is permitted to park at T/O. This is permitted for HG fliers only. Not PG pilots with a HG on the roof rack! If it's on the rack - take it back to the road. If you are the second car, drop off your gear and drive back to the road as soon as possible. If you arrive at the same time as another HG pilot please share roof-racks if practical - minimise track wear for the farmer's benefit. (He gains nothing from the One car rule, but the Nat Trust must be obeyed). If two cars are already parked -do not be the third!

HG Pilots should also rig close by the walls to the right (North), or rear (East), and for PG pilots to mushroom their gliders when not flying and keep them by the rear wall. This will leave the entire field clear for take-off and landing, with normal courtesy and care being taken. Fly with consideration for others. Milling about in front of take off creates a wall of paragliders, making it difficult for an HG pilot to launch. Check for pilots preparing to take off and move away, giving them space.

Site Closures

We are coming up to the period when a number of sites have periodic closures. Please refer to this list and let us have no breaches this year.

Bucknole Farm - closed from May 7th until the grass is cut at the end of May/early June.

Charmouth & West Bay - closed during Spring Bank Holiday week (both weekends) and all the School Summer Holidays from Mid July to the end of August. The take-off at Eype could be used during this period but extreme care is needed and there should be no beach landings at Charmouth or WB.

Sandy Bay - closed May Day, Whit Bank Holidays and July 1st to Mid September. But you need to contact the local guys as this may change from day to day!

Collard Hill - closed from 15th May to 1st August. The fence is already there. There is no point in our paying, if you break this rule!

Can I also point out for those hoping to fly in S.E. Wales that Pandy is shut from May 1st -21st, Blaenavon from Mar 1st to Mid May and Hay Bluff may only be flown on Saturdays and Sundays during May. You also have to be a member to fly the last two sites.

As you can see being a Sites Officer is all about rules. Negotiating them, applying them, keeping them and sorting out those who don't. No wonder I am wanting to give it all up and get a life!

JF

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Email: john@rocketprintman.co.uk

The low airtime bit

Have a look at your sights guide. Suss your east and south east sites out it could well be like that to the end of June (21 ish), that according to old folk law. But then the wind could be in any direction! It's worth noting that Bucknole will be closed until the grass has been cut for silage. This usually happens in May.

Another thing to note is that North Hill never works through the summer. The Bristol Channel effect makes a NE into E and N into NW.

I can't think of anything else so if you have any questions then get in touch.

The fly Phone now has a bigger budget so that it can be used to let you know about events that are happening. e.g. club nights. There will be a message left around 6ish to let you know where it is and what's on. So no excuses to miss it now!!!!

Apart from that the same old stuff applies. Keep the messages coming, the more the better. Don't assume that the people on the hill before you have up dated the fly phone a second opinion is never wasted.

Please also remember to send reports even when you get to a hill and it's not flyable.

Now that the light evenings are here I will make later updates when possible to help those who want to fly after work.

Thanks to all who have sent reports in as you make the whole thing possible.

Dinks

FLY PHONE - **07796 206551**

or email: coglandman@hotmail.com

The 2005 Royal Aero Club Awards Ceremony

Delve through the list of RAeC Silver Medal winners, and you will find some key names from aviation in the 20th century:- S.F..Cody, H.G Hawker, Capt. Sir G. de Havilland, Lt Cdr G.A.J.Goodhart, Ann Welch, F.N.Slingsby, Sheila Scott, G.Miles, and Wg Cdr Wallis being but a few. Such worthies as Judy Leden, Michel Carnet, Johnny Carr and Gordon Rigg represent Free Flight in this illustrious gathering.

Clearly, in the early years of aviation it was no mean feat to earn Silver. There was usually only one recipient, and sometimes nobody was deemed worthy. More recently there seem to be a minimum of three per annum, and in 1997 there were no fewer than 7! These days, it seems, quantity is more important than quality.

Is it even worth trying to equate modern “celebrities” with names such as Cody, Hawker and de Havilland? Perhaps not, but I recently chanced upon the amazing autobiography of Lord Brabazon of Tara (it is out of print, but some Libraries can get it if you ask specifically), who argued from a different standpoint. He was firmly of the opinion that he and other early aviators were not particularly brave – they simply hadn’t realised how very dangerous flying could be. He also stated that 95% of aviation takes place on the ground, so nothing has changed there!

Whatever, on Thursday February 3rd I was invited to attend the Annual Awards ceremony of the Royal Aero Club, a guest of the recipient of an RAeC Medal – one Harriet Pottinger. And although Harriet might have been more comfortable with a Bronze, HRH the Duke of York was intent upon presenting her with Silver.

I felt very proud to be present to witness this event. HP is a remarkable woman by any standards, and I know better than most how very hard she has worked for the BHPA and (more importantly and entirely differently) for the Free Flight movement. I was even more proud when the citation mentioned both the Devon & Somerset Condors *and* Free Flyer magazine! I can’t imagine how this could have happened, but I certainly did notice HRH giving a knowing nod and smile at the mention of Free Flyer....

I was also delighted that Steve Elkins won an award for competing successfully on a machine he had designed and built himself, and Andy Shaw another, for working hard and tirelessly for the FF movement through both BHPA and Green Dragons. It is great that people who have a commercial interest can receive this sort of accolade. After all, the only real difference between volunteers and those with a commercial interest is that when everything turns to worms the volunteers can run away and hide, but the commercial bods lose their homes.

In his closing remarks, the Prince Andrew commented upon the threat posed to UK aviation by GA legislation emanating from Europe –showing that he is more than just a figurehead. He really does have his finger on the pulse. Interestingly, this is the area in which Harriet is now choosing to work. She may not be Chairman of the BHPA any more, but she is still trying to protect our freedom to fly.

Well done, Harriet. Good lass!

After the ceremonies the FF contingent went for dinner at one of RaeC Chairman Marc Asquith’s London clubs. And very pleasant it was, too.

Simon M



We have a great selection of books/vids and DVDs, however most of them are out on loan.

Well done to all those who have borrowed/returned and borrowed again!!!!
Well done to those still ploughing through some of our deeper material.

BUT

Shame on those who borrow, stick it on a shelf and forget they've got it!!!!

COME TO CLUB NIGHT,

Take home something informative or fun, then,

BRING IT BACK AND BORROW SOMETHING ELSE!!!!!!

Don't make me go all ape on you now!

A list of what we've got to choose from is up on the website (*I think!* - Ed.)

Rob email: mac-man@blueyonder.co.uk

Club Contacts

Position	Name	Telephone	Mobile	e-mail
Chairman/Social Sec.	Robin Campbell	01392 428152	0771 3651831	robin@rcampbell.vispa.com
Secretary/HG Safety	Patrick Peglar	01392 204253	07967 809783	ppeglar@eurobell.co.uk
Treasurer	Viv Fouracre	01823 490724	07966 230206	Vfouracre@aol.com
Sites Officer	John Fielder	01275 343927	07970 629551	john@rocketprintman.co.uk
PG Safety	Andy Tew	01278 684671	07949 869721	andy@tewa.freemove.co.uk
Hanglider XC Claims	Harriet Pottinger	01823 601202	07811 567918	harrietp@onetel.com
Paraglider XC Claims	Paul Hook	01395 513043	07748 908393	paulhook@eclipse.co.uk
Training	Jeff Hoer	01404 850489	07799 423156	jeff@hoer.freemove.co.uk
Airheads/Competitions	Phil Fouracre	01823 490724	07850 216464	phil4acre@aol.com
Low Airtime Contact	Dinks Nutbeem	01823 490919	07748 860480	cogloadman@hotmail.com
Webmaster	Darren Fieldhouse	01392 433557	07971 193066	darren.fieldhouse@assign-it.co.uk
Condors Web Site www.dscondors.co.uk				
Flyphone No. 07796 206551				

Editorial

I'm sure Jeff said we were due a good year, or was that just wishful thinking! This weather is just seriously depressing, Australia seems an age ago. I suppose it is progressing in fits and starts, Spain sounded good, and there have been a few OK days, the best to my knowledge so far being Batcombe the other weekend. Lots of aspiring xc hounds, all managing to do something, with varying degrees of success. A couple of things raised by this flurry of activity were measurement of XCs and, in anticipation, trophies.

We have yet to agree on a series new trophies specifically for paragliding; this hopefully should be sorted in the near future. Regarding measurement of XCs, this should simply be a matter of recording take off and landing co-ordinates in OS format and sending them to Simon. Sending in GPS tracks probably causes more problems than it solves, so keep it simple. For those without this gadgetry simply take it from a suitable map. There was some confusion over take off co-ordinates being inaccurate, partly due to pilots recording the start of their flights from points upwind. This is not a problem, but to clarify this, record take off, if valid a turn-point (upwind/crosswind etc) and finally landing. For accuracies sake pick recognisable ground features as suitable turn-points, and make sure you are above them! The whole ethos relies on individual pilots honesty, you are only kidding yourself if you try to 'stretch' your flight.

Most of those attempting XCs are all down for the BCC, which is great to see. The start has been a little fitful to say the least, last weekends comp with Kernow and Malverns cancelled, due to a grotty forecast. We have more provisional dates arranged and will keep those interested notified on a weekly basis. Check your email at the agreed time Friday night for a final decision or ring me (01823 490724 / 07850 216464) at that time, fingers crossed, it will improve. Dartmoor this weekend may provide a day if we are lucky, but next comps will probably be in Wales.

Just to cheer us all up there has been more pressure put on sites with a little known, but already in force, directive from across the water, that restricts the amount of non farming activity that can be carried out on some designated land to a maximum of 28 days. No records of it being a problem so far, but no doubt! Just one more reason to be very aware of our profile, and how important keeping landowners and other bodies on our side is. We already have potential problems at Woolacombe, with internal (ND) club squabbles not helping matters. We have an excellent sites officer who, despite wanting to give up, has been persuaded to stay on, in a role that is becoming more and more important. Despite all this both he, and I are completely baffled by the need to constantly remind people to abide by the site rules or at least use a little common sense. Amazingly we still have the ongoing problem of rogue parking at Beer Head; Next time I hear about it I think I will print names across the front of Airheads in large red letters and perhaps present them with the car number plate suggested by Rob Dixie (TO 55 ER)! Also blocking the road at Bucknole, what a joke. There is plenty of parking space just around the corner, or perhaps that's too far to walk!

Phil

Phil4acre@aol.com Mob: 07850 216464

For Sale

Red Firebird Hornet, Small 65-85kg all up weight, good condition - £700

Gold Firebird Hornet SP, Large 95-120kg all up weight, good condition - £750

Swift Silhouette 2 berth lightweight (850kg) caravan, oven, washroom and full awning - £650

Ring or email Phil, details as above.

Bob Bridge Trophy

In an attempt to stir up more interest in the Condors XC Leagues, I plan to write about each of the major club trophies. Let's start with my favourite: The Bob Bridge Trophy.

Bob started flying in the early eighties. He was very likeable - a softly spoken, fairly shy individual who was more inclined to listen than to talk. He would occasionally pop around to buy some kit, and on at least one occasion he brought his very attractive wife and two young sons with him. They seemed a very happy family.

It might have been during that visit that he told me he was making a trophy for the Condors, and wanted to know what I thought it might be awarded for. We agreed that it would be good to have something to mark the achievement of the longest XC in any given year, starting from any UK site. Bob was a fairly new member, and a cautious pilot, so wasn't yet flying XC himself. But the fact that he wanted to make and donate his trophy suggests that he felt an affinity for the Condors.

Some time later Bob arrived at Turf with his creation wrapped in a sheet. He removed the sheet without flourish to reveal a bold edifice built from two triangles of wood. It was at once both solid and heavy, yet was (to my eyes at least) a thing of great beauty. On its front Bob had skilfully painted a picture of a hang glider, around which were clustered an array of silver shields on which to record the names of the winners.

Frankly, I was amazed that Bob had created something so classy, and I desperately wanted to win it! By contrast Bob seemed very laid back about the whole affair, and didn't even want to hold on to it until the next prize-giving. So I got to possess it for a while!

Twenty-one names and many memorable flights have now been engraved on those silver plaques:

1984	Steve Tilling	58.14
1985	Simon Murphy	35.25
1986	Rob Gillard	55.00
1987	Jeff Hoer	50.88
1988	Simon Murphy	45.87
1989	Simon Murphy	80.86
1990	Vince McCloskey	42.91
1991	Jeff Hoer	41.74
1992	Jeff Hoer	31.93
1993	Jeff Hoer	50.93
1994	Brett Wright	41.16
1995	Brett Wright	59.14
1996	Mark Hoer	8.82
1997	Brett Wright	41.07
1998	Harriet Pottinger	28.05
1999	Brett Wright	27.73
2000	Harriet Pottinger	44.08
2001	Foot and Mouth?	-
2002	Brett Wright	67.93
2003	Harriet Pottinger & Simon Murphy	24.02
2004	Robin Campbell	9.51

Sadly, Bob never got to put his name on his own trophy. Life dealt him a cruel blow, and he was moved to take his own life.

We will never know what he went through, but we do know that the Bob Bridge Trophy was certainly created with great skill and love, and marks one man's respect for the club and the friendships he found within it. That is why I suggest that this is, by far, the most important of the Condors' treasures.

Simon Murphy

Note from the Treasurer

It's that time of year again. Membership renewal was due on 1st April (a real snip at £25.00) thanks to those of you who have already paid. Please send a completed membership form with your cheque, it helps to keep our records up to date. Forms can be downloaded from the website.

Viv

Tel: 01823 490724 Mobile: 07966 230206

Email: Vfouracre@aol.com

AGM Presentation of trophies

HG XC trophies for the year 2003/4,

The Condors trophy	longest ever XC from a Condors site	Simon Murphy, 12/08/89 80.86 miles East Hill to Braishfield, Hants
Brian Miller trophy	longest coastal o/r in pairs	no entries
Somerset Aerials trophy	Condors sites XC league	no entries
Mary Glanvill trophy	furthest inland flight from a coastal site	Robin Campbell, 7/03/04 9.51mi (doubled = 19.02mi) St. Agnes to Stithions reservoir
Wonderclamp trophy	first XC over 5 miles	no entries
Bob Bridge trophy	longest XC of year, all UK sites	Robin Campbell, 7/03/04
Rosie bowl	Longest XC from Condors winch	no entries
Simon Murphy's Flying Circus	all UK sites XC league	Robin Campbell, 7/03/04
Winter XC league trophy		no entries
Brian Wright trophy	Condors Aerotow XC league	no entries

Minutes of AGM 2005

Held at the Maypole Inn, Thurloxtton on Wednesday March 2nd, 2005

Started 8:20 approx, about 25 members attending.

Apologies received from Paul Hook (PG claims) and John Fielder (Sites Officer)

Minutes of the 2004 AGM

Accepted without objection.

Harriet Pottinger asked, what was result of last year's suggestions about donations to Air Ambulances?

Viv Fouracre (Treasurer) deferred an answer to the treasurer's report (next)

Treasurer's Report

Report from Viv Fouracre

Summary:

Inflows	2,883.00
Outflows	2,272.41
Net inflow	610.59
Current Balance	2,603.85

We have done rather well this year, some notable expenses being offset by an increase in membership subs from £20 to £25.

The principal expense was a video projector, approximately £1000.

We also just recently bought a PG "Harness Optimizer", now available for loan.

Last year we agreed Air Ambulances contributions of £50 to each (Devon and Dorset+Somerset), except these were never paid, so £100 each this year!

Harry Dyke proposed a vote of thanks to the treasurer – generally accepted.

Sites Report

In the absence of the Sites Officer, the Chairman read the sites report from the current Airheads.

Robin Campbell stressed the importance of developments at Woolacombe (not our site, but...):

Some North Devon members are feeling they do not have enough control over site crowding, or priority over visiting pilots.

Several (Condors) members suggested that the existing rules appear little understood, poorly policed and even less obeyed, especially by the N.Devon pilots who most use the site.

Phil and Viv Fouracre reported on the recent North Devon AGM: A few members wanted to make the site members only, but they (PF+VF) had suggested this had only two likely outcomes – either lots of people would pay and then demand money's worth, or no-one would join and the entire country will ignore any rules!

The matter has been handed to a North Devon club sub-committee.

Robin said it was likely that arrangements would not change significantly, but will be better enforced in future.

Viv said the new access rules will be copied to us, posted up at the top gate and at the bottom somewhere. In future, prepare to be asked for proof of (reciprocal) membership.

HG Safety

Report from Patrick Peglar

Little to report, except for Mark Philips' tree landing in France, and own near-misses!

Last year's notes refer to Simon Murphy's accident at Beer Head just before the AGM. After some investigation, the Sites Guide was amended with warnings about possible rotor.

Harriet Pottinger asked for recent changes to the top landing at North Hill to be clarified.

Robin Campbell invited Mark Reader-Hoer to comment:

Mark said that the newly cleared area by the entrance car-park is not suitable in strong winds, as several pilots can now confirm. This is fine in lighter winds, otherwise use the normal top landing areas! Note there are several new cleared areas.

PG Safety

Report from Andy Tew

Various incidents have been reported on this year, but nothing exceptional to report. Recent incidents include Lyn Milner's ankle, Tony Davies' foot and Simon Padley's wrist.

Harriet Pottinger reported having seen Lyn recently. She is now able to go out in wheelchair, one foot in plaster, but must not put any weight on feet for some weeks yet.

It would generally be nice if people would actually report things, without Andy having to chase 3rd parties for information!

Competitions

Report from Phil Fouracre

In last year's BCC, our PGs got to semis + did quite well. HGs came fourth (of 4!) in finals.

There was some difficulty mustering teams, but good support in the end – want to do it again!

This year's PG comp is definitely on, want names now please. HG - no news as yet.

Airheads

Report from Viv Fouracre (deputy editor)

Running okay now, seems to be enough stuff coming in, but everyone please keep contributing.

Jeff Hoer reported that the caption competition had not had good entries.

Then several members insisted that they really liked it!

Dinks suggested to revive, and advertise a prize in advance this time?

JH said he will consider it.

Rob Dixie proposed a vote of thanks to the editors – generally accepted.

Low Airtime / Flyphone

Report from Dinks Nutbeem

Not much to say, still developing the role as he goes along.

Enquiries come in from Skywings + website. plus some passed on by Patrick (Club Contact) for PG input.

Plenty of calls from non-members wanting to fly our sites.

He is a bit concerned that he's not a Club Coach, and maybe not well qualified to advise people on where to go. Especially as he won't always be going where he's sending them.

Jeff Hoer (Head Coach) said that this is not a real problem, it's only advice.

Robin suggested that any real training/guidance needs can always be referred to Jeff.

The flyphone is still working quite well, except people still don't put it down promptly!

He would like to agree a budget increase to £15/month (maximum, not generally that much).

This could also fund adding extra 'reminder' information to the message, e.g. for club meetings.

- Generally agreed

Simon Fouracre asked, could Dinks more generally always say where he's going that day?

Dinks said he tries to always get a message on by 9am. It will say where it is likely to be flyable, not necessarily where he's going!

Rob Dixie suggested there still aren't enough reports from other people.

Dinks said yes, especially please everyone report when you go somewhere and it isn't any good!

Harry Dike proposed a vote of thanks to Dinks – generally accepted.

Library

Report from Rob Dixie

Very positive so far. Please suggest new titles.

Some borrowers have been very slow to return things!

Viv Fouracre : suggested maybe time to introduce charges / fines?

Jay Taylor : said why not name+shame in Airheads?

Viv suggested why not print list of all loans, it advertises what's available.

Rob says he will chase people some more.

Website / Email

Report from Darren Fieldhouse

Not much to say now, all running smoothly.

Please note Darren is now running the 'runbox' email list as well, so bring any problems to him from now on.

Some old 'dead' contacts were recently removed, so please get in touch if you've been cut off!

Harriet Pottinger proposed a vote of thanks to Darren for his excellent re-design of the website – generally accepted.

Election of Officers

Only a few changes were proposed:

Harriet Pottinger agreed to become Social Secretary

Simon Murphy will take on HG XC claims.

Robin also spoke for John Fielder in his absence, to say he will do Sites Officer for one more year, but we must find someone else: Obviously, there is a good deal of know-how and contacts to hand over, so someone might consider “training up” for the future?

Simon Fouracre and John Hughes agreed to “understudy” the Sites Officer role.

Simon Murphy (HG XC claims) said he will speak to Paul Hook about the “PG XC claims” role, and will take that over too if Paul agrees.

The complete list is now -

Chairman	Robin Campbell
Treasurer	Viv Fouracre
Secretary	Patrick Peglar
Sites Officer	John Fielder
Club contact	Patrick Peglar
PG Safety	Andy Tew
HG Safety:	Patrick Peglar
Low Airtime / Flyphone	Dinks Nutbeem
Webmaster	Darren Fieldhouse
Competitions	Phil Fouracre
Social Secretary	Harriet Pottinger

and non-committee posts -

Librarian	Rob Dixie
HG XC Claims	Simon Murphy
PG XC Claims	Paul Hook (? or Simon Murphy)

AOBs

John Hughes proposed a vote of thanks to the organisers of the Pilot lectures + exam day – generally accepted.

Dinks Nutbeem suggested that committee members should be rewarded with half-price Xmas party entry. A quick poll revealed little support for the idea in the committee, and some strong objections.

Jeff Hoer reminded everyone that the “Small Thin Repack” will probably be this Saturday.

Harriet Pottinger proposed to get Richard Meredith-Hardy to insert an extra date in his lecture tour about flying Everest, if enough people want it: It will have to be April 18th. We would invite all local clubs. R M-H has set a door charge of £5, of which 40% goes to the host club. Suggestions invited for a venue..

Meeting adjourned at 2125

Picture Gallery

thanks to Chris Betty

