

# AirHeads



[www.dscondors.co.uk](http://www.dscondors.co.uk)

January/February 2006

## Sites Report

### Accidents

We have not had a good year with accidents. We all get into action as amateur investigators whenever one of these occurs. If you are taken out by a helicopter, shot by a loony marksman or trampled to death by the Hunt as they chase something across the field in which you landed, you are not to blame. Otherwise, it is time to accept that the reason for accidents is pilot error!

Having accepted that as a primary premise, the cause of individual accidents may vary. A decision to take off, throw the glider about, ignore the weather forecast, fly in crowded conditions - we make the decisions. Nobody is dumped on landing! They have failed to appreciate or handle the conditions. Most of us have been there and some of us have flown for years and experienced an odd slice of luck that has enabled us to walk away from situations caused by our over-confidence, inexperience, carelessness or inattention. Have we weighed the variables, asked for advice or just decided to go for it? Flying is a solitary sport and we have absolute responsibility for our own safety.

I had two climbing friends who died many years ago because of their technical inadequacy and a tendency to push the boat out. Strong warnings were given but ignored and they died in a totally predictable accident. A few years ago Jeff wrote a very direct email to a pilot, who had made the same mistake a number of times. The warning went unheeded and he hurt himself very badly shortly afterwards. How direct are we prepared to be with our friends and fellow pilots? I know that all of us are perfect and never make mistakes and yet the accidents still happen. How can we help ourselves and fellow pilots have fewer accidents? Perhaps by being honest with ourselves and not being afraid to upset others by the expression of a considered observation.

### Sites

Not a great winter season so far. One good day on North Hill and another on Beer Head. By all accounts Dec 28th gave us the right temperature, but not the wind direction. February has traditionally given the best day of the winter on the North Coast, so we still have that to anticipate.

I hear from Phil that negotiations at Charmouth have made some progress, so we will wait to see if there are any developments during 2006.

Bossington still awaits some enthusiastic clearing. Have I any volunteers to lead a clearing expedition before March?

I am updating the Sites Guide and we will be putting the changes online during January. I will also put the updated Club Sites Records in the next Airheads to give you a target at which to aim.

*JF*

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Email: [john@rocketprintman.co.uk](mailto:john@rocketprintman.co.uk)

## Rocket Ron Trophy

Ron Harris was a hang glider pilot, but despite this was a man of honour and integrity!

He was a capable and competent flyer, but for various reasons he never achieved multiple Cross Country flights. When he first arrived on the club scene he was a busy and successful businessman. He spoke with authority and confidence on many matters, and always took an interest in the running of the club. Being an upstanding sort of a bloke, it was only a matter of time before he was suggested for election to be the Condors' Chairman. He took the post seriously, and worked long, hard and capably for the club.

When it came to his attention that at least one other member of the Committee was treating the club as a source of income (charging all sorts of minor activities as expenses), Ron remonstrated with the individual concerned. Because this person was a friend, Ron probably didn't feel able to make public his dissatisfaction with the situation and, unable to persuade him of the error of his ways, Ron felt obliged to resign from the Chair.

This was a typically honourable action, but it certainly tainted Ron's enjoyment of the Condors. It may be that he felt he had presided over the club when it was being defrauded by another official, and yet was powerless to do anything about it. If Ron felt the "Expenses" affair reflected badly upon him, it is certain that the rest of the club never felt that way.

Difficult times in business, injuries sustained at work, and a desire to spend much more time with his family were all factors in Ron deciding to give up hang gliding. For some years he harboured the desire to fly again, but never quite got it together. Once he had decided to end his flying career, Ron donated the "Rocket Ron" trophy to the club. Ron intended the trophy to be awarded to the member who, in the opinion of the members, had achieved something noteworthy in the preceding year. Whether this was particularly for sterling work for the club or could alternatively be for personal flying achievement (or both), are no longer entirely clear.

In the 1990s the trophy somehow got sidelined into being awarded for spectacular crashes, but a few years ago the committee agreed to return it to its original purpose. Recent recipients include John Fielder, John Milner, Harriet Pottinger, Bryon Davies, Viv Fouracre, Darren Fieldhouse.

May the continued award of the Rocket Ron Trophy go some way to reassuring its originator of the high esteem in which he was rightly held.

Nominations for 2005's award of the Rocket Ron Trophy are now invited. Nominations (with a brief reason given for the nomination) should be sent in confidence to Robin Campbell as Club Chairman. In consultation with the committee (excluding any individuals who may be nominated!) an outright winner will be picked from the nominations received. The Rocket Ron Trophy will be awarded at the AGM in March 2006.

*Harriet P (with thanks to Simon M for the history)*

## The low airtime bit



Nothing from Dinks this month – he is just too busy catching up with his reading!

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or email: [coglandman@hotmail.com](mailto:coglandman@hotmail.com)

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## Forthcoming Events

Wednesday 4<sup>th</sup> January 2006, Maypole Inn, Thurloxton, near Taunton – 8.00pm  
Aidan Toase talking about his experiences taking part in the 2005 Red Bull XAlps (the only UK entrant!)

Wednesday 1<sup>st</sup> February 2006, Maypole Inn, Thurloxton, near Taunton – 8.00pm  
Talk by Dave Snowden

Wednesday 1<sup>st</sup> March, Maypole Inn, Thurloxton, near Taunton – 8.00pm  
Annual General Meeting and presentation of trophies

Parachute repack – sometime in the winter – date tba.

Check the flyphone and/or email for details of the above two events but make sure that Jeff knows that you are interested – 01404 850489, mob – 07799 423156, email [jeff@hoer.freeserve.co.uk](mailto:jeff@hoer.freeserve.co.uk)



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!!!!!!

A list of what we've got to choose from is up on the website.

**Rob** email: [mac-man@blueyonder.co.uk](mailto:mac-man@blueyonder.co.uk)

## Club Contacts

Position	Name	Telephone	Mobile	e-mail
Chairman	Robin Campbell	01392 428152	0771 3651831	robin@rcampbell.vispa.com
Social Sec.	Harriet Pottinger	01823 601202	07811 567918	<a href="mailto:harrietp@onetel.com">harrietp@onetel.com</a>
Secretary/HG Safety	Patrick Peglar	01392 204253	07967 809783	ppeglar@eurobell.co.uk
Treasurer	Viv Fouracre	01823 490724	07966 230206	<a href="mailto:Vfouracre@aol.com">Vfouracre@aol.com</a>
Sites Officer	John Fielder	01275 343927	07970 629551	john@rocketprintman.co.uk
PG Safety	Andy Tew	01278 684671	07949 869721	andy@tewa.freeserve.co.uk
Hanglider XC Claims	Simon Murphy	01404 891685		fly@firebirduk.com
Paraglider XC Claims	Simon Murphy	01395 513043		fly@firebirduk.com
Training	Jeff Hoer	01404 850489	07799 423156	jeff@hoer.freeserve.co.uk
Airheads/Competitions	Phil Fouracre	01823 490724	07850 216464	<a href="mailto:phil4acre@aol.com">phil4acre@aol.com</a>
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
Librarian	Rob Dixie	01392 217666	07867 660502	<a href="mailto:mac-man@blueyonder.co.uk">mac-man@blueyonder.co.uk</a>
Condors Web Site <a href="http://www.dscondors.co.uk">www.dscondors.co.uk</a>				
Flyphone No. <b>07796 206551</b>				

## **Paragliding Safety Report**

With the increase in accidents over the last few months, I have extracted the main points relating to Accident Reporting from the BHPA Technical Manual. I have also included the relevant links to the information on the BHPA web site.

### **Reporting**

Almost anything that causes or could have caused injury or damage, or is simply unusual or inexplicable is considered reportable. Moreover, failure to submit a BHPA Incident Report Form promptly may jeopardise an instructor's legal standing and insurance cover in the event of a claim of negligence. But most importantly, the Incident Report could probably contribute to saving another pilot from injury.

#### **BHPA Reportable incidents are:**

1. Those involving injury, whether to participants or others.
2. Those involving damage to property, whether or not it is third party.
3. Those in which an insurance or legal claim might arise.
4. Those involving the use of non-standard hang gliding and paragliding procedures or training.
5. Those in which equipment has broken or failed to function, or has malfunctioned.
6. Anything that might highlight safety points or was unusual.
7. Those from which the sport may learn.

### **The BHPA Incident Report Form**

A BHPA Incident Report (IR) form (**see LINK**) must still be submitted even when a telephone report has been made, and the reporting timetable is important. The IR must be posted to the BHPA Office within 48 hours of the incident occurring.

### **Minor Accidents**

Ensure that an IR form has been completed and posted to arrive within 10 days

Available from – <http://www.bhpa.co.uk/members/forms/index.php>

#### **Airprox** (previously Airmiss)

All Airproxes are to be reported **IMMEDIATELY** to the Association's Airspace Officer who will advise and assist in submitting a formal report if necessary - a BHPA Incident Report should also be submitted.

- a) If involving aero models then no AIRPROX is to be filed but a BHPA Incident Report form is to be submitted - this will be copied by the BHPA Office to the BMFA and SMAE.

b) If involving a glider, microlight aircraft or powered aeroplane it should be reported by telephone immediately after landing to : i) the local Air Traffic Control Centre, and/or ii) West Drayton on 0800 515544

*If the identity of the conflicting aircraft is uncertain West Drayton can use radar tracing techniques if the report is made quickly,*

**Written reports, using the CAA Airprox Report Form (available from the BHPA office) should be sent to the Joint Airmiss Section within 7 days.**

Safety notices :- the following pages of the BHPA web site should be visited regularly to keep up to date with safety related data:-

<http://www.bhpa.co.uk/members/safety/advisory/index.php>

<http://www.bhpa.co.uk/members/safety/notices/index.php>

<http://www.bhpa.co.uk/members/safety/matters/index.php>

*Andy Tew*

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## New Member



This is Letitia, one of our new lady members, if you see her on the hill please help her – she is very nervous!

## Editorial

Not much to mention this month, always a quiet time of the year; maybe something to do with the weather. Writing this as the snow falls gently outside, more worryingly, the caravan is packed for an early start to St Ives!! How the hell did Jeff manage to con us into this? Ah well! may not be too bad, only rain and gales forecast – men or mice?

Back to reality; its not been a bad year, at least for some of us, with the bonus of Oz and Turkey. A shame it has been marred by a number of accidents, thankfully all the participants are all now recovering, or recovered. See Johns comments above, a salutary reminder to all of us, perhaps a New Years resolution – you can never be too careful.



*Winter flying at Charmouth – thanks to Dinks for the pic*

The year ended with the now obligatory Xmas Bash, thoroughly enjoyed by all those attending, many thanks again to Paul and all his staff – must book my space in the Jacuzzi for next year!!!

Lets hope for a good year in 2006: Paul H is off to Mexico early in the year, a group are off to Slovenia in May and another to Annecy in June. Closer to home there will no doubt be trips to Wales and other points north.

The AGM is coming up soon, so if you have any proposals for inclusion please submit them to Robin Campbell, in writing, we have one so far from Simon Murphy - “that the Condors membership should vote to empower the club Committee to offer, should it see fit, interest-free loans of up to £1000 to any member of the Condors who is prevented from working as a result of having had a flying accident.”

Wishing you all a Happy New Year

*Phil*

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## Membership

For those of you with standing orders, please amend them to £25 for the 2006 membership payment, then I do not have to chase you for the £5 underpayment!

Remember to notify me of any changes to your contact details, especially email, or you will find that you cannot access the website.

*Viv*



**Demo / Glide angle contest early 2006, watch this space!  
Ozone, Airwave, Gin, Up and Gradient and Nova**

**If you are interested in trying new wings please call...**

**Montenegro Holidays; April 2006.**

**[WWW.AIRTOPIA.COM](http://WWW.AIRTOPIA.COM)**

### **Second hand canopies**

*All canopies are serviced prior to sale, lines and sail and stitching are all checked. Prices reflect the age of design and the amount of life we believe is left in the wing. .*

UP Vision classic M	90-105kg	£295.00
Up trango 1 M	85-105kg	£500:00
Ozone Vulcan M	80-100kg	£500:00
Gradient Bliss L	95-120kg	£750:00

Call Robin tel 01453 827202

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