

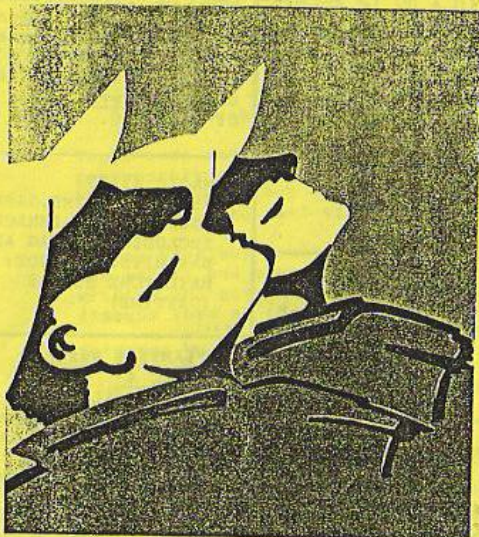
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AIRTIME



JAN 89



The Advertiser, Tuesday, December 13, 1988 13

Fish on pigeons

WEATHERMAN Michael Fish used to forecast the weather for pigeon races until he "lost a couple of thousand" pigeons in the Channel.

Michael, a n Eastbourne resident, let that little gem slip when he gave an illustrated talk on weather to more than 100 members of the Southern Hang Gliding Club at Broadbridge Heath Sports Centre.

The SHGC, which draws its members from all over Sussex, as well as the rest of the South East, is the largest in Europe. Its pilots have a keen interest in meteorology as hang-gliding is totally dependent on the vagaries of our climate.

Telling his audience he didn't "want any mention of last October's



hurricane", he added that it had brought him "fame and fortune" and a following in Russia where he was greeted

with a bottle of Champagne on a recent visit.

His comment that this was his first illustrated

lecture to a paying audience provoked much laughter when he added "I'm a bit of a virgin" at giving talks.

Michael is pictured with club members Anne Carrington-Smith left, organiser of the event, and Monique Ammann.

NOTE THE ABOVE ARTICLE WRITTEN BY PHILIP PASK A CLUB PILOT.

HAPPY XMAS AND A HAPPY NEW YEAR TO ALL CLUB MEMBERS. AND FOR THOSE THAT WERE NOT THERE AT THE CHRISTMAS DO. (WHICH TURNED OUT TO BE A WELL ATTENDED ENJOYABLE EVENING)

Dennis Munn
0895-39896

mid April

94 COWLEY Rd uxbridge
MIDDLESEX UB 82LX

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1988

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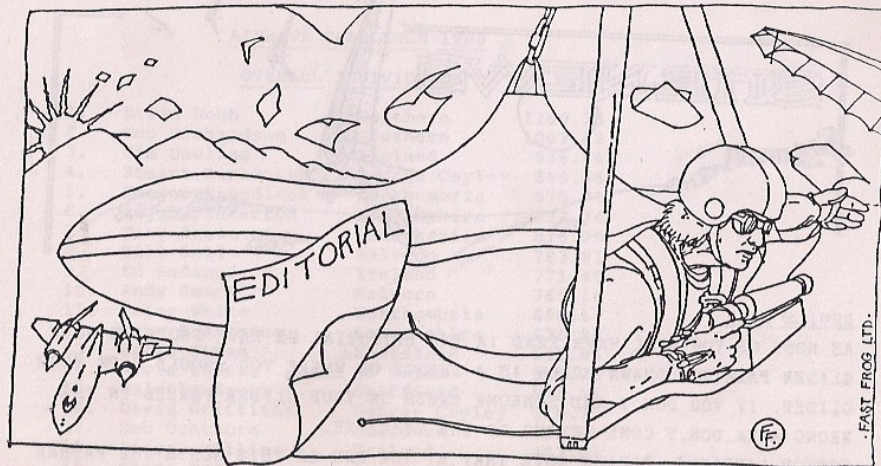
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H - (0243) 786111 W - (0243) 773457

PARAGLIDING REP

Brian Webb - 31 Highcliff Court, Rottingdean, East Sx. (0273) 34644



Two Saturdays in December were flyable at the Dyke, the 10th and the 17th. Both days highlighted serious problems which will only get worse unless sensible action is taken by everyone.

The first problem is the overcrowding of the paddock with parked gliders; there is enough space for all the gliders to park if they are sensibly laid down no more than two deep from the fence. This may mean walking a little way to find a space or you could always get someone to help you over the stile and park in front of the pub. So the real problem is lazy pilots!!

Indiscriminate parking of gliders dramatically reduces the size of the landing area and this is made worse if there are canopies hovering in front of the only remaining overshoot area! This problem was obvious on both these days, and on the 17th the inevitable accident occurred: A relatively inexperienced pilot (recently converted to a Magic) overshoot the landing area and found himself ground skimming towards a paraglider which had strayed too far to the right. An experienced pilot might have got away with it by careful turning, but this is not the point. Fortunately this pilot managed to stop the glider with a heavy landing, and hit his head quite hard on the keel...

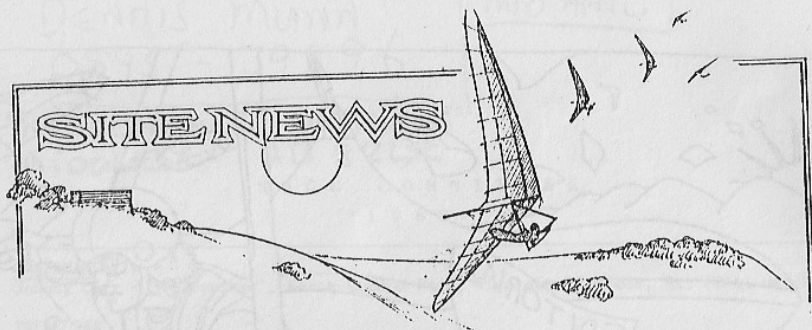
The incident will of course be played down by the paragliding school which was supervising the canopies that day. But a lot of people felt it was an accident that was waiting to happen, and if no action is taken by everyone now, it will happen again.

This is an issue that none of us can afford to ignore. Or do we need another fatality in order to get a responsible reaction??

Think about it.

Have a safe flying New Year, and I'll see you up there!

MF

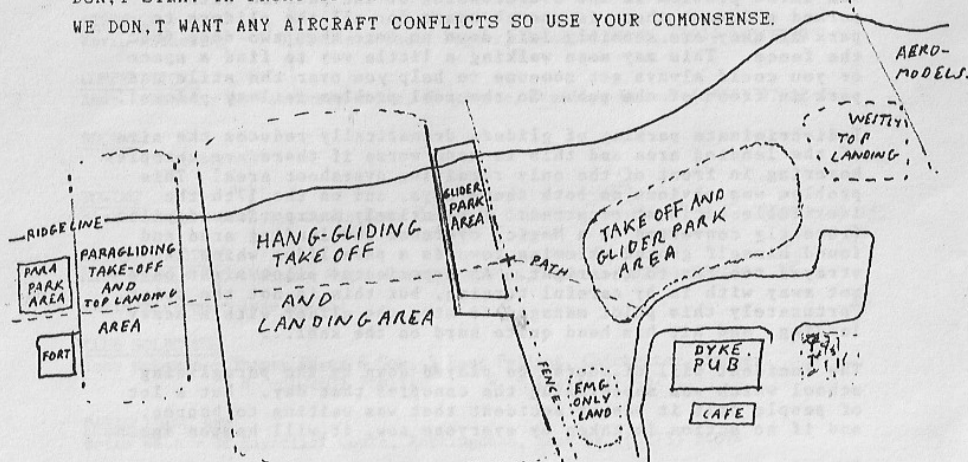


DEVILS DYKE

AS MOST OF YOU WILL HAVE READ IN THE EDITORIAL WE HAVE PROBLEMS WITH GLIDER PARKING. DRAWN BELOW IS A SKETCH OF WHERE YOU SHOULD PARK YOUR GLIDER. IF YOU DON'T AND SOMEONE LANDS ON YOUR GLIDER PARKED IN THE WRONG AREA, DON'T COME CRYING TO THE COMMITTEE.

BOTTOM LANDINGS, PLEASE NOTE THAT BY THE END OF THIS MONTH THE FARMER WILL BE PUTTING IN A CORN CROP. WHEN THIS IS IN YOU WILL NOT BE ALLOWED TO LAND IN THE BIG FIELDS IMMEDIATELY BELOW THE TAKE OFF AREAS.

NOTE ALSO PARAGLIDER PILOTS, THE AREA RESERVED FOR TAKE OFF AND TOP LANDING IS IMMEDIATELY IN FRONT OF THE OLD FORT. PLEASE USE THIS AREA AND DON'T STRAY IN FRONT OF THE HANG GLIDING TAKE OFF AND LANDING AREAS. WE DON'T WANT ANY AIRCRAFT CONFLICTS SO USE YOUR COMMON SENSE.



NOTE SOME OF YOU MAY HAVE LAST WINDSOCK WITH THE PAGES, NOT ONLY UPSIDEDOWN BUT IN DIFFERENT COLOURS!!!! WE APOLOJISE FOR THIS ERROR, WHICH WAS DUE MAINLY TO MY COPIER BREAKING DOWN, AND US HAVING TO GET WINDSOCK FINISHED IN A HURRY WITH SOMEONE ELSE'S COPIER. ALL HAS NOW BEEN RECTIFIED. CHRIS BARTRAM.

AIRWAVE CHALLENGE 1988

OVERALL INDIVIDUAL

1.	Brian Webb	Southern	1100.23
2.	Ron Richardson	Southern	1007.32
3.	Jim Dowling	Ireland	936.66
4.	Stuart Barkworth	George Cayley	895.65
5.	Gordon Proudlock	Northumbria	870.81
6.	Angus pinkerton	Lanarkshire	822.74
7.	Tony Brown	Lanarkshire	818.09
8.	Bill Bell	Malvern	783.81
9.	Ed Redmond	Ireland	771.48
10.	Andy Smart	Malvern	765.18
11.	Peter White	Northumbria	698.13
12.	Mike Armstrong	Lanarkshire	636.84
13.	Geoff Sykes	Sheffield	628.03
14.	Kevin Turner	SE Wales	592.06
15.	Malcolm Brown	Sheffield	576.16
16.	David Griffiths	George Cayley	519.72
17.	Bob Dunthorn	Aberdeen	481.09
18.	Liavan Mallin	Ireland	462.84
19.	Steve Brown	Lanarkshire	454.65
20.	Andy Strange	SE Wales	442.03
21.	Dave Bedding	SE Wales	432.72
22=	Stuart McCullough	SE Wales	418.22
22=	Clive Bridges	Northumbria	418.22
24.	Rob Sinclair	Southern	396.29
25.	Mick Morris	Malvern	389.99
26.	Jon Miller	Northumbria	372.48
27.	Mike Hogan	Aberdeen	366.18
28.	Pete Coates	Sheffield	356.86
29.	Jim Evason	Sheffield	312.96
30.	Sandy Argo	Aberdeen	305.53
31.	Alan Hyde	Malvern	298.09
32=	Brian Skelly	Ireland	253.77
32=	Andy Napolitan	Southern	253.77
32=	Bill Anderson	Aberdeen	253.77
32=	Philip Allen	George Cayley	253.77
36.	Louise Anderton	George Cayley	150.33



Cloudbase Airsports Limited, 19 Lockwood Crescent, Woodingdean, Brighton, East Sussex, BN2 6UH, Telephone 0273 303896.

GRAPEVINE

By Muck Raker

Rumour has it that Muckraker is running a bit short of decent material for Grapevine... I only ever seem to get stories about a certain Mr Hawk these days, so how about some wider ranging stuff??? All info, scandal, libel and Blackmail gratefully received and will be passed on to Muckraker in strictest confidence...

Rumour also has it that a certain league pilot has been seen soaring the Modellers Bowl... Tut, tut, tut... Being a chivalrous sort of chap, Mc Raker has agreed not to reveal her name...

Seen at the Dyke recently... a certain local CFI shooting his mouth off to a Council Official about the dangers of paragliding. Same CFI later enquiring about learning to fly one himself...

Congratulations to Hawk Napolitan on obtaining a grovelling place in the League... and also on passing his P3, and on winning the £500 1st prize in the P2 category of the Charrington Competition, having changed halfway through....

Bad luck to local loony pilot Dave Watts (sometimes rather unkindly referred to as the Mad Farmer) for being beaten at the last minute to the Wally of the year award at the SHGC annual Presentation...

Bad luck also to the clubs best dressed pilot Mr Craig "Bag Lady" Dolwin for being narrowly beaten as most improved newcomer... (What exactly is a bag lady?? -- Ed)

Tintin tells Muckraker that his colleague Mr Napolitan (who is responsible for all Guardian Readers having false info on how to turn a paraglider...) has been seen in some "seedy" dives in Brighton.... Well we don't really want to know that, but it will ensure that we get a story about Tintin next month in Grapevine..

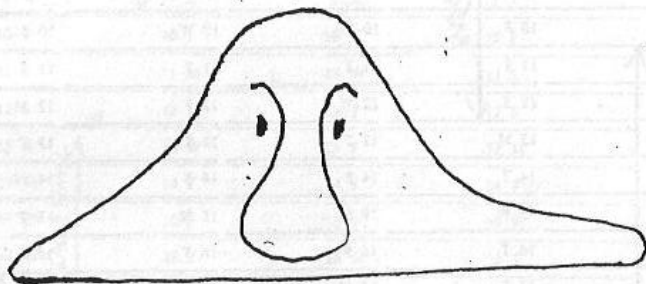
Rumour has it that Bob Dear of the Wessex Club has started his own version of Grapevine in his mag... He styles himself Viper Trail... (geddit?)

RETURN! OF..

BLOB

THE GREAT WHITE
KILLER THERMAL

Too Old for Any Royalties to
Bill Newton.
Tough luck & welcome back!



IT HAS COME TO MY ATTENTION THAT
THERE HAS BEEN POLITICAL INTERFERENCE
WITH THE WEATHER!

MY INFORMANT IS THE CHIEF SPY
HIMSELF (THE PRY MINISTER)

THE WHOLE THING STARTED WHEN
JOHNNY CARR FLEW UNDER A CLOUD
STREET - - -

CONT'D...

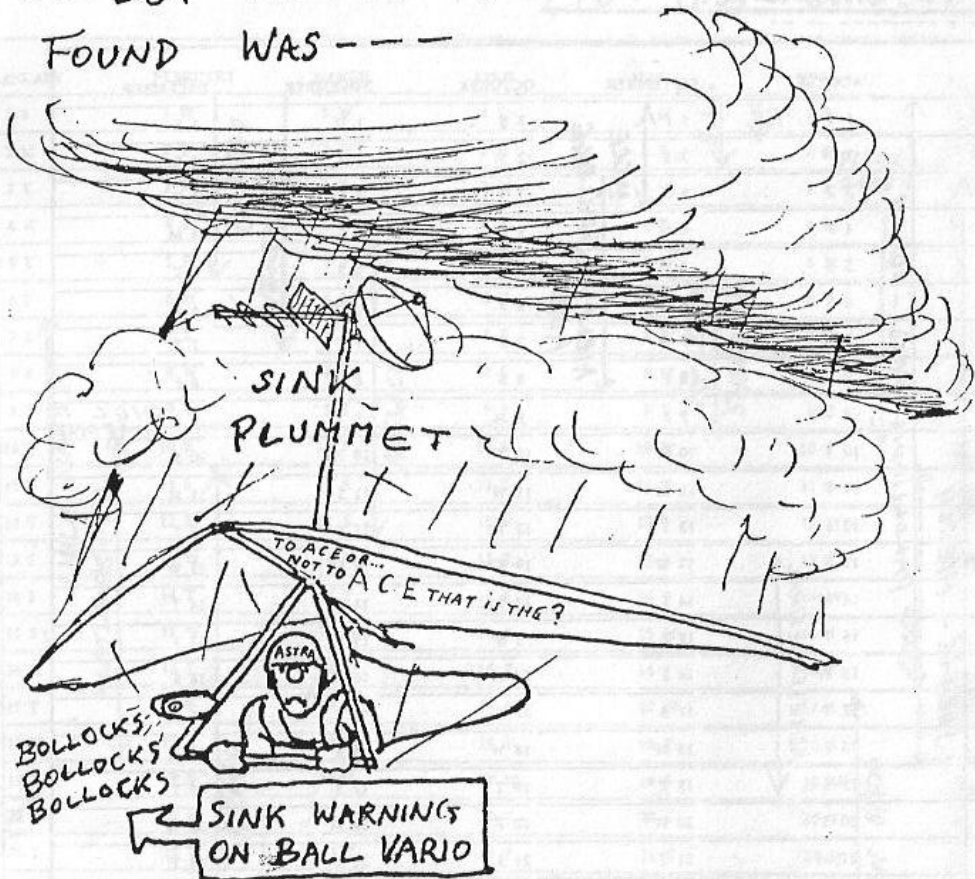
+ S.H.G.C.
1989 BHGA COMPETITIONS CALENDAR

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
1 S	1 W	1 W	1 S	1 M	1 T	1 S	1 T	1 F	1 S	1 W	1 F
2 M	2 T	2 T	2 S	2 T	2 F	2 S	2 W	2 S	2 M	2 T	2 S
3 T	3 F	3 F	3 M	3 W	3 S	3 M	3 T	3 S	3 T	3 F	3 S
4 W	4 S	4 S	4 T	4 T	4 S	4 T	4 F	4 M	4 W	4 S	4 M
5 T	5 S	5 S	5 W	5 F	5 M	5 W	5 S	5 T	5 T	5 S	5 T
6 F	6 M	6 M	6 T	6 S	6 T	6 T	6 S	6 W	6 F	6 M	6 W
7 S	7 T	7 T	7 F	7 S	7 W	7 F	7 M	7 W	7 S	7 T	7 T
8 S	8 W	8 W	8 S	8 M	8 T	8 S	8 T	8 F	8 S	8 W	8 F
9 M	9 T	9 T	9 S	9 T	9 F	9 S	9 W	9 S	9 M	9 T	9 S
10 T	10 F	10 F	10 M	10 W	10 S	10 M	10 T	10 S	10 T	10 F	10 S
11 W	11 S	11 S	11 T	11 T	11 S	11 T	11 F	11 M	11 W	11 S	11 M
12 T	12 S	12 S	12 W	12 F	12 M	12 W	12 S	12 T	12 T	12 S	12 T
13 F	13 M	13 M	13 T	13 S	13 T	13 T	13 S	13 W	13 F	13 M	13 W
14 S	14 T	14 T	14 F	14 S	14 W	14 F	14 M	14 T	14 S	14 T	14 T
15 S	15 W	15 W	15 S	15 M	15 T	15 S	15 T	15 F	15 S	15 W	15 F
16 M	16 T	16 T	16 S	16 T	16 F	16 S	16 W	16 S	16 M	16 T	16 S
17 T	17 F	17 F	17 M	17 W	17 S	17 M	17 T	17 S	17 T	17 F	17 S
18 W	18 S	18 S	18 T	18 T	18 S	18 T	18 F	18 M	18 W	18 S	18 M
19 T	19 S	19 S	19 W	19 F	19 M	19 W	19 S	19 T	19 T	19 S	19 T
20 F	20 M	20 M	20 T	20 S	20 T	20 T	20 S	20 W	20 F	20 M	20 W
21 S	21 T	21 T	21 F	21 S	21 W	21 F	21 M	21 T	21 S	21 T	21 T
22 S	22 W	22 W	22 S	22 M	22 T	22 S	22 T	22 F	22 S	22 W	22 F
23 M	23 T	23 T	23 S	23 T	23 F	23 S	23 W	23 S	23 M	23 T	23 S
24 T	24 F	24 F	24 M	24 W	24 S	24 M	24 T	24 S	24 T	24 F	24 S
25 W	25 S	25 S	25 T	25 T	25 S	25 T	25 F	25 M	25 W	25 S	25 M
26 T	26 S	26 S	26 W	26 F	26 M	26 W	26 S	26 T	26 T	26 S	26 T
27 F	27 M	27 M	27 T	27 S	27 T	27 T	27 S	27 W	27 F	27 M	27 W
28 S	28 T	28 T	28 F	28 S	28 W	28 F	28 M	28 T	28 S	28 T	28 T
29 S		29 W	29 S	29 T	29 T	29 S	29 T	29 F	29 S	29 W	29 F
30 M		30 T	30 S	30 T	30 F	30 S	30 W	30 S	30 M	30 T	30 S
31 T		31 F		31 W		31 W	31 T		31 T		31 S

BH = BANK HOLIDAY

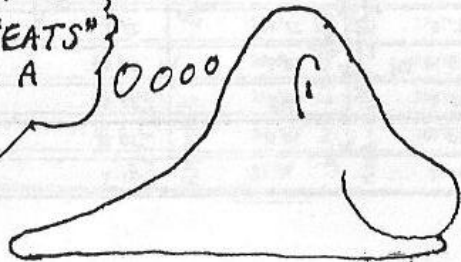
1000 TW03

--- BUT INSTEAD OF LIFT ALL HE
FOUND WAS ---



--- 10 DOWN IN STREET

WOULD SOMEONE WHO "EATS"
MICHAEL CARNET BE A
CARNETVORE?!!



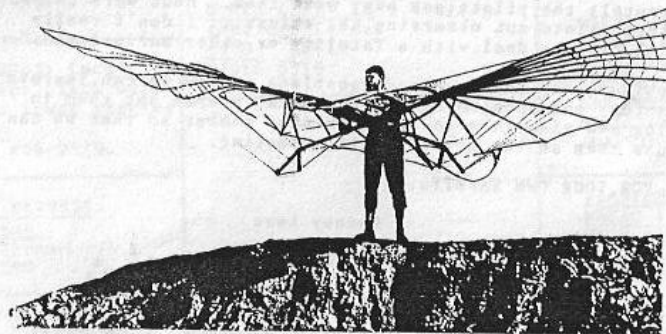
Paul Rankin
165 Balcombe Rd.
Horley, Surrey

18th December 1988

Spotted in a trade mag on CAD systems

A safety reminder for windsock?

Paul



This is no time to test for faults.

P.S. How about an editorial on the paddock problems
at the Dyke: parked gliders all over the field
to avoid cowpats, paragliders in the way of landing
overshoots etc...
Is there enough room for another 40 wings at the
weekends?

Safety

SATURDAY 10 DECEMBER 1988

As was obvious to those present that day, we have problems at the Dyke with the combination of different types of flying. The only group of people I saw observing the site rules were the modellers!!

First and foremost would all pilots please observe the Site Rules. If you don't know them then read the notice board.

1. The landing area is in the paddock ONLY and parking in this area is restricted to TWO rows close to the fence. (not 4-6 rows)..
2. Paragliders should keep to an area in front of the fort and not wander halfway across the paddock whilst flying at ridge height.
3. The Modellers Bowl may be crossed at 250 feet and above but not soared as I saw four club members doing. I had my ear bashed by the modellers and rightly so. Council notices make this clear and the site rules are on the notice board.

There were several potentially nasty incidents that day, and fortunately the pilots got away with them. Most were caused by other pilots not observing the rules... I don't really want to have to deal with a fatality or other serious accident!!

If you have any reasonable suggestions on how we can improve the safety and management of this site, please put them in writing and give them to any Committee member so that we can discuss them at the next Committee meeting.

IT'S FOR YOUR OWN SAFETY...

Rodney Lees

(SHGC Safety Officer)

PS ERIC WRIGHT.... I still haven't had your accident report (Steining Bowl: 22 October) !!!

Behind the rainbow

By Dick File,
London Weather Centre

RAINBOWS are often regarded as a sign that better weather is on the way — though that is not always the case.

The basic requirements for a rainbow are simultaneous sunshine and falling rain. But the geometry also has to be correct, with the sun roughly behind the observer and the rain in front.

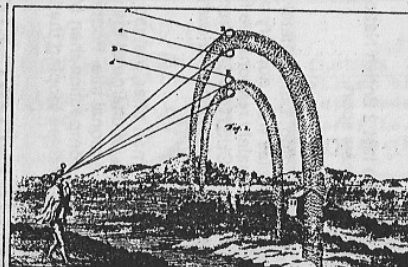
Light from the sun is bent (refracted) as it enters the raindrops, is reflected from the back of the drops like a mirror and bent again as it comes out towards the observer.

The "white" light of the sun is made up of different colours and as they enter and leave the raindrops, these different colours are bent by varying amounts and thus split into the familiar semicircle of colours, with red on the outside and violet on the inside.

Even more complex optics can be used to explain a secondary rainbow which is sometimes faintly visible outside the first, and has the colour order reversed.

Sometimes a waterfall will produce enough spray to create a rainbow on a sunny day.

What can we deduce about the weather when we see a rainbow? Probably it's a showery day with



Studying the geometry of a double rainbow: a scientific engraving from the mid-18th century

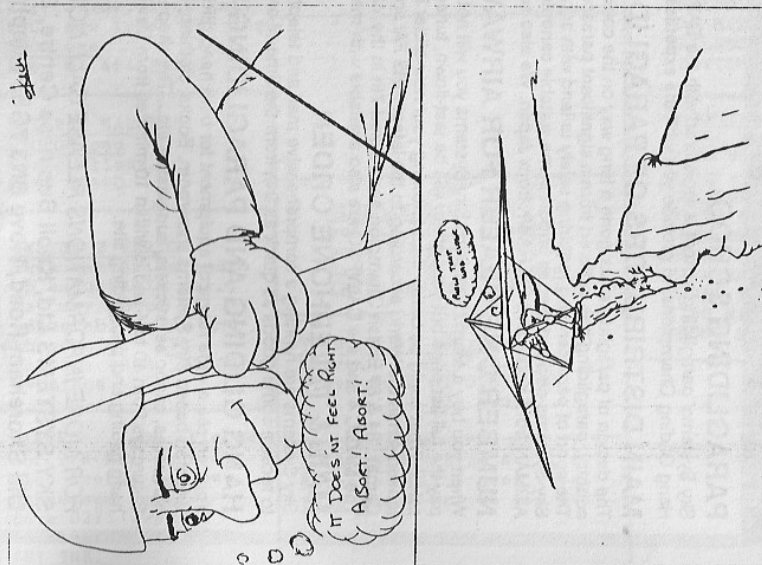
cumulonimbus clouds forming the rain shower, and areas of clear sky for the sun to shine through. In Britain such conditions are often associated with westerly air-streams, and this tells us something about whether the shower is approaching or has already passed over.

If it is morning with the sun in the east, then the observer will be looking westwards and the shower is approaching. This suggests that, with showers already active so early, a changeable day may be in prospect.

If it is late afternoon or evening (the more common case) then the shower causing the rainbow has passed over and any further showers could die out as the convection effects of the sun's heat decline.

As a result, some observers have been tempted to adapt the old "red sky" weather saying: "Rainbow in the morning, shepherd's warning, rainbow towards the night, shepherd's delight".

Like so many other attempts at do-it-yourself forecasting, it has a little truth, but is far from totally reliable.



From:
'WESSEX AIRMAIL'

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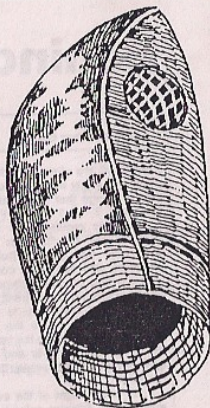
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Spanish Joe
0732 357413 home
0732 359128 work

HELP!!! Pilot stranded in Purley with no means of transport. Anyone willing to share transport and fuel costs.
Contact Steve
01 660 2160.

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