

SKY SYSTEMS' THERMALLING & S.I.V. TRIP - FRANCE 1992

August 8 - 15

IN ASSOCIATION WITH "SKI VOLAIR INTERNATIONAL", SKY SYSTEMS ARE PLEASED TO ANNOUNCE THEIR SUMMER TRIP FOR 1992.

Based in a luxury chalet situated in the foothills of the Vanoise National Park at Peisey Nancroix, an area noted for its outstanding natural beauty.

The beautiful 80-year old chalet will be the base for your fully-catered holiday. Breakfast and a 3-course evening meal with unlimited wine and tasty local dishes are all included. All rooms are spacious, with individual wash areas. There is a large games room with table tennis and other games, and a sun terrace where you can relax and enjoy the beautiful ambiance. There is even facilities for repacking those reserves! The traditional Savoyarde village is a 2-minute walk away. The trip is designed for Club-level fliers to perfect their thermalling technique, and to practice S I V (emergency) procedures under guidance and over the beautiful lake at Annecy.

Your Course:

Saturday 8th:	Arrive at the chalet, then go flying if not too tired!
Sunday 9th:	Introduction to Alpine Flying <ol style="list-style-type: none">1. Lecture2. Practical3. Landing by the Chalet for debriefing and a slap-up barbecue!
Monday/Tuesday 10th/11th:	Simulation D'Incident en Vol (Emergency Manoeuvres) Lake Annecy, taking off at Col de Forclaz. With video filming for later analysis
Wednesday/Thursday 12th/13th:	Alpine Thermalling <ol style="list-style-type: none">1. Lecture2. Practical3. Debriefing
Friday 14th:	Cross-Country Clinic <ol style="list-style-type: none">1. Lecture2. Practical3. Debriefing
Saturday 15th:	Transfers



Note. In case of adverse weather, we can offer climbing, canyoning, rafting, canoeing, walking, golf, horse riding and mountain biking.

The Price:

The course costs £395, which includes your stay at the luxury base chalet, transfers to and from sites, retrieves, coaching by professional BAPC instructors, and full back up for the over water manoeuvres - in fact everything except your travel to and from France.

In addition, we require £12.50 holiday insurance, which covers you in case of cancellation or if you are unable to attend.

Please call Sky Systems for a booking form: Brighton (0273) 857700



APRIL/MAY 92

THE CLUB NEEDS...



YOU!

To Renew Your MEMBERSHIP

THE SOUTHERN HANG GLIDING CLUB

P.O.Box 36, Burgess Hill, West Sussex, RH15 9YD
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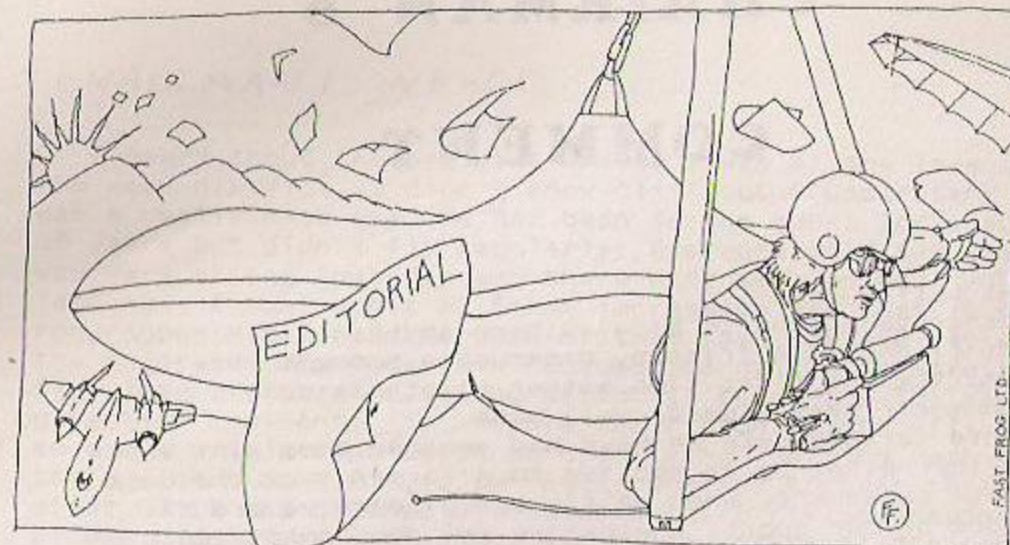
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ADVERTISING RATES.

Number of issues	1	3	6	12
1/4 page	£7	£13	£24	£42
1/2 page	£12	£21	£37	£65
1 page	£21	£37	£66	£105
back cover	£31	£48	£75	£125

Small Ads. are free to members, £2 for non-members, and are placed for three months.



WELL ANOTHER BUMPER ISSUE OF WINDSOCK IT SEEMS THAT JUST WHEN WE ARE GOING TO PRESS ANOTHER VITALLY IMPORTANT ARTICLE COMES IN . STILL THE IMPORTANT THING IS THAT WE HAVE THE GOOD INTEREST AND ENTHUSIASM . STEVE HAS GIVEN ME DETAILS OF THE PERSON TO COMPLAIN TO ABOUT THE INDEPENDENT NEWS WEATHER REPORTS . YOU KNOW THE ONES THAT DO NOT HAVE ANY GOOD ISOBAR CHARTS ON THEM . SEND IN YOUR LETTERS OF COMPLAINT TO...

JOHN CHARLESWORTH
 I.W.P.
 1st FLOOR
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 CAMBDEN LOCK
 LONDON NW1 7EP

NOTE THAT A CAMERA WAS FOUND AT FIRLE LAST WEEKEND . PLEASE CONTACT CHRIS MORLEY ON... 0273 588578 IF YOU LOST YOURS .

NEWS .. WE HAVE HAD A FATAL ACCIDENT AT FIRLE LAST WEEKEND . DETAILS OF THE INCIDENT ARE STILL BEING FULLY INVESTIGATED BY MICHELLE CARNET . IT WOULD APPEAR THAT A HANG GLIDER PILOT TOOK OFF IN STRONG WINDS AT FIRLE AND SHORTLY AFTER WAS SEEN TO CRASH BACK INTO THE HILL . A FULL REPORT WILL BE MADE AND PUT IN THE NEXT WINDSOCK .

PLEASE NOTE THE BROWN AREA OF BOTTOM LANDING AT THE DYKE .

SOME REPORTS ARE COMING IN RE OUR WEATHER STATION HOW IT SEEMS TO UNDER ESTIMATE THE WINDSPEED . IF YOU HAVE ANY QUERIES OR COMPLAINTS ABOUT THE WHEATHER STATION THEN PLEASE CONTACT THE MANUFACTURER JOHN CHARLTON ON 0342 716006

CHAIRMAN'S

COMMENT

CHAIRMAN'S LETTER

Well congratulations to Nigel Gibson and Rin Tim King on a brilliant flight to Alfriston, mmmmmumble mmmmmumble. I understand its the first time either pilot has done a big flight on their paragliders, well done.

On a more serious note we have had another complaint about a hang glider pilot being abusive to a farmer over the back of Truleigh somewhere. when we fly our gliders we are all ambassadors of our sport. whether we are good ambassadors or not is up to us. Let me give you an example, at a recent towing meet at the top of the Dyke a hang glider pilot coming in to land shouted down at the top of his voice GET OUT OF THE WAY. Surly the same result would have been acheived if the pilot had still shouted at the top of his voice EXCUSE ME MIND YOUR BACKS PLEASE. The difference is the family concerned, and everyone else listening would have gone home thinking what a nice bunch of guys we are, instead they probably went home thinking what a bunch of gits we are. It only takes a little thought. Another classic is the guy that is so impatient to back get to the top of the hill, can't wait until the oncoming cars have gone before overtaking a couple of pedestrians at the bottom of the Dyke who were walking side by side. He attempts to pass and catches the wifes arm with his wing mirror. This action could have lost us the Dyke as it was Mr and Mrs Lee, who own the fields at the bottom of the Dyke. I was the one that had to sort the mess out after a thoughtless action. Once again think before you act, don't give your sport a bad name.

Fly high fly safe

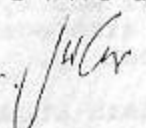
Johnny Carr

CHAIRMAN'S NEWS

I heard about the accident whilst I was at the league in the peak district. I didn't know Cliff but I understand he was a really nice guy. He had been in the sport for a number of years but didn't fly regularly. Everyone said the wind was very strong that day and there were several bad landings. I must admit my first impression was that it was a red ribbon pilot because some of them take off and fly when the experienced pilots land because its no longer safe to fly. The committee is taking action to prevent a lot more potential accidents, in future red ribbon pilots will have to check with a club coach before flying. Getting back to the accident at Firle, I am really shocked to hear that after Cliff had crashed pilots were still flying. Maybe pilots didn't see it happen, excusable. Maybe pilots were having trouble landing and were delayed a little because of the strong winds, excusable. When an ambulance drives across the top of the ridge and pilots are still flying I find it difficult to find an excuse for them, but there may be one. What I find unforgivable is when a helicopter lands on the top of the ridge and is delayed in taking off with a critically injured pilot on board because some pilots are too bloody selfish for air time or too bloody stupid. I don't know which.

Whoever you are I hope you can live with your actions because I am pretty bloody angry about it. The medic on duty stated afterwards that a few minutes delay could make the difference between life and death. Thank God it probably didn't in this case. There will be a sheet sent to all members to put in the front of your site guide explaining what to do in the case of an emergency.

In closing I would like on behalf of the SHGC to offer my sincere condolences to Cliff's wife and family during this very sad time.

Johnny Carr 

WILL ANY PILOTS WHO SAW THE ACCIDENT PLEASE PROVIDE A REPORT FOR M CARNET . WOULD ALSO LIKE TO HEAR FROM ANY BODY PRESENT ON THE DAY WITH AN ASSESMENT OF CONDITIONS .

SATURDAY NIGHT VIDEO NIGHT

11 th JULY 7 TO 11 pm

AT DEVILS DYKE FUNCTION ROOM

WILL BE HOLDING VIDEO COMPETITION AT THE END OF THE YEAR

CROSS COUNTRY XC LECTURE

ALL THE BEST PILOTS WILL BE THERE, LEARN FROM THEM
AT DEVILS DYKE 18 th JULY 7 TO 11 pm

DOES ANYBODY OUT THERE KNOW THE COUNTRY CODE ?

VERY FEW IT SEEMS. WE HAVE HAD MORE COMPLAINTS FROM FARMERS AND HORSE RIDERS ETC THAT CANOPIES INFLATED NEXT TO A HORSE AND GATES LEFT OPEN , PILOTS CLIMBING OVER FENCES
PLEASE TAKE CARE WE CAN SO EASILY LOSE SITES BECAUSE OF THIS

MUCKRAKER

Visitors to the bookshops will be unsurprised to find a new book called "101 Things To Do While Waiting For Tim Rothwell To Retrieve You". Full of interesting projects like building full size models of the Eiffel Tower from matchsticks, or doing a Phd thesis on existentialism. A must for all XC pilots....

Dave "Postman Pat" Williamson whilst adjusting his VB very intently to the exclusion of all else was surprised to be told by a pilot sharing same the thermal "Never mind the VB you c**t, look where you're going!"

Colin "It's not as good as it used to be" Jobey has announced his "flounce flounce" retirement from the hang gliding scene. As usual his timing is immaculate, having just bought a new Santana. He's probably unable to cope with its' "Phenomenal glide". £1850 for a mean machine, low airtimers queue here.

The "waft waft" school of top landing graduates more pupils. These include Andy "A Kiss can fly slower than a Harrier" Keyte and "Mr Keen". Very surprising seeing as it was strong enough earlier for a Magic 3 to fly backwards and only Tim's students were flying.

Tony "Wild Boy" Luchessi watches in outrage as one of his gliders is flown XC by Steve "Blagger" Cook and the other is delivered to the bottom landing field by Paul "What Fence???" Rankin. Another epic day wasted.....

Mr Keen's glider barely restrained from blowing away while he has his back turned describing his "next hot ship" to assembled pilots. Next isn't the word surely, when your present glider is a Vision???

Cloudbase on Sat 2/5/92 was 4,000ft above sea level at the Dyke. Who was seen in airspace???. The usual round of drinks to the person grassing them up.

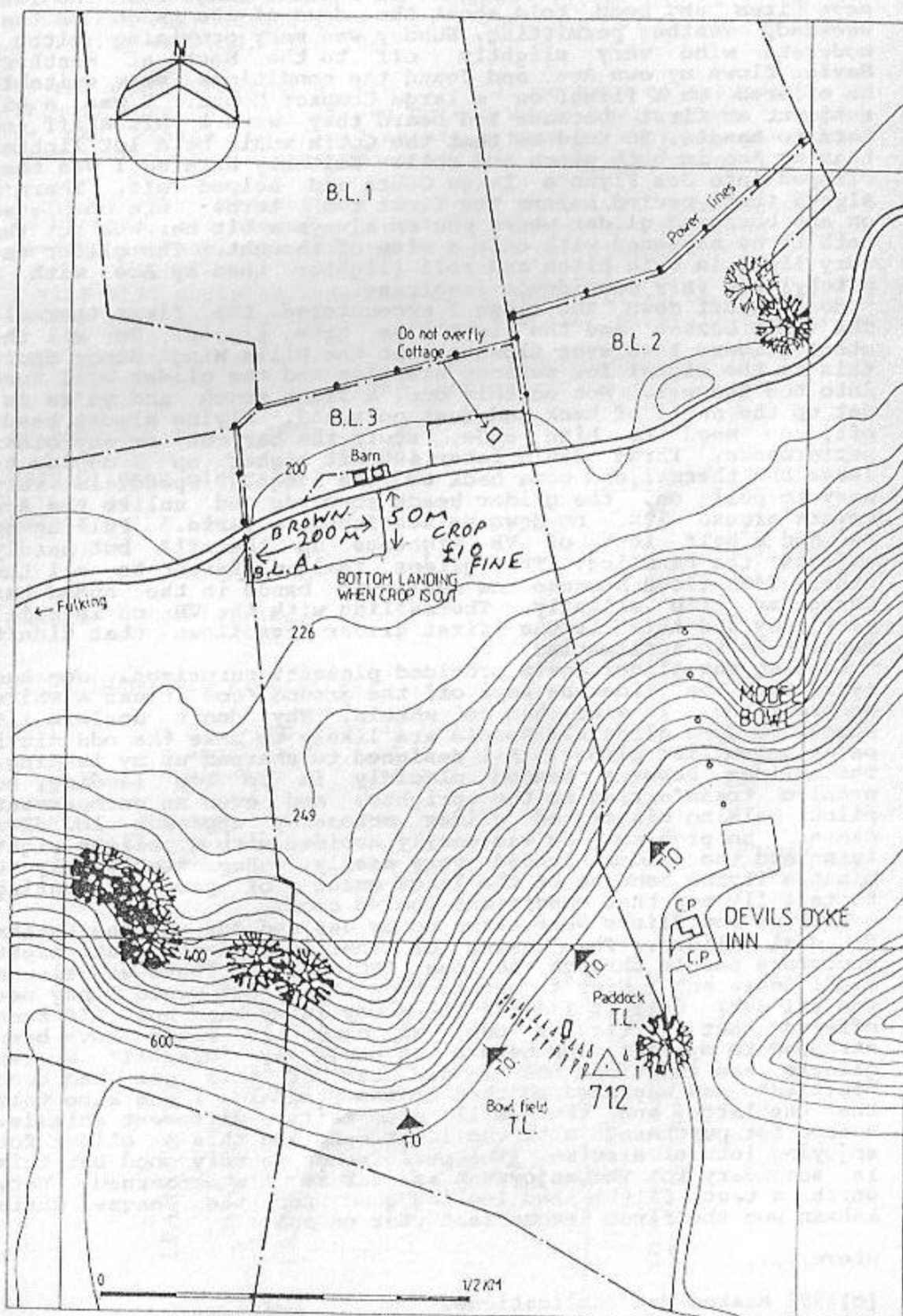
Daphne "The Bat" Freedman attempts a tree landing at the rear of the paddock, having wafted down from 300ft. She misses all the trees and manages to land smack in the middle of the clump, with only two broken uprights to show for it.....

It has been alleged that in a straight glide from cloudbase, an UP TRX landed 800 yards short of a Santana and a K4. Usual drink for details!!!!

Dave Keepax?? Who's he? Does he still fly??

Flyers at the Dyke were surprised to find that Ray Sedgewick had returned to the scene, and was flying a glider he actually owns. Shame the same can't be said about Golly....

Oh dear me, it appears that John Charlton has offended Brian Milton in some way, judging from the roasting he received in Skywings. The article was opposite a picture of Steve "Upright Trophy" Jacuzzi's tow release. Brown trousers all round.....



TEST FLIGHT: LA MOUETTE COBRA

Easter weekend, and a trip to South East Wales. I'd already spoken to Joe Binns about the new La Mouette range for the last news item and been told about the demo of the range on that weekend, weather permitting. Sunday was very promising with a moderate wind very slightly off to the North at Merthyr. Having flown my own Ace and found the conditions very suitable he offered me a flight on a large Compact Cobra. I was a bit reticent at first because I'd heard they were a bit stiff and hard to handle. He told me that the Cobra would be a lot lighter than my Ace in both pitch and roll. Suitably briefed I was then clipped into Jes Flynn's large Cobra and helped off. There's always that period before the first two turns are completed on any borrowed glider where you're always a bit nervous but the both turns happened with only a wisp of thought. The glider was very light in both pitch and roll (lighter than my Ace with a pitchy) and very confidence inspiring.

Heading off down the ridge I encountered the first thermal. The vario buzzes and the right wing gets tipped. On all the other gliders I've ever flown except the Wills Wing Super Sport this is the signal for serious exertion and the glider will turn into the thermal. Not so this one. A light touch and we're in. Set up the angle of bank and just go round. Flying almost hands off, no need to high side, stuff the bar out or any other performance. Three 360's later 400 ft higher up I decide to leave the thermal and come back to the ridge. Speed is very easy to pull on, the glider heads forwards and unlike the Ace covers ground with no down noises from the vario. Pulling on two and a half feet of VB tightens up the sail but hardly affects the handling. The glider feels different to all the others I've flown because the shallower bends in the speed bar change my grip slightly. Thermalling with the VB on is still very easy and this is the first glider I've flown that didn't require me to acclimatise.

Landing the glider again provided pleasant surprises. Joe had asked that the glider be kept off the ground 'cos it has a white undersurface. It also had no wheels. Why don't dealers fit wheels to demo gliders?? People are likely to make the odd fluff on an unfamiliar glider. All designed to sharpen up my landing. The glider however headed placidly in to top landing, no problem transferring to the uprights, and even an unobservant pilot walking his rigged glider across my approach low down caused no problem. He was easily avoided with a slight right turn and the glider landed very easily. Regrettably only 20 minutes flying because of the large queue of people wanting to test fly now that conditions looked good.

Lots of non fliers were taken up by Jes and Joe on the Sphinx B1 dual glider. The taster of soaring flight that might encourage people through the long CPC course. There was also a small Cobra but I didn't get to try that. But would I buy one you all ask? Well if I'd had the money in my hand and I'd been offered that particular one, ex demo, it would have been strapped to my roof rack before you could say "crash!!" No two gliders are identical but I did ask if this one had been "fettled" and was assured that it was standard. I was also told that the large and the small are fairly different animals. Reason for purchase? With the light handling this a glider for enjoying lots of airtime. The performance is very good but this is secondary to the enjoyment as far as I'm concerned. Very worth a test flight and looking good for the league. Chris Ashman won the first league last year on one.

Steve.....

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HOME COMPETITIONS

This year's duel with the Thames Valley Club will be on 11th/12th July unless it's crap, when it will be on the following weekend, 18th/19th.

If the wind direction allows, it will be held on their sites. If not, then on ours. If we do end up on their sites, I hope we can manage to field as big a team as they brought with them last year. Please phone and put your name down.

A three way competition between ourselves and Dover & Folkestone and Wessex Clubs is scheduled for the first weekend in June, and will be flown on our sites.

I will also organise some impromptu competitions on our sites on any good days during the year. See the Marshall's Board at the Dyke, or ask me on the hill.

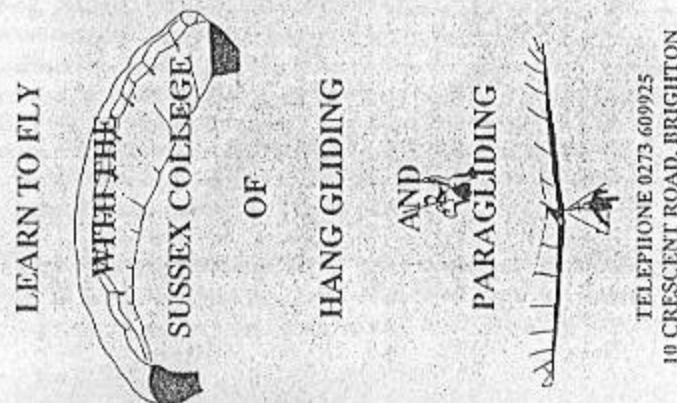
Tony Lucchesi

XC LEAGUES

Hang Gliding (in miles)				Total	
Martini	A Lucchesi	13.0	5.25	18.25	K2
	S Cook	13.0		13.0	Santana
	D Williamson	6.3		6.3	M4
Sussex	D Williamson	6.3		6.3	M4
	A Lucchesi	5.25		5.25	K2

Paraqliding (in kilometres)

Martini	M Millwood	46.0	5.0	51.0	Apex MR
	M Begg	5.3		5.3	Flash
	E Bilous	5.0		5.0	Edel ZX
Sussex	M Begg	5.3		5.3	Flash
	M Millwood	5.0		5.0	Apex MR
	E Bilous	5.0		5.0	Edel ZX



The Dyke weather station.

This consists of an anemometer and wind vane supplying digital information to a BBC computer.

The program is on disc and loads and runs automatically when the computer is switched on. This enables the system to be on a time switch.

When the system is telephoned the computer drives a speech synthesiser.

The computer takes readings of wind direction and strength alternately at approximately 45 second intervals and computes averages over 5 minutes.

This information is stored for half an hour such that information is supplied in the following format:

```
HELLO
WIND SPEED ----- MILES PER HOUR
(i.e. the wind during the preceding 5 minutes)
GUSTING ----- MPH TO ----- MPH
(i.e. the variation during 5 minutes)
WIND DIRECTION ----- DEGREES
(the average over 5 minutes)
VARIABLE ----- DEGREES TO ----- DEGREES
(the range of directions over 5 minutes)
REPEAT
```

The above repeated
HALF AN HOUR AGO

The same format for a 5 minute interval half an hour previously. This enables the user to observe any trend.

The voice is very robotic but experience has shown that after tuning ones ear to it understanding is quite easy. I have had many comments recently on how much the voice has improved. It hasn't. It is exactly the same but people have got used to it.

The direction indicator measures to the nearest 12 degrees and the average is rounded by the software to the nearest 10 degrees.

Note that direction is given using the 360 degree compass. A wind direction from 10 degrees N of W for example would be given as "WIND DIRECTION TWO EIGHT ZERO DEGREES"

A speed of 23mph for example would be given as "TWO THREE MPH"

If both anemometer and wind vane are stationary the computer gives "WIND CALM REPEAT WIND CALM"

In steady conditions you may also hear "DIRECTION CONSTANT" and "SPEED CONSTANT"

If the anemometer is stationary but the wind vane moving slightly the direction is given followed by "WIND SPEED LESS THAN 5 MPH"

The anemometer and wind vane are hand made and both use slotted optical switches. At the Dyke it is on a 16 foot pole on a chimney in the centre of the roof which takes it about 5 foot clear of the highest point on the building. Rotor only becomes a problem here with speeds of 30mph or more at which point it doesn't matter.

To listen to the system phone 0273 857002 between 5-30am and 9-0pm.

I suggest that you keep the written format in front of you when listening for the first time.

The wind at the Dyke can give useful information on the wind elsewhere on the downs with experience. For example the wind at Firle is usually about 2-3mph more and 5-10degrees more easterly.

Site News

N.Gibson - 7-5-92

At the a recent committee meeting (6-5-92) a number of complaints were brought up concerning the conduct of pilots, particularly at the Dyke at weekends.

Firstly the problem of low air time, paragliding Club Pilots flying in crowded conditions and not applying their Air Law correctly. If you are still flying on a red streamer (Hang Gliders or Paragliders) then you should not be flying during the normal sessions at the Dyke when it's crowded, unless you're ABSOLUTELY confident that you know your Air Law and are applying it correctly at all times. Wait for Happy Hour if your not sure. Happy Hour is for Low Air time Pilots Only, and if your flying during this period, you should not be flying during the normal sessions, that just defeats the whole object of having a Happy Hour. One committee member's proposed solution (not me I hasten to add) to this problem, was to make the required paraglider qualification Pilot Level Only (XCPC equivalent) at the Dyke. Fortunately this isn't going to happen just yet, but please take note, you've been warned.

I have received a number of complaints about paraglider pilots swooping low to the ground, back and forwards in front of take off areas, particularly the area in front of the Pub at the Dyke. This aerial ballet is all very impressive until you happen to be one of the poor buggers waiting to take off. The fact that there are no canopies up, doesn't mean people do not want to take off. No one in their right mind is going to put a canopy up because your wing tip vortices are just going to knock it down again. I've seen a number of Hang Glider and Paraglider pilots waiting to take off while all this is going on. They have to patiently wait for the miscreant to either get bored with it, or hit the ground (at this stage I'm sure most would prefer the latter!). The practice is downright inconsiderate, please think of others in future.

The farmer who owns the field at the bottom of the Dyke attended our committee meeting the other night. Amongst other things (some distinctly to our benefit) he mentioned that although he has been fairly lax about crop landings to date, the crop was now at a stage where landings are doing damage, so he wants fines paid. He particularly mentioned Wednesday the 29th April, when 3 paragliders and 2 Hang Gliders were seen crop landing. I am aware of the identity of two of the paraglider pilots and one of the Hang Glider pilots and would appreciate all of you paying up, preferably without having to be asked first in future. The agreed landing area is obvious since it is the only bit of the field which does not have crop in it. By the way, please don't land in this area and then carry onto the crop to fold-up/de-rig, it kind of defeats the object doesn't it!

If you make a landing away from any of our sites, particularly in the Dyke area, then please do your utmost to cause the minimum disruption. If you are approached by landowners claiming that you have caused damage, then politely tell them that you are insured against any third party claims, by either the BHGA or BAPC, and that they should therefore take the matter up with your insurers, who you are sure will meet any reasonable claims. Provide them freely with your name and address and details of your association. DON'T UNDER ANY CIRCUMSTANCES BECOME ABUSIVE. It costs little to be polite, even when faced with a raving irate farmer or horse rider. Subsequently trying to repair the damage caused, following an outburst from one of our members, is a lot more difficult than it is for you to keep your mouths shut in the first place. A single outlandish incident near Truleigh has recently escalated into letters being exchanged between Fulking and Poynings Parish Councils with a view to seriously curtailing our activities at the Dyke. Please follow the Country Code.

Despite all the warnings about Spring flying conditions in Skywings, there still appears to be a large proportion of you, particularly lower air time paraglider pilots, who

think you're totally bomb-proof in these conditions. At the Dyke a few days ago, I watched two pilots get dragged across the top into the car park, and suggested that perhaps conditions were a bit too strong for them (I was measuring gusts in excess of 25 mph at the time, and wouldn't fly). One of these pilots subsequently took off and was flying around for quite a while, with virtually no brake on the canopy, before the inevitable happened and he was blown over the back. He was incredibly lucky not to hurt himself very seriously. If you find yourself flying with little or no brake on your canopy you must realise at that stage that you're potentially in deep trouble. It only takes a further small increase in wind speed to send you on your way over the back, and there will be absolutely nothing you can do about it (big ears only increases your sink rate, not your horizontal air speed). Also while you have little or no brake applied to your canopy, you are a great deal more vulnerable to collapses, just at the stage when the air will be more turbulent because of the increasing wind speed. If you recognize these conditions while flying it's time to make good your escape, if it's not already too late. A bottom landing is usually the safest option in these circumstances. It's far better not to be up there at all! Before taking off during the Spring (thermic conditions) you should keep a close watch on the wind speed for at least 30 minutes to ensure you have detected the peak gust strength of any thermal cycles (roughly 20 minute intervals). If during this period you have not detected a gust faster than you are happy to cope with, and the difference between maximum and minimum wind speeds is not too great (less than 10 mph for lower air time pilots) then maybe it's OK to fly, otherwise forget it. Watch what more experienced pilots are doing, if they are not flying you can bet that there is a good reason for it. For some reason or other most pilots seem to go through a gale dangling stage during their development, I know I was no exception. As a result, I was dragged through a Barbed Wire Fence at 30 mph once myself, and I'm sure it's not a delight the rest of you would particularly want to experience. From the above it should be obvious that an anemometer is an essential piece of equipment for any pilot contemplating Spring flying, differing air temperatures make it very difficult to accurately judge wind speed at this time of year.

Car thefts and break-ins seem to be on the increase in our area again. Reports from Steyning and Newhaven (Fort Car Park, my own car) have been received, so watch out. As pilots we must be a fairly vulnerable group since we leave our cars, often out of sight, for long periods of time in rather out of the way places. Car Alarms would be a good idea for all of us. If anyone has any ideas about who is behind any of these break-ins, I would be only too happy to deal with the matter myself.

As most of you will be aware the SHGC is now registered as a BAPC member club, as from the 1st April 1992. At the AGM you were told that our new Club Number was 201. Unfortunately due to an error on the part of the BAPC Office this is not correct, and I have subsequently been informed that we are CLUB NUMBER 202. At the moment our records with the BAPC show us as having one member only (guess who?), so as soon as paragliding members get chance, we would appreciate them transferring their club affiliation to the SHGC. We will not have a great deal of influence with the BAPC until this happens, and it would also be nice if the competition results of our members were attributed to the SHGC in future.

My First Respectable XC. Nigel Gibson 29-4-92.

As always seems to be the case when I'm 'Resting' (out of work again) the weather had taken a distinct nose dive as soon as my last contract had finished, but Wednesday the 29th April at least looked like a vague possibility from the previous evenings forecast. Only the threat of too much wind speed marred an otherwise promising forecast, post cold front, North Westerly winds etc., it had to be worth a try, and after all I was well fired up by the XC Lecture the previous Saturday.

The following morning seemed a bit windy up in London, but like all good Air Junkies, Les Hedges and I loaded up the car and set off for the Dyke, in the hope of one more fix. On the drive down the sky looked classic, over the top even. Cumulus was popping up everywhere, forming into streets and looking like it wouldn't be long before it all over developed. Could this finally be the day I manage more than just the single thermal ride up and plop over the back? My expectations were high. I even stuffed an Air Chart and Compass into my flying suit, something I usually consider to be the paragliding equivalent of the kiss of death.

When we arrived at the Dyke, my worst fears about the wind speed seemed to be coming true as the wind was gusting to 23+ mph. Still the forecast said it would lull off later and back round to the west, so we adjourned to the cafe for a bit. Over a cup of coffee we watched with interest as the first wind dummies turned up and took off on their Neos. Not much brake in evidence but certainly plenty of lift, a whole lot of gale dangling going on. Next a Corrado Challenger gets blown over the back, still too windy!

By 11 o'clock things seemed to have calmed down just a fraction, well at least enough to persuade me to start getting ready. The wind hadn't gusted over 20 mph for quite a while and generally seemed to be around 16 mph. The Neos were not quite so high any more and appeared to be getting a reasonably smooth ride, time to give it a try I thought.

Why is it that when ever you've got your gear on, laid out your canopy, and are just about ready to go, the wind speed always seems to pick up another five mph, just when you don't need any more? So I waited a bit and it calmed down again, just long enough to persuade me it was OK to take off. Within seconds I wished I hadn't. It was as rough as the proverbial Bear's Rectum, violent lift then even more violent sink, definitely Foxtrot Romeo Oscar time. But where to go? Either genuflexion is back in fashion or the wind outside the pub is howling, so a top landing could have been painful. Being ever the confirmed coward I'm afraid I have to admit to knocking off the trim tabs and heading for the bottom field. At one stage the head wind seemed to be getting the better of me and I thought I was going to end up paying a £10-00 fine for the pleasure of landing in the cropped part of the field. This thought further aggravated an increasingly black mood, since there was no way the last few minutes delights had been worth it. In the end I just made it (honest guv) to the landing strip, packed my canopy and watched Nigel Barret arrive at the same decision, and join me in the field. Through all this the Neos were still up there. 'Seasoned gale danglers those boys!' (or something like that), I thought. One ray of sunshine cracked through at this stage in the form of a friendly Hang Glider Pilot who gave Nigel and I a much appreciated lift back up to the top. Once back at the top the black mood deepened at the prospect of yet another day waiting for the wind not to drop.

About an hour later things were beginning to look more promising. The wind was definitely decreasing and thermal cycles were coming through at regular intervals. On top of this, the Sky Systems 'A Team' had turned up, donned an impressive array of canopies, maps, compasses, cameras, gadgets and kitchen sinks and were now laying on the hill ready to Rock and Roll. All this action made me decide to give the weather just one more chance. My back was turned as I extricated my canopy from the boot of the car, so I didn't see the assembled throng all take off and sky out effortlessly in the thermal which crept

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ITV Rubia. Large. Pink. Immaculate
- ABSOLUTE BARGAIN. £1,499
Falkirk Neo. Small, yellow. Only
test flown once. Quite literally "as
new". £1,299.

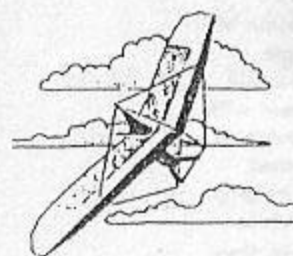
through while I wasn't looking. 'They could have waited for me' I thought. So I kept an eye on my watch and took off five minutes before I reckoned the next one would arrive, at about 13:30. Conditions seemed a great deal smoother than earlier on, and I climbed steadily up to about 300' ATO. One good thing about the previous departure of most of the competition was that I now had a much clearer ridge to play with. As I made a beat from the pub towards the bowl I noticed the first tell tale signs that something was about to happen. First a few odd bits of bubbly lift then some sink, then a bit of turbulence, then I'm in it. Turning out from the ridge, I missed the core and fell out the other side on the first attempt. I turned back to try again. This time I got it right, my Voodoo was slowly spinning upwards and the Vario was making all those lovely chirping noises. The amount of concentration that is needed at this stage, while still relatively low, always impresses me. Keep a look out for everyone else, who inevitably head straight for you as soon as your in good lift, keep control of the canopy and stop it collapsing, listen to your Vario and adjust your turn to try to center the core, keep an eye on the clouds above you, is anyone else going up better somewhere else, the list goes on. Quite a few pilots were in the same thermal with me, I recognized Mike Allen, Tim King, Warren Travers and Dave Hurn among the paragliders and Dave Williamson and Johnny Carr on Hang Gliders but I'm sure there were more. By about 1500' ASL the area of lift seems enormous, people were spinning round in quite distinctly different places, some were flying from one area to another and my turns didn't need to be so tight any more. At this stage I noticed Dave Hurn about 400' below have quite an impressive collapse on his Apex, it took a while for him to get it back out and he lost quite a bit of height, which unfortunately spelled the end of his ride in the thermal. Mike Allen flew over towards me and we had a quick chat, we were both going up like a rocket, my Vario was jammed at 10 up, 2000' ASL came up real quick. Above 2000' ASL things started to get a little less hectic and I got the chance to have a good look at where I'd got to. I was already half way back across the golf course and as far as I was concerned the decision to leave the ridge had already been made for me, I've gone! The lift started to get a little harder to find and stay with at this stage but I manage to get to about 2500 ASL before it seemed to die out. Despite this I noticed that I was not sinking as fast as normal sink rate so there was still something going up, it was probably convergence but right at that moment the academic interest took a back seat. I decided it was time to head off downwind, and noticed Tim King had already gone and was about a 1/4 mile ahead, just crossing the A23. I followed but took a course just slightly inland since there was no point us both flying through the same sink.

Near the north east perimeter of Brighton that second elusive thermal still hadn't shown up and I was down to about 1600 ASL. Tim was still out in front of me, flying over the ASDA store and a bit lower and a bit further towards the coast than me. I spotted a large chalky ploughed field, north of the ASDA store, and altered course towards it. After flying over and passed it, I was just beginning to think it wasn't going to work when up I went again. (I did try to yell to you Tim, but you were too far away to hear, honest!). This thermal took me back up to about 2800' ASL before it died away. As I climbed up, I watched Tim continue his course, getting lower all the time, and then find a thermal near the University. Once my thermal died away, I flew on and caught up closer to Tim near the University. Both of us then headed off on parallel courses, towards the ridge near Kingston, which improved our chances of finding lift. Some small odd bits of lift were around on the way there, which helped maintain out height, but nothing really solid until close to the ridge. Over Kingston we both got into a really big area of convergence which took us back up to 3000' ASL fairly quickly. The view from here was just fantastic. The whole of the valley down to Newhaven and the coast line, Mount Caburn and the Downs going on to Firle and beyond, were stretched out beneath us like a map. About a mile up wind we could see Warren Travers working up in a thermal. We must have stayed in this area of lift for over 30 minutes, slowly working out it's size and general drift. It seemed to extend out towards the south of Lewes, which seemed like a good direction to head, and carried us out across the valley towards the base of Mount Caburn. The lift was fairly strong in this area and for the first time in the flight I had to start to worry about keeping below the 3500' Air Lane above. I was in no hurry to leave this area as a rather large, mean looking black cumulus, with lots of straggly bits hanging down underneath it, was directly in our path downwind.

At this point a decision had to be made about whether to work inland, north of Mount Caburn, towards Ringmer, or follow the ridge towards Firle. From what I could see it looked like the convergence followed the ridge to Firle so I started going off that way. At Beddingham all the signs seemed to justify this decision, wispy cloud was forming to the south of the ridge line but there didn't seem to be much lift. I managed to maintain about 2500' ASL all along the ridge to Firle Beacon and then it all went wrong. Tim was a bit in front again and hit the sink first but I was just a bit too slow in realising that we were now the wrong side of the convergence. I crossed Bostal Hill at 2000'ASL going down fast and realised that the wind was well South West at this stage. Nothing for it but to turn down wind and look out for a nice safe landing and a witness. Approaching Berwick (just past Alciston) I spotted a Tractor moving in a field below and decided that as it was about the only thing moving, this was my best chance of a witness. I landed just after 3 o'clock on the crop tram lines next to the tractor in a 20+mph South Westerly, and to say the driver was surprised is something of an understatement. Still he was happy to be a witness so I got his name and address and then packed up my canopy with an ear grin which had started somewhere near Lewes, got larger as I passed the Q8 garage (sorry Stewart) and remained for the rest of the day. Tim had managed to get a little further on, and landed near the Zoo at Drusillas, and I'd lost track of Warren by this stage (landed further north near the reservoir, also in a South Westerly).

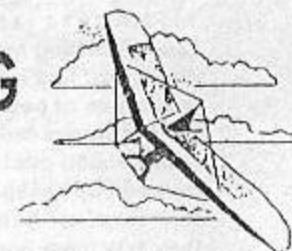
Getting back to the Dyke took nearly as long as the flight but was no problem. I hitched a lift to Lewes, got a train to Brighton and then an exorbitantly expensive taxi back to the Dyke. Had I remembered that railway lines and stations are marked on the Air Chart I could have got the train all the way from Berwick, but I was on my own little cloud by that stage. On the train I measured the distance off on the Air Chart with my thumb, it looked like about 30 Kms (later checking on OS Maps put it at 27 Kms). Tim and Warren appeared back at the Dyke and we all adjourned to the bar to do a different kind of sinking. Now I remember why I like paragliding so much!

Thanks to Johnny Carr, Tony Lucchesi, Steve Cook, Michel Carnet, Mike Millwood and Mark Turner for the XC Lecture. I bet you never thought you'd get results from it so soon! My only regret is that I forgot to buy a film for my camera on the way down in the morning, get your pictures developed quickly please Tim.



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The Club Coach Course.

Nigel Gibson - 12-5-92.

As most of you will have been aware from March '92 Windssock, our Club Coach Adrian Caple had taken the trouble to organise a Club Coach Course specifically for SHGC members. While in the past these BHGA courses, have been organised solely for Hang Glider Pilots, this one was different as it was also open to Paraglider Pilots.

The course was given by Mark Dale and Joe Schofield of the BHGA, both confirmed Hang Glider Pilots, but Mark did admit to a bit of dabbling with Paragliders. Both did their best to make us paraglider pilots feel at ease. Thanks should also go to Sky System for the free use of their premises over the weekend of the course.

Despite a few last minute let downs, either because of a clash of dates with the Welsh leg of the Paragliding Nationals or just plain apathy, the course was well attended. The following SHGC members attended:-

Hang Gliders	Paragliders
Lindsey Simpson	Steve Brewer
Steve Cook	Oriole Elliot-Webb
Michael Broadbent	Francis Cracknell
Dave Mathews	Laurence Batten
Dave Williamson	Nigel Gibson
John Charlton	Nigel Bucknell

Mark and Joe opened the course with an outline of the BHGA objective to provide training opportunities for all pilots from a Day 1 student to an aspiring League Pilot. The Club Coach is seen as one link in this chain, providing these opportunities to a range of pilots from 'Just left School' to 'Aspiring League Pilot'. The level of support that can be provided by a Club Coach, within this range, is then only limited by his/her own range of experience.

On a personal note I feel this is a laudable aim and an area of assistance that has been sadly lacking within the BAPC system, particularly since they rescinded the supervision of F1/CP by F2/P ratings. I don't think I'll ever fully understand that decision, and don't feel that Supervising F2's, selected by the CCI, was ever given enough chance. There seems little difference to me, between an F1 and CP rated Pilot, but all of the sudden it's safer for them to fly without supervision, how come? I hope the introduction of Club Coaching by the BAPC is their way of redressing this problem, and that they are committed to it's introduction. Since the abolition of supervision nearly a year ago, a fair proportion of new pilots have been arriving on our crowded sites, illi prepared to deal with the conditions they will be facing, and with no compulsion to seek the advice of a more experienced pilot before launching. They have their shiny new license which says that they can fly unsupervised, so that is exactly what most of them are doing. And God help the rest of us! A red streamer falls far short of redressing the balance in my book. While they may have been taught the rudiments of flying and the theoretical side of Air Law, they will probably have had little chance of putting it into practice seriously. Their next step could be into the air on a Bank Holiday Monday at the Dyke, only their common sense remains to stop them. At least, if we as a Club can point to the existence of Club Coaches who are willing to help these people, then we have done as much as we can to help them within the framework we have. The BHGA at least have some form of compulsion for pilots to use their Coaches (though not necessarily before they fly unsupervised), in that exercises 9 and 10 of their training program has to be signed off by Club Coaches or Observers. No such compulsion currently exists on the BAPC's part. Wouldn't the Pilot Rating Task, exercise 5, 'Fly with Regard to Rules of the Air and Air Traffic Rules' (why isn't this a CP task?) be a good place to start, before we let new CPs loose on our

crowded sites. Perhaps we as a Club should consider imposing such a constraint on new pilots, from either discipline? It would be difficult to administrate though!

Next we were given a description of the responsibilities and duties of both Senior and Club Coaches and their organisation within the BHGA. The word 'teaching' was studiously avoided here, we don't want to step on the toes of our instructors now do we! It struck me that the same old fine line, that always existed with 'F2 Supervision', between what can be construed as 'teaching' and what's 'coaching or advising' was beginning to rear it's ugly head again!

The bulk of the course material then went on to examine Coaching Skills, particularly the ability to assess a pilot (including his equipment), and briefing and debriefing. A great deal of emphasis was placed on assessment of both a pilot's capabilities (both as the coach and the pilot perceives them) and their rate of learning. Briefing and Debriefing was mainly concerned with Question and Answer techniques and how to use them in a number of hypothetical, every day situations. A number of example exercises such as Take offs, Approaches and Landings were analysed in terms of the typical sorts of problems that occur during these phases of flight, and were found to be remarkably similar from the Hang Gliding and Paragliding point of view. A fair bit of course time was also devoted to teaching techniques and learning problems. I understand that normally the course involves some practical flying sessions in addition to the classroom work, but the weather over the weekend of the course didn't allow this.

All in all it was an interesting weekend, we didn't miss anything flying wise in the Brighton area, and perhaps it will give all of us a chance to put something back into a sport we are all obviously so keen on. Adrian Caple is planning to arrange another Coaching Course later this year for those who were unable to attend this time, and I hope more paraglider pilots will attend. After all, we were all beginners once!

COACHING CONCERNS.

Thank you to everyone who attended the coaching course. You will now be a better pilot and more capable of helping others. I hope to arrange for another course to be held later in the year. If anyone is interested please will they get in touch with me.

Those of you wishing to take examinations for further ratings can now do so on the evening of the club committee meetings which are held on the first Wednesday in the month in the upstairs room at the Dyke. If you need help with any subject, this can be arranged if you contact me.

Adrian Caple

Teams or Company Teams. Pilots who do not belong to a National Team may enter the other two categories by sending in details of their flying experience. Entry fee is 15,000 Ptas per competitor, the closing date for registration is 15th June 1992.

Apply to Nueva Aviación, C/Mortueza 51, Madrid 28004, Spain. Telephone (34-1) 522 2457, Fax (34-1) 523 38 79

Make sure you have an FAF International Sporting Licence.

First Dutch XC comp in Holland

In April, for the first time ever in its homeland, the Dutch National XC competition will take place.

To be held near Arnhem on the national gliding centre's field at Terlet, all take offs will be winch. Taking advantage of the relaxation of Dutch Air Law which now permits sensible heights to be attained, tasks may be set which give open XC into Germany.

Stolen from Larry Tudor & Randy Haney

The car, an Opel Omega (reg L 3KE1) was parked at Talybont reservoir near Brecon between 12.30 and 2.15 pm on Sunday 22nd March.

Randy Haney's -
4 Wills Wing harnesses - the only ones in the country! 1 black/orange, 1 black/purple (contains parachute), 2 red.
Large red bag full of clothing; Sky Systems flying suit - pink/purple; 2 cameras - 1 Olympus AF2 with unique custom modification of 2 electronic inputs for remote control. Aerotec "Alibi" vario/alt instrument combination.

Larry Tudor's -
Hang gliding -
2 "Mallet" Malotec mini variometers,
3 Wills wings Harness bags, blue/grey logo,

Blue/black flight suit; Tool kit; Yaesu 411E 2m radio BP x10 battery pack 110V charger.

Business -

Compudyne 386 Notebook Computer
Extra battery 110V power supply, 10 megs ram

Trackball (Mouse) 60 meg hard dr.
Canon BS 10e printer 110V power supply

Personal effects -

Brown/black Cordura bag
Clothing - a number of T-shirts (Wills Wing, camp), toiletries, several articles of "Patagonia" clothing, slacks, shirt including 1 black "Synchilla" top, Konica 35 - 110 AF camera (& film) "Phoenix". Airline tickets; 2 pages hang gliding slides; 1 hand knitted Norwegian wool sweater, brown/white (gift); 1 Dunstable sweatshirt, white (gift); 1 BIGA necktie, blue (gift); 1 set prescription glasses, Carrera frames; Eddie Bauer toiletry kit; 1 Cross Country seminar

Larry also had his back up discs stolen including his log book data for the past 3 years and all his correspondence, & address book. Please contact your local police or the BIGA head office if you have information which may help in the recovery of this equipment

TIM COX, SUSSEX COLLEGE OF PARAGLIDING, 10 CRESCENT ROAD, BRIGITTON, SUSSEX BN2 3RP

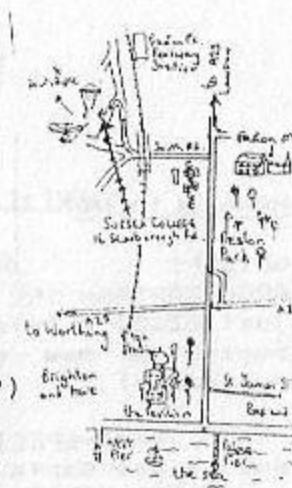
If you were amongst those watching Avian Amours happily out thermalling gliders costing £1000 more but think you weigh too much for the 141 then you'll be glad to hear the 158 will be out soon. DON'T PART WITH ANY MONEY TILL YOU'VE FLOWN ONE.

As you may have noticed we've been very successful at getting people through the CPC (remember how nervous you were before your first big flights?)

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CPC hg pilots. £170 plus the cost of the pg of your choice gets you to CPC standard.

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Do ring for details on 0273 609925

Or pop into our workshop at 16 Scarborough Rd. I'm always there 9.30 a.m. and Clive is there all day.

Hire purchase. This is now available on all Avian gliders. The Elan remains unsurpassable! (Go and have a good look at the quality of one - there are quite a few on the hill now)

I can have my AMOUR off the roof rack (without rupturing my spleen!) and rigged whilst your average k2 pilot is still sorting out his battens. And in the air they handle so easily you feel confident enough to work even pathetic thermals.

Finally we sell Voodoos and Hot Dreams, both come with free safety harness or reserve and a completely complimentary lesson in East German Humour (subtle or coarse) from Herbert Prohl whilst he simultaneously attempts to sell you the Wasmer vario which also comes free.

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We also sell the Davron Bullet, Keller Hi-Tec, and Pod-lite. Plus many more second-hand harnesses.

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Arcones Spain June 1992 (hang & para)

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*While stocks last

MINUTES OF THE SHGC COMMITTEE MEETING, 4TH MARCH 1992

Present : J.Carr, M.Brady, M. Woodhams, A. Caple, O. Elliott-Webb,
A. Turner, M. Carnet, C. Bartram, T. Cox, K. Pickering

Apologies : A. Shaw, N.Gibson

1. Minutes From Previous Meeting

Section 2.7 The AGM will actually start at 7:00 p.m.

2. Matters Arising From Previous Meeting

2.1 Visiting Flyers

Monique Amman will review the German version and convert to hang glider speak

2.2 Dyke Lease Document

Letter of acceptance started. *M. Brady to contact the solicitor and give approval for the document in the next couple of days.*

2.3 Dyke Purchase

Proposal for AGM received from T.Cox.

2.4 Socials

As long as there are no last minute bookings, the Dyke Hotel is available for the XC lecture on the 25th April. A. Luchessi, S.Cook, M.Carnet and M.Milward will give the lecture.

The event will be publicised at the AGM and a full page ad placed in Windsock.

N.Gibson to seek social venues in the Reigate area.

The Broadbridge Heath Leisure Centre has been booked for April 4th for parachute packing. *O. Elliott-Webb to ask if the surface can be cleaned/vacuumed beforehand.*

Forthcoming video night to be notified to members, requesting contributions.

2.5 AGM

Notification has been placed in Windsock.

2.6 Thames Valley/SHGC Competition Trophy

A. Luchessi will obtain a cheque from P. Day for payment to the TVHG Club.

2.7 Marshalling System

The Windsock article has been vetted and will appear in the next issue.

2.8 Club Notice Board in Dyke Hotel

Some mould has appeared. *K. Pickering will investigate.*

2.9 Towing At Firle

A. Shaw to contact farmer regarding the placement of B&B adverts in Windsock.

2.10 Purchase of Club Winch

M. Carnet has provided a price list. *A letter will be sent to the Sports Council tomorrow.*

2.11 Beachy Head

C. Bartram to give A. Turner an upto date membership list to pass on to the ranger.

N.B. A list of current members is going out with Windsock.

2.12 Thames Valley Competition

A. Luchessi will provide dates for next year's competition with the Thames Valley Hang Gliding Club (to be held on their sites).

2.13 Copies of Windsock For Schools

A Caple has received a list of registered schools and has written a letter to them. He has also written an article for low airtime pilots. Any other volunteers?

2.13 Membership Applications

Forms are about to be produced in bulk. *C. Bartram to provide copies for J. Carr to put in Dyke Hotel.*

3. Sites/Paul Milmore Meeting

3.1 High & Over

The fence has now been moved back 20/30 yards. The area in front is ideal for rigging and launching. However, top landings must take place behind it. *The National Trust need to be informed that we will be landing behind the fence.*

Paul Milmore asked if the Club would help to clear scrub at the site. Dates are awaited from him - expected towards the end of the summer.

The agreement with the National Trust is now official. A. Turner read out the letter received from them. A. Turner and J. Carr were congratulated on the results of their efforts. *A. Turner to request a cheque for £100 from P. Day to be sent to the Trust.*

Over the other side of the road there appears to be a W/NW site with some potential. *T. Cox to ask acquaintance about the possibility of using it. J. Carr/A. Turner to talk to the National Trust.*

3.2 Cuckmere Haven

P. Milmore mentioned that though previous requests to use Cuckmere Haven for hang gliding had been rejected, there is a possibility that it could be made available for paragliding. *M. Brady/J. Carr to write to P. Milmore requesting permission.*

3.3 Newhaven

The subject of filling in the dip at Newhaven to facilitate launching was discussed. P. Milmore had a list of rules relating to the site which made it seem unlikely that permission would be granted. However, he will raise the subject "if the time seems right".

3.4 Firle (Towing)

The main problem would be the use of bikes. There may be a better chance if buggies/water cooled (i.e quieter) engines were used.

3.5 Ditchling

This site is outside Paul Milmore's area.

4. Countryside Commission

A. Turner's application (on behalf of the Club) had been rejected, as had those from many other sporting organisations since only one out of thirty six places had been allocated for this purpose. Representatives may be co-opted onto the committee at a later date. *M. Brady/J. Carr to draft letter expressing continued interest.*

5. PO Box

The Burgess Hill facility is discontinuing. *Whether to set up a PO Box in the Brighton area should be discussed at the AGM.*

6. 1992 AGM

The agenda for the meeting was discussed and agreed.

After some discussion, M. Carnet proposed that a copy of last year's minutes be sent to all Club members prior to the next General Meeting. This was seconded by C. Bartram. Carried (6 for, 2 abstentions).

All committee members present will be standing.

M. Brady to purchase book for members to sign.

7. Officers' Reports

7.1 Safety

M. Carnet expressed concern that the landing strip in the bottom field is too tight and too near the road for low-airtime pilots. J. Carr explained that a more sizable area would have been prohibitively expensive (i.e. £1,500 per annum).

7.2 Schools Liaison

M. Woodhams said he had not been receiving the backup paperwork with the schools' site fees.

An application for registration had been received from a Mr P. Burnham who is a member. The application was approved.

7.3 Social

O. Elliott-Webb said the AGM and parachute packing evenings had been booked at Broadbridge Heath. Concern was expressed that insufficient

expertise would be available. *J. Carr will ask Dave Perrin. A. Caple will contact the schools asking for help.*

The XC lecture is scheduled and a video night is being planned.

7.4 Away Comps

K. Pickering reported that a 6-club event is being arranged at the Long Mynd and will qualify for the Airwave Challenge. A towing competition in Norfolk is also being organised.

Kevin, who will be in the Shetlands on the date of the AGM, passed a letter to J. Carr to be read to the members.

8. Any Other Business

The committee expressed profound sympathy for Andy Shaw who had lost his brother in a paragliding accident.

A club member, David Haydock, was reported as having been killed in a flying accident.

J. Carr had passed complementary tickets for the Larry Tudor talk to the Mid Sussex Times and to the Burgess Hill Leader which expressed considerable interest and wanted to see some live action. A ticket was also sent to the Evening Argus.

M. Carnet said that use of the site at Woldingham (S - W) had been offered to the Club for £1,000 per year. To be discussed further.

M. Woodhams enquired as to whether a refund had been received from J. Charlton regarding payment for the weather station. It had not. *M. Brady to write to J. Charlton repeating the request.*

J. Carr said that one reply had been received to his request for volunteers to assist in the marshalling system and that person was already on the list! All in all very disappointing considering membership is at an all time high.

9. Date of Next Meeting

Wednesday 1st April 1992, 7.30 p.m. at the Dyke Hotel.

TEAM

While working at the World Paragliding Champs, I had a good opportunity to observe different teams working together. The dynamics of these were often poorly coordinated, but for a select few, the teamwork gave them a leading edge in the competition. The following philosophies apply equally to paragliding and hang gliding and I have taken examples from the Brazilian, French and Austrian World Championships this year.

Most of us are familiar with the key role supporters play in providing film, batteries, drink ... and other essentials. If you are really lucky (as were the British Women's team) you even get a picnic hamper laden with fresh buns, pastries and fruit for lunch prior to take off.

Indeed, the absence of a team leader at the Women's Worlds proved to me how crucial such a role is simply in attending the (endless) meetings regarding rules and protests, chasing up spare parts, and relocating gliders (to be first in the queue up the chairlift, the Aussies and I collaborated in some late night shuffling).

I was surprised then, when (by accident of course!) I heard Michel Carnet's (British Team Leader) advice on the English radio channel during the Paragliding Worlds.

"Xavier has just rounded the first turnpoint. He is already 10 minutes ahead of you Robbie (elapsed time). Be careful when you cross the valley to the turnpoint - there is a regular 'cu' in the middle but a lot of sink around if you miss the 'cu' and a strong headwind from the South - Armstrong and one other have just landed here." (wait for the 'cu' before crossing!)

"It's overdeveloping at the third turnpoint. The wind has changed direction. It's now blowing lightly from the west and I've heard reports that everyone's struggling at the second turnpoint." (hurry up to the third turnpoint!)

As I made it to the goal paddock, the British vehicle turned up complete with the team members who hadn't made goal. Teamwork was still obvious.

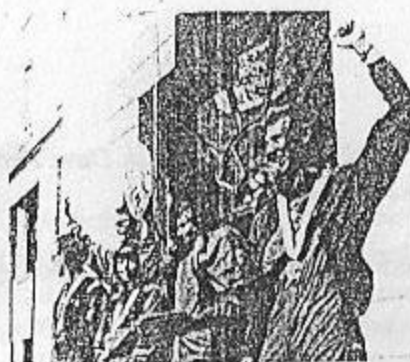
"You should make it to goal from there if you come down the right hand side of the valley. The sink isn't as strong towards goal." (improve speed times!)

On another day when Roger landed 10 metres short of the goal line after a series of collapses and others landed short due to a strong head wind, team members were advised to come in with excess height and not to do crowd pleasers until they had well crossed the line - seeming obvious enough to individual pilots but at least 5 contestants lost speed points landing less than 2 or 3 paddocks from goal that day. At night, the English team were nowhere to be seen as I heard mumbblings from various females that "they were still in debriefing".

So what does all that mean? Firstly that the British team members were prepared to help each other and as a result they were the most well-informed team on the circuit. Of course the excellent skills of the individual pilots in assessing the conditions and making decisions with that information has a lot to do with it. In addition, the second placing of the team owes itself largely to the efforts of Michel Carnet. I asked Michel about his ideas on team management.

TEAM LEADER SKILLS

Michel is an experienced competition pilot. He is therefore aware of the needs of the team, the psychological phases one goes through after varying degrees of success, and of the importance of meteorological changes. Such a qualified team leader is not always easy to find! It is advisable that the leader understands enough about meteorology to report



The British team at the Worlds

on changing conditions at frequent intervals.

A leader who can also get the car down in one piece (Omatama nationals!) and who doesn't get too sidetracked at the pub waiting for retrieve info is important. That person has to be dedicated for the whole competition (pay is a good inducement). Serious business!

A reasonable working knowledge of the competition rules is essential if he will be attending briefings (the British Women's team lost points one day when most of the team failed to take a start point photo after Chinese whispers were passed on about briefing). OK. Nothing new.

PRE-COMPETITION

The team leader should always be switched on to the emotional states of the team members. A new environment takes a great deal of adjustment. The team leader can reduce stress by arriving early and organising accommodation (well done in Brazil), Customs (thanks Bill) and transport (the Spanish team were thrown in jail over a vehicle rental dispute halfway there! - Worlds!).

A group evaluation of loopholes and rule-interpretation is invaluable. I was steward on the jury at the Paragliding Champs and it was my job to go through everything with a fine tooth comb. From this arose a number of points needing clarification. Rich Pfeiffer's book talks about one comp when a pilot could actually score more by landing just short of goal than actually in the goal paddock.

During the competition the team leader can identify lack of attention (lethargy, reluctance to talk, abnormal preparation routine etc) and can manipulate behaviour to keep the mind focused or relaxed by asking questions relating to the task, weather etc or changing the subject if tensions arise. If a pilot is psyched out it is important to concentrate on returning to the fundamentals of the sport. Positive self-talks, reassurance that he has prepared for the event, and relaxation periods can reinforce self confidence.

Family problems (my step-father died during the Women's Worlds) and personality clashes are added stress factors. Listening to what team members say early in the day is a good indication. Encouragement and refocussing the thoughts on the task are important. Film, batteries, tape, string, tools, lunch - even spare gliders (a Leichenstein pilot lent John Pendry his glider after he crashed on takeoff) are essentials (though chains for the Kombi in Brazil were an unforeseen need!)

DURING THE TASK

The British team would position one vehicle at a high point near a crucial turnpoint. The occupant would report on competitor positions (requiring identification of all key competitors' sails), on-going met conditions, wind strength, and even competitor times (they would take rough takeoff times and compute task times for key competitors - eg. Robbie

TACTICS

knew if he had to speed up or if he could fly more conservatively).

As the paragliding turnpoints often involved crossing a small area several times, a second person was stationed on takeoff.

The most important information was about weather ahead - so if you knew if it was overdeveloping or the west wind had come through (sea breeze parallels) and it was time to get a move on. Pilots would also recount difficulties, warn pilots to take other routes, wait, or advise good thermal sources.

AFTER FLIGHT

Quick retrieval is always welcome - but not always possible. Regular location reports are crucial especially in Brazil where the road networks are primitive and often suitable only for horse and cart. Efficient compatible radios are a must.

Each night the British team had a debriefing session where each pilot recounted his/her flight, the decisions he/she made and whether these proved good or bad. All pilots would chip in and not only did everyone learn from each other but they learnt valuable information about thermal sources, dangerous landing zones, local valley wind effects etc for future flights.

This was an advantage because they had been divided into two groups and everyone gained info about the other site before flying similar tasks.

Having ample time to fly the region before the comp is of great benefit. In Austria, on the tasks where I had previously flown the route on practice days, I never failed to make goal or just short of goal. On other days, I was sometimes caught in a trap that could have been avoided if I'd known a better route.

Drew Cooper, resident at Kössen, gave a lecture on all the house thermals and fastest routes to the Aussie Team (I had a chance to briefly savor the notes). On some of the tasks, he flew under me at twice the speed to make goal faster having flown almost twice the task distance!

Team support was also of benefit - if one person had a bad day, someone else had a good day and it cheered up the ones who didn't perform so well.

QUALITY

I must say that nearly all the info I heard on the English radio channel was relevant and valuable. The Aussie pilots missed valuable info one day when they turned radios off to avoid the incessant babble of one pilot. Quality not Quantity!

Don't rule out harassment by other pilots as a stress factor. I was harassed by a non-competition pilot one day just prior to launch. Steve Moyes heard me moaning about it and said "you don't have a problem Rachel". It took a while to click - I had to ignore what had been said to me. Devious tactics but they can work (read Rich Pfeiffer's book for more nasty examples).

Most of the above we do in one way or another. But seeing it all pulled together cohesively by the English team in France, and by the French Women's team in Austria, showed what a difference it can make if you are thoroughly prepared and do it well. Of course, we don't all have two vehicles, three support crew, extensive financial backing and an endless supply of spare parts ...

All in all, it comes down to the ability of the individual athlete - skill level, ability to keep things in focus, and ability to cope with stress. But external factors can be controlled and aided by a competent team leader. New Zealand can learn a lot about team dynamics. What better way then to practice outside competitions or in groups at the Nationals

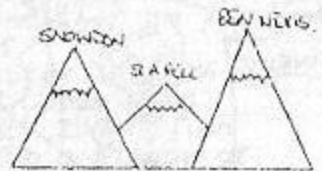
- Rachel Alexander

CHRIS BEASTY APPEAL

Unfortunately it was not possible to circulate sponsorship details before the walk actually took place. Please give consideration to Dave Vallely's letter and contribute what you can to this worthy cause.

Martin (Club Sec.)

Dave Vallely
43 Pleasant View
Bridghill
Consett
Co. Durham
DH8 8LE



For the attention of the Club Secretary

Dear Sirs

REFERENCE; - THREE PEAKS SNOWDON, SCAPELL PIKES & BEN NEVIS.
IN UNDER 24 HOURS (TOTAL 800 ROAD MILES, 25 MILES
WALKING AND 11200FT CLIMBING) 9TH MAY 1992.

My name is David Vallely and I am one of a group of five people who intend to raise money for a selection of worthy causes. Most of this group are hang glider pilots who fly from the Northumbria Club.

I intend to raise as much money as possible to help a fellow pilot Chris Beasty who was seriously injured whilst hang gliding off the Hole of Horcum in North Yorkshire on 13th July 1991.

I have enclosed a copy of Chris' accident report which was published in the January 1992 edition of Skywings. Although Chris has received numerous offers of assistance it is still evident that both himself and his family are suffering considerable emotional and financial stress as a result of this accident.

After a recent visit to the Northumbria Club by members of the Sir George Cayley Hang Gliding Club, it was mentioned that efforts were being made to raise money for a V.W. Sequal Van which is especially equipped with lowered floor pans, larger doors and special hydraulic suspension which would enable Chris to communicate more easily with his friends relatives and business colleagues during his recuperation period.

I have enclosed a sponsorship form which I would ask you to distribute at your next club meeting. The same form has been sent to each of the other thirty seven hang gliding and paragliding clubs, and I have already received offers of amazing generosity. I'm sure that your club will support this appeal and hopefully we can make it a success together.

On completion a full comprehensive record of the event complete with photographs and times and sponsors will be submitted to Skywings for publication.

Yours sincerely

(Signature)
DAVE VALLELY
NORTHUMBRIA HANG GLIDING CLUB

Please make all donations payable to: -CHRIS BEASTY APPEAL c/o Dave Vallely, 43 Pleasant View, Bridghill, Consett, Co. Durham. DH8 8LE

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LEAGUES 1 + 2: THE FULL STORY

This years league is sponsored by Solar Wings. Many thanks to Darren Arkwright and Rachel Alexander for the provision of results and help in the compilation of this article. New for this year is a "thermal right" rule for within 1000ft horizontally or vertically from take off.

The first league was in Mid Wales over the May Day bank holiday weekend. The first days task was open XC from the Long Mynd and was won by our very own Johnny Carr with a flight of 111km. The glider was an UP TRX and the result is a very good answr to the detractors who have had nothing good to say about this glider.

The second day was an elapsed time task from Lawley with turn points; most pilots incorrectly photographed the turnpoint in question and lost points. Poor Johnny scored zero this day. Peter Howes won the day but his glider isn't specified so you may assume it wasn't a Solar Wings one.

Day three opened with a 35 mile task from Clatter in a SW wind with low cloudbase, poor thermals and some cross wind flying needed to complete the task. Jes Flynn won the day on the Cobra test flown in last months Windsock with a flight of 98km. There was a fair amount of debate about the validity of the task give that the ATC at the newly created Welshpool ATZ reported over forty hang gliders in their airspace. A number of pilots claimed to have been over 2,000ft agl but indepenednt pilots dispute this. Given that the airspace was only three weeks old and not known to the tasksetters nobody was penalised but given the alleged amount of "fibbing" that went on some pilots argued for the whole task to be scrapped.

The fourth day was even worse with cloudbase 1200 ato, overcast and drizzly. Bruce Goldsmith made 44km.

At the end of the first league the results were:

Women:

- | | |
|-------------------|-------------------------|
| 1. Kathleen Rigg | Rumour 2 (New 12m size) |
| 2. Jenny Auckland | Rumour 2 |
| 3. Judy Leden | Wills Wing HP AT |

Men:

- | | |
|----------------|---------------------|
| 1. Dave Draper | Rumour 2 |
| 2. Jes Flynn | La Mouette Cobra 15 |
| 3. Jason Prior | K4 |

The second league was in the Derbyshire peaks. The first day was blown out but some pilots felt a bit of gale dangling was on the cards. Rachel Alexander's harness disappeared from the Solar Wings van. There has been an increase in thefts lately and an increase in the exclusions in the BHGA insurance policy.

The second day saw a valid task from Bradwell Edge towards Gainsborough then open distance to the coast. Many didn't get past Sheffield and had to run the quantlet of the Hope Valley farmers. Mark "Rambo" Chick won the day with a distance of 83 km. The Airwave van blew up and Rachel's harness was found by mountaineer.

Day three was a triangle from Mam Tor. The usual Pendry /Whittall wind-up went on with them flying round the triangle course once before others had even launched. Some pilots had tried to get Robbie restrained from flying with an injured arm which he felt didn't affect his ability. He landed beside his hotel hotel and radio'ed back that he wouldn't need a retrieve-how flash can you get.

The day was won by Bruce Goldsmith with a total of 85 km and over two times round the course.

At this point controversy reared its ugly head with a 20% point penalty to those pilots found to be without C of A stickers on their keels. The check was random and those not caught got away with it. A great many stickers were applied the next day and the check was felt to encourage silence and not honesty - contrary to the spirit of the league. The spot check was to avoid BHGA third party liability in the event of any damage or claim.

Day four was very stable so a spot landing tas was set. Seven Rumour 2's made the spot. Does this mean that they're attracted to earth????

At the end of the second league the results were:

Women:

- | | |
|-------------------|--------------------------|
| 1. Judy Leden | Wills Wing HP AT |
| 2. Kath Rigg | Rumour 2 (New 12 m Size) |
| 3. Jenny Auckland | Rumour 2 |

Men:

- | | |
|--------------------|------------|
| 1. John Pendry | Airwave K4 |
| 2. Bruce Goldsmith | Airwave K4 |
| 3. Mark Chick | Airwave K3 |

Final comment from Robbie "The flash barsteward" Whittall on seeing Johnny Carr's UP TRX covered in flies: "Your glider's covered in flies, Johnny and we all know what they usually land on, don't we?????"

Bl Credits
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0898-YOUR NUMBERS REVEALED

- Up the Dyke.....0898 321456
- Dress me up in tights (but only once).....0898 123456
- I'm slack until you give me some rope to tighten me up (La Mouette Cobra).....0898 654321
- Pop it up and see how big it is (Paragliders only).....0898 345123
- Stretch my flaps so I don't yaw (Moyes XS)...0898 987654
- Take me to Bradwell for a thrashing.....0898 345678
- Jump on my upright to straighten it (Instructors only).....0898 566455
- Suffering with wind (Tims students only).....0898 655433
- Tim Rothwell in Lanzarote (pervs only).....0898 733455
- On my own in a field late at night, come and relieve sorry retrieve me (Would be league pilots only).....0898 555443
- Nice, tight harness.....0898 233455
- Feel me, I handle very well (Santana).....0898 677455
- Going Down.....0898 344799
- It keeps collapsing(Paras only).....0898 766123

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