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THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

FEB 92

# THE CLUB NEEDS...



# YOU!

TO COME TO THE

# A.G.M.

7.0 PM BROADBRIDGE HEATH CENTRE  
SATURDAY MARCH 28<sup>TH</sup>

# THE SOUTHERN HANG GLIDING CLUB

P.O.Box 36, Burgess Hill, West Sussex, RH15 9YD  
COMMITTEE SUMMER 1991

## PRESIDENT AND CHAIRMAN

Johnny Carr  
0444 84217

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0273 501043

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0444 233346

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0273 419645

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0734 421481

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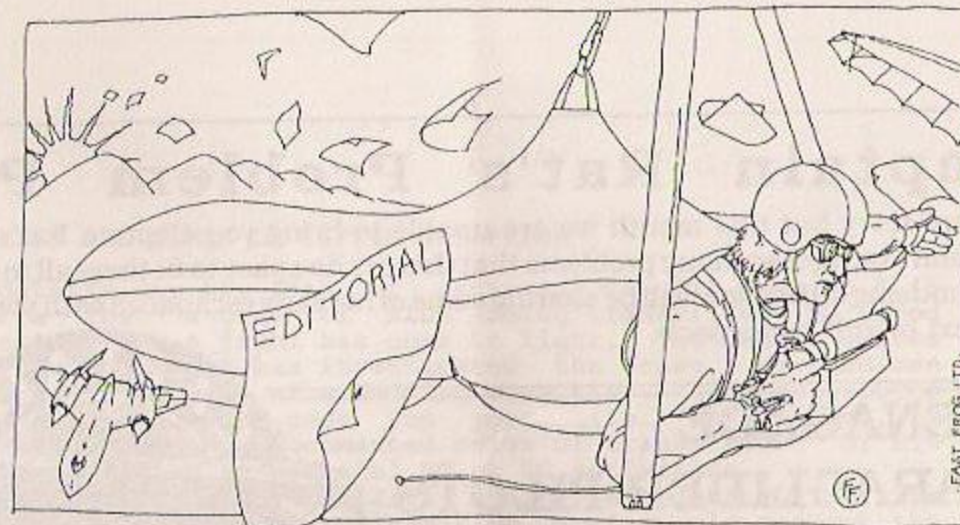
### ADVERTISING RATES.

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.

## Readers please note

Contents of this magazine **CANNOT** be reproduced without the express consent of the committee in any form whatever.



WELL ANOTHER WINDSOCK COMES OF THE PRESS AND THANKS TO MOST OF THE PEOPLE WHO CONTINUE TO SEND IN THEIR CONTRIBUTIONS . THIS ISSUE DOES HOWEVER CONTAIN SOME MATERIAL WHICH YOU MAY FIND OFFENSIVE . IT IS NOT IN MY NATURE TO PRINT MATERIAL PURPOSELY WRITTEN IN A BIAS AND MISLEADING WAY . BUT WITH THE A.G.M. COMING UP I CONSIDER IT MY DUTY TO PRESENT ARTICLES UN-DOCTORED SO THAT YOU CAN MAKE UP YOUR OWN MIND .(EVEN IF I THINK THE PERSON WRITING IT IS A PLONKER) . ANYWAY MY AIM IS AS STATED BEFORE TO PRODUCE AN INFORMATIVE NEWSLETTER WITH HOPEFULLY SOME HUMOUR IN IT . SO PLEASE KEEP THOSE ARTICLES COMING IN .

CHRIS BARTRAM

EDITOR

### CHAIRMAN'S LETTER.

Well folks by this time next month some club members would have done their first XC of the year, some I hope their first ever. The Dyke marshalling system is now in operation and working well, keep up the good work. Our low air time pilots really enjoyed happy hour. Another good way of assisting our low air time pilots is to not be on the Dyke at all after 1300 hrs. Before you throw your hands up in horror I am not suggesting you go home. Far from it I am suggesting you be at about 3000' over 20 miles away by that time and on route for a big one. (I can see Steve Cook and Tony Lucchesi's mouth watering at the prospect). Seriously every one who learns to fly should have one major goal and that is to go XC. Tony Lucchesi and Kevin Pickering run our club competitions. Read their articles in the magazine and fly with these guys, pick their brains we are all keen to help you. There will be a free seminar on XC flying at Sky Systems on March for both hang gliders and paragliders. Top pilots with local knowledge will be there to tell you how it's done. It is not realistic to expect to turn up at the Dyke on a summers day and just you and a couple of friends have the ridge to yourselves, those days are gone, but it is possible to be flying XC with a couple of friends and thoroughly enjoy a days flying far, far away from the Dyke. Have this thought in mind, take off, get high, get going. Tell us about it in the magazine. we all want to read about it. Remember airspace is restricted to 3500' above sea level above the Dyke.

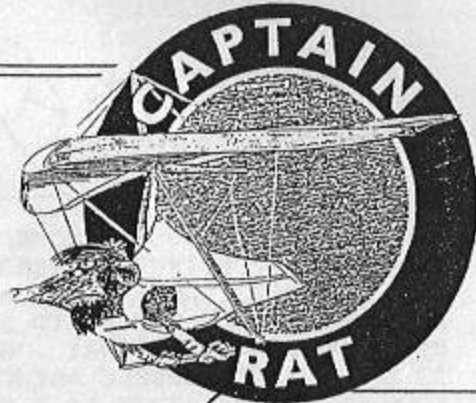
Fly safe, Fly high, Fly far. JOHNNY CARR.



Johnny Carr

# Captain Rat's Problem Page

We are sorry but this month we are unable to bring you Captain Rat's Problem Column - he's got so many problems that there is no space to fit them all in. We hope the amusing little fellow will be sharing some of his zany escapades with you in next month's windsock.



## RENAGADE PARAGLIDER PILOTS please note:

Old BAPC ratings (F-1, F-2) are no longer valid after 31st March 1992. All fliers should have converted to the new rating system (SP, CP, P, AP), and have been given ample time to do so.

No extensions are being granted by the BAPC - please note that this could make for a tricky old time insurance-wise if you are not converted. Contact the BAPC immediately for advice if you have any doubts - **DON'T GO FLYING AROUND UNINSURED** - you must have at least third-party insurance to fly a hang or paraglider.

## Celebrity Squares:

- **DID YOU KNOW** that the famous Ben Cartoon "Captain Rat", the unofficial logo of the Southern Club, is actually based on a notorious member of the Southern Hang Gliding and Mercian Hang Gliding Club.
- **THE WINNER** Of the "find the Mercian Club" contest has been presented with his prize at a gala dinner in Crawley. Unfortunately, the winner was wearing a pair of jeans and was banned from the Club in which the presentation was held -

- D.M.

## THE LIFE AND TIMES OF PIPPIN THE PILOT

The date: Friday the 25th of January. The ITN News at 5.45 reports that a case of AIDS being transmitted by blood contact during a fight has come to light. The report quotes the Lancet which has investigated the case, of two men involved in a fight at a Wedding reception. The message: STOP FIGHTING!! It could cost you your life. There have, by contrast been no documented cases of transmission of HIV whilst indulging in peaceful HG or PG activities.

The date: Sunday 1/12/91 Holmeipierrepoint, NOTTS. The lesson: for or against amalgamation, most people respect the democratic decisions of the body to which they be long. Some do not. These non respecters shall surface wherever there is discord, to perpetuate and encourage it.

The year: 1992. Full of promise. Will we make it a good year or will we spend it like last year? The new airspace laws will mean we all have a lot of swotting to do. The towing renaissance has at last happened and maybe the pressure on sites could cool.

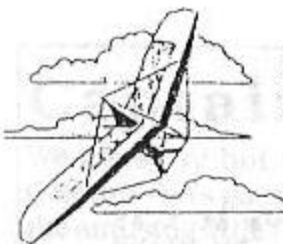
So, last of all the AGM. Get there and hear whats going on and put your opinion to the club. The club is only as good as its constituent members. Remember everything that has gone down in the last year has been done in your name. Tell your committee what you did and didn't like. Praise where its due and the same for CONSTRUCTIVE criticism.

See you there, Steve.

(c) 1992 Masked Man Productions

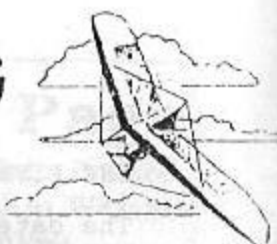
## THE ADVENTURES OF AIR HEAD BERT





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## SEMINAR ON XC AND AEROBATIC FLYING

BY

LARRY TUDOR  
WORLD DISTANCE RECORD HOLDER

Larry Tudor & Randy Haney (the first Pilot to fly over 200 miles) will be visiting our shores in March, Larry has many World Records to his credit, the most recent being the World open, World Flight to goal (487km) and the World out & return (320 km) Larry will be giving a Seminar at the following locations on X.C and Aerobatic flying plus videos and glider display's.

7th March ... Martlets Hall , Burgess Hill  
14th March .. Main Village Hall Hawes.  
21st March .. Manor Hotel , Crickhowell

The Seminars will take place in the evenings and will coincide with a Fly in over the week end at each of the above venues, Larry & Randy invite you to join them for some fun flying and to try there equipment.

Pilots wanting to improve there skills and achieve their personal goals should not miss this opportunity to meet, listen and watch fly one of the greatest pilots in the World. Seminar tickets are £5 and should be booked in advance to avoid disappointment.

For Tickets and further information contact Colin Lark or send cheque or credit card details to-gether with name, address & phone number to;

Colin Lark. H.G Hut, West End, Coaley, Glos. GL11 5DZ.  
Tel 0453 890767 / 0860 670605 Fax 0453 890075

## ANXIETY - Are You Getting Enough?

I suspect that I am not the only pilot who had to struggle against what seemed like an excess of anxiety during my early flying hours. At the time I didn't fully appreciate how necessary it was for achieving good performance. If you recognise it as a natural response, designed to stimulate, hopefully it won't spoil your enjoyment. A curious symptom is believe it or not, yawning, which you may find yourself doing as you drive to the hill. A more obvious symptom is pulse rate, pulse rates of pilots about to launch have been measured at 120 or more. Other symptoms which are associated with an increase in adrenalin are, heightened awareness, increased blood sugar levels, dilated pupils, increased sensitivity and diversion of blood to major organs (no not that organ!) Other activities require more or less anxiety, whereas a snooker player's performance would be adversely affected by a lot, a sprinter's would be improved. It has been shown that pilot performance is quite sensitive to anxiety, too little could result in carelessness, too much resulting in a loss of mental ability where it becomes impossible to perform the simplest task, even knowing right from left. If you are over-anxious prior to take-off, remember your training, don't short-cut your checks in a rush to get airborne, and don't neglect to plan your flight and landing. If unsure, consult a coach. This month I give you their names below, sorry it was missed last month.

(Must have been editorial hiccups)

*Adrian Caple*

CLUB COACH	HOME AREA	PHONE NUMBER
Rod Lees	Saltdean	0273 300328
Dave Keepax	Burgess Hill	0444 245233
Chris Jones	Ealing	081 579 2830
Mark Johns	Hurstpierpoint	0273 834984
Tim Cox	Brighton	0273 671214
Adrian Caple	Purley	081 660 0824
Eddie Bilous	Hove	0273 411239
Ron Richardson	Biggin Hill	0689 856723
Steve Pugh	Greenwich	081 692 8554
Tony Luccesi	Storrington	0903 745277

## TOWING

Unfortunately, it has been necessary to postpone the hang gliding towing weekend, originally scheduled for the 22nd/23rd February. It will now take place over the weekend of the 14th/15th March. All other details remain as in the previous issue of Windsock.

Martin Brady

## 1992 AGM

The AGM will be taking place at Broadbridge Heath on the 28th March. Proposals should be sent in writing to me at the following address :-

7 Cox Grove  
Burgess Hill  
W. Sussex  
RH15 8TH

Regards,

Martin Brady  
Club Secretary

### LOST AT FIRLE.

One pair of orange mirror Oakley sunglasses were lost at Firle on Wed. 22nd Jan.  
If found please contact Mark Begg on 071 580 1555 (daytime).

### FOUND AT FIRLE.

Found on Sun. 26th Jan. one ground spike with a line and 'dog collar' type nose clip. If it's yours call Dave Williamson on 0273 604752.

Chris Bartram  
21 Units G & H  
Campbell Road  
Brighton  
BN1 4 QD

MARK WOODHAMS MCSD MSTD

## LETTER TO EDITOR

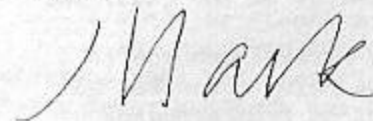
10th February 1992

Dear Chris *SITES GUIDE.*

Enclosed are the two revised sheets for printing and distribution with the next Windsock. They should be A4 and printed one side only.

Could you write a brief explanation and tell members to remove the old sheets from their Guide and substitute the new ones. Also could you mention that all income generated by Schools teaching in the SHGC area will be published at the AGM.

Thanks.



Mark Woodhams  
Schools Liaison Officer

34a Clarendon Road  
Colliers Wood  
London  
SW19 2DU

20 January 1992

Dave The Editor  
Windsock Magazine  
S.H.G.C.

Dear Dave,

Following a wonderful 35-minute flight on Sunday, I feel obliged to put pen to paper to express my appreciation for the 'Novice pilot's hour' at Devil's Dyke at the weekends. Ok, so 35 minutes might not sound a lot to many of the readers, but to me it represents a sizeable portion of my total air-time!

My only concern is that when the clock strikes two, you can hear the clank of empty glasses being returned to the bar of the pub. Shortly afterwards, the take-off area is full of people rushing to clamber into helmets and harnesses (usually each other's!). By five past two, the sky is full of pisseheads pretending that they are auditioning for a part in the film 'Top Gun'.

But seriously folks, it really makes a difference for a novice to be able to fly at The Dyke in non-crowded conditions. I would like to thank all those who make it possible, and look forward to its continued success.

Yours sincerely,  
Andrew Jackson

17/1/92

15 Ewhurst Rd.,  
Brighton,  
East Sussex,  
BN2 4AL.

Dear

John Charlton has requested that the following letter be included in Jan. Windsock. As you are mentioned please send by return your comments and any reply to be published with it.

"Dear readers,

I will not be drawn into a personal slanging match with J. Carr; when I make waves it is about issues, not personalities. You cannot hide the fact that the Dyke is barely usable by hanggliders by throwing mud. You cannot explain away slope landing at Caburn or the lack of control over the situation.

The Downs club committee were invited to a S.H.G.C. committee meeting and told that our sites are better under S.H.G.C. control. Look at J. Carr's letter and ask yourselves why we unanimously turned this down.

Carnet and Shaw, both of whom have private sites, backed this stance whilst having not turned any of theirs over to the control of the club. One rule for paragliders and another for hanggliders?

I will continue to fight for hanggliding in our area. Thank you to those of you who have expressed your support. I do not enjoy abuse but no amount of it, or threatening phone calls, will prevent me from standing up for hanggliding.

John Charlton.

Yours sincerely,

  
D.R. WILLIAMSON.

26 TALBOT ROAD  
LONDON  
W2 5LJ

29/12/91

DEAR SIR,

BEING BASED IN LONDON NOW I PARTICULARLY LOOK FORWARD TO RECEIVING WINDSOCK AND TO HEARING ABOUT WHO IS FLYING WHAT AND WHERE IN MY USUAL FLYING AREA.

RECENTLY HOWEVER I HAVE BEEN FOLLOWING A PECULIAR "SOAP OPERA" IN THE PAGES OF THIS ORGAN WHICH HAS NOW BECOME UTTERLY TEDIOUS (DECEMBER 1991). THE PETTY AND VINDICTIVE MISSIVES AND ACTIONS OF ONE MR CHARLTON ARE OF NO INTEREST TO ME AND PROBABLY MANY OTHERS. OUR ELECTED PRESIDENT AND CHAIRMAN IS (ACCORDING TO THOSE I KNOW WHO HAVE MET HIM) LIKEABLE AND ENTIRELY CAPABLE OF THE TASK SET BEFORE HIM AND IT IS HIS THOUGHTS AND ACTIONS THAT I WISH TO HEAR.

MAY I SUGGEST AN INCREASE IN INFORMATIVE AND FACTUAL CONTENT AND AN AUTOMATIC ONE MONTHS SUSPENSION FROM THE CLUB FOR THE NEXT BORING TROUBLE-MAKER? FINALLY MAY I THANK THE CLUB COMMITTEE FOR THE GOOD WORK IT DOES FOR US ALL AND CONGRATULATE THOSE INVOLVED IN THE PRODUCTION OF THE NEW SITES GUIDE.

PLENTY TO GO FOR IN 1992.

YOURS FAITHFULLY

PATRICK HOUSTON

P.S I WILL TRY TO WRITE AN ARTICLE MYSELF TO SET A GOOD EXAMPLE.

Dear members,

On the first day of marshalling at the Dyke we have had the long predicted mid-air collision between a hanglider and paraglider. This proves what I have been saying time and again: THEY DO NOT MIX. Thank God they both survived. If it is you next time will you be so lucky?

There is only one solution, as marshalling has been seen to fail- a complete ban on paragliding at the Dyke. Let them go out and find their own sites. Why should we put our lives at risk?

I shall be proposing this ban at the A.G.M. Come and give me your support- please. Do not wait until someone is killed. This ban can be achieved and is enforceable- believe me- it just needs your votes.

I had two flights from Plumpton recently with a 6½ mile ridge run twice. If you want to try it (Northerlies) please contact me, Dave Keepax, Dave Williamson or Rod Lees. On flying over Ditchling I see that it is fenced off and lost to hanggliders. I gather that your committee didn't even know that the fence was going to be put up. As fast as I am finding sites they are losing them.

I shall be standing for chairman again at the A.G.M.- it's up to you.

I was sorry to hear that Dave Williamson has resigned but I am not surprised that the present committee and chairman was unable to keep him. Thanks Dave- Windsock has been great- I hope that you will take it on again if I take our chair again at the A.G.M.

Some further points of interest:

I am in touch with a guy in Turkey who can arrange hanggliding hols. there. There should even be Airwave gliders to hire this summer- drop me a line if interested.

I wrote again to Skywings re. anti-amalgamation- not published as usual. Are they biased or is that an understatement? I hear a rumour that Tim Williams is to get the boot- fingers crossed.

I also hear a rumour that an alternative to the B.H.G.A. is in the offing, possibly only £25 p.a. including insurance and a British edition of a well known American hanggliding mag. Who would need the B.H.G.A.?

We are still waiting to hear if they will register the Downs Club- remember B.H.G.A. objective (b): "to encourage the formation of new clubs." They might as well just insert the word "paragliding" and have done with it.

Did you know that of 700 postal votes regarding amalgamation brought to the A.G.M. by the B.H.G.A. council only 125 were against. Votes cast at the meeting were overwhelmingly against. Judging by my canvassing at the very least half of this number came from the S.H.G.C. I am told that the Long Mynd, Derbyshire and Mercian clubs are solidly against. How can this add up to 125 votes? I am deeply suspicious. Our (B.H.G.A.) money is going to a largely paragliding body on the strength of this.

Even allowing for this number of postal votes 25 more against would have swung it- think about that if you didn't bother to vote (they needed 66% and got only about 69%).

Don't allow this apathy to do down hanggliding again at our A.G.M.- come and vote yourself.

Lastly I heard on the grapevine that a certain flying instructor, known to his colleagues as Rigsby, was flying recently with an airline pilot who was being checked out. Judging by the tapes in Shoreham control tower his transmit button must have stuck as he can't have intended to broadcast: "S--- off you c--- and let me make my own f----- mistakes."

JOHN CHARLTON.

WHAT'S GOING ON

So, dudes, this months Windsock comes through the door and heavy karma or what??? Whatever happened to the democratically elected committee and all that stuff?? Why is there so much negative vibe?? Why was I called a \*\*\*\* last time I asked these questions?? I get the temptation to turn up to committee meetings and point my finger and call some people very unpleasant things. But it would serve no useful purpose. We are spending a large amount of time and money on a punch-up that benefits no-one except (Use your own judgement to fill in your own conclusion). Everyone of you should think about the possible outcomes and put down on a piece of paper the good things that will result. Still staring at a blank sheet of paper??? We will ALL be losers. If you doubt this, ask some of the longer serving pilots with a good historical memory. What a great shame that we don't devote as much time to helping out (say) new pilots as we do bickering. Some people have spent time starting untrue rumours for questionable ends. So those people, I know your names, other people do too, but naming you will not solve anything.

Quite a few people also appear very bitter and twisted. Ask yourselves why??? Do not bottle up feelings of resentment but discuss them with someone you can trust. Try and come to terms with the progression of events. Nothing can exist in stasis, there will always be change and evolution, not always (subjectively) for the best. The ability to adapt is going to stand you in much better stead than a long term grudge harboured against a person or a section of the flying community.

So you miserable lot, peaceful sounds before your heads get banged together like you deserve. As a result of this episode many people formerly of standing have lost a lot of respect not only in my eyes but in the eyes of the new pilots in the club who looked up to them for an example. Is this the example we (all of us: me, you, and them with no exceptions) wish to set??? Please think about this when you or the people beside you on the hill are spreading the latest version of negative vibes '92. Some of us go hang/paragliding to enjoy a few brief moments away from the hated rat race. Do not destroy our last refuge.

Steve U.

P.S. I have been accused of hiding behind various nom de plumes so I'm going to have to blow my disguises, loveys!!! I have been Keith Chegwin, Hugh Janus, The Masked Man, E.Strobes, D. Grabbitt of Sue, Grabbitt and Runne (Solicitors), The Friendly Ranger at Cloudbase, A.Nony Moss, Jaccuzzi, and of course myself. I am not the only one to have used these names, though. Best wishes for 1992.

(c)1992 Masked Man Productions.

Messrs Sue, Grabbitt and Runne,  
Solicitors, Barristers and  
Agents.

Dave Williamson,  
Windsock!  
15, Ewhurst Rd,  
Brighton.

Dear Sir,

It has come to our notice that your organ has in the past used the names and performances of some of our artistes without prior permission or agreement and in direct contravention of the agreements between Equity, the NUJ and the Press Association.

We are prepared however to overlook this incident if we receive, by return of post full settlement of the expenses and charges detailed here, and a written undertaking that all future publicity in your organ will be cleared with us prior to publication.

For Ms.D. Freedman, the following amounts:

Compensation for libel connecting her with one D. Matthews	£1000
Expenses for repair to door and car as per arranged stunt	£ 500
	£1500

Also an undertaking that you will not use her name again for publicity purposes as her contracts with Bodgit Car Repairs and Stephensons Fencing forbid it.

For Mr D. Matthews:

Compensation for suffering caused by repeated reference to a slight personal imperfection	£ 500
Accommodation expenses at Gliding Club	£ 10
Hair Restorer (made necessary by you)	£ 100
	£ 610

Mr Matthews is subject to minimum appearance fee of £100

In respect of one Mr. S. Uzochukwu: 50% stake in glider stunt resulting in aircraft loss	£ 375
---	-------

Mr Uzochukwu and Mr Mortimer are subject to minimum appearance fees of £200 each, and they are owed a total of £1000 each in back fees.

We therefore expect a total of £4485 by return of post or we will be comencing court proceedings immediately.

Yours faithfully

For Messrs Sue, Grabbitt and Runne, Solicitors.

D.R. Williamson,  
Windsock.

Messrs Sue, Grabbitt and Runne,  
'Dunthermallin',  
Kent.

Dear Sirs,


Thank you for your correspondence of the 11th Oct. bringing to my attention the claims of your various clients.

I should be interested to know which of your clients are current holders of an Equity card. I recently saw Mr Uzochukwu take the role of 'hang glider pilot' and found the performance so unconvincing that I cannot believe that he would ever be accepted as a professional actor. The idea that Ms Freedman could ever make any money, by whatever means, from a connection with a member of the opposite sex caused much hilarity here, I can tell you! Mr Matthews is currently residing north of Watford Gap and is therefore no longer covered by the laws of civilisation. Exceptionally, Mr Mortimer did bring a certain amount of realism to the part of 'long haired git with a blow torch' in the Ken Russell adaptation of The Snowman and we would consider making a payment to him. We suspect, however, that he has an 'aluminium habit' and feel that it may be dangerous to give him any money, which he will just use to fuel his addiction.

Going on the assumption that any further action you may take will be influenced by the wording of my response, my solicitors have advised me to make the following formal reply:

Piss off!

Yours faithfully,

  
D.R. Williamson,  
p.p. Lord Gnome,  
Gnomesock,  
S.H.G.C.

#### MAKE A DATE WITH ORIOLE!

The forthcoming social dates are:-

Saturday 28th March 1992.

A.G.M. at 7 o'clock in the evening at:  
Broadbridge Heath Sports Centre,  
Wickhurst Lane,  
Broadbridge Heath,  
Horsham.

Saturday 4th April 1992.

Parachute Repacking at 7 o'clock in the evening at:  
Broadbridge Heath Sports Centre.

Saturday 25th April 1992.

Cross Country Lecture at 8 o'clock in the evening at:  
The Devil's Dyke Inn,  
Devil's Dyke,  
Brighton.

We desperately need pilots to help with the parachute repacking evening and the cross country lecture - could volunteers please phone:-

Brighton(0273) 419645

We are also planning a VIDEO NIGHT to be held at the Devil's Dyke Inn in May or June so get busy filming!

## X.C League, Home Competitions *Tony Lucchesi*

### Cross Country leagues

Well, the X.C season will hopefully start soon and this year I'm hoping for a better year than last.

If you are an X.C pilot then please send me details of your flights for reistration in the Southern Club leagues which are; Martini League, Sussex League, Sussex Weekend League and Sussex Longest X.C, for both Hang and para gliders.

I have had cards similar to the BHGA National X.C cards printed (courtesy of Davron), which makes life easier for everyone, but they are not compulsory and a piece of paper with the correct details is acceptable. I require:

- 1) Name of Pilot
- 2) Club membership number
- 3) Date of flight
- 4) Flight type- Open Distance, Triangle etc
- 5) Glider type
- 6) Approx Distance
- 7) Take off and Landing grid references
- 8) Witnesses for take off and landing

I must receive the details within one month of the flight, not a big pile of details at the end of the year. I am not able to guess about flights, if you do a good distance and don't send any details in, don't expect to win any cups.

With the massive improvements in hang and para glider performance I feel that the days of fairly easy ridge runs are over, even though a lot of you may winge and say that the national X.C league accepts them. You know in your heart that a ridge run on a Kiss/Rumour/Apex MR/Voodoo etc is very easy and is more a question of whether the wind is on the hill than pilot skill, so to encourage true X.C flights I am not accepting any ridge runs in 1992.

So on those S.S.W summer days sod Newhaven, go to Mount Caburn and float over the back for some real X.C flying.

### Competitions

Home competitions will start around April when the weather is moderately predictable, these will be friendly affairs, the accent being on fun. Any pilot can take part; CPC-APC, SP-AP.

FEBRUARY THERMALS.

I don't normally go flying on Mondays in the winter, but on the 17th Feb. it looked so good that by 12:00 I was at Ditchling car park taking a wind check. The wind was smack on but no one was flying there (I believe that Ditchling is virtually unusable since a new fence was put up, in early January, but I haven't seen anything about it in Windssock yet!) I could see hanggliders circling over the Dyke but as it was due northerly wind I took a chance and went to Plumpton.

Fortunately there was someone else there when I arrived, in the form of John Charlton and the ever beautiful Judy, so I parked by the take off and got ready. Plumpton is currently a private hanglider only site run by the Downs club. B.H.G.A. registration has been applied for and the only obstacle to this would seem to be the objection from the S.H.G.C. committee (this is the issue that I resigned over). Once registered the Downs club should be open to hang gliding members. The site is 650' a.m.s.l. with large, flat, clear top landing area and enormous bottom landing areas. It is probably the best situated site for getting into the sea-breeze front as it is further inland than any other site round here and has an all year round thermal source half a mile upwind of take off in the shape of Plumpton Agricultural College. There is also a very good pub at the bottom of the hill.

As I was rigging some high cloud drifted across the sun and I was wishing that I'd arrived earlier. By the time I was rigged the wind had gone very light but at least the high clouds were clearing from the sun. Directly I clipped in, at one o'clock, I observed a thermal passing up the right hand side of the take off bowl but, as it's such a wide bowl, it was too far away to reach. Two minutes later a thermal came straight up in front and I took off.

Having the whole six miles of ridge to myself I was able to circle immediately in 2up lift and gradually work upwind until at 1000' I was at the tail end of the cloud street. Flying half a mile to the west in light sink brought me under the next cloud street and I worked my way upwind along it until I cored a 4up thermal at 2000' near Plumpton race course. Drifting back whilst circling the lift brought me back over take off at cloudbase of 3200'. At this point I could have carried on downwind which would have taken me to Telscombe Cliffs and a good chance of a big distance flight but before take off I'd declared my goal to be the Dyke as I knew that people were flying there and I could get an easy retrieve in time to get back to Brighton for my evening snooker match. To give me a chance of getting to the Dyke I headed into wind towards an area of active sky north of Jack and Jill windmills. After making very slow progress against the breeze I contacted weak 0-2up lift and drifted back with it until I was at 2000' over Jack and Jill. From there I headed towards the leeside bowl of Wolstonbury in a more downwind direction which made it seem like I was shooting along as I crossed the A23. There was a steady 2up thermal coming from the leeside of Wolstonbury and I topped up my height again to 2000'. From this point I could have made a bee-line for the Dyke, over Newtimber, but if I didn't get a leeside thermal off Newtimber I wouldn't clear the hill. There was a cloud of smoke rising in a thermal about one mile in front of the Dyke so I went round Newtimber on a heading to intersect it and hopefully gain enough height to top land by the pub. I met the thermal about half a mile in front of the Dyke at 150' a.g.l. and tried one 360 but didn't get a solid enough bit of lift to be confident of working it so low down and so made a prolonged glide downwind towards the barn field. I didn't have enough height to get into the barn field without going under the power lines so it seemed more prudent to land outside them. I got a lift up to the top of the Dyke from a paraglider pilot who had his van at the bottom.

It was better thermal flying than I had the whole of last summer as the lift was to be found where you expected it to be. I hope to fly Plumpton a lot more in the course of the year. Anyone wanting to fly there will, at the moment, have to contact John Charlton or another member of the Downs club committee first.

Glider: Magic IV, Dist.: 6.31 miles, Flight time: 1 hr.

D.R. WILLIAMSON.

Small ads. free to members, otherwise £2.00; Ads. placed for 3 months.

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**ATTENTION PARAGLIDER PILOTS!!**

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Phone for details:

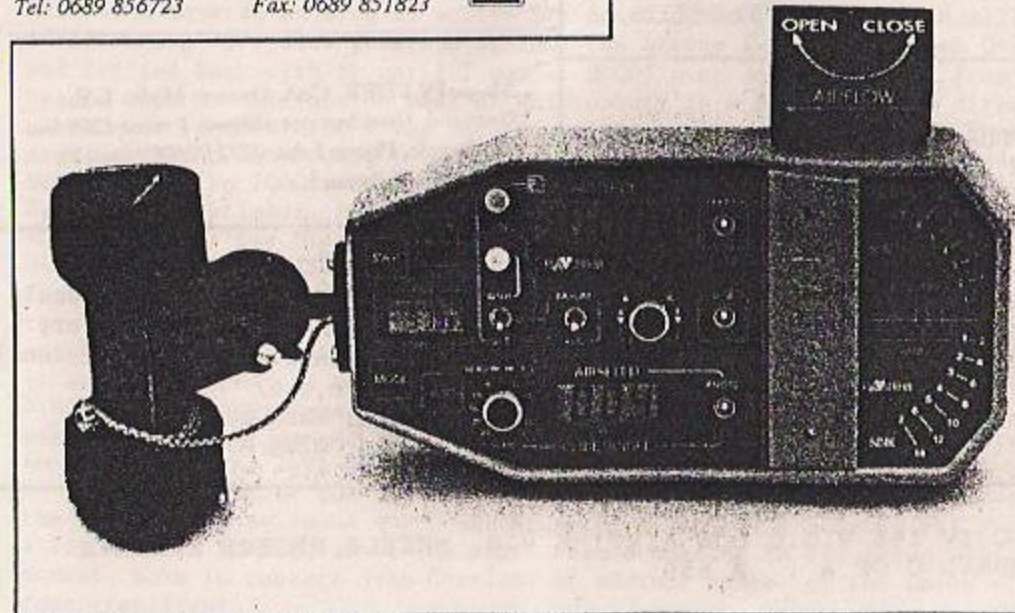
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**FARMER GILES ARRIVES**

**WILLIE GOES BACK TO THE SITE.**

**WHAT WILL HAPPEN TO WILLIE?**  
WILL OUR HERO MAKE IT TO THE NEXT ISSUE OF WINDSOCK?  
WATCH THIS SPACE.

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