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THERMOMETER with -20 to 60 C display range (changeable between celsius and fahrenheit).
Sunrise and Sunset data
Daylight graph display
1/100-sec stopwatch.

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BM-500 WJ

Hours - minutes - seconds - am/pm - month - date - day
12/24hr format - 3 multi-function alarms: daily alarm, monthly alarm, daily alarm for a month or date alarm. Hourly time signal.
ALTIMETER: maximum relative altitude memory, range -4,000m to 4,000m. Display unit 5m. Altitude alarm.
DEPTH METER (not suitable for scuba diving). Maximum relative depth memory. Measuring range 0 to -30m. Display unit 0.1m.
Atmospheric pressure tendency display, depth alarm.
BAROMETER: measuring range 610mb to 1050mb. Display unit 0.1mb. Tendency of atmospheric pressure display.
Countdown alarm. Input range 1 min - 24hr. Auto-repeat function.

£59.99



ARW-320 AT

Analogue: 3 hands. Digital: Hours - minutes - seconds - am/pm - month - date - day
12/24hr format. Daily alarm. Hourly time signal.
ALTIMETER: Maximum relative altitude memory, range -4,000m to 4,000m. Display unit 5m (20ft). Altitude alarm.
DEPTH METER (not suitable for scuba diving). Maximum relative depth memory. Measuring range 0 to -30m (0 to -98ft). Display unit 0.1m (1ft).
Depth alarm. Changeable between metres and feet.
BAROMETER: Measuring range 610mb to 1050mb. Display unit 1mb.
1/100 second stopwatch.
Countdown alarm. Input range 1 min - 24hr. Unit 1 second. Repeat function.

£59.99



ALT-6000

Hours - minutes - seconds - am/pm - year - month - date - day
12/24 hr format. 5 daily alarms. Hourly time signal.
ALTIMETER: Measuring range 0 to 6,000m (0 to 19680 ft). Measuring unit 5m (20ft).
Auto-memory function (Up to 50 sets of altitude memory with date and temperature).
Manual memory function (Up to 50 sets of altitude memory with date and temperature).
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1/100 second stopwatch.

£89.99

W i n d S o c k

incorporating BLACK SATURDAY MONTHLY

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB
February 1993. Free to members

LucchesiFilms in association with DealTours
proudly presents



Mother of all Thermals

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Dave "Pass the Dutchy" Kinlan with
Choreography by Billy "Thespian" Jongeneel

Recorded in Rude Kid Sweararound Sound

Filmed in SantanaVision

Chris Bere was recently noticed t



**THE SOUTHERN
HANG GLIDING CLUB**
P.O. BOX 1359,
BRIGHTON,
EAST SUSSEX BN1 4QX

SHGC Committee

Meetings:

are held on the first Wednesday of every month at the Devil's Dyke Hotel (upstairs) - all members are most welcome to come along and air their views.

**COMMITTEE
FEBRUARY 1993.**

Please note - we need volunteers to step in at the AGM and pump some new blood into the Club. If you think that you could do one of the jobs listed here, or help the Club in any other way, come to the AGM and "put yourself forward"! Don't be shy, and bring someone to propose and/or second you!

President & Chairman

Johnny Carr
0444 84667

Secretary

Martin Brady
0444 233346

Treasurer

Peter Day
0734 421481

Membership Secretary

Gary Cook
0273 857700

Safety Officer

Michel Carnet
0273 857700

Sites Liaison Officer

Tony Turner
0825 762969

Assistant Sites Liaison Officer

Fionn Kennedy
0273 858221

Sites Control Officer

Nigel Gibson
081 890 7476

Schools Liaison Officer

Mark Woodhams
0273 501043

Club Coach

Adrian Caple
081 660 0824

Airspace Officer

Tim Cox
0273 671214

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Tony Lucchesi
0474 812106

Away Competitions

Kevin Pickering
0273 846319

Towing Representative

Michel Carnet
0273 857700

Paragliding Representative

Irwyn Jehu
0903 723884

Social Secretary

Ian de Haan
0737 762895

WINDSOCK EDITOR

Ian de Haan

Send contribution (articles, photographs, gossip, suggestions, whatever) to:

FLAT 4

113/115 FOUNTAIN ROAD

ST. JOHNS, REDHILL

SURREY RH1 6QD

Tel/Fax: 0737 762895

Devil's Dyke

Weather Machine:

0273 857002

Advertising

Display Rates:

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Small Ads:

Small ads. are free to members, or £2 each to non-members. They will appear for 3 issues of Windsock before being removed.

Payment

for Advertising:

Any cheques or postal orders (no cash) should be made payable to The Southern Hang Gliding Club, and sent in with your copy.

The Southern Hang

Gliding Club

supports the aims and ideals of the British Hang Gliding & Paragliding Association.

Readers Please Note:

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Layout/DTP by KINO 1993

SMALL-ADS

Send small-ads in to the Editor - they will appear for 3 Windsock editions. Free to SHGC members, non-members pay £2 for 3 insertions (cheque with copy please)

FOR SALE: PARAGLIDERS

PALHAWK APEX MR 120 (large). Green-Immaculate condition. Top performer (try it!) with tuck resistance and easy handling. ~~Must sell as going bankrupt!~~ £1,000/offers. *Sold!*

Will consider p/x+cash.

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EDEL APOLLO. Suit pilot 45-65kilos. Ideal from beginner to intermediate. Stable, big ears, b-line and a trendy pink design. You have probably seen me flying above you on the Southern sites! Good condition, only 20 hours airtime hence £850 ono. Tel. Nigel on 0825-768657. (3)

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CUSTOM-SAIL ALIEN 22 small, only a few hours airtime. Immaculate. Bag and Sky Systems harness. Very stable, ideal first canopy. £595. Bruce 081 342 9595 anytime. (1)

SITUATIONS VACANT

PUBLIC RELATIONS OFFICER required for the SHGC (voluntary post). Please think about it - applicants make yourselves known at the AGM on 13th March at Devil's Dyke Pub... (2)

FOR SALE: HANG GLIDERS

No takers this month ???

GENERAL

BED & BREAKFAST. About 15 mins' drive from Dyke. 1

double, 1 twin, 1 single. B&B £15 single, £25 double. T&Coffee facilities. Stay in local pilot's home and OD on paragliding! Good pub within walking distance for cheap evening meals. Tel: 0403 710739. (3)

PIONEER HI-FI SYSTEM comprising: DUAL CS5000 Record Turntable, PD-4100 CD Player, F-223 Tuner, GR-331 Graphic Equaliser, A-333 Amplifier, CT-443 Cassette Deck - EAGLE speakers. All as new, still with boxes and instructions. £550 the lot. Phone (0273)604051 evenings. (3)

LOST & FOUND

FOUND: WAXED COTTON JACKET at Beachy Head on 3rd. January. Believed to belong to a hang glider pilot, as there is a webbing hang loop in the pocket. Also a dark blue duffel bag. Contact Greg Leveridge on 0525-718877 ext 258 (day) or 0923-264686 (evenings). (2)

LOST AT FIRLE: Pair of sunglasses. Very special. Contact Steve Millson on 081-675 7062. (1)

AGM '93

Date:

Saturday 13th March

Venue:

Devil's Dyke Hotel

This issue of Windsock (and the last one) contains the final proposals for the AGM.

Please note that proposals will not be accepted from the floor on the night. We also need

willing volunteers to take over any committee posts that

become vacant... please volunteer if you think you can make a positive contribution to the harmonious running of the Club. See you there...

LOW AIRTIME PILOTS IN DYKE INCIDENT

Saturday 6th February and as a result of the S.H.G.C. marshalling system low airtime hang glider pilots were able to fly in a light northwesterly in spite of an inversion layer of paragliders. Particular thanks should be given to the paraglider pilots who were flying a fairly well defined circuit and kept clear of the launch area to enable the H.G. pilots to launch and also to Peter Bruce and Duncan Caird for their marshalling.

So if you are a fairly low airtime pilot don't be reluctant to fly at the Dyke especially as there is almost certain to be a club coach on hand to ensure you have a safe and productive flight. We now have 20 qualified coaches whose names are given below.

However as Senior Coach (H.G.) I would be prepared to arrange a trip to some other sites, for example South Wales, if there was any interest. Give me a call about this or any other coaching matter that concerns you.

Adrian Caple *Senior Club Coach (Hang Gliding)*

COACHING PAGE

from Adrian Caple

Up-to-date list of Club Coaches

COACH/DISCIPLINE	LOCATION	Tel.
Mike Broadbent/HG	Bexhill on Sea	0424 210951
John Charlton/HG	Copthorne	0342 716006
Steve Cook/HG	Littlehampton	0903 725724
Francis Cracknell/PG	Isleworth	081 5684184
Nigel Gibson/PG	Feltham	081 890 7476
Harry Greene/PG	Orpington	071 482 4927
John Hutcherson/HG	Wandsworth	081 810 5050
Chris Jones/HG	Ealing	081 579 2830
Rodney Lees/HG	Brighton	0273 300328
Tony Lucchesi/HG	Harvel, Kent	0474 812106
Ali Maddock/PG	London	081 341 3383
Dave Matthews/HG	Brighton	0273 604752
Steve Uzochukwu/HG & PG	Maidstone	0622 36219
Steve Pugh/HG	Greenwich	081 692 8554
Reg Richardson/HG	Eastbourne	0323 416366
Ron Richardson/HG	Keston	06898 56723
Stewart Swanton/PG	Hove	0273 732219
Noel Venn/HG	Reigate	07372 21023
Dave Williamson/HG	Brighton	0273 604752
Dave Keepax/HG	Burgess Hill	0444 245233

If you have been accidentally omitted from this list, or if you require any information about becoming a Club Coach (for either Hang Gliding or Paragliding), contact Adrian Caple for information.

AIRLAW & DO YOU KNOW IT WELL ENOUGH TO BE SECOND NATURE?

by Ian de Haan

It is becoming increasingly apparent that there is a growing band of paraglider pilots who are flying without knowing their AIRLAW and I have to ask why this is?

Is it because the schools who taught them were desperate to get students through their exams to enable these people to buy a canopy?

This may be the case in some schools, but by and large I do not think so - what I think is the case is that they have learned the airlaw parrot fashion to pass a test but do not understand it at all. These pilots then proceed to waltz off to the nearest hill or cliff and fly in uncrowded air: so far so good, and they even accrue a few hours airtime on their expanded time not real time. They now consider that they are fully experienced even though they have only flown one or two sites in perfect conditions.

WARNING!

They have not experienced these sites in all conditions and are blissfully unaware of what they might possibly encounter! To this end go and fly High & Over in mildly turbulent conditions, flying at ridge height experience the magnificent thrill of having your class 1 canopy drop half the bloody wing on your head as you descend at amazing speed, the thrill of correcting the deflation and watching the canopy blot out your horizon as it surges over your head and still descending towards Mother Earth like a brick and the sheer EXHILARATION AS YOUR CANOPY FULLY RECOVERS AND YOU MAKE A PERFECT BOTTOM LANDING.

This happened to me once, and I have never forgotten the experience, nor that this can happen at any time any place WITHOUT WARNING. My reaction was automatic, if it hadn't been then I might have had a hard landing.

The fact is that this can happen in crowded conditions and could be caused by YOUR IGNORANCE OF THE AIR LAW by being in

the wrong place by not knowing when to give way or not knowing when you have the right of way.

Knowing airlaw fully is to understand all aspects of the airlaw in all dimensions and also with consideration of other air users.

Consideration by way of how crowded you will make the air space by adding to it?

Will you make it dangerous to all the others? Where should you not over fly on this particular site?

Where is the wind gradient at this site in this wind direction for landing?

What is the rotor like at this site?

Where do the thermals trigger from at this site and how could it affect me in relation to others in the air?

PROPOSAL SLIP AGM 13.03.93

This is your Club - if you wish to propose someone for a Committee position (even yourself), and you think that you can make a positive contribution to the Club in 1993/94, please put yourself forward on the night of the AGM. Fill out this form and hand it in at the START OF THE MEETING to Martin Brady (secretary). A photocopy will suffice if you don't want to mutilate your super soaraway Windsock...

Every position on the Committee is open for proposals (see the list of jobs on the inside front cover).

Please **print** names below:

I PROPOSE (name of candidate):

_____ for the Committee position of:

SECONDED BY (name of seconder):

S LETTERS LETTERS L

Black Saturday - will it never end?

Dear Editor,

In reply to your invitation in December's "Windsock" for comments regarding 17/10/92 at Devils Dyke.

I have to agree with you that both you and Johnny Carr did an excellent job of marshalling under very difficult conditions, and despite the obvious handicap of a broken ankle on Johnny's part.

But I also agree with P.A. Rolinson that it was a very bad day for any responsible club member whether they were HG or PG. This was due to high numbers of Paraglider pilots most of whom it seemed were non-members judging by the large sum of money which was collected from them in site fees. They showed no regard for air law or safety or site rules and were bunched up in large numbers. I counted 20 in the air and hovering in front of the paddock thus preventing take off or landing by Hang Gliders. I myself got into difficulties when I tried to land my Ace in the paddock. I had decided to come down because it was too crowded, but managed to balls-up the approach and overshoot the landing area, so I had to head out again. This proved impossible, since the way was blocked by an impenetrable wall of hovering Paragliders, so I had to make an emergency dash over the earthworks and land crosswind in the large bowl. I was lucky.

The problem, it seems to me, was that up until 2.30pm, PG's and HG's had been separated by a time slot where only one type of craft could fly, thus there was no risk of problems like the aforementioned happening. At 2.30pm the gate was opened and anyone could fly - this resulted in chaos as everybody took off at once. I'm not criticising the marshalls - they did a great job - but I'm suggesting that at weekends or at least when it's a busy weekend that HG's and PG's are separated into say 1/2 hour slots. Obviously if you've gained altitude to be out of the way then you'd be exempt, but maybe below 500ft you'd be required to land for 1/2hr to give someone else a chance to fly. I'd be very happy to fly under these rules at weekends and maybe it would end these calls for a ban on PG's at the Dyke. It would mean less crowding and safer flying. Any comments?

-JOHN O'NEILL

Editors reply:

On that particular day some paragliders were overflying the paddock area when they should not have been. This would be due to the simple fact that these morons either can't read or are too lazy to read the sites guide where it is clearly stated that the paddock area is not to be overflowed, unless with a minimum height and especially no hovering in front of this area. I sympathise with you on this point and on the overcrowding, but as was the case the numbers were limited and the gate was closed when too many were thought to be in the air. When the gate was opened, so many took off it made the airspace immediately congested, again the gate was closed but by then the air had overcrowded.

With regard to different time slots, the happy hours were split into two half hours for HG's and PG's and that is what you saw. The committee are discussing the associated problems of overcrowding but as per my last article on air awareness there is a problem to be overcome and we are looking into this.

MiniMuckRaker

Tim ROTHWELL WHO ALWAYS KNOWS BETTER THAN ANYONE HOW TO FLY HANGLIDERS LAND THEM, ETC. ETC. BLAGS EVERYONE OFF AT BEACHY HEAD ON 30/12/92 FOR NOT DOING THIS OR THAT RIGHT AND PUBLICLY TELLS EVERY ONE HOW IT ALL SHOULD BE DONE AND EXPLAINS IN GREAT DETAIL JUST HOW EASY IT IS TO FLY THE CLIFFS AND TO TOP LAND, PROCEEDS TO DEMONSTRATE, BUT HAS NOT NOTICED THE SEAGULLS FRANTICALLY FLAPPING THEIR WINGS TO STAY UP, IN FACT THEIR EYES BULGED WITH THE STRAIN! OR THAT EVERY ONE ELSE HAS LANDED, TAKES OFF AND PROCEEDS TO SCRAPE THE GRASS ALL THE WAY DOWN THE SW BOWL AND DROP OFF THE EDGE TO LAND IN THE SEA! HE WAS NOT ALONE IN THIS ATTEMPT TO WASH HIS WING IN SEA WATER, A SWISS PILOT WITH A DEATH WISH ON HIMSELF DID THE SAME THING BUT LANDED SHORT OF THE WATER.

NICE ONE TIM!

Did you Know?

The repair team at Sky Systems spend more time on Chris Bere's canopy than he does.

JERRY HANSON, OF THE MOST IMPROVED PG FAME? WRITES TO THE EDITOR OF WINDSOCK OFFERING A NEW LAYOUT AT THE DYKE FOR PG AND HG TAKE OFF AND LANDING AREAS, JUST TO CONFIRM HE HAS NOT READ OR UNDERSTOOD THE SITES GUIDE! IS HE ALONE IN THIS OR ARE THERE MORE OF YOU OUT THERE?



Having done a COUPLE OF FLIGHTS AT BEACHY HEAD BOWL ON A GOOD DAY AFTER CHRISTMAS **NIGEL WOODS** (who?) FINDS THE WIND TOO STRONG AT THE TOP SO HE SAYS THAT THE WIND WILL BE LESS IF HE GOES DOWN THE BOWL A BIT. HE REAPPEARS MINUTES LATER FLYING BACKWARDS AND UPSIDE DOWN WITH A FOOT CAUGHT IN HIS RISERS. FORTUNATELY HE IS CAUGHT BY SOME OTHER PILOTS WHO WERE STANDING AT THE TOP HAVING DECIDED IT WAS NOT THE BEST CONDITIONS TO FLY IN. WILL HE LEARN FOR THE NEXT TIME ONE ASKS ?

ON THE SAME DAY ANOTHER LOW AIR TIME PILOT, WHO HAS BEEN FLYING AT THE BOWL AND WITHOUT ANY PROBLEMS DECIDES TO MAKE A 360 BUT HE HAS NOT REALISED HE IS TOO LOW AND TOO CLOSE TO THE LANDING AREA, HE IMPACTS AT MAX SPEED INTO THE TOP AND BOUNCES HAVING IMPACTED ONTO THE GROUND WITH ENOUGH FORCE THAT MANY WERE ABLE TO HEAR THE CRACK FROM HIS ANKLES, TUT, TUT, GIVE YOURSELVE ENOUGH ROOM AND HEIGHT FIRST!

Theory Today with Professor Plum

There is a widely held but inaccurate belief, obviously shared by some members that paragliders are held aloft by aerodynamic forces. Nothing could be further from the truth. Paragliders are held aloft by electrostatic repulsion. The canopy is charged by static electricity. This charge repels the ground and keeps the canopy in the air. The charge is also responsible for the rigidity of the wing and the apparent "inflation" of the cells, as the components of the canopy repel each other. The initial charge is produced by the friction with the ground that occurs as the pilot "builds the wall" or "inflates" the canopy. That's why it's easier to launch on certain kinds of terrain. Some types of ground surface generate more static than others. The charge is maintained by friction with dust particles and aerosols in the atmosphere. Paragliders ascend in thermals because thermals have more dust. They descend in sink because, particularly underneath clouds, contains water droplets, which ground part of the static charge. Canopy collapses occur when the static charge shorts out all over part of the canopy. This short is also responsible for the "cracking", "rustling", or "snapping" sounds that are often associated with canopy collapses and re-inflations. It is easy to demonstrate that this explanation is correct. If you construct two identical canopies, one made of conventional material and one from some conducting material, such as steel or lead, you will find that the fabric canopy flies better than the metal one. I hope this information has been of some help. +

GOOD PR. FOR THE CLUB

by Gary Cook

I recently gave two lectures for school children about paragliding and hang gliding on the South Downs which I hope have both contributed to the "positive" image of the SHGC and our sports in general. The first was given at Kingston Buci Primary School in Shoreham. At the invitation of one of the teachers I gave a 40-minute talk to some real youngsters and their teachers about flying around the Downs. After the talk, I had coffee with some of the teachers, who, it turned out had seen us flying and teaching on the Dyke and Truleigh Hill. Two of them were horse-riders, and members of the organisation who have apparently lodged complaints about us! It was interesting to hear their comments on the affair, as they are just ordinary members of their Club, and not involved in any politics. Neither could understand what the fuss was about, and were really nice - they were more than happy that neither paragliders nor hang gliders caused them inconvenience, and that the few times they had contact with us, people of both disciplines had gone out of their way to be courteous and accommodating. Politics?

The second event was a bit more serious than lecturing to 7-year olds. It was part of an annual lecture series called (rather grandly) Masterclasses in Technology. This series of talks and practical sessions is held at the University of Sussex, and is sponsored by local industry under the auspices of SATRO. The idea is that groups of youngsters from around east and west Sussex are chosen as those most likely to go on to study a technology subject at university - they then attend four sessions consisting of a lecture on a subject one week, and then a practical problem-solving session the following week.

I felt a healthy dose of wobbly knees as I was faced with 64 fifteen and sixteen year olds, plus assorted teachers and lecturers in a large lecture theatre, with videos, slides, OHP's, and a lot of demonstration equipment just waiting to go wrong... Knowing that I was following such luminaries as Derek Piggot didn't help my nerves, either.

Anyway, it all went very smoothly, and the time whizzed by. The kids seemed to enjoy the presentation, and I looked forward to next week's follow-up.

The practical problems we gave the groups to solve were: Identifying and "calibrating" paraglider cloth, searching for porosity and tear strength. Designing a harness geometry which will allow the freedom of a single chest strap with the security of cross-bracing. Designing a paragliding back-plate with the design brief of balancing cost against penetration resistance

against shock absorption.

They beavered away for hours, knowing that at the end of the session, each group would have to make a presentation back to myself and their teachers about their findings.

I was amazed at the ingenuity they showed - with an equipped laboratory at their disposal, they each devised experiments and tests for the various problems. The ideas they came up with ranged from the sublime to the almost ridiculous. I had been careful not to mention too much about physical solutions that really exist for these problems, but among the many ideas they came up with were - Mesh intercell walls, inflatable air bags on the back, semi-cross braced harnesses, and a system for testing cloth porosity and strength which really seemed to give 100% accurate results (I had given them differently aged samples of rip-stop to test).

The feedback after the session was good, and at the end of it I really think that the Club should get some positive feedback from it... There are a lot of youngsters (and their parents) out there who are potential fliers now...

SOCIAL EVENTS/LECTURES SURVEY

IN ORDER TO ORGANISE THE TYPE OF FUNCTION THAT YOU WANT, AND WILL BE WELL ATTENDED, WOULD YOU PLEASE RETURN THIS QUESTIONNAIRE to Ian De Haan: (please tick):

DO YOU WANT MONTHLY SOCIAL MEETINGS HELD ALTERNATELY IN REIGATE AND DEVILS DYKE?

IF YOU DO WOULD YOU BE LIKELY TO ATTEND?

DO YOU WANT FLYING LECTURES?

IF SO WHAT TYPE?

FOR EXAMS OR CROSS COUNTRY FLYING? OR BOTH?

DO YOU WANT RESERVE REPACKING DEMONSTRATIONS?

HOW OFTEN WOULD YOU LIKE LECTURES? MONTHLY, QUARTERLY, YEARLY?

DO YOU WANT A DIFFERENT STYLE OF CHRISTMAS BASH?

IF SO PLEASE GIVE ME YOUR SUGGESTIONS WOULD YOU LIKE FLYING TRIPS ABROAD WITH THE CLUB?

WOULD YOU LIKE SOME KIND OF SIV COURSE AVAILABLE FOR PARAGLIDER PILOTS?

SEND ME YOUR OPINIONS...

-lan

ARTS SECTION OF THE CLUB MAGAZINE

LATEST VERSION OF CUB ROOTA - MARSHALLING

Date	Forename	Surname	TelHome	TelWork
13/03/93	Vanya	Gant	-	-
13/03/93	Paul	Gardiner	0444 881 387	-
13/03/93	Robert	Gastman	081 722 8855	071 636 2294
14/03/93	Nigel	Gibson	081 890 7476	-
14/03/93	David	Goepel	0273 419645	-
14/03/93	Frank	Golding	0273 305636	-
20/03/93	Paul	Goodyear	-	-
20/03/93	Damian	Gordon	-	-
20/03/93	Kim	Gouldstone	081 715 4706	071 233 0288
21/03/93	Ian	Gravatt	071 733 5259	071 924 1282
21/03/93	Harry	Greene	071 482 4927	-
21/03/93	Paul	Gurling	081 764 8301	081 750 0380
27/03/93	James	Gurney	0483 768719	0483 740958
27/03/93	Neil	Hallswoth	081 401 2032	-
27/03/93	Alexander	Hammond	0978 861381	-
28/03/93	Bernard	Hanning	081 908 1549	-
28/03/93	Jerry	Hansen	0273 461783	-
28/03/93	Jim	Hardiman	081 311 0683	-
03/04/93	Ron	Harrington	0252 625246	0420 86616
03/04/93	Les	Hedges	081 847 1815	-
03/04/93	Liz	Johnston	0273 556160	-
04/04/93	Keith	Henson	-	-
04/04/93	Bernie	Hewing	071 737 4849	081 986 3123
04/04/93	Anthony	Hobden	0273 473467	-
10/04/93	Albert	Holder	0273 514383	0273 513818
10/04/93	Robin	Hooper	071 978 8664	-
10/04/93	Eddie	Horsfield	081 657 93076	fax 081 689 2076
11/04/93	Patrick	Houston	0323 440331	929 0951
11/04/93	Rob	Howe	081 748 0735	081 746 1700
11/04/93	John	Hutcherson	081 810 5050	081 879 3252
17/04/93	Andrew	Jackson	081 524 4944	071 939 0267
17/04/93	Colin	James	81 399 6278	071 753 5981
17/04/93	Inike	Jansen	081 390 3076	-
18/04/93	Nigel	Jarvis	0883 349845	-
18/04/93	Imwyn	Jehu	0903 723884	-
18/04/93	Vicky	Jones	0424 222630	-
24/04/93	Ian	Jenkins	-	0424 32281 ex 320
24/04/93	Andrew	Keyte	081 464 3355	0980 630351
24/04/93	Neil	Kinnear	081 697 1363	-
25/04/93	Robert	Kelly	081 755 2592	0836 533410
25/04/93	Fionn	Kennedy	0273 858221	-
25/04/93	Kelvin	Kincaid	0483 428653	0276 71617
01/05/93	Nick	Langford	081 541 1376	-
01/05/93	Stephen	Langridge	Balcombe 811731	-
01/05/93	John	Leggott	081 657 0725	Cranley 532875
02/05/93	Robert	Klee	081 543 2646	081 318 7511
02/05/93	Amanda	Lansbury	081 470 0986	081 990 2985
02/05/93	Owen	Leigh	081 946 2552	071 236 8000 ex 2286
08/05/93	Richard	Lewis	0273 417465	-
08/05/93	Simon	Lewis	0372 363009	-
08/05/93	John	Lovell	081 689 0926	-
09/05/93	Edward	Lockhart	071 673 6827	-
09/05/93	Antony	Lucchesi	0474 812106	0892 669295
09/05/93	Simon	Lyon	081 693 2366	0293 612 648
15/05/93	Alison	Maddock	081 341 3383	-
15/05/93	Phillip	Maillardet	09592 3742	-
15/05/93	Stephen	Marnier	0273 770166	0293 654749
16/05/93	Ian	Maskell	0273 540755	-
16/05/93	David	Matthews	0273 604752	061 797 6000
16/05/93	Janet	McGill	0279 876327	07 248 4444 ex 2083
22/05/93	Bob	Middleton	0843 596126	-
22/05/93	Stephen	Millson	081 675 7062	0860 236470
22/05/93	Mike	Millwood	0273 400372	0273 857700

MINUTES OF THE SHGC COMMITTEE MEETING

6th January 1993

Present : J. Carr, M. Woodhams, A. Turner, A. Caple, N. Gibson, F. Kennedy, M. Brady, G. Cook, T. Cox, M. Carnet, I. Jehu

Apologies : K. Pickering, I. de Haan

1. Matters Arising

- 1.1 **Acquisition of Flare Guns:** K. Pickering is hoping to receive some additional flare guns in the very near future.
- 1.2 **Sites Guide:** N. Gibson will communicate comments to M. Woodhams outside the meeting.
- 1.3 **Xmas Bash:** So far, £425 has been banked by J. Carr. G. Cook has banked £240 in cash. Additional payment may be forthcoming from I. de Haan.
- 1.4 **PR Officer:** The vacancy will appear in Windsock.
- 1.5 **Bradwell Edge Fighting Fund:** M. Carnet presented a cheque at the BHPA on behalf of the Club.
- 1.6 **Bottom Landing At Firle:** F. Kennedy has spoken to Will Hole who is going to sow an area with grass in August.
- 1.7 **Schools Use of Club Sites:** M. Woodhams has written to the schools restating the position. He has also the Green Dragons for a copy of their training log. The issue of payment by schools for the use of Club sites will be discussed at the next Committee meeting.

I. de Haan will put a note in Windsock ensuring members that, under the existing arrangement, they are entitled to use Steyning Bowl.

- 1.8 **Brighton Council Meeting:** J. Carr thanked A. Turner and M. Carnet for attending on behalf of the Club. Details were discussed later in the meeting.

A. Turner will contact Hove Council to ensure a copy of the minutes are received a.s.a.p.

- 1.9 **Eastbourne Air Festival:** This will be progressed further when more information becomes available.
- 1.10 **Airspace Changes:** Details have appeared in Windsock.
- 1.11 **Beachy Head:** I. Jehu reported that the log book has gone missing again.
- 1.12 **Christmas Gifts For the Farmers/Landowners:** A. Turner reported that the cost was £91.86. J. Carr thanked him for looking after the farmers and landowners.

2. **1993 AGM:** It was confirmed that the AGM will be held at the Devil's Dyke Hotel on the 13th March. Two minor changes were requested to the minutes of the previous general meeting. M. Brady will make the amendments and forward to G. Cook for distribution to the members.

G. Cook will invite members to put any proposals in writing to the Secretary.

M. Brady will review the year's minutes and highlight the key points for J. Carr.

3. **Downs Club:** There is to be a meeting between the Southern Hang Gliding Club, the Downs Club and the BHPA at the end of January. M. Brady will write to the Downs Club restating the Club's position with copies to John Clarke and Kay Simpson.

4. **Council Meeting:** As mentioned earlier, A. Turner and M. Carnet attended a meeting of the Downland Management Forum. The Club had been asked to attend following representations from the local Bridleways Group (even though any problems were thought to have been resolved at a previous meeting involving the Mid-Sussex Council). The meeting went very well for the Club except that the Chairperson of the Bridleways Group said the Club was understating the number of days flown at the Dyke. She also said that paragliders were the problem, not hang gliders and mentioned that her husband is a hang glider pilot. The chairman of the meeting said that the major problem in dealing with mountain bikers is that there is no single contact point when complaints and other problems are experienced. It was felt that this illustrated well the need for one Club controlling sites in the area.

5. **Club Employee:** It was suggested that the Club would benefit from employing somebody to manage its sites. M. Brady will contact P. Day to establish what the Club can afford.

6. **BHPA Communications:** M. Brady read out the key points from the BHPA draft sites policy which supports control of sites in an area by one Club only and states that use/acquisition of sites by schools in an area should involve liaison with the local club. M. Brady will write to John Clarke expressing the Club's approval of the policy.

Details of a scheme had been received whereby commercial sponsorship obtained for a 'grass roots' sporting initiative, including capital projects, would be matched pound for pound by the government for successful

applications. Hang gliding is specifically listed as an eligible sport. This may present a funding opportunity for the Club.

7. **Flags and Procedures At Beachy Head:** A. Turner will obtain a log book to replace the one which has gone missing.

8. **Officers' Reports**

8.1 **Airspace (T.Cox):** G. Cook said that K. Pickering has provided him with a map for publication in Windsock. However, it was identified that there were inconsistencies in information received, by the Club. N. Gibson will liaise with K. Pickering to double-check this.

8.2 **Sites (F. Kennedy):** The sign has been erected at Mount Caburn.

8.3 **Chairman (J. Carr):** An article has been written for Windsock together with a Chairman's letter which emphasises the need to establish towing within the Club.

8.4 **Safety (M. Carnet):** There had been an accident at High & Over which attracted the attention of TV and the press. G. Cook provided further information during the meeting.

8.5 **Sites Control (N. Gibson):** The airspace issue will be resolved before inclusion in the Sites Guide.

There have been instances where the landing area at Beachy Head has not been clearly marked out. This has resulted in paragliders inflating their canopies where hang gliders are landing.

8.6 **Sites (A. Turner):** There is to be another meeting of the Downland Management Forum in March which the Club is expecting to be asked to attend.

8.7 **Membership (G. Cook):** An accident occurred the previous Saturday at High & Over involving a Sky Systems student who performed involuntary 360s at low level believed to be a result of turbulence occurring in, otherwise, smooth conditions. Precise details of what happened vary between reports. This incident attracted much media attention, probably because a helicopter was called out (in the interests of caution), resulting in some fairly sensational coverage. Southern Sound, however, canned the story when they discovered that, fortunately, the pilot was not seriously injured and was discharged the following day with a bruised back.

Since J. Carr is likely to be getting a call from the radio station for a follow up, G. Cook will keep him informed of any developments/additional information.

In the past, P. Day has obtained membership stickers from RPS at Hove.

9. **Any Other Business:** I. De Haan had expressed concern to J. Carr that some paragliders had not been observing air law in their flying behaviour.

I. Jehu will prepare a proposal for the next committee meeting concerning the transition of novice pilots from schools into the Club environment.

M. Carnet said he was glad that Windsock is once again being issued on a regular basis.

6. **Date Of Next Meeting:** Thursday 11th February, Devil's Dyke Hotel.

PR Officer: Just a reminder that we are looking for a volunteer for the sexiest job in the Southern Hang Gliding Club. Gentle persuasion has identified a possible candidate, but that's all. The Club needs someone to :-

- Provide Club news to Skywings (an objective of the new editor is to raise the profile of clubs in the magazine)
- Communicate members' achievements to the media
- Help maintain an awareness of the Club, and the sport generally, with local communities, councils, libraries etc and, not least, with the general public
- Arrange for Club involvement in/presence at local community events or charity events such as red nose day

A longer term aim of the Club is to produce a video for landowners etc., publicising the Club's history and achievements of our members. It could also be used for new members, identifying where and where not to take off or land at our sites or to illustrate site procedures such as those in place at Beachy Head, or marshalling. Of course, it could feature Southern Club flying activities just for its own sake. The PR man would organise and co-ordinate this project with help from Club members - NOTE, not to try and do it single-handedly. Surely someone must be interested in this super opportunity. After all, there are almost 400 of us.

Don't hesitate. Call Martin Brady on 0444-233346 now.

MEMBERS' FORUM

At the February Committee meeting, it was agreed that

"Members' Forum" should become a regular agenda item.

This will provide an opportunity for members to air issues and concerns formally at the meetings. Alternatively, members may prefer to contact a Committee Member who will raise them on their behalf for discussion during the forum session.

Committee meetings are normally held on the first Wednesday of the month at the Devil's Dyke Hotel - but check with a committee member beforehand to be on the safe side.

HANG GLIDING TOW WEEKEND 13th MARCH

from Martin Brady

Firstly, apologies for an incorrect telephone number in last month's Windsock. It should read 0444-233346 (i.e. treble, not double three).

As you can see, the date for the tow-in is Saturday 13th March. It will take place over the back of the Dyke. There's been quite a bit of interest from both pilots wanting to obtain an endorsement and those already with endorsements who want to do some towing, so it should be a good day - weather permitting of course.

Since the AGM is the same day and at the Dyke Hotel, why not kill three birds with one stone - Come down early to watch or participate in some towing, have a drink and a chinwag in the pub and then go to the meeting? Give me a ring if you would like to know more.
Regards,
Martin Brady

Glenda Slag's Pilot Profiles.

No5: Ian "Cowpat King" de Haan.

Flies a large Trekking Space with large cows**t patches that more than justify his nickname. Took his own top tip about fast service in the Dyke pub by getting himself dragged through a large number of cowpats. Known to the pilots on the hill as "floppy bobble" after the silly hat that he wears but all the wild women call him "KILLER". Behaves like a Rotweiler when the subject of scroungers on site is mentioned. Likes nothing better than to savage visiting pilots until the site fee is paid. Drives a soft top Golf to match his soft top glider. Is alleged to have mooned at the dinner dance whilst drunk. Edits this magazine, but misses out the good bits.

No6: Gary "Don't call me Conchita" Cook.

Co-editor with Andy Nap during the Southern Club "Conchita" period. Was unable to write or publish any articles without severe sexual innuendo. An innuendo is an Italian suppository, just like Conchita was an Italian girl. She was a cheap tart though, not like me, with real class. Teaches paragliding. A graduate of the Judas Iscariot "no that prat in the tree is not one of my students" school of instructing. Once flew an Alien with those silly ears (the canopy not Gary although now you mention it not so sure) and used to get dragged everywhere. People used to say "Oh look Gary's off for a drag". Now is that drag as in clothes or being pulled (along the ground). Still persists in the delusion that Frank Zappa is a musical genius.

No7: Steve "Trasher" Uzochukwu.

Known also as "Crasher" and "Upright King". Holds the joint record with Dave Williamson for the number of gliders trashed in a year. One of the people in the Southern Club who flies both hang gliders and paragliders...BADLY! Used to fly (or run down the hill on) a Black Magic. Was once told by Tony Luchessi after he'd just bust two uprights in the paddock "You see that Tesco's carrier bag? That's your XC bag that is!" Usually seen on the hillside with other ridge warmers generating hot air instead of flying. Very vocal at AGMs especially after two halves of beer. Seen trying to land an Ace 160 with wildly flailing legs...which usually ends in a pile of "wildly flailing" aluminium.

Tuning for Solar Wings gliders

by Steve U.

Here are a few observations arrived at after a year on the same glider and the differences tuning (or lack of it) has made. **THE FIRST POINT TO BE MADE IS THAT YOU SHOULDN'T TUNE YOUR GLIDER WITHOUT CONSULTING THE MANUFACTURER.** All I'm suggesting here is that checking the tune may help you to improve handling or performance, or both. One of the problems faced by a club pilot is that he/she may buy a second hand glider from a competition pilot who will have compromised the handling for performance. Having spent last year test flying club pilot level gliders (rather than top performance models) I know that for me the most important quality for any glider is good handling. That's what gives you confidence, enjoyable flying, and the ability to land without crashing.

I've seen a lot of Aces and Rumours where the batten elastics are far too tight. This is a contentious subject because no two Aces are ever rigged the same. This leads me on to the next point which is that there is a lot of misconception about which batten elastics affect handling most. Now, some nomenclature before we start. I'm calling the battens next to the keel no.1 and the number increases as you go outwards towards the tip with (on the Ace) the straight batten being no.7. The intermediate battens are ignored for the purpose of this discussion. The Rumour has no intermediates, but has five battens inboard of the 100% double surface, whereas the Ace has three. The 100% double surface area has undersurface elastics, also a subject of much debate.

Back to the batten elastics. On the Ace, battens 2,3,4 have a much more serious effect on handling than most people think. Watching Darren Arkwright test flying the Whisper it was battens 2,3 and 4 he spent most time getting the tension right on. The root batten (no.1) may be left nice and tight to pull the centre section of the sail flat but battens 2,3,4 and 5 should be set on the Rumour such that you can pull the elastic 4-5 cm beyond the end of the batten before it goes solid when doubling up the elastic as you would when rigging.

This is the new criteria Solar Wings are recommending for the Rumour and most of the ones I've looked at are far too tight. Set battens 2,3 and 4 on the Ace the same way. The criteria works very well for the top surface elastics on the curved battens on the 100% double surface on both the Ace and the Rumour (battens 5 & 6 on the Ace, 6,7 and 8 on the Rumour). The tip batten everybody seems to set very tight and I would argue that the way in the Ace handbook details is the best way. The tip elastics should both need to be stretched 5 cm to put them on the batten end. The remaining undersurface elastics need to set so a 2-3cm stretch is needed to put them on the batten ends. Remember also to change the elastics on two battens at a time (opposite numbers on each wing) rather than the whole lot so any turn that appears will be due to the two elastics just changed.

I've just finished resetting my Ace. Having flown a number of very good handling gliders during 1992 I decided to improve the handling on my Ace because it was not as good as the previous Ace I had although the performance was good. The leading edges had 5mm shims in then which I removed. The glider has a VB so if I want a tight sail I can tighten it in flight rather than starting off with a stiff glider. The removal of the shims eased the handling but the min sink suffered. Easy to tell because the glider is always near the top of the stack.

The undersurface elastics were very slack and tightening them up to the specified tension in the handbook restored the min sink. Further improvements to the handling were made by loosening off the 2,3 and 4 batten elastics but the biggest effect was the tip batten elastic which was far too tight. When reset the handling on my glider improved to how I remember my old Ace being. My Ace has got a pitchy which I can definitely recommend, available from M. Carnet at Sky Systems (Michel that's £5 you owe me).

The tension on the undersurface elastics on Solar Wings gliders definitely affect handling, glide and min sink very considerably. To a certain extent the removal of shims or a slack sail may be compensated for by a VB and several gliders like the La Mouette now use this approach. It makes good sense to set a glider nice and slack, with easy handling for landing, take off and other manoeuvres close to the ground, then to have a lot of adjustment available on the VB. The VB on the Ace is potentially one of the easiest to pull on provided that the pulleys are properly lubricated and to do this its best to use the silicone spray most chandlers sell to do the same job on yachts. This stuff is excellent and has been used with great success on Magic trimmers as well. A good idea for early Rumours where the pulleys are puny and need all the help they can get. Just keep the stuff off the sail. I have to say that the only club pilot level glider I've flown that has the handling and performance together without compromise is the Apco Santana. However should you wish to lend me a K4 or a Rumour 1 or 2 to disprove this I'll be happy to oblige.

I'd like to point out these are only suggestions and that a discussion in the

pages of Skywings would be a very good idea. Please check with the manufacturer that anything you do will not place the glider outside its C of A condition.

Batten material on Solar gliders is a bit soft compared to other makes and frequent re-profiling of the battens will definitely improve performance. Rumour undersurface battens particularly are very soft and bend easily.

I've also noticed how much better and easier to fly the Ace is if it's trimmed slightly fast. The hand book says to trim between min sink and max glide.

Trimming it at min sink is not so good for the handling. However it seems a large number of Aces are set up like this. Another interesting point is the varying amounts of highside different Aces need and how this increases with VB on. Comments anyone????

Steve U.

PS. Corrections to this article are welcomed.

PPS. Don't blame your glider for poor flying by the pilot!!!!

Dave Matthews had an early low airtime MK1 Rumour where the batten elastics were set so that they were fully tight when on the batten ends. He's just tried the tips in this article, and is very happy with the result.

The Paddock:

Tuesday the 16th February 1993 (is this Black Tuesday? - Ed) at the Dyke. After seeing repeated landings and take offs/inflations in the paddock I think some paraglider pilots appear to have forgotten the site rules at the Dyke.

There was a parked hang glider in the paddock and the pilot was wearing his harness. Two other hang gliders were also flying. Yet Two IDIOTS on purple Apaches and another IDIOT on a small orange Neo insisted on landing in the overshoot area and then trying to take off, getting dragged around and generally blocking the overshoot, compromising the safety of other people because they were too lazy to carry their canopies 70 yards to the front of pub take off.

We all agreed these rules three years ago, if you don't like them come to the AGM and get them changed but until then, respect them because as a paraglider pilot I don't want to be tarred with the same brush as you - Lazy, selfish and ignorant with no consideration for other sections of the flying community. I now feel that paraglider pilots must sort out these few people before they spoil it for the rest of us.

For those of you who have forgotten, the paddock is a hang glider take off/landing/overshoot area. No more than three paragliders are to transit the area in front of the paddock below 150ft at any one time. No paraglider take offs or landings in the paddock; however should you end up landing there you must immediately pack up your canopy and leave. Paragliders must transit the paddock as quickly as possible.

These rules do include league pilots, record holders, instructors and "Champions". You are supposed to be setting an example to the low airtime para pilots, not buzzing the paddock, doing wingovers in front of take off or scraping your arse on the take off when others are waiting to take off on a crowded day.

Ends.

- Anon. ?

13

PROPOSALS TO BE HEARD AT THE SOUTHERN HANG GLIDING CLUB AGM.

Be There...

1) Commercial Interests

"The recommendation that persons on the Committee should not be eligible to vote on any issue which might be seen to be related to their commercial interest, made by the representative of the BHPA should be accepted as Club policy."

[Proposed by M. Brady]

2) Towing

"The Southern Hang Gliding Club will set aside a sum not exceeding £1,000* for the year commencing at the 1993 AGM, to be used to establish towing as a routine Club activity."

* The precise amount will be confirmed at the AGM

[Proposed by M. Brady]

3) Marshalling Duties

"All Southern Hang Gliding Club members who are eligible shall be put on the marshalling rota. Fulfilment of assigned marshalling duties shall be a condition of membership and mandatory for members."

[Proposed by J. Carr]

4) SHGC Membership

"The Southern Hang Gliding Club endorses a policy of equal opportunity for all pilots within the BHPA and will not allow any difference of opportunity to arise based on aircraft type except on the grounds of safety. The SHGC and its magazine will no longer afford a platform to those opposed to this principal."

[Proposed by S. Uzochukwu]

5a) Weather Station

"Since the installation of the weather station, there have been periods of unavailability for which the SHGC has, nevertheless, been charged. An annual fee is paid for the weather machine each August. I propose that the period between August 1993 until the 1994 AGM should be provided to the Club free of charge as reimbursement for the periods of unavailability. Thereafter, the continuance of, and any alterations to, the current arrangements should be approved by subsequent AGM's."

[Proposed by M. Brady. This proposal is backed by the Committee.]

5b) Weather Station

"The weather station should be funded for a further year at a modest price increase (the first after 3 years of operation) to £450 p.a."

[Proposed by J. Charlton]

6) Paid Club Employee

We are now a large and active Club and we need to be well organised to meet the

challenges to our sites and airspace.

I propose that the best way to do this is to employ a Club Officer whose responsibilities would be to protect our sites, liaise with farmers, collect memberships etc.

This could be a part time post. This person would be paid to take care of our interests - he or she would have the time to talk to farmers and other interested parties.

Their wages would be more than covered by the extra memberships, site fees, etc. collected.

Amongst the more obvious tasks, they could also fund raise (Sports Council, etc.), look out for sites to buy or lease, etc.

Members of the SHGC would have someone always on hand for advice. I would like this to be widely discussed before the AGM - make your views known.

[Proposed by T. Cox]

7a) Sites To Be Marshalled

"Marshalling duties be extended to cover sites other than the Dyke. This would a diluted form of the system used at the Dyke for overseeing flight safety. Where more than one site is flyable, the marshall should go to his/her usual site in that wind direction"

[Proposed by J. Carr]

7b) Sites To Be Marshalled

Bearing in mind how effectively the system of marshalling is now operating at Devil's Dyke, I feel this could be extended to cover all SHGC sites. The elected marshals for that day would then be responsible for site safety and collection of site fees from non-members. I appreciate it is conceivable that two or more sites could possibly be flyable in the same wind direction on the same day, but generally speaking most people congregate at the most appropriate site.

Overcrowding has become very common at most Club sites, i.e. Mount Caburn, High & Over etc, and I feel this would also indicate to all local authorities that the Club is adopting a responsible attitude.

Hence, my proposal is "Should the marshalling system be extended to cover all Club sites?"

[Proposed by S. Brewer]

8) Motions From The Floor

"Motions be accepted at this AGM without prior notice."

[Proposed by J. Charlton]

9) Membership Fees For Committee Members

"Committee members attending a minimum of 8 meetings per year will be granted a refund on their membership"

[Proposed by A. Caple]

[Seconded by J. Carr]

LATE SMALL ADS>

FOR SALE : Four berth frame tent. 13 years old but v.g.c. £140 o.n.o. Call 0444-233346. (1)

FOR SALE : Windhaven 24 foot hang gliding reserve canopy. £45 o.n.o. Call 0444-233346. (1)