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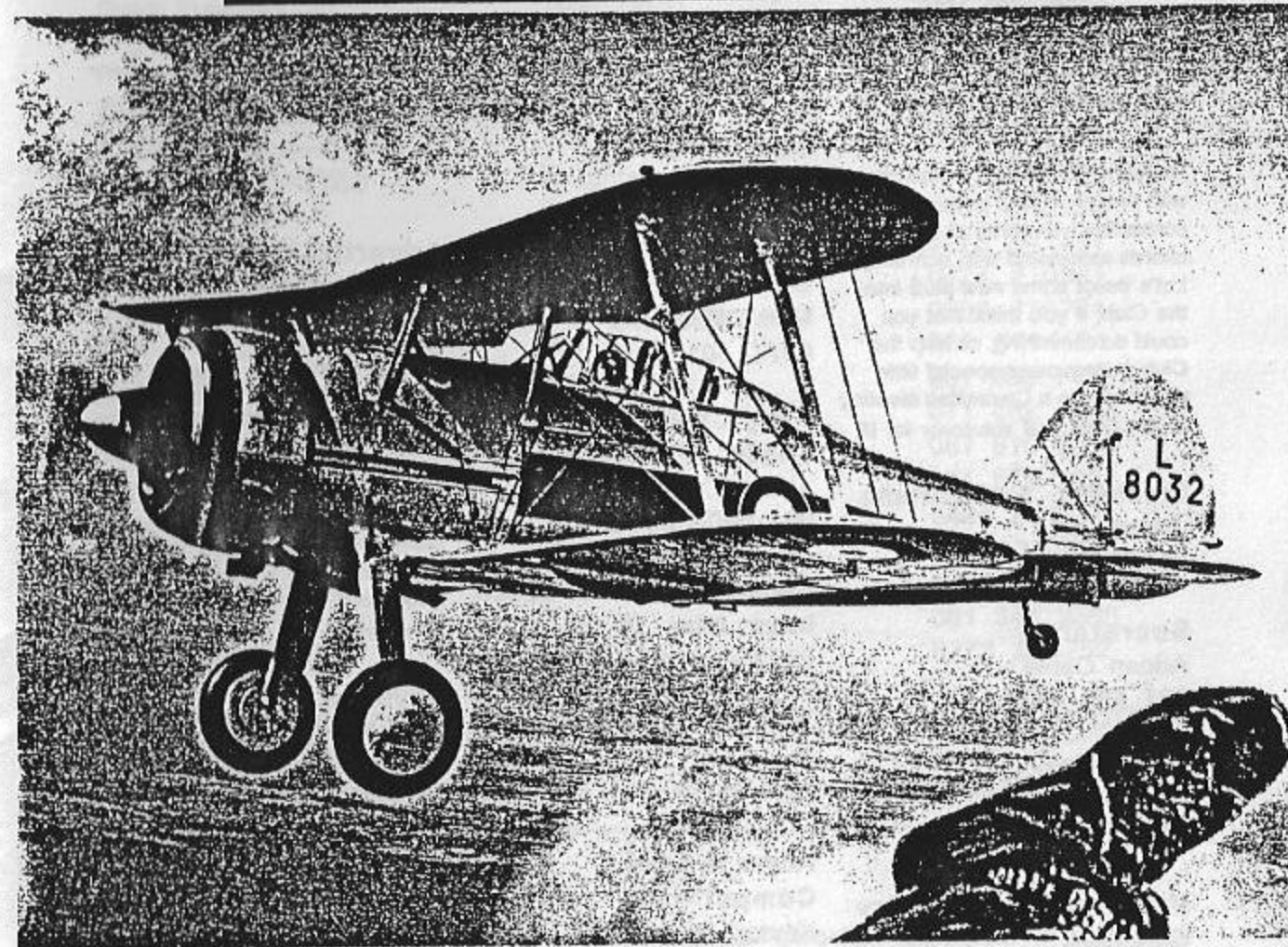
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WINDSOCK



Magazine of the

Southern Hang Gliding Club

Don't forget the Christmas dinner

Tickets £10 50 from any committee member or Ian de Haan.

**THE SOUTHERN
HANG GLIDING CLUB
P.O. BOX 1359,
BRIGHTON,
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COMMITTEE DEC. 1993.

Please note - we can always do with people to help out the committee with some of the chores associated with uchl stop it Let's thrust some new stuff into the Club; if you think that you could do something, or help the Club in any other special little way, come to a Committee meeting at the Dyke and volunteer for it!

President & Chairman
Johnny Carr
044484 667

Secretary
Adrian Caple
081 660 0824

Treasurer
Peter Day
0734 421481

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New Devil's Dyke Weather Machine:
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back pg.	£31	£48	£75	£125

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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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WINDSOCK:

Please send contributions (articles, photographs, gossip, suggestions, money, etc) to:

Irwyn Jehu,
c/o P.O. Box 1359,
Brighton,
East Sussex
BN1 4QX

Up-to-date list of Club Coaches

COACH/DISCIPLINE	LOCATION	Tel.
Steve Uzochukwu/bi-discipline	Maldstone	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
Steve Brewer/PG	Henfield	0403 710739
John O'Neill/HG	Brighton	0273 541451
Mike Broadbent/HG	Bexhill on Sea	0424 210951
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
Dave Keepax/HG	Burgess Hill	0444 245 233
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

REMEMBER: THE COACHES LISTED ABOVE ARE HERE TO HELP LOW AIRTIME PILOTS TO ESTABLISH THEMSELVES IN OUR CLUB. GIVE ONE OF THEM A CALL, OR LOCATE ONE ON THE HILL FOR HELP OR TASK SIGNING OFF.

Paraglider Competition Flying for Beginners

For most people the idea of competition flying is the league, the PWC and the World Championships. Lesser known competitions do exist that are challenging, competitive and fun! These the Scottish Open, Lake District, Charity Classic and the Lagagne Airwave Challenge. This last year a group of us (Hugh Ginty, Ali Maddocks, Liz Lewis, Harry Greene, Lawrence Ying, Trevor Clapp) travelled to these events and had a great time.

Lakes Charity Classic.

This is a combined Hang Gliding and Paragliding event based (this year) at the Ambleside Rugby Club where camping was available or for us soft southerners there are plenty of B & B's in Ambleside. Usually the competition task involves the 1500 foot walk up Jenkins Hill followed by sitting in the rain and walking back down to go to a low site called Bewildreth. Just to make us feel at home Jocky Sanderson set the task to fly to Bewildreth from Jenkins Hill.

For me it was my first time at cloud base, and I missed goal by 1 Km. I learnt a lesson-never leave lift, however weak it is. Later the same day a touch and go, spot landing race was set for more points. The evening party was largely missed by the hang gliding fraternity as their task had been set to fly to Lockerbie. Sunday was a blow out in strong wave conditions with the hang gliders going ballistic and one nutter (there's always one) on a Phoenix being hoovered over the ridge to do an involuntary 10 Km XC (He survived). This competition gets fully booked very early

If you do want to go next year, get your entry in early.

Scottish Open

This event was held on the Isle of Arran. It seemed madness to go there for a weekend, but Harry Greene found a coach service that would take us to Glasgow for £22(return) leaving Kings Cross at pub closing time on Friday night and returning at 6:30 on Monday morning, delivering us fresh(?) and ready for work. Transport was arranged on the island as part of the entry fee.

The flying was one timed race to goal on the Saturday. The best time was by Irwyn Jehu (if you haven't heard the story, ask about his final glide) unfortunately he misunderstood what the goal was and passed 50 yards to the north of it. Irwyn appealed and our own Hugh Ginty was the impartial juror. Irwyn lost Jocky Sanderson won. Hugh latter explained that Jocky offered a discount on a holiday in Turkey, Irwyn half a pint of shandy, what choice was there ?

The event was based at a hotel on the

Northwest tip of the island, a disco, band and excellent food were all included in the entry fee (plus the coach and ferry crossing). We all stayed at the hotel but camping was available, or just sleeping on the floor of the marquees at the hotel. This really was an excellent event and well worth travelling for.

Airwave Challenge-Laragne

The Challenge has been well covered by Simon's Skywings article. These are a few of my funnier memories:-

- * Sitting at goal trying to convince the marshal that yes, the 7th and last person approaching goal was the 5th member of our team.
- * Watching Liz Lewis deliberately attempting an SIV course on a borrowed Jive in front of an Airwave guy who was trying to sell the glider on as new.
- * After our success on day two; telling another team that the secret was getting pissed up every night, and then having the team join our training session.
- * Being beaten by the above team the following day, and then being thanked for the advise.
- * Dennis Trot asking Hugh Ginty advise on how to get to goal on day one, and Hugh explaining he may have flown there before, but he hadn't a clue where it was.
- * Being told I'd missed a turn point out when I'd 360'd around it - below it.
- * Steve Higham spot landing a borrowed K5 in a tennis court. This tennis court was in the middle of Laragne surrounded by trees (he got a net fault and his picture in the local paper.). Airwave didn't lend him a

READ YOUR SITES GUIDE DON'T FLY IN THE MODELLERS BOWL AT THE DYKE

hang-glider after that!

- * Hugh being told in a bar that he would never hitch back to Laragne with his long hair and a big bag-and then immediately picking up a lift with a group of hang gliding Aussies in a transit van full of beer
- * All the field being downed by an enormous thunderstorm complete with lightening about 10km north of us, and then talking to people who were oblivious to the lightening !
- * Getting to within 200ft of cloud base to find the lift momentarily slows down from 8 up to 6 up and then starts again at 13 up.
- * Trying to speed bar away from the same cloud and still going up at 10 up.
- * Telling somebody with 10 hours experience that flying a Navajo was not wise and he was an accident waiting to happen. We later had great pleasure in reminding him, after he came down on his reserve (safely), about the folly of his ways.(He had gust stalled, let the canopy dive forward ,and got tangled in his lines)
- * After failing miserably on the first days flying to explain our position on the radio, we numbered all the ridges on the map.
- * After failing to explain our position on the ground for retrieves we marked and numbered all the bars.

The event at Laragne is based at a camp site with caravans to rent, so accommodation was close to the centre of events. We flew to Lyon and rented a car, which due to the standard of road to takeoff, saved considerable damage to a private car. This didn't work out much more expensive than driving out for the

week. All in all we had a good eventful years flying, visiting sites we would not otherwise have flown, making new friends, improving our flying. There is no doubt that in a competition it is easy to push yourself to try harder , learn in the process, and fly in a safer enviroment. At the end of the day no meet organiser will call a task if in her opinion the rescue helicopters are going to be called out. If you have doubts there will always be pilots on the hill who will take off to help assess conditions. (In the Alps they're called wind dummies and they look for thermals, in England its because they are dumb enough to take off and go backwards). Similarly in the air, if you see someone being thrashed in rotor its a good guide that its not a good place to fly. In the event of an accident you are more likely to be spotted by other flyers at a competition than if you fly on your own or in a small group. (Just a reminder of one of the 'rules' that seems to be little known-When landing always bundle up your canopy promptly. If you're seen by another pilot not moving they should always assume the worst, i.e. that you are hurt, and attempt to land and help. If you don't bundle up your canopy you could ruin somebody else's day) Which is safer ? travelling to a site and being given the benefit of Jocky Sanderson or John Pendry's experience assessing conditions, or sitting on a hill and deciding for yourself.

Good flying and see you at the competitions next year !

MID AIR COLLISION by John O'Neil

On Saturday 25th September there was a collision between a hang glider and a paraglider at Devil's Dyke. Both pilots fell from the air from about 100ft but despite hitting the ground hard, both survived. Michel Carnet was very quick to call an ambulance and they arrived in minutes flat. Just after the collision occurred everybody landed which was a good thing too as the police helicopter arrived on the scene as well.

Both pilots were stretchered off to hospital but were released after a check over. They are both very, very lucky to be alive. The collision happened in front of the pub and roughly above the fence dividing the hang/para take-offs.

It would seem from all witness accounts that both pilots were heading towards the modellers bowl. The paraglider following behind the hang glider. The hang-glider turned out from the hill and turned back into the paraglider causing both gliders to fall to the hill.

This is an event which has been predicted for a long time and now that it has happened I'm very glad that nobody was hurt. However, it is probable that should it happen again someone could easily be killed. Both pilots were red ribbons doing their first soaring flights. The paraglider pilot was under instruction by the Green Dragon school although Andy Shaw did not personally witness the collision. He assures me that he had judged the conditions to be safe and had supervised the launch. The hang-glider pilot was CPC and had not flown since April and was attempting his second soaring flight of the day after having flown very erratically earlier on.

Obviously inexperience is a factor here but this shouldn't lead more experienced pilots to be complacent. The Dyke as we all know

is one of, if not the most crowded site in Great Britain at weekends and this sort of accident could happen to anybody.

Weekend flying at Devil's Dyke is becoming more hazardous as more people turn up to fly and although I don't want to open up old wounds, the mixing of hang-gliders and paragliders makes it doubly so. The difference in performance means pilots of both types need to be extra vigilant and to use their eyes to look before they turn. We cannot allow this to happen again as sooner or later someone will be killed.

Ask yourself if it is worth flying in crowded conditions. Do you actually enjoy it? Is it worth risking your life for?



Some Do's and Don'ts

Do - follow the site rules as they are there for everybody's sake and with your safety in mind.

Don't - Fly in the modellers bowl below 250 ft agl. On Friday 15th October several people were seen flying below 50 ft whilst two models were being flown. This is just plain stupidity.

Don't - inflate canopies half way down the hill.

Don't - land half way down the front of the paddock in the hang-glider take-off, overshoot area, keep your canopy inflated and walk the entire length of the hill with it above your head.

Don't - Please don't, sell gliders or canopies to unqualified people. Ask for their BHPA cards and log-books before selling equipment. It's in your interest to do so.

Do - Fly safely with regard to others and enjoy yourself.

SCOTS MISSED

MARK AND PAMS JOURNAL OF EVENTS FOR THOSE OF YOU STUCK 'OOP NAWTH'

LAKELAND CHALLENGE

Friday the 13th September saw Pam and I once more bound for the land of eternal rain. For those of you less familiar with this particular area, we are of course referring to the Lake District. The theory was that we would arrive in Cumbria two weeks before the Lakeland Challenge in order to get some serious flying practice in before the competition itself.

Saturday dawned, and the aforementioned theory looked like it was holding up well, with a nice northerly blowing through at 10-15 mph. Phil & Kate arrived at nine o'clock that morning, having agreed to join us for the weekend before going off to Ireland for a week.

A short trek up to Wolf Crag and we were all popping up the canopies, with many other local fliers already in the air and having a great time. The air was buoyant and smooth, an ideal test day for a new canopy in the Lakes. There followed a superb day flying, with all and sundry clocking up good airtime and height gains. I managed to clock up two and a half hours on the new Excel and Pam managed an hour and a half on her Sirrocco.

The excellent days flying was however completely surpassed by another event that took place during a stop for drinks. Pam and I looked round to see Kate and Phil in a hillside clinch, the tears rolling down Kates face. Not quite sure whether we should get involved in a Celtic domestic, Phil suddenly produced a half a bottle of best Champagne and two glasses from the back of his harness (well, one and a half glasses, due to some aggressive canopy stuffing into the car boot on my part). Yes, it was at last official! Phil had proposed to Kate on the hillside! Celebrations and hugs all round followed, then back to the serious business of flying.

The evening found us at the Herdwick Inn,

celebrating the days tumultuous events with a three-course meal and a few drinks. The perfect way to finish an eventful day.

Sunday involved a struggle up Souther Fell for an uneventful top-to-bottom, followed by the departure of Phil and Kate back to Edinburgh.

Monday saw the dawning of another day, the wind having swung round the the South-East. Pam and I decided that a flight from Scales Fell (at the East end of Blencathra) would be in order. Canopies were laid out and conditions assessed. I decided to be wind dummy for the day, and took off into what I misguidedly thought to be quite thermic conditions. It quickly became apparent that the conditions were not at all ideal, with the Excel pitching about badly. I still had not twigged that I had mistaken gusty winds for thermal activity. This realisation was soon to dawn as I turned into what I thought was a booming thermal. After 180° of turn, the wind suddenly dropped. The left hand half of the wing stalled, whilst the right side continued to fly at normal speed. Fortunately I realised that all was not well in time to prevent a full-blown flat spin. Needless to say, the big ears went in and it was down to earth as soon as possible. A few calming drinks later and the mistakes analysed, flying was postponed for the day.

The next six days were spent finding other forms of amusement, due to a severe lack of decent weather. The wind howled, the rain fell and we waited patiently. Very patiently.

Little flying took place for the next ten days. By Monday 13th we had been joined by two other fliers from 'dahn Saff', who sadly had to wait for four very rainy days before the weather lifted sufficiently to consider flying. In the meantime we had spent a wet day walking on High Street in sixty mile per hour winds and the horizontal rain common to the Lakes.

SAFETY NOTICE

Please do not fly in the Modellers Bowl at the Dyke.

Follow the instructions in your sites guide

At last the rain and wind died enough to consider flying on the 16th, so the four of us trooped up to Wolf Craggs. On our way we bumped into Les Beecham, Tony MacConnell and Arnie, all three huddled in the front of Tony's transit at the foot of the track. Last of the Summer Wine sprang immediately to mind before Tony shattered the illusion with a friendly greeting, generally doubting the parentage of anyone born south of Kendal. All and sundry piled into the back of the van for a quick cuppa and a bit of banter before trekking up to Wolf.

On arrival the wind was looking off to the east and a tad strong, so we sat it out for half an hour. Patience was rewarded, with the wind dropping to an acceptable 18-20 mph. Matt went off first, quickly followed by the rest of us, who were by now all suffering withdrawal symptoms. The flying was short and sweet, as within twenty minutes the wind had died to nothing! Frustrated, we packed up canopies and decided to move up to Carrock Fell, where we got a good top to bottom to finish the day.

Friday 17th saw blue skies and puffy cumulus dotting the sky. The wind was blowing from the East so we decided to take a chance on the Old Man of Coniston, along with Steve Senior who had met with us at Eagle Quest that morning. The walk up to 2,700 feet was a rewarding one, with some magnificent views across Coniston lake and the surrounding mountains and countryside. Pat McVey and Shaun Ainsley had beaten us to the top and were soon off into the blue. Conditions looked very promising! Soon one and all were launching into the steady prevailing easterly wind, searching for lift. The air was not as buoyant as we were expecting and soon I found myself some 700 feet below take-off. Working on the shit or bust theory, I set off down a small open valley hoping to catch the bottom of a thermal which I thought would be attached to the grey cloud above me. I soon found myself spiralling lazily back up to 500 feet above take-off, only to sink out again and side land some 500 feet below the summit.

Having all regrouped at the top, we decided on a top-to-bottom back to the car park. The flight was most enjoyable. All gathered at the car park, we talked of the days flying whilst relaxing with cups of coffee. It was at this point that Dave Stanford (the flying tampax) turned up and joined the conversation. Sadly it was the last time we were to see him, as he passed away whilst walking up Carrock Fell several weeks later. He was a great character, a real trier, and a lovely man. He will be greatly missed by all who knew him.

Saturday 18th September. Competition day! The Harley Harlettes had arrived on the campsite at Two o'clock that morning, but were ready and raring to go. We all met up and trooped off to the briefing at Eagle Quest. Much of the time was spent catching up with news from friends not seen since the Lakeland classic or the Scottish Open.

The decision was to go to Souther Fell. All and sundry bundled on to the coach laid on for flyers. A walk up Souther followed, with a briefing on the hillside by Jocky. Several pilots decided to bobble off into the strongish winds to test the air. Steve, who had come up from the south coast with us, proceeded to give onlookers a display in airborne origami, with a full frontal tuck (If any one wants to see it I have an excellent photo!). Flying was postponed for an hour or so when the window was again opened and the competition began in earnest.

Many pilots went straight off and disappeared round the front of Souther, on their way to the goal field about 13 km away to the west. Steve managed a very respectable fifth place, not at all bad for his first competition! Being somewhat fainter hearted I had delayed my departure, for which I suffered the indignity of being blown back after 4km at the west end of Blencathra. I was the first of six to suffer the same fate. Hamish followed shortly on his Navaho 34(!) which could explain why it took two of us to stop him getting dragged backwards!

Back at Souther, Pam and the Harley Harlettes were having trouble penetrating in the strengthening winds, although Annie did manage a respectable 3.5km in her first competition. We couldn't stop her smiling for the rest of the weekend!

The next day was sadly blown out, so we resorted to other activities such as paintballing, assault courses, reserve deployment on to a target, tugs-of-war and PLF's, marked by a panel of experts(?). Needless to say, the winners were of Cumbrian origin, the team consisting of Jocky, John Lockley, Mike Cavenagh and Mark. The trophy was duly presented, despite an armed attempt to steal the trophy by a group of militant Scots flyers, led by a well-known Kyle TV personality and local prawn fisherman (who on earth could we be talking about?). It was an excellent event, well organised as always by members of Eagle Quest, who we should all thank for their time and enthusiasm.

The holiday ended on a high note, with both teams from down south gaining respectable results and looking forward to bettering them next time round.

MINUTES OF S.H.G.C. COMMITTEE MEETING 6 OCTOBER 1993

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

Apologies: K.Birch, M.Brady.

Absent: J.O'Niell.

1.0 MINUTES OF THE LAST MEETING Passed.

2.0 MATTERS ARISING

2.1 Dyke management plan: letter sent.

2.2 Weather station: letters written to R.Buck and J.Charlton.

2.3 Eastbourne Council show (Airborne). K.Pickering to be contacted.

CARR

Letter and reimbursement to council.

CARR

2.4 Larger bottom landing at Firle: To be confirmed

TURNER

2.5 Airspace infringement at Shoreham:

Letter to be put in Windsock

COX

3.0 COLLISION AT DEVILS DYKE

Although the P.G. pilot was not at fault there was some concern that he was only a student pilot. To be investigated

COX

4.0 N. GIBSON REPORT

It was agreed to implement N.Gibson's proposals.

Date of next meeting Nov.3rd

5.0 HELICOPTER SERVICE

J.Carr felt that the club should express its thanks to the helicopter service for their prompt service on the occasion of 2 recent accidents. Letter to be written.

CAPLE

6.0 NEW SITES

J.Carr had written to Eastbourne Council regarding possible sites in the Butts Brow area.

Regarding the East Sussex "Access to the Countryside" public consultation document the club was supportive.

Letter to be written

CAPLE

7.0 OFFICERS REPORTS

7.1 MEMBERSHIP

G.Cook reported that there were now nearly 400 members.

7.2 TOWING

M. Brady is currently negotiating tow sites.

7.3 TREASURER

P.Day presented the latest accounts, and reported that all sites except Steyning and Caburn were paid up to date.

7.4 SITES

F.Kennedy reported that the final agreement on West Firle has been signed.

7.5 SOCIAL

Iane DeHaan reported that E. Bilous would be happy for the club not to pay a sum for the members to use Steyning. Some discussion followed.

It was suggested that the club should repeat last years Christmas dinner at Ravensbridge if possible.

To be investigated

I DEHAAN

LATEST VERSION OF THE MARSHALLING ROTA

Please note that the marshalling rota has now been extended to cover all our sites - priority goes to Devil's Dyke, ie. if it's on at the Dyke, you marshal there. In any other direction, go to the most likely/your local/your favourite site, and marshal there...

An evening out

The height of this months social calender was an absolutely fabulous illustrated talk given by Dennis Trott. We must thank Tony Crowley for organising and promoting this. Dennis aimed his talk at the newcomer to alpine flying and followed the general theme of his articles in Skywings. His slides and photographs illustrated well the way alpine conditions change throughout the year and he augmented these with some fine drawings of diurnal variations in valley meteorology. Over 72 members turned out on an inclement evening thereby complementing the business with stimulating social intercourse and scotching the apathetic image of the membership.

Date	Forename	Surname	TelHome	TelWork
04/12/93	Harry	Greene	071 482 4927	-
04/12/93	David	Funnell	081 641 3283	-
04/12/93	Philip	Gargin	0708 762359	071 382 6244
05/12/93	Nigel	Gibson	081 890 7476	-
05/12/93	Tony	Hobden	0273 721995	0273 203281
05/12/93	Hugh	Ginly	081 906 1640	-
11/12/93	Albert	Holder	0273 514383	0273 513818
11/12/93	Charles	Godfrey	081 994 5740	071 629 7666
11/12/93	Frank	Golding	0273 305636	081 669 9483
12/12/93	Andrew	Jackson	081 542 4944	071 939 0267
12/12/93	Damian	Gordon	071 286 1937	-
12/12/93	Alun	Goodman	0932 867739	071 407 7272
18/12/93	James	Gurney	0483 768719	0483 740958
18/12/93	Andrew	Holt	071 603 5569	081 667 0307
18/12/93	Kate	Greenwood	081 802 2406	071 380 2574
19/12/93	Christopher	Jones	081 579 2830	0273 528755 ex 2t
19/12/93	Bernard	Hanning	081 908 1549	-
19/12/93	Jerry	Hansen	0273 461783	-
01/01/94	Ian	Jenkins	0389 870193	0980 630351
01/01/94	Jim	Hardiman	081 311 0683	-
01/01/94	John	Hansen	0273 461783	0273 268500
02/01/94	John	Hart	08675 79581	-
02/01/94	Robert	Harvey	0420 23986	0836 778467
02/01/94	Mark	Hastings	0234 273512	071 231 4474
08/01/94	Les	Hedges	081 847 1815	-
08/01/94	Keith	Henson	071 431 2320	071 631 2140
08/01/94	Mark	Jones	081 550 4536	081 534 5544 x25
09/01/94	Patrick	Houston	0323 440331	071 621 0011
09/01/94	Bernie	Hewing	071 737 4849	081 966 3123
09/01/94	Jack	Hobbs	0323 490371	0323 896660
15/01/94	Paul	Hodson	0372 274691	0293 668232/282
15/01/94	Pamela	Hughes	0234 273512	071 231 4474
15/01/94	Graham	Hutton	0435 830753	-
16/01/94	Colin	James	081 399 6278	071 753 5881
16/01/94	Paul	Isaac	071 702 1461	081 980 3252
16/01/94	Robert	James	081 946 9495	081 946 9495
22/01/94	Andrew	Keyte	081 7773495	081 658 1666
22/01/94	Nigel	Jarvis	0883 349845	-
22/01/94	Inike	Jansen	081 390 3076	-
23/01/94	Kevin	Kincaid	0463 428653	0276 471617
23/01/94	Km	Jenkins	0825 733722	-
23/01/94	Dave	Jones	-	-
29/01/94	Fionn	Kennedy	0273 858221	-
29/01/94	Neil	Kinnear	081 697 1363	-
29/01/94	Robert	Kelly	081 755 2592	0836 533410
30/01/94	Philip	Laidler	071 704 1259	071 334 0086
30/01/94	Peter	Leaback	0923 854624	-
30/01/94	Edward	Knight	0322 270684	0322 272711
05/02/94	John	Leggoll	081 657 0725	081 318 7511
05/02/94	Jonathan	Lewis	081 546 0320	081 890 1111
05/02/94	Herve	Le Dorze	0273 691172	-
06/02/94	Edward	Lockhart	081 675 9889	-
06/02/94	Paul	Lucas	081 543 7113	071 587 8979
06/02/94	Ian	Lewis	081 802 2406	071 492 2326
12/02/94	Alison	Maddock	081 341 3383	-
12/02/94	Philip	Maillardet	095992 3742	081 464 1111
12/02/94	Elizabeth	Lewis	081 4582317	071 7940500 x 43
13/02/94	Ian	Maskell	0273 540755	-
13/02/94	Salvalore	Marano	-	-
13/02/94	Don	Mapp	081 520 1565	071 247 3814

Going up at 99 Mega/Splats/Per/Minute.

Well having just bought myself a new Davron 808; all singing, dancing vario; I have spent days with it lashed to the steering wheel of my car, in order to figure out how it works. If you want to see a barograph of the M 25 at rush hour, I have one. For those of you who suffer with insomnia, you must see it and maybe cure your problem. As a pilot brought up with ft/min lift and height in ft, I now find myself with an astounding selection of options which can be programmed into this unit. So, for those of us who are totally perplexed by what equals what, the following 'ROUNDED UP' figures may be of use. I was not sure of any of it until I sat down with a calculator and a large bottle of paracetomols. Just what bloody use it will be eludes me at the moment. But at least it shows I have plenty of time to waste.

ft/min.	Knots.	M/sec.	MPH.	Km/Hr
50	0.5	0.25	0.6	0.9
100	1.0	0.5	1.1	1.8
150	1.5	.75	1.7	2.7
200	2.0	1.0	2.3	3.7
250	2.5	1.25	2.8	4.6
300	3.0	1.5	3.4	5.5
350	3.5	1.75	4.0	6.4
400	4.0	2.0	4.6	7.3
450	4.5	2.25	5.1	8.2
500	5.0	2.5	5.7	9.1
550	5.5	2.75	6.3	10.1
600	6.0	3.0	6.8	11.0
700	7.0	3.5	8.0	12.8
800	8.0	4.0	9.1	14.6
900	9.0	4.5	10.2	16.5
1000	10.0	5.0	11.4	18.3
1100	11.0	5.5	12.5	20.1
1200	6.0	3.0	13.6	22.0

Its interesting to note the relationship between ft/min - Knots and M/Sec. And between Ft/Min and MPH (not far away).

For those of you who already new this; I'm sorry I wasted your time. My name is Steve Ukackacskowski. For those of us who didn't; tits Dave Keepax. It will be extremely useful. won't it // (probably not). Anyway its filled up some space.

See you in the air, going up (or in Dave's case down) at Ft/min; Knots; M/Sec; and travelling at MPH; Km/hr; Knots: Confusing aint it.

If this has totally confused you and you would like clarification on any point, do not hesitate to obtain a calculator and a bottle of pills. don't bother me i've got a head ache.

Dave Keepax

Thanks a bunch Dave I realy enjoyed typing all those figures.



Christmas Special

Recognising a good thing when I see it, I (acting editor) have commissioned a new weather machine. I contracted the services of three wise men renowned in the field of celestial observation and natural

phenomena. The system they have designed does not merely tell you what the weather is doing (or not doing)

when you're too far away to know any different. This one has a request facility! AND it's simple.

Here's how it works:

Firstly fill in the request form. I've done one below as an example so that we can all fly on Boxing Day.

They then send a confirmation which includes a weather chart and satellite photograph for the day you have requested.

GREAT INNIT ?

So all you do now is send £10 to me, I send you a request form plus a guarantee that this system is nearly as good as JCs old weather system plus a further guarantee that I'll refund half your money (less admin.) if you fail to get away from the hill on your chosen day.

Date : 26th Dec at 08⁰⁰ am / pm

Weather situation : UPPER LOW N-IRACY MOV SE

Fronts : BORASITUATION, BEGINNING HIGH PRESSURE SURFACE

Clouds : 4-6 / a CU

base : 1200-1500 ⇒ 1600-1800m NN

middle : Spread out layers, overdeveloped

high : ci-fields / a

Rain : SNOWSHOWERS OVER MOUNTAINS

visibility : 20-30KM, in P 500-1000M

Thermals : poor / moderate / good / very good ragged!
quality but very bumpy
Blue thermals up to m NN reduced

Thermals beginning : 12 o'clock MEZ at 8 Degree centigrade

Thermals end : 17 o'clock in 1000m at 2 m NN

Inversions : from ground to 1000 o'clock end at 1000 o'clock

further Inversions beginning from 2500 to 3000 m NN

Zero degree centigrade at 1000 m NN

Wind :	Direction/Degree	Speed km/h	Temp. Degree C
ground	<u>NE-SE</u>	<u>15-20/gust 30-35</u>	
1000m NN	<u>NNE</u>	<u>30-35</u>	<u>0°</u>
2000m NN	<u>NE</u>	<u>40-45</u>	<u>-8°</u>
3000m NN	<u>ENE</u>	<u>45</u>	<u>-13</u>
5000m NN	<u>E</u>	<u>50-55</u>	<u>-27</u>

Special advise : heavy turbulence, avoidance of the crests
clue to Borasituation

QNH : 1020 sunset : 18¹⁵ o'clock MEZ

VERBALLY forecast for to-morrow : increasing high pressure, NE-winds, upper low has moved against Greece

next information at am / pm

Letters to the Editor

This months mailbag produced some interesting reading and is here displayed for your delectation

You may be unaware that I am assisted in my task by several young ladies and they have asked that I convey the following : Please use moderate language, there were no ▼*▼▲ and only one ♦□▲* on last months cover; also the spell check could deal with neither. Many thanks. *Inwyn*

Dear Sir

I am returning to you the cover of the November issue of Windsock.

I fail to understand how you could be so short-sighted as to think that images such as this could do anything other than offend a substantial number of people and possibly, if it were to come into the public domain, damage the reputation and image of the sport, at a time when there is more than enough negative publicity and difficulty in keeping sites. I hardly think the BHPA or Sports Council would think it enhanced their reputation to be representing, or making grants to, a sport which condones or encouraged this kind of irrelevant and outdated image.

If this was an advertisement it would have breached the Advertising Standards Authority Code; were it a mainstream publication, the editor would have prevented its publication or risked being banned from retailers or consigned to the top shelf (WH Smith for example have a very strict code).

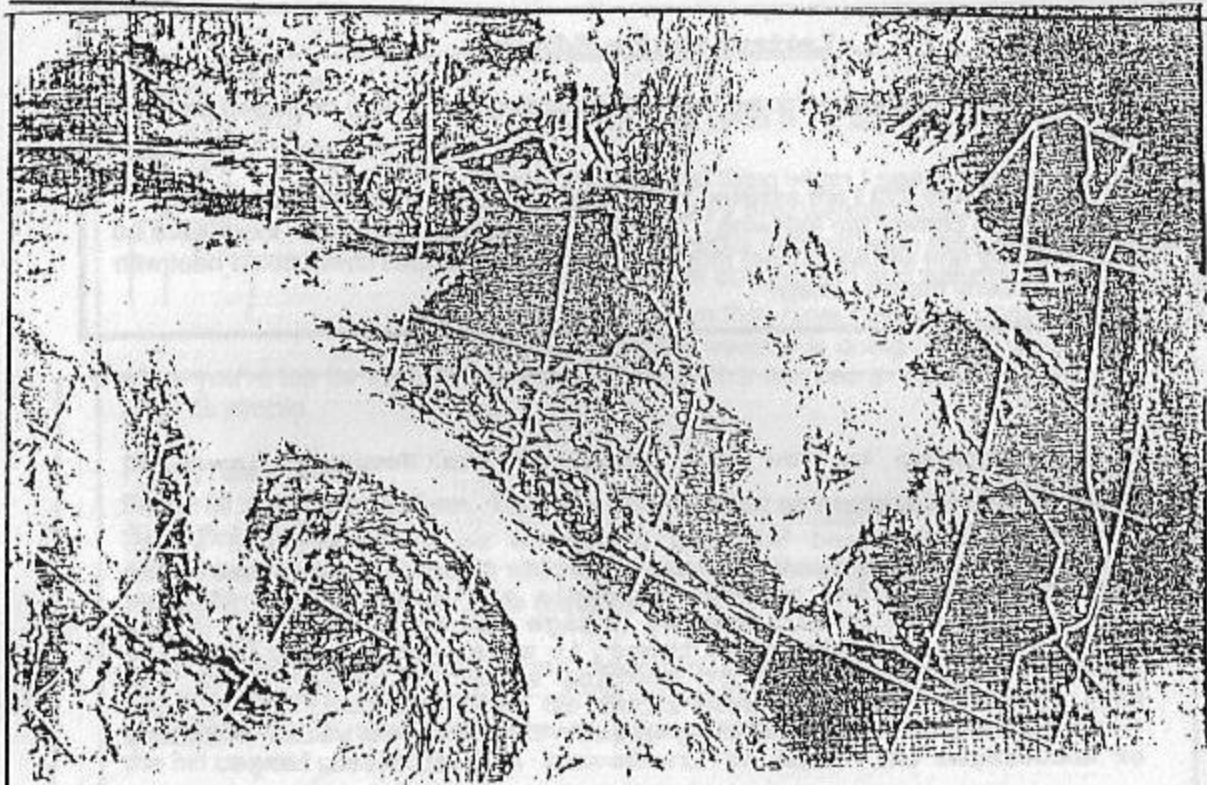
Given that women are still generally under-represented throughout the sport as a whole despite its potential, and in the context of a club in which many people know each other your insensitivity is amazing.

Although I enjoy being member of the Club, I have in the past defended it against complaints that not only is it expensive, but is also cliquey and unfriendly. Do you have to help add another negative to the criticisms that already exist?

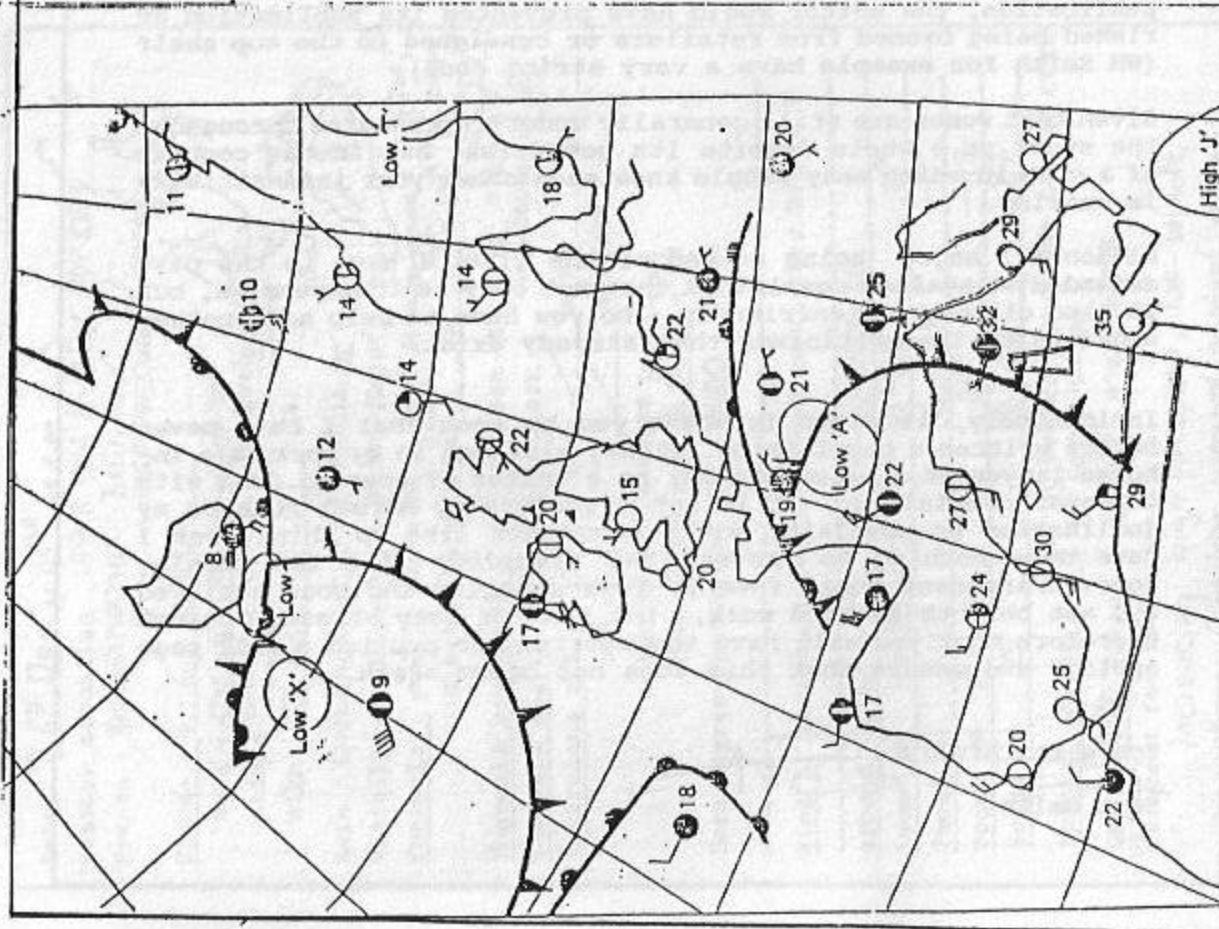
Incidentally, it might interest you to know that I have never before written a complaining letter, although in my work as a in-house lawyer of a major plc do, as a matter of course, deal with consumer complaints. It is not therefore my normal role or my inclination to complain, but I would not like to think that I have done nothing to prevent the stupidity of a few people, however innocent their intent, from damaging the good achieved by, not only their hard work, but that of many others. I trust therefore that you will have the courtesy to publish a full page apology and ensure that this does not occur again.

Yours faithfully,

Sara Smith
Sara Smith



Satellite photo



To the editorial team,

I'm sending your magazine back. I'm not into ▼*▼▲ ●■* ◊□▲*▲ and I don't want them on the front cover of my club magazine. Have you all forgotten you have female members that fly also ? or maybe you just don't care.

If you were misguided enough to think that a bare bottom and that "Santa" outfit is going to entice me to the xmas party, I'm afraid you just blew it and maybe for other female members too.

I feel insulted as I'm sure other female members of the SHGC do also, to be blatantly disregarded and pushed aside - or do you plan to show some male genitalia on the cover of the next issue ???? it seems to me that that is what some of you think with.

Just recently I have been contacted several times by the press and media and have had to rigorously defend our sport and have felt proud to do so. SO, don't disregard female pilots again. We exist, we have feelings, we are a part of this club, we pay the same fees as the men, and as such I feel we deserve a modicum of respect.

How about doing the decent thing and printing an apology or an explanation (even better) for your thoughtlessness toward us?.

Vicky Jones
SHGC

I am returning the November copy of Windsock as I find it insulting and degrading, with a demand that an apology (on the front cover) is forthcoming in the following issue.

I feel that such material only goes to alienate a large proportion of the SHGC members, does nothing to encourage women into our sport, and further discourages those few who are members from remaining.

Furthermore, at the present time the press are actively investigating all aspects of our sport in the South East; has it occurred that this sort of publication could probably do irreparable damage to this clubs reputation ?

As for dredging this character out of the murky past to entice us to the Xmas party, I'm afraid there is no chance.

Warren Travers

The resting editorial team has asked me to extend apologies to anyone who was offended by the appearance of Conchita on the front page of last months Windsock.

I am writing to complain about the front cover of the November issue of Windsock, and would request that an apology is made in the December issue ON THE FRONT COVER, preferably the size of Conchita not a micro dot.

I find it hard to believe that adults see this sort of material / illustration as amusing. Did it not occur to the editor that this kind of offensive sexist illustration may cause concern to many members of the club? Or is that not important? Even though it is those very members which pay for the paper that this nonsense is printed on?

I asked myself a simple question. There are few female members of the club and fewer black members. Thus I assume racist illustrations can be expected to appear in the coming months? No? I don't follow?

This kind of illustration really doesn't give a welcoming message to women who may wish to join, or are already involved in the sport. I hasten to add that there are also many men who find this sort of juvenile behaviour misrepresented of the club as a whole.

Are we to be seen as people lacking sufficient intelligence to discern between information and exploitation? Surely the difference is so great that even the least educated among the editorial staff can work it out!

If this is an advert for club members to come to the Xmas party, I can assume that the members responsible for the advertisement do not want women to attend (excluding those women who have not been shown the cover and are attending as wives or girlfriends, of course).

I would have thought that, considering the current press interest, allowing this ridiculous attempt at a joke to be published cannot be seen as anything but irresponsible and potentially counter productive to the continuation of the sport in this area.

I am returning the waste paper as I have no wish to read it.

A. Elias-Travers

A current advertisement by a major car manufacturer illustrates a line of its five 'specials' against a mountain range and the text speaks of them reaching new heights.

The picture is focussed by a multi coloured vintage hang glider in the top corner, also apparently "reaching heights".

It's a great tribute to what I believe to be a Super Scorp that a major car manufacturer should feature it in its 1993 - 94 campaign.

And the apron harness really sets off the pilot's flying footwear. Perhaps I'll delay a little longer before acquiring a pod.

Bernard Clifford

Bernard did supply the ad but we couldn't produce a satisfactory black and white from the colour

Hi Gary

Some bits for the newsletter.

I would like to thank Liz Lewis for last months site guide to Northern France, and hope the sites guide will be a regular feature.

If it is could we have something on a "fly to destination" basis eg:- Portugal, The Greek Islands, Crete, Spain etc? As well as "drive to" locations.

Retraction

I was sorry to see the retraction in last months Windsock regarding unattributed material in Muckraker, It's true the article about Irwyn was a bit "sniping" in nature, but a slap to the back of the legs of the editor was all that was warranted.

It would be a pity to lose the (usually) good natured fun of Muckraker, or to have its fun element reduced, by the anonymous writers identity being divulged.

Irwyn need have no fear, we all read with pride his and other Southern Club members articles in Skywings, it's those members that put us on the map within the BHPA. It is also true that if you stand up to be counted, write an article etc. you will from time to time attract a little sniping, just because your there.

In conclusion I will always remember Irwyn, after he was dragged 100 yds down the road on his back at the Dyke, standing with his harness all torn and smoking, and his flying suit in rags, just like a rather large dog had got him, it always brings a smile to my lips.

However I didn't get to hear about Beach Head! Long live El Muck

Jerry Hansen.

PS I didn't write the offending article about him.

Thanks Jerry - none of us should be too proud to share a laugh at our mistakes - but a Wesh proverb about dogs comes to mind -

If you find a starving dog, care for it and feed it, it will not bite you - this is the difference between a dog and 'Muckraker'
Next month I name names. Irwyn

the 0839 system AT NO COST TO THE CLUB!! remember, we the members, are the club.

So I would like to propose (a) we fund our own system (b) we cut the crap from the 0839 system and only give the info required.
Well what do you think?

Jerry Hansen.

AN OPEN WOUND= AT NO COST TO THE CLUB.

It may be, but the old chestnut remains. The John Charlton Weather machine is alive and well (most of the time).

From the Jo Bloggs members point of view it's just what we need, a cheap means of finding out what the wind is doing on the Dyke.

The down side =it broke down a lot, and the last A.G.M ultimatum indicated a poor relationship with John Charlton.

The cost was £400 pr year, not a lot of money for the repair, renewal, call out costs, and line rental.

As a club, it would seem to me that it would be in our interest, to purchase modern equipment and properly fund its repair etc, rather than let an outside operator make a lot of money out of us as individuals on the 0839 number.

The cost of the calls is 53p, most of that cost is the machine telling us, thank you for calling, the time is etc, etc,

Just think how many times you will use that number over a year, and you will see that it won't be hard to double your membership cost on phone calls, not a very good move for a club of our size.

And for those that say "I don't use the Weather machine at all, why should I pay?" Well the cost to you at the moment is only £1 pr year, and that will save the majority of members a lot of money, if we abandon the old weather machine and only had

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

APEH MA 110. Blue top, white underside and striped tips. 18 months old, low airtime. Excellent condition. Ideal for upgrade to advanced canopy without vices. £1100. Contact Ian on fax/tel 0628 72042. New rucksack thrown in. (2)

ITU RUBIS. 12 A's. Good intermediate canopy that will last well into soaring and XC, new 1992 still crisp and clean, no repairs, cost £1699, sell for £1050. Best flight +3000 ft, 2 hrs, and been to Truleigh and back a few times. A nice safe canopy, give me a call on 0273 461783. (2)

FALHAWK NEO small 55-75 kg including harness, rucksack and stuff bag. A super safe paraglider with only a genuine 23 hours £650 ono. Call Paul Gardiner on 0444 881387. (3)

AILES DE K GENAIR 226. Superb beginner/intermediate canopy, brilliant performance with safety. Big ears, B-line, speed system all possible. Suit 75-95 kg pilot. Excellent condition, complete with harness. £750. Phone Neil on 071 586 6169 (evening) or 071 282 6334 (day) (3).

FALHAWK NEO. Medium (65kg-85kg), 35 hours new, unique colours. Beautiful canopy, ideal for intermediate pilot. Price includes paradise 2 harness and rucksack. This is the best value Neo for its price in the area. £750. Tel: 0342 314397. (2)

BLACK MAGIC 27 (65kg-100kg). Blue, not faded, excellent clean condition, 30 hours only. Big ears kit, harness (paradise 1), helmet, back protector. Safe & predictable. £650 ono. 0869 247100. (2)

RAVE 27. Rare opportunity to buy the latest and the best second hand. Low airtime, excellent condition. Jade & purple. £1,900 ono. Call Dave on 0273 600450 or 0273 857700. (2).

BLACK MAGIC (medium) with Paradise harness. Pink. Mint condition, very low airtime. 12A's ACPUL grade1. Pilot weight 55-85kg. Safe, rock steady glider for discerning student/club pilot. Genuine sale- moving to the Voodoo. £600 ono. Darren (0903) 245062. (2)

NOVA PHANTOM 45 purple, excellent condition £1,200 (inc. speed system).

EDEL SPACE 27 turquoise, as new £1,400. **NOVA TREND 19.** Ideal for first/mountaineering canopy (only 4.2kg) £500 inc bigears kit & harness. Phone Andy B 071-603-7280 or Nick 0628 784158. (3)

APCO HILITE II with weight shift harness and reserve. Only 5 hours since UK agent's overhaul; 9 hrs. in the last 2 years. 65-120kg pilot. £700. 0293 537580. Peter Perry (2)

CUSTOM-SAIL ALIEN 22. Small (55-75 kg). Only a few hours airtime, immaculate. Bag and Sky Systems harness. Very stable, ideal first canopy. £595. Bruce 081-342 9595 anytime. (2).

AIRWAVE RAVE 27. Bargain price. Phone Mike Millwood on 0273 857700. (2).

FALHAWK NEO Excellent as new condition, low air time. Medium size. Orange with rainbow tips. Complete with harness, rucksack and flexi back-plate. Also compatible Metamorfoosi Reserve canopy, Never used. £1,000 all in.

Call Jonathan Pritchard. 0892 - 527971, or 0531 - 650494, or 0732 - 764216 (1)

FOR SALE: HANG GLIDERS

CALYPSO + ENTERPRISE POD. In super condition. £950 ovno. Delivered and test flown at local site. Ring Chris or Helen 0303 272272. (2)

MAGIC IV 177. Blue mylar l/e. White & blue sail with extras. Good cond. £700. Tel: 0273 516150. (2).

POD LITE harness. Bright green, suit pilot 5'10" - 6'1". £150. Phone Noel on 0737 221023. (3)

SOLAR WINGS TYPHOON (med) + harness. Good condition. £250.00. Phone Mike 081 341 6818. (2)

MAGIC IV 166 FR. Nice condition. £400 'phone Richard Toyne at home on 071 737 0459 or at work on 071 480 2685. (2)

AIRWAVE K4. Excellent condition. reasonable offers please to Kenton at SkySystems.(1)

CLUBMAN 160, Last of the AVIAN production. Pink/Yellow. 20 hours only, dry stored, perfect condition, speed bar & wheels. Now trading up, would suit recent CPC 11st. plus. £800. Also:- **FRONT LOADING POD** C&AJ Systems as above 5'-9" to 6' 0". £150 Phone 0252 625246 (1)

GENERAL

BRAUNIGER ALTO-VARIO BASIC as new (2 altimeters, averager, vario, etc.) £180. 2x WIN 747 **airband handheld transceivers.** Lightest and smallest model available. Still boxed. £200 each. Phone Andy B. 071-603 7280. (3)

NEW DEVIL'S DYKE WIND STATION for the current wind direction, date, time, thanks for calling etc.

0839 - 600 - 603

SHGC
XMAS
DINNER/
PARTY
DEVIL'S DYKE
pub on 10th
December
7.30 for 8pm
Tickets
£10.50
from the
SHGC
Committee
or Ian de Haan
Don't Miss It!