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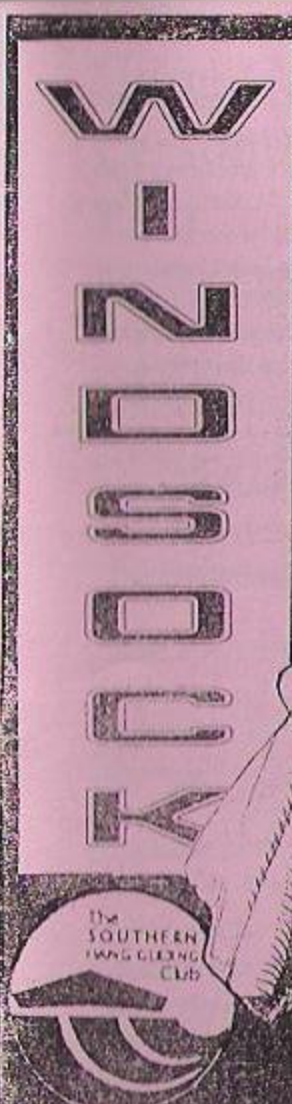
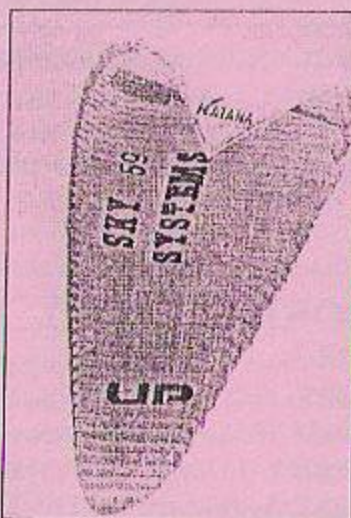
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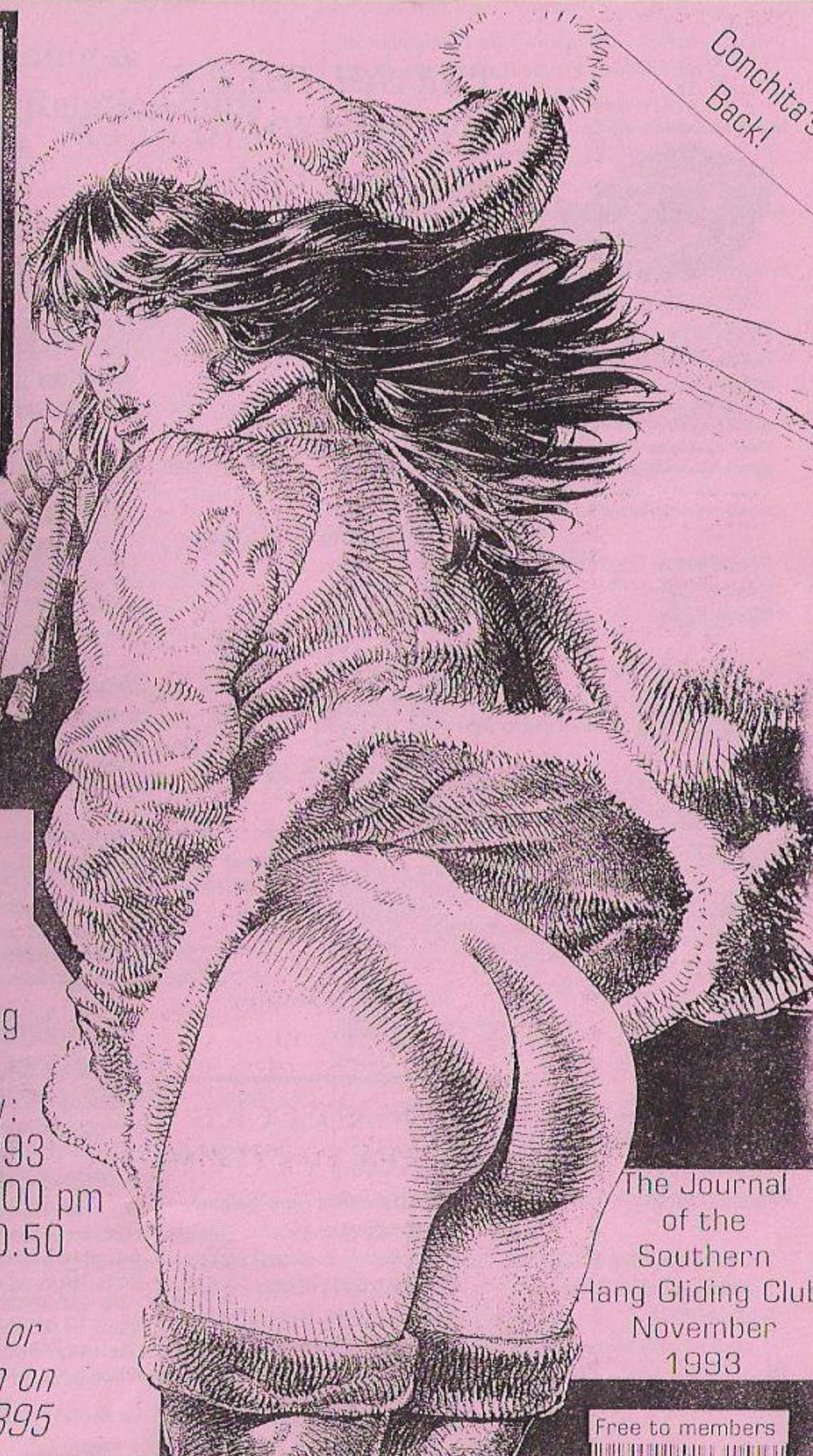
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Yahoo!
Yahoo!
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7.30 for 8.00 pm
Tickets £10.50
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Conchita's Back!



The Journal of the Southern Hang Gliding Club
November 1993

Free to members





**THE SOUTHERN
HANG GLIDING CLUB**
P.O. BOX 1359,
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SHGC Committee Meetings:
are usually 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, among other things.

COMMITTEE SEPT. 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!

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THE EDITORIAL TEAM,
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New Devil's Dyke

Weather Machine:

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Advertising

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full pg.	£21	£37	£66	£105
back pg.	£31	£48	£75	£125

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Small adverts 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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**Hang Gliding & Personal Relationships
Part 2**

by Rod Buck

To get through the slog and pain of a typical HG course, and do this mind-boggling business of launching off a hill - something that thousands of men down the ages have stood on hills and dreamed about - and be more or less indifferent?

cartoons

"Ho hum - wonder what that orienteering's like?"

"Son, I'm cuttin' but y'all ain't bleedin'", as Foghorn Leghorn once said in the cartoons. Remember him? The big rooster?

"Now hold on, ah say, hold on there, boy". Wonder why we don't see him anymore?

Anyway, back to flying. If we, the fliers, are puzzled by the attitude of non-flyers, how about looking at how they regard us?

There are, as you may know, three basic stages in the personal relationship of a pilot. (I write this from the male perspective, but I suspect female fliers may have even bigger problems).

Stage 1 -

She comes out with you, helps you carry over, and stays on the hill, chatting up other people while you fly,

Stage 2 -

She comes out, doesn't help you carry the kit, but sits in the car, reading Cosmopolitan, or Spare Rib.

Stage 3 -

"Stop looking out of the window! You're not going to get that stupid hang glider out again, are you? I thought

you'd grown out of that. Anyway, I promised Mother we'd go for lunch today..."

Progress along the stages may vary in rate, but progress there will surely be. Take heed.

I'm reminded of one club member, in the old Sheffield club days, who appeared on the hill after an absence of a week or two, with a new woman in tow, not his wife, (whom I knew).

"Why the new companion?" queried I, when

she wandered out of earshot. (I've changed the accent a bit in the interests of anonymity)

sexist

"Well, Rod, it were like this. Ah got home about 5 o'clock the other Friday, swallowed me tea quick, 'cos it were lookin' epic, tha knows. I were just chuckin' t' glider on t' car, when missus comes out an' starts on at me."

"Ah'm naffin' sick o' you" she says. "Ah never see you. Yer always either workin' or off with that stupid bleedin' glider"

"Yer never lift a hand round t'house, an' yer still 'aven't put up them cupboards what's bin lying in the bloody MFI packs in t'spare room fer three months!"

"This is it. (she says) "One of us 'as got ter go. It's either me or that bloody glider".

drains

"Well, Rod" said he (and a dreamy look came into his eyes) "Ah thowt fer all o' three seconds, then ah says: It's you, gel!"

"Wha did she do then?" I enquired.

"Ah don't know, lad!" said he. "Ah tied glider on, an' bugged off to Bradwell! She'd gone when ah got back."

Clearly a Type 2 pilot who'd just got his promotion to Type 3.' (I loved the bit about "three seconds"!)

Funnily enough, when I tell this story in the pub, the men pilots all laugh like drains, and the women with them tend to go a bit tight-lipped. Or perhaps I'm imagining it...?

PHOTOS MK2

by Steve Uzigunn

Last month I dealt with photography from the air. Since my knee popped out at the Dyke I've been doing some more of the ground based variety. I'll also deal with film types and techniques.

If you're using a compact the resolution of the lens does not usually justify using slide film. However if you use an SLR slide film may actually be cheaper when you include processing costs especially if you take a lot of

pictures. Slides when printed up give stunning colours and resolution.

shots

Ground based shots are best with a long lens and maybe even a tripod. I use a 100-300mm twin ring zoom lens I bought for £45, which my boss had been using as a paperweight. A superzoom in this application will do just as well, however a word of warning.

I find it difficult to frame by zooming and focus at the same time. I like to set the length of the lens then chase subjects and focus. Most long lenses won't let you do this. Some have a zoom or focus lock which is very useful.

The best ground based shots are to be had on just soarable days, when a procession of aircraft will come past at the same level as you. Working on a long lens requires fast shutter speeds, so use as high a shutter speed as you can. I prefer to use 200 or 400 ASA film for this type of photography because I get high shutter speeds, good depth of field and grain free pictures if I buy the best films available. If the shutter speed is high enough you won't need the tripod. Also invaluable is a polariser, which will darken the sky if it is blue. If the sky is not blue, backlight compensation may need to be applied unless you have the very best automatic metering. Smooth "panning" following the subject will also reduce camera shake. This is the hardest technique of all; I have a friend who can take pin sharp photos on a 300mm lens at a shutter speed of 1/30 second. You need to practice a lot, but the results pay off.

sport

Until you can hold the camera very still, the shutter speed you use should be the inverse of the focal length of your lens. Again, if your camera has a shutter priority use this. Failing that, most autofocus cameras have a "Sport" mode. Another word of warning: some auto focus systems are confused by large expanses of blue sky. If this is the case on all but the longest lenses (200mm+) you could get away

with setting infinity for anything more than 50 feet.

Processing ground to air shots can be difficult; most labs are set up for badly underexposed flash photos taken by Drunk of Neasden at the wedding reception. You may find that shots with a significant amount of sky in them get printed over exposed with no detail in the sky. Look at the negative, if you can see evidence of sky detail get them to reprint the photo darker. I now tell my lab that all the photos I've taken are contrasty and to print the sky shots darker.

fish

PG photos are a different kettle of fish. I use a simple fixed length compact. I put the compact case on one of my PG harness straps, and then attach the camera by its little string to the loop on the end of the shoulder strap. Thus I can drop it at any time and go back to very serious flying. Whilst pointing the camera with one hand I hold both brakes in the other. Practise at a good altitude a long way from other pilots in smooth conditions first. If you haven't got a suitable pouch for your camera Sky Systems do one. Double check you've backed up the camera. The basics of PG photos are very simple, but some stunning photos have been taken using cameras inside the canopy. Michel's done a lot of good PG photography but the good shots get lost in his adverts. Practice at this type of photography should prove invalid if you ever get into the league.

Don't be disappointed at the first few attempts. The important thing is to develop a memory for what you did then you'll know where it went wrong and things will then get better. It's also important to handle the camera and practise shooting as much as possible. I originally bought my gear to do landscapes, but tried cricket and birds in the garden as well. Any kind of sport photography is good practise! Lastly, keep the kit out of sight; car break-ins are common these days and photography stuff left in a car is not usually

covered unless out of sight.

jessops

As a postscript to the last article I did Jessop's now do an attachment to allow a compact to take a remote shutter release. Its simple and won't require you spent weeks bending aluminium to make a plate to take the camera.

the Instructor's tale by Rod Buck

There's this hang gliding instructor, dealing with the usual bunch of Day 2 beginners. He also has under his wing a CPC candidate, trying to complete his high flights from further up the hill. One time, the CPC nonk takes off, wobbles off down the ridge, gets to the end, and turns downwind by mistake, disappearing round the corner, and out of sight!

An hour later, he arrives back on the hill, gasping, sweating, clothes half torn off, covered in blood.....

"Ya gotta help me!"

"What happened?" queries the instructor (who's been busy with the students)

"I got turned (gasp, pant) downwind by a thermal, I think" says the pilot, "and then, I was too low to get back into wind again, so I had to carry on down the slope over the back"

"I landed on the main road behind there" (gesturing wildly behind him)

"A bus swerved to miss me, and hit a lorry coming the other way (gasp, pant)"

"Three cars ran into the back of the bus, and a motor-bike crashed trying to miss them!" (Becoming hysterical now)

"You gotta help me! There's blood and dead bodies all over the road! What should I do? What should I do?"

"Well..." says the instructor, adopting the classic arms-out-in-front-of-him pose, "You've got to pull on a bit more speed before starting your turns..."

Retraction: following the publication of a piece regarding Irwyn Jehu in last month's Muckraker column, Irwyn wishes the following to be published: "I would like to state clearly that this club will not ridicule or lie about any member, either directly or by insinuation.

The magazine will therefore never again carry unattributed material.

I apologise to Irwyn Jehu and all others who have been rightly offended by dishonest innuendo published anonymously under the heading Muckraker and thereby given the authority of the club's name.

I hope in future that the editorial content of our magazine will stress the very real achievements of the club and its membership".

SIV?

Positive!

BY James "Primrose" Gurney

Whilst ridge soaring in the restitution lift approximately 500' above Col de Sapernay Launch and 3000' above Lac de Bourget I heard over the radio the voice of Tim "Mr Season" King gently persuading me to leave the lift and glide over the water to the boat - of course I ignored this request which resulted in the normal "Turn to the left if you can hear me" routine eventually I reluctantly complied and headed out toward the boat. "James, let's see if we can lose some of that height; Positive Spiral dive to the right - DO IT NOW"

landing

And so with that instruction I entered a Mother of a Spiral dive which. I am very pleased to say, recovered without the spontaneous nightmare asymmetric tuck followed by a second spiral dive, followed by a sudden opposite negative spin due to panic countering, caused by complete and total disorientation. NO, much to everybody's disappointment I did not splash land. The flight went swimmingly as I glided toward the shore, over the TGV railway line and into the Landing Field.

However, joking apart, the above scenario is

serious when it goes wrong - the Pilot may not have the relative safety of water to break the fall or the advice of an instructor to help aid recovery.

approached

Approximately four months ago Mr. Season approached me at Devil's Dyke and asked if I was interested in booking an SIV (SIMULATION OF INCIDENTS IN FLIGHT) and Cross Country Flying course based at La Plagne in the French Alps. So after gathering the info I consulted with "The Team" which comprised Nigel Woods & Paul Gardiner and after much deliberation following scare stories of disorganisation, bad weather and negative vibes Nigel and I decided to go for it whilst Paul declined due to various work reasons. After arriving at Geneva Airport at 10.5 we waited for approximately 4 hours before being collected. Of course for Paraglider Pilots this was not a problem - the wait gave us the opportunity to eat, sleep, change money, wander around, watch an endless trail of classic cumuli pass overhead.

The drive to La Plagne via Annecy, Albertville and Moutiers took 3 hours before arriving at Chalet Perrier which occupies a raised position above Plagne 1800 and therefore benefitting from picturesque views of the surrounding mountains. The chalet was comfortable with stereo, TV, video, living/dining room, balcony, kitchen, en suite shower rooms to some bedrooms, and Janet, our chalet girl and excellent cook - everyday except Wednesday she produced 'cuisine from a great altitude' with plenty of wine etc.

hillocks

On Sunday Mr. Season (of "Always be ready" fame) introduced us to Mont St Jacques, an amphitheatre Launch, approximately 2400 metres above sea level and 5500' above the valley landing Field. the launch area was situated in a hollow between two hillocks conveniently located for the crowds to gather and bellow their support at Launching Pilots. The only slight problem was the climb up from the

mountain track which we soon mastered with enthusiasm. This site does not start cooking until 2.30 - 3.00 PM but will continue to honk right the way through to 8.30 pm on a good day.

On Monday we drove, courtesy of Jaimie and Benny alias Hansel and Gretel to Lac de Bourget for the SIV which consisted of specific induced manoeuvres over the lake, with a safety boat, radios, life jackets and Mr Season - our instructor. The manoeuvres included recovery from an asymmetric tuck, symmetric tuck, stall appreciation, 'B' line stall, flat spin and spiral dive. Full stall and throwing your reserve are optional although you must have a reserve to qualify for the course. The course also comprised thermalling technique, active flying and XC flying. Generally the SIV part of the course proceeded without any hitches - occasionally Tim & Jaimie would lapse into serious Babe Alert Mode resulting in some interesting video footage (£25 for a private viewing, Box No 666 - this magazine). Before the SIV we were given a detailed briefing of each manoeuvre accompanied by video evidence - we were also given a booklet describing Alpine Weather conditions, Flying conditions, and the SIV manoeuvres.

On Wednesday Paul Gardiner turned up, much to our surprise, with his new Airwave Rave ready to fly - having been lured away from the safety of Bolney by Liz - and then the thunderstorms came.

After one bad weather day and various activities including mountain trial biking, the promise of Hydroplaning, we finally experienced strong, classic Alpine Flying conditions and were able to launch from Mont St Jacques to the applause of the gathering crowds and gain 1500' before flying over the back to the Arpette, Black rock and beyond. During these flights we practised our thermalling technique, learnt to patiently stay with lift and not to race unnecessarily, to avoid bombing out.

primrose

These flights were some of the best of our

lives. We learnt a lot and regarded this course as an essential investment in our safety and ultimately in our paragliding future. Finally, whilst I detect the faint aroma of primrose on the wind - I must say the course, although expensive (£390 excluding flights to and from Geneva) is well worth it - thanks to Volair International, Dave Ward-Smith "How do you turn a duck into a soul singer? Put it in a microwave oven until it's Bill Withers!! Hansel & Gretel - our guitar strumming heroines, Liz and Tim for help and advice, the Cafe Couleur and Tom's bar for being there when we needed you and those babes Oh, those babes

NB. If the title of this article gives offence, I apologise in advance - JG.

SUNDAY MORNING CRUISE

by Fionn Kennedy

It had been raining all week and flying had been almost non-existent for the last month. Sunday started overcast and threatened more rain, I had promised to take my wife to visit a friend, in the afternoon, who was now extremely ill in Chelmsford Hospital after a riding accident. In the morning I would pick apples before the next gale, so out with the long ladder and up our tall Bramley. After filling couple of large baskets I noticed there was a rather pleasant southerly breeze blowing through the top branches, besides it felt thoroughly unsafe wobbling at the top of a ladder and what was needed was a harness and canopy to give me real security!

pull

The pull of the sky became too much, it looked as if it might be "on" at Newhaven. It is amazing how fast you can get down a ladder and into the car when the motivation is right. Despite an improvement in the weather, the optimistic crowd on top of Mount Caburn all seemed to be well stuck to the ground, which did not bode well for Newhaven which is usually less windy.

sweat

However a climb to the usual take-off site revealed good wind gusting up to 16mph, but no one else in sight. I sort out the canopy and do checks, soon a paraglider appears coming back from Brighton along

the cliffs, a trip I have never done. This could be my day. The tide's out the weather improving and the fellow flyer gives me a thumbs up. I start by flying slow and high, but progress is a bit slow and I could get caught by a change in the weather so speed up and fly closer to the cliff in the stronger lift. Progress is good now ground speed 20mph?, sun's out - what bliss - Peacehaven passes and the Saltdean dip looks a bit low, slow down and gain height trim for best glide angle and set off across the gap. No sweat - hit the other side at cliff top height and climb back to a good cruising level, - more people on the cliff walk, with lots of grins and waves. What more could you want from life!

hairy

However, Rottingdean looks a bit hairy! low, wide and with a damn great crane jib sticking up in the middle. So even more height and a clear landing site needed if it doesn't work. Once again exciting, but no big deal - across and climbing. The run down to the marina goes very pleasantly and quite quickly, 18 mins. to cover the 6 miles. The wind has dropped a bit - lose a lot of height in the turn and find the return direction more work, but make Rottingdean OK and - amazing get across despite the less favourable wind. Carry on to Saltdean feeling optimistic - cross the gap with some relief. But there is not enough lift on the cliffs at the other side, I struggle just below the edge for a few seconds but it is a losing battle and 30ft down, the lift disappears and I line up for a smooth bit of beach at the base of the cliff. "Oh Dear! What a B*****!" At least 4 miles from my van and no money on me, I was going to be late for chauffeur duty!-(bad news) and how far is it along the beach before I can get up? But it's only a quarter of a mile from the ramp at Saltdean, and after an attempt to get flying again I am met at the top of the steps by the LAW! (more bad news?). No - it is PC Carter of Newhaven Police, who said that some of the locals were getting a bit over-excited and wouldn't I like a lift back to my car! WOW! what a relief I thought I was going to follow Dave Watts Exciting Performance! (but that's another story).

police

Good as his word PC Carter, with a very friendly chat about SHGC and police matters, drove me back to my van at Newhaven car park. Disaster averted I got home in time to take wife and friend to Chelmsford and had a story to tell into the bargain, thanks to PC Carter and the Sussex Police.

Red Baron Slip Up

from Matthew Whittall

(please note, parts of this letter have been reconstructed using the latest GUESS-THE-WORD (TM) technology. This was necessary due to the Firebird printer missing words out at random every so often. Oh, okay it was at the end of each line, the margins are set wrong on your printer Matthew.

Dear Sirs / Muckraker,

I was not too impressed with the "unmasking of the year" - the supposed fact that I am the Red Baron. Despite the fact that the Red Baron was German and I am currently working behind enemy lines, I can assure all readers that I am not the aforementioned gossip-monger. Allow me to explain:

chuckle

While the Red Baron's article was the only

thing to make me chuckle in Skywings!, there are several reasons why it should not be attributed to me.

sworn

- 1) It was in English, and I live in Germany.
- 2) It was partly true.
- 3) It included people that only a resident British author would attribute certain characteristics to.
- 4) It involved unpaid work.
- 5) It could have been ruder.
- 6) I don't give a sh*t.

I know who this shameless, faceless individual is. But I am sworn to secrecy. I can give readers only one clue... an oil-rich state capital. Keep up the good work... or whatever you call it

Yours faithfully,
Matthew Whittall

We at Windsock think another good clue might have been "A minor figure in the world of paragliding"? Geddit? Are we warm yet?

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...

Date	Forename	Surname	TelHome	TelWork
06/11/93	Tim	Cox	0273 671214	0273 609925/507794
06/11/93	Jerry	Cooper	081 674 9427	0831 180688
06/11/93	Graham	Cooper	0634 842 853	071 245 3420
07/11/93	Russell	Crowley	0689 873873	0689 873873
07/11/93	Allen	Cox	0923 779037	-
07/11/93	Roland	Couveia	0252 737875	0252 713733
13/11/93	Francis	Cracknell	081 568 4184	-
13/11/93	David	Drake	081 508 9019	081 529 3501
13/11/93	Chris	Crawley	0424 436769	0424 439145
14/11/93	Ian	Gravatt	071 703 0849	071 924 1282
14/11/93	Tony	Crowley	0903 873924	0903 873924
14/11/93	James	Crofton	071 603 8995	071 253 1163
20/11/93	Sue	Day	0883 349645	-
20/11/93	Andrew	Cunningham	0273 419722	0273 419722
20/11/93	Austin	Haines	0273 418293	082 572 3680
21/11/93	Ian	de Haan	0737 762895	-
21/11/93	Neil	Hallsworth	081 401 2032	-
21/11/93	Bruce	Dunton	081 651 3033	-
27/11/93	John	Harmon	0825 890248	0737 776085
27/11/93	Ray	Edmonds	0825 790002	0273 475432 x44417
27/11/93	Mike	Eldergill	0444 416687	0293 519161
28/11/93	Ron	Harrington	0252 625246	0420 86616
28/11/93	John	Elkins	04027 51310	081 508 6235
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05/12/93	Nigel	Gibson	081 890 7476	-
05/12/93	Tony	Hobden	0273 721995	0273 203281
05/12/93	Hugh	Ginty	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	Alan	Goodman	0932 867739	071 407 7272
16/12/93	James	Gurney	0483 768719	0483 740958
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19/12/93	Christopher	Jones	081 579 2830	0273 528755 ex 2611
19/12/93	Bernard	Hanning	081 908 1549	-
19/12/93	Jerry	Hansen	0273 481 783	-
01/01/94	Ian	Jenkins	0380 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	06675 79581	-
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02/01/94	Mark	Hastings	0234 273512	071 231 4474
08/01/94	Les	Hedges	081 847 1815	-
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09/01/94	Patrick	Houston	0323 440331	071 621 0011
09/01/94	Bernie	Hewing	071 737 4849	081 986 3123
09/01/94	Jack	Hobbs	0323 490371	0323 898650
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	081 580 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	Inke	Jansen	081 390 3076	-
23/01/94	Kelvin	Kincaid	0483 428653	0276 471617
23/01/94	Kim	Jenkins	0825 733722	-
23/01/94	Dave	Jones	-	-

ALPINE FLYING: Dennis Troff

Invitation

You are personally invited together with family and friends to a slide show and talk on alpine flying and The Chamonix Valley.

Our guest star & raconteur for this soiree, brought to you at great expense, is Senior Coach and BHPA Paragliding Instructor Dennis Troff.

Dennis and his wife Sally live in Chamonix and with their wealth of experience operate an Alpine Flying Centre in the village of Servoz 12kms from Chamonix town.

Chamonix's reputation for fantastic flying, both for hang glider & paraglider pilots from all over Europe, is based on the sheer size of the valley and vast selection of superb sites; these combine with the micro climate and surrounding alpine region to provide excellent flying conditions most of the year.

No matter what your experience can you afford to miss this opportunity to find out more? So invite your friends to come along; put it in your diary NOW - Wed. 17th November. 8pm for 8.30pm - Upstairs - Devils Dyke Pub.

PLEASE NOTE, contrary to rumour this is NOT a time-share scam.

Further details if required from Tony on 0903 873924

REMEMBER - DYKE PUB - UPSTAIRS - 8PM. WED. - 17th NOV.

8pm for 8.30pm: Weds 17th November

FREE LECTURE! DEVILS DYKE

8

Free Sex in Lanzarote!

There, that got your attention, didn't it? Mike Orr and I still have room for a couple more p*ss artists on our Lanzarote trip on 13th January.

We have a villa only 100 yards from the main bottom landing, with pool! Mike's an Instructor, and I'm a Coach, so novice CPC's welcome. You can expect to get up to 20 hours airtime in the fortnight!

Details from Rod Buck on 0742-548066/0836-284853

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**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!**

**Old Weather Machine Apparently
Back On Line**

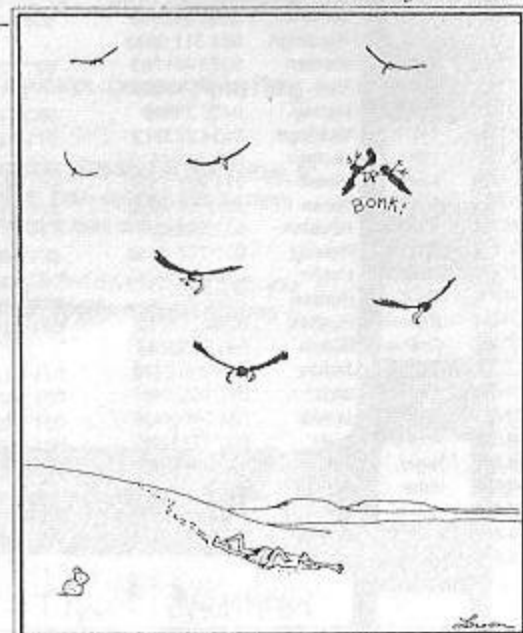
Dear Windsock,

Despite your message on the cover of the August issue that the "old (weather) machine at the Dyke is redundant" many of the members do not agree with you; it has been functioning perfectly now for the last four months and has been used regularly by those who know the 'phone number. It is at least ten times cheaper to call than the new one, for local calls. As we have paid for it in advance up to April 1994, could you please publish the phone number, (0273) 857002 in every issue and re-publish the details of the message format (?) for the benefit of new members who may not be aware of this service available to them at no extra cost.

Yours,

D.R. Williamson

At time of article publication / August Windsock, the "old weather machine" WAS redundant - in fact it didn't work at all - it was repaired by John Charlton on his return from overseas, and has, quite possibly, carried on functioning since then. The tedious Weather Machine saga is well documented elsewhere - anyway, the number is printed above, and the choice is the member's; we have two numbers to call, and we can choose which reading we like best from the two.



The perils of improper circling

**MINUTES OF S.H.G.C. COMMITTEE
MEETING: 08 SEPTEMBER 1993**

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

Apologies: J.O'Niell, A.Turner.

Absent: Ian De Haan.

1.0 MINUTES OF THE LAST MEETING: Passed.

2.0 MATTERS ARISING

2.1 Right hand 360 proposal: Article has been written for Windsock.

2.2 Dyke management plan to be obtained.

CAPLE

2.3 Sites sub committee has been formed.

2.4 Letter to local model flying club has been sent.

2.5 Truleigh site guide done.

3.0 WEATHER STATION: J.Carr reported on the current situation. Following some discussion it was agreed that J.Charlton would be asked to transfer the telephone line to the SHGC. R.Buck would be made aware of the members complaints about erroneous information from his equipment. The Club would also offer to provide a line solely for his equipment in any position required. Letters to be written.

CAPLE

4.0 PAYMENT TO FARMERS: There have been some problems with delays in payment to farmers. The committee agreed that it would help if the club treasurer attended committee meetings. M.Woodhams agreed to contact P.Day:

WOODHAMS

5.0 EASTBOURNE COUNCIL SHOW: K.Pickering had failed to produce anything for the show resulting in credibility loss for the Club and a bill for services provided. K.Pickering to be contacted.

CARR

6.0 OFFICERS REPORTS

6.1 MEMBERSHIP: G.Cook reported membership was heading for 400.

6.2 AIRSPACE: New charts are now available. T.Cox reported that bottom landing at Firle should be available throughout the year. To be confirmed:

TURNER

Re an airspace infringement at Shoreham: Letter to be written for Windsock:

COX

6.3 TOWING: Meeting postponed from last weekend now planned for this weekend.

6.4 SITES: Site guide for West Firle complete.

6.5 SITE CONTROL: N.Gibson's article on air law to be discussed at the next meeting.

6.6 COMPETITIONS: K.Birch reported good results in the Airwave Challenge in both paragliding and hang gliding. The finals would be in late September.

6.7 SCHOOLS LIAISON: Returns for August were up on the previous month.

Reply from BHPA re Downs club still awaited.

6.8 CHAIRMAN: Letter written to Eastbourne Council re Falcons at Beachy Head.

Date of Next Meeting 6th October.

Windsock is pleased to present, for all you Francophile or Awayday fanatics...

The Guide to SITES of NORTHERN FRANCE

translated by Liz Lewis from the original in Parapente Mag.

There are 3 REGIONS:

1. Bassin Houiller 2. Cote D'Opale 3. Collines du Boulonnais (Hills of Boulonnais)

1. Bassin Houiller

Coal region. Sites close to towns. Suitable for gliders of glide ratio 4:1

1a. **Terril de Grenay-Mazingarbe** 50m. At the junction of autoroutes A26 & A21. 15km north of Arras and 7km west of Lens. Good site for learning - north and east faces. All orientations can be used. Be careful in southerly wind - generally turbulent - sign of depression. Access: From Lille, take A1 autoroute & exit at Lens-West. Go in the direction of Bethune & turn left after Mazingarbe entrance sign. From Arras, take directions to Lens & Bethune. At Mazingarbe turn left.

1b. **Terril de Noeux-les-Mines** 50m. Weak efficiency. Uses S + SE wind. 1km away a towing site is oriented SE. When towing, the thermals are released above the parking area of the service station.

1c. **La Comte** 40m. This site is not a coal slag dump. Oriented W & NW. Dynamic efficiency is excellent and the thermals are frequent. Site is situated 25km NE of Arras. It is used by a school (Vertiges) and the landing area is run by the school (membership of the club Air Mine is necessary). Record height gain is 2000m. Can go XC from this site. Access: From Arras, take D341 in the direction of Bruay-la-Buissiere At Houdain go in the direction of Saint-Pol (& La Comte). At the exit of the village La Comte, the site is indicated on the left. Less than 3km is the towing site of Magnicourt-en-Comte. There is an attempt to soon establish a base for aerial sports (paragliding hang gliding, microlighting etc.) in this area.

2. Cote D'Opale Access to sites not indicated - contact the clubs.

2a. **Dunes de Stella-Le-Touquet** Situated between 2 water (?) stations. A good place for soaring in W wind. Low site (10m) therefore precision flying needed otherwise landing in the sea. Thorny hushes on top of the dune. The ideal Take-off is on Stella beach, the dune progressively subsides in the direction of Le Touquet. Total distance is 4km. Wind ranges from 20-30km/hr.

2b. **Dannes-Camiens** Interesting coastal as well as regional area. Situated 3km into interior. 150m. Excellent dynamic efficiency. Good height gains and thermic conditions (turbulence guaranteed). Site has 2 Take-off areas situated in 2 different towns - in Dannes oriented SW and Camiens NW. Landing is on top but emergency landing site is private and concrete. Land owner does not want any responsibility. The site is situated against the fence belonging to the cemetery of Dannes. It is forbidden to land/take off in these grounds and the cemetery refuses to take responsibility in the case of an accident.

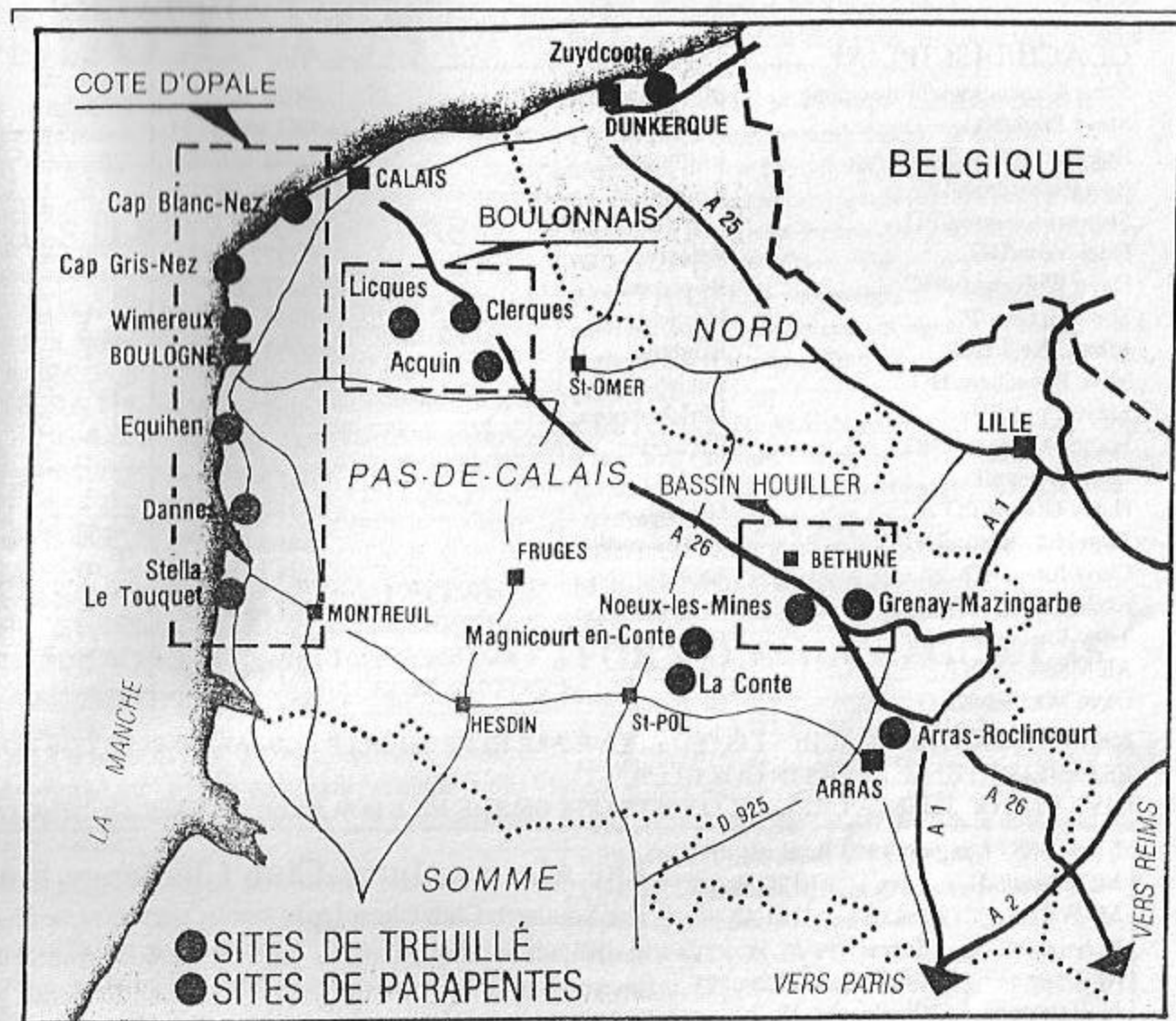
2c. **Lefaux** Site a few km from coast. It is lesser importance than Dannes but dynamic efficiency is excellent. Oriented NE, the Mont de l'Epine allows take-off N & E. It has 4 or 5 "combes" which collect wind and thermals. There is afternoon convergence of E wind and sea breeze (oriented E). 40m but provides good fling and views. Be careful of cultivated land and animals.

2d. **Dunes D'Hardelot** Same conditions as for Stella & Le Touquet The dunes are on the south side of the town.

2e. **Equihen** Site on the coast which allows soaring of approximately 4km. Oriented WSW. A small cliff is well eroded. In good conditions Take-off is from the purification works at the north exit of the village or from the parking area which descends to the beach. Landing on the beach is possible for the first 2km after which it becomes tricky.

2f. **La Creche** Small 50m cliff at the north exit of Boulogne-sur-Mer allows a 2km flight. Take-off is more difficult than at Equihen. Oriented WSW & WNW.

Wimereux After the north sea wall at Boulogne. Conditions are the same as La Creche. Take-off is easy.



2g. **Cap Gris-Nez** Only site in region which takes a NNE wind. 60m. Take-off is short and top landing is strongly recommended.

2h. **Cap Blanc-Nez** Take-off towards the cliff is not allowed due to turbulence. A small inland site (30m) is oriented SW. When flying above the headland, it is recommended that you fly towards Sangatte and to return soaring along the cliff.

2i. **Zuydcoote** Dune site east of Dunkirk.

3. Collines du Boulonnais

3a. **Alembon** Small site oriented S in close proximity to Licques. 80m. Take-off is at Le Ventu-d'Alembon.

3b. **Licques** Oriented SSW. Good thermic conditions - sometimes turbulent. Dynamic efficiency is good for 100m slope. Take-off is in a field next to a cafe (restaurant Le Vigneau) - be careful of animals and crops. Be careful of power lines behind take-off and at the bottom of the hill. Good possibilities for XC.

3c. **Clerques** 50m. Soarable in a SSE wind. Take-off is prohibited from the field if there are animals or fields are under cultivation.

3d. **Journy** 60m. Oriented W. Town has good relations with pilots, nevertheless do not exceed the limit. Expect a cold reception from neighbouring village Audrehem.

3f. **Acquin** Site has excellent efficiency. Located in the regional park of Audomarois. Oriented SW. Be cautious in SSW wind as conditions can be turbulent.

Up-to-date list of Club Coaches

FIRST AID TALK:

COACH/DISCIPLINE	LOCATION	Tel.
Steve Uzochukwu/bi-discipline	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
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
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

*****FIRST AID LECTURE:

Contact Martin Pepper on

0732 454424. To be held in London - this is the third of a series, following the successful Met. and Air Law talks.

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.

Sussex XC League: 1993 final results

M. Millwood	Rave	130.8k
M. Watts	Racer	121.4k
S. Swanton	Supra	67.1k
M. Carnet	Challenger	20.0k
N. Barratt	Challenger	19.7k
P. Bernon	Space	17.0k
C. Bere	Katana	12.2k
J. Gurney	Voodoo	8.0k
S. Uzochukwu	Edel	6.6k
J. Hansen	Voodoo	6.0k
I. Lewis	Ninja	5.3k

Martini League: 1993 final results

M. Millwood	Rave	233.2k
M. Watts	Racer	157.3k
R. Carter	Katana	118.2k
H. Travers	Sphinx	93.5k
S. Swanton	Supra	69.2k
M. Allen	Katana	63.0k
M. Turner	Navajo	57.4k
C. Bere	Katana	22.5k
M. Carnet	Challenger	20.0k
N. Barrett	Challenger	19.7k
D. Perrin	Rave	17.7k
P. Bernon	Space	17.0k
J. Gurney	Voodoo	8.0k
S. Uzochukwu	Edel	6.6k

The Airwave Inter-Club Challenge Final

The Southern Club Clean Up!

In difficult conditions over 3 days on the S.E. Wales sites, the Southern Club won the overall (hang gliding and paragliding trophy).

The paragliding team consisting of Gandhi (Dave Newns), Nigel Barrett, Mark Watts, Paul Gardiner easily won the paragliding section, with Gandhi coming second in the individual paragliding section. He was winning for the first two days, only to be beaten by Bob Calvert on the last day.

Ron Richardson flew consistently to win the individual hang gliding. Thanks to all the pilots who came to the qualifying rounds, and sorry to any pilots who wanted to be in the team but were not picked. In the later rounds we could only have teams of four pilots, so it makes picking a team difficult.

Next year there should be more club comps. So if you want to be on the team, then a good way is to be the organiser! So if anybody would like to do this next year, then let me know or vote yourself on at the next AGM.

- Good flying, Mike "E" Millwood

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

FALHAWK NEO large 75-95kg including kit. Good condition. With rucksack, stuff bag & harness. Ideal 1st canopy £780. Tony- 0903 873924. (3)

APEX MR 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. (1)

ITV 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. (1)

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. (2)

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) (2).

AIRWAVE BLACK MAGIC (LARGE) + harness. Pilot weight 70-90kg. Immaculate, no fade or skid marks. Safe, predictable ideal for intermediate pilot or anyone who cannot get to the hill that often and wants to ridge soar and enjoy it. ACPUL Grade 1 - keeps wife happy. £650 ono. Peter on 081-689 2813. (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. (1)

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. (1)

RAYE 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. (1)

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. (1)

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. (2)

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 (1)

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. (1)

AIRWAVE RAVE 27. Bargain price. Phone Mike Millwood on 0273 857700. (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. (1)

MAGIC IV 177. Blue mylar 1/e. White & blue sail with extras. Good cond. £700. Tel: 0273 516150. (1)

POD LITE harness. Bright green, suit pilot 5'10" - 6'1". £150. Phone Noel on 0737 221023. (2)

SOLAR WINGS TYPHOON (med) + harness. Good condition. £250.00. Phone Mike 081 341 6818. (1)

MAGIC IV 166 FR. Nice condition. £400 'phone Richard Toyne at home on 071 737 0459 or at work on 071 480 2685. (1)

GENERAL

BRAUNIGER ALTO-VARIO BASIS 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. (2)

LOST & FOUND

LOST: Firlé 30.06.93. Magic Four speedbar and wheels. Would finder please contact Mike Stephens, tel: 0273 515341 (home), 0273 474111 (work). (3)

LOST: Somewhere on Firlé - DipleX altimeter, black with velcro strap. If found, please ring Dave Rushforth on 0742 509252 - thanks. (3)