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WINDSOCK

AUGUST, 1995

*There is still no social
gathering arranged due to
there still being a vacancy
for Social Secretary.*

*Interested?.....
contact a member of the
committee*

FOR MARSHALLS ROTA - PLEASE
SEE LAST MONTH'S WINDSOCK

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

COMMITTEE - Updated April 1995

President

Johnny Carr 01444 471667

Chairman

Martin Brady 01444 233346
(W) 01273 745513

Secretary

Alison Chisholm 01273 703501

Treasurer

Peter Day 01734 421481
(W) 01734-579740)

Membership Sec

Trevor Ackroyd 01903-505889

Safety Officer

Steve Brewer 01403-710739
Mob. 0378-434929

Sites Liaison Officers

Fionn Kennedy 01273 858221
Sue Brooks 01273-834984
Wk 01444-441881 X4859

Sites Control Officer

Jerry Hansen 01273-461783

Schools Liaison Officer

Irwyn Jehu 01903-723884

Club Coach

Adrian Caple 0181 660 0824

Airspace Officer

Tim Cox 01273 888113
(W) 01273 609925/507794

Competitions Officer

Kenton Birch 01273-771327 HG
Mike Millwood 01273-624188
01273-857700 (wk) PG

Social Secretary

Windsock

Gail Hopkins 01273 771327

Club Officer

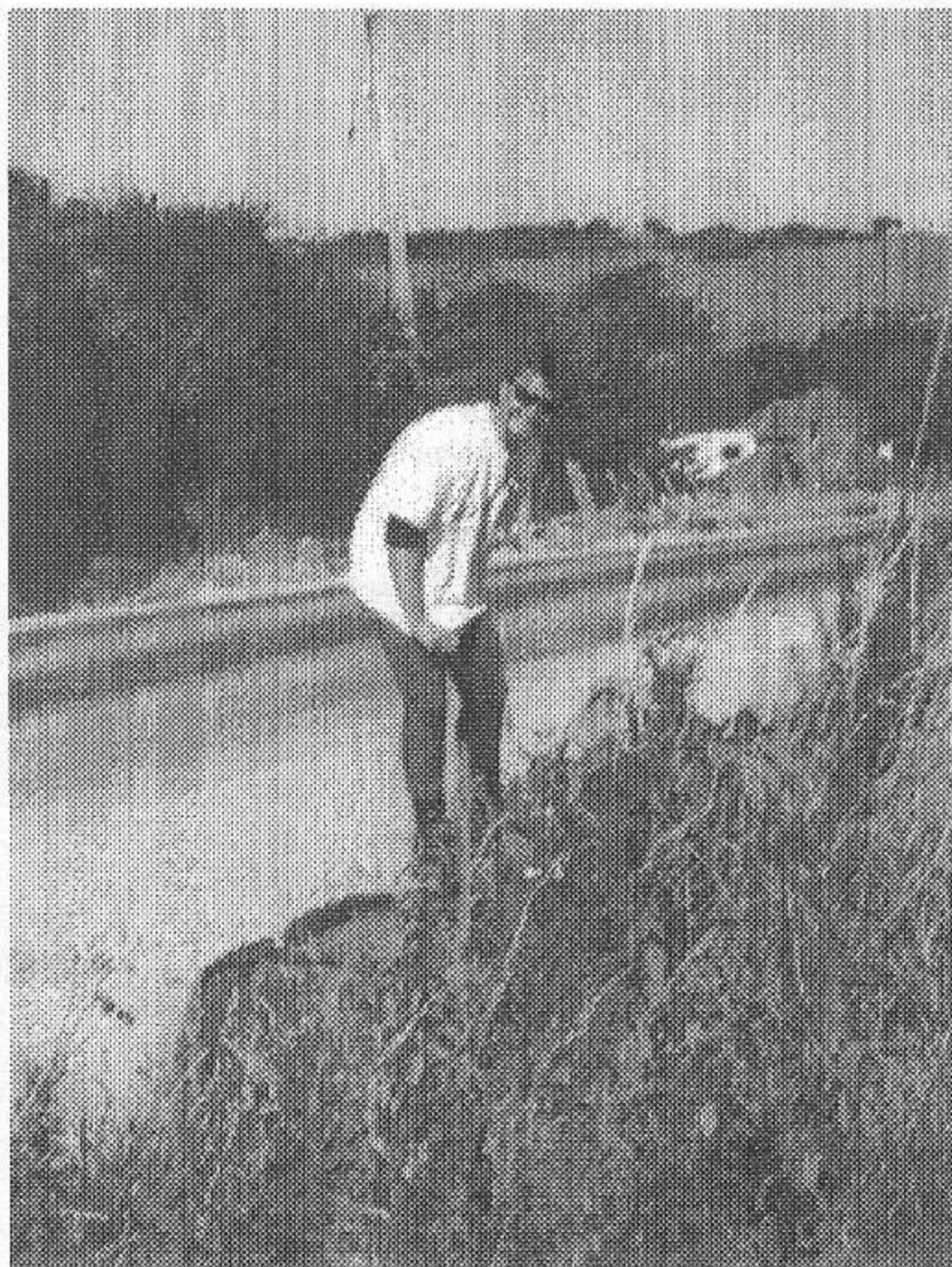
Julia Gibbs 01273-463334
(mob) 0589 951717

CLUB COACHES - Updated April 1995

Steve Uzochukwu HG/PG	Maidstone	0622 736219
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
Dave Williamson HG	Brighton	0273 604752
Steve Brewer PG	Henfield	0403 710739
John O'Neil HG	Brighton	0273 541451
Mike Broadbent HG	Bexhill	0424 210951
Steve Cook HG	Littlehampton	0903 725724
Francis Cracknell PG	Isleworth	081 568 4184
Nigel Gibson PG	Feltham	081 890 7476
Harry Greene PG	Orpington	071 482 4927
Chris Jones HG	Ealing	081 579 2830
Dave Keepax HG	Burgess Hill	0444 245233
Dave Matthews HG	Brighton	0273 604752
James Hardiman PG	London	0181-311-0683
David Massey PG	Horsham	01403-268601
Barry Phillipot PG	Lindfield	01444-482225
Jerry Hanson PG	Shoreham	01273-461783

THE ABOVE COACHES ARE HERE TO GIVE HELP AND ASSISTANCE TO NEW MEMBERS AND THOSE NEW TO OUR SITES - SO USE THEIR EXPERIENCE.

IF THEY ARE NOT READILY IDENTIFIABLE BY A 'CLUB COACH' ARMBAND, ASK SOMEONE ON THE HILL TO POINT THEM OUT TO YOU - THEY ARE THERE SOMEWHERE.



Kevin decides, as there is no real need for thermal long-johns at the bottom of the Dyke in July, it might be better to take them off rather than run the risk of a photo making it to Muckraker.

Some might say this is where the term 'Para-ponse' originated..

Take up slack.



I've found a field where we can both winch and aero-tow. It's got 5,500' airspace and can take Southwesterly winds, and shortly the 50 acre field will be cropped to take several directions. I've also got Chiltern Flyers coming down to give us a demo weekend and some Microlight pilots who have the right aircraft to tug for us!

In August / September we will be having a demo day near Hailsham. Chiltern Flyers have kindly said they will come down to Sussex and winch for us. The final details are yet to be organised. At the time of me writing this everyone seems to be on holiday and I'm shortly off to India for a couple of weeks or so on business, but come rain or shine I will get towing up and running for the Southern Club very shortly.

For the demo day with Chiltern Flyers we can only fly hang gliders with pilots who are winch endorsed but we have a cunning plan and believe we can rope someone in to do some conversions. Anyone is welcome to come down and see what it's all about. I've yet to talk with Sky systems but maybe we can get them to winch Paragliders as well. The microlights, I'm sure, will also be pleased to show us what they can do.

So if you are interested or can help, let me, Martin, or Julia know and we'll add you to the list to go all out.

Kelvin Kinkaid

01483 428653

0973 222921

If you talk to my answerphone, would you please leave your phone number so I can call you back.

Preparing for those long XCs...by Postman Pat, Milly and the Mystery Canopy man.

So, despite the best laid plans of mice and politically correct people the Cross Country lectures haven't been held. To help all you budding XC fliers, the notes from the lectures have been condensed into an article.

GETTING AWAY

This is the most important part of any XC. If your lecture arrangements go all awry, getting away (preferably in a BA 737 headed for Southern Germany) is a good idea. Part of good XC flying means being in the right place at the right time. Its no good being at the Dyke in the evening for a lecture, all you'll find is an apologetic Chris Bere redirecting angry would be XC diehards. The real XC diehards have left and are now at goal.

GETTING TO GOAL

Goal in this case was a small village on the A24. The most important thing to find out any day you don't make goal is what led those who did to get there. We interviewed a certain Milly, XC veteran. "What led you here?" we asked. "Well there was a barbecue on and free beer was on offer", Milly replied. Two other pilots asked replied "We live here, stupid!"

GETTING RETRIEVED

When you get back from Germany, ring up any other pilots you know who didn't go XC and say: "Hello, it's Ian here, can you pick me up from Gatwick?" As a Sky God retrieves are assured as all the punters will want to know how you get away on XCs cos they still haven't been to the lecture.

WHAT TO DO AROUND BRIGHTON

You've got away from the Dyke and are now in the Brighton region unsure where to go next. Simple. Into a photo booth in the nearest Woolies where you get a set of passport photos of you in your "Merlin the Sorcerers' apprentice" pose preferably with a regulation Black & White cat. Send them into Skywings for the "Sky Gods in the League" page.

USING A GPS

Not that much use in getting away, you have to be out of sight of the take-off before these are any use. Nor will they stop Nova Xenon pilots from leaving you for dead. Great for destroying batteries.

THE NIGHT BEFORE

Spend the whole evening bar flying then load all the turn points for next day into your GPS (Gatwick, Munich, Tegelberg, der bierkeller in der Openplatz). Forget to tell Julia to find a new venue cos the Dyke pub will be shut.

ENJOYING YOUR SUCCESS

You'll have to resign from committee to have enough time to fly all the free canopies you're offered. Make the most of it, you've earned it!

(c)Pippin the (would be XC) Punter 1995

LIFE IS FULL OF SURPRISES

Around two and a half years ago, in early 1993, Irwyn Steve and myself were involved in an accident during our journey to the Paragliding Nationals. Because the car was a write-off, it was brought back to Portslade. On driving Irwyn home to Littlehampton, we decided to have a flight at Steyning Bowl and somehow, while flying there, I lost my wallet. A reward of £40 was offered but with no success.

To my surprise, Rob Chisholm of Free Flight Paragliding School telephoned me in the last week of July 1995 to tell me that he had found my wallet containing all my cards and money. The bank notes were severely damaged and were in two halves, stuck together like cardboard. The two banks I approached for advice and help said that I would be lucky to receive £5.

After several telephone calls, I managed to get a claim form called 'Mutilated Bank of England Notes'. I filled it in, claiming £145 and sent it off with the fragments of bank notes.

About ten days later, I received a cheque and a letter informing me that a detailed examination of the fragments submitted had revealed notes to the value of £155.

I would like to take this opportunity to thank Rob for finding my wallet and giving me a pleasant surprise.

Yours,
Stewart Swanton

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the

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Sussex College

10, Crescent Rd. Brighton, East Sussex
BN2 3RP Tel. 01273 609925



Each of these schools are currently offering fabulous summer discounts to **SHGC** members.

To take advantage of these offers - phone up - organise a group - or for an even better deal arrange a mid week or evening course.

The 1995 Portuguese Open by Steve "Jacuzzi" Uzochukwu

The Portuguese Open has a reputation for being a good fun competition with retrieves organised and three levels of competition open to allcomers. I'd hoped to go with Chris Whitwell but he had other commitments. Dave Massie was keen to go so we booked flights and a hire car. The first little problem reared its head here -Portugal is very popular as a holiday destination and the cheapest flights we could get were £290. Had we booked three days earlier they would have been £210..... A hire car was prebooked and Carlos (João Carlos Borges) sorted out a hotel not far from the competition village.

0

All day Friday was spent travelling and we got to Celorico da Beira at about 11:45 pm. The day was very hot: on arrival at Lisbon the outside temperature was 36 C. The trip from Lisbon to Celorico is about 360 km so Oporto may be better to fly to as it appears to be much closer.

The Portuguese Open is based every year at Linhares da Beira in the Serra da Estrela mountain range. Linhares is a very small picturesque medieval village. The take off is above the village, and a top to bottom flight is about 1600 ft and 3km. There is a small landing field about 950 ft below take off close to the village.

There are three levels of competition at the Portuguese Open. The "A" competition for Cross Country pilots, the "B" competition for club level fliers and the "C" competition is purely leisure flying. In the "A" competition each day is an open distance XC, with each pilots' best two flights counting at the end of the competition. The "B" competition involves racing around turn points and landing in designated fields against the clock. All the turnpoints are within 2km of the village. The "C" competition just provides rides to take off and up from the bottom landing field for leisure flying.

Besides Dave and me, other Southern Club fliers included Steve Switzer, Ray Heyne and David "Snowy" Snowden. Ray and David took part in the Three Peaks challenge earlier this year. Steve and Ray flew the "B" comp, the rest of us were in the "A".

We all got two practice days. It was very sunny, very hot and with a marked inversion. On the first day of practice Snowy got away and flew back to the hotel. Thermals were small and punchy low down, but the climb rates petered out as thermals rose. The highest climbs were ending about 1,500 to 2,400 ft ato. We booked a restaurant in the village for an evening meal at about 9:30 every night. A three course meal with wine and beer set us back between four and seven pounds a night.

The first day of the comp arrived. We all tried to listen to the Portuguese half of the briefing in case anything was missed in the English one. The window opened at 2pm and by 3pm all pilots had left the hill except me: I was struggling at 150 ft above the upper landing field like a sad punter. A low save over the trees had me back above take off and several thermals later at 2500 ato following the thermal back. Snowy had spoken at length about all the thermal triggers he

found on his XC back to the village and I tried them all on my route out of the mountains. They all worked. Climbs slowed up at 3,000 ato near the inversion. After a while I could no longer see take off and looked at my GPS, the nearest large town was 2 1/2 km to my right. Struggling in weak thermal Snowy comes on the radio "There's a cloud building to your right." He's right. It works. The climb results in 5,000ft ato, which is above 9,000ft AMSL. Several climbs and glides later I'm getting cold hands. I'd started using the Bruce Goldsmith idea of thermalling with wraps; it works very well. I unzipped my side pocket on my harness, put on my gloves, checked the map provided by the comp organisers - I've flown off the edge. These last two events make me decide I'm now a genuine XC pilot. I'm not sure how far I've flown but I know where I am on the map. Liz comes over on the radio: "Cu nim building to your left!" I go on final glide having radioed to that effect. Liz comes back on the radio "The Cu nim has arrived at my location with thunder, lightning and rain." I'm not outrunning it so I have to play safe, B-line off 3,500 ft, land fast and pack up faster. On ringing for a retrieve I'm told to wait at the local swimming pool, where locals ply me with food, drink and amazing hospitality. 3 1/2 hours, 49 km! Not bad for a punter. Liz had never flown more than 8 km and she'd done 60 km on the second flight she'd had on her brand new Genesis. The day was won by Pedro Moreira of Spain on an Airwave Alto having flown 88km and crossed the Spanish border. I was impressed by the way this wing thermalled up through gaggles. Snowy started making jokes about Liz having graduated to "Sky Goddess" status.

The second day was difficult, I only made 10.1km - minimum scoring distance was 10 km. Only three others scored that day all flying less than 17 km. The best flight was 16.9km by Tom Molineaux, a British pilot from The Wirral. At this point I was 4th overall. We were all retrieved before the "B" comp began and therefore decided to sit and watch them all landing in the marked area in the LZ outside which they would score zero for the task. One of the three turnpoints was set downwind of the LZ meaning that several pilots did not make the LZ and had to land in tress, crops or on the road. We munched hot dogs in the sun (Hot Puppies in Portuguese) and had a bit of a laugh which was cruel and uncalled for, but 99% of us had been decked by the Prados sink hole, a village 7km away. This village in a deep valley would prove to be the hardest area to cross but a good XC was guaranteed if you could cross at cloudbase putting the flatlands an easy glide away.

The third day (Wednesday) had the task called off due to strong winds and low cloudbase. People flew in the evening after the "B" comp had been cancelled and the winds had dropped.

Thursday saw more of Wednesday's conditions. The wind abated enough for the task window to be opened and pilots took off slowly. The wind strength required very good reverse launches and several pilots were dragged or blown back. I landed at the middle landing field after some serious speed bar work. The day was won by Jaun Gonzales of Spain who impressed us all with a 25km flight on a day when most of us thought that no-one would beat 10km. I found myself back in 6th place.

Friday's task was called off after low cloud made visibility poor. The conditions improved enough in the evening for everyone to fly.

Saturday's conditions were similar to Friday's but the cloudbase went up markedly after midday. A task was set and pilots began to take off. Cloudbase was about 1750 ft ato and the only real way to leave the site was along the ridge. One or two brave souls went over the back but were decked in the large valley behind the ridge at Linhares. The Prados sink hole claimed the usual large number of victims, but the ever welcoming Portuguese people were still feeding landing pilots bread and wine and generally displaying the marvellous welcome and hospitality that Portugal seems so good at. I just got out of the Prados sink hole and found a good thermal but a full bladder distracted me in the middle of a low save and I had to land on the ridge before the flatlands that were so good to me at the beginning of the week. As I was packing up another member of the British contingent, Ian Corder arrived on the same ridge level. By now I'd realised that the ridge I'd landed on was into wind and I was able to advise him on the radio to soar it until he got a thermal out of the valley. He did within five minutes and climbed 3,000ft to fly an XC of just under 30km. I managed 17.5km and Liz Addy did 13.1km. The best flight on this day was by Orlando Lima (Portugal) on a Firebird Genesis. He did 67.6km which with his flight of 10.8 km on the first day put him in overall 2nd place.

Saturday ended with a free party for all competitors, with free food and wine from the region. It was also announced that there would be a task called for the Sunday, which was disastrous for Liz and me as we would be unable to defend the places we'd worked so hard for. All British pilots had to be in Lisbon for 5 o'clock to get planes back to UK. We made the most of the party which had excellent Portuguese food.

Sunday came and we had to go to the Competition headquarters to sign out of the comp so nobody would spend Sunday night looking for us when we didn't ring in. It was announced that the Sunday task was cancelled and the Saturday places were the final comp result. Oh joy!! I had 6th place in a major comp. Does this mean I'm no longer a punter? Liz had done even better with 3rd place overall and best woman pilot. Ian Corder was 19th and João, our Portuguese fixer, was 20th.

The Portuguese Open was a competition that was made exceptional because it had something for all levels of pilot, not just the usual XC level fliers. Mineral water, soft drinks and yoghurt were free to all registered pilots. Retrieves were included, as was the party, all for £30! The Portuguese people did their best to communicate with those of us who spoke no Portuguese, hospitality was excellent and the food and drink were cheap and very good. I'm hoping to go next year!!

Contacts: João Carlos Borges 01273 833735

INATEL (Organiser) 00 351 1 885 2275

FAX 00 351 1 885 1561

(c) 1995 Pippin (unfortunately still) the Punter.



“Ere darlin’, take a look at this. Ha, Ha, Ha.”

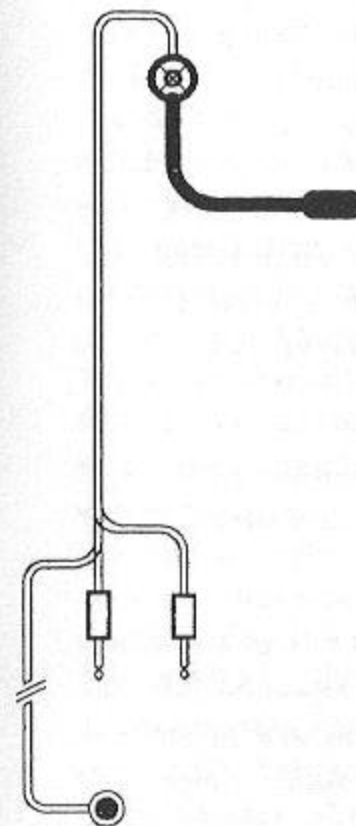
Er - no thanks

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MINUTES OF THE SHGC COMMITTEE MEETING 4.7.95

PRESENT: M.Brady, A.Chisholm, D.Williamson,
I.Blackmore, G.Hopkins, K.Birch, S.Brewer, J.Gibbs, T.Cox,
I.Jehu.

APOLOGIES: P.Day, J.Carr, M.Millwood, S.Brookes,
F.Kennedy.

ABSENT: T.Ackroyd, A.Caple.

Welcome to Jerry Hanson who has joined the committee as sites control officer.

1.0 MINUTES FROM LAST MEETING(7.6.95)

1.1 CARRIED OVER:

18.00 CLUB PRIORITIES: A notice is to be placed in Windsock asking club members to put forward ideas on which direction they would like the club to move in.

I. Jehu

19.00 BARTER: A notice is to be placed in windsock asking club members if they would like to advertise their job/trade/ company in a club directory, with a view to club members being able to exchange goods/ services etc.
J.Gibbs

1.2 ON-GOING:

17.00 HIGH AND OVER: Several pilots have been asked by Carol Mayle not to fly at High and Over. The situation is being looked into. T.Cox

2.0 MINUTES FROM 3.5.95

2.1 CARRIED OVER:

7.0 MARSHALLING:

7.2 A marshalling letter and updated guidelines are to be produced and sent out with the new rota. Some ammendments are to be made.T.Ackroyd

12.0 SITE GUIDE REVIEW: Before producing the new sites guide, the current details will be checked and, if necessary, updated.

Devil's Dyke - M. Brady

Beachy Head (to be test flown)- J.Hanson

The site needs test flying M.Brady to organise.

File, W.Firle - F.Kennedy

4.0 MINUTES FROM 10.1.95

4.1 CARRIED OVER:

7.0 Sites Guide references- Beachy Head. J.Hanson

5.0 COMMITTEE CHANGES:

5.1 SITES CONTROL OFFICER: Due to work commitments Nigel Gibson has had to stand down. The committee would like to thank him for all his hard work for the club over the last few years.

5.2 SOCIAL SECRETARY: Due to his recent success in paragliding competitions Ian Blackmore won't be spending much time in the UK during the next year. He has therefore had to stand down as social secretary. This position is still open, and anyone interested should contact the club secretary.

6.0 MUCKRAKER: The nature and purpose of Muckraker was questioned by Irwyn Jehu. He expressed concern about the possibility of club members being able to print potentially harmful rumours anonymously, under the guise of good humour.

The issue was discussed and the committee voted to keep Muckraker as long as it was understood by all members to be good natured fun. Although the contributors names will not be printed, a notice will be placed in Windsock stating that contributors must submit their names to the editor, who must have permission to divulge this information if so requested by the person who the piece was written about.

7.0 SOCIAL EVENING: The last social evening was unfortunately cancelled at the very last moment due to the Dyke Pub being closed. No alternative venue could be found at such short notice. The club apologises to all the members who showed up. An apology is to be printed in Windsock. I. Blackmore

7.00 CLUB OFFICER REPORT:

7.1 SPONSORSHIP: Several fund giving bodies in the S.E. have been found. They will all be approached concerning sponsorship for the club, but progress in these areas is always slow.

7.2 DYKE PUB: The new manager of the Dyke pub is Martin Churchill, he seems to value the trade hang gliding and paragliding bring to the pub, and is therefore very willing to help the club in as many ways as possible. In return we have offered to take several staff members on a dual flight. A. Chisholm/J. Gibbs

7.3 RETRIEVE CLUB: There was no response to the idea of setting up a retrieve club. It has therefore been concluded that members would much rather this was a spontaneous facility. If you do however have any suggestions on this subject, or any other, please contact Julia.

8.0 DYKE NOTICE BOARD: This is to be replaced and it is hoped that all the local schools will use the opportunity to advertise here.

9.00 COMPETITIONS:

9.1 HANG GLIDING: There was a competition in Wales last weekend, but as yet the results have not been published.

9.2 BLERIOT CLUB: Unfortunately we lost the cup, but congratulations to the Southern Club members who were on the teams: Ian Blackmore, Noel Venn, Ron Richardson, Tony Lucchessi and Steve Cook.

10.00 MEMBERSHIP:

10.1 It was suggested that there should be a system for payment by installment over three months for members who are genuinely unable to pay £40 in one go. For the moment this will be arranged individually with the club chairman.

10.2 A membership renewal reminder is to be sent out at the end of July. After this date any membership from last year is void, and daily site fees will have to be paid.

11.0 BHPA

11.1 CLUB REGISTRATION: There seems to be a problem in that when pilots are learning to fly they are registered with the BHPA under their school. (All schools are registered with the BHPA as clubs.) When they reach club pilot level and join a non-teaching club, the BHPA do not change club affiliation. A letter is to be written to the

BHPA to explain this situation and to see what amendments can be made. I. Jehu

11.2 CLUB PROFILE: It has been suggested that we should raise the profile of the club with the BHPA. One way to do this would be to sit on committees and get involved with the administration. I. Jehu

12.00 TEACHING SITES: All schools with private teaching sites are to be contacted to see if there is a possibility of allowing limited club access. I. Jehu

13.00 PILOT EXAMS: It was suggested that a scheme should be set up to encourage club pilot level paraglider pilots to take the pilot exams. There seems to be a barrier because only instructors, and not club coaches, are allowed to sign off the tasks for pilot rating. I. Jehu

14.00 FIRST AID: The Red Cross is to be contacted to ask if they have an article/ basic information which we could print in Windsock to remind club members of the important points to remember when they are present at an accident. J. Gibbs

15.00 NT OPEN DAY:

Many thanks to Sky Systems who very kindly offered the use of their winch for the open day. On the day this was not needed as the wind was on the hill!

The Southern Club got some useful publicity from this event in both the local and national press and on Meridian TV.

16.00 RADIOS: Tim Cox has kindly offered to provide some radios for the club on a trial basis. It is thought that the radios would be useful coaching on the hill. If the club finds that the radios are not used enough to justify the expenditure Tim will buy them back. Tim Cox

17.00 DATE OF NEXT MEETING: Wednesday 9th August 1995 at Devil's Dyke Pub.

Sussex Hang-gliding and Paragliding

present

JAVA DAY

On 2nd and 3rd September, 1995, Sussex Hang-gliding and Paragliding will have a minimum of 2 Avian Javas available for test flying.

Depending on conditions, they will be on the SHGC site for the two days to be admired, drooled over and flown by interested HG pilots.

For further information, please telephone Lucy on 01273-609925 or turn up on the day.

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MAGIC 4 133 fluoro yellow l/e. Yellow/pink/white stripe u/s. Winter factory overhaul including keel mod. Good condition, stored indoors. £475 ono phone Alastair 01483-417087 (home)

SOCIAL SECRETARY

Due to Ian Blackmore's competition commitments, he is standing down from his position of Social Secretary.

The Club therefore needs a replacement - could it be you?? Please contact the Club Secretary for details. (Some plans are already afoot for future events so you would not be starting entirely from scratch.)

MOTORBIKE WANTED.

£100 max. Off road 125cc + Any condition, but must be running. MOT no necessary. Tel: Dave Forty 0181-421-2009

LOST - ① RADIO USA
② SPEED BAR
BOTH AT FURLE
TEL: 01273-771325

Anyone interested in going to Oktoberfest in Munich should contact Steve Uzochukwu. No flying, but much food, booze and fun to be had. Last week of September. Tel: 01622-736219

WINDSOCK

Send contributions, gossip etc, etc, to:

WINDSOCK
c/o P.O. Box 1359
Brighton

East Sussex BN1 4QX
(This is your mag - help to make it interesting)

Readers Please Note:

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WEATHER MACHINE

Devil's Dyke:
0273 857002

See notices in Windsack for updated services.

COPY FOR WINDSOCK

- Handwritten clearly (my eyesight's fading)
 - Typed - onto A4 (if poss., reduced to A5 size - I'm as lazy as you are)
 - On a floppy (disk), readable by WORD
- Thanks!

It has been suggested to the Committee that some features in WINDSOCK which are intended as good natured fun may, in fact, cause serious offence to be taken by the 'victim'. For this reason, anonymously submitted material will not be printed. However, an author may request his/her name to be withheld. This is on the understanding that their name and address will be provided should any member request it.

ADVERTISING DISPLAY RATES

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full page	£21	£37	£66	£105
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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 Windsack before being removed

PAYMENT FOR AD

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