

## 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)

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### WEATHER MACHINE

Devil's Dyke:  
0273 857002

See notices in Windsock for  
updated services.

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- 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  
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For this reason, anonymously submitted  
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Cheques and postal orders (no cash) should  
be made payable to The Southern Hang Gliding  
Club and sent in with your copy.

# WINDSOCK

JULY, 1995

*There is no social  
gathering arranged for  
the first Saturday in  
August due to a vacancy  
for Social Secretary.*

*Interested?.....  
see inside*

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

**COMMITTEE - Updated April 1995**

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Francis Cracknell PG	Isleworth	081 568 4184
Nigel Gibson PG	Feltham	081 890 7476
Harry Greene PG	Orpington	071 482 4927
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David Massey PG	Horsham	01403-268601
Barry Phillpot 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.**

## CHAIRMAN'S LETTER

Dear Members,

Firstly, sorry to those of you who turned up for the last XC talk only to find that the Dyke Hotel was closed for redecoration. Our Social Secretary had checked and double checked beforehand and was assured that there was no problem. We can only assume that with the renovation and change of management, we must have fallen down between the cracks and been overlooked.

Having just got back from the Dyke myself (yes, I went to the talk as well), I found myself on the receiving end of a call from a less than happy chappy. He expressed his understandable annoyance on behalf of himself and seventeen other would-be attendees. He made his point clearly but politely and this was fair enough. What is unacceptable is the 'phone call received by another Committee member about an unrelated issue where the caller started off stropky and ended up being abusive. To my knowledge, this is the only such occurrence since I became Chairman, so the ignorant individual in question is pretty much on his own. I would ask him to remember that although things don't always go as smoothly as we would all like, the Committee is manned by volunteers who give up a considerable amount of their own time every month.

As you will know from the last Windsock, we now have recruited a Club Officer as passed at the AGM. Her name is Julia Gibbs and the role is being progressed on a trial basis for 6 months. You'll be seeing quite a bit of Julia on the hill so use any opportunities to say hello and let her know where you want the Club to be going.

Wednesday 21st June was the National Trust's press day to launch their appeal to raise funds for the purchase of the Dyke. Going completely against tradition, the weather co-operated and it was actually northerly so we were able to participate and, hopefully, get some positive publicity for the sport at the same time as earning some goodwill from the Trust. Thanks to all those who turned up and were willing to get involved in the event on the Club's behalf. Special thanks are due to Sky Systems for making their winch available and particularly to Mark Turner for service above and beyond the call of duty. Not only did he fly the National Trust Centenary flag from his paraglider for the press, but agreed to dress up as Charlie Chalk for the Whitbread photographer - a sight for sore eyes indeed. I have the photographs to prove it.

We received some less favourable publicity on the box the following week, however. A nasty accident at Firle had been videoed from start to end and (presumably) sold to the local regional TV station to be broadcast the next night - which was when our Safety Officer first heard about it. The moral of this story is that the Club would look pretty irresponsible and stupid if a Committee member was approached by the media about a crash and knew nothing. So, please make sure that any accidents are notified to a Committee member, preferably the Safety Officer, especially if an ambulance is called out. You can't assume that someone else will do it.

And now for a couple of Committee changes. Unfortunately, Nigel Gibson has had to stand down as Sites Control Officer due to pressure of work. Very many thanks are due to Nigel for many years of valuable contribution to the Club. Following his sterling efforts collecting site fees, Jerry Hansen has very kindly agreed to step in to fill the gap. So, a big welcome to Jerry. Alas, Ian Blackmore has also had to stand down, due in his case to pressure of flying - for the British Team. Thanks to Ian for his efforts over the last few months and congratulations on his being selected. Of course, this does mean that we are now short of a Social Secretary so, if you are interested or know someone that is.....

Hope you all get excellent flying during your hols.

Take Care.

**Martin Brady**

9/7/95

# MARSHALLING ROTA

Lest You Forget.....

Sites Control Officer  
-----

Nigel Gibson has unfortunately had to give up the job due to other commitments. He has over the past years given a lot to the club and I'm sure you will all wish to thank him for his contribution and wish him well in the future.

I've taken over from him, my name is Jerry Hansen and I'm the chap on crutches that has been collecting site fees recently, and encouraging you to join the club.

My main function is to ensure the smooth running of the sites and gradually evolve better ways of ensuring that we all enjoy our flying.

I also put together the marshalling rota, so sorry if you got a bum date, "it's a dirty job but someone has to do it".

You needn't look on marshalling with dread and dispare, its not so bad, it gives you time to have a chat with the other flyers on the hill and get to know them, all you have to do is what you think is right for the day, and even out some of the mayhem from time to time.


The marshalling kit is in the club cupboard in the boiler house at the Dyke ( cunningly locked away so you cant get it), however that should have been resolved by now !!.

Above all being the marshall doesn't mean that you cant fly, but it will be harder for you if the other two don't turn up.

Now I'm also a club coach and I need someone to practice on, so if you are a new or low airtime pilot and find the going a bit tough, give me a call I may be able to help.

See you on the hill.

Jerry (0850 136 412 ) or 01273 461783.



# MARSHALLING ROTA

Lest You Forget.....

In response to several queries concerning the liability of club members, instructors and club coaches, when marshalling Southern Club sites, Mark Asquith, the BHPA Chairman was contacted. In his letter he clarified the situation and stated that the Public Liability insurance includes member to member cover.

To confirm the situation, any member of the SHGC or BHPA can be used to marshall Southern Club Sites as we require,irrespective of pilot ratings and qualifications.

Marshalling is a requirement of Southern Club membership, so please check your dates. If you are unable to make the date allocated, feel free to swap with someone else.

If you have any questions concerning marshalling contact Julia Gibbs, the Club Officer.

# MARSHALLING ROTA

Lest You Forget.....

745	Tony	Pink	01483 811789	PG	SP	13 - 8 - 95
746	Andy	Pugh	0181 883 0173	PG	CP	"
747	Bob	Heywood	01273 696432	PG	SP	"
748	Trevor	Ackroyd	01903 505889	HG	APC sen.instr - dual	19 - 8 - 95
749	Andrew	Daly	01628 485879	HG	EPC	"
750	Russell	Ogden	0181 669 2395	PG	CP	"
751	Colin	Bamey	01494 437682	PG	SP	20 - 8 - 95
752	Martin	Szameitat	-	PG	German	"
753	Richard	Pellant	01737 766180	PG	CP	"
754	Kristin	Hansen	01273 461783	PG	CP	26 - 8 - 95
755	Frederick	Mitchell	0181 641 7502	HG	CPC	"
756	Kevin	Crookes	0181 395 1582	HG	CPC	"
757	Graham	Rae	0181 450 4894	PG	CP	27 - 8 - 95
758	Andrew	Chipling	01932 850485	PG	CP	"
759	Simon	Tristram	01268 785394	PG	CP	"
760	Ian	Blake	01273 480609	PG	CP	28 - 8 - 95
761	Dee	Morley	01403 710246	PG	CP	"
762	Colin	Morley	01403 710246	PG	CP	"
770	Nell	Banks				
771	Michael	Peters	2 - 9 - 95			
772	Jobyn	Jenkins				
774	Paul	Bellis				
775	Ian	Brown	3 - 9 - 95			
778	Helen	Taylor				
777	Karl	Pickering				
778	James	Hooper	9 - 9 - 95			
780	Jack	Holl				
781	Lloyd	Callaghan				
783	Peter	Ogg	10 - 9 - 95			
784	Paul	Cash				
786	Trevor	Beeby				
788	Guy	Belcher	16 - 9 - 95			
787	Alistair	Pirie				
788	Richard	Arthur				
789	Ronald	Morrison	17 - 9 - 95			
790	Derek	Frith				
791	Will	Greenwood				
792	Jonathan	Hill	23 - 9 - 95			
793	David	Williams				
794	G. Y.	Miller				
796	Colin	Wells	24 - 9 - 95			
796	Andrew	Potter				
797	Brian	Harris				
798	Michael	Kennedy	30 - 9 - 95			
799	Mark	Rennison				

Marshalling guidelines are on the noticeboard at Devil's Dyke.

SWAPS ARE OK - Just plan it in advance.

TELEPHONE other marshalls of the day to make arrangements

## WIND DUMMY FOR HANG GLIDERS

On those very light wind days at the Dyke, hang glider pilots have a dilemma, during their half hour of allotted flying time, which would be solved by use of a wind dummy.

It would help if a single paraglider could wind dummy for them. However we would need to know who the the nominated wind dummy was, so that other PG pilots didn't suddenly see a paraglider flying and assume that the HG half hour was over. The system I propose for this is thus:

Just before the HG half hour the marshall would give a yellow ribbon to a volunteer paraglider pilot, who then wind dummy when requested by the HG pilots. If lift was present then hopefully the HG pilots would be guided to it and some of them would be able to go XC. The yellow ribbon would denote that the PG pilot was a wind dummy and not that the HG half hour had ended. PG volunteers would have to be subject to a minimum experience criterion but would otherwise be accepted on a first come first served basis. Volunteers would also need to be aware of the need to leave the lift if it was necessary to allow it sustain HG pilots.

I'd be prepared to volunteer; what do other HG or PG pilots think?? As hang gliding is now in the minority any help they can be given to improve their cross country flying is a good idea; once they've gone XC they will be a)very pleased and b)not part of the site crowding problem.

Steve U.

## " I'll Probably Go Straight to the Bottom! "

After 'missing' spring due to studying for 'A' levels, I was determined to cram my holidays full of flying.....I intended to be the S.H.G.C.'s resident Hang Gliding Bum. Since beginning my holidays I had already visited the dreaded Caburn several times, only to re-live the now familiar sledge ride. So..I watched the weather forecast, on Tue 20 June.

Ohhh No...It's that plank who always forgets about the wind. After three minutes of weather for Spanners, and through all my cursing I heard, " and light Nor'westly breeze ". Ahgggg it's a sign!

I woke at 4 in the morning, but was disheartened by the trees impersonating 'dead' stone statues. In the morning, I was once again overcome with the should-I-stay-or-should-I-go feeling. After some dithering I decided that I had nothing better to do and that I wasn't learning nil wind techniques at home. I packed up, had a last minute 'nil wind stuff' read through and left.

I pitched up at the Dyke at 10:30 ish. Trevor was at a few grand, buzzing all over the place. But...the wind was 0-10 and it seemed to be nearer the 0 end most of the time. This is probably due to my boring soaring complexe which states " You Will go Down anything less than a howling Gale".

Trevor landed and said how cold it was at cloud base (2700 ft - I think). Darren Blackman was half rigged when I started to rig. Due to my normal procrastination Darren was clipped in at take off before I'd unzipped my glider bag. At this time Paragliders were loitering around take off, with the odd forced side landing. Darren took off with a 'Lomao' style charge. We all watched as he got lower and lower. Darren spent about 10 minutes sweating it out above some trees before the lift died and he sunk out.

For me, this was looking bad. Trevor came back and gave me a few handy tips on cloud shadows and the like, 'thanks', and said he might fly again. I began to rig...slowly....trying to be optimistic. There were about five hang' and five paragliders about.

By the time I was ready, things were looking up. Paragliders had been boating around getting up to 400ft. I took off and stayed up. It was great. All this reading of books raced through my head. Things like reduce bank in increasing lift and tighten turn in decreasing lift. Other simple phrases were also remembered. Every one was getting more height and were about 5-600ft a.t.o. when I saw Trevor take off. Right...I began to follow him like a shadow about 500ft above him. This worked for a while but....before long he was above me and it became impossible to follow him. I decided to push out front. I got half

way to the road...hardly a world record....before chickening out and beetling it back to the ridge. This upward trend continued until 800-1000 ft was easy to reach. Time for pictures! This is hardly spectacular for most other pilots, but for me this was great. I mean staying up on a light wind day...and up at 1000 ft.

Unfortunately this magic only lasted for about an hour. Everyone started coming down. I boated about at 300 ft for a while, waiting for my stairway to heaven, but it didn't come. I got lower and lower - down to hill top height - I knew I'd made a mistake and thought I'd be bottom landing. No! Luckily I flew through a bubble and scraped in on top.

It clouded over. Everything stopped. Many people thought that was it for the day and left. I had nothing better to do and was getting rather good at sitting on nil wind or blown out hills so I thought I'd stay and develop this rare skill. Besides the day was young, One ish, and I knew if I went home, that I'd spend the rest of the day staring out of the window saying, " It looks flyable, yeah I'm sure it's flyable.." and either waste the day like that or turn round and come back. Since I drive an Escort with an Eight liter Chieftain Tank engine, The options were waste the day here or at home. Anyway... I stayed.

Later on it looked more promising. A few paraglider pilots were flying the spur but not really doing much. I think that Mike Millwood and Dave Watts were some of these. Every now and again things looked up and the paragliders would be at 500 ft or so...then again they frequently side landed. I went for lunch. When I got back the clouds were being chased by many-a-paraglider. A Mylar Rumor 2 flown by Paul was maintaining 4-500 ft. Right... I thought, and I'm not learning much here. So I kitted up and joined Kelvin Kinkaid and Darren on take off.

It was hot and very light on take off. Kelvin leapt off first and went down. Not encouraging. About 15 minutes later Darren saw Mike ( I think ) circling and going up over the other side of the spur and so charged after him. We heard his vario grunting all the way to the spur. Then he went around the spur, low, and kept going - now about 200 ft below hill tops. Bang...there it was. "TURN" yelled everyone on the hill - as-ya-do - he was up there. Well my take of should be well timed and for a reason I thought to my self. There it is...the sign...!!! What little wind there was, dropped off and the air felt warmer and some birds flew past take off without flapping. So I went - this time without muttering my usual negative comments. Sink....yes..yes..a bit of lift...yes this is good. I started a right turn to head NE along the hill. The lift was going so I turned downwind and nothing OH NO!!! Nothing was going up - especially not me! I

came in as close as I dared around the spur. I was now really low. A kid half way up a path on the hill kindly reminded me by screaming, "Mummy, Mummy...Look...he's coming Down". I'd lost it. The bumps I was flying through should have been sharply turned in and all the rest of it. But when I tried I missed - doing it in the sink. Books don't tell you about this bit!!! I left really low after my Die Hard Attempt looking more like Winnie The Pooh takes a picnic.

I was now staring at Darren and Mike at 3000 + ft wishing it was me. I de-rigged. I was looking a Kelvin's glider and considered the lack of Kelvin. Just as I decided to walk up Kelvin pitches up and kindly loads all my kit and me in his car for a ride to the top, which incidentally took about three times as long as it took me to get down. There'll be another day I told myself.

With such a light wind everyone had expected the sea breeze to come in early but it hadn't. We could see the convergence cloud over the back of the Dyke, and well is it worth rigging for another T. t. B. ?

No. I didn't rig, but went to talk to Darren to see if I could find a reason for my brick-like performance. After about half an hour of Hmming and Arrring about going or staying or going to Firlle as it was now NNE and even lighter. There was no-one flying and he went on about how it could be perfect and no one would know. Darren convinced me to rig again - How, I don't know? I rigged. It was now approaching five o'clock. People were flying again, and again either going down or side landing. Hmm, I thought in a disheartened way. Much more Hmming took place. Darren took off and struggled back into the bowl. It didn't look too great. Kelvin was helping me do checks and again kindly offered to pick me up if I went down - which I saw as an eventuality and was really indecisive. I took off knowing that if I stayed up Kelvin would join me and if I went down he'd pick me up. This was reassuring. The wind was calm, this was not.

Lift? There was lift all over the place - ok. slight exaggeration. But unexpectedly I found it easy to stay up. I found lift in the bowl, on the spur and the modeller's bowl. I was easily staying between 200 and 600ft. Paul was airborne with me and seemed to have a good thermal in the bowl at about 400 ft. I went over to the modeller's bowl hopping to get something better. When I turned back he was at 1000 + ft. I'll have a bit of that, said I racing to the bowl. Bang...!! Smash!! Was this a great thermal 8 - 10 up! This was news for me. I was only wearing a T-shirt and shorts. At about 1000 ft I remember thinking oh well - how cold can it get.? The lift diminished and I couldn't see Paul any more so I decided to go Truleigh way. Then It happened...I SMELT sea air!!!! This may not amaze you if you haven't seen me on the hill with my

box of tissues and collision avoidance beacon for a nose. Sea!? That's strange...CLICK. Sea Breeze convergence. Which side am I on? Where's the Lift? where's the Sink? Where's the curtain cloud to tell me where I am. All sorts of magazine articles were pulled from the heap in my head. I knew what I had to do, and did it.

The lift seemed very patchy and very strong. I circled in the off the clock stuff. 2000 ft. Wow a new personal best. I now was high enough to see the border line separating the clean land air from the dirty smelly sea air. This was by no means straight, as I was expecting. There were bulges and recesses. This explained the patches. There were only two or three areas marked by the curtain clouds. One by the Dyke, one massive heap east of the Dyke and one bit half way to Truleigh. I had been flying straight - only occasionally crossing strong lift by the front. Now I was High, Far out in front and COLD. I continued on my quest to Truleigh, climbing all the way. I was going inland with the front when the lift stopped and I got bashed a bit - my poor ACE. It didn't take long for me to work out that I had fallen seaward of the front. I raced north and was soon back in strong lift. Half way to Truleigh I encountered some curtain clouds. They were forming rapidly and disappearing just as fast, swirling around really violently. I thought it would be bumpy in there and had never been in could before. I remembered all warnings about clouds and decided that they were so flimsy looking and thin enough to see right through that it'd be safe to have a play!. I prepared myself to 'dip a tip', you know plenty of speed and all that. So I'm screaming toward these playful clouds when one strand formed in front of me. I flew through it. What a buzz. When flying at 25 Mph the only thing to tell you you're going this fast is the air and bar pressure - hardly sensational, especially as the ground is hardly moving but...when hitting the cloud for about a second the cloud sped past my face. Like driving down narrow hedged lanes seems faster. This made me feel like I was buzzing along at 100mph. After my mind slowed down I realised that I was now wet and getting colder faster. Oh and I also remembered about VMC. so it was a mistake as I had no airmap and was unsure of airspace type. I had, though, remembered the 3500 alt. limit though I was still below 3000ft just. Man. I was cold. I tried to re-focus my attention. It was great. 'Bout a mile or so out in front of Truleigh ...I'd only been this far when I got lost in the car looking for Sky Systems earlier that week. And that quarry type place...hadn't seen that before. Wow....Landing?!????? Hmm?

O.K. stay thoughtful. Look for fires and stuff. Ok. a) race north and land out...b) race south out land in big fields c) Land at Dyke C was the most appealing for me. I now found Paul. He was very much south of me and about a grand higher. I couldn't get there - it'd mean crossing the

front into sinking air. So I started back to the Dyke. I was now being pushed to the airspace limit so I went North more to escape the lift. It was a great feeling. I passed the Dyke and flew over the gap. Not quite making Newtimber. I boated around there waiting, to be sure the wind was definitely southerly at the Dyke when I landed.

Paul raced towards me losing height but still passing over me with some height. It seemed like a shot out of a training video. Magic Stuff. I saw Paul disappear south to the Dyke, but I still wanted more. I finally, after fifty minutes, concluded that I was too cold to continue and unnecessarily concerned about landing.

So I legged it south. Watching the landscape whistle bye. Soon I was above the golf course in the sinking air. I have NEVER been so pleased to hear my vario telling me I'm maintaining a steady 6 down. I spiraled off the height, watching every foot wind off the altimeter. It seemed to take ages to get down even though I was executing the alternating slipping turns suggested by Dennis Pagen to avoid strong cloud suck. From 1500 ft I saw Paul land in the bowl...as I thought...heading south. The next 1000ft went quicker. At 500ft I unzipped and checked my Landing gear still moved...O.K.

I decided to land in the paddock. It was either the bowl, which I thought would be too steeply sloping away to land in, or to take my chances with the tree turbulence. I circled off 400 ft and 'S'ed of the next 100 ft (at which point Darren rushed over with a windsock) to perform a good solid landing (makes a change) not 40 ft for my stuff....and promptly unclipped / unzipped to put on my flying suit!

Later I thought about overshooting! Oh well, it would have been hard to overshoot as it was about a 30 degree upslope into wind landing.

I wish to thank all who helped me achieve such a great flight. Thanks.

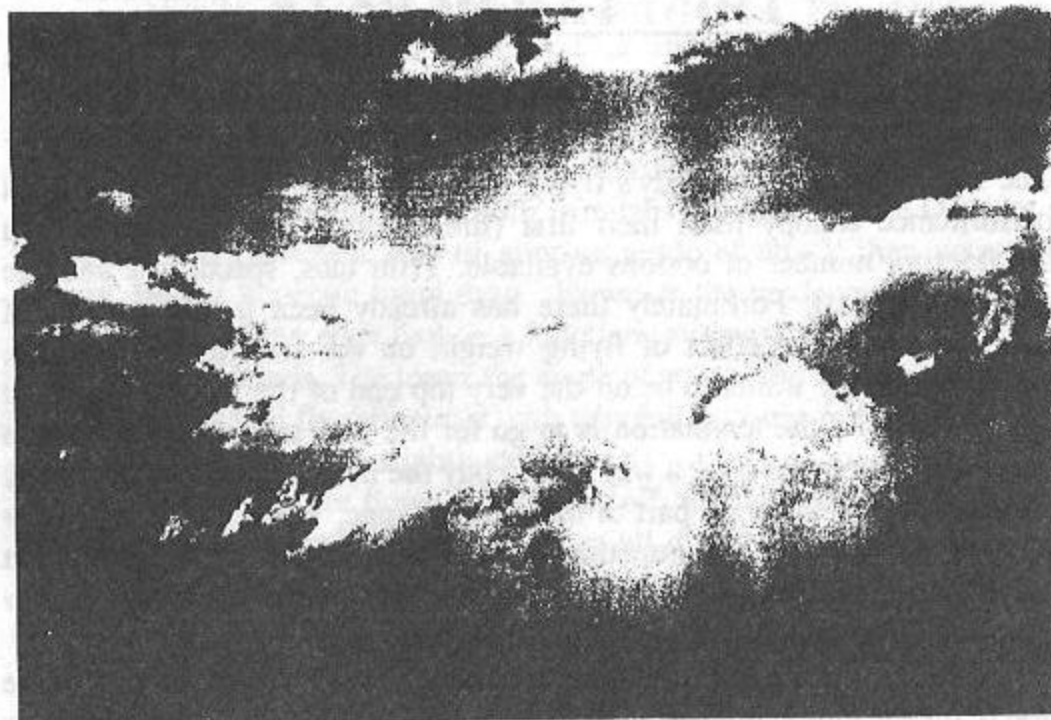
I thought that the flight would be hard to beat - but the next day I was at Firl - this is another story.

Chris Todd

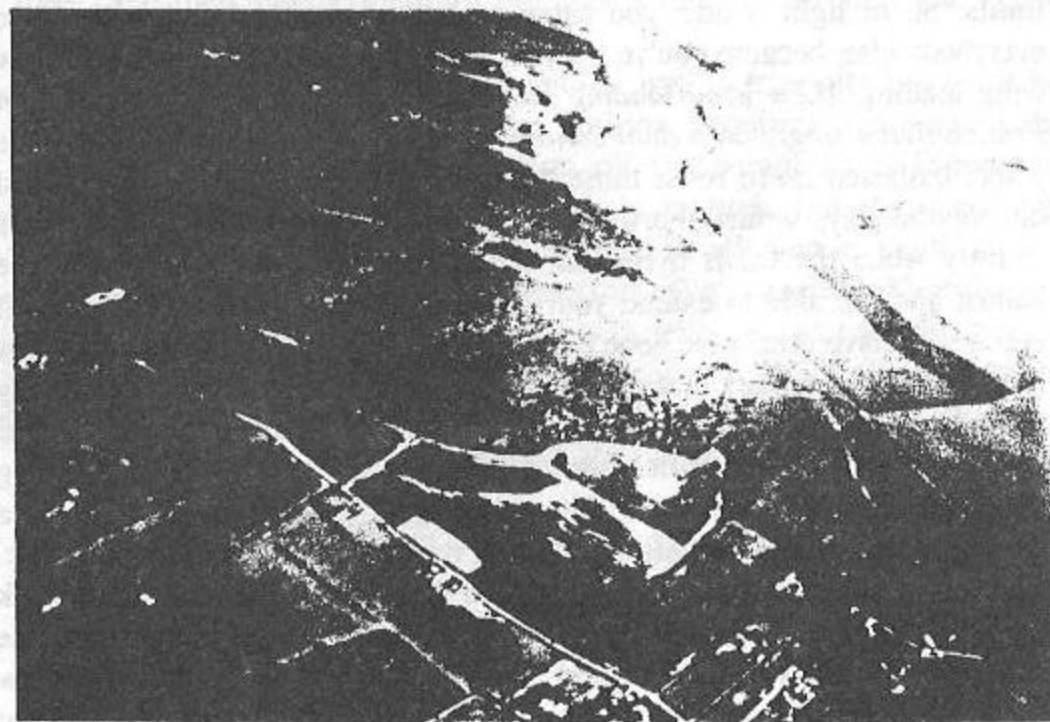
P.S. I'm writing this on a light wind thermic day. & it's a weekend day. Kelvin's towing gets my support!

Photos take up loads of space but I can't resist it.

The first one - hopefully shows the convergence cloud...in the lower half. The other clouds (upper half) are cumulus at 5000 ft.



This one shows the view looking south at the Dyke from 3500 ft. on my way back to land



## DUMPING YOUR LOAD, AND THE TRIM TAB DEBATE

by Steve Uzochukwu with input from Gary Cook

The big moment in anybody's flying career is when they move up to a performance canopy from their first (intermediate) canopy. There is a bewildering number of options available. Trim tabs, speed bars and the option of ballast. Fortunately there has already been a fair amount of literature about the effect of flying weight on the stability of canopies. However nobody wants to be on the very top end of the weight range for any canopy and the temptation is to go for the next size up if it's not too big. Ballast seems to offer a way out, to buy the next largest size of canopy and ballast into the right part of the weight range. What I'm going to say next is not about the competition pilot, who knows (allegedly) what they're doing and flies tens of different canopies a year. It's for my fellow fun fliers, who get only tens of hours each year.

The theory behind ballast is simple. Buy a large canopy, where you're on the lower limit of the weight range. Ballast up to the middle or top of the weight range, to fly in turbulent conditions or strong winds because the heavier the wing loading the faster the wing will fly, and the higher the wing loading the better the wing will recover from tucks within limits. So in light winds, you carry no ballast, waft around well above everybody else, because you've got that good min sink that comes with low wing loading. [*Low wing loading has caused accidents. For example, in France flying single on a dual canopy is now banned*]. In strong thermals you're ballasted up to resist those tucks. Even better, you fly with ballast during the day, whilst thermals are booming, then after a long cross country when the lift is dying off at the end of the day, you dump the ballast and are able to extend your flight in the marginal end of day lift you would have otherwise gone down in. Sounds too good to be true? Yes it is. One of the factors that allows you to progress on your second canopy is the familiarisation that comes with hours of flying on THE SAME CANOPY. If you fly with varying amounts of ballast, it's like flying different canopies each time. The wing loading or flying weight of a canopy affects things like stall point and number of wraps needed to flare. The way it behaves when it tucks will be different. If the addition or lack of ballast puts you outside the ACPUL/AFNOR weight range then the canopy certification is longer valid, and if it had a C for spin, it may now have a fail, i.e. it doesn't recover at all. Paragliders are radically different from hang gliders on this field, because they require a specific range of

pilot weights to retain their shape and stability. For all but competition or test pilots I personally am opposed to the use of Ballast.

Similar arguments apply to trim tabs. A few canopies are certified with trim tabs, but the rest of them refer to trim tabs as "Competition risers". Addition of them puts the canopy outside the Certificate for Type. The idea behind trim tabs is again very simple. Trim tabs lengthen the D risers and the C risers (but by a smaller amount). Altering the wing setting angle with trim tabs mounted on the D risers is a slightly more efficient way of altering angle of attack than using the brakes. Brakes generate more drag. However the tendency of a wing to symmetrical leading edge tuck is a function (amongst other things) of the lower angle of attack. The lower the angle of attack, the more likely a tuck is. The canopy will fly differently with tabs full on from full off. All the in between settings are also slightly different. If you've just got your new trim tab machine and you've flown it with tabs off, the first time you fly it with tabs on remember the brake positions are all different. (Screams off stage about only flying on sensed airspeed are correct but we all get used to certain brake positions). Again the machine will be more likely to tuck tabs full off, and to sort out the tuck and get back to a good tab setting cannot be done at the same time. Burying the brake in a turn tabs full on will more likely to cause a spin. Deep stall (also known as parachutal stall) is more likely to occur at the higher angles of attack with tabs full on. Trim tabs have potential but require a good pilot to get the best of them, and their interaction with the brakes requires an alert and active mind.

Speed bars work in a very similar way to trim tabs but are a bit simpler. Having got to the no brake position, requiring more speed the speed bar is progressively trodden on till the paraglider is flying fast enough. Again the canopy is more likely to tuck, but the speed bar requires positive action to keep it on and can be released in a split second as soon as a tuck starts. For this reason (sort of) it is easier to Certificate a canopy with a speed bar than it is one with trim tabs and for this reason trim tabs are less common. The hands will still be in the brakes for corrective action. Because speed bars tend to be used in the no brake position, you don't have to worry about the interaction between them and the brakes.

Now imagine if you can, the potential cocktail of ballast, trim tabs and a speed bar for the fun flier going up from a DHV 1 or AFNOR basic 12A's canopy. Not good. Forget all but the speed bar. Use it only to get through very strong sink between thermals or back to the ridge if you fall out of your thermal. If you have to use it because of wind strength, give yourself a bollocking [stern ticking off]. Likewise if you're going to

need 15kgs of ballast ask yourself a)Is my canopy too big? and b)Are the conditions too turbulent? Save the trim tabs and the ballast for your first time in the League.

The second canopy for all but the most wealthy of us will need to last a good few seasons. The ability to thermal well and fly cross country will only develop if you can practise it on a canopy well within your capacity as far as handling is concerned. Differences in manufacturers CLAIMED performance on canopies as far as min sink and top speed go are not that important, and should be verified by a test flight. Manufacturers figures for top speed will probably have been obtained with a pilot at the top end of the weight range and the opposite for min sink. Don't make the decision to purchase on performance figures. The most important thing is to think about getting a canopy that suits your present ability, rather than one that reflects your future (over)ambition.

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, at publication a name may be withheld. This is on the understanding that the name will be provided should any member request it.

### Paragliding XC League Results

#### Martini League

Name	Distance in Kilometers						Total
	1	2	3	4	5	6	
1 Ian Blackmore	83.9	75.9	55.9	40.2	35.8	29.6	321.3
2 Mike Millwood	37.0	33.7	28.0	19.2			117.9
3 Mark Watts	38.1	30.3	27.9				96.3
4 Stuart Swanton	14.1						14.1

#### Sussex League

Name	Distance in Kilometers						Total
	1	2	3	4	5	6	
1 Ian Blackmore	83.9	40.2	20.2	17.3			161.6
2 Mike Millwood	37.0	33.7	28.0	19.2			117.9
3 Mark Watts	38.1	30.3	27.9				96.3
4 Stuart Swanton	14.1						14.1

#### Sussex Weekend League

Name	Distance in Kilometers						Total
	1	2	3	4	5	6	
1 Ian Blackmore	20.2	17.3					37.5

Sorry for the delay in publishing the XC tables. They are now all on computer so that they can be updated easily. Please send your XC flight details (with FULL grid refs) to, either me at Sky Systems, or the club P.O. Box.

Fly Far, Mike.

**THE FIRST SATURDAY IN JULY 1996  
has to be one to put in your diary for a  
repeat of the Club's Summer Solstice party.**

**Thanks to Dave for organising and hosting  
a brilliant bash.**

**Also to Paul who turned up the day before  
to lend a hand, to the chaps and chapesses  
who cleared up after us the morning after  
and to the band, which seemed to go down  
well with everyone.**

**Those who missed it really missed it!**

**Cheers Maties!**

***OOPS!!!***

DEAR MEMBERS,

As some of you know, I stood for Social Secretary at the beginning of this year with the view of getting a set of lively, fun social evenings going for this year. Soon after I took on the post several opportunities presented themselves: flying trips to Bavaria, France etc. And as I am sure all of you can understand, I took them. Unfortunately, this has meant that I was unable to attend the social evenings I organised. Deepest apologies!

Due to the nature of the selection process for the trips (i.e. very short notice) the dates for these evenings had already been set before I left for abroad.

As for the last evening, the venue was confirmed with the previous owners of the establishment just before my departure in order to avoid cock-ups since Mike Millwood had kindly agreed to take over the event at short notice and I hate to dump anyone in it. I have just returned from the Bleriot to discover there was a problem and I offer my deepest apologies to all concerned.

My new commitments are continuing and making more demands on my time and I have therefore decided it is only fair to stand down in order to hand over to someone with more time to give the Club what it deserves. I will try to write some articles about these trips and pass on what I have learnt.

Best wishes to the new Social Secretary, whoever you are.  
Please give all your support.

Ian Blackmore.

## THE BRITISH 3 PEAKS PARAGLIDE.



The high pressure weather slot came through for the weekend 24/25th June. Sixty three flyers were contracted by the Thursday morning prior, resulting in thirteen in hardy bodies arriving at Glen Nevis on Saturday 11am for briefing.

The walk into Ben Nevis summit started around mid day, with backup organised by Ed Grindley, utilising the PDK helicopter for camera crew, some canopies and a couple of organisers.

First to summit on foot was Jim Ganderton in just under three and a half hours, the majority of flyers close behind (however, Ray Heyne had a seven hour grind, but made it with a smile).

Conditions were blue sky, nil to 5mph, north easterly winds and 10°C on the summit, rare indeed. All credit to our local and national forecasting team.

Jim G on the Superspace took to the north easterly facing snow ramp to be first away with an Alpine launch. Cleverly scratching over the boulder field to big air over Glen Nevis. Following the dog leg round Polldubh Crags towards Fort Bill, at 2000ft he encountered the opposing sea breeze, and some nasty turbulence which tumbled and tucked the canopy alarmingly. Subsequent recontrol allowed a neat landing near the youth hostel. Sarah Alpine launched, and sped her pink Xenon across the valley and carefully hunted out some broken thermals, giving a short but sweet XC down an adjacent valley. Andy Brierly went soon after on the Barracuda forward launching nicely on the second attempt to a relatively smooth flight down to Polldubh landing, carefully avoiding the sea breeze wedge.

The wind started to back to the North, giving brisk lift on Orion face. Ozzie Haines brought his X-tralite hanglider in to place and made ready for take off. Ozzie and his team of 'recruited volunteers' had spent the whole day on the carry up to Ben summit. Having the glider rigged, checked and ready before most of the paragliders. He nudged the nose to the edge of Orion face and waited patiently for the next cycle. What happened next is the subject of Flight Safety Committee reports, but resulted in the most amazing fly-on-the-wall landing ever. The glider was wedged in to the exit cracks of Orion direct, 2500ft above the CIC hut. Rescue operations came rapidly in to place, and both pilot and glider were secured safely within a couple of minutes. Ozzie suffered a severe gash to the leg and associated shock. Lossimouth heli-rescue was called in and the casualty flown to Fort Bill within thirty minutes of the incident.

Re-briefing followed, and a continuation of the challenge was agreed upon. The remaining flyers descended to lower take offs. Peter Vicars flew the Rainbow from above the 'Graveyard', did his trademark floater trick and then descended in to strong valley winds in Glen Nevis, giving a clean though backward landing.

Dave S marched the remaining crew down to the north westerly in front of Cairn Dearg (south), and successfully launched the yellow Xenon in to clean lift, gaining 1100ft on the crag. Phil Bibby, Bill Sanderson, Martin Davies and John Brierly used the same launch to get good height gains before pressing into wind for a landing near the 'Distillery'. Strong valley winds were in excess of 15mph and gusting to 20+. Through careful back track flying and judicious glider control all four landed safely amongst distillery buildings, power lines, pipe lines and the railway. Dave S took the Xenon around the lower hills for a while before putting down D.C. centre spot of F.W. Town football pitch - only to find he was surrounded by a twelve foot barb wire fence, with the gates locked !!

The pilots were retrieved, and thirst slaked on the local brews. The 'Black Van Gang' headed straight off for Snowdonia, while the Flatlanders, the 'Milton Keens' and the 'Cloud Busters' went over night to Scafell.

Ed Cleasby had made immense efforts of the Scafell leg, and had over-nighted at Wasdale to meet us, but Scafell was blown out and obviously unflyable. The four valleys meeting at Wasdale caused low swirl cloud travelling in four directions. The 'Flatlanders' went for a jaunt over Scafell Pike and returned at midday to report 35mph plus winds on the summit.

Scafell leg was binned. The Flatlanders headed home, the video crew and the Milton Keens following soon after, obviously expecting similar conditions on the next peak.

Arriving at Snowdonia late in the afternoon the cloud busters met with John Gladstone (Snowdon area organiser), and were soon hailed on the "intercom" by the Black Van Gang, who were now approaching Snowdon Summit. The winds were still strong and prevailing South easterly, the sky remained clear and blue but it was getting late. An hour later the wind strength eased, and almost dropped completely.

The Black Van Gang had met up with Satomi and all made the summit. "Intercom" messages received indicated ~~wind from~~ '...wind from both sides of the ridge 18-20 one side, similar on the other, and nil further down.' Very conscious of limited mountain flying experience, the BV Gang walked them selves down the Pyg track, searching for a safe alternative launch. Meanwhile, the Cloudbusters flew from Berferdd, hoping for a run round the horseshoe to gain summit height. However, only managed the standard 5Km run down to spot land at the valley camp site, to be greeted by a can of lager from the temporary residents. The BV Gang continued their hunt for a suitable take off, but walked themselves safely down the mountain to Pen-y-Pass where they were retrieved and taken for light refreshment, at the local hostilery.

Final results, no one person completed all three peaks, the event will now remain open until the end of the year.

A great time was had by one and all!

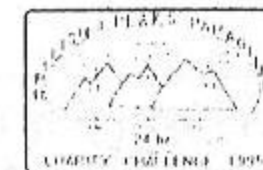
**THE BRITISH 3 PEAKS PARAGLIDE.**  
**JUNE 24/25 RESULTS.**



TEAM	PILOT	CANOPY	BEN NEVIS		SCAFELL		SNOWDON	
			UP (HRS)	DOWN (HT)	UP (HRS)	DOWN (HT)	UP (HRS)	DOWN (HT)
LOUD-BUSTERS	SARAH FENWICK	XENON	03:40	XC+4,100'	-----	-----	-----	1200' SPOT
	JIM GANDERTON	SUPERSPACE	03:30	4,300'	-----	-----	-----	1200' SPOT
	DAVE SNOWDEN	XENON	HELI	2,200+1,100'	-----	-----	-----	1200' SPOT
TOM KEENS	PHIL BIBBY	ALIEN	03:50	2,200'	-----	-----	-----	-----
	MARTYN DAVIES	CYCLONE	03:50	2,200'	-----	-----	-----	-----
BLACK VAN GANG	PETER VICCARI	RAINBOW	04:40	2,100'	-----	-----	TRAIN	-----
	SIMON OLIPHANT	MIURA	04:50	-----	-----	-----	TRAIN	-----
	DAVE MASSIE	SUPRA	03:40	-----	-----	-----	TRAIN	-----
	RAY HEYNE	SPACE	07:10	-----	-----	-----	TRAIN	-----
	SATOMI	?	-----	-----	-----	-----	TRAIN	-----
ATLANDERS	BILL SANDERSON	NUCLEUS	04:20	2,200'	03:20	-----	-----	-----
	ANDY BRIERLY	BARRACUDA	04:20	4,100'	03:20	-----	-----	-----
	JOHN BRIERLY	SPACE	04:20	2,200'	03:20	-----	-----	-----
THE KITE	OZZIE HAINES	EXTRALITE	06:00	64'	-----	-----	-----	-----

SPONSORED BY | SKY SYSTEMS | AIRWAVE | CLOUD 10 | DAM-IT |  
 | SIMON MURPHYS FLYIN' CIRCUS | ACTIVE EDGE |

**THE BRITISH 3 PEAKS PARAGLIDE.**



THE BRITISH THREE PEAKS PARAGLIDE CHALLENGE CONTINUES.....

THE CHALLENGE TO FLY ALL THE MAJOR SUMMITS OF SCOTLAND, ENGLAND AND WALES IS NOW OPEN UNTIL 31st DECEMBER 1995. ALTHOUGH THE OFFICIAL 24HR ATTEMPT WAS MADE ON W/END 24TH JUNE 1995, ONLY BEN NEVIS WAS SUCCESSFULLY ASCENDED AND FLOWN FROM BY NINE PILOTS. SCAFELL AND SNOWDON WERE NOT COMPLETED WITHIN THE GUIDE-LINES.

THE NEW FORMAT FOR OFFICIAL COMPLETION IS AS FOLLOWS.

- 1) REGISTER 'INTEREST' WITH DAVE SNOWDEN AT ABOVE ADDRESS PRIOR TO ATTEMPT ON ANY PEAK. ALL PILOTS TO ENTER ON INDIVIDUAL BASIS (PREVIOUS REGISTRATIONS ARE CARRIED FORWARD) A LOG CARD AND SITES GUIDENCE WILL THEN BE ISSUED.
- 2) THE 24HR REQUIREMENT IS SCRAPPED. THERE ARE NO TIME LIMITS. FINAL DATE FOR 1995 ATTEMPT IS 31st DEC 1995.
- 3) ANY PEAK CAN BE ATTEMPTED IN ANY ORDER AT ANY TIME SINGULARLY OR IN GROUPS.
- 4) ASCENT OF EACH PEAK BY ANY METHOD OF TRANSPORT. HOWEVER SUMMIT HEIGHT MUST BE ATTAINED AND WITHIN 1km OF SUMMIT CAIRN. ie. trains, flying over, mountain bikes, helicopters etc are acceptable methods of ascent.
- 5) MINIMUM DESCENT OF 2000' MUST BE MADE BY PARAGLIDER FROM EACH PEAK. DECISION TO FLY IS SOLE RESPONSABILITY OF THE PILOT.
- 6) PROVIDE PHOTOGRAPHIC EVIDENCE OF a) SUMMIT CAIRN b) TAKE-OFF c) LANDING. WITH CO-ORDINATES PLUS SOME IN FLIGHT PHOTOS. DETAILS OF DATE/TIME/WITNESSES. USE THE LOG CARD AVAILABLE FROM DAVE S.
- 7) ALL ENTIES TO BE RETURNED TO D. SNOWDEN FOR VERIFICATION BY 5th JAN 1996.

THERE ARE SEVERAL SMALL 'PRIZES' DONATED BY OUR SPONSORS SKY-SYSTEMS, AIRWAVE, CLOUD 10, DAM-IT, SIMON MURPHYS, ACTIVE EDGE INCLUDING VALUABLE VOUCHERS FROM SKY-SYSTEMS TO THE FIRST 3 PILOTS TO COMPLETE ALL THREE PEAKS. ALL PRIZES WILL BE AWARDED AT 3PPCC DESCRETION WHICH IS FINAL. ALL PILOTS COMPLETING THE CHALLENGE WILL RECEIVE THE COVETED BRITISH THREE PEAKS PARAGLIDE CHALLENGE CLOTH FLYING SUIT BADGE FOR 1995!!!!

DAVE SNOWDEN.

3PPCC  
 PENLON COTTAGES  
 PENTLE, BANGOR  
 N. WALES.  
 LL57 4UU.

NB: SOME 'OFFICIAL 3PPCC T-SHIRTS ARE STILL AVAILABLE AT £7.50 LARGE SIZE ONLY. BUY NOW WHILE STOCK LAST! FROM DAVE S. ADD OPP.

ALL PROFITS FROM PROCEEDS TO GO TO SEARCH & RESCUE DOGS ASSOCIATION. UK. (SARDA Reg Charity).

*Two more ways to get off the ground  
Nil wind days part 2.*



So it seems I'm the contact for winching and aerotowing as a result of writing 'Nil Wind Days'. Well I'm quite happy to help get things off the ground so to speak. So what have I found out so far.

**First off: Aero towing.**

If we start from scratch we are likely to take two years to get up and running according to Mark Dale. However there are a number of Southern Club members or ex members who can help us shorten this period if they are willing to help or can be persuaded to do so. Firstly of course we need some one who can fly a microlight. Having made some enquiries about training this could be very expensive. *PPL ( microlight ) is almost as expensive to achieve as the normal PPL*, but we do apparently have some well known microlight pilots out there. So let's here from you. Secondly and just as important is the Tug itself. Not a cheap bit of kit but a number of clubs have obtained sports council funding for this - one West Country club is apparently applying for its second tug!

Then of course there is the matter of somewhere to take off and land. We need quite a large level field for this and there must be one or two out there somewhere, we just have to find them. Probably the best way to find one is from the air, so keep an eye out when your next going XC let us know and we'll check out the possibilities of getting permission.

When we get all the above sorted out what do you need to be able to go aero towing? Firstly we need a Senior Aerotow coach present who has to be a Hang glider pilot with 50 aerotow launches 200 logged hours and BHPA approval. There also has to be present someone trained in first aid. The

tug pilot needs 75 hours P1(microlights) and be endorsed, which requires a minimum of 10 tows. At the other end of the rope the glider pilot must be XCPC and have 50 logged hours, which means I don't yet qualify but I'm happy to help for those that are.

**Then there is winching.**

This is much easier to get up and running than aerotowing but still needs a reasonable amount of coordinating. Anyone can do it, there are no restrictions on logged flying time and Paragliders can fly too. We still need to find a suitable large level field at least 1000 feet long. I'm sure there are some out there we can use. In fact I know there are and hopefully we will get a taster day going shortly. We need a winch of course but again there could be the sports council etc. to help. Maybe we could borrow one to kick off with.

So if you are interested or can help, let me, Martin, or Julia know and we'll add you to the list and get this thing off the ground.

Kelvin Kinkaid  
01483 428653  
0973 222921

**Firle To Mercury - Southern Paragliding**  
**Record.**  
**83.94 km**

I think I've already bored most of you with my accounts of this flight but for those of you I've not seen, here it is. My one day off that particular week was due to be on Friday. So, keen to log some distance I avidly watched every forecast on Thursday night, made sure all my batteries were fully charged, and my maps and other gear were in order. Most of the forecasts showed good prospects for thermic activity, indicating that an early start would be necessary due to the predominantly Easterly direction which would result in an early sea breeze. I guessed the site would be either Firle or High and Over with a sea breeze kicking in at around 10 to 11 o'clock making it necessary to be set up on the hill by 8.30 - 9 o'clock at the latest. I spent the rest of the night putting ATZ's, towns and airspace corners into my Garmin 45 as far West as Southampton and then watching it fly the predicted route in simulator mode with various wind drifts around W to see what my track would be and make sure I would be able to push far enough inland before the gap at Steyning.

Up early the next morning I arrived at Firle by 8.30 to find 10-12 mph ENE. There were weak thermals already. By 9.15 I was set up with my maps folded correctly and GPS up and running. Someone,

I can't remember who, came over and asked me where I was planning to go. I decided to go for broke and said " N of Southampton." . A big incentive to do it right as you'd then look a right twonk if you bombed out at 8 k.

Quite a few people had arrived by this time and Mark Watts and I took off to settle in and get ready. By 9.45 the thermals were almost sufficient to leave, and the sea breeze could be seen N of Eastbourne and near the back of the hill to the SE. At around 10 o'clock the conditions on the hill went crap. The wind was picking up and was almost off the hill to the ESE, only Mark and I were still flying in the bowl. Mark left the hill first and started a slow climb out almost due W. At this point I ended up below the hill and almost pointing at it. I decided I would have to leave with whatever came next or probably not at all. The next blob took me very slow and low over the fence and up to about 400 ft ATO about 2km to the W. After a small tuck I lost it and picked up another thermal, low behind the Beacon. Climb 3 was just W of the mast at Beddingham and gave me a respectable climb to base just W of Rodmell. The sea breeze by this time was a poorly defined line about 1 cloud street to the S. Due to the Easterly wind direction there was no proper converging of the air masses, just a mixing of the air. Realising this I decided to follow the previous nights plan and fly as far inland as airspace restrictions would allow

and, hopefully, find higher cloudbase and better convection. Mark by this time was grovelling low just N of the A27 having done a long glide N, starting from a point to the SW of me. I decided at this point to pause for a while till more of the South side of Ditchling came into sun. Mark had only found scraps and had gone down. Gliding over a very unlucky Mark, I went for the most sheltered hollow I could see and found a Zero at about 50 ft at Lower Standean. This didn't climb much, more the ground sloped away enough for me to be able to glide through the gap between Newtimber and the Dyke. This was one of the two consecutive low saves that were the critical parts of the flight. Both were areas of zero lift average. i.e. bits of a beep up followed by a groan of down on the vario. The technique is simply to circle immediately and keep circling and re-centring until either you go up, hit the ground, or a tree downwind. My glide took me low over Poynings to my next zero off a roof surrounded by trees on the upwind side. This was the most critical point of the flight as I wasn't climbing but drifting in a zero over flatland towards the Truleigh power lines - without the height to clear them. My drift was going to take me over the corner of a ploughed field and the critical decision was whether to stay in the zero and hope it kicked the field off as it crossed the corner or to risk a glide over the centre of the field which had been in sun for some time. I opted to stay in the zero

and sure enough as I crossed the corner of the field all hell let loose and I got a stonking climb over the power lines to base just short of Sky Systems. A quick sadistic grin to Nige and Gary packing up at the bottom of Truleigh, then off on another glide N to Streatham Manor. From this point on, conditions improved and I was able to speed up a bit, only once getting low E of Parham. I worked my way to just S of the low airspace and followed the river Rother West. There was one tricky bit where I allowed myself to get low on a long glide S of Petworth in order to duck under a small bit of 3500 airspace. By Midhurst I was back at 4500 and racing fast as conditions were so good and I was so knackered. It was about 1.30 and all my glides were flat out on the speed bar and ignoring any lift less than 600 ft per min. Cloudbase was way up, probably over 6 grand, and the thermal spacing allowed climbs of not much more than 2 minutes to top up to the airspace ceiling and then racing off, not losing more than a grand before the next fast climb. The downside of these mega conditions was it was F\*\*\*\*\*G rough. The thermals had very defined edges surrounded by up to 1800 ft min sink. Get off centre and it was bye bye wing. Due to no trimmers to ease the brake pressure while circling, lack of practice, and general fatness and unfitness, I was by now circling with one thumb in the carabiner and the other arm dangling trying to restore circulation. The end result of this highly inactive flying

technique was : 1 spin, 4 or 5 80% assymetrics and an involuntary spiral between Midhurst and Petersfield. At Petersfield I saw 20 odd people flying at Mercury and decided enough was enough. I keyed up Firlie on the GPS to see how close the hundred was but with thoughts of safe active flying, and an exploding bladder on my mind, I decided to land. I arrived at Mercury at about 3500 after a short glide to the South to discover I couldn't get down. I tried spirals wingovers and eventually opted for a big assymetric. Just as I reached up for a handfull of lines a themal did it all for me. Trying to stand up to land, I discovered the frozen feet my ancient and full of holes Salomons had given me had spread to the rest of my legs reulting in a highly embarassing bum landing and skid across TO. My first words of welcome from those lovely Sky Surfers flyers ranged from "This is a members only site Blackmore!" to " Where the F\*\*K have you come from ?" and "Can we charge him a landing fee?" All meant in good humour . Commiserations to Mark Russell who drove to Firlie in time to see me climb out, discover it was now blown out and then drive back to Mercury in time to see me arrive. A sadder man I've not seen for a long time.

Thanks to my Standard Edel Energy for always recovering so predictably from various horrors and putting up with my crap flying when I got tired, and to Ray Heyne who was just twenty

minutes away from Mercury when I landed. He telephoned to find out where I was, collected me, and took me straight back to a party where, as you can probably guess, I got very very drunk.

Ian Blackmore. 94 km 4 1/4 hours Edel Energy XL

## MUCKRAKER

Reported last month, Ozzie Haines narrowly missing the busted upright award last year, appears to have changed tactics and taken up rock climbing instead.

Fancy a G & T?? Cool off with a quick dip in the sea first.

Spotted! The wild man of the SHGC was last seen sporting a new hair cut, rendering him unrecognisable. Could this be a diversionary tactic to avoid awkward questions about the state of the sign-writing on his vehicle?

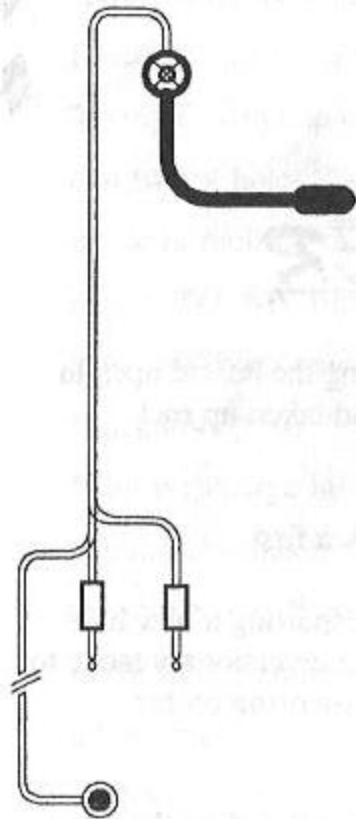
Starlet of the month award goes to Kenton Birch. Captured on the wing by BBC celluloid and proving that an Italian glider looks better from above, he's now stuck on a higher plane. Requests for autographs c/o the P.O. Box number.

# Using 2-M Radio?

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Despatch

## MINUTES OF THE SHGC COMMITTEE MEETING 7.6.95

PLEASE NOTE - DUE TO UNFORSEEN CIRCUMSTANCES THE DATE AND VENUE OF THE NEXT COMMITTEE MEETING HAS HAD TO BE CHANGED TO TUESDAY 4TH JULY AT THE PLOUGH, PYECOMBE. (leave Brighton on the A23, take the A273 to Hassocks at the turn off is The Plough near the petrol station.

PRESENT: M.Brady, A.Chisholm, D.Williamson, M.Millwood, I.Blackmore, G.Hopkins, K.Birch, T.Ackroyd, S.Brookes, A.Caple, S.Brewer, J.Gibbs, T.Cox, I.Jehu, F.Kennedy

APOLOGIES: P.Day, J.Carr,

ABSENT: N.Gibson

### 1.0 MINUTES OF PREVIOUS MEETING(3.5.95)

#### 1.1 CARRIED OVER:

#### 7.0 MARSHALLING:

7.1.A new marshalling rota will be produced and sent to T.Akroyd. N.Gibson

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

### 2.0 MINUTES FROM 4.4.95

#### 2.1 ON-GOING:

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

Beachy Head, File, W.Firle F.Kennedy

The site needs test flying M.Brady to organise.

Steyning Bowl I.Jehu

### 3.0 MINUTES FROM 7.3.95

#### 3.1 CARRIED OVER:

6.0 RECEIPT BOOKS: Ex-committee members will be contacted to see if they still wish to carry receipt books.(Chris Bere) M.Brady

3.2 ON-GOING:

5.0 HORSE ENDURANCE TRAILS will take place on the following dates:

July 2nd - from Jack and Jill to Lewes.

August 3rd - Firle.

NEW DATE: April 23rd - Pyecombe to Lewes and back - a.m.  
- Pyecombe to Findon and back - p.m.

F. Kennedy

4.0 MINUTES FROM 10.1.95

4.1 CARRIED OVER:

7.0 Sites Guide references- Beachy Head N.G

(J. Hanson will be dealing with the sites guide after the next committee meeting.)

6.0 CLUB OFFICER:

The club are very pleased to welcome Julia Gibbs, employed as the club officer.

7.0 DUAL GLIDERS:

7.1 PURCHASE: The possibilities of buying a dual paraglider and a dual hang glider were looked into by Steve Brewer and Kenton Birch respectively. It was decided that neither would be bought at this time because the cost (approx £2,500) for each was too great an expense for the club at present. There were also other logistical problems concerning access, maintenance and use, which would have to be resolved. Steve had proposed to buy the paraglider for the following purposes:

- Post club pilot coaching. It was suggested that radios would be an equally valid investment for this purpose.

- Cross discipline training. Schools have also offered to provide taster courses for existing club members.

- PR work for the club. Tim Cox has also offer the use of a dual glider for club purposes at £15.00 a day.

7.2 CLUB COACHES: Steve Brewer also contacted Sky Systems who very kindly offered to train the Southern Club paragliding club coaches to dual pilot rating at a

reduced rate. On balance the committee felt that the club members would not receive full benefit from this investment as the committee has decided against buying a dual paraglider, and hang glider.

8.0 MOUNT CABURN: The "no public access" sign does not refer to paraglider and hang glider pilots.

9.0 SOCIAL: This month's social evening has been changed to a talk by Tim King on SIV and Alpine flying, due to the speakers all being needed to fly in competitions. Many thanks to Tim King for standing in at the last moment.

10.00 COMPETITIONS:

10.1 HANG GLIDING:

There has been no luck with hang gliding competitions, due to the weather. They are hoping to hold one this weekend in Wales.

10.2: PARAGLIDING: The Southern Club is through to the semi finals of the airwave challenge. Congratulations.

11.0 MEMBERSHIP: Apologies to all club members who returned their membership forms only to have them returned! The PO box is once again up and running and the new membership stickers are being issued.

12.00 SAFETY: Further to the problems of near mid air collisions between hang gliders and paraglider when launching alternative systems will be looked into. In the mean time the gate must be used daily. A possible space allocation system is to be devised.

S. Brewer

13.00 FIRST AID KIT: A new first aid kit, up to the cost of £50 will be bought and it will be kept by the club officer.

J. Gibbs

14.00 AIRHORN: Airhorn refills and orange smoke need to be bought.

J. Gibbs

15.00 PARKING: SHGC club members have been asked not to park in the disabled bays at Devil's Dyke. A notice is to be placed in windsock.

G. Hopkins

16.00 AIRSPACE: An infringement of airspace at Ringmer has been reported to the club. This will be reported in Windsock.

G. Hopkins

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

**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.  
J.Gibbs

**20.00 DATE OF NEXT MEETING:** Tuesday 4th July at **THE PLOUGH** at 7.30PM

### **LOST**

SEARCH CONTINUES FOR FADED ORANGE CYLINDRICAL GRAB BAG CONTAINING JOE BROWN CRASH HAT, LIGHTWEIGHT BLUE FLYING OVERALL, BLUE AND ORANGE STIRRUP HARNESS, ONE OR TWO CORKSCREW TETHER STAKES WITH NYLON ROPES, TWO WHEEL-CHOCK SETS AND LESSER SUNDRIES.

DISAPPEARANCE OCCURRED LAST AUTUMN, WHILE I WAS RECOVERING FROM A PRANG. BELIEVED LOST FROM A NON-FLYING AREA - ESHER/WEYBRIDGE - FROM A BROWN A STRA WHICH WAS NOT BROKEN INTO.

INFORMATION LEADING TO SOLVED MYSTERY AND RECOVERY (WORTH £40) TO BERNARD CLIFFORD. TEL: 0181-287-6902

## **NOTICEBOARD**

**UP KATANA** 12.5 stone min. Standard, not full race. DHV 2/3 Blue/red. High hours but vgc. Also, SAS II harness. £1000 ono must sell. Phone Ian 01825-762473 (Hm) or mobile 0589-240815

**AVIAN ELAN 150** C of A. Excellent condition, superb handling, 30hrs airtime, garaged, with speedbar, training wheels, spare uprights. Suit CPC/intermediate pilot 9/14 stone. £900 Tel: Colin 01903-260468 (Brighton)

**CLUBMAN 160.** Stored indoors, low hours, wheels, speedbar, stirrup harness. £500 Tel: 01342-716701

**CLUBMAN 140** great glider, mellow handling, good condition, speed bar, wheels etc. £400

**APCO FRONT LOADING HARNESS**, warm, exc. Con. (One user only), with chute. £300  
Tel: 01293-887232 Chris

**CLUBMAN 160** aprox 20 hrs. Exc condition, £750 ono 0171-226-9381

**HORSE ENDURANCE TRIALS WILL TAKE PLACE ON AUGUST 3RD AT FIRLE. PLEASE SHOW CONSIDERATION IF FLYING AT FIRLE ON THIS DAY.**

**AIRWAVE VOODOO II** 26 + carry bag. Almost brand new, 1 hr only. £1300 ono 01273-706213

**FALHAWK NEO MEDIUM (65-85kg).** Acapul grade 1. Beg/intermediate, ideal first wing. Combined safety with performance. Complete with Paradise II harness and rucksack, purple with rainbow tips. 16 hrs. £500 barain. David 01483-799531

### **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.)