

**SKY
SYSTEMS**

probe
by SKY SYSTEMS

The Probe paragliding harness reaches new dimensions of design, function and protection. Its unique ergonomic bucket seat with rigid back gives the ultimate in upper body support, with luxurious padding throughout. A simple adjustment system allows easy fine-tuning of your flying position. The integral protection system offers what is widely regarded as the best body-protecting configuration available. Come to our showroom and have a dangle! Probe £475, Probe Lite now available at £399!!

PARAMOTORS are COMING...
The CAA are currently considering the proposals for the de-regulation of Paramotor operation to the joint control of the BHPA and BMAA. Sky Systems are offering "pre-licence" paramotor training (does not include powered flying) for those qualified pilots who want to be among the first to hold the new rating...
WATCH THIS SPACE FOR A BREATH OF ADVENTURE...

Garmin GPS45/90 - a breakthrough in hand-held GPS. Less than 10 ounces! Waterproof! 250 user-definable waypoints! Ground speed! OS or lat/long references! Moving map! PC compatible! Carrying case! Reversible 30-waypoint routes! Backlit LCD Screen! 1 year warranty! And much more!
The GPS90 features full onboard international airspace and Jeppesen airfield information, including alarms

GPS
HAND-HELD
NAVIGATION

WE SELL EDEL, ITV, AIRWAVE, SOLAR WINGS, AVIAN, FIREBIRD, FLIGHT DESIGN etc. WE SPECIALISE IN PART-EXCHANGE - CALL US FOR DEALS! WE ALSO PART EXCHANGE HARNESSSES, INSTRUMENTS, ETC.

SECOND-HAND PARAGLIDERS:

FALHAWK NEO (small), excellent condition, hardly used. Complete with SAS1 harness. £1,500
FALHAWK NEO (medium), inc. harness & helmet. £1,000
FIREBIRD APACHE (medium), inc. harness. £1,250
ITV ASTEROPE (small) - ex-demo, immaculate £999.00

We have a large selection of second-hand and ex-demo hang gliding harnesses in stock

SECOND-HAND Hang Gliders:

ACE SPORT 150: £459
SANTANA SRC 14: £875
MYLAR K2: £999
MAGIC 3 166: £399

Dual paragliding tuition:

Let us teach you how to pass the Dual Paragliding Pilot exam. Courses from £75 per day. (Pilot rated only, please). Send for an information sheet today.

Ex-Demo Raves, Reggaes, Agenas & Sambas IN STOCK £???

Sky Systems Ltd - Edburton - Near Henfield - West Sussex BN5 9LL

Tel: (0273) 857700 Fax: (0273) 857722

e-mail garyc@mistral.co.uk OS Ref: TQ 227 128

WINDSOCK

JUNE, 1995

Friday, 30th June

An evening on XC planning, routes, weather etc.

by
~~Ian Blackmore, Mike Millwood~~

Ian cannot
now make it
due to his
commitment in
the BRITISH TEAM
CONGRATULATIONS!!

at
Devil's Dyke Hotel
7.30pm

(this time it's for real!)

LOOK!

**New membership
sticker inside this issue.**

**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

Nigel Gibson 0181 890 7476

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

Ian Blackmore 01825-762473
Mob.0589-240815
Wk 01273-857700

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 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.

MARSHALLING ROTA

Lest You Forget.....

717 Rod Buck	01742 530372	HG ?	FUBAR	up north
718 Simon Forbes	0181 349 3848	PG CP	16-7-95	
719 Brian Preston	01273 594183	PG CP	"	
720 Richard Lowe	01293 542606	PG SP	"	
721 Patrick Steel	01705 828407	PG SP	22-7-95	
722 Andy Bircumshaw	-	PG CP	"	
723 Adrian Critchley	0181 764 8934	PG CP	"	
724 Tim Charlwood	01243 513332	PG CP	23-7-95	
725 Tom Spouse	-	PG CP	"	
726 Nick Gillard	01273 680575	PG CP	"	
727 George Cook	0181 466 7713	PG CP	29-7-95	
728 Carlo Borsattino	-	PG CP	"	
729 Mark Watts	-	B ?	"	
730 Gary Rothery	01303 813779	PG CP	30-7-95	
731 Mel Pollard	0171 704 6951	PG CP	"	
732 Chris Wallis	01903 218289	PG CP	"	
733 Bernie Hewing	-	PG CP	5-8-95	
734 Andy Ross	0181 883 2073	HG CPC	"	
735 Paul Taylor	01908 230467	PG CP	"	
736 Stewart Jones	0171 5821189	PG CP	6-8-95	
737 Jonathan Hart	01372 378271	PG CP	"	
738 Bernard Pellant	01737 766180	PG CP	"	
739 Mark Pellant	01273 204065	PG CP	7-8-95	
740 Tim King	01243 573331	PG P	"	
741 Andrew Johnston	0171 6307071	PG CP	"	
742 Malcolm Johnson	01 784 423107	PG CP	12-8-95	
743 Neil Pearson	01903 201413	PG CP	"	
744 Alexandr Abbot-Davies	0171 486 8587	PG CP	"	

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

MARSHALLING

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 marshal 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

It's out!!

We'll have a new rota out soon. Please make sure you put your day in your diary, even if it's months away. There is a SHGC tin cupboard just inside the boiler room at the back of the Dyke pub. In it is the marshalling book, blackboard, and safety equipment. Marshalling is a bit of a yawn, but necessary for the safety of everyone on a busy flying day. The aim is for three people to marshal together, and that way, you can each take time in the air as well.

Thanks

Julia

Peter Bruce.
2, Constance Rd,
Croydon, Surrey.
CR0 2RS.
Tel 0181-6892813.
Mobile 0850-655147.

Date: 28/9/95

To Windsock.

Follow up to April issue, Flying in the Canary Islands.

Thanks for the phone calls regarding last months article and here is an update.

The wife and me have just got back from Grand Canary after two weeks of cloudless sky's.

The other half loved every minute of it but for me stuck round the pool was boring.

Why, The topography of this island leaves a lot to be desired for any perspective pilot unless you intend to be reckless.

Every perspective ridge site I examined had a ridge in front of it with lots of wonderful turbulence that makes you want to fill your pants. Hills towards the south and east of the island (away from the coast) were very shallow and most had prepared fields beneath them so that was ruled out.

Large inland cliff sites were valleys, again with lots of turbulent air and the tops of the cliffs were lined with pine trees or sharp spiked bushes with no gaps to take off.

The only possible sites to fly I found were cliff sites situated on the west and north of the island with no beach landings, very rough surf if you ever went down. The western sites had sheer cliff drops 100 - 200 Mtrs high and no chance of a rescue.....

I am not saying that you cant fly this island, but it was beyond my safety factor.

The bottom line is I could find no safe sites to fly that I was personally was happy with. You may be different but be warned.

I had a car for two weeks and did just over 1300 Km on this island so I don't think I missed much. (I hope, if I did don't tell me)

So if you want a 50-50 holiday with the wife getting her sun tan and you off flying **DON'T GO TO GRAND CANARY**, stick to Tenerife or Lanzarote.

The only way to get in the air on this island is to join the locals and go along to the aerodrome and do a free fall parachute drop. It goes on all day long and they land on the sand dunes at Las Ingles.

Now I know why they do the sport here as they cant get their feet off the ground any other way.....

PETER BRUCE.

MY FIRST COMPETITION. BY OZ.

"You want to have a go, you've got nothing to lose". Except our dignity by coming last. We were quite sure we would be, unless someone crashed on take-off on the first day, or didn't turn up, then our chances would be about even.

The "us" was Darren Blackman and Ozzie, and the event was the British Open to take place in Mid Wales.

All you had to do was send in your £30. That's quite easy, with your flying details and be X.C.P.C. rated. Our flying careers could be written on a postage stamp. Basically no competition experience. The exam took about five weeks from revision to receiving the results, so we entered first and hoped we would pass - we did.

Two months went by and we hadn't heard a thing, but suddenly ten days before the competition we are in. Good God we are going in the "deep end", all those pilots have so much more air time and experience. We received bags of encouragement from the guys on the hill. The general concensus was "go on enjoy yourselves".

The "comp" was to take place on the Bank Holiday weekend in the beginning of May on 6th to 8th. So on Friday before I was driving with Darren down to Simon Murphy's Flying Circus to get the XTRA LITE a C of A sticker. "Can you just take a Glider to Wales with you". When we arrived was practically Simon's first words. "And give it to Johnny Carr. Oh, and plus a few spare parts".

We left for Wales with the glider a new keel, two complete sets of leading edges and six uprights. If Johnny Carr needs all this to be certain of competing, we aren't even going to survive the first day.

On Friday afternoon arrived at the Blorengue and decided to carry up from the car park and try to fly.

If you had only flown the South Downs as we had this is a large hill. At take off you look down a 1500 ft hill from top to bottom. The bottom landing field is a small green bit two miles away. In the centre of a town. A certainty as it was blowing 2-3mph across the hill. I can still recall seeing -850 on the vario and still be 550 ft above the town still trying to thermal up. Takes a bit of getting used to. After ten minutes flying the fun was over and I had to land. There was already another glider in the field, which turned out to be the Town Park. The glider owner, Ron, was also competing in the 'Open' and so was his mate who landed behind me. These guys were ordinary club pilots like ourselves. Maybe we had a small chance in the competition after all.

DAY 1

Meet 9.30 in the car park outside the "Lion Inn", Newtown. It's alright, loads of time. After ten minutes searching Newtown, Darren reads the instructions again. We've both missed that its at Llandinam, Newtown, 6 miles away; 5 minutes later we are in the meeting place awaiting instruction.

It's like a Southern Club day out. Trevor, Dave Williams, Dave Mathews, Sue, Kenton, Johnny Carr, Steve, Tony, Steve Uzoakwe and Ron (Davron). Ron was about to lend me an 808 Vario as on Thursday before I smashed mine up big-time. That's the beauty of a local dealer. Thanks Ron.

The wind if any, was blowing 5mph south westerly, so it was decided to drive to Bache Hill about 30 miles away. At least here in Central Wales we will not have to worry about sea breezes.

So, a numerous amount of vehicles headed off south to the chosen site for the day.

Bache Hill faced straight into wind, what wind there was, about 1500 ft above the bottom landing field. Briefing was called for 12 o'clock on a very hot day with little cloud building. Out the front, above a valley, some miles away there was cloud moving cross wind from right to left. I was told it was the "sea breeze".

The task was to land 30 miles away with a race to goal, down wind just over a hill. This flight was further than I had flown before.

The gliders by now were rigged and ready to go, the window was opened.

The clouds were just about starting to build, but no one moved, with the wind blowing just about up or across the hill.

Darren and I couldn't move, we were stuck behind three or four other gliders, and all we could do was watch a gaggle of pilots take off all at once over half managed to find a thermal, Johnny Carr included. His first flight on a brand new glider, and were watched sprilling over the back, till they were out of sight. The rest weren't so lucky and gradually flew down to the bottom field.

Well the pressure was off, at least I wouldn't be the first in there. I wasn't doing any good here either, I'll never get a chance to take off. So I decided to carry the glider around to my right behind all the rest of the gliders waiting their turns to take off, and see if I could find a better spot. I arrived at a flat part of the hill top with gorse nearly up to my knees. "Well, its going to be a committed take off" I thought to myself. Maybe this is why I brought all that aluminium. But at least I was in a better position than where I was.

A guy to my left suddenly look off. I rushed to the vacated area, not bothering how he was doing. The pilot previously behind him gave me a frown. Now where I was, was luxury compared to being behind three gliders. I could see half the hill and the ground dropped slowly away with much shorter gorse. I felt with luck I might get airborne.

The cycle finished with everybody going down. All went quiet. A lone paraglider came over just maintaining, but not doing much else. Darren radioed and asked how I was doing. I told him I had a slot but he would have to push in.

A glider took off to my left, then another. The wind picked up then another couple took off.

The gliders in front were circling in two circles to my left and right. The lift must be in the centre, I thought. I rushed off the hill not looking around. This is my thermal out of my way! The Xtra Lite had hardly achieved flying speed when I push out. I hit the thermal with the nose pitched right up. I fought to keep it straight and as the lift strength increased turned the glider hard right. I managed two revolutions before I fell out of the back of it, as I thought. I was heading back to take off, up the hill, but the wind sock was blowing across the hill. I must have fallen out of the side of this one. So I flew down wind and arrived over a large bowl. I luckily hit the thermal again, smack on, and turned right, the core tugged me into the sky, 1600 ft above take off with two other contestants.

Looking over the back there seemed no survivable landing fields for at least two miles and just as you start thinking about something else you lose the thermal. The other two pilots were just about maintaining as well, so I thought a glide to a likely looking cloud looked a good bet. As I turned the glider down wind, what Tony Lucchesi had said to me before take off rung in my ears. "You could do the best cross country ever but if you end up no closer to goal you don't score". What sort of punter would fly the wrong way?

Just as I was going to check my direction the glider dived then leapt up, and all went smooth; but the Vario was going crazy. I banked right and held the glider in a gentle "off the clock" thermal. Darren came "on the air" and asked how I was doing, and I replied "Now in a 12 upoff the clock.....10 up..... off the clock.....10 upoh dear, its slowed down to only an eight up. In about 40 seconds I'd climbed about 1300 ft. Dave radioed and said I was most probably in sea breeze convergence.

As my climb finished I was at 3150 ft above take off, flying straight down a valley towards a small town, and right on track. Just keep on flying down the valley.

I kept on getting small bits of lift with large sink holes. I circled many times trying to explore this lift but to no avail. So with a glide down the valley left as the only option, I pulled in and prepared to land at the top of the valley.

True to form, hardly without a blob of lift I was preparing to land. Of the two options I had, one field contained horses, the other was much smaller, by a river, but without animals, so I chose the latter and landed safely. It must be at least ten miles, I thought to myself. At least I wouldn't be last today, but I did wonder why I hadn't seen any gliders scattered over the fields along the route.

After making the glider safe I walked over to a farm house to borrow the phone.

On producing the map so I could give my retrieve coordinates, the woman of the house pointed down along the map, not up it. When it was worked out I had travelled about 13 miles but only gone 1Km towards goal, which gave me 8 points. What Tony had said to me earlier was now ringing in my ears. But at least I did score 14th on the day, only 15 left the hill.

DAY 2

At the briefing we were told that the wind would pick up from the west, so all drive the 30 miles to the Long Mynd and rig rebrief 12 o'clock.

If you have never been to the 'Mynd', it must be pretty close to heaven on earth from a gliding point of view, except that there's no pub on top. It's about 3 miles long, running north to south, is 1500ft above the surrounding ground and has some low save ridges over the back.

The task was set to photograph the cooling towers at Telford and then land at a reservoir to the east about 35 miles away. The window opened straight away. This was going to be difficult. There was no mad rush to the front as the wind had picked up, the ridge was soarable, in fact in the moderate winds you could easily maintain 900ft above, but that was it. Thermals would come through and you could climb to the low 1000's but I worked out you would need at least 1500ft above take off to leave the ridge and that was only so you could glide to the next ridge behind.

Gradually gliders left the hill, generally from the North end, but the local pilots I spoke to before take off said that the southern end worked better. So I stayed down on that end; but after an hour and a half I'd had enough, so I tried the other end. It seemed a bit better, but the wind was picking up. As you tracked the thermal back you would end up further back over the ridge before I fell out of the bottom. With one thermal I did hit 1500 then hit sink real bad. Two hours had gone by since take off and I was wondering whether the best hadn't already gone. Darren was still working hard but hadn't left the ridge, nor had Steve Cook or Johnny Carr, who I thermalled with from time to time.

Then I got something very strong and managed to wind it up to 1500+, pull in slightly and aimed for the next ridge. Everything now went to worms, when I arrived at the hill the wind was nearly blowing along it, but I tried to soar it, there was lift but as I turned into wind the glider nearly stopped. I pulled in and shoved her into the face, it climbed up to about 200ft above. I then looked around. Behind me was another ridge (to the north) it turned out to be called The Lawley. It just might be soarable in this wind direction, up its spur.

Anyway, as I was thinking about should I stay or should I go, another thermal came along so I wound it up. After a couple of revs I fell out of it. The wind was too strong and I was too low to get back to the ridge. I was too far across wind for the low save on The Lawley so all I could do was glide around and hope, which didn't work out, so again I landed, another 13 miles, but at least I was roughly track this time.

Steve, Johnny and Darren all flew over me within an hour.

40th on the second day, Darren was 31st. Not bad for amateurs.

But at the Lion pub beer was being consumed and stories told. Everyone was so friendly and names you had only heard of up till now you could put faces to.

DAY 3

The last day so make the best of it.

Again back at the 'Mynd' this time the wind was blowing north-westerly and quite strong.

The task seemed the easiest of the three days. A race to goal. Fly down wind for 25 miles to about half a mile south of a road junction. Though the sky was over developed it didn't seem impossible. Again I worked out you'll need about 1500 to leave the ridge. The low save was smack down wind and looked quite good on the map.

Take off was very sedate this time, no rushing into the air, just one or two gliders at a time taking off, with other pilots still chatting.

Again, 900ft above take off was easy to maintain even though the wind was blowing slightly across the hill. Gliders were everywhere. There were 70 plus competitors more than a dozen club pilots, plus at least half a dozen fixed wing gliders. You had to keep your eyes open.

The weather wasn't improving. After about an hour's flying it started to drizzle. When the Xtra Lite gets wet the bar goes "dead", which means that all feeling that usually comes through the bar from the glider disappears, but also it tries to dive slightly. I've flown before in the rain and knew what to expect. You have to push out till the bar is in its normal position and fly the glider on what you can remember, where the bar should be, and not where it wants to be. On no account do you want to fly near other gliders or do violent manoeuvres. Luckily the drizzle stopped fairly quickly.

The lift wasn't improving either so as soon as I had 1500ft above I left the ridge on a down wind glide to try and find something to stay up in, and aim for the next ridge. After a couple of miles in heavily sinking air, I flew over a couple of gliders who had landed. I thought at least I wouldn't be last today.

With this drastic loss of height on my down wind glide things were looking desperate. A small ridge appeared in front of me about a mile away. Not the one I was aiming for but a smaller one in front of that ridge, but was it soarable? Two gliders were ahead of me, one to the left and the other in front about half a mile away. The left started to maintain, the other kept on sinking. I turned the glider left slightly and headed a little cross wind. My sink rate decreased, would I make the ridge? Gradually I started hitting small bits of lift. I just might make it.

I arrived at the ridge at tree top height and scraped my way up through them. Only bits of hill were working and it took some time to work out what they were. Once I had established myself I had a good look around. I was a lot closer to the trees and over the back there was a larger ridge. It would be tricky crossing, but worth it for the extra height gain. There were a few gliders on the deck below it and also below the hill I was on. So I would have to jump the gap at the right moment.

A few small thermals came though, and one of them I considered going with, but then changed my mind and just about pulled back to the ridge.

Gradually more gliders arrived on the hill. Johnny Carr and Tony included.

Thermals were coming through but were broken up and hard to climb in. It's just going to be a small bit of lift and run for it, I thought.

I got one thermal did a couple of revs in it, lost it and flew down wind. I landed up at the new ridge, Wenlock Edge, at tree height. This was getting repetative.

I managed to easily climb up to the other glider and started to explore the lift. Again only a small part of the ridge was working, an area the size of the Dyke in a westerly.

There were about twenty gliders soaring the hill with some more arriving all the time. This was getting crowded, but at least there were no paragliders and everyone seemed to be looking where they were going.

After about 15 minutes Dave Williams came on the radio and told me he had landed, so required a pick-up. Darren then transferred his message to Sue on The Mynd as he was still soaring it. As the to and fro of information on landing details were transmitted I looked at the map and found out where Dave was. He had ended up at the bottom of this ridge I was soaring, he had left The Mynd over an hour before I had, and still hadn't escaped from here.

Another half hour went by and Darren radioed he was joining me on Wenlock Edge. It was getting really congested. Sitting high on the stack a small thermal would come through and usually the lowest farthest out pilot would turn right and gradually the pilots behind and above him would turn in formation, others would try to join and quite violent manoeuvres would result.

One particular thermal came along. Steve Cook was the one out in front. Instead of turning right he turned left, and the rest of us started to follow. It seemed as if this was the escape one. Nearly everybody fitted into the lift as it arrived, we were all spinning around anti-clockwise. The gliders in close formation, nose to tail, wing tip to wing tip, with the earth rushing by. But it wasn't to be the lift slowly died, and as it did it started to drizzle which increased to quite heavy rain. My map case was getting a good soaking. The lift remained quite bouyant and I found I could just maintain height. The glider had gone dead though, there was no "feed back" through the bar. To try and 360 was near impossible so I stuck to flying straight, and very gentle turns, and hoping just to survive.

The rain slowly stopped and as it did another lift cycle came in, there didn't appear to be so many gliders around. I milked the lift for all I could and achieved my best height above Wenlock Edge. Then fled down wind as quick as possible. The thought was that with the height I had at least I would get a couple of miles down wind and be well clear of rota before I had to land. But like most plans they never seem to work out quite right.

I managed to glide back through the rain and out the other side, back into the lift. A ridge, very small, appeared. May be this one was soarable. I flew on for about 3 miles and managed to scratch on to this one as well and turn down wind towards goal. The ridge was working but a turn into wind after travelling down along the hill for about half a mile made the glider stop - dead. So I flew down wind again, the ridge went round a corner and stopped in a little gully with a couple of farm buildings in it.

I found you could just, just soar on one side of the gully. I was so low you could quite clearly hear the farm hands talking to each other ("I hope that punter is going the right way.")

I had been sitting on this hill for 5 minutes when another glider flew over about 200ft above me. He came down and joined me and we fought for the lift for 15 minutes until he bottom landed.

It was now 4.15 pm, the sky was not improving, and the rule was to land by 5.00pm.

So with the next blob of lift I took it "over the back" and managed to scrape over a field, a road, and then two more fields. This gained me at least another half mile.

That night after a long retrieve we assembled outside the Lion pub for the results. Darren and I had both scored well and ended up half way up the table. At least we didn't finish last.

After the results into the local brews.

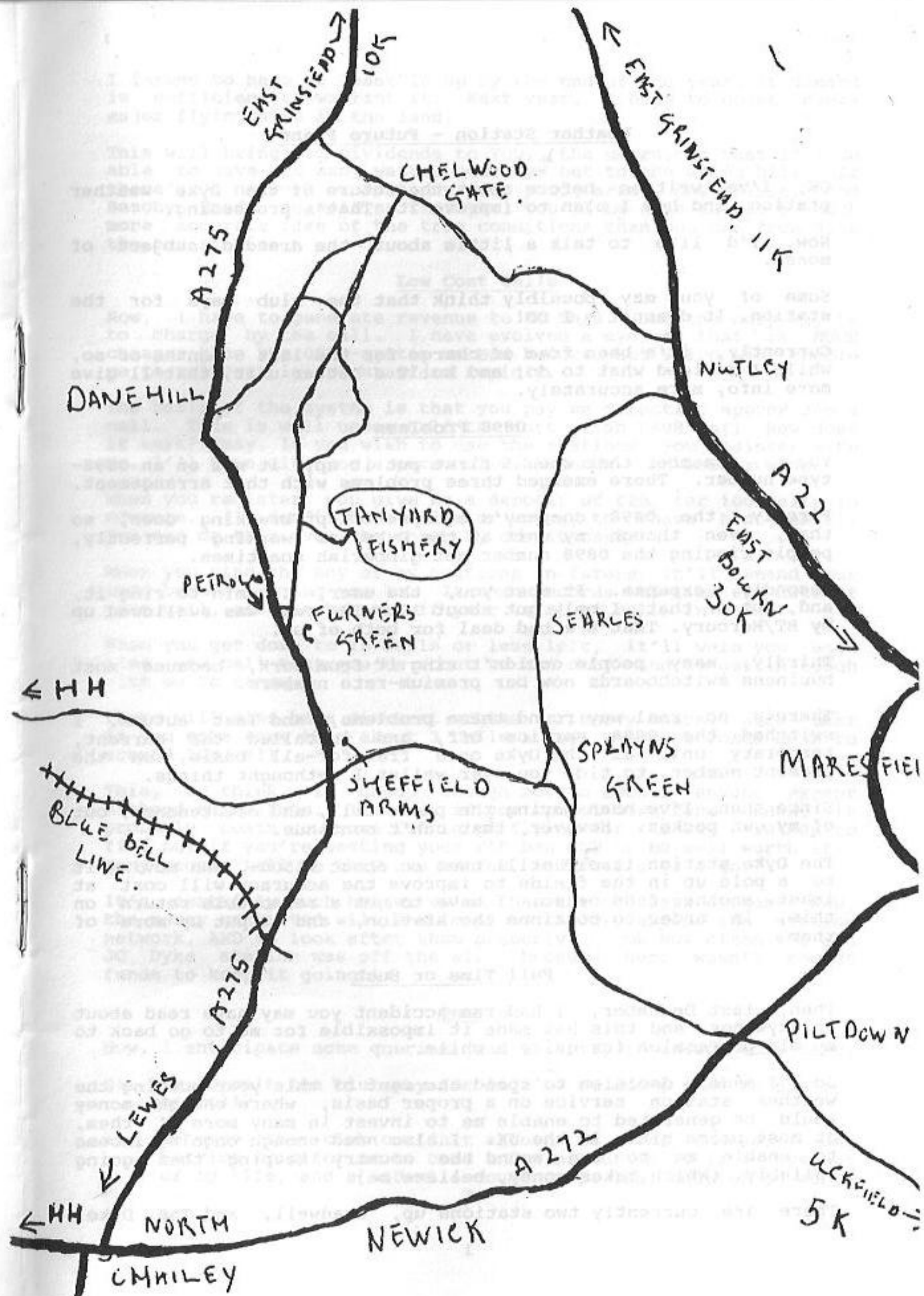
Two memories will stick in my mind from this competition - my first but not my last. Thermalling with all those gliders on Wenlock Edge, and Kenton kissing goodbye to his girl friend on Hay Bluff a day later, the sheep wasn't even upset. Photo's are available.

1 July 1995

Bi-lingual Party

All Bi-lingual pilots are invited.
Bring, Bottle, Burger, Bird, Bedding.

Tanyard Fishery
Tanyard Lane
Danehill
OS Ref 410,267



Weather Station - Future Plans

OK, I've written before about the future of the Dyke weather station, and how I plan to improve it. That's proceeding.

Now, I'd like to talk a little about the dreaded subject of money.

Some of you may possibly think that the club pays for the station. It doesn't - I DO!

Currently, it's been free of charge for the last 6 months or so, while I decided what to do, and built a better unit, that'll give more info, more accurately.

0898 Problems

You may remember that when I first put it up, it was on an 0898-type number. There emerged three problems with that arrangement.

Firstly, the 0898 company's equipment kept breaking down, so that, even though my unit at the Dyke was working perfectly, people ringing the 0898 number got gibberish sometimes.

Secondly, expense. It cost you, the user, 49p/min to ring it, and, out of that, I only got about 15p. The rest was swallowed up by BT/Mercury. That's a bad deal for both of us.

Thirdly, many people couldn't ring it from work, because most business switchboards now bar premium-rate numbers.

There's no real way round these problems, and last autumn, I switched the 0898 service off, and installed the current, temporary unit at the Dyke on a free-for-all basis, on the present number, to tide you over whilst I rethought things.

Since then, I've been paying the phone bill, and maintenance, out of my own pocket. However, that can't continue.

The Dyke station itself still owes me about £1500+, and moving it to a pole up in the fields to improve the accuracy will cost at least another £500 or so. I have to get a reasonable return on this, in order to continue the station, and to put up more of them.

Full Time or Bust

Then, last December, I had the accident you may have read about in Skywings, and this has made it impossible for me to go back to my old profession for quite a while.

So, I made a decision to spend the rest of this year putting the weather station service on a proper basis, where enough money would be generated to enable me to invest in many more of them, at most prime sites in the UK. I also need enough ongoing income to enable me to run round the country keeping them going reliably. (Which takes money, believe me).

There are currently two stations up, Bradwell, and The Dyke.

I intend to have at least 10 up by the end of the year, if demand is sufficient to warrant it. Next year, I hope to cover every major flying site in the land.

This will bring big dividends to YOU, the users, in that I'll be able to save you many wasted journeys out to the wrong hill. If there's a network of stations (in your area, say Firle, and Beachy Head, as well as the Dyke) you'll be able to get a much more accurate idea of the true conditions than you can from just the one station.

Low Cost Calls

Now, I have to generate revenue to do this, and the only way is to charge by the call. I have evolved a system that is MUCH cheaper than the 0898-system we had before, but which will enable me to reinvest in new stations rapidly.

The basis of the system is that you pay me directly, approx 20p a call. This is well under half the cost of an 0898 call. How does it work? Easy. If you wish to use the stations, you register with me. I'll then give you a personal PIN number - an access code.

When you register, you give me a deposit of £20, for 100 calls in advance. (I don't have time or energy to chase bad debts). You can do this over the phone by credit card.

When you ring the any of my stations in future, it'll demand your code before letting you in. It then records the time and date of your call, and knocks one off your total of calls in credit.

When you get down to 10 calls or less left, it'll warn you each time you call that you're about to run out, and to get in touch with me to renew.

There will also be a discount scheme for heavy users, such that if you make more than about 3 calls a day, the cost comes down to around 10p/call.

This, I think, is cheap enough not to bother anyone except diehard skinflints. I mean, if you travel down from London, it probably costs you some £15 to go flying for the day. 10-20p to find out if you're wasting your £15 has GOT to be well worth it! Many people tell me they use Metfax, and that's £2 a go!

It's certainly much better value than the old 0898 system. Now, the money generated will enable me to rapidly expand the station network, AND to look after them properly. (Look how often the old JC Dyke station was off the air, because there wasn't enough funds to keep it going!)

Queries

Now, I anticipate some queries, and I'll try to answer them here:

- Q: Why doesn't the club pay for it, so we don't need to pay by the call?
- A: Because the club couldn't afford it. For instance, one service trip for me to come and minister to it is 2 days out of my life, and a 500-mile round trip. That equates to about

£200. Each station costs some £2000, plus about 3 weeks of my time to build and install it. I need paying for that! No club I've spoken to (and I've spoken to lots!) has been willing (or able) to come up with the sort of money needed to build and maintain these things. Believe me, I've spent YEARS trying to get this funded by other means. I came to the conclusion some time ago that if I didn't do it myself, IT WOULDN'T GET DONE AT ALL.

Q: OK, fair enough. Why don't you simply charge a small monthly fee for access? Then it'd be cheaper per call.

A: True, but there's a problem. I've done this before, with the Bradwell station, and what happens is this: One guy joins, and then gives his access code to all his mates to use as well. Then they don't need to join, and I don't get any money, and the service collapses. He can do this because there's no penalty to him if others use his access code.

If he's paying by the call, then he has every incentive to keep his PIN secret, to stop others running up his bill!

Q: But I use it a lot! This'll cost me maybe as much as my SHGC membership each year!

A: Possibly. I'm glad you find it valuable if you ring it so much! Obviously, I don't expect anyone to be deliriously happy at having to pay for something they've been getting for nothing. But, the alternative is to close it down altogether. And THEN how much extra will you spend on petrol, and wasted trips out?

And if you ARE a heavy user, I can get the cost down to about 10p a call - you can't complain about THAT, surely?

If enough of you join, I'll be able to:

- 1) Keep the Dyke station going, and improve it.
- 2) Erect other stations quite quickly (say about 2 months) to improve the service.
- 3) Make looking after the stations my full-time occupation, which means a much more reliable service - no missing or broken-down stations during good flying weather!
- 4) Improve the service in other ways. For instance, I can put more lines on each station, so you don't get the Engaged tone. I can also make the system page YOU when conditions are right! (You need a pager or Digital Mobile Phone for this).

So, that's the plan. I need to know if this is going to be economic. If you have any suggestions, or objections, I'd like to hear them. I'd also like to know where else you want me to put one. I'm not familiar with all the sites in your area, so I need your feedback as to where you'd find another station most valuable. Please contact me on 0114-253-0372, or write to me at: 106 Woodhouse Rd, Sheffield S12 2AZ.

Rod Buck

MINUTES OF THE SHGC COMMITTEE MEETING 3.5.95

PRESENT: M.Brady, A.Chisholm, D.Williamson, M.Millwood, I.Blackmore, G.Hopkins, K.Birch, T.Ackroyd, S.Brookes, A.Caple, S.Brewer, N.Gibson

APOLOGIES: P.Day, J.Carr, F.Kennedy, T.Cox, I.Jehu,

1.0 MINUTES OF PREVIOUS MEETING(4.4.95)

1.1 CARRIED OVER:

7.0 LANDING AT NEW TIMBER: Further to a recent landing in a field of pregnant sheep club members are being asked to avoid this field for the next few weeks. The Farmer concerned was very understanding, and as a token of our appreciation a bottle of whisky will be delivered.

F. Kennedy

8.0 MEMBERSHIP DETAILS:

8.1 Insurance for the membership computer is to be looked into. T.Ackroyd

8.2 Sites Guides can be sold to non-members (at £5.00 from T.Ackroyd or Sky Systems.)

8.4 A list of current members is to be sent to N.Gibson as soon as possible so that next years' marshalling can be arranged. T.Ackroyd

9.0 SCHOOLS: A letter to all new pilots is to be drafted.

I.Jehu

10.0 MOUNT CABURN:

10.1 The new "No Public Access" sign is to be looked into.

F.Kennedy

1.2 ON-GOING:

5.0 SITES GUIDE: SKY WINGS sent the club a copy of a proposed article, outlining all the sites in the South of England, for our approval. It has been approved subject to the addition of certain club rules, and some specific site rules.(M.Brady to contact ASAP).

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

6.0 SITE FEES: Jerry Hanson, who was injured in a recent accident, has very kindly offered to collect site fees until he is able to fly again.

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.

7.3 The BHPA is to be contacted concerning the liability of instructors and club coaches when marshalling or performing club duties. **A.Chisholm**

8.0 SOCIAL EVENTS: In June there will be a lecture on XC flying. The date is to be confirmed in Windsock.

9.0 COMPETITIONS: The hang gliding competition cancelled last weekend(29-30 April) due to the weather, will be re-scheduled.

10.0 NATIONAL TRUST: Further to recent contacts Mr Glyn Jones will be contacted. **M. Brady**

11.0 20 MINUTE RULE: The 20 minute rule has been ammended to 30 minutes for hang glider and 30 minutes for paragliders in each hour. The airhorn will be sounded after 20 minutes to allow a 10 minute landing period.

12.00 CLUB DUAL GLIDERS:

12.10 J.Carr suggested contacting Neil Hamilton concerning buying a dual hang glider for the club.

K.Birch

12.20 The possibility of buying a dual paraglider is to be looked into. **S.Brewer**

15.0 NEXT MEETING: 7rd June 1995 at 7.30 p.m. at Devil's Dyke Hotel

Caburn, Truleigh Hill
High and Over
Steyning Bowl

I.Blackmore
K.Birch
I.Jehu

13.0 SOUTHERN CLUB EMPLOYEE:

13.4 The club solicitor is to be contacted concerning the payment of the employee. **A.Chisholm, M.Brady**

2.0 MINUTES FROM 7.3.95

2.1 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**

2.2 ON-GOING:

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

May 28th - from Plumpton College.

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.

The organisers are to be contacted to explain our situation in the case of a northerly wind. A notice will also be placed in Windsock, nearer the date, to notify club members **F. Kennedy**

3.0 MINUTES FROM 10.1.95

3.1 CARRIED OVER:

7.0 Sites Guide references- Beachy Head **N.G**

3.2 ON-GOING:

6.0 Sponsorship **S.B**

4.0 MINUTES FROM 6.12.94:

4.2 ON-GOING:

9.0. Marshalling Guidelines -to be reviewed **T. Akroyd**

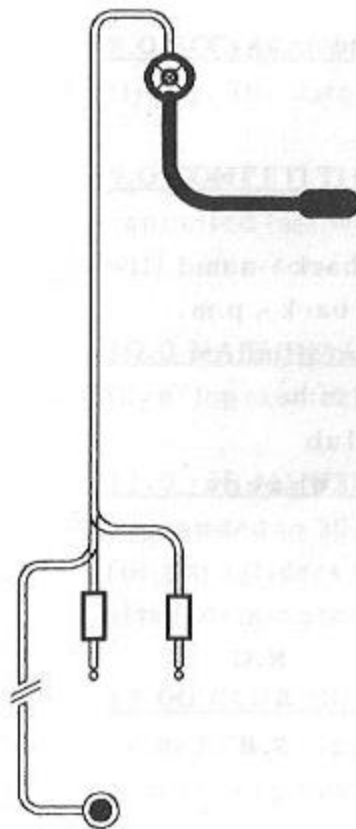
5.0 INCIDENTS: The pilots involved in a recent incident are to be contacted. **T. Akroyd**

Using 2-M Radio?

Here's the BEST interface around!

- Designed BY Pilots, FOR Pilots

("I forgot I had a Radio" - Len Hull)



- * Fits Direct to Ear
- * Finger-Mounted PTT
- * "Click-Action" PTT
- * Crystal Clear Speech
- * Minimal Wind Noise
- * Ear Retainer Loop
- * Suits Hang- or Para-
- * No Bulky Switch Box
- * Small + Unobtrusive

Only £32.95!

Access/Visa
Accepted

Same Day
Despatch

Telespeed
(Rod Buck)

106 Woodhouse Rd
Sheffield S12 2AZ

Tel: 0114-253-0372

MUCKRAKER

...The Alive and Kicking tour '95

Chris Bere, after a days flying announces "I've had a great day up the Dyke, but I've been worried about going down." Yes Chris, but what about the flying??

Eddie Horsfield, (Is he still not a member? -Ed) flies his Ramair at the Dyke. Moments later, it is seen to "Ram Mud" in the top landing field with only a bust upright to show for his trouble.

Johnny Carr announces his worst nightmare in May Skywings and the following weekend his worst nightmare comes true as he watches Tony and Steve fly XC as he derigs his glider in the Dyke bottom landing field.....

Ian "Fergie" Ferguson seen under a big black cloud gets caught in cloud suck but narrowly escapes. He then has an argument with Steve Jacuzzi as to who has the worst accident record. We'd love to settle it for you boys but we all lost count after the first twenty five crashes.

Ozzie Haines ("Why are his eyes so wide?" Tim Cox asks) narrowly misses out on the Busted Upright award and starts the year by top landing behind the Dyke pub. The wide eyes have something to do with the beer at the SHGC AGM, maybe?

Stroller (name in reality, Andrew: grip on reality, none) has a minor difference of opinion over flying discipline with a fellow pilot at High and Over. The resulting torrent of four letter words may be heard on the outskirts of Seaford, and two little old ladies had to be treated after they choked on their egg sandwiches.

This month's top tip....Volvos do not make good top landing areas.

An incident occurred at the Dyke during which it has been revealed that Ian "Bob L Hat" de Haan's head was held against the tarmac in the car park for a short while. Muckraker would like to find out who was responsible, although rumour has it quite a few pilots left the scene singing "Wish I could be like David Watts"

What ever happened to the Bush Baby/Rooster trophy for PG pilots hitting bushes???

Ian Blackmore lands at Mercury from Firle for 83kms, and rushes off behind the bushes. When he gets back, he is surprised to be told by Sky Surfers pilots that Mercury is a Sky Surfers site and not a public toilet. He alleges that he landed because he was tired.

This months second top tip.....Flying a glider seriously underweight can lead to poor control and thru'penny bit thermalling....

This month's third top tip.....Doing King Neptune impressions and landing in the sea at Newhaven can seriously trash your canopy.....

A new challenge is now open to all SHGC members. To participate all you have to do is spend more than 30 minutes in the Dyke pub in conversation with your friends without using any four letter words.....winners are unlikely..

Lastly, the best thing about the club having a P.O. box is that you get your £40 membership cheque back with a "unknown at this address" sticker!

Please note:

1. We have had a few complaints concerning parking in the carpark outside the pub at Devil's Dyke. Some people are parking in the disabled spaces and, whilst this makes it easier for us to unload our gliders, it sometimes means disabled drivers have a long way to walk. If you're going to park there to unload, please move your car straight after.

2. A disputed point but just for the sake of a reminder. Ringmer Gliding Club have contacted us in an unofficial capacity to ask our members not to infringe airspace in the Ringmer area, which apparently some pilots are guilty of. (The committee has noted that some sailplane pilots out of the Ringmer Club are themselves guilty of the same thing!)

NOTICEBOARD

Solar Wings Typhoon S4 Medium. Good condition. Speed bar and wheels. 2 spare uprights. Red and grey.
Needs new bag. £275 ono
Tel: 01732-353777 Nigel (Tonbridge)

Zoot Chute £60
Tel: 0181-657-0725 (eve) John Leggett

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

SPACE 24 (75-95kg). Excellent condition. Beg/intermediate canopy. 12 A's. Only 25hrs airtime.
Canopy (+ speed system) and rucksack. Colour yellow, excellent condition £1250 Tel: 0883-653445 Paul

OWNER MOVING ABROAD - FULL KIT FOR SALE.

RAINBOW 26 white, 1 yr old, immaculate.
AIRBULLE MODULAR HARNESS + PLATE.
AEROLITE RESERVE
DAVRON 300+
ADI SENDER 2M RADIO (brand new, unused)
HARLEY MISTRAL MEDIUM, 2.5 yrs old, good nick.
Could swap some or barter for Super Space/Space 24.
OFFERS?
Call Alex 0444-461-522

Best wishes to Sherriff Beard who suffered 2 broken ankles and a dislocated thumb at Devil's Dyke on 15th June as a result of an accident on his paraglider. Have a speedy recovery.

Democracy is over.

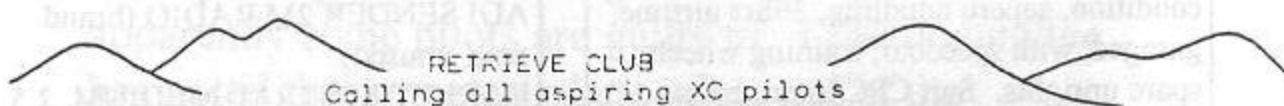
It seemed like such an enticing advert, "...a unique opportunity for the right person to help run Britain's premier club..", and suddenly there I was elected, as if by default of every other member of the human race, into the newly defined job of Club Officer.

So who am I anyway?

I'm a sailor; an enthusiastic club pilot (paragliding); a mother of two daughters; a wife; and the driver of a red VW estate car; probably, though not always, in that order.

My aims for the Club are initially to help the smooth running of marshalling and site fee collection. Then there are on the hill competitions, retrieves for XC pilots, and general PR. Alongside all this is the opportunity for sponsorship from outside the Club. There should be a mug-shot of me on the Club board outside the Dyke Hotel fairly soon. Any suggestions on how to make my job more difficult will be welcomed. There will be various issues that I'll report on in Windsock. For more permanent info, have an occasional look at the notice board at the Dyke. I'll be on the sites as much as my other commitments in life will allow. Apart from that, my telephone number is (01273 463334) and the mobile is 0589 951717

Finally, forgive me if I ask you more than once if you are a member. You see, it's my job!



RETRIEVE CLUB
Calling all aspiring XC pilots

Ever dreamt of having an XC pilot all to yourself, to pick their brains and listen to how they did it?

Are you around on good flying days?

If you don't manage to get away, how about giving me a contact number (a mobile would be great) so that we could have a pool of retrievers (sounds like Crufts) for those lucky who were in the right space at the right time.

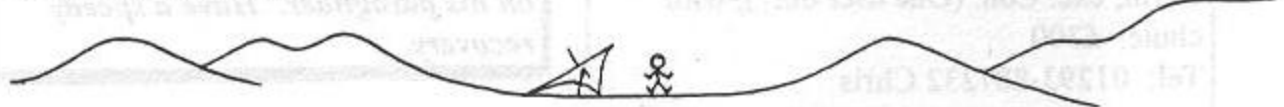
Think how pleased you'll be to have a guaranteed lift home when its your turn.

Call me, Julia (01273 463334) if you're interested. Petrol expenses would be re-imbursed.

**** XC Pilot Stranded After Missing The Last Thermal ****

Don't let this happen to you.

Don't waste the day - get back on the hill for another go. Join the retrieve Club. See above for details.



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!

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:

Contents of this magazine may NOT be reproduced without the express consent of the SHGC Committee and/or the author, in any form whatever. - The views expressed in articles, letters, etc herein are not necessarily those of the SHGC, its Committee or the Editor.

All and any (well, most) contributions welcome - Any ideas you have are welcome - they may be ignored, but they are welcome. Give yourselves something more interesting to read than the minut of the last committee meeting. Oversea trips, memorable XC's, ideas for Club events, advice etc, etc, etc,

ADVERTISING DISPLAY RATES

No. Issues	1	3	6	12
quarter page	£7	£13	£24	£42
half page	£12	£21	£37	£65
full page	£21	£37	£66	£105
back page	£31	£48	£75	£125

SMALL ADS:

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

PAYMENT FOR AD

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

WEATHER MACHINE

Devil's Dyke:
0273 857002

See notices in Windsock for updated services.