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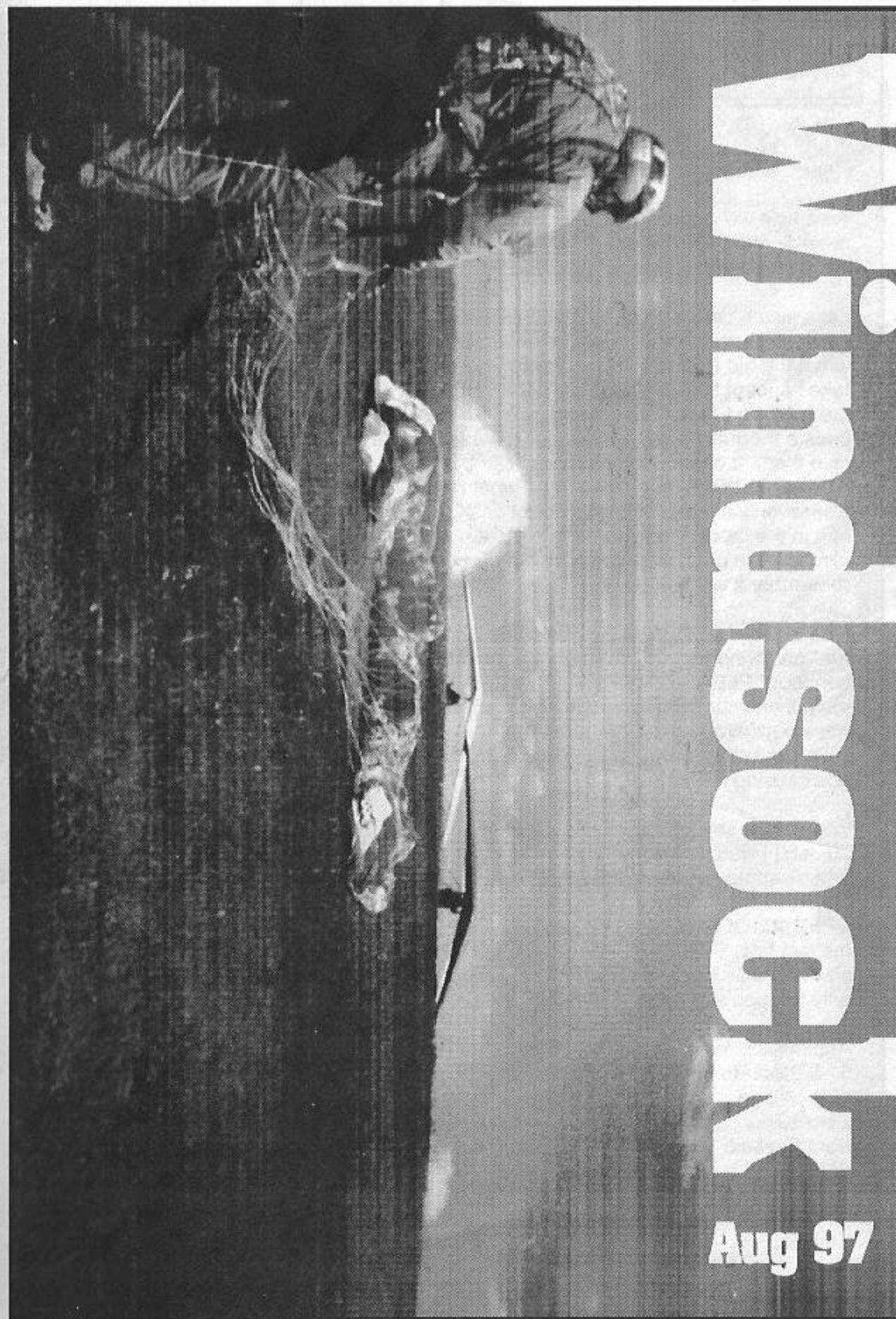
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Windssock

Aug 97

Chairman's Letter

Dear Members,

An article will appear in next month's Windsock regarding turning & thermalling, it must be read, understood and acted on.

Let's also have some good manners and consideration for other pilots in the air. Especially when the old PG. v HG. Confrontation arises. It takes a lot of time and effort to get an HG back up the hill from the bottom landing area. So if a glider finds a thermal especially low down, whoever it is, give them a chance to centre and climb clear before you barge in and screw up what could be his/her only chance of a good flight or XC that week. There is usually room below him in the thermal so you will get a chance after a few seconds have passed, there also is often good lift away from the particular core he has found, try up wind a little, remember it will be you one day.

One other plea, there are a few pilots who either forget or like to operate a "chicken run" on giving way to pilots with the ridge on their right. So to those whom it may concern "PLEASE GIVE WAY" (i.e. turn right) IN PLENTY OF TIME when you have the hill on your left and you are on a collision course remember the other pilot may have nowhere to go. It happened to me and several others, a person flying a yellow paraglider forced us to make an emergency turn left. Make sure it its never you causing the problem.

What I was saying last month about sea breeze fronts was working today (Sunday 20 July) I watched 6 or 7 Paragliders climb up to three thousand five hundred feet and disappear in all directions in a brilliant sea breeze front. (guess who missed it.)

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the last few SHGC T shirts, good quality, pure cotton, in cols. yellow or blue large size and a few blue X L all with black SHGC logo on the front. Reduced to clear for only £4 pop a cheque in the post and prove you are a committed club member! to:

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Fly with consideration. and you can still enjoy yourselves!

Finn



Windsock



Magazine of the Southern Hang Gliding Club

August 1997

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Deadline for next issue
22nd August 1997

ADVENTURES OF AN APPRENTICE SKY GOD

THE FIRST COMPETITION, by Jeff McCall

Someone once told me that a good way to improve as an XC pilot is to enter a few competitions. As someone who constantly has to hold himself back from trying to run before he can walk, I accepted this advice as a dog would a bone. As a result, one evening at the start of June I found myself in Keswick, Cumbria, registering for the first ever 'Pilot Trophy' run by Jocky Sanderson's Escape organisation. Here I received a T-shirt, a two day pass for the Keswick beer festival, a ticket to the competition cailidh (pronounced 'kaly', seems the Irish can't spell either) and the identities of my team mates. The competition was a team event with 9 teams of 6 led by an experienced 'Nationals' pilot. I found I was in the Brighton team, along with 'Pablo' Cashman, Adam Goodsell, Simon Smith, and Alan Jackson. Our team captain should have been Richard Westgate, but his navigation skills can't be up to much because he never found his way to Keswick, so we bumbled along without him.

"He's probably the best pilot in the country and to cap it all he looks like Robert Redford, what a b***d!"**

At the first briefing on Friday it was blown-out, and the weather didn't look good for the remainder of the weekend. Whilst other activities were being arranged we attended a very interesting SIV seminar given by Jocky Sanderson. Though his reputation precedes him this was the first time I'd met the bloke, he has an incredible knack of explaining things in very simple and colourful terms. He certainly impressed me, to quote Adam "he's probably the best pilot in the country and to cap it all he looks like Robert Redford, what a b*****d!".

The 'alternative activities' commenced on Saturday morning with a mountain bike race involving 2 members from each team. Simon took an early lead, taking the competitors in completely the wrong direction (don't follow this guy in a flying competition, you've been warned). Despite our shouts from a chasing car, and Jocky hanging out of a car window alongside, Simon continued steadfastly onwards, convinced that this was a tactical ruse. He did turn around eventually though, and was relieved by Pablo at the checkpoint. Pablo seemed a bit done-in at the end of his leg, I'm not saying he needed the exercise, but he's now getting a better sink rate on his glider. You'll be glad to hear that we weren't last, but only because one team failed to finish.

The next 2 events ran concurrently, and were archery and an assault course. Adam, Simon and Pablo quickly volunteered for the archery leaving me and Alan to go over the assault course. This consisted of various torturous roped obstacles, mud, more mud, and a water-filled tunnel. Not being prepared for the prospect of getting wet and exceedingly muddy, we all went round the course in just shorts and boots. Jocky's original intention was for each team to carry eggs round the course, but this was rejected by the competitors. Instead, we used them to pelt the first team across the Burma rope bridge, well they were Scottish! The last obstacle was the tunnel. This consisted of a muddy ditch dammed at both ends, with logs placed across the top to form the roof. There was a 6 - 8 inch gap between the water and the roof, requiring almost total immersion to get through it. How long the water had been in the ditch is anyone's guess, all I know is that it stank very badly. I went for the head first traversal, whilst Alan elected for the feet first approach. As a result, when he emerged from the other end, he was covered from head to toe in smelly

watery mud and leaf mould. He was immediately christened 'Swampy' by the other competitors, given his uncanny resemblance to the 'Swamp Thing'.

"everyone knows it would be cheating to use a helicopter in a paragliding event, so it should be no surprise that using a car for orienteering must also be considered cheating"

The next event was climbing, and we knew we were on to a loser when all the northerners started getting out their rubber climbing boots and little bags of chalk. We did our best on the climbs, and what we lacked in technique we made up for in spirit and grim determination. The day ended with an orienteering event. Dave Snowdon's team was eventually disqualified from the event following a protest. As Jocky put it, "everyone knows it would be cheating to use a helicopter in a paragliding event, so it should be no surprise that using a car for orienteering must also be considered cheating". Somewhere along the way, I can't remember exactly when, we had an XC seminar with Jocky and Judy Leden, which provided some excellent tips and advice. When the points were totalled at the end of the day we were last, with the next team being a margin of more than double our points away.

Sunday morning saw us canoe rolling and wall climbing. None of us ever having successfully rolled a canoe before, it was decided I would sit in the canoe and hold my breath whilst the others rolled it the requisite ten times. Later that day the weather began to improve a little and we actually had a flying task, hurrah!

The task was set as a ridge race between 2 turn points and a goal line in the bottom field. The race was in 5 heats with team members ranked in order of flying ability. We decided we had a strong advantage in this event, in that we were all comfortable flying in crowded conditions. I was set to race in the 4th heat and was quite

nervous not having done anything like it before. I let the others get away at the start, having noticed that the back-enders were always catching-up at the second turn point. I took Jocky's advice, which everyone else in the heat seemed to ignore, and climbed high in front of take-off. I reached the first turn point in one glide, making up 2 places, and headed for a small spur that had indicated good lift when I flew past it. I climbed again quickly, and easily made the second turn point on a glide now up with the leaders. Turning towards goal it was level pegging, but I soon found I couldn't make any sort of headway without more speed. Realising I wouldn't make goal on the speed bar, I returned to the front of take off where I was confident of gaining height. When I thought I was high enough, I turned to goal on full speed bar, leaning back with my arms tucked in to get every bit of speed I could muster. I could see a Sigma 3 halfway between goal and the 2nd turn point making steady progress towards goal, this was going to be close! Our course converged close to goal line, with me having a lot more height and positively steaming along. I dug into a right turn as soon as I reached the end of the goal line, and just managed to pip the other pilot to the post. I then found I still had enough height to line up for the spot, which offered extra points, but missed it by about a foot. Everyone in the team flew their hearts out, all reaching the goal. We ended up with two first places, a second, a third and a fourth.

This turned out to be the final task for the weekend, and when the points were totalled up, we had moved into second place overall for the competition. As you can probably imagine, we were more than a little pleased by returning from the dead and doing it where it really counted, in the air (I think there's a bumper sticker in there somewhere). We now have a tremendously glamorous glass trophy to share between us for a year. Despite the weather and limited flying opportunities, this really was a great weekend, and thanks must go to both Jocky and Lucy for the effort they put into organising it. I would recommend next year's competition to anyone, see you there!

Sites Control

Well membership is up, pilots are getting a better understanding of each other, things are looking up. We are trying to find more sites, so if you have any leads let us know.

Following three incidents of thermalling pilots low and close to the hill having to avoid other craft the BHPA have confirmed that turning / thermalling craft must ensure the airspace is clear during the turn and that it will remain clear. The Chairman will explain within Windsock, the BHPA will explain within Skywings as soon as they can, so please be careful.

Following a complaint by a modeller that he was almost turfed off the hill at Caburn, we would ask that you respect their sport and give them a bit of room. I will try to meet with them and see what can be sorted out.

Following a minor assault on Rob Chisholm at Steyning Bowl when he challenged a pilot that was not a club member and not in the BHPA, we ask you all to help us identify non members and uninsured pilots, so that we can safeguard our position particularly at the Dyke. I also remind you that any violence on the hill will not be tolerated and will be dealt with severely by the committee, this has not been the case in the past but will be in the future if the need arises.

So be happy be mellow.

Jerry Hansen,
Sites Control Officer

STOLEN GEAR

Stolen from car in Hove on 5th July:

- * Apco Sentra 31, Serial No. 295058 (Yellow Top, White Under, Purple Tip on Right).
- * Supair Profeel Harness (Black with Blue Panels).
- * Kiwi Helmet.
- * Flying Suit (Black with yellow sides & shoulders) & Gloves.

Any Information Please Call
Richard on:
01895 452761 or 0410 576054

LOST & FOUND

LOST AT FIRLE/WEST FIRLE ON 20th/21st JULY

Camera, point & click, not very hi-tech yet contains film with several potential Windsock cover shots.

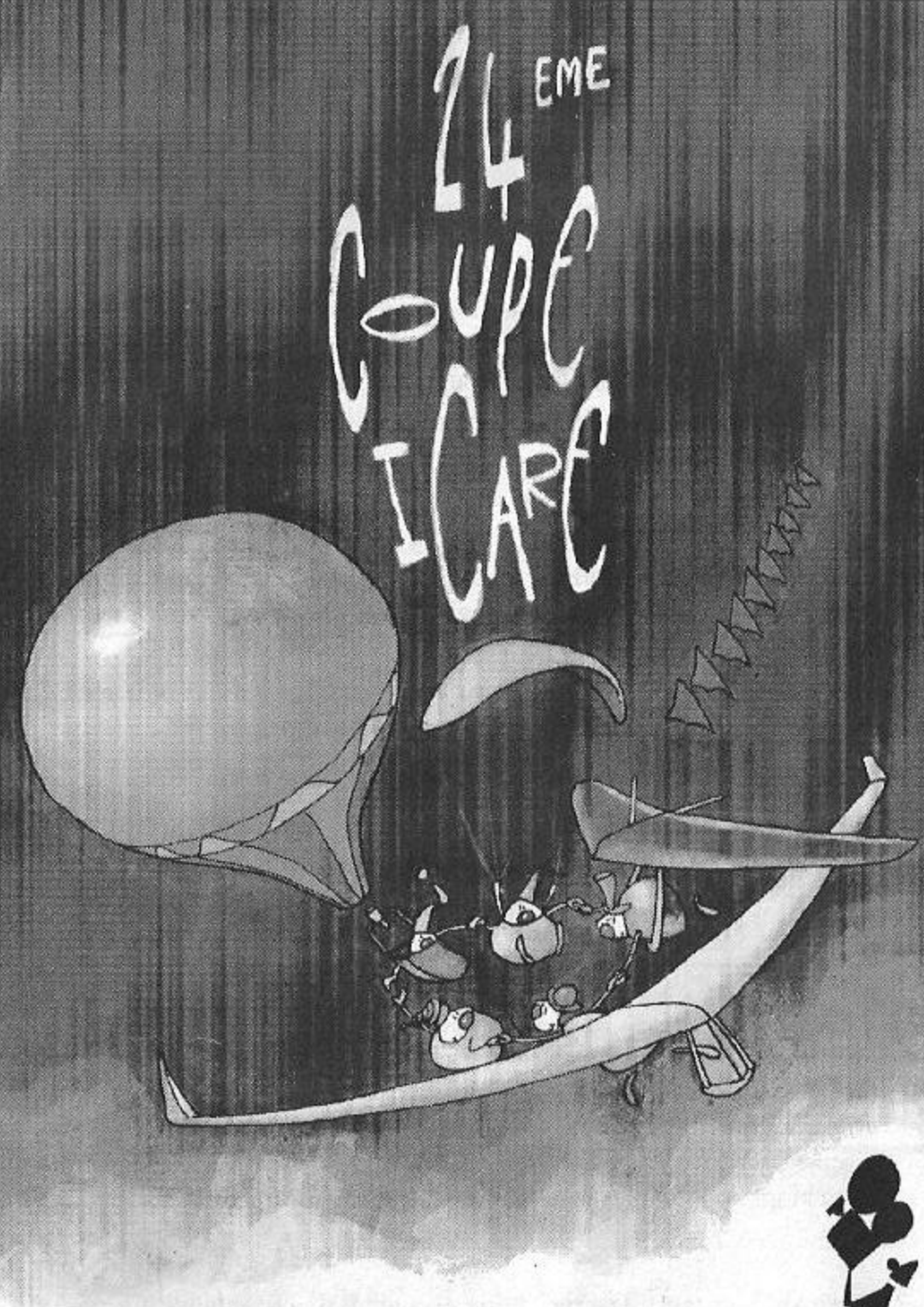
If you have found this camera please call Dan on 01825 712857.

FOUND AT FIRLE 11th JULY

Airmap in Airworks map case, if you want to claim this item please call 01323 768212




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SOUTHERN DIARY

September

ALL **Charity League Competition** ~ Unique event where all flights on Hang gliders, Paragliders, (and Swifts) for September can be entered into a handicapped league. For the first time all three disciplines are competing on equal terms for the BEST Charity league flight.

See Ozzie Haines for Details.

TBD **King College Hospital Charity Fly-in** ~ To raise money for a very good cause, fun events and serious tasks. Evening social and more money raising. Prizes for 1st Hanglider, 1st Paraglider and Best Fund-raiser have been donated by Tony Turner.

Venue to be decided

TBD **Club Coach Course** ~ Open to all pilots above Club Pilots(+10hrs). This is a weekend course, unfortunately there are limited places.

See John O'Neil for Details.

October

18/25th? **Great Southern Repack** ~ The ultimate in parachute repacking. Your chance to learn more about reserves and how they work. To practice deploying and to discuss problems encountered (because there *WILL* be problems). From guided repacking, up to a full professional repack for a little bit extra.

18/25th? **First Aid Course** ~ The repacking evening will also include a First Aid Course by the Red Cross:- Two valuable hours in which you will be taught how to save a life.

Lewes Sports Centre. AFTERNOON & EVENING

November

1/8th? **FLYABILITY Disability Awareness Course** ~ An opportunity to learn more about disability, and how to overcome it in order to achieve the freedom of flight. Morning aimed at Understanding Disability and the afternoon a practical demonstration (weather permitting) of Hang Glider and Paraglider techniques for Dual and Solo Flight.

This is an open course, Hosted by the Southern Club, for anyone to attend and learn more about Flyability. For more information see Kristin, or contact Flyability direct.

Venue to be confirmed, 9:00am - 5:00pm

December

TBD **Southern Club Christmas Dinner and Prize Giving** ~ Time to Feast, Drink and be Merry. Laugh at the years' Cock-ups and Cheer the achievements. (So keep an eye out for the most impressive tree landings and bent aluminium!)

Venue to be decided

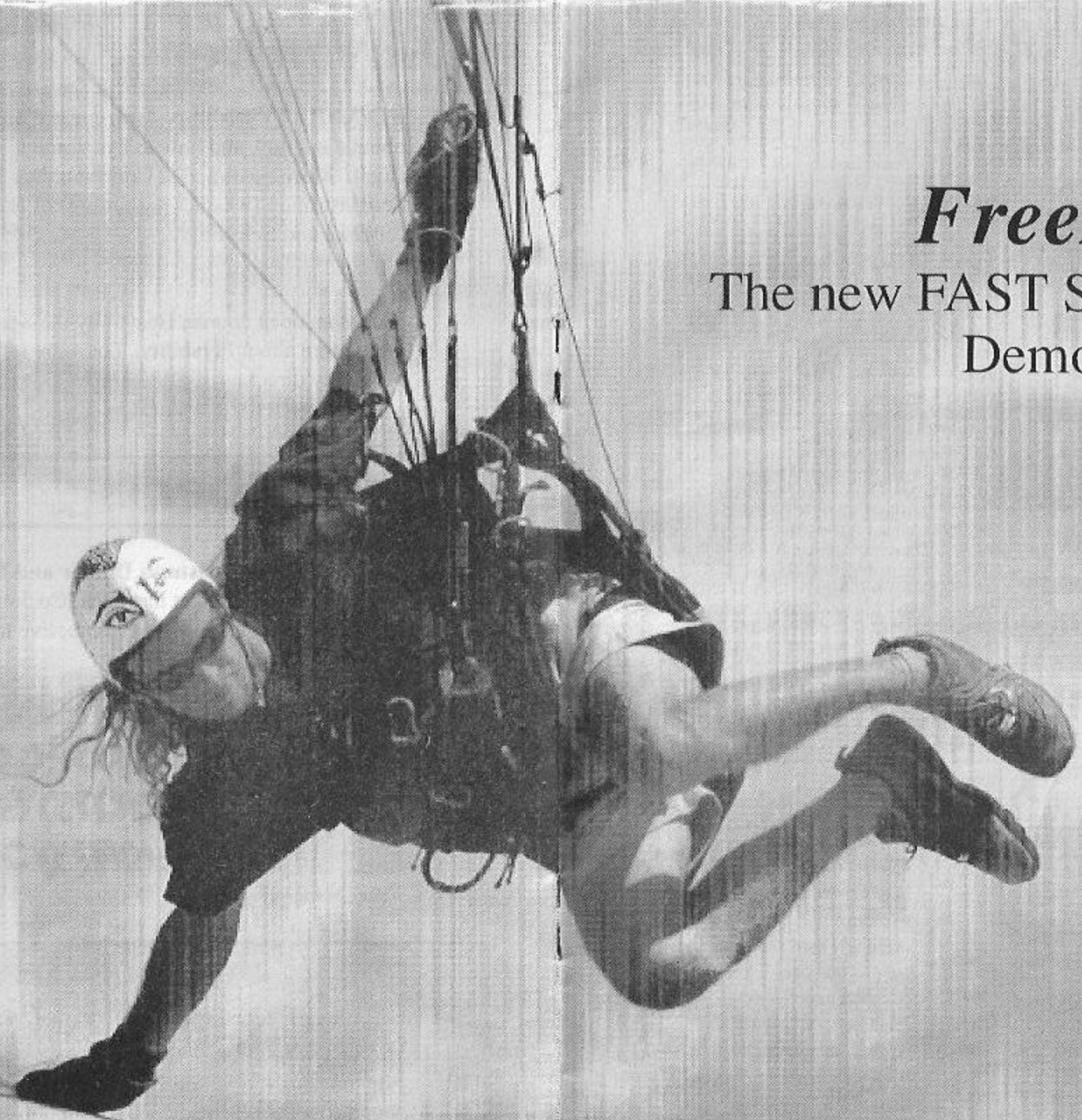
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23/08/97 Ben Gottesman 01273 787694
23/08/97 Will Greenwood 01273 477388
24/08/97 Simon Butler 01732 700321
24/08/97 Andrew Chipling 01932 850485
24/08/97 Steven Tracey 0976 154115
25/08/97 Peter Bernon 09767 34871
25/08/97 David Didcott 0181 882 9161
25/08/97 John Downie 01273 473492
30/08/97 Clifford England 01892 823213
30/08/97 Ashley Goddard 01634 715894
30/08/97 John Harmon 01825 890248
31/08/97 Richard Britton 0171 431 1661
31/08/97 David Howell 01708 558081
31/08/97 Paul Rankin 01293 775021
06/09/97 Roger Bilton 01903 249884
06/09/97 Jon Lane 0171 267 0910
06/09/97 Stewart Owen 01798 831402
07/09/97 Tony Hobden 01273 721995
07/09/97 Simon Tristram 01268 785394
07/09/97 David Webb 01483 799531
13/09/97 Clive Belbin 0181 681 8693
13/09/97 Jeff McCall 01708 440535
13/09/97 Graham Rae 0181 450 4894
14/09/97 Darren Blackman 01273 733916
14/09/97 Richard Milla 01252 627319
14/09/97 Mike Millwood 01273 514993
20/09/97 Steve Moody 01689 858894
20/09/97 Sean O'Carra 0181 5409632
20/09/97 Warren Travers 01323 731252
21/09/97 Edward Knight 01322 270684
21/09/97 Martin Reynolds 0181 894 4647
21/09/97 C. Rudland-Wood 01273 461 723
27/09/97 Michael Peters 01323 768212

Paragliding		
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Adam Goodsell	Hove	01273 749412
Jerry Hansen	Shoreham	01273 461783
James Hardiman	London	0181 311 0683
David Massie	Horsham	01403 268601
Peter Perry	Crawley	01293 402908
Barry Phillpot	Lindfield	01444 482225
Stewart Swanton	Hove	01273 732219
Stroller	Cyberspace	stroller@bigfoot.com
Steve Uzochukwu	Maidstone	01622 736219/0973 713120
Colin Williams	Sanderstead	0181 6574958
Hang Gliding		
Steve Cook	Littlehampton	01903 725724
Eddie Horsfield	Croydon	0181 657 9307 (M)0850 088173
Dave Matthews	Brighton	01273 857163/0171 2409872
Peter Perry	Crawley	01293 402908
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Trevor White	Surrey	01932 872722/0171 437 8676

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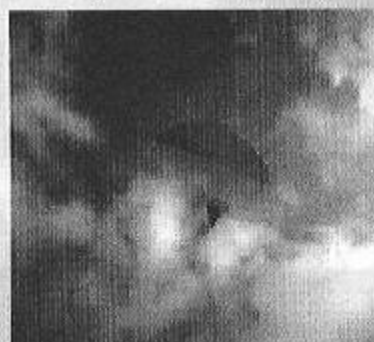
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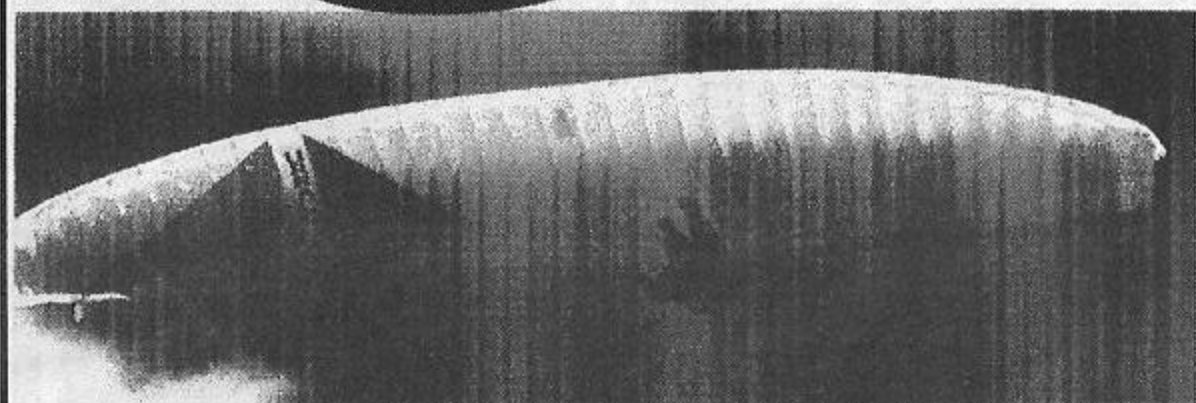


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Rob Chisholm



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Windtech UK Opens

Leading manufacturer of Paragliders and Kites based in Asturias, are now making their products available in the UK via Windtech UK.

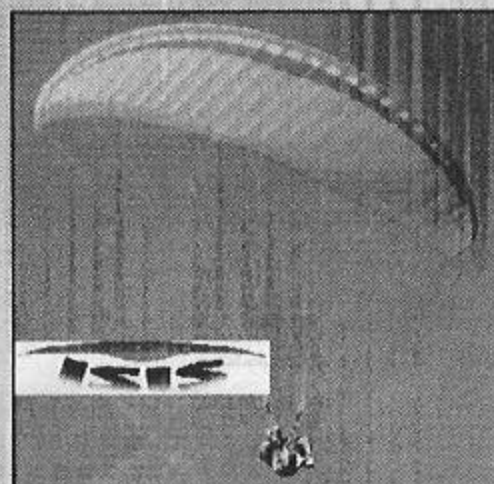
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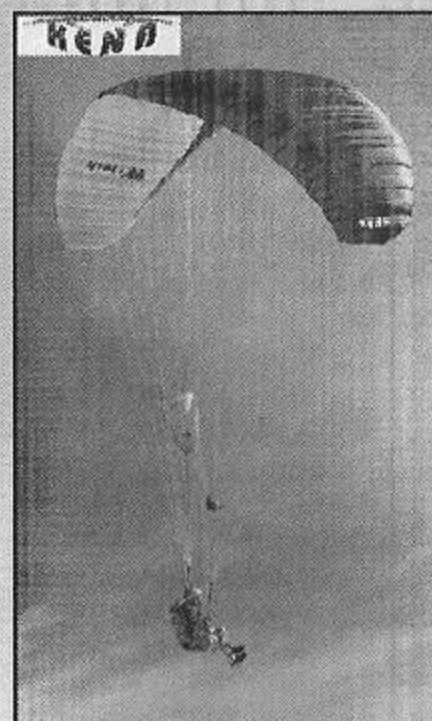
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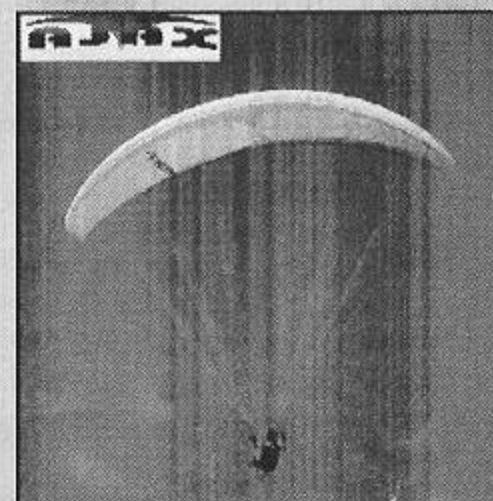
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