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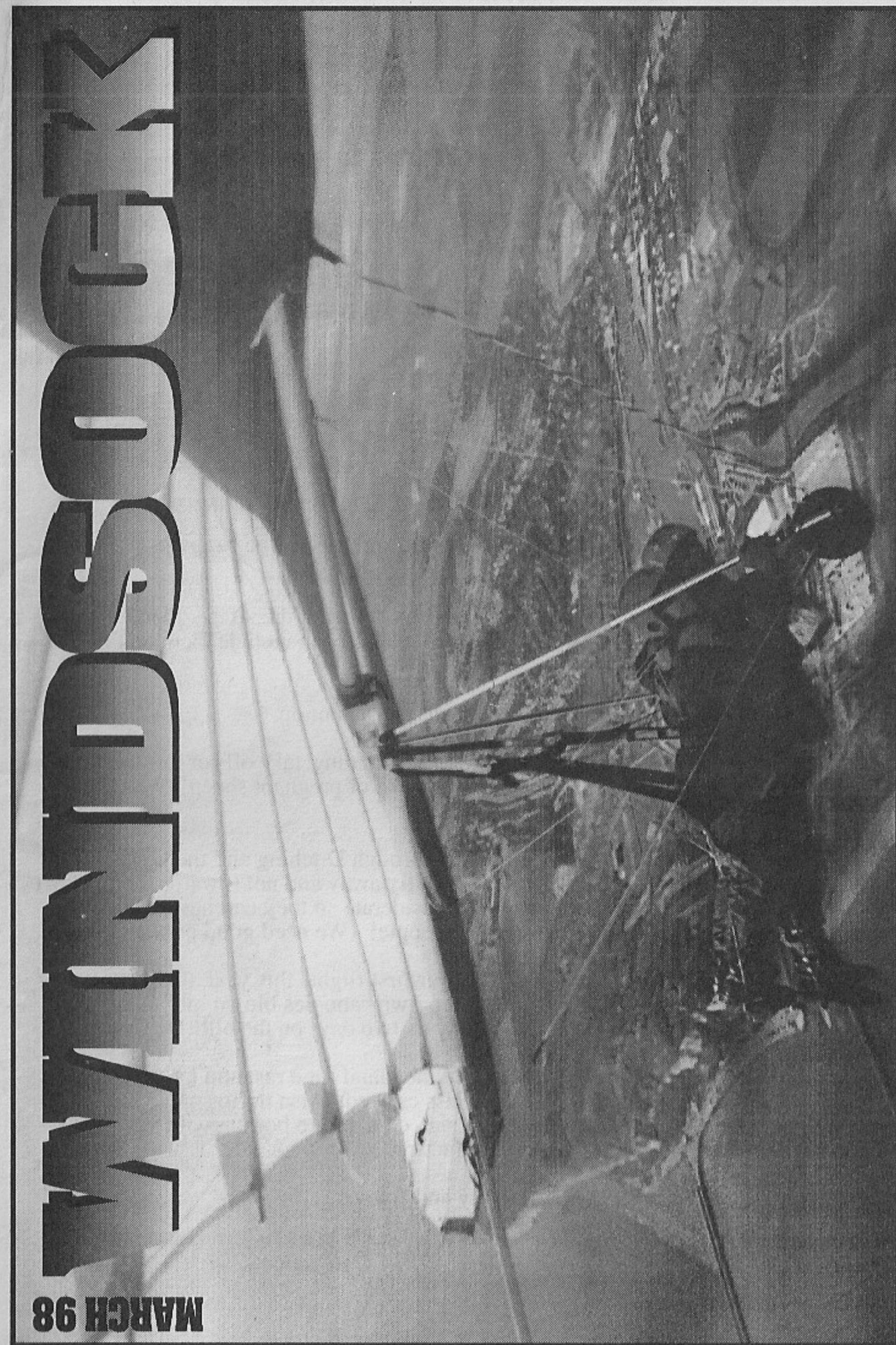
West Sussex BN5 9LL

Tel: (01273) 857700

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email: skyinfo@skysystems.co.uk

web: <http://www.skysystems.co.uk/>



Chairman's Letter

Dear members,

Apologies for no Windsock for the last two months. Dan has found it just too much, what with new and demanding job, young baby and old house to cherish.

However, it is AGM time, and we would really appreciate it if you could make the effort and come. Unless enough members attend it is not valid, the money and time are wasted and we have to start again. So do come. It is easy to get to. It is to be held at Claire Hall, Perrymount Rd. Haywards Heath.

ON SATURDAY 28th MARCH 7.30pm

It is two minutes walk from the railway station and has a large car park and we have organised a bar.

If you have any proposals you would like considering at the AGM. Please let me have them in writing at least two weeks before and I can include them on the agenda .

There are a couple of site notices that need your attention.

1. CABURN from now, until further notice. No landing, take offs or low flying over the western extension (next field) - because of pregnant sheep! We will post notices on the gate when the ban is lifted.

2. There is a sponsored Horse ride coming through Ditching and the Dyke on April 26th please look out for horses. Try to fly away and not towards them. Don't inflate canopies when they are near. Be considerate so they can have a good day and think para/hang glider pilots are nice people! (We need good publicity.)

Lastly, but not least, please be wary on your first flights this year, there are strong small thermals and turbulence, I have seen two canopies blown into fences an injured leg and several near misses already in two days on the hill. Be Careful.

So, if its crowded, fly for half an hour and then land for a rest and let someone else have a fly. Take off again when it's less crowded. Also try to spread out, or if you don't have much experience on that site, do a top to bottom with a really accurate spot landing - it's very good practice.

Well that's all I can think of so fly safely and enjoy.

Finn



Windsock

The
SOUTHERN
HANG GLIDING
Club

Magazine of the Southern Hang Gliding Club

March 1998

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Display Adverts: Preferably Corel Draw, Pagemaker, Neg film or EPS. **Not** a paper print - very poor quality results.

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COVER: Dave Williamson and Sara
over Newhaven

How Was It For You?

The Joy of S.E.X/C Dual Flying by Dave Williamson

For the last six years we've been dual flying on a Typhoon 180 which four of us chipped in £50 each to buy and I'd always intended to do a dual X/C, given the chance. On a really good day I'd been up to 3,000' with a passenger but couldn't go over the back as I'd got other passengers waiting on the ground. This year my girlfriend, Sara, bought a brand new Airwave Fly 2 (supplied by Andy Shaw of Green Dragons at two weeks notice) as she was fed up with waiting for the perfect day to do a dual X/C on the Typhoon. The Fly 2 is a purpose built dual hanglider with a large wing area and good handling which gave us the chance to go dual flying every weekend when the weather was good in March and April.

On the 12th April it looked good for thermals with a moderate N/E wind and so I arranged to meet Sara at Firle. When she arrived at 11 o'clock I'd got the glider set up and ready. The wind, however, was northerly and everyone who took off ended up bottom landing. I was wondering if we should have been at Ditchling. By 12 o'clock we decided to

take off in the next bit of lift that came along and if it was no good then we could de-rig and go to Ditchling. We took off and soared around in bubbly air but could find no cores big enough to circle in. When we were halfway down in the bowl I was setting up for a bottom landing on the wheels, cross-wind along the clear strip at the edge of the crop field. Unfortunately there was another glider going down and making an approach for a stand up landing into wind, at right angles to us. I s-turned to let him get lower than us and land first but, of course, he hit some lift and shot up to the same height as us. We weaved around until I managed to put in a 360 and slip round the back of him, both of us landing O.K. I apologised to Sara for bottom landing, as I'd told her that I had felt it in my bones that it was a good X/C day.

We carried the glider and harnesses round two fields and back to the road where I de-rigged it while Sara walked up the hill to get my car so that we could go and try Ditchling. While she was getting it she met Dave Keepax and he told her that it was no better at Ditchling



Over Telscombe cliffs



Over the north edge of Seaford

so we took the glider back up to the top of the hill and started rigging it again. Dennis Thorpe had also bottom landed and said that he'd had enough and was giving up for the day. At 1 o'clock someone actually gained enough height to top land and this gave us a little optimism. By 2.30 it had got too windy for paragliders to fly and we took off again into a lift cycle. It was quite bubbly, we went "over the falls" as we were approaching the bowl whilst scratching but we gradually gained height by 360ing in a different bubble every circle. Two other gliders were climbing with us but they pulled forwards back to the ridge. We were averaging a 1-up climb and I asked Sara if we should keep going. She said yes, as that was our purpose for flying in the first place. When we were no longer climbing we turned downwind to catch up with some of the lift that had previously bumped us around on the ridge. Once we got into the next patch of bubbles of lift we stayed with that until, at about halfway back to Seaford, it became a proper thermal core with an average 4-up climb.

By the time we crossed the coast at Seaford we were just above 2,000 ft. We then had to glide across and into the Northerly wind to

follow the coastline and stopped to circle the first patch of weak lift that we encountered, just before Newhaven. This turned out to be no good as we were hardly climbing and were getting blown out to sea. Leaving the lift and gliding across the river at Newhaven meant that we were down to 1,000 ft. With the flags on top of the cliffs showing a moderate North-erly. Sara started chanting "We want a thermal!" over and over again. It must have worked because within 30 seconds we were coring a 5-up and drifting over the coast again.

After climbing to 2,000 ft. we cut crosswind over the sea to get under the first cloud of a street of three, which allowed us to fly into wind and get inland at Telscombe Cliffs without losing any height. We glided crosswind to the next cloud and hit a bit of weak lift on the way to it. I said to Sara that it wasn't worth stopping for but she said that we should have a look as it could get better. After searching around it proved that she was right as we were rewarded with a 6-up core, occasionally stronger, which took us up to 3,200 ft. at 3/4 of a mile out to sea off Saltdean. Another hanglider, piloted by Andy Keyte, who had taken off from Ditchling, went past us in the opposite direction, 500 ft. higher and 300 yds. further

out to sea. Not wishing to get any greater distance from dry land we glided back into wind to arrive at the coast at 2,000 ft. and then crosswind to a large, growing cloud. As it was now getting on for 3.30 p.m. we pressed on gliding straight across the upwind edge of the lift for a few hundred yards, gaining height all the way. Leaving that and gliding along the coast got us down to 1,500 ft., but into the next thermal. We climbed in a 5-up to 2,500 ft. with a big flock of seagulls and a lone kestrel, which the seagulls were keeping well clear of, far below us over the water. Leaving that we glided over Roedean School where there was a bit of lift, but too weak to climb in. As we approached Stanley Deason athletics track, on the edge of Brighton, I considered landing there as we were down to 500 ft. There were, however, some seagulls circling over Kempton and they weren't flapping.

I told Sara that I'd try a last ditch effort in that patch of air as we could always land in the playing field at the back of St. Marks' school, if need be. The lift was no good and so I told Sara to stay in prone and that I'd make an approach for a wheel landing in the school field. At this point I noticed that there

was a fence bisecting the field and so the landing area suddenly halved. Turning in as low as possible we stayed in prone and I got my hands on the uprights for a nil-wind semi-flare onto the wheels.

A group of children ran to us from the other half of the field and crowded round. As we stood up my Camelback, from which the mouthpiece had become dislodged on landing, sprayed water all over the place and the children shrieked back out of the way. Some nuns looked after the glider in their convent across the road while we got a retrieve back to Firlie (have you tried buying a "thank you" box of chocolates for nuns? "Black Magic" somehow doesn't seem suitable!)

It had taken us 1 3/4 hrs. and six thermals to fly 16.64 km. Has anyone done a bigger dual hanglider flight in the U.K.?



3/4 mile off the coast at Saltdean



Kings College Hospital Charity League

This Charity League is open to all Club Members, and is to raise money for Kings College hospital. It is set up so that everyone has a equal chance of winning.

All Pilots will be scored for the distance they fly on weekends in September. Paragliders will be scored per Kilometre, Hang Gliders per Mile. There is no minimum distance, and no maximum number of flights, so every top to bottom will count. To make things a little fairer, pilots with less than 50hrs logged will score double points, and all Red Ribbon Pilots will score quadruple points.

So the points for a 8km/5mile flight would be:

	+50hrs (x1)	<50Hrs (x2)	<10hrs (x4)
PG:	8	16	32
HG:	5	10	20

There are three Charity League Trophies. Two Trophies for Paraglider, and Hang Glider pilots who raise the most money. The "Charity Cup" going to the pilot, HG or PG, who wins the league with the highest points scored.

A minimum of £5 sponsorship is needed to enter the Charity League, so fill in the form, enjoy yourself, and Good luck!

Ozzie Haines

Please send all outstanding King's College Charity League monies or any donations to: Peter Day, 112 Cotswold Way, Tilehurst, Reading, Berkshire, RG31 6SR

The Swift Comes out Again

By Johnny Carr

We watched the evening weather forecast and it showed north to north west 13 to 18 mph winds which were certainly too strong for paragliders and a bit near the top end for hang gliders. Having looked at my Swift log book only a couple of weeks earlier noticing that I hadn't flown the Swift since September 96, I thought it a good opportunity to get it out of the garage. I have been committed to the McCarthy Corporation Hang Gliding Team flying Class 1 hang gliders all year so the Swift has had to take a back seat. Tony Lucchesi and Stevie Cook arrived at the Dyke and as usual I had a few things to do before I could leave home. I arrived at the Dyke and rigged the Swift with the help of a couple of volunteers to whom I am always grateful.

I noticed as I was rigging that the wind had dropped considerably and had backed to a north westerly direction. I heard Stevie from above rubbing it in as he knew the hill would soon be awash with paragliders and it would be a much bigger challenge to get up and into the sky that was beginning to show potential. He landed and came over to me, stood shoulder to shoulder and said "Truleigh and back all right?". I was impressed and asked "have you really? - the wind is north west". The two and a half mile north facing ridge ending up at Truleigh is not easy to reach and return when the wind is north westerly. I congratulated him and carried on with my own problem of picking a thermal cycle to get me away from the ridge and into the ever improving sky. About 12:45hrs, I got myself into the harness and ready. The wind had virtually died and the ridge was hardly soarable. One mistake now and I would be at the bottom very quickly and my landing options were not too clever either. Fortunately that must have been in the minds of others as the ridge wasn't that busy.

I spotted a hang glider maintaining about 50' above the ridge and when he started to climb slowly, I launched, got airborne and flew to where he was. Oh dear - nothing!. I did a couple of desperate beats of the hill, weaving around the other pilots and soon found myself below the top. I glanced through the clear Mylar fairing at the only landing option, I didn't like it but was now facing the reality.

I moved out from the ridge and to my relief found a thermal under my left wing and had to do a left hand 360 degree turn to have any chance at staying up (Sorry Jerry!) I climbed out and when I was safely above the top I put the Swift into a right hand 360 degree pattern as per the club rules (I am a good boy really Jerry!) Once above 1500 feet, I really began to relax knowing the superb sink rate of the Swift would easily keep me up long enough to find another thermal. I flew around with Stevie for a while and challenged him to a race to Truleigh and back. He declined laughing and reminding me that he had already done it while I was rigging. I went there anyway and found a thermal, climbed out and crossed the Steyning gap with a view to try an out and return flight. I contacted Tony on the radio and he said "make sure you get back as me and Steve have gone the other way and Claire, (Tony's wife and our retrieve) are chasing us". I crossed the gap successfully and found another thermal just before Chanctonbury Ring and climbed steadily to cloud base. I knew I could glide to Parham Gliding Club from here but decided to push on and see if I could get to my old Class 1 record at South Hayshot. For the next few miles the thermals were quite broken and because of this I decided to stay high. I glided north to Amberly and joined a glider in a pretty good climb. With my old record in sight, I remember thinking that I am on a swift and it seems a long way to Hayshot and I haven't even thought about going back yet. I successfully got to Hayshot and back to the Dyke on a Rumour 1 in 1990. I did make myself feel better by reminding myself that this time I was battling into

a head wind and that the home leg would be a lot easier. Every now and then I could hear broken conversations between Steve and Tony, a constant reminder that if I bombed out I will be waiting a long time for a retrieve or more realistically have to make alternative arrangements. I pushed on I made a slight detour to a good looking cloud just south of Cocking gap, I wasted a bit of time here because I would not believe that there wouldn't be lift under it - don't you just hate it when that happens!. After an extensive search and a few hundred feet height loss, I pushed on muttering obscenities at the cloud and glided towards Harting.

The sky is now going through a bad phase and looking quite overdeveloped with lots of shadow on the ground and I now need to find some lift. I find a weak thermal under the scraggy sky and climb back to 4000'asl. I am in no hurry as the sky is not looking that good. As I am climbing I can see some good cells forming over Petersfield and streeting out towards the north west. I can also see the sports centre near to where Steve, Tony, and myself landed back in March. I glided out towards Petersfield in some really buoyant air and decided to take a photo of the sports centre just east of Petersfield to mark the out point.

The sky has opened up now and the prospects of getting home now look good. I worked the thermal at Petersfield to near cloud base and started heading back. There was a really peachy cloud in the distance, just short of Amberly with a Glider marking the core as I glided towards it. Covering the ground fast on the downwind glide, I arrived in the core at 1,800' asl and started to climb. The glider left the thermal and I had it all to myself. I now felt good I could see another really good cloud forming at Steyning. Gliding over Parham on route to the cloud, I knew I would make it home. As I arrived at the cloud I was about 3000' asl and a convergence cloud started to form underneath me (Isn't life great?!). I played around a while as the Dyke was now an easy glide away. Arriving back in front of the Dyke at 3000' asl, I saw a couple of hang gliders being put in their bags and from the way they were facing I could tell the sea breeze had gone through. All I had to do now was land safely and I looked at several options but decided to land in the north bowl in a south westerly direction. I dithered around a lot as I always do when landing the swift, putting off the inevitable until I am committed then I concentrate 110%, (it can be expensive if you mess up big time.) I set it up perfectly which surprised me as it was 10 months since I last flew it. Some of my hang gliding friends were there to share in my delight and help me pack it away, (thanks lads.)

The flight in total took four hours - three to get there and one to get back.

Steve and Tony had landed near Dover. Whilst drinking a cup of coffee in my kitchen, I spoke to Steve on his mobile phone. "You know your flight to Truleigh and back in a north westerly?" I asked, he said "yes". I then proceeded to tell him about my Petersfield and return flight. He said that it didn't count because I went the wrong way and should have gone downwind!! We both laughed and about two hours later they all arrived at back at my house - The end of a good days flying!.

Glider Ariane Swift

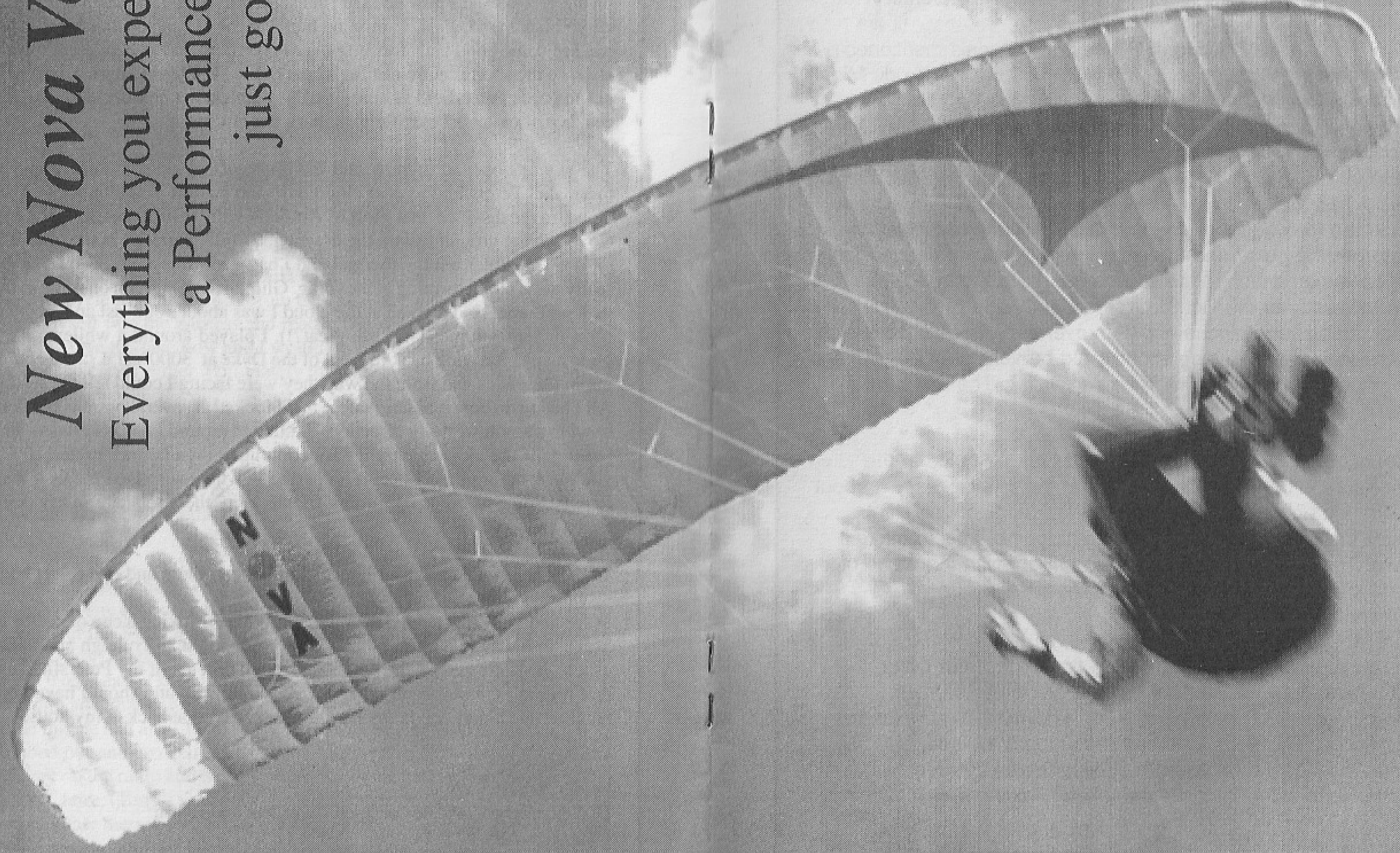
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Tales of the Iron Lion: Demain, l' Augille du Midi!

Steve Uzochukwu

After the hustle and bustle of the St. Hilaire Film and Free Flying Festival I wanted to go somewhere with some easy flying and a chance to relax. It's a short drive from St. Hilaire to Chamonix, where I've flown in the past and have greatly enjoyed myself. This time of year it's good to be in a chalet not under canvas, and I'd booked into the Flyers Lodge, that well known establishment run by Dennis Trott.

Back at the chalet after a pleasant days flying at Plaine Joux, Dennis mentioned that the weather sometime that week might allow for a flight off the Augille du Midi, the highest point attainable by cable car in the Alps, and only 1,000 m below the top of Mt. Blanc. All the party wanted to go, and then later he mentioned that weather was looking good and it might be in the morning. Was I interested? Yes, Please!

The weather looked good the following morning and after an early breakfast we headed into Chamonix to get the guide and the crampons, which are needed for the walk down from the cable car station to the snow field where the take off is. A serious briefing session followed, as the flight from the South side of the Augille du Midi takes you through the Vallee Blanche and then over the Mer de Glace. With the huge and invisible crevices there, landing short would be very risky indeed, and all of us had to be sure of getting back into the Chamonix valley. The South take off is easy, but the North take off is steeper and more difficult.

Suitably briefed and with our crampons we met up with Dave, the guide at the cable car station. Temperature is about 20 Celsius, but at the top its -5.... It's about half an hour journey to the top and during this Dave briefed us all on the climb down. He intended to split the party of eight up into two groups of four, to make it easier on the climb down. The cable car ride in itself is brilliant with the views of the Chamonix valley, and snow covered peaks of the highest Alps.

At the top we all headed off to the exits to the mountains. Large signs warn of the responsibility you have to assume on passing them. A final word from Dave, the guide and we (in the second group) watched as the first group put on their crampons and were roped together. They then started the climb down, which took them along a spine back ridge. The ridge is about 50 centimetres wide, and has a 75 degree slope on either side. The drop on both sides is about 200 feet, but is worse near the top on the North side. All of the party had climbing sticks. Watching the wind, it was on the easier South slope. The rest of us headed for the restaurant, but found running at that altitude could leave us out of breath.

Half an hour later, I was roped up, with crampons on, at the front of the party headed down towards the take off. The initial unease of looking down the side s of the spine back was dispelled by the effort of walking with the crampons, and

concentrating on getting decent footholds and NOT SLIPPING! On arrival at the take off the wind was getting stronger all the time, and Kenton urged us to not waste time preparing our gliders. The view was stunning, but I put my crampons away and rigged up quickly. Then a reverse inflation and away!

Relieved with a good take off, the ground slipped away and the scenery unfolded. The snow field is just under 12,000 ft above sea level. Cloudbase is nearly 5,000 ft below you in the Chamonix valley. You are in the highest of the high Alps. Here the snow is on the ground all year round and the scenery stunning. Silently slipping past the jagged crags of rock pointing skyward, the serenity broken by Kenton on the radio: "You're too far out, stay further to the left." Looking behind me the other three had launched, shortly to be followed by Kenton. After 20 minutes over the Vallee Blanche and Mer de Glace, I pop out into the Chamonix valley.

Thrilled with the flight I decide to try to extend it and manage to get to the North side of the Chamonix valley which is into sun. I manage to thermal up and fly for another 2 hours before I get tired and have to land. All told it's a brilliant day, with flights from Plaine Praz and Plaine Joux later in the day.

The Augille du Midi trip is a stunning flight that puts you up in the highest of the

IMPORTANT NOTICE

Southern Hang Gliding Club AGM

Claire Hall, Perrymount Rd. Haywards Heath

ON SATURDAY 28th MARCH 7.30pm

*It's vital that as many who can attend do attend
otherwise it won't count!*

SEE YOU THERE!

PROFITS OR PILOT SAFETY?

Maybe its because I'm the most recently appointed Club Coach, or maybe it's because I work in an area very sensitive to safety and risk, but I've noticed an alarming trend on the hill this year. I recount 3 particular instances below, but the law of averages says there must have been more.

The first occurred at Firle. A red ribbon pilot launched and managed to strike the base of his harness on the ground in the process. As he flew away, a stream of water fell from below his seat; it was obvious he was carrying ballast. I approached him after he landed, to ask him why he was carrying the ballast. He told me that when he bought his new glider, it was too big for him, so the dealer told him to carry the ballast.

The second occurrence was at West Firle. On this occasion a red ribbon pilot launched, and as soon as he reached the front of the hill experienced a 50% asymmetric collapse. From his reactions it was obvious that he had't the experience to deal with this situation. Despite his efforts, the canopy admirably sorted itself out. However, by this time the pilot was heading downwind over the back. He suffered a heavy collision with the ground, and was consequently removed to hospital by ambulance. On investigation, it transpired that he also had been sold a glider that was too big for him. His weight clearly placed him in the middle of the weight range for the next size down.

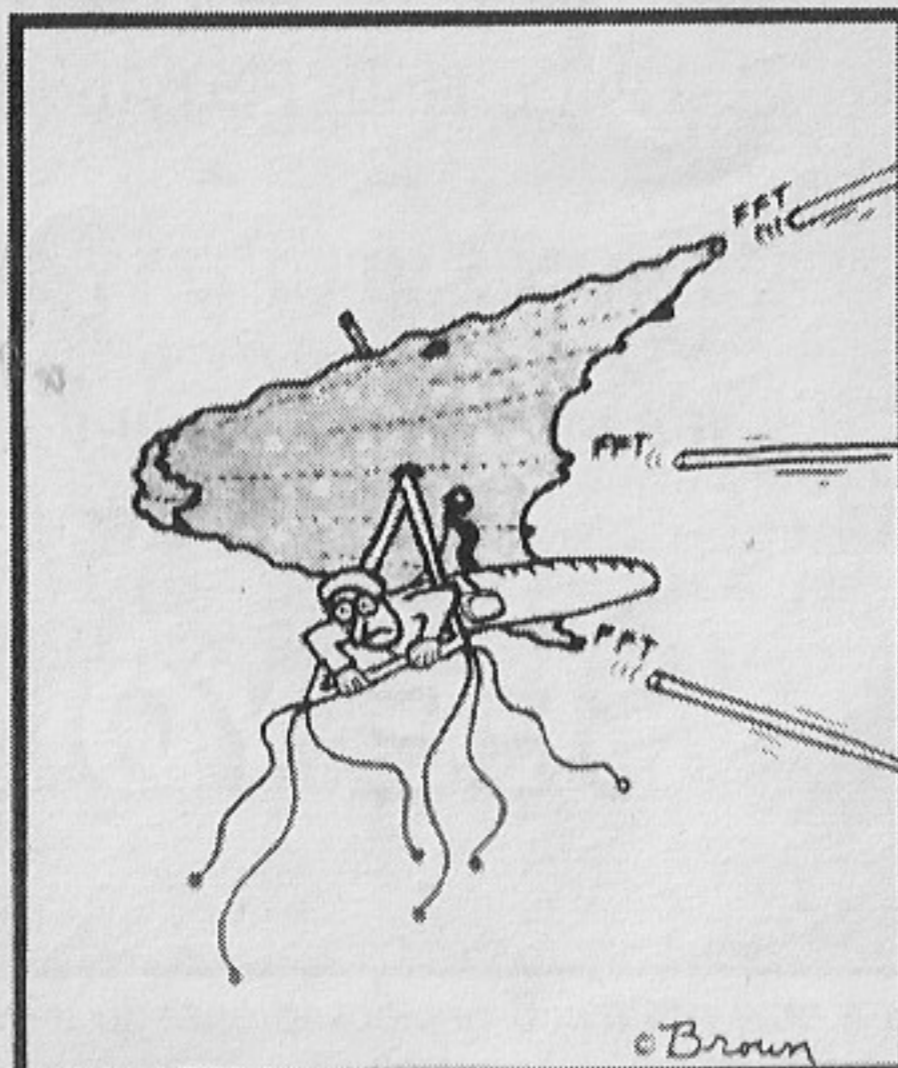
On the last and most recent occasion, I observed a red ribbon pilot at Devil's Dyke gingerly flying his new Performance rated canopy.

These gliders were bought new from different sources in the local area. Surely it is not too much to expect the dealers concerned, who also provide training, to act responsibly when supplying their students with new equipment?

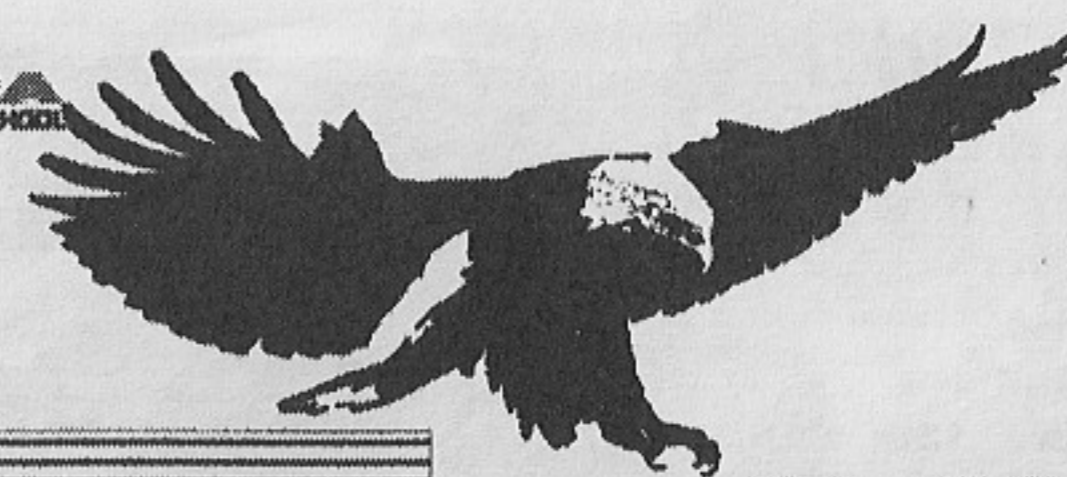
Jeff McCall



When arriving at a site you've never flown, be sure to ask the local pilots for guidance.



The horrors of Aluminum Interface Disintegration Syndrome



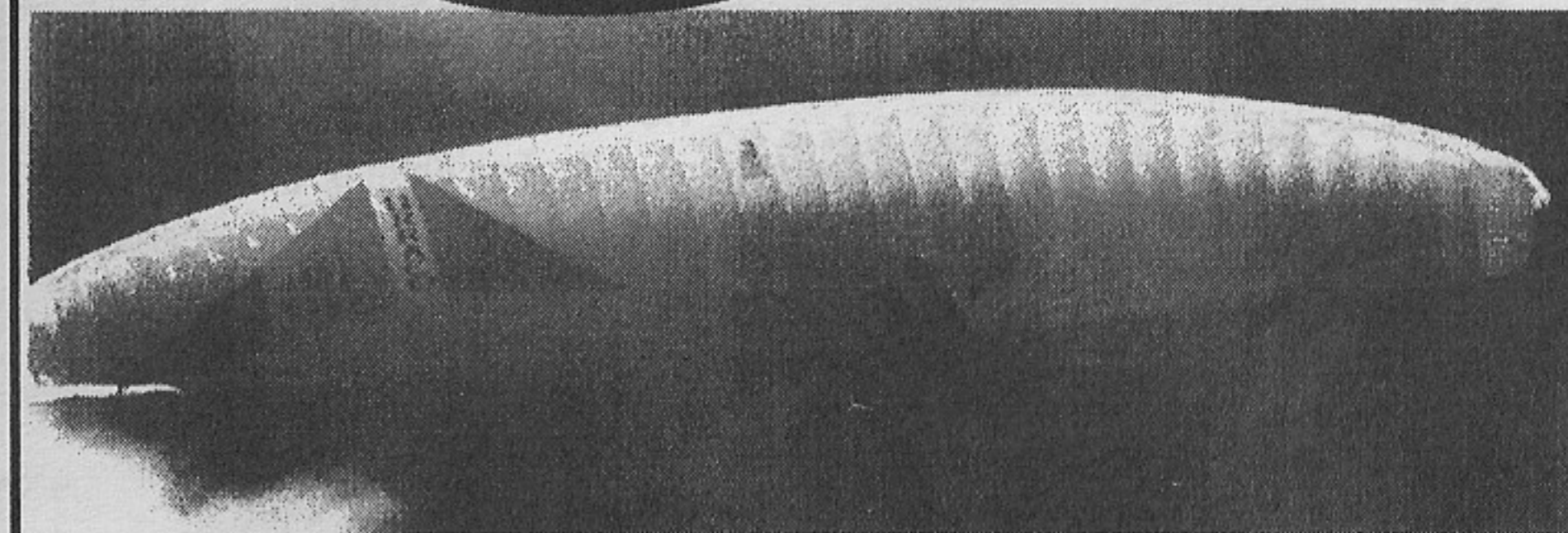
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Speak to top UK Swift pilot - Johnny Carr



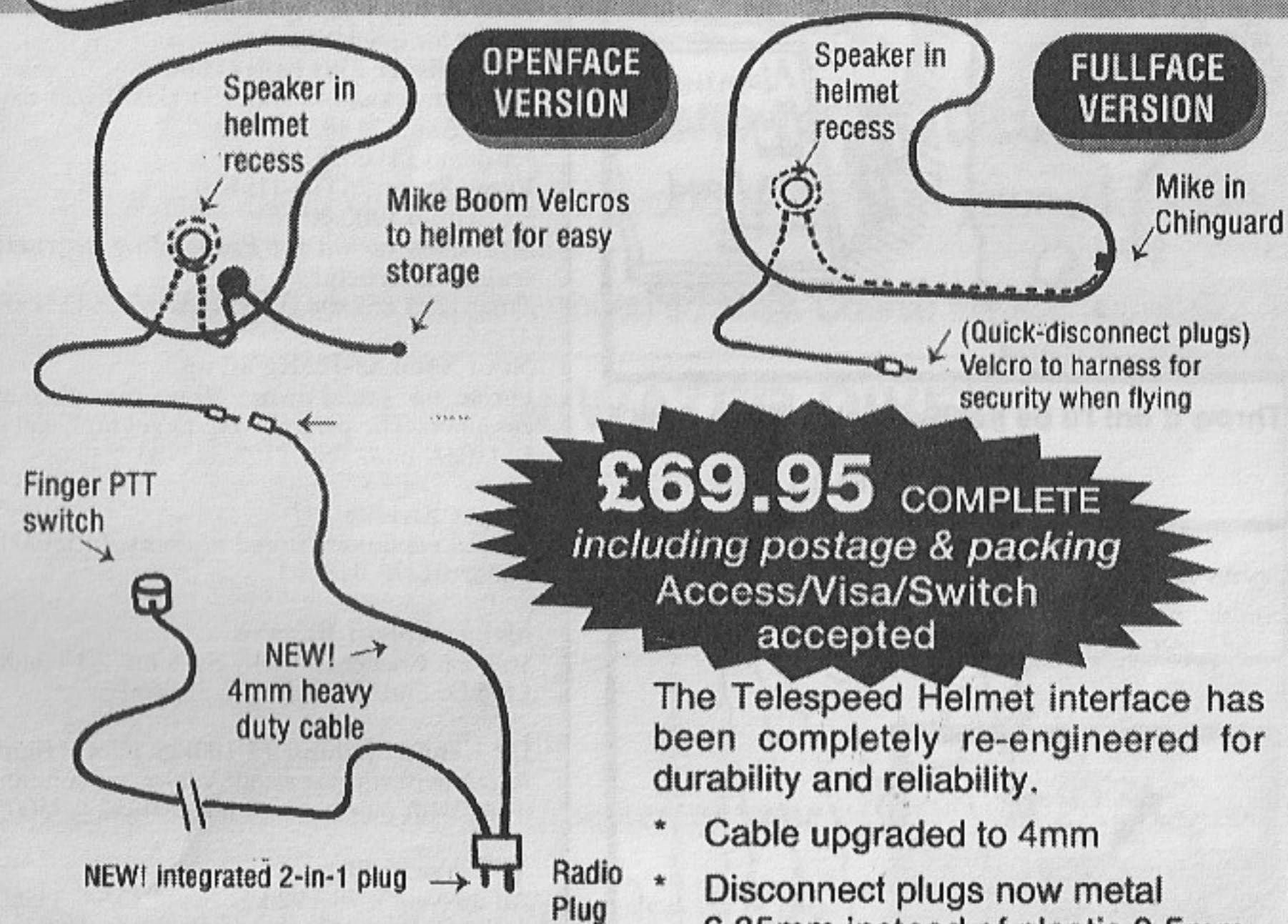
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- * Openface mike boom has 2 offset Velcro mounts to helmet for secure fixing with quick removal after landing
- * Improved impedance matching reduces wind noise and improves clarity with Alinco radios
- * Finger PTT now has built-in Velcro finger bands for secure fixing with or without gloves

Telespeed

Rod Buck

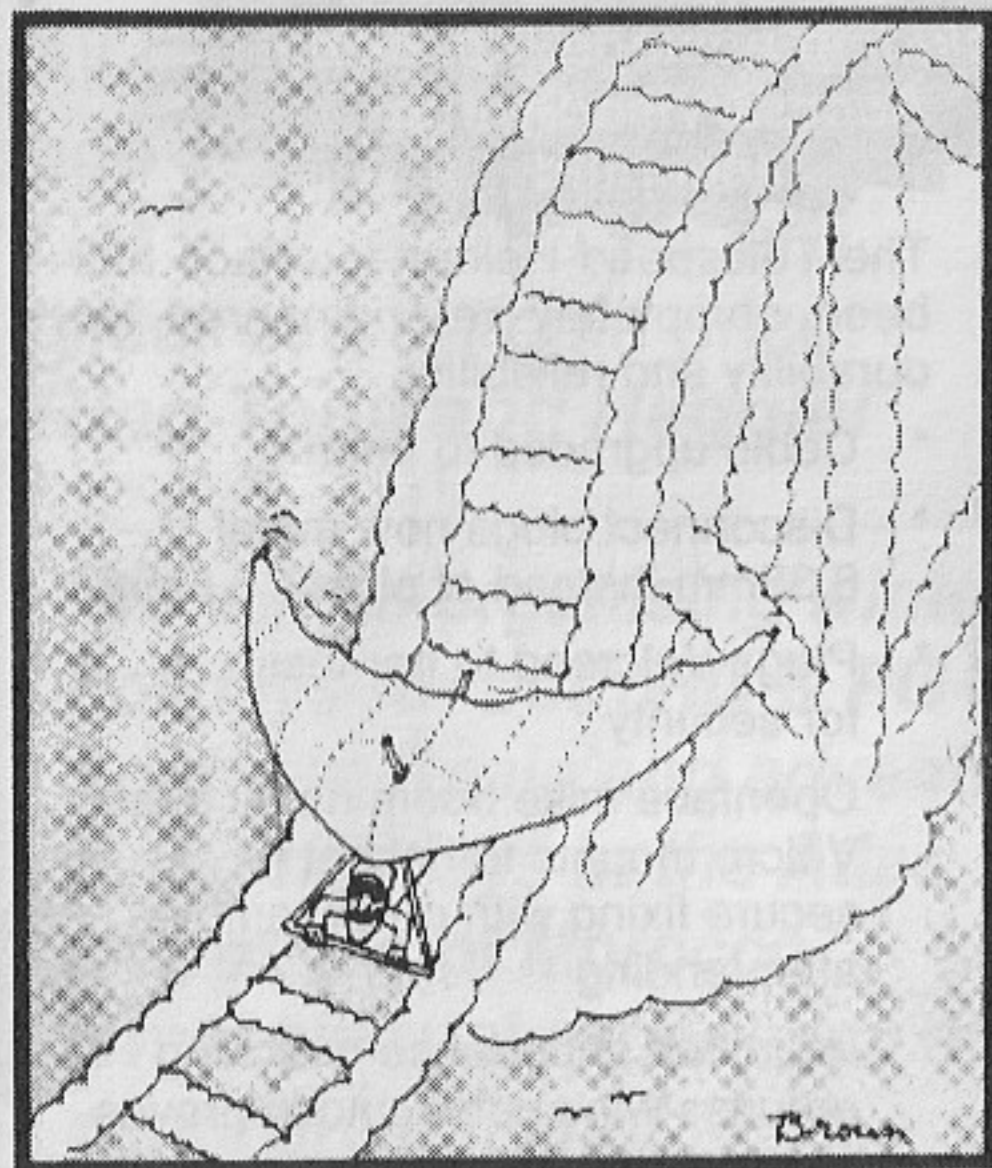
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Purple. one proud owner. 50 hrs. Excellent as new
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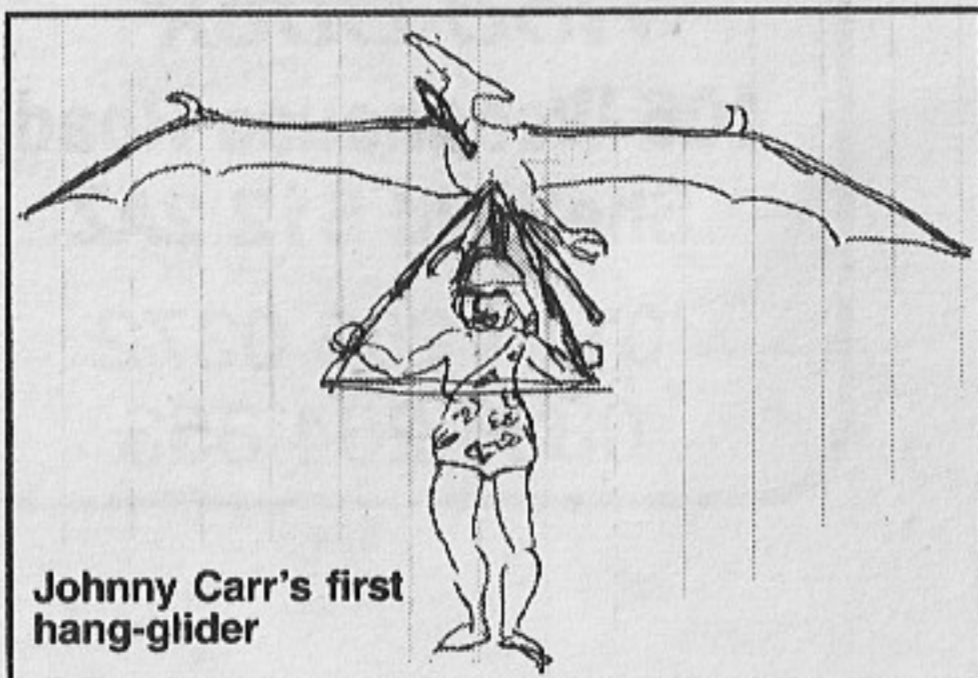
Moyes Xtralite 137
V.good condition. Stored in-doors. £1550.00 ono.
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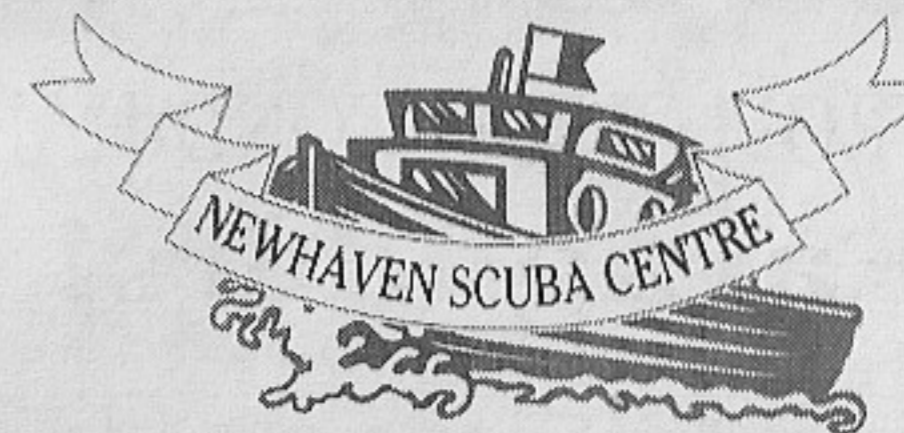
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All up weight 78 - 92 kg. Acpul 12As. VGC.
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Perche V-Max Large, DHV 3, 85-105kg.
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Johnny Carr's first
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