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**OFFPISTE AVIATION LIMITED**, manufacturers of the famous sky floater, are arranging a weekend fly-in for both hang glider and paraglider pilots. Tandem flights will be on offer for paraglider pilots and hang glider pilots can check out the new Sky Floater III. We would like some feedback from pilots of both disciplines, including tandem pilots, so that we can gauge the level of interest and organise a weekend SOON.... Call Dave at Sky Systems.

## SKY SYSTEMS LTD

Edburton, Nr. Henfield, West Sussex BN5 9LL  
Tel: 01273 857700 Fax: 01273 857722  
e-mail: [skyinfo@skysystems.co.uk](mailto:skyinfo@skysystems.co.uk)

February 1999

# WINDSOCK

The Journal of the Southern Hang Gliding Club

**SHGC ONLINE!**  
[www.shgc.demon.co.uk](http://www.shgc.demon.co.uk)

THE  
NEWHAVEN  
CLIFF  
RUN



**1999 AGM**

20 March  
Haywards Heath  
- be there !  
full details inside

## POLICY STATEMENT

A regular magazine/newsletter is vital if members of a club are to feel in touch and that they belong to something.

Therefore Windsock will appear every month, after the committee meeting which is held on the first Wednesday of the month. If there are no major contributions or I have desktop publishing problems, it may be brief and the format may not compete with Vogue/FHM/The Beano but it will arrive.

Windsock will be firstly a means of communication for all members-

- from the next issue the club contact list will be published : name, pg/hg, home area, phone numbers, and email; anyone who wishes to remain ex-directory should inform Dave Matthews the membership secretary by mail or email.
- a notice board will carry details of members' needs, offers, invitations.
- Contributions will be actively sought (possibly even demanded with menaces) from the whole range of pilots in the club.
- Supplies of Windsock will be sent to the Schools for handing out to their students so that they can begin to feel involved.
- a resume of the most recent committee meeting will carry the main points.

Stewart Owen, *Windsock Editor*

## SHGC WHO'S WHO

President	Johnny Carr	01444 471137
Chairman	Paul Coidan	01953 688266
Secretary	Brian Brunswick	0181 542 8724
Treasurer	Peter Day	0118 942 1481
Membership	Dave Matthews	01273 857163
Safety	Dave Massie	01403 268601
Sites Liaison	Finn Kennedy	01273 858221
	Sue Brooks	01273 857163
Sites Control	Will Greenwood	
Schools	Adam Goodsell	(until March)
Chief HG Coach	vacant	
Chief PG Coach	Trevor McLoughlin	07771 664279
Airspace	Michel Carnet	01273 857700
Competitions PG		
Competitions HG	Ozzi Haines	

## COACHES PG

Steve Brewer	01403 710739
Adam Goodsell	01273 730782
Jerry Hansen	01273 461783
Jim Hardiman	0181 311 0683
John Lancaster	01273813482
Dave Lewis	01273 589787
Michael Lockerbie	0181 690 3638
Jon Munro	01793852483
Barry Philpott	01444 482225
Simon Oliphant	0171 476 5490
Steve Ozochuewu	01622 736219
Mandy Sharpe	01273 589787

## COACHES HG

Richard Arthur	0181 744 3159
Martin Brady	01444 233346
Will Greenwood	01273 477388
Rowan Gilpin	01444 242239
Ozzi Haines	01273 418293
Chris Jones	0181 579 2830
Kelvin Kincaid	01483 428653
Dave Matthews	01273 857163
Ron Richardson	01689 856723
Eddie Royal	0374 289610

## CLUB ADDRESS:

PO Box 1359  
Brighton  
East Sussex  
BN2 4AS

## CLUB WEBSITE:

[www.shgc.demon.co.uk](http://www.shgc.demon.co.uk)

## WINDSOCK:

Stewart Owen  
01798 831402

[windsock@shgc.demon.co.uk](mailto:windsock@shgc.demon.co.uk)

## Chairman's Letter

Not much to say this month, however I would like to offer the committee's heartfelt thanks to Stewart Swanton for organising the Christmas dinner and dance. Unfortunately due to circumstances I was unable to attend. However, I have heard from a number of those who attended that it was the best one yet. Due to this resounding success the committee have asked Stewart to look into booking the same venue this year. Once again thanks Stewart.

You should all now be aware that the club has a new editor for "Windsock". Please give Stewart your full support by sending him articles as it will make his life easier in getting a magazine out to you. Also, next time you see Kelvin on the hill or in the pub, give him a slap on the back, better still, buy him a pint to say thankyou for his efforts during his time editor.

Please take a note of the final details of this years AGM as shown further on in this issue.

Well that's all for now, safe flying and see you on the hill - Paul

## CONTRIBUTIONS TO WINDSOCK

Please don't be shy - we want to hear from everyone who has a story to tell or a point to make.

We do of course want to read the word according to the sky gods amongst us, but ordinary mortals are in the majority: share your experiences with fellow members - your thoughts on your training, how you felt as a new red ribbon on the hill on your own, trips you've made, your views on glider design and the merits of new competition rules, the value or otherwise of SIV, lessons to be learned, and the fun you're having!

Not everyone is confident about putting pen to paper or finger to keyboard, since their last written offering may have been desecrated with red ink by a vindictive schoolteacher, but it's not a problem. I'll sort out spelling, grammar, and punctuation and if anyone wants to call me, I'll be happy to offer hints on how to set about planning a piece.

1) E-mail or Floppy Disk. Only small graphics/photos can be accepted - as either .gif or .jpg attachments. This machine uses Microsoft Word, but we happily accept .txt, .rtf, works, etc.

2) Typewritten in large clear characters for scanning in.

3) Smaller items such as notices and ads may be handwritten.

Contributions may be edited unless the author declares "all or nothing at all".

POST to SHGC, PO BOX 1359, Brighton, East Sussex BN2 4AS

E-MAIL to [windsock@shgc.demon.co.uk](mailto:windsock@shgc.demon.co.uk)

WINDSOCK DEADLINE - First Wednesday of the month.

Items may be published on the Website as soon as they are processed.

# 1999 AGM / Meet The BHPA Exec

20th March 1999

Venue: Claire Hall  
Perrymount Road  
Haywards Heath,  
West Sussex.

Timetable: 4.00pm - 6.00pm - Meet the BHPA Exec  
6.00 pm - 7.00 pm - Club Sponsored buffet  
7.00pm - 10.30 pm - The AGM

If you have any proposals for the AGM, please pass them onto a committee member or post them to the club address, which is  
The Southern Hang Gliding Club, PO Box 1359, Brighton, East Sussex.  
BN2 4AS

*Note ! All proposals must be seconded.*

## Meet The BHPA Exec

It is proposed to run in conjunction with this year's AGM a meeting with the BHPA Exec which is of course open to you the members. This is your chance to quiz them over the running of the BHPA and the issues it gets involved in on our behalf.

To enable them to bring along the right people they need to know what type of questions they can expect from you the members. A bit like interviewing politicians.

Anyway if you can let either the Club President or Chairman have an idea of the questions you are likely to want to ask, by the end of February at the latest, it would be much appreciated. If we do not hear from you then we will assume that you do not want to meet the exec and consequently we will cancel their visit. The AGM of course will still go ahead.

## Free Food

Now that we have your attention please read on. In between the "Meet The Exec" session and the AGM the club will be putting on a free buffet. No it will not include free drinks at the bar. So come along "Meet The Exec", fill your faces with free food, and get elected to the committee. Three attractions for the price of one.

You lucky, lucky people.

# '99 Committee Elections

As per every year all committee positions are up for grabs at the AGM. Please find below a list of committee positions, the name of the person currently holding that position, and an indication as to whether the current holder is willing to carry on for another year. Should any of you feel that you would like to get involved in the running of the club and would like to be voted onto the committee then get yourself proposed and seconded either in writing or on the night of the AGM.

We desperately need a "Social Secretary" to organise social events. We have not had one for the past year.

Committee Position	Current Holder	Willing To Stand Again	Notes
Chairman	Paul Coidan	Yes	
Secretary	Brian Brunswick	Yes	
Treasurer	Peter Day	Yes	
Membership Secretary	Dave Mathews	Yes	see note 1
Safety Officer	Dave Massie	Yes	
Sites Liason Officer	Sue Brooks	Yes	see note 2
Sites Liason Officer	Finn Kennedy	No	
Schools Liason Officer	Adam Goodsell	No	
Sites Control Officer	Will Greenwood	Yes	
Chief Hang Gliding Coach	John O'Neill	No	
Chief Paragliding Coach	Trevor McLoughlin	Yes	see note 3
Airspace Officer	Michel Carnet	Yes	
Competitions Officer Hang Gliding	Ozzi Haines	Yes	see note 4
Competitions Officer Paragliding	Mike Millwood	No	
Windsock Editor	Stewart Owen	Yes	
Social Secretary	Vacant		

NOTE 1: If re-elected to this position, it will be Dave's final year.

NOTE 2: If re-elected to this position, it will be Sue's last year.

NOTE 3: Also willing to do Chief Hang Gliding Coach as he is bi-wingual

NOTE 4: Also willing to do Chief Hang Gliding Coach

Nominations with proposer and seconder either in writing to the clubs PO box or via e-mail to the Club President, Johnny Carr whose e-mail address is [johnnycarr@tillershaw.prestel.co.uk](mailto:johnnycarr@tillershaw.prestel.co.uk), or Club Chairman, Paul Coidan whose e-mail address is [CoidanPaul@aol.com](mailto:CoidanPaul@aol.com).

Alternatively, get yourself proposed and seconded on the night of the AGM.

## THAT GOAL FEELING !!

### *Will Greenwood goes the distance in South East Wales*

On the last day of the Hang Gliding League Final in S.E Wales we woke to grey skies and drizzle, not a very promising start! After a good fry-up in the campsite we loaded all our gear and went to the car park for the day's briefing; by now the day had improved a little. To our surprise, the day was not canned and we all trekked off to Merthyr for a task briefing at 12 noon.

### **Start at High Noon**

With me in the car that day were Ozzie Haines, Craig Dolwin, and our trusty retrieve driver Paul Smith. We arrived and started to rig as per normal when the clouds broke and the wind picked up:- it began to look promising. To cut a long story short, after sending Paul to do some soaring practice the task was eventually set at a crossroads some 59km away, the other side of the Malvern Hills. By now, the sky was looking good and there was the usual buzz around launch about tactics, route, and where the difficult bits might be. That over we readied ourselves for launch, did radio checks and waited for the launch time.

### **First away**

I was first off in our group on my trusty Java Comp with everyone soaring easily in ridge lift. I went to the south end of the ridge but soon returned as the first gaggle

left the hill. I started to climb out in a 2up thermal, calling Paul who was de-rigging his glider that I was leaving the hill. Craig called that he was also leaving and we climbed to base which was only 3500ft with a fresh westerly wind. Once at base I decided to drift with the lift, it also gave me a chance to view the other gliders downwind none of which had found a good climb yet. Craig soon joined me and he radioed to say he had seen a glider climbing well just before the gorge so we set off and found our next stepping stone which took us towards Abergaveny. At this point I noticed Dave Matthews and we all climbed to base again. On the way up Craig and I discussed the gliders downwind at Abergaveny, none of which was doing well. (Please bear in mind that we are also watching another 12 or so gliders in the same thermal, so look out is as essential as well as tactics !!)

### **Hanging in there**

By now we were all on a glide towards the town; I decided to fly towards the foot hills north of the town and found weak lift which Craig and I hung onto as other gliders went down. After a brief discussion with Craig I glided towards the Bypass just as a glider in front of me hit a boomer and gave us a way out, we were down to 800ft, Craig was already in hot pursuit and we all climbed out. Ozzie had radio problems but was doing well to the north of us at sugar loaf; we had no idea, but we would meet later in the flight. Paul then came on the radio and I told him our position and height and we climbed to base which was now 4500ft. Dave arrived along side me at base and shouted that we should "go on a glide", however I was cautious as getting to goal was firmly on

my mind; I watched him go and then followed on a slightly different route so that if either of us found lift first we could glide over. This did not go to plan as we both found weak lift, time to hang on again!! Craig asked how I was doing and got "Struggling" as a reply. He too was on a glide but had a better glide path over, probably looking at us and choosing a better route. Down to 1000ft, I had to find lift fast and glided towards a ploughed field which was in sun and sloping into wind, and rewarded me with a fast climb. Craig and Dave joined me and we began to drift ever nearer to goal, with a quick call to Paul to say that we were climbing with 16km to goal.

### **Will he make it?**

Now I began to sweat a bit, according to the GPS I needed another climb to make goal so on the way up I scanned the route for clouds, thermal sources and other gliders. A cloud formed downwind of me so I left before base to get the climb I needed, radioed Craig, and had a quick pray! Nothing happened at first then the air become buoyant and - wallop! - a nice juicy 4-up, just what I needed, so Craig slotted in and we climbed away. I checked my GPS, which said 6km to goal and pointed in the direction of the goal field:- I could not see the field, neither could Craig - was it telling lies? I continued to search when I spotted Steve Cook on a glide about 40 degrees different to mine; I soon saw why - there was the goal field within easy reach. Pulling on all the V.B. I screamed towards the goal line, giving Paul a brief message that we were on a final glide. Flying as fast as I dared to lose height and maybe catch Cookie I became fixed on the

tarpaulin which marks the finish line. However I didn't catch him and sped across the line at 300ft. I could not help but shout out as I crossed, as anyone who has made goal for the first time will understand - it's a great feeling having landed safely.

### **A great day for the club**

Ozzie, who had got in 20mins earlier, came over to congratulate me, then Craig and Dave arrived - in fact it seemed like half the Southern Club was in goal that day! I was buzzing around talking to them and enjoying the moment when Ozzie mentioned that we had to pack up and get back before the prize giving. In all it was a good meeting; Paul (c.p.c.) had had valuable soaring and top landing practice, not to mention his first successful nil wind landing, but he can tell you that story! Ozzie, Dave and Craig had done well and retained their place in the league (only the top 30 stay in) and I had reached my first goal flight (119.41km defined), quite a result all round. Roll on next year when I join The League for real, qualifying from the National X.C. Hang Gliding League, it will be tough !!

## HG COACH RESIGNS IN SHOCK DECISION

Yes folks, it's all over. Finito, I'm gone, I'm out of here, I'm history. We need some some new blood in there now to warm the chair at committee meetings. Trevor McLaughlin is holding the fort in the PG chair but we really need someone to handle the HG side of things. There are plenty of good pilots out there who could easily fill the space. The AGM is coming up soon and that's the place to be if you want to get voted on to the job. I hope there are lots of takers! I'm very happy to have been the HG CC and I've had a lot of pleasure out of helping people to develop their flying and I'll continue to do so in future but not from the committee chair.

*- It's been great, thanks for having me. John O'Neill.*

*The committee wish to express their appreciation to John for all his hard work*

## TOWING NEWS

After sulking in the hanger for most of the winter (flaming weather!) the club's tug saw the light of day on 30th Jan 99 and towed up Justin Needham who was flying his new La Mouette Topless, and Richard Murphy, who was trying an Avian Java 155 as a next glider from his Pulse. I also enjoyed towing them up in the still air - again the trolley proved itself, being a light wind day.

This day was arranged by their phoning the tow group's ANSWERING SERVICE 01273 486657 (and listen to the message) the day before so I could arrange a tug pilot, so the moral is, - don't leave your arrangements till the last minute and expect a tow, - it don't work!

*Fly Safely - Will*

Windsock cover picture of flying on Newhaven courtesy of Sean Howes

## Committee meeting February 99

(Please note this is a brief resume, not the agreed minutes)

- Proposals for the AGM should be in before 14th March as well as questions for the BHPA exec
- **Re-election of committee:**- members would provide descriptions of their role;

Positions vacant -

-**Schools Liason** (but now new terms are negotiated, this may well be subsumed in other posts)

-**HG Coach** (+thanks to John O'Neill on his retirement)

-**PG Competitions**

-**Social Secretary** - post has been vacant all year, accounting for the slight reduction in events. Stewart Swanton very kindly organised the Christmas dinner.

-**Treasurer** (Peter Day has filled this post since the club's birth, and is willing to continue, but would appreciate someone to take over, and perhaps be more proactive on budgeting the committee, who have if anything been over careful in not spending funds.

- It was agreed that the **Firle** bottom landing details should be repeated in Windsock. (WG)
- The **club coaching** course last month went well, and was hosted at Sky Systems. We have five new coaches: Austin Haines and Will Greenwood on HG, and David Lewis, Mandy Sharpe and Simon Steel on PG. Existing club coaches to contact Trevor and verify contact details.
- Trevor's series of **pilot qualification lectures** continues.
- **HG XC league** would be run as National but with no min distance (A.H.)
- **Sussex PG XC league** would be run as National (new restrictions - Not awarding prizes or publicising names of non rated or GS3 canopies) (M.C.)
- **Website** - Michel Carnet and Gary Cook were congratulated on the new website
- **Safety worries** were expressed about some helmets pulling forward over neck, and some boots with hooks (one pilot was reported to have caught his lines because of a deflation)

## MARSHAL ROTA

DATE	RATING	No.	NAME	TEL.
13/02/99	CPC	700	Martin Strom	01342 823542
13/02/99	CP	878	Dave Cordrey	01342 832985
13/02/99	CP	927	Brian Brunswick	0181 542 8724
14/02/99	CP	770	Neil Banks	0181 339 0626
14/02/99	XCPC	791	Will Greenwood	01273 477388
14/02/99	CP	883	David Gale	01892 665045
20/02/99	CP	616	John Downie	01273 473492
20/02/99	XCPC	876	Steven Tracey	0181 404 2122
20/02/99	CP	895	Simon Butler	01732 700321
21/02/99	CP	631	Ashley Goddard	01634 715894
21/02/99	XCPC	693	David Didcott	0181 882 9161
21/02/99	CP	819	Clifford England	01435 862872
27/02/99	P	15	Richard Britton	0171 431 1661
27/02/99	P(H)	77	Paul Rankin	01293 775021
27/02/99	CP	705	David Howell	01708 558081
28/02/99	P2	57	Tony Hobden	01273 721995
28/02/99	P	662	Stewart Owen	01798 831402
28/02/99	CP	935	Roger Bilton	01903 249884
06/03/99	CP	621	David Webb	01483 837292
06/03/99	CP	759	Simon Tristram	01702 334348
06/03/99	P	875	Jeff McCall	01708 440535
07/03/99	AP	276	Mike Millwood	01273 514993
07/03/99	APC	681	Darren Blackman	01273 733916
07/03/99	XCPC	888	Clive Belbin	0181 681 8693
13/03/99	P	80	Warren Travers	01273 818962
13/03/99	P	699	Sean O'Carra	0181 5409632
13/03/99	CP	891	Richard Milla	01252 627319
14/03/99	CP	509	Edward Knight	01322 270684
14/03/99	CPC	907	Steve Moody	01689 858894
14/03/99	CP	915	Martin Reynolds	0181 894 4647
20/03/99	P	703	Simon Smith	01273 705199
20/03/99	AP	855	David Newns	01273 858314
20/03/99	P	921	C. Rudland-Wood	01273 461 723
21/03/99	P	690	Alwyn Lamont	01206 824716
21/03/99	CP	771	Michael Peters	01323 768212
21/03/99	AP	1000	Craig Dolwin	01276 20220
27/03/99	XCPC	8	Martin Brady	01444 233346
27/03/99	CP	857	Sandra Conway	0181 777 3827
27/03/99	CP	872	Chris Franks	0973 419589
28/03/99	P	256	Steve Brewer	01444 247737
28/03/99	CP	600	Barry Busby	01628 24788
28/03/99	CP	866	Robert McGregor	01323 726768

## DYKE TOP LANDINGS, HG'S from John O'Neill

**Question:** What's the best direction to make your top landing approach from?

**Answer:** It depends on the wind direction.

Obvious isn't it? Well apparently not to everybody it isn't. Some people are making some very dodgy decisions about landing and only just getting away with it. The dyke takes a predominantly NW direction but also works well in a northerly. The thing is that you have to alter your landing approach to suit the wind direction. I know I'm stating the obvious here but sometimes that's what you have to do to remind people to wake up and do a bit of forward thinking. Apart from the need to land into wind, we need to think about the state of the air that we fly through on the way in to land. That air will be affected by several factors but the one that I want to remind you about is rotor. If the wind is NW then we can be pretty sure that we can approach the paddock from both sides (that is, over the road between the pub and the paddock or over the earthworks to the west of the paddock) and be fairly sure of a safe approach.

If however we are flying in a northerly then we have to be a little bit more careful. Remember this... ALWAYS COME IN FROM THE EARTHWORKS IN A NORTHERLY.

The simple reason is because the pub is a great big obstacle that creates rotor and the flight path past the pub is in wind shadow in a light wind and rotor in a stronger wind. Neither of these conditions is helpful on your way in to land so why not make it easy on yourself and think ahead. When you are up there thinking about coming in, have a look at the ground and visualise the airflow over the terrain below and try to spot danger areas where rotor will exist. The most obvious one is the pub and it makes good sense to avoid flying near it. I know people say look before you leap, I say THINK before you land!

## **XC LEAGUES - HANG GLIDING**

This year the SHGC have three leagues, under the same rules as the National XC League, except that the minimum distance does not apply - this is to encourage **everyone** to go over the back. There will be monthly updates in Windsock and on our Website leading up to a cup at the end of the year.

**XC flight details must be notified to Ozzi Haines within 30 days (National Rules) or will not be accepted.**

Ozzi wishes everyone good luck, (wondering whether anyone will prevent Ron Richardson from collecting every cup this year), and asks anyone wishing to do this year's Airwave Challenge to call him (01273 415293).

## **FIRST AID JOKE**

At a fancy dress fly-in one pilot wears his flying suit backwards. At take-off he suffers a minor accident and a well-meaning onlooker insists on first aid.

"I can't understand it," the onlooker explains later to the doctor who's just declared the casualty dead, "he seemed to be OK until I turned his head back the right way."

*(A little knowledge is a dangerous thing...  
More next time)*

## **Firle Bottom Landing**

The new bottom landing field at Firle is in effect. It is below the PG bowl, right of the H.G. Launch area. Three flexible poles with flags mark the landing area. Two mark the outside the box, the other is situated at the end near the track. Paragliders may use the stubble directly below the bowl until it is cultivated, also a large stubble field is available for all HG's and PG's until March when it too is cultivated. It is situated directly below the HG launch area and access to the bottom landing areas must **ONLY BE** up through the village of Selmeston, just follow the track till it reaches the fields. Please do not block gateways and **NO ROAD RALLYING...**

If you are unsure, ask me - tel 01273 477388 - before you fly. The old landing area is now closed, so don't use it! - WG

## **AIRSPACE QUIZ**

from Airspace Officer Michel Carnet

### **Confused?**

Some of you may have got confused with the answer to a quiz printed in the last Windsock. The previous editor could not copy text from emails and had to re-type all articles, with the odd typing mistake such as 500 feet instead of 5500 feet. The correct text is as follows:

**Question:** From Devil's Dyke to Truleigh Hill we are allowed to fly up to FL55. After we cross the Steyning gap, going west, we encounter an area where we are allowed to fly up to 5500 feet. What is the difference?

**Answer:** FL55 goes up and down with atmospheric pressure and is precisely at 5500 feet only when pressure is 1013.25 Mb (standard), altimeter should be set to QNE. An airspace 5500 upwards, has a 5500 feet base regardless of pressure, altimeter should be set to QNH.

### **Answers to last month's Quiz**

**Question:** On your HG/PG instrument, you switch it on and zero the altimeter on launch. Which altimeter setting is this?

**Answer:** QFE. The altimeter will now indicate your height in relation to the launch site.

**Question:** You decide instead to have your altimeter display the known altitude of the launch site. which altimeter setting is this?

**Answer:** QNH. You have entered the known altitude of the launch site and the altimeter will now indicate your altitude above mean sea level.

**Question:** Immediately south of Devil's Dyke, Airspace is "FL55". When would you be required to stay below 5000 feet?

**Answer:** In standard atmospheric conditions (1013.25mb), you could fly up to 5500 feet. In order for FL55 to come down to 5000 feet, you need a PRESSURE DROP of 17mb (500' / 30' = 17mb). In a low pressure system of around 996mb you must stay below 5000 feet if the airspace above is FL55.

### **This Month's Quiz**

**Question:** You are low, thermalling on an xc flight and the wind is pushing you towards a MATZ. What should you do?

**Question:** You have just thermalled over the mountain top and are now gliding in the next valley which has a much colder airmass. Do you expect your QNH-set altimeter to over-read or to under-read?

**Question:** It is soarable on the Dyke late evening with a full moon. How late can you fly?

You may send, fax or email your answers to Michel Carnet at Sky Systems:  
[michel@skysystems.co.uk](mailto:michel@skysystems.co.uk)

*Answers next month...*

## Pilot Lecture

Well, the first of the pilot lectures (Air Law) went well. I had eighteen people booked (12 PG, 4 HG & 2 bi-wingual), one phoned to say he couldn't make it at the last minute due to work commitments and one emailed me with the same problem.

So, of the sixteen left they all managed to stay awake (don't know how), and although we never really had time to go into great detail on any individual topic, we covered what needed to be covered in order to get everyone swotting.

The next one is on the 25<sup>th</sup> of March and will cover Flight Theory. It's not too late if you want to come along.

Special thanks to **John & Zoë** for coming along and giving your support.

A quick note for those of you

attending these lectures. Remember I can't sign off your pilot rating after your exam unless you've done all the tricks (tasks) in your syllabus. You've got a few months, so get to it. Grab a coach and get those tasks witnessed. I will need to see your logbooks.

## Happy CP's

So, as there were only eighteen people who contacted me about the pilot lectures, I can only assume everyone is happy about floating around in front of the hill and not flying cross-country. For your information, here are a few figures from our membership list. We have (as of 6/12/98):

- 457 Members
- 357 Club Pilots
- 77 Pilots
- 23 Advanced Pilots
- 29 Girls
- 29 Coaches

## On The Hill

So, what's been happening out there? We've had some flying this month (January), hey I even managed it myself. I flew tandem with my girlfriend; we managed an hour and twenty minutes before it started getting too dark. I'd almost forgotten what it was like to fly. Hopefully, a lot of you have managed to get to fly in the last few weeks too. If you haven't despair not - I predict a really good year this year. El Nino's all over and the end of the sunspot cycle's here - so I'm hopeful.

Anyway, that's enough of that. I've recently had a phone call from one of our coaches and spoken to another in person. It seems a couple of people's ground handling of paragliders isn't quite up to a safe level. On Firle a week or two ago, there was a couple of entertaining episodes worthy of submission to Jeremy Beadle. One person was a beginner so it's more understandable, but still no excuse. The other pilot however was very experienced and attempting to fly a competition wing. Basically, it was a strong

wind day and neither pilot had the ground handling skills to manage their wing without help from other pilots on the hill. In fact the comp wing very nearly had the fence a few times.

What can I say? Practice! Don't go on the hill on a strong wind day unless you're familiar with the characteristics of your wing. Apart from the risk of getting dragged into a fence and hurting yourself or your glider, it's not fair on the other pilots. For one they have to keep running to your aid, and two you can end up trampling all over their kit! How do you think you'll feel when you trash someone's glider and ruin their flying for a fortnight while they have it repaired? That's without mentioning the £300 repair bill you'll get for tearing out two cells. If it's a hang glider you pile into you could end up with an aluminium suppository to brighten your day!

Please practice your ground handling away from the hill on flat ground or in the bottom landing field out of the way.

Be careful, be considerate and above all be safe.

## Unwelcome Flyer

It seems there is a pilot wannabe trying to teach himself to paraglide on our hills. As I understand it he's Italian and has no intention of going to a school to learn properly. He thinks he can teach himself or get other pilots on the hill to help him. Obviously, he's not a club member and is a potential danger to himself and everyone else in the air and on the ground.

This guy may be the nicest on the planet, but please for your own sake and his – don't get involved in helping him. Imagine how you would feel if he hurt or killed himself or even worse someone else as a result of your tuition. If he wants to fly on our sites he must be a BHPA and club member, and to learn he needs a qualified instructor.

If you see him on the hill please try and stop him from flying and encourage him to seek help from an instructor or school.

## Coach Course

As most of you are aware there was a coach course on the weekend of the 23<sup>rd</sup> & 24<sup>th</sup> of January.

The course went well, with thirteen people taking part. Five of those thirteen were SHGC members and I'd like to thank them all for taking part and joining our coaching scheme. Those members are **Will Greenwood, Ozzie Haines, Dave Lewis, Mandy Sharpe and Simon Steel**. I'd also like to thank **Michel Carnet** of Sky Systems for allowing us to use his classroom and facilities.

Whilst on the subject of coaching, as you may recall – I asked all the coaches to write to me enclosing a photo of themselves for the coaching page that will go into the new site guide. Guess how many have taken the trouble to do that – just one! **Jim Hardiman**, thanks for being so prompt Jim, you're now on the top of my list.

I've had phone calls from a couple of others just to let me know they're keen and prepared to keep coaching. However, I still need those photos. So please dig out any old membership or ID card or even a family snapshot (as long as I can get a passport sized head out of it). I'll return the photo once it's been scanned if you enclose an SAE.

If you think I'm a plonker, that my plans won't work and that it's all been tried before then come on, please say so. If you don't want to get involved in coaching, let me know and I'll remove you from my list. I have 29 coaches on that list; I'd rather have ten serious people than a hundred time wasters who just can't be bothered. Feel insulted? Great! Write and tell me. Give me a reason to apologise.

Send them to me at:

229 Barking Road  
East Ham  
London  
E6 1LB

## SHGC PARAGLIDING XC LEAGUE 1998, sponsored by SKY SYSTEMS

SHGC Members Martini XC league (any time any place anywhere); final Table

#	Pilot	Paraglider	1.	2.	3.	4.	5.	6.	Total
1	Mark Watts	Nova Xpert M	99.0	88.2	86.3	82.2	68.6	65.8	490.1
2	David Newns	Edel Sector TX4 S	86.3	70.3	55.3	50.4	38.3	23.7	324.3
3	David Watts	Gradient Avax 28	59.5	31.9	23.4	21.9	20.0	11.9	168.6
4	Dave Snowden	Swing Cirrus M	65.8	46.0	34.4	18.8	0.0	0.0	165.0
5	Simon Oliphant	Nova Xenon	58.6	23.9	20.9	16.6	15.5	0.0	135.5
6	Russell Ogden	Apco Tigra	65.8	21.9	0.0	0.0	0.0	0.0	87.7
7	Steve Purdie	Nova Xpert	42.4	30.3	0.0	0.0	0.0	0.0	72.7
8	Simon Smith	Nova Vertex S	60.9	0.0	0.0	0.0	0.0	0.0	60.9
9	Carlo Borsattino	Nova Vertex 26	33.7	21.8	0.0	0.0	0.0	0.0	55.5
10	David Massie	Nova Xyon 28	23.0	15.7	0.0	0.0	0.0	0.0	38.7
11	Nick Smith	Advance Omega-4 25	17.9	0.0	0.0	0.0	0.0	0.0	17.9
12	Dave Hughes	Nova Vertex 26	17.2	0.0	0.0	0.0	0.0	0.0	17.2
13	Paul Andon	Nova Vertex 26	16.8	0.0	0.0	0.0	0.0	0.0	16.8
14	Sue MacGregor	Edel Saber M	14.3	0.0	0.0	0.0	0.0	0.0	14.3
15	Bella Agrawal	Trekking Prelude S	12.9	0.0	0.0	0.0	0.0	0.0	12.9
16	Stuart Swanton	UP Kendo	10.8	0.0	0.0	0.0	0.0	0.0	10.8

## SHGC PARAGLIDING XC LEAGUE 1998, sponsored by SKY SYSTEMS

SHGC sites only - any time, final table

#	Pilot	Paraglider	1.	2.	3.	4.	5.	6.	Total
1	Mark Watts	Nova Xpert M	99.0	88.2	86.3	82.2	68.6	50.4	474.7
2	David Newns	Edel Sector TX4 S	86.3	70.3	55.3	38.3	23.7	0.0	273.9
3	David Watts	Gradient Avax 28	59.5	31.9	23.4	21.9	20.0	11.9	168.6
4	Simon Smith	Nova Vertex S	60.9	0.0	0.0	0.0	0.0	0.0	60.9
5	David Massie	Nova Xyon 28	23.0	15.7	0.0	0.0	0.0	0.0	38.7
6	Simon Oliphant	Nova Xenon	20.9	0.0	0.0	0.0	0.0	0.0	20.9
7	Nick Smith	Advance Omega4 25	17.9	0.0	0.0	0.0	0.0	0.0	17.9
8	Dave Hughes	Nova Vertex 26	17.2	0.0	0.0	0.0	0.0	0.0	17.2
9	Paul Andon	Nova Vertex 26	16.8	0.0	0.0	0.0	0.0	0.0	16.8
10	Bella Agrawal	Trekking Prelude S	12.9	0.0	0.0	0.0	0.0	0.0	12.9
11	Stuart Swanton	UP Kendo	10.8	0.0	0.0	0.0	0.0	0.0	10.8

## SHGC PARAGLIDING XC LEAGUE 1998, sponsored by SKY SYSTEMS

SHGC sites, Weekend only, final table

#	Pilot	Paraglider	1.	2.	3.	4.	5.	6.	Total
1	Mark Watts	Nova Xpert M	82.2	50.4	0.0	0.0	0.0	0.0	132.6
2	David Newns	Edel Sector TX4 S	55.3	23.7	0.0	0.0	0.0	0.0	79.0
3	David Massie	Nova Xyon 28	23.0	15.7	0.0	0.0	0.0	0.0	38.7
4	David Watts	Gradient Avax 28	31.9	0.0	0.0	0.0	0.0	0.0	31.9
5	Simon Oliphant	Nova Xenon	58.6	23.9	20.9	16.6	15.5	0.0	20.9
6	Stuart Swanton	UP Kendo	10.8	0.0	0.0	0.0	0.0	0.0	10.8

The only 1999 entry so far in the SHGC XC League (8th Feb) is Dave Watts; he is also winning the National Winter XC League.

Ski-fly with Gustave in the French Alps

# altitude ACTION

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- Fully catered chalet, with its own landing field
  - Novices to x-c fiends – great for all
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  - Hang and para-friendly take offs, landings and retrieves
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E-mail: [skyinfo@skysystems.co.uk](mailto:skyinfo@skysystems.co.uk)

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

# trips

Sky Systems have a comprehensive calendar of foreign trips in the 1999/2000 season aimed at pilots of all levels.

- |                                |                      |
|--------------------------------|----------------------|
| • France – Peisey Nancroix     | March/April 99       |
| • Spain - Hotel California     | May 99               |
| • France SIV – Annecy (tbc)    | June/July            |
| • France – St Hilaire Festival | Sept 99              |
| • Spain – Piedrahita           | Sept 99              |
| • Turkey – Olu Deniz (tbc)     | Oct 99               |
| • Spain – Hotel California     | Oct 99               |
| • Spain – Lanzarote            | Nov/Dec/Jan. 99/2000 |
| • Chamonix – Flyers Lodge      | Feb/March 2000       |
| • France – Peisey Nancroix     | March/April 2000     |

Peisey Nancroix is a fly/ski trip in the French Alps in conjunction with Gustave Van Vuuren. There are still several places left @ £440 per week for either the 27<sup>th</sup> March or 10<sup>th</sup> April.

Give Dave a call if you want to know more about any of the the trips above and would like to be placed on our mailing list.

# NOTICE BOARD

## Flying buddy wanted

Low airtime hang glider pilot, South London, wltm similar based by the Downs for days/weekends on the southern club sites and maybe jaunts further afield. Phone 0181.000.0000 (sample ad)

## XC Holidays

This year I intend to take long weekends off to go flying in South or mid Wales, or the Peaks, with the aims of going cross country and to talk XC flying. If anyone is interested - HG or PG please phone - Ozzi, 01273415293.

## Probe Harness &

### Metamorfofi Reserve

Excellent condition probe paragliding harness with regularly-repacked 18-gore (large) Metamorfofi mounted (may split). £675 ono. Call Gary on 01273 277151

## Fly Scottish Mountains

Does anybody fancy a trip to Scotland over Easter? Qualified Mountain Leader, paragliding club coach, member of Scottish Mountain Paragliding Club, with lots of experience of these hills would be pleased to hear from anyone who'd like to fly some of the breath-taking Scottish sites (no site fees, some with ski lifts) and/or climb some of the demanding peaks and fly off the top (literally breath-taking). Dates/transport/accommodation flexible. Stewart, 01798.831402 [windsock@demon.co.uk](mailto:windsock@demon.co.uk)

## Java Comp

Mylar 150 (topless) in excellent condition all round, keel modified for Mosquito power Harness, flew me into the league as highest placed non placed league pilot in the National X.C League! £2500 Tel Will 01273 477388 to arrange a demo.

## Tuesday Gathering

The Abergavenny Arms, Rodmell (south of Lewes), hosts the Flying Chessboard - a regular pub night for anyone in the Lewes area on a Tuesday evening: join Ozzi Haines for a drink, a chat or a game of chess...

## Pod Plus HG Harness

with 16 gore metamorfofi chute. vgc. 200 hrs use. Extra camera/radio pockets. £250. Tel: 0181 767 7897

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## IN THE NEXT ISSUE

- **Club coaches** - we print the photographs
- **First Aid** - are you up to scratch?
- **Memoirs** of a summer tandem pilot
- **Contact list** - first instalment