

SKY SYSTEMS

Our Paragliding Trips Calendar is now in full effect, with a group flying and otherwise larking around in **GREECE** as this magazine goes to press : full report to come as soon as we persuade someone to write it up. Check the website for more information, pictures, etc... September 16-23 sees us in the **FRENCH ALPS**, getting some high Alpine flying in **Chamonix**... just the thing to round off the English season. We'll be back in **GREECE** in October to grab a little more flying fun! Beautiful scenery, historical sites, great flying, and fun activities if the weather is lousy. (ask for a colour brochure). Look out **LANZAROTE** - we're back for our Annual Event, 30th Nov - 14th Dec. This trip will follow the usual pattern of guided flying on this beautiful island, with soaring sites to fuel your dreams - should be a real humdinger! **SOUTHERN SPAIN**: - we'll be returning to the very lovely Hotel California early February 2001.

PART-EXCHANGE?

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April 2000

WINDSOCK

The Journal of the Southern Hang Gliding Club

ARE YOU ONLINE?

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Full details on the SHGC web pages,
at : www.shgc.demon.co.uk.
The archives of Windsock lurk at this address, too!

Inside - *PG Coaching News*
Marshalling Rota
Chairman's costcutting proposals
Opinion and Letters
Competition News
Book Review
First Aid Course Weekend
Airmaps update

SHGC ONLINE - www.shgc.demon.co.uk

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*SHGC Mailing List/Discussion
Group joining details on-line*

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CHAIRMAN'S LETTER

Meet the new boss, same as the old boss. Yes, I have retained the post of chairman for another year. Following this year's AGM the committee has changed by one person. Peter Day has retired from the post of club treasurer after 25 years of service. On behalf of you all I would like to thank Peter for all his hard work he has put in over the last 25 years.

Following the last committee meeting, our new treasurer pointed out to us that to fulfil our commitment of putting aside 20% of our total annual income into the site purchase fund we would have to look at the club finances. In order to maintain this 20% figure there are two options the committee can take on your behalf. The first being to find areas in which savings can be made, the second being to raise club membership fees. Your committee has found two areas in which savings can be made.

These being as follows :-

- 1) Turn the club magazine "Windsock" into a bi monthly magazine. We will of course issue a club newsletter in the intervening months should it be necessary. Alternatively, news will also be put onto the club web site, or sent to you by e-mail if we have your address. "Windsock" last year cost us over £ 8000 to produce.
- 2) The club no longer pays for Steyning Bowl. This site currently costs the club over £ 1000 a year.

Let your committee now how you feel about these options.

There is another way to raise additional funds, which brings me on to a subject I have mentioned to all you a number of times, that of spongers, blaggers, scroungers, free loaders, scum call them what you like. Those members of the flying fraternity who continue to use our sites without paying for them. There is even a paragliding member of the club whom a lot of you look up to as a sky god who is willing to fly with pilots who are not members. Want to know who he is?

Remember these people are flying at your expense and no doubt are living at your expense too. State scroungers or princess Blair's little orphans - you decide.

You also have to ask yourselves the following. If these people are not willing to join the club are they members of the BHPA and hence covered by third party insurance?

There was an accident recently at Mount Caburn involving a non-member who decided to use the fencing as an arrester wire, resulting in a damaged fence apart from the injuries to himself. Mount Caburn is a relatively isolated site with regards to members of the public. What would happen at Devils Dyke if the same person had had an accident there injuring a member of the public? The press would have had a field day. What can you the members do? Peer pressure, force them into becoming members

Diana Jones

of the club. Ask them for proof of membership of the BHPA. If they cannot produce proof of membership to the BHPA stop them from flying. It's your club, they are your sites. We can always re start the parasite of the month column, this time with photographs. I leave it up to you the members.
Safe Flying

Paul.

LETTER

I read Steve Hampton's comments regarding overcrowding in the January edition, and recall an article last summer about the same subject. Would another solution to the problem be to increase the number of sites? I do realise that this is easier said than done but I would be willing with others to explore this further.

Nigel Dawson

AEROTOW NEWS

The tug has seen the spring in with gusto ! we have started training as well as towing the new class 2 machine's such as Darren's swift and J.C's ghostbuster, Les Seers even managed to stay on-line for a change ! so they must be easy to fly !!

Congratulations to Tim Cox on passing his aerotow endorsement recently, we also have a place available in the group, contact me for details, as Geoff May is going north to Scotland, a little far too travel for a tow, we wish him well.

The aerotow answering service (recorded messages) is still in operation - it is :01273 486657. Also membership renewal is due by the 31st May and the members will be sent a form shortly.

Thats all for now, remember to check your flying gear before the start of the season and fly safely. Will.

Name one thing you are more likely to need than a reserve 'chute...

A FIRST AID COURSE!

Butterfly Paragliding on the Isle of Wight are arranging courses specially geared for us with hands-on experience of dealing with typical hill accident scenarios. The course takes place over a weekend and is very professionally presented, with no exam, just continual assessment and a guaranteed pass.

Miranda and Dave offer comfortable accomodation on their flying site at Chale in twin rooms costing £18 or £22 per person with an organic breakfast included.

See the February issue of Skywings (page 19) for more info about the course content. If you are considering becoming a Trainee Instructor in the coming year it would be especially beneficial to attend as a new BHPA ruling will be insisting that you take it before you sign on.

I'm promoting the course because I have been trying to attend one since the Autumn and they have sadly had to postpone several dates due to lack of interest. The next date is **May 13/14**. The cost is £110. I would be happy to share my car and crossing costs with other pilots.

I know that the weekend in question is during the flying season and therefore may not be suitable for those of you who'd rather not give up potentially good flying days to go. Perhaps you could at least register your interest with Dave or Miranda and if a course then becomes viable it can be taken later in the year. Their number is **(01983) 731611**.

I'm certain a good time would be had by all - it would be more interesting to learn First Aid in a paragliding environment and who knows, you might be able to fit some flying in around it, too.

Diana Jones

Next Editions

Aeronautical Charts ICAO 1:500,000

Chart name	Next publication	Current edition
S. England & Wales	22 Mar 2001	23 Mar 00
N. England & NI	18 May 2000	20 May 99
Scotland	15 Jun 2000	21 May 98



Topographical Air Charts 1:250,000

Chart No./Name	Next publication	Current edition
1. N. Scotland West	30 Nov 2000	18 Jun 98
2. N. Scotland East	2 Nov 2000	18 Jun 98
3. N. Ireland	9 Aug 2001	4 Nov 99
4. The Borders	12 July 2001	15 Jul 99
5. Central England & Wales	19 Aug 2001	17 Jun 99
6. England East	10 Aug 2000	25 Feb 99
7. West & South Wales	13 Jul 2000	26 Mar 98
8. England South	20 Apr 2000	22 Apr 99

If you have any comments or queries on any of the improvements made, please contact:

Paula Eversfield,

CAA VFR Chart Editor,

Aeronautical Charts & Data Section,

CAA House, 45-59 Kingsway, London, WC2B 6TE.

Or email: charts@caadap.co.uk

CAA Aeronautical Charts are available from the usual stockists and flying clubs.

On all pre-2000 UK CAA charts, Controlled Airspace is depicted by a line (dashed, dotted or solid) matching the appropriate controlled airspace, which is then accompanied by a blue tint over the whole area. The new symbology introduced by ICAO will remove the blue tint; instead the boundaries will be enhanced by the addition of a banding tint along the outer edges. The use of an additional colour i.e. magenta as well as blue will indicate to the user the distinction between Class A airspace and the rest.

So what else is new?

By maintaining the principle set by ICAO of using "magenta" for areas or features to be avoided and "blue" for advisory information, a number of colour changes will be seen. For example on the new editions you will find a colour swap for aerodromes i.e. magenta for military and blue for civil. ATZ will change to a magenta tint with a dotted boundary; MATZ, although remaining blue, will now have a matching blue tint. Isogonals and parachute DZ will change to blue, as will gliding, microlight and hang-gliding sites. AIAA and ATSU will be shown in blue and both will feature new symbols. Controlled Airspace from the surface will also catch the eye, as this will now be shown with a magenta tint over the whole area.

You will also notice that boxed text information for nav aids, VFR and aerodromes will have white backgrounds in order to improve legibility. VOR compass roses have been enlarged and will feature a north arrow to the VOR symbol and extended 30 degree lines. And finally, gone is the blue coastal band, replaced with a total sea tint as used on 1:250K VFR series.

Major Features of New UK CAA VFR Chart series

Class A Airspace is shown as a solid magenta line with a 2.5mm shading on the inside of the lateral limits.

Class C Airspace is shown as a chain pecked blue line with a 2.5mm shading on the inside of the lateral limits.

Class D Airspace is shown as a pecked line with 2.5mm shading on the inside of the lateral limits.

Class E Airspace is shown as a pecked line with 5mm shading on the inside of the lateral limits.

Airspace with **Surface Level** as the lower limit is shown with a magenta screen.

ATSU boundaries are shown as a single line of crosses.

AIAA and ATA boundaries are shown as a single line of diamonds.

ASR boundaries are shown as a screened blue chain.

Danger/Prohibited/Restricted Area altitudes abbreviated to decimals of thousands of feet eg. 2500FT = 2.5 and 5000FT = 5.0

ATZ boundaries are shown as a dotted magenta line, with an internal magenta screen. Vertical limits: SFC to 2000FT AAL

MATZ boundaries are shown as a dotted blue line, with an internal blue screen. Vertical limits: SFC to 3000FT AAL within the circle; 1000FT AAL to 2000FT AAL within the stub.

GVS boundaries are shown by a solid magenta line only. eg 3000FT

HIRTA boundaries are shown as a solid magenta line filled with a horizontal & vertical cross hatching. Altitudes are abbreviated to decimals of thousands of feet. eg. 2500FT = 2.5 and 5000FT = 5.0

VOR Compass Roses have an extended north arrow from the VOR symbol, oriented on Magnetic North.

Custom Aerodromes encompass the aerodrome elevation.

Isogonal lines.

Text Boxes are clear of topographical detail for greater clarity.

FIR boundaries show ICAO codes.

MEF (Maximum Elevation Figures) These are calculated using the highest figure from either:
a) The highest obstacle rounded up to next 100FT.
b) The highest ground level plus 300FT and rounded up to next 100FT.

They are shown in quadrangles bounded by graticule lines for every half degree of latitude and longitude.
NB. This is not a safety altitude. A safety altitude can be calculated from this figure.

Military Low Flying System

Occurs in most parts of the UK at any height up to 2000FT above the surface. The greatest concentration is between 250 and 600FT, and pilots should avoid flying in that height band. (F51)

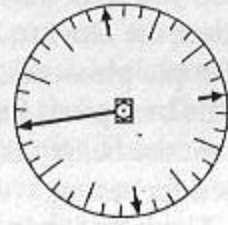
Magenta will be used for areas to be avoided and blue for advisory information. This has led to the following changes:

Symbols changed from magenta to blue

	Aerodrome - Civil
	Aerodrome, limited or no facilities - Civil
	Helicopter - Civil
	Microlight Flying Sites - Civil
	Glider Launching Sites - Civil
	Aerodrome light Beacon - Civil
	Elevation of Aerodrome - Civil
	Disused or Abandoned Aerodrome
	Hang Gliding/Para Gliding
	Winch Launch Activity
	Additional Activity at locations
	Additional Activity at locations
	Free-Fall Parachuting Drop Zone
	Balloon
	Visual Reference Point (VRP)
	Lightship
	Marine Light

Symbols changed from blue to magenta

	Aerodrome - Government
	Aerodrome, limited /no facilities - Government
	Helicopter - Government - Government
	Glider Launching Site - Government
	Elevation of Aerodrome - Government
	Aerodrome light Beacon - Government



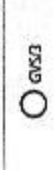
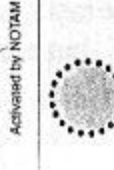
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06



AIRSPACE NEWS

The new 1:500,000 Airspace map Southern England edition 26 is out now. There are many changes in the format for better clarity.

The following maps may be ordered now for delivery as they come out:-

1:500,000		1:250,000	
Northern England & NI	18 May	England South	20 Apr
Scotland	15 Jun	West & South Wales	13 Jul
		England East	10 Aug

Michel Carnet Southern HGC Airspace Officer

michel.carnet@skysystems.co.uk

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

What's hang-gliding like, Daddy?

by Steve Marnier

Well now, little one, that's a big question, it's hard to know where to begin. It's all sorts of things really, depending on where and when you are, but let's start you off with the seagulls. You see them out of your window every day, up and over the prom, just gliding along or cruising around, looking for somewhere to go.

That's what we do at the Dyke, on a cold winter day when it's smooth and crisp, and you can see what you just want to know. You'd love to go there of course, but the door's not yet open for this. So you look down at the woods and stroll through them, or chase rabbits over the Downs, or gaze at the sun gently setting over the Adur's flow. Simple pleasures. But the urge to go further is always there. Some say the best pilots have the strongest urges, (usually said by the best pilots), but the beauty is we've all got it in mind. So in winter we all get excited for spring, because the wind doesn't blow then: it moves about. The big trick is to see it moving, but that takes a long time to learn.

So one day you're floating around in a dream, when all of a sudden, something gives you a real **shaking**. It may be a wobble or it may knock you sideways, but you've felt the movement for sure. You will get a rough ride at first, because you're not the one in control, and your eyes are wide open and shut. But now your heart is beating, you're hooked right into it, and you're getting to grips with what's going on out there. We all love doughnuts don't we? Sparkling on the outside, a big mouthful of dough, and you're after the jam in the middle. Well, our doughnuts are thermals. Go round and round, stay inside. With audio and most other senses screaming, go up and up and up. Concentrate on the input, focus on the task, and you're there. It's the First Time High, not quite the next world, but close, probably with a few friends around. Taste thoroughly.

It is said that some pilots are so finely tuned to their air that they can thermal with their eyes closed, just by sound and feel. This however cannot be recommended (also contrary to Air Regulation 24b sec II, and most sense of reason)

The rest of the gliders are tiny, small blobs on the mat far below, and you've drifted way over the back. **Big decision time.** To go or not to go, that is the question. Do you know what you're doing? Are you impulsive and reckless? Perhaps you should gather information first? Yes of course; maps, you must have maps in your hand or at least in your mind, you're lost and dangerous without them. You've read the books and learnt the theory, so now it's the practical module.

Airlaw is the basic rule of freedom, and the first Airlaw says stay in the air 'till you can land safely! But you need the details too, how high you can fly, how far to go, which direction in future.

Don't expect all plain sailing. Bits that go up = bits that go down, so hang on tight as you can. Glance down occasionally at the safety handle, to remind yourself it's still there, because your parachute has been there for you since you were born. Just call on us when necessary. So yes, it can be hard work, but to work for a goal *and get there* feels very good indeed. But, little one, don't forget about Little Red Riding Hood, and watch out for the Nasties, they're out there too. They're called Cumulo Nimbus, big and dark and heavy, anvils of the Gods. If, heaven forbid, you should choose to go there one day, best go open-minded without baggage. But they take a long time to grow, so you just have to keep your eyes open and steer clear, no problem.

The Dyke is back in the past and you're out on your own in the sun, and just over there is a fluffy little white Cumulus cloud, my favourite little one (almost). Future calls, here we go! Now, where are those thermals? You have a good little gadget to help you, like a baby alarm, that cries out when special attention is needed. Do not ignore. Look out for other indications too: smoke from the fire, waves in the corn. Changes show what's going where.

But the best of all are the birds, and the best of the best are swallows, the real high fliers. Just like angels really, you see them around but don't often get the chance to touch. They are your guides, stick with them as long as you can.

Can you guess how high we are now? Three and a half thousand feet high, that's how high! Notice how your feelings have dramatically changed during your flight. The climb was excitement and physical, with adrenaline firing up every nerve in your body, but now it's different. The body's relaxed, almost gone, with just fingertips left on the bar, but the surge has gone straight to your head! It's serene, you are right at the top of the world, and the choice from the world is yours. We've just passed

Lewes; did you spot the prison down there? We've come a long way already, where next? Kent's a nice place to visit, like nipping over to Granny's, we'll do that soon.

So to answer your question, I guess hang-gliding is just stuff like that really. Fancy a go one-day? Maybe We'll find you a good teacher when the time comes. He lives at the flying school.

This wasn't supposed to be a bedtime story, but by amazing co-incidence your time has come, little one. Off to sleep now, sweet dreams.

Note: All characters are fictitious, any similarity with real people or seagulls is mental.

A BOOK FOR THOSE OF US WHO CAN'T GET IT UP WITHOUT ASSISTANCE *Review by Gary Cook*

A long-awaited book is now available to those with an interest in footlaunch flying. Noel Whittall (Father of world hang- and paragliding champion Robbie) has just released his latest softback book, "Paramotoring" - from the Ground Up (Airlife Publishing, £19.95). Noel has built on the foundations laid by his previous, enormously successful book on paragliding, to bring us a realistic overview of paramotoring. As Paramotoring depends hugely on a sound foundation of paragliding skill (don't let anyone tell you otherwise!), the book revisits territory familiar to all paraglider pilots for some of its sections - however, this is not a re-hash of a paragliding book - far from it. The book covers all aspects of paramotoring flight - from preliminaries right through to an overview of manufacturers. It would provide a perfect introduction to the sport for those thinking of taking it up, or those thinking of extending the capabilities of an existing paragliding rig by adding their own portable hill to their equipment.

Pilots who are already engaged in flying paramotors will also find lots of valuable information within - all of it backed up by extensive illustrations and up-to-date photographs.

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Nova Axon 26 85-105kg as new - £999

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Coaching

By Trevor McLoughlin

I don't know, some plonker mentions on the telly that it's the first day of spring; we change our clocks to British Summer Time and what happens? The weather turns to.....to.....bad again. Doh!

So, it seems you're lumbered with me as your Chief Coach again this year as no one else was prepared to step forward. I'm quite happy to continue as I said last month, but it would be nice to have some feedback this year – maybe even a little help. The amount of you that turned up for the AGM was very poor, so you must all be very happy with the way your committee is running things or you would have been along to try and change a few things – yes? But then again it was a Saturday night.....

I'd like to try once again to have a regular meeting aimed at new or low airtime pilots, although of course everyone will be welcome. Until a few coaches come on board I will be there to head these meetings. Please, would any available coaches come along? I know the ones that will turn up anyway (thanks for your support). The idea is to have an informal discussion / lecture session that will enable us all to meet each other, throw ideas around and to talk about things like mixed-flying, thermalling, meteorology (especially the sea-breeze), site rules, changes needed or wanted etc. etc.

So few of you - the membership, come to the committee to let us know what you feel would help or benefit our club. I know the majority of you meet on the hill on a regular basis and are quite content with that, but there are others who would like to see something a little more formal. I know I can't please all of the people all of the time, but I do want to try and help as many people as possible. So, I'll give this meeting a go and see what support I get. Do come along and have your say or even just listen in and have a drink. The first one will be held in Seaford at the Wellington on Thursday the 25th of May as I'm off to Spain for the first two weeks of

May to run a thermalling course. In fact there's a couple of places left if you're up for it – call me, it's going to be fun.

An idea Ozzie and I were discussing last Tuesday was a lecture / talk about XC flying for our newer (and less experienced) qualified 'Pilots'. This is something I tried to get organised last year, but the guys I asked to come along as speakers never showed any real interest. Anyway, let's give it a go this year and see what happens. Ozzie is as keen to get this going as I am, so I'm sure between us we can arrange something. If you want to see something like this, then let Ozzie or me know and we'll get something organised.

The latest lectures are going well by the way, it looks like I should be able to get around twenty people up to Pilot level by the end of April once again. They take their exams on Thursday evening.

Guest Speakers

I've been in touch with Bob Drury of Himalayas' fame and asked him whether he would come and give us his talk and slideshow about his exploits in Nepal. He's keen to come down providing we make it worth his while and cover all expenses and accommodation etc. So, would you like to see him? Would I be wasting my time and the club wasting money in getting him down? If you would like to see and hear Bob as the first in a series of guest speakers for this year, show your support by sending us a fiver to secure yourself a seat. Your cheque will not be cashed until something definite is arranged, and if no support is forthcoming your cheque will be destroyed along with the plans for the event. Please send the following cutting to me at:

Mr T. McLoughlin
(Bob Drury Slideshow)
C/O Sussex Hang Gliding & Paragliding
Tollgate, Beddingham
East Sussex
BN8 6JZ

Yes, I'd love to see Bob Drury. Here's my £5.00 cheque made payable to the Southern Hang Gliding Club.

Name.....

Address.....

Phone number.....

Membership Number.....

Cut > -----

The following is an article from John Barratt, who is concerned at the amount of people flying Hang Gliders from the PG take off at Newhaven, especially since we've had a few accidents there recently. Although the site guide shows this as a HG take off it's not really the best place. Anyway, over to John:

Hang Gliding at Newhaven Cliffs

The Paragliding launch site at Newhaven is unsafe for hang gliders. Due to the fact that a Paraglider wing is some twenty odd feet above the pilot, they fly over the turbulence in the hollow before the cliff edge. The hang glider wing slides off into air 15 feet below that encountered by the Paraglider wing and risks being dumped or tipped in the rough air.

It doesn't matter how competent you are as a pilot, if you use this launch site on a hang glider you take the risk of being trashed. The best launch site is down the path to the right (looking out to sea) along the little spur to the cliff edge where there is rigging space for two hang gliders. The cliff edge here is rounded and does not produce a standing rotor. A good, easy launch can be made from the knoll (or bump) to the right of the rigging space, some ten feet back from the edge.

Your nose-man (essential if it's windy), may be nervous to stand with their back to the precipice, with the possibility of them being pushed off the edge. If so he can be roped to a bush behind the take-off. A

carefully briefed wing-wire assistant can also be used. He holds halfway down a wing wire keeping the glider level in roll, crouching behind the wire, not in front. When ready, take the glider up onto the bump and do your hang-check. Instruct your nose-man to raise the nose where you can adopt the 'straps tight' or 'on the shoulders' launch position, and then tell him to 'hold'. Tell your wing-wire man to adopt a 'neutral' grip with no up or down pressure. He confirms this by shouting 'neutral' (or 'hold' if he's still gripping). The nose-man does the same. When ready, if the wing is balanced and the air feels good, you shout 'neutral?' both nose-man and wing-wire man respond with 'neutral'. When you shout release, both wing-wire man and nose-man drop to the ground out of your way.

The only good safe landing is on the pebble beach down to the left of take-off, the launch faces south. Most people fly Newhaven in SSW – the best direction to fly the Peacehaven to Brighton cliff run.

Remember, there are **NO OTHER SAFE PLACES TO LAND** other than Newhaven beach. No top-landing due to rotor, and no bottom landing due to rock-pools and groynes. So make sure you have a good forecast of a steady SSW that's not going to decrease or change direction. Only fly the cliffs if the tide is out (just in case) and always check you can fly back over a section before blasting off on a speed run! It's a great place to fly looking in all those back gardens in Peacehaven playing with the seagulls and racing the traffic along the coast road. You can park in either the fort car park or at the beach bottom landing where there is a steep path up (eighty feet or so) here.

Paraglider pilots – if you see a HG rigging at the PG launch please tell him about these problems and point out the other take off. You could also tell him about this article. HG pilots, please feel free to contact me at Sussex Hang Gliding & Paragliding 01273 858170.

John Barratt

Some thoughts about back protectors

The number of people I know who've broken vertebrae causes me great worry about the possibility of having a messy landing. Back protectors are an excellent secondary defence after your legs can absorb no more impact, so I thought I'd better up-rate mine. Thicker is definitely better, and having the right material vital: too soft and you hit something hard, too hard and pelvis Acceleration is too great. The surface area of contact between pelvis and cushion is an often-missed factor: the bottom muscles get out of the way, the seat board breaks up and only the bones protruding from the pelvis penetrate the cushion. The result is a pretty small contact area. Hence System X used a hard foam, soft ones are useless and air bags do very little for the first part of their travel until the pressure builds up. Being a skinflint, I wanted to keep my Pro-race harness, which I'd bought with a Zote 50 mm hard foam cushion. A thick modern airbag wouldn't fit, so I set out to find something better than my glider bag to act as a cushion in the space available under the seat. After a bit of reading and a few tests, I've settled on heavy-duty bubble-wrap, of about 20 mm bubble diameter. I used the Zote as a template and cut out about 15 pieces, which took up all the available space under the seat. 5 of the pieces had one third cut off the end to make the bubble layer thinner where it goes under the reserve. I took the plastic load spreading plate out of the Zote bag so that I'd have the zote foam layer for my bony pelvis to push into and spread the load over the bubble layer, which itself would be protected from ground roughness by the plastic plate, now fitted to the bottom of the sandwich. It was a simple matter to curve the stack of layers, tape it together with some masking tape and stuff it in the harness. The result cost next to nothing, weighs less and just might save me a broken bone. I'd strongly recommend that anyone with some spare space under their seat put it to good use, especially if, like me, you fly with an older harness with limited space available.

Dave

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Marshalling Rota

Date	Hg/Pg/ Both	Rating	No	Name	Phone
15-Apr-00	PG	CP	1095	Kevin Short	0973 452780
15-Apr-00	PG	CP	1089	Mike Parfitt	0181 876 6479
16-Apr-00	PG	CP	1092	Nicola Robinson	0181 896 0680
16-Apr-00	PG	P	1090	Andrew Ellison	01206 241113
16-Apr-00	HG	P	1093	Paul Smith	0181 946 1519
22-Apr-00	PG	CP	1038	Paul Ward	01273 749955
22-Apr-00	PG	CP	1056	Jessica Townshend	01306 712394
22-Apr-00	HG	AP	1055	John Vernon	0181 423 5649
23-Apr-00	PG	CP	1109	William Yarman	01903 755831
23-Apr-00	B	P	1106	Harry Greene	0171 482 4927
23-Apr-00	PG	CP	1108	Diana Riordan	01403 891683
29-Apr-00	PG	CP	1119	Kevin Oversby	01273 773389
29-Apr-00	HG	CP	1120	Justin Sanders	01483 213003
29-Apr-00	PG	CP	1117	Alicia Thomas	?
30-Apr-00	PG	CP	1116	Christopher Stevens	01372 373756
30-Apr-00	PG	CP	1155	Richard King	01206 298045
30-Apr-00	HG	P	1167	Richard Toyne	0171 737 0459
6-May-00	PG	CP	1157	Alan Cardosa	0181 551 2311
6-May-00	HG	CP	1171	Jonathan Sherman	01403 217735
6-May-00	PG	CP	1176	Nigel Pickett	01883 348489
7-May-00	HG	CP	1247	Steven Puckey	01322 402752
7-May-00	PG	CP	1293	Bela Palel	0181 527 5243
7-May-00	PG	AP	1290	All Maddock	0181 3413383
13-May-00	HG	CP	1206	Robert Peck	0171 207 7289
13-May-00	PG	CP	1238	Hugh Waghorn	01892 652580
13-May-00	PG	CP	1255	Simon Steel	0973 904980

BO-PEEP (FIRLE) SUNDAY MAY 7TH

There will be a vintage motorbike rally up and down the hill, so if it is flyable at Firle please give consideration to these guys or choose another site!

Refer problems to Tony Held (01323 843137)

Paragliding Competitions

John Lancaster

To review the year we have to say that the only pg comp was a bit of a washout due to organizational problems and to some extent the weather. However as a club we currently stand third in the league. Individually, as you all may know, we have some exceptional paragliding talents amongst us from H.T. (World Record Holder), R.O. (British Open Champion), right through to M.T. (Best Newcomer).

For the coming season, I will be attempting to arrange comps against the other clubs in our region (D&F, S Surf, I o W, etc.) There will also be an attempt at team selection by local weekend comps, so that merit and ability might have some influence rather just availability.

I would suggest that competition at all levels is a good thing for pilot development and for the club, and I would ask that if at all possible, whatever standard you are, you get involved this year. J.L.

OPINION

The shops sell them, the schools train us to use them, many of us own them, the CAA allow the BHPA to regulate them – what do we as a club want to do with them? What am I talking about? – FLPAs, powered gliders, para and hang. This side of our sport is developing amongst pilots who see powered flight as an end in itself or as an aid to free flight on light wind days. As a club our only reaction to date has been to put up large “KEEP OFF” signs on our sites. This is understandable, since noisy motors could lose us goodwill and even the use of more sensitive sites.

I don't believe that there is any benefit to the club or to FLPA pilots if we maintain this stay away attitude. The SHGC includes and encourages pilots from HG, PG, both hill and tow. Aerotowing has been successfully developed with the blessing and resources of the club. If we are open to FLPAs then we can-

- a) find and develop new sites
- b) teach and encourage best practices
- c) curb the possible excesses that get everyone a bad name

Please let me or any other committee member know what you think, one way or the other.

John Lancaster

The Southern Club lost one of our best loved members, Nick Smith, following a flying accident on Saturday 8th April.

Nick will be greatly missed by everyone who knew him. He always brightened up the day, bringing a cheery smile with him everywhere that he went.

Our deepest sympathy goes to Nick's family, particularly his brother Simon, without whom he was rarely seen.

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WINDSOCK

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