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Greece 2000, April 1st-8th, 1st-11th or 8th-15th  
*- a few places still available -*

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Our Calendar for the rest of 2000 (and beyond) is now ready, kicking off with our April jaunt to Tolo in **GREECE**, which should give the participants a "flying start" for the coming season, and shake at least some of your winter cobwebs away (see above for dates).

September 16-23 will see us in the **FRENCH ALPS**, getting in some high mountain flying in Chamonix... just the ticket for the end of the English season.

We'll be back in **GREECE** on October 14-21 to grab a little more Flying Paradise! Lots of beautiful scenery and historical sites, beautiful flying, and loads of other fun activities if the weather is uncooperative. (ask us for a colour brochure)

Look out **LANZAROTE** - we are back in December for the Annual Event! More details will come soon, but it should follow the usual pattern of guided flying on this beautiful island, with soaring sites to fuel your dreams well into 2001.

**SOUTHERN SPAIN:** a flying odyssey - we'll be returning to Hotel California early February 2001. Book early - this is going to be a popular trip!

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February 2000

# WINDSOCK

The Journal of the Southern Hang Gliding Club

AGM

SATURDAY 18<sup>TH</sup> MARCH

7.30pm

Clair Hall, Perrymount Road,  
Haywards Heath

(with buffet)

*Your chance to meet your officers*

*And to have your say*

Inside – "A Day in the Life of a Tandem-Tart"

PG Coaching News

Summary of Committee Meeting

Aerotow News

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

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Stewart Owen  
e-mail contributions to:  
[windsock@shgc.demon.co.uk](mailto:windsock@shgc.demon.co.uk)

## Chairman's Letter

Due to technical problems last month, my letter to you all was not published. Therefore, so that you do not feel that you have missed out, I am using the same one this month.

Just a quick letter this month to advise you of this year's AGM. It is to be held on Saturday the 18<sup>th</sup> March at the Clair Hall, Haywards Heath. This is the same venue as has been used in previous years, the full address you will find below. Should any of you have any proposals you wish to have put on the agenda please forward them to a committee member. That's all for now.

Safe Flying **Paul**.

## Club Coach Course

The "Norfolk Hang Gliding Club" are holding a club coach course on the 4<sup>th</sup> & 5<sup>th</sup> of March. Anyone who would like to attend this course should please contact Glyn Charnock by telephone for details, on either :-

Work 01603 744047 Mobile 0860 955145

There will be a charge of £ 5 per head to cover the hire of the venue.

# SHGC 2000 AGM

## Saturday 18<sup>th</sup> March

### Clair Hall Perrymount Road Haywards Heath West Sussex

## Start time 7.30 pm

If you have any proposals for the AGM please pass them to a committee member **ASAP**

### Aerotow News

All quiet on the western front at present, the weather has taken its toll on aerotowing this winter. However the tug has been serviced and is ready for action and all the equipment has been checked, the group hopes to have nearly paid the cost of the tug/setting up loan(6000.0) by the A.G.M. which is good news. By the time syndicate renewals are paid in April then the group will be making the club an income, some of this will be held for an engine fund etc. I have plans to eventually find a better/quieter tug for dual as well as solo towing.

I wish everyone a Happy Millenium and will keep you informed of the group's progress. Safe Flying, Will.

### SHGC February Committee meeting summary

New logo car stickers were shown around. Insulation for cupboard at Dyke underway by Ozzie. AGM BOOKED, 18 March 7 - 12pm. Site guide still not in PC format, want to present it at AGM. Concern about AGM notice not getting into last Windsock. Pilot ratings to go into marshalling rota. Devil's Dyke site fee increases. Aerotow has now pretty much paid back the original investment. 10 new members and lots of site fees. Trophy cabinet popular. Expenditure for year on track. Shoreham airport expansion under investigation. Committee to prepare officers summaries of the year.

*Dear Windsock.....* Letters

Dear editor,

Just out of interest, what were the criteria for the awards Most Improved Paraglider Pilot, Best Newcomer, Best Novice XC and Bag Of Washing?  
Who or what made the selection?

Chris Riordan

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## A DAY IN THE LIFE OF A TANDEM TART

It has to be said, it's not a bad job.

For those of you considering a career as a tandem paragliding pilot, it is not easy but if you do land a job abroad you should prepare yourself for a hell of a good time.

Many years ago I was running alpine and SIV flying courses in the French Alps. One season I stayed on with a mate of mine for the winter to take tourists tandem.

I have fond memories of taking the chair lift up out of the village in the morning sunshine with fresh snow beneath and the aroma of pine soothing my nostrils. With the sun on my face, tanning me gently, I would cast my mind back to the UK where it would be wet and windy with very little flying to be had and my mates teaching on muddy little slopes. Ah well, I would think, somebody has to do it.

Two leisurely lifts and a short ski later – not easy with 20kg of

kit on your back and no ski poles, I would arrive at the take off. Our sign would need to be dug up from the snow where I had hidden it the day before.

We had to hide it because it frequently got thrown down the mountain by the local French Tandem Hang glider operator. The take off area would then need to be prepared if it had snowed the night before. This consisted of tramping with skis to compress the surface and digging out the pit which is a level section, like a step, where you would stand with your passenger before shuffling forward to take off on skis.

After a quick bit of sunbathing and a Mars bar the first client would arrive. We had a good set up with the local ski shop. They would take all the bookings and radio them through to us. Of course there was always a lot of competition between the two of us when the clients name came over the radio and it was a Nicole or a Simone, often to great disappointment – not all Nicoles look like something from a Renault Clio ad. It has to

be said that if the RCN's (Renault Clio Nicoles) were scheduled in to be the last flight of the day, this would give us a sporting chance of catching a bit of apres ski, happy hour drinking time with our new found companion. Sometimes we could fly down to our chalet, just below the village. Set amongst the trees with a view of Mt Blanc, with a raging fireplace, it was the ideal end of day landing spot to savour a cool beer & polite conversation. Sounds idyllic? Yes most of the time it was. There was a certain amount of stress though. We would do 8 to 10 flights a day, not always in pleasant conditions. Anyone out there who has flown a tandem knows the physical effort involved. There were two routes back up to take off. One was much faster than the other but hazardous. There were two lifts but in between the lifts you could choose either to take the easy but long green trail to the next lift or the short and fast black bump run. I remember my first efforts at the black run with my bag on my back and a

definite lack of sticks. Often I would be seen tumbling in a most unprofessional manor down the bump run. However, a few days later I would be tearing down with my 20 kg ballast bag, fear on my face but kind of in control. It sort of concentrates the mind and your thighs end up looking like Arnie Swartzeneggers.

There was the time when I was performing a really nice spiral dive. The RCN passenger was making all sorts of noise, convinced they were squeals of pleasure as she writhed in the harness under several G's of pressure, I continued, only to find out that the it was not pleasure but pain as I caught her, rather fresh, spag bol all over my arm and leg – a fine line between pleasure and pain I guess.

Ski resorts are a crazy place to live. The party atmosphere is huge, the days are long and the nights are longer. I would certainly recommend a working season in the Alps – however, if I had a daughter she would be staying at home.

(Anon.)



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## Coaching

By Trevor McLoughlin

Hello again everyone, so where have I been hiding? I spent the last four months in South Africa. I couldn't stand the thought of another winter here. So I went to Cape Town initially for a couple of weeks before flying to Kenya for a month. After that I went back to Cape Town and toggled between there and Porterville for the next two months.

The reason I went was because I was offered a job out there guiding European pilots on XC courses and helping out teaching at a local school. Unfortunately, it didn't work out; the guy doesn't really run a school, it's more of a hobby and he does it badly at that. Keeping it very simple, he didn't pay what he promised (he still owes me nearly £3000), and his safety standards were so poor I couldn't work with him. So, I came home a little earlier than intended, but what the hell - I had some epic flying, met some terrific people and saw some amazing sites. Maybe I'll write an article about it or something.....

A word of warning: If you decide to do any courses abroad, make sure the people that run it are suitably qualified and well known. Nuff said!!

Oh, one other thing - my thanks to everyone for my award last year. It was most unexpected, but a really nice surprise. I didn't think I did that much, but you obviously thought otherwise - thanks again.

## Pilot Lectures

First of all a quick apology: Last summer's lectures that were scheduled to run in September didn't happen due to a combination of moving deadlines and my flight arrangements to Africa. But never mind, that was last year - let's move on.....

Ok, due to popular demand I've arranged another series of lectures for anyone wanting to take their Pilot exam (both Hang Gliding and Paragliding). Some of you will want to take it just to progress a little further up the PRS ladder and some so you can fly cross-country legally. This whole XC insurance thing carries for flying abroad too, so once you've done your exam and got your IPPI card you'll be well on the way to some big distance XCs.

The exam paper has changed, I wouldn't go so far as to say it's improved, but it's definitely changed. There are now more questions, but the subject matter is the same. It's also now the same paper for both HG and PG (this is definitely an improvement for HG). As with all the other exams, there are some really stupid questions in it. I really don't know who dreams them up!

There will be three lectures: the first one will be on Meteorology, the second on Air Law, and the third on Flight Theory and Instrumentation. This time they will only be a week apart, although this will allow you a little less time for swotting in between, it will get it all over and done with much more quickly.

After the lectures, there will be an exam evening. Those of you that have attended the lectures will of course be better prepared, but you don't have to have attended to take your exam. If you want to just come along and sit the exam with the rest of the group please feel free to do so. However, do let me know **now** so that I can get your paper from the BHPA along with everyone else's.

The dates are as follows:

Meteorology	Thursday 23 <sup>rd</sup> March
Airlaw	Thursday 30 <sup>th</sup> March
Flight Theory	Thursday 6 <sup>th</sup> April
Exam Evening	Thursday 13 <sup>th</sup> April

They will all be held in the same function hall at The Wellington in Steyne Road, Seaford. The lectures will start promptly at 8 o'clock, so try to be there by at least 7:30 to get a drink and make yourself comfortable. The

exam will start at 8 o'clock too, so on that night try to be there a little earlier in order to ask any last minute questions before you start.

The cost will be £15.00 per person payable in advance. This is to cover my expenses; fuel, the hiring of the hall, overhead projector, materials and drinks for the landlord etc. The BHPA will still charge you their usual £10.00, but you don't need to pay that until the night of the exam.

Please send the following slip to me at the address below as soon as possible, it's **most important** that I know how many people to expect for the seating arrangements. If you don't want to tear up this wonderful tome, just send me a short note (or photocopy) with your details and payment **before the 30<sup>th</sup> of February** to:

Mr T. McLoughlin  
229 Barking Road  
East Ham  
London  
E6 1LB

Cut:-

.....  
Yes, I will be attending your Pilot lectures, so please book a seat for me. I enclose full payment of £15.00 (cheques payable to T. McLoughlin please).

Name \_\_\_\_\_

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**Membership and BHPA numbers are important.**

## Ground Handling

While I was in Africa I couldn't help but notice just how poor peoples ground handling and launch techniques were. Not just British and European pilots, the locals too. The reason for this is quite obvious you may say; "The conditions are so much stronger." Well, I disagree.

The reason is very simple: basic techniques. Obviously through teaching and watching students make the same mistakes time and time again I've gotten pretty used to those basics. I knew I was going to get caught out one day - everyone does, but I was lucky and didn't (this time).

Whether you're taking off in strong wind or gusting thermals and screaming dust devils (just kidding), the same techniques apply. It is so obvious, yet so many people get it wrong! Stay in the centre of the glider. By this I mean as you pull it up, step towards it to get underneath it. This takes the energy out of it and saves you having to bury the brakes to stop it over-flying you, which in turn increases the angle of attack and lifts you off the floor before you're ready. I know this is old hat to most of you, but for those of you that it's not - try it, it works. It's the same if it goes off to one side, don't use just the brakes - get under the centre!

## PLFs

When did you last do one? Someone asked me last year if I'd arrange a practice session sometime. What do you think? Anyone want to do that? PLFs do work, that's why they're still taught! If you don't practice them, then you won't be able to do one when you need it. A friend of mine has been paragliding as long as I have and he can't do one without hurting himself so he doesn't practice them. Guess what - just poor tuition and technique. If you think you'd benefit from an hours practice sometime this year, get in touch. I'll see what I can arrange.

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## WINDSOCK

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