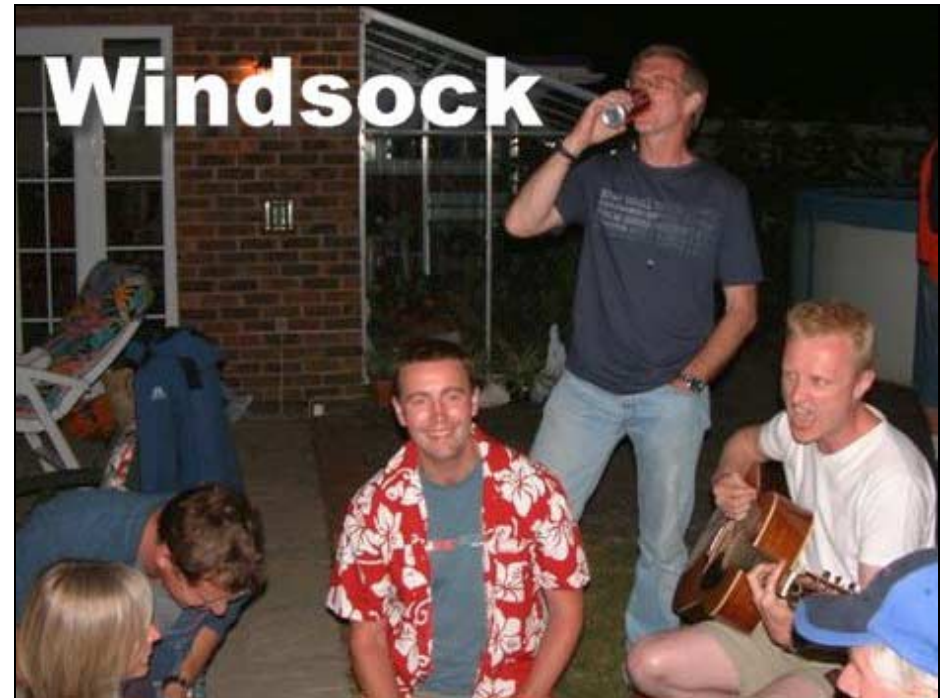


Ooh Lordy, It's...



The Official Magazine of



September 2004

How's Ya' Summer...



Editorial

Hello,

How's the Summer so far? If it's been anything like mine you'll be looking at some expensive glider repairs but hopefully not any hospital bills. For more about how I came to earn this years Bent Aluminium (and snapped carbon-fibre) award in one day, there's an explanation burrowed away somewhere in this collection of ads comment, pics and other bit's 'n pieces we call Windsock.

Thanks again to Johnny and Diane Carr for making us all very welcome at the Summer Party, hosted at their home this year. Thanks also to the Hurricane and Spitfire crews for the fly-past following the Chailly Airshow earlier in the day. Hopefully we didn't scare Johnny's horses or cause the swimming pool to spring a leak – or maybe we did....I left well before midnight!

Once again, I'm going to appeal to you all about how difficult it's been to get enough content for your favourite flying mag. Rather than moan about it, I thought I'd try a bit of controversy instead. So here goes. My point is that it's getting more and more difficult to justify putting out a Windsock every month. With less content for everyone to enjoy, we're becoming more reliant on adverts and events like the Summer Party, Christmas Bash or the AGM to trigger the publication of a new issue. Give the not-so-modest costs (about £1 per member per issue), twelve issues represents quite a chunk of your membership fee. I'm beginning to doubt how many of you would like nearly a quarter of their membership fee put into Windsock as it is at the moment.

Rather than be known as the man who killed off Windsock, I would like to suggest the following. Someone else who is much closer to the Paragliding scene take it over as lets face it, this is where the majority of membership is and where the majority of the material is likely to come from. Alternatively, I will pledge to publish a Christmas Issue and a New Year issue prior to handing the job over at the AGM early in 2005.

Let me know what you think either by Emailing the forum or the Email address below. I'm sure some of you have something to say on this subject.

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Ta' ta

NICK

Chairman's Letter

Hi all,

As Autumn arrives, I hope that your summer flying was Ok. I can't say it's been a classic - I seem to have flown lots, but not had many epic days. Never mind, perhaps September will surprise us. Here's hoping.

There's not much news on the Shoreham airport front. As far as I'm aware, the authorities are looking for private enterprise to take on the debt, and expand the airport. If they don't find them, then the expansion will not happen. Rumours that they are already preparing the new runway don't seem to have any basis. There is construction going on, but this seems to be related to filling in a marshy area to one side of the runway. If anyone hears anything new, please let the committee know pronto!

I was approached by the owner of one of the cottages at the bottom of Mount Caburn the other day. He has asked that no one flies over the cottages. There is a lady there who phones up the estate managers EVERY time someone flies overhead. Please don't do this; it endangers the site. The worst offenders, it seems, are pilots attempting to fly back to Airworks directly. Please can they not do this, unless it is via the official landing field.

Hang glider pilots should be aware that we have a marshalling system at the Dyke, which will allow them to fly, even when crowded by paragliders. All you have to do is set up the marshalling windsocks, set them to red, to stop others taking off, and fly. Arrange it before with other pilots on the ground, of course. There is no reason why anyone should be denied flying on a good day. We are all members of the same club.

Regards
Dave

--||--

Lost and found - still loads of unclaimed stuff:

Icom 2M radio stubby aerial.

Found together at Caburn:
Wristwatch compass, Hook knife and sunglasses.

I still have a white open face helmet, found on the Dyke hang glider take off.

Officials Corner

SHGC Committee meeting 4th August 2004

Summary

- BBQ Publicised in special Windsock.
- New marshaling scheme extending to Caburn
- Reminding members of site rules.
- Concerns about standard of some people coming out of schools
- Questions about BHPA insurance cover for committee members.

Windsock Items

- Caburn Marshaling?
- Site rules?

Members Present

Ian Grayland, Peter Campbell, Brian Brunswick, Dave Massie, Tim King, Chris Bere.

Matters Arising

BBQ this Saturday (7th) has been publicised in a special Windsock, just for the social and some advertising. There seems to be some problem with distribution – Ian didn't get this one. Others have had them reliably though.

Dave has received the cheque for £1000 from the failed appeal; he will get it to Peter to pay in.

Dave has also bought a new lock for the Dyke

Tim - sites

Stuart asking for his £20 for the yellow stickers in cash – agreed that Tim will pay him and get expenses back.

Tim has the coloured Windsocks for Caburn, but hasn't got the poles yet. We wondered about storage for them on top of the hill. Tim has the idea of boring a hole into the ground for the storage. Or storage at the bottom in the wood shelf. Maybe a permanent pole as part of the fence. (There's the Airworks weather station on there). Agreed to stash it simply at the top if we can.

Dyke marshaling scheme – not enough HGs utilising the paddock for launch. Can we encourage them to cross the fence somehow? Not clear that it's really a problem. Also a problem with PGs left laid out in the

landing area. It would be better if they pick up and move it back over.

Caburn will see similar scheme, but to the left of the Amber Windsock. This will eliminate slope take offs too and restrict launching to a smaller area whilst controlling numbers in the air. Do we need an air horn for emergency landings? Can we simply shout.

Tim still hasn't got a list of coaches.

Chris – Sites liaison.

There was a problem in June with a HG pilot taking a car into the field round the house at the bottom; Chris apologised for this as he got an apology from the pilot, but last week he landed in 3 fields over again. Should we try to get the strip at the bottom re-aligned to make it easier for people to get in? Mark Lee - at the bottom - was saying that he wanted us to stop use of the landing or demand lots more money. However Chris had a chat with him and placated him. He was paid in June. The section that would make a better HG landing is partly track already, but they might charge more for changing this. The fields on the other side were originally a part of the agreement.

A question remains about reminding members about site rules and how we can avoid problems with people taking cars in. Lots of members don't appreciate how delicate some sites are. Should we write letters from the club warning people? Maybe sign them generically from "the committee". We would need 3 generic letters, one for each of Dyke, Caburn, Firlie? Maybe use the forum? (Wondering about changing forum to a web based threaded one.)

Caburn – not really a good time to speak to them at the moment. Except Chris Williams - we want to see the style at the bottom widened.

Peter – Finance

No concerns, Peter has spoken to Jack about number of memberships; all still fine as numbers passing the 470 figure again.

Peter wondered about keeping membership numbers down; maybe we should rethink the schools discount policy. The initial idea was to get the schools to promote the students to join the club (it's all part of the CPC syllabus as well). It would be better if the schools actually had the sites guide available to give to the member right away. Difficult to ask the schools for any kind of registration of students scheme.

Ian – Safety

Has the CPC standard changed? Ian has perceived a drop in standard over the last couple of years. Tim suggested that the standard of new pilots emerging onto our sites is declining. Is it schools trying to rush people though? It is still hard to send people out of the school without the proper tasks written down and signed off. It seems that some of the tasks are being fudged by some people though – e.g. consistent landings (or not). What is the club's responsibility if people aren't trained properly? Tell them that the school has ripped them off. But some people want to get out and fly as soon as possible.

An importer threatened Ian after an unfavourable safety bulletin. Ian was asking about the club's position in the event of committee members being sued. Should we as a BHPA club get their insurance? Instructor insurance was reduced recently, but not to the committee. We think we should ask Mark Dale at the BHPA. Coaching is supposedly still covered for the £2,000,000.

We've just about got through the Silly Season without any big injuries. Maybe an impression of more people sitting it out during rough air.

AOB

We haven't got the non-members list yet (ed: we have now!)

Purple Haze down-sized the school, asking for a lower sites fee rate. We gave a low rate to Russell etc. The rule is if it's a (mostly) one man school. We will ask Jack to write back to that effect, asking for daily teaching log-book for a couple of months or so?

Next meeting.

This is to be Wed 1st September 7:30pm at the Dyke pub.

BHPA approved school

'D-aviation.'

.....dare to deviate.....dare to aviate:

Tandem Paraglider Flights
D-aviation vouchers by return: Don't be selfish, let your friends and relatives experience the thrills of paragliding as well! - special rate for SHGC members.....£55 inc.

Tandem pilot coaching/tuition and assessments..... p.o.a.

CP - now what! - D-aviation club coaching scheme:
Just passed or about to pass your CP or been CP for sometime but the flying hours seem as illusive as ever - or perhaps you're just rusty or had a lay off? Busy club sites can be tricky but you probably don't want to return to school. Informal coaching here and abroad could be the way forward. We know the sites, we know the local weather, we are flexible, we have lots of experience and we have the time. Want more airtime? - call us and discuss what YOU need.

Guided Trips for 2004.
Algodonales:August 28th to 4th September 2004.....By the time you read this it may be too late to join us for this trip - but if not there are a few places left give us a call. Too late for this one? - book early for April/May 2005. The trip is primarily aimed at introducing pilots to cross country flying and/or developing X/C flying skills. The trip is also suitable for pilots who have a few!! hours and want an introduction to thermal mountain flying. Algodonales is known for its good X/C potential and is therefore suitable for pilots who already have good thermalling skills and X/C experience but would like some company and local knowledge. Cost includes shared apartment accommodation, car hire, transfers to and from Malaga airport, minibus transport to sites and for those long retrieves! Plus fly guiding on the ground and in the air from BHPA senior instructors and local X/C guru 'Senore Baz'.....£430.

Lanzarote:.....Dec 2nd - 9th & 9th - 16thA stunning and unique island offering winter flying for all levels of pilot from EP upwards. Finish your CP tasks in the sun, expand your soaring and thermalling skills or for the more experienced go X/C and fly high over volcanoes and lava fields or for a ridge run with a difference fly 20km along the 2000' Famara ridge - and back! With large take off's and almost limitless landing areas, thermals, sun and sangria Lanzarote has something for everyone - bring you other half. We offer guiding to all levels, luxury villa accommodation, breakfast, car hire and transfers. Join us for our sixth year of winter sun, fun and flying.....£430.

Need A New Glider, Reserve or Harness?
 To complement our club coaching service D-aviation are now offering a 'on the hill' paragliding equipment sales service. If you are looking to upgrade your harness, reserve or renew your wing give us a call to discuss your options and arrange a demo. We can bring equipment to you on the hill to view, discuss or test fly. We are impartial, experienced and there 'on the hill'. We are not tied to a particular manufacturer, which means that we can talk frankly, and honestly, give our opinion about the products available and therefore find and supply the right buy for you.....P/X possible plus free coaching with all new glider sales, if needed.

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Technique

A View From the Trees

By Nick Cresswell

Hanging from a tree at 3000ft might sound all very James Bond and even impress the girls, but there is a serious side to how I got there....read on.

Like many of you I'm partial to a good flying trip. I've spent bits of the last few seasons discovering the wonderful flying conditions of France, Spain, Switzerland and this year, Germany.

Rather than recite the conditions on the camp-site, the views and where to get a pint of Real Ale and a Curry in these places, I'm going to talk about a very foolish mistake I made and how any of you could easily make the same one.

Ok, so you need some sort of background to how this all happened, so I'll tell you.

Myself and two other hangies – who will remain nameless for now to save their embarrassment – had driven to South Eastern Germany to fly the Mountains just North of Austria and the Fussen region. Historians among you might be interested to note that we weren't far from Hitler's famous mountain retreat.

I digress. Our site of choice for that week was the Rauchberger near a town called Rupholding. A very efficient cable car to get the gliders up the hill, excellent landing options and of course, a wooden take-off ramp at 3000ft; pretty much everything you need – even toilet facilities near the launch.

Having endured some rather unsavoury mountain weather (that'll be rain then!), we were particularly keen to get off and launch and see what the area had to offer. So by 3pm on day three of our visit, we got to do just that. The heavy rain had left both land and air rather damp and heavy but we still enjoyed limited climbs around the local ridges, working some of the house thermals and generally having an 'ok' time. Landing was easy enough in the capacious club landing field, so following a leisurely de-rig, we returned to our local hang-out for some refreshment.

To cut a long story short, the next day was rather

wet and miserable and I can't remember for the life of me what we did – ah, yes, we surfed the internet for a weather report that would satisfy our naïve hope that it would be flyable the next day.

Our naivety must've paid off as next day, although the sun wasn't burning off the cloud, it wasn't raining. So up the hill we went.

Having made a fairly successful ramp launch the previous time (albeit with some helpful shouting from a local) I wasn't too worried about taking off. As long as I keep the nose down, what could possible go wrong? Well, nothing, as long as you keep the nose down. For those of you who can see what's coming up next, you're absolutely right and good for you; but bear with me while I take you through my rather tedious analysis anyway.

Balancing the glider or your shoulders is the easy bit. Then there's keeping the nose down before running – easy too. Then there's running. Put them together and that's where you need a good reliable launch technique.

Being totally useless at art, I'm going to shamelessly steal an illustration from Mark Dale's excellent Pilot Handbook, published by the BHPA. I've put it on the following page.

The illustration shows the first stages of a successful hang-glider launch – up to the point where the glider has begun to support its own weight and is therefore flying. Whether on a hill, a ramp or foot-launching on aerotow, the steps are the same. So what happened to me then?

Somewhere between the first and second steps, I decided to change my grip – that's right, before the glider was flying. Anyone who hasn't analysed their launch technique for a while might want to take note here as my lack of attention to this small detail caused an enormous prang. Most of us pick up the glider using the finger-tips-down grip

as illustrated in the first step. At some point you probably change grip so that your fingers are wrapped around the uprights – Dennis Pagen calls this the bottle-neck grip. The next change of grip is probably when you place your hands on the base bar as you move into the prone flying position.

Back to my mistake then. After taking a couple of quick steps down the ramp, I decided to change to the bottle-neck grip. As the glider wasn't yet flying, the nose began to rise because a. the glider was still on my shoulders and b. my glider just happens to be a bit tail heavy on the ground. By the time I had reached the end of the ramp the wing was stalling, the result of which was a steep bank to the left, straight into the trees.

Thinking back, this could have easily happened at any time during the year, as since I have changed glider and harness, I haven't reviewed my launch technique. Taking off from UK sites in high winds tends to simplify launching as you're almost airborne the second you've picked up the glider.

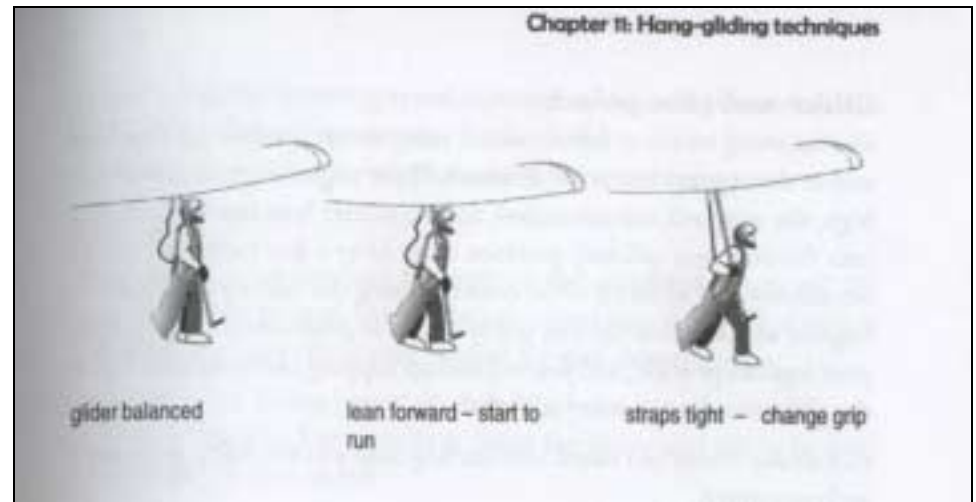
So what difference had a new glider and harness made? Quite simply, on my old kit, the distance between the glider resting on my shoulders and flying with the leg straps tight was quite short.

On my newer XC harness, the Glider rides up much higher on launch before the leg straps become tight. Looking back at our launch illustration, I had simply got used to changing grip at a particular point in my launch, rather than feeling for when the glider was actually flying. Add to that the tail-heavy nature of the glider and voila; one bent airframe!

So what do I do about my awful launches? Well, practice practice practice. My current exercise is to feel the glider move from straps-loose to straps tight and only change grip after this time. It's early days and I still have to translate this to foot launching on Aerotow.

So what can anyone else learn from my awful launches? If you've just qualified and you're enjoying good launches, then good for you. Don't forget that at some point you'll change equipment and when you do, it's time to revisit those basic techniques again like launching (and landing and turning etc) so that you're not tripped up by any bad habits you've developed. And if you've got lots of hours, do the same, as no self-respecting pilot wants to come DOWN in the cable car.

Safe Flying to all



Thanks and Acknowledgements to Mark Dale of the BHPA for the above illustration.

Summer Madness

Big Thanks again to Johnny and Diane Carr for hosting an excellent SHGC Summer Party at Tillershaw, their home in Wivelsfield Green. If you weren't there, then here's the evidence! And if you were, it's probably time to cringe!!



New Horizons

First XC

By Jamie Gendinning

What a weekend.

First XC, Cloudbase twice, Rum, Beer and a Barbeque..

Where do I start. Monday 21st July - London wing meeting in the blue posts of Newman Street. Russel Ogden gave us an excellent talk on glider control and after the talk, someone mentioned that it was the British Championship round at the Long Mynd and that people were quite welcome to come and watch the flying - and maybe even get a flight or two in once the comp pilots had flown off.

Sounded like a grand idea and with a favorable forecast, Dave Tulloch started to get us all organised. Four of us went along. myself, Roy "sparks" Clarke, Dave T and Fernando "the cockney Columbian".

I was the first to arrive at the campsite (the Green at Wentnor), was made very welcome and was pointed to an appropriate pitch. I got my tent up in the twilight and headed up to the bar to wait for the other guys to arrive. Not really knowing many people I grabbed my pint of Guinness and headed outside to wait. About two-thirds of a pint later, Fernando and Dave T appeared. So we headed to the bar. We saw Russel in the lounge bar - he looked very surprised to see us. Probably more shock than anything else..!

Things were going swinging along nicely. Sparky Clarke turned up about 23:30, only to find the bar had shut for the night. Officially! But things were still progressing nicely. When not thinking about the next thermal, these dedicated competition pilots can knock back a beer or two. The event organiser, Calvo, we seen at one point being being carried out of the bar. The staff were quite sociable as well - considering. They didn't make us leave until at least 04:30. Although we had bumped into Ulric Jessop by that point. He was complaining that there was no-one to drink with! I'd had enough but Dave and Fernando still had a tent to put up. so we left them to it!

It was still dark, or was it? I couldn't see very well but... might have been daylight!

Dave and Fernando managed to get the tent up. I Don't think we woke too many people but then again...

Four hours later, it was raining! Not a good start to a day's flying. we went up to the pub for breakfast around 10am. The weather was starting to clear up. A task briefing was given for the comp pilots. A 51km race to goal from Llangollen and back to the Long Mynd. Someone mentioned that it was a 1hr drive to the north. Three hours later we were getting close and we could even see some people flying. Our chosen route was a tad busy; we had to stop a couple of times. I blame the driving but it might have been something to do with the combination of Guinness, Bitter, Rum and Gin from a few hours earlier! (ed:- I'm sure there's a proper cocktail recipe in there somewhere)

We watched the competitors getting ready, then the window opened (competition term) and people began launching. It looked a tad hectic at times but it was still an amazing sight. You may have seen pictures in Skywings or XCMag but watching so many wings in the air was a mesmerising experience. it was like a ballet.. or should that be a battle? It was so much more controlled than on the Dyke, Coombe or Bopeep on a bank-holiday weekend. everyone (well mostly everyone) was going up... and round... and up.

I think there were several thermal cycles so by now there were two main gaggles of pilots. They had a start cylinder (another comp term) of 1km. I think this meant that the competitors had to be within 1Km of take off when the start gate opened. The open window meant they had 30mins to get into position before the task started. It was good to watch and really inspired us all to fly. If so many people could get up and away. why couldn't we?

Fernando was first to go. I'm not quite sure what happened! He reappeared a while later after walking up the face of the hill. Not an easy walk

up, like caburn!

Dave was off next and he hadn't flown for a while so he was very keen to get up and fly. He got off the hill and then started to gain height. he was getting higher and following the thermal back. We were joking that he was going to do his first XC and he kept on going up and back. Then turned and started to glide back. I think he got some sink two valleys back and landed. He had done it - his first XC. 4Km or thereabouts.

After seeing Dave head off and Fernando head down I decided I should have a go. After all, it would have been rude not to! With no targets in mind - apart from staying up and maybe getting a bit of height - I started to prepare. One thing above all else makes a good flight for me is being able to look down on take-off. I've had so many flights where I maintain and scratch below takeoff - then either slope or bottom land. All good stuff of course, but it's so much more satisfying looking down on the launch area.

I got my trusty Fiesta set up - then the wind dropped. Bugger. Then it started picking up and dropping in 30 sec bits. Bugger again. Top-to-bottom it is then :(Things levelled off a bit, so I went for it.

I got a wee climb and went right, then back. Gaining a bit, then losing it in the turn, then gaining. Then down. Eventually I was a few feet above take-off whilst thinking... this is really grand. I headed further round to the left where Lawrence Ying had mentioned there was a bit of lift. No one else near me but still lowdown I got some lift. I started doing some S-turns and got a bit more. This would be one of these thermal type things I'd been in in Verbier but few through in the UK!

Still no one flying at me and still going up, so I put a 360 turn in. Still clear around me. so I put in another... and another. this is fun! Round and round, up and up. The people below started to look really small. Then I noticed I was getting close to cloudbase.

The first time ever!!! I started getting a bit nervous. looked at my altimeter which indicated 3950+ft from a take off. Not a bad a climb. So what next?

I saw Dave in the distance folding up his wing; or at least I thought it was Dave. With all this height it

would be rude not to go and say hello. So I started a glide. I didn't get much in the way of sink and a little while later I was passing right over Dave and could just make out a the wing and someone folding it up. I was a little bit higher than I expected.

Sooooo... I thought... why not see if I can make it as far as that little village. Still pretty much gliding, I made it over my second landing target and got a little bit of lift. A couple of 360's later, I had made up about 150ft which was very useful but I had started to think landing would be cool. Off on a glide again. I could see the A5 that we had driven in up to the site. I saw a small town slightly closer so I thought - that'll be easy to get retrieved from.

Still with a bit of height I saw a large field next to a football game. No livestock and it looked flat. No power lines either, so I started to circle down trying to judge wind speed. There was a large tower to the NE that had a fair old plume on it - which helped with judging the wind, as did my groundspeed on the GPS.

I picked a spot and landed. My First XC. So very cool. I checked the GPS it was showing 10.1 miles from Llangollen. I was a little bit excited and called Roy and Dave, then started packing up.

I had landed near to a gate onto a narrow lane. I couldn't see the football field - the hedges that looked so twee from the air were actually about 8ft high! good job there was a gate then! On closer inspection of the gate - the top was wrapped in barbed wire. bugger. there was a gap underneath it though. with liberal application of the compression straps on my glider bag both me and the wing made it under, phew.

I headed into town - Weston Rhyn to be exact. Probably more of a village than a town but there was a shop. I got myself an icecream and a bottle of coke to celebrate. The pub across the way looked promising but I had to work out how to get back!

I tried calling Dave - he was at a bus stop, so I tried both Roy and Fernando. No answer. I then tried Lawrence Ying to see if he could see either Roy or Fernando. He could but said he was on his way to pick up Charlie Merret who had landed 7Km short of goal. I said I could get to chirk and Lawrence agreed to pick me up.

It was almost two miles into chirk my glider bag

has never felt so light! I was walking on air. Lawrence picked me up and we headed back to get Charlie. Not too bad a day. after plugging my gps into my pc - I had covered 14.6km or 7.01km straight line distance. which was sooo nice.

A few beers, a barbeque and a quick trip to the pub finished the day off in grand style. Several hours of satisfying sleep (dreaming about the sound of my vario!) later, we all attended the briefing for the day. Still no flying the Long Mynd but Bache hill in mid-Wales. I had flown there a few times while visiting the area with sideshow rob's welsh border raid. Another site that I had flown more than once without clearing takeoff. surely it would be beter this time.

We got there rather late. Having had to pack up tents and stuff and after some creative navigation... one pilot had got up but most were waiting. A couple of people took off and scratched about a bit.

It looked to be matching my previous experiences of Bache. Then some thermals kicked through and the ballet (or melé) started. It was amazing to watch. Some people got up and away. Aided by Ozzy Haynes and co on hanggliders... though the rest landed. This was repeated a couple of times until the sky was a tad emptier.

so we had a go at flying - fernando took off - then landed about 20ft later. These advanced Sigma wings seem to go down quite well (sorry Fernando...). then Roy took of and boated about a bit before slope landing. Dave did the same. as did I. Fernando disapeared again - bottom landed.

We had roy's car at take off and the remaining three of us wanted to fly. My car was in New Radnor. The decission was made to try to stay up but to bottom land and walk to my car, retrieve roys car and head home - a good couple of flights under our belt and having enjoyed the experience.

I went first, heading towards a gully/quarry where a few people had maintained or got up during the day. I got a bit of lift, with no one about... Dave and Roy still geting ready, so only about 8 others on the hill.

I turned into whe lift. Beep-beep there it was again. Turn back, more beeps.. and again.. and again. I'd got a wee bit of height so I tried a 360 -

expecting to loose all the height, but no. I went up. :-) Round and round until I had made it to above take off. I could see Roy and Dave starting to work the lift but they didn't seem to be getting much height.

I kept working the lift and letting it drift me back - over the forest; didn't feel too comfortable there, so I headed back towards take-off. More lift! Then back and up some more. After about 10 min I was at cloudbase :-) twice in one weekend. another couple of people joined me - Dave bottom landed (doh! I had the car keys) and Roy slope landed. I boated about for a bit, actively looking for sink at times when the cloud looked too close. Then a couple of wingovers and top landed. what a day. My gps hadn't recorded the flight :- (but the vario gave me a takeoff of about 1650ft with a max height 4483ft. Not too bad for a fiesta.

Feeling generous I offered to pick up Dave and let Roy and Fernando fly down...

It was a grand weekend for some - Me especially. If it hadn't been for the comp I don't think I would have tried so hard to get up high but with so many people getting up and away, it was the push or inspiration I needed to give it a go.

Whadda weekend!!

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PG PRECISION, UK NATIONALS, AUG 21-22, 2004

This year, the competition was hosted by The Isle of Wight Hang gliding and Paragliding club. I arrived in the early hours of Friday. Did the tourist thing until it was a reasonable time to pitch my tent at Butterfly paragliding. Erecting the tent was interesting in the strong wind. Perhaps I should fly my tent and sleep in my wing. Spent most of the day reading and sleeping. Had not been to bed the previous night for fear of oversleeping and missing the ferry. The competition was based at the Atherfield Bay Holiday Centre. I went down in the evening to register and meet the people. The next morning after one of Miranda's healthy breakfasts (and a couple of fags) it was off to the briefing and flying order draw. The flying was all done from the Limerstone/Brighstone launch. A nice ridge of about 300 ft top to bottom. The wind dummy took off in very light conditions and just made it over the fence and the bushes beyond. Andy Shaw from Green Dragons was one of the first competitors off, clipped the fence and landed in the bushes. However the wind didn't stay light for long. By the time I was called to launch, the wind was gusting strongly. I laid out and waited for a lull, along came the next gust and we were away through the gorse bushes behind launch. The comp was suspended for the day due to the conditions. We had got two thirds of the first round done.

Back to the Atherfield camp for a BBQ and a local rock band. I must be getting old. The lead guitarist/singer looked like he was just out of short pants. But nevertheless he could play and belt out some of the old rock numbers.

Sunday started early 07:00 No time for breakfast, Miranda was not too pleased. 'Where's Jack', she asked, breakfast tray in hand? 'Gone flying', was the reply.

The day started off with a very light wind but at about 45 degrees to the hill. I was one of the first off. Tried a running reverse launch. Never did like these so on the second attempt did the sensible thing and alpine launched cleanly.

On the way to the target I decided to put into practice the advice given in the recent editions of Sky Wings. It worked! I was 4.7m from the spot, which for those of you who know my normal landings, was pretty good.

I should have quit while I was ahead. The wind once again picked up and went almost parallel with the hill. Round two, I set up too close to the target, over estimated the wind, turned away to loose height, I am not competent /crazy enough to fly in on the point of near stall, and could not get back onto the target. Round three was the same. The wind was now gusting parallel with the hill and the comp was stopped.

Back to Atherfield for the prize giving. I came 19th out of 38 so not too bad for a second time and a mention for the third most improved pilot. I must have been crap in Wales last year!

My thanks to the gentleman who supplied me with coffee on Sunday and all of those who kept me supplied with nicotine, you'll learn.

Jack Chapman

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"The manufacturing finish is beautiful" - *Aerial Magazine, France*

"safety and performance... that would have been hard to imagine a few years ago" - *New Zealand, UK*

"state-of-the-art, cutting-edge" - *Bob Druy, Cross Country Magazine, UK*

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Classifieds

Sellers Note: Any advertisements submitted will appear in the next available issue and will only be considered with valid SHGC and BHPA membership numbers (yes, we do check both lists). Repeat submission are available *only* if requested. Please submit any advertising material or repeat requests to the address(es) shown in the editor's section at the start of this magazine.

Buyers Note: The Southern Hang Gliding Cub accepts no responsibility or liability for the condition or price of any item shown or any incident arising from the purchase and/or use of any item featured in this section. (ed:- just so you know)

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Skyline Project for Sale, XL size, with optional side protection. Includes standard back protection too. £175 ono. ring Steve on 01622 736219 or 07973 713120.

Ozone Electron (L) + Harness, DHV 1/2, 95-115 kg take-off weight, includes inner/outer bags and manual. Recently serviced. Plus Airwave RAP harness. £600 ono for the lot ? Mike Parfitt Phone (M) : 07973-403542 Phone (H) : 020-8876-6479

FULL FACE HELMET, KIWI SPORTS "EVOLUTION" HELMET Size 54(Small). In white, with restrained black and purple graphics. Purchased for use abroad but worn only on a handful of occasions. Good condition. Cost new £110. Sale price £55. Alison Webb 07855 788909

Winter's coming, Sup'Air winter flying suit in very good condition. Size large, Black with red trim. £45. Also lazer full face helmet size L(60) carbon blue/black hardly worn. £45. contact Andy Grady 07976 826505 or andrew.grady@camerondurley.co.uk

A very good friend.... Medium Serak 85 - 105 DHV 1/2 80 hours, 2 years old. Recently serviced at The Loft (Up to 3+ mins on porosity tests, no negative points.) £900. Chris Joel 01273 611643 or 0781 563 4779 or ChrisJoelHome@aol.com

XS Windtech Amber Paraglider for sale, DHV 1-2 65-85kg. Suit (small) beginner pilot as ideal first wing. Good feedback and handling. Just over 100 hours. Both bags & speed bar. £600 ONO 07906 503701 / 01959 534268 (H) hoopy_hoppy@yahoo.co.uk

Gin Flight Decks Two of these for sale. Both have extra pockets for hook knives and both have extra attachment loops inside the zip compartment. Almost as new. Bargain at £25 each. Crispin 0207 482 4004 or design@rose-innes.co.uk

Three man tent with porch Brand new and as new. Only used once. Excellent for weekend away flying breaks. Only reason for sale is that we need something a touch bigger otherwise we love it. £40. Crispin 0207 482 4004 or design@rose-innes.co.uk

Safety Brief

SITE RULES REMINDERS

Both of the following have recently caused extreme problems and some hours of intense diplomacy by our sites officer:

Devil's Dyke

Our agreement with the farmers at the Dyke does not include permission to drive into the landing field. Do not do so; it really winds them up.

All Sites

If you really want to irritate a farmer, climb over one of his fences instead of using a gate or style. The club has been busy installing styles at useful spots on most of our sites. Use them. (and don't forget to shut the gate!)

MARSHALLING AT CABURN

Due to ever increasing numbers of fliers and at the farmer's behest, we shall be introducing the same system of coloured windsocks at Caburn as we use at the dyke on busy days. The pole will be placed at the main launch point (top of the 'dome'). The colours are: red, amber and green, with the following significances:

Green. No restrictions. You may launch where and when you like subject to the air being clear enough to do so without disturbing any other flier.

Amber. Restricted launch. You may only launch from within 50 metres of the windsock (comfortable shouting distance). This means no slope launching - if you land on the side you must either walk back to launch or wait for a green 'sock. Schools may continue to launch pupils for non-soaring flights from any part of the site on the instructor's recognisance. Tandems will be restricted the same as the rest of us.

Red. Absolutely no launching without direct consent from the marshal. (This generally implies the use of radio between a school on the 'shoulder' and a marshal at the top)

There have been, so far, only a few days a year where it would have been nice to have such a scheme in place and the intention is to use it only when strictly necessary - I have only seen the red sock out once this year at the Dyke.

Thanks for Reading, Ian Grayland

And with the above in mind, we gratefully note the comments of one of our members; Simon Steel:

If a marshalling windsock system is to be used on our sites then by the evidence of one Thursday at the Dyke, not many had any idea that the coloured windsock had changed and even less of what it meant. Maybe an info board of site rules should come out with the sock at the Dyke with info for Jo public and maybe near the gate or in the car park with other site rules at Caburn included also.

Ed:- Thanks Simon. Let's face it, all Windsocks are one colour or another so we all appreciate the confusion. We do need more information on what are members should be looking for. Check the next Windsock for information about how we shall improve the implementation of marshalling.

Saying Goodbye

Membership Renewals for 2004 are pretty much in now and so we find a few members who haven't renewed for this year.

We say goodbye to:

1955	Andreas	Agathaggelou	2014	Steve	Code
2046	Brian	Aksahin	939	Paul	Coidan
1703	Michael	Andrews	1854	Ian	Colclough
1887	Peter	Anning	1534	Jo	Cory
1851	Patricia	Aparicio	1954	Andy	Coulstock
1901	Simon	Ashcroft	1922	Micheal	Crook
2000	Matt	Ashdown	1950	Steven	Crosby
1894	Ralph	Atkinson	1857	Brian	Cusworth
1674	Kevin	Back	1856	Jane	Cusworth
1913	David	Bailey	1327	Richard	Darcy
1527	Dave	Batchelor	11	Peter	Day
1802	Craig	Beech	1853	Geoff	Deady
2021	Paul	Benson	1781	Andrew	Donald
2003	Chris	Blade	2011	Aidan	Donegan
1424	Laurence	Bourne	1970	Richard	Eden
1757	David	Bradshaw	1756	Mark	Edwards
1152	Paul	Branchflower	1789	James	Emanuel
196	Susan	Brooks	1679	Neil	Ewins
1832	Gerard	Bull	1201	Sheena	Findlay
1968	Paul	Bunten	1883	Paul	Finney
978	Michael	Byfield	1818	Justin	Forder
1543	Leo	Carlyon	1867	Anthony	Forsey
1923	Stephen	Carter	1402	Peter	Fox
2040	Liam	Castagna	1920	Daphne	Freedman
1471	John	Caston	846	Stephen	Fremantle
2002	Terry	Channell	1696	Matthew	Furini
1904	Emmanuelle	Chaubard	1026	Rainer	Gellert
1493	Guy	Child	1799	Tony	Giammichele
89	Dennis	Childs	1834	Martin	Gibbs
1821	Peter	Clements	684	Adam	Goodsell
1897	David	Cloake	1812	Simon	Goodwin
1849	Brian	Green	1619	Nigel	Peek
1711	Ronald	Green	1928	Nigel	Penfold
791	Will	Greenwood	76	Peter	Perry
1878	David	Gregory	1907	Christopher	Pett
1343	Ian	Greig	1675	John	Porter
1947	James	Gurney	1900	Simon	Porter
1411	Andrew	Hadlow	1868	Melinda	Potter
1412	Bernadetta	Hadlow	1896	Malcolm	Pound
1667	Jason	Harper	2055	Toby	Quantrill
1833	Tracy	Harris	1629	Guy	Ralfe
1967	John	Hearne	1677	Stephanie	Randall
1929	Thomas	Herlihy	1361	Peter	Ranger
1838	Andy	Higgins	1800	Oliver	Raynham
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