

Happy New Year from...



The Official Magazine of



February 2005

Still here, for now...



Editorial

Hello, and Happy New Year,

This is the first Windsock of 2005 and it's another 'lite' edition. This issue brings you news of the forthcoming AGM on Saturday 19th March and the Repack day on February 26th.

All members are encouraged to attend the AGM. It's where your committee reports back on what it's done for the club over the last year. If you have any questions or issues you'd like to raise directly with the committee, then the AGM is the place to do it. You may have concerns about site usage, safety, the way we spend your money or any number of things; you might also want to join the committee. If so, then we look forward to seeing you at the Jack & Jill in Clayton on Saturday 19th March at 7:30pm.

Thanks to everyone who came to the Winter Party in January at the White Hart in Lewes and made it a fun night. Many of you collected awards that night so congratulations. Our President Johnny Carr announced that whilst many of the usual suspects were picking up most of the awards, it's up to the rest of us to venture away from the hill and see some new names engraved on next year's silverware.

This year sees the return of the SHGC Christmas Party. So pleased were we with the White Hart, that we've booked Saturday 3rd December 2005. More about that another time!!

Anyway, this will probably be the last Windsock from me, as I shall be handing the job over to someone else at the AGM. If you're interested in taking up the challenge, drop me a mail or turn up to the AGM.

I guess that leaves me to say thanks for all the kind and supportive words I've received during the last year and a bit that I've been doing it. Now it's someone else's turn!!

As always, send any Windsock related items to:

nick.cresswell@ntlworld.com

or:

NICK CRESSWELL
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Ta' ta

NICK

The SHGC AGM

The Jack & Jill Pub, Brighton Road, Clayton, Sussex

Saturday 8th January 2005 at 7:30pm

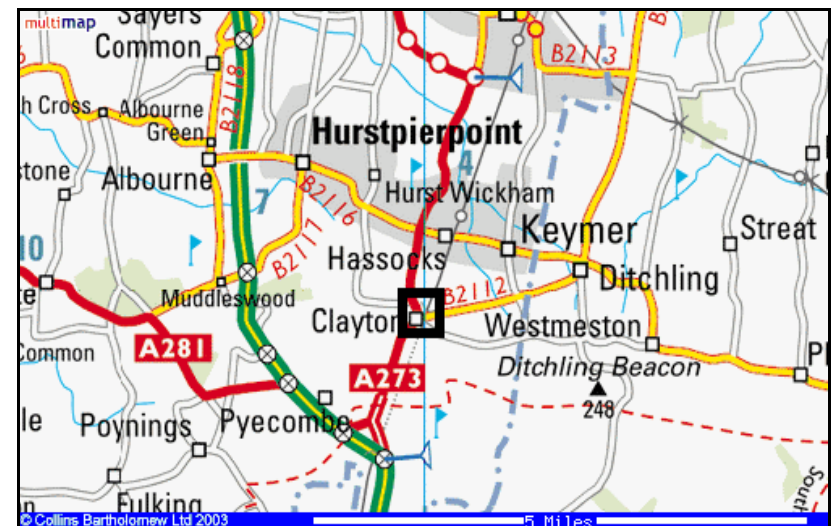
All members are invited to the SHGC AGM. Come and have your say.

The purpose of the AGM is to discuss what your committee has been doing for you and especially what we've been doing with your money.

Topics high on this year's agenda include:

- **Potential New Hill Sites**
- **An new site for Hang Glider Aerotow**
- **Coaching**
- **Safety – naturally**
- **Current Vacancies on the Committee**
 - Club Secretary
 - XC League Coordinator

If any of the above or any other issues are on your mind, come along and be heard. This is a democracy!!



Officials Corner

SHGC Committee meeting 5rd January 2005

Summary

- Site Guide nearly finished. Considering distribution mechanisms.
- Surveying for new possible sites.
- 508 members paid up.

Windsock Items

- Spring safety warnings

Members Present

Will Greenwood, Peter Campbell, Dave Massie, Brian Brunswick, Neil Brennan-Wright, Jack Chapman, Ian Grayland, Johnny Carr.

Apologies

Tim King, Chris Bere

Approval of minutes

Approved.

Matters Arising

Jack has emailed Tim a list of coaches ages ago - do it again.

Nick has set up the website so that expired members can't login. We need to merge the expired/not list in from Jack's list, since some members are getting expired messages when they have already joined. Jack to email Nick with his list.

Coaching - Neil

Neil has got the forms for the club coach course in March Sat 12/13th. Its now £40 cost. Should we subsidise it as a club? We always used to do half when it was £20 - so do half now? There's some desire to be selective in it - perhaps pay it in arrears, or only if they are adopted/seen on the hill on a regular basis. We should do it at the end of the year only if we approve them.

Also spoken to Chris Bere/Tim, think we should get more communication with the club coaches etc, meetings etc. (Also Will hopes to become an additional HG senior coach) Neil would like to take on the job of coaching coordinator.

Neil has paid the set up cost for the club logo badge for the coach sweatshirts. Cost was £124. It will work out as about £15 each for them.

BCC - forum request has brought about 8/9 people committing themselves. It will be only 1 team this year. Avon is running it this year, so it should be better organised.

Finance - Peter

Billing the schools - haven't been able to get the info from the database in an easy way - it only says original school, not direct from. We should just bill them the round figure anyway. Bill them for 2 years, making it clear they got a year free for foot and mouth. Maybe send it as a statement.

School fees - are they too low? Tim was suggesting that £1000 was much more like it. Has been no increase for a long time - we should raise it at the AGM.

Sites Guide - Ian

Ian has produced a PDF, fixed all the information to be accurate. Its in colour, prints ok in Black and White. Its 2.8M. How about putting a CD in the membership. We'll give a printed version to new members, allow others to download it. Not too big even for a modem.

Questions - no mention of Plumpton (HG only), or the Aerotow site

Sites - Ian

Beachy Windsock has gone missing. We need a new pole, came from Millil!

Got the printout for the Dyke notice board.

Safety - Ian

Missed out some warnings about the big rotor in the article in the last Windsock - editorial missing the last 2 items of 3 things.

Northern Nick landing in the Marina. A newer pilot was following Dave down the Brighton run on a PG, Dave turned back, and he went on over the Marina, and landed on a boat! Very turbulent, rotor, etc. Ian has had a word with him before, getting to be more careful, but difficult to convince. He is heading for an accident.

Terry was caught flying the Cookmere Haven site and escorted off - we just have nothing to do with it as a club. He has payed up club subs now though. Maybe an article about getting permission to access sites/fly over delicate areas in Windsock - Jack volunteering to write it.

Mid-air at the Dyke - the conclusions were on the forum and will be posted in Windsock.

Aerotow - Will

Bit quiet at the moment, waiting for better weather. Still a bit of interest in dual after the Atos w/e. Still looking for a full-time inland site. Expecting Ozzie's Carbon Dragon sailplane maiden flight to happen soon!

Sites - Johnny

Paul Millmore - the chap that helped secure sites for Johnny in the past, is doing lots of work on the new South Downs conservation area. (He brokered the whole Beachy Head deal - swapped Cookmere for Beachy and High and Over) He has always been on our side in the past and contacted Johnny offering to help getting new sites Johnny has 2 sets of maps 1-12 for the new proposed south downs national park. Ian and Will have mental lists of the places we would like. Get a sub-committee to highlight the areas. We will perhaps be useful to him as a responsible body to help getting areas opened up. This needs to be done promptly. The maps are lacking contours so will be quite awkward to work from. Nominally Tuesday 18th. Would like to get Chris as well.

For PGs, we should be trying for the E/N above Eastbourne. Also the Long Man of Wilmington of course.

Farming is becoming much harder to make a profit, for a lot of people this year will be the last harvest - there will be a lot more grass after this year.

AOB

Peter has redone the complements slip file with yellow - looks good!

HG XC league, we want to get it done on the web site like the PG one.

Next meeting.

This is to be Wed **2nd February 7:30pm** at the Dyke pub.



BHPA registered school

Tandem Paraglider Flights **Vouchers by return.**

*Don't be selfish, let your friends and relatives experience the thrills of paragliding as well !
Social rate for SHGC members 'Friends and Family'.*

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

CP - now what!

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 the 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.

Foreign Trips 2005

Algodonales.....April 23rd - 30th. *This trip is primarily aimed at introducing pilots to thermal mountain flying. However, 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 retrieves! Plus fly guiding on the ground and in the air from BHPA senior instructor/s and local X/C guru 'Senore Baz'.....£450.*

Algodonales....August 20th - 27th.tbc *Similar to to the Spring trip but focusing more on X/C flying skills to take advantage of the late summer thermal activity. Suit keen and progressive CP pilots and those with established X/C skills.*

Lanzarote.....December 2005. *We'll be back.....book early.....watch this space.*

Need A New Glider, Reserve or Harness?

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 and test fly. We are not tied to a particular manufacturer, which means that we are impartial and can talk frankly about the products available and therefore find the right buy for you.....P/X possible plus free coaching with all new glider sales, if needed.

Reserve Parachute Repacks

Hg and Pg reserves packed by BHPA registered packer. Fast turn-round, professional service, over 20 years experience.....£30 +pp.

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07769692951

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www.d-aviation.co.uk

Safety Briefing

February 2005, by Ian Grayland

Airbag Problem

One of our members has recently reported a problem with the airbag protection system on his 18 month old harness.

The airbag is of the purely air-filled (ie no foam) type which is held open by structural stiffeners prior to launch and then fully ram-inflated in flight. This type is fitted to a good many popular harnesses of current manufacture and usage.

The top membrane of the airbag which is fitted immediately below the seat-board had suffered delamination of the silicone rubber coating and had failed completely around the peripheral seam in several places. The largest split was over six inches long and was sufficient to render the airbag useless as a protection device. A report has been detailed to the BHPA. Meantime, have a look under the seat of your harness and make sure you have no splits in your airbag.

Please note, there is no cause for alarm; any failure would not impair in-flight structural integrity, only the device's ability as an impact absorber.

Please also note, the same kind of failure can occur with a foam-cored protector. The foam is, for the most part, only in there to hold the airbag open. Any large splits in the bag would still render it useless.

If you do find any problems let me know.

Coastal Cliffs 'Pilot' Rating

Flying the cliffs at Beachy or going 'around the corner' at Newhaven both require, as a bare minimum, the knowledge and experience of the 'Pilot' rating. Although not heavily enforced, this rule is there for your own safety. If you don't have the required rating, have the sense to ask someone suitably qualified on site on the day if it is ok to fly before each flight.

Dyke Mid-Air 5 Nov 04

Following this incident both pilots were interviewed (as requested by the membership at the last AGM). It appears the main mitigating factor here was, as usual, not directly attributable to the highish density of gliders flying, but in this case to the rapid disappearance of the vertical separation between the two gliders.

Even in relatively calm ridge-soaring conditions gliders can gain or lose 50 feet in a matter of a few seconds. My own log for this day shows 450 fpm max climb and 400 fpm sink so we're talking around six seconds or so. However, if one glider hits lift whilst the other encounters sink this comes down to around three seconds to lose a 50 foot vertical separation. - In short, you cannot rely on flying directly over or under an oncoming glider at this sort of separation.

You should generally consider any glider coming straight toward you and less than 50 feet above or below, to be on a direct collision course and alter your track appropriately to the side. In stronger conditions this will increase to 100 feet or more in proportion to the lift / sink.

By all means continue to sharpen your vertical awareness by failing to clear bushes and fences (as we all do from time to time), but do not do this with oncoming gliders.

Good Flying,

Ian Grayland

Parachute Repack

Lewes Leisure Centre, Mountfield Road, Lewes, Sussex

Sunday 13th March 2005 from 9am – 6pm

In Jan 2004 'D-aviation' and 'The Loft' organized a reserve repack day for the SHGC. By popular demand we are holding a similar event this year at the Lewes Leisure Centre.

Pilots will be able to hang in their harnesses and test throw/deploy their reserve parachutes. Hopefully we will also be able to watch videos of SIV/deployments and discuss the implications with other pilots/instructors/sky gods!

Pilots are often surprised at how tricky it can be to extract and throw their reserve effectively, so this is a vital exercise for everyone. Unfortunately the hall is not large enough for a zip slide. However, although a static throw is not as exciting as a slide, it does still prove - or not! – your deployment technique, the compatibility of your harness and reserve and the packing of your reserve. If all this is satisfactory then the actual popping open of the reserve is in the hands of the gods anyway!

Anyone who is happy to pack their own reserve on the day can do so – Mike Millwood and Dave Perrin will be on hand to offer advice and a helping hand. Dave and Mike will also be packing some reserves to demonstrate how to repack certain models so that you may be more confident to try it yourself next time. It will not be possible to repack all of your reserves on the day – the actual amount will depend on the turn out, i.e. whether it's flyable or not. In fact the majority of reserves will probably have to be left with Mike and Dave to repack at their leisure over the following week.

It will cost £30 + pp to have your reserves packed by D-aviation or The Loft. Both Mike Millwood and Dave Perrin are registered BHPA packers and a BHPA repack record and report will be issued with each repack.

Please bring your reserve parachute manual, especially if it is an obscure design.

And Finally.....

Thanks to David Webb for unearthing these little nuggets:

1. The air does not know you are an expert
2. Land your body, not your wing.
3. A bad day flying beats a good day at work.
4. Try to always fly with better pilots than yourself -- this is easy for some of us.
5. If the local sky-god isn't flying today, you probably shouldn't either.
6. Never forget the second word in the phrase "wind dummy".
7. Takeoffs are *always* optional.
8. Turbulence is nature's way of reminding us we are *not* birds.
9. You learn more flying new sites than old ones.
10. The altitude above you doesn't count.
11. Work is for people who don't fly Hang Gliders or Paragliders
12. Flying is the second greatest thrill known to mankind. Landing is the first.
13. You are always a student in an aircraft.
14. Always leave yourself a way out.
15. If you launch, landings are always mandatory.
16. You should have been here yesterday.