

Southern Club

Windsock Spring 06



A View from the chair

Chairman Dave Massie report

In December, Johnny Carr and I attended the AGM of the South Downs Access Forum.

The SDAF is one of a series of Quangos that govern and advise on access to the soon-to-be South Downs National Park. It is intended that either Johnny or myself become a member of this, or the South Downs Forum (SDF). We have already been invited to join the latter.

At the AGM Johnny and I gave a presentation to the Forum re hang gliding and paragliding access. Johnny gave a presentation on the history, and I gave a short presentation on why we should be allowed the same access rights as horse-riders and walkers, etc. This seems to have gone down quite well with the other sports represented, if not quite so well with the horse riders.

The end idea is to have the wardens on the South Downs recognise us as practising a sport that should be encouraged, rather

than discouraged. It would then become the job of the wardens to help us access the countryside, rather than escort us off it. For instance, anyone landing in the Seven Sisters Country Park has been escorted off the premises by three wardens. If we are successful, these guys would then be responsible for providing flying sites (two westerlies!), not denying it.

Unfortunately, the wheels of democracy/bureaucracy grind incredibly slowly, so don't expect the doors to be flung open too soon. 'Softlee softlee catchee monkey' is the phrase that comes to mind.

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We are re-negotiating the take off at Firlle. We may now take off on both sides of the road. The western side of the road will be especially useful to hang glider pilots, as this provides a very easy top landing for beginners, probably the easiest top landing we have. With the new agreement, we will

also have an official bottom landing. Watch this space for more details later. It is possible that the current eastern take off may have to be changed during the shooting season.

We are in the early stages of putting a weather station and web camera into the lookout tower at Newhaven. Thanks are due to Dave 'Blue Van' Mercer for the negotiations. This web cam will be available to members, probably via the SHGC website. The camera will point at the take off, and will include the cliff edge to the point. More news as it happens...

The AGM is on Saturday the 25th March. Please come along and let us have your views and opinions. If you think we're doing a lousy job, stand up and replace us!

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Regards
Dave

2006 SHGC AGM

Yes already the AGM is just around the corner, last year we had a really poor turn out, which means you really don't care what's happening in your club or that we, (the committee) are doing a really good job and you trust us to make decisions about what we do with the money or in which way the club takes it direction. We won't take hours for the meeting and we try our best not to bore the pants off you all, just take a couple of hours out and pop down (You might just enjoy it !) oh by the way, its at a really good pub!

March 25th 7.30 start at the Jack and Jill Pub, Clayton, Hassocks.

Historic stories of our club, told by one of the founder members of the Southern Club

The Southern Hang gliding Club was formed in 1974 as a result of a lot of bad press and the fear that if hang gliding didn't have a strong voice in the area and have a body that was responsible in the eyes of the powers that be we could lose the good will of farmers who were letting us use their sites and worse, hang gliding as a sport could be banned completely. A committee was formed and our club has survived all sorts of pressures put on it over the years. The sites that were most used by our club in those days were Steynning Bowl, Mill Hill and Truleigh Hill. I had been flying several months before I launched from Devil's Dyke. Our club used to have a special PR exercise at the Dyke, every Christmas we would have a pilot dressed up as Father Christmas. He would take off at the Dyke (weather permitting) and fly to the bottom where there was a sack full of presents for the kids of Poynings village. If the weather were unfavourable we would just rig the glider at the bottom prior to the kids coming over. This always went down well with the locals. Early hang gliders started much the same as the early Paraglider's, you could take off and land but you couldn't go anywhere with them. Our club grew from strength to strength with the development of new hang gliders bringing better performance. Every 6 months or so there would be a major step forward in performance and the

top pilots would always be upgrading to whatever was the best was hang glider at the time.

At the same time we were expanding our knowledge of thermals and these new gliders were able to use these thermals to good effect.

When I started hang gliding, if we glided out from the hill and found that the glider went up bit we called it magic lift. A 360-degree turn was an artistic manoeuvre I distinctly remember learning this scary manoeuvre. One day at Bo peep I took off on an experimental glider called a Gulp, I flew out from the hill and proceeded to do a series of 360-degree turns to my surprise the ground just disappeared below me and I found my self at about 4000'. The hill was so far below me, no parachute on an experimental glider I was quite scared but elated at the same time. When I landed pilots on the hill said I went out of sight for a while.

I first saw this happen with Mike Robertson (Golly) as we used to call him. Bo Peep Hill (known as Firlle by the pilots in those days) had a reputation for these phenomena. Of course we all know now these were thermals that by combing with our 360 turns were causing us to go up. Pilots that had gliding knowledge confirmed this. The interesting part of this story is how hang gliders stepped over from being able

Johnny Carr

to do no more than take off from a hill and a best have an extended flight to the bottom, followed by being able to stay up in a band of ridge lift. To a glider that could climb to thousands of feet using the 360 degree method we all use today called thermalling.

More story's another time. Johnny Carr.



Spring Safety Briefing



Written by club safety officer,
Ian Grayland

Photo kindly donated by Carlo Borsattino

Time to get out the sun-cream, dig out those shorts and tee shirts and tighten your boot laces before take-off! The thermalling season has arrived!

Things To Remember

The air at night still gets pretty cold at this time of year, but the sun now has a bit of punch and will rapidly produce a shallow super-adiabatic layer with small parcels of air going both up and down quite fast. Within about half an hour this layer will deepen and flows will become more organised and suitable for soaring.

The sea is at its coolest, so there may not be much of a land-breeze to give you an indication of the impending wind speed; pay attention to the forecast.

As you catch sight of the first cumulus of the day the wind will hit. (Those thermals going up create downdraughts coming down to fill the 'hole' - these sinking parcels of air bring their upper-level wind momentum with them) Average climb rates will leap from the 2-400 fpm of the last few weeks to 800fpm or more. Downdraughts will increase in similar magnitude.

Winds will be more gusty due to thermal activity. Be prepared to get gusted off the ground during your launch or whilst ground-handling and don't forget to sit on a wing tip when parked. If you leave your glider, make sure it is securely bundled under the weight of your harness.

Crowds

This is one of the seasons when over-crowding can get to be a real problem. Lots of pilots, all scrabbling for the same small thermals, some of them insufficiently experienced, others out of practice, others totally oblivious of the conditions. If you have the opportunity to fly elsewhere, now is the time!

The problem is not so much that there will be more fliers because the sun has come out, but is more due to increased instability and typically small spring thermals. In this kind of air we all need more room to allow a safe margin. Add a couple of wingspans extra horizontal clearance and watch your vertical separation; gliders can change height very rapidly. You can find yourself only a few feet away from someone who is climbing at over 1000fpm when you are literally falling out of the sky.

Allow space for the pilot in front of you to circle and centre in thermals. They will afford you the same courtesy when it is your turn.

Sea Breeze Fronts

As the season progresses sea breeze fronts will become more common. Usually in spring they are patchy broken affairs, often more of a curse than a blessing. Onset may be sudden and with little warning. There is usually a flurry of intensified thermal activity just ahead of the front. (As the season progresses they tend to develop as more organised large-scale flows and may even stretch for some miles in straightish lines. In these conditions the wind will gradually back and decrease as a SW sea breeze front gets nearer, finally increasing sharply just before the front comes through. In spring, no such easy clues)

As a rough guide, I would not recommend you to play with sea breeze fronts at low level unless you have some hundreds of hours and are current on your wing. If however, you have good height when the front comes through, go with it and enjoy!

Coaching News

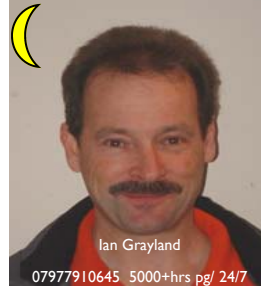
President



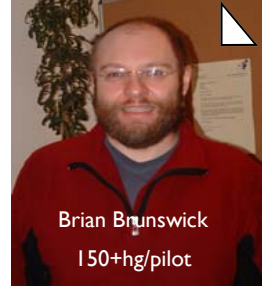
Chairman



Safety Officer



Secretary



Chief Club Coach



Aero Tow



Treasurer



Site Officer



Coach & School Liaisons officer



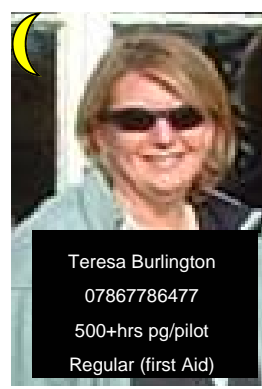
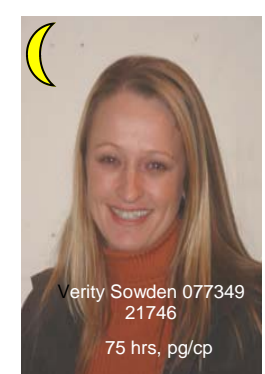
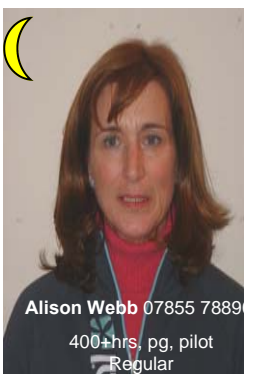
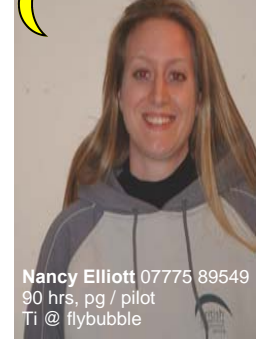
Membership Sec + Forum



Comp's Officer



Windsock Ed



To all new members and low airtime pilots

To all new members and low airtime pilots - please make sure you contact a club coach or instructor before flying. They will be able to tell you about the suitability of conditions for you to fly. Spring time produces some of the

strongest conditions of the year, you need to educate yourself with the inherent dangers that can exist at this time. Our coaching team is keen, helpful and friendly and very willing to give you advice. Some of our coaches have been

flying for many years, tap into their knowledge, take it on board and learn why they are saying what they are saying. They do not want to spoil your day by keeping you on the ground, they want to make sure you are fit to fly

when it is suitable for you to do so on those classic days.

Southern Roulette
If people are getting an abundance of deflations, then you are probably taking a huge gamble if you take off. Just after take

off, you are at your most vulnerable, even if a really top notch pilot suffers a large tuck low down, the consequences can be irrecoverable and fatal. Yes height can be safety, but you got to get there first.
Tim King
SHGC Chief club coach

Improving safety and fun for all in the Southern club!

For the last three months the SHGC club committee led by Matt Pepper have been working on a more active club coaching system, there is already a sort of system in place but the aim was to revamp and push a mentor type approach. This is a working skeleton which will be refined and rewritten but it is a new start, your comments, how limited your experience will be greatly received on these matters, email neil.brennan-wright@virgin.net or Matt Pepper 07980291965.

What do we want to achieve?

A safe environment for all, A pro-active coaching scheme, devolvement of pilots and increase their flying development.

How are we going to achieve it?

A point of first friendly contact, a better working relationship between the schools and the club coaches creating a introduction between new pilots, coaches and current members.

A revised welcome members pack, with up to date photos of all club coach's and telephone numbers, updated sites guide latest addition of Windsock and notice of monthly meetings including coach meetings.

Visibility, All club coaches will have the all new Sweatshirts (Gilletts) which can be seen readily (Red) with embroidered logo's and 'coach' wording on the back, in the summer there will be the same but in a T shirts format.

We are hoping to have a notice board on various sites giving information and protocol.



For More experience pilots wanting more knowledge and develop their flying skills, get in contact with a coach explain what they want to achieve and if the coach is not able to help they know a Man/Woman who can !

How will the club coaches help

Hopefully they will be able to help assess new pilots skill and attitude prior to their first flights... have an opportunity to advise them on weather and site conditions ,...being friendly and approachable... talking to pilots who have problems on the hill and even help them with their ground handling skills, and just make them feel like they have just joined a club.

If_ you are reading this as a new pilot and would like more information about your flying then please feel free to call them, however if you are reading this as a experienced pilot who would like to add more to the coaching syllabus or would like to come on to the coaching staff please speak to Matt Pepper on 07980291965.

NOTE, These are the up to date photos of the SHGC club coaches (all writing above the heads in red indicate they are committee members)

Hang glider pilots,=  Paraglider pilots =  There are other club coaches out there, we are waiting for photos !)

WINDSOCK EDITOR BIT

I would like to thank everybody who has helped getting this spring addition into place, I am typing this last bit on a late Thursday evening ready for a meeting with the printers tomorrow morning, I actually think I am going to make the deadline !!! I sense a huge enthusiasm already emerging for the new flying season. I would like to personally thank Carlo Borsenttino for

the outstanding pictures which he has taken and kindly donated to the Windsock Cause, maybe a topic for the Glynde meeting ? Talking about the glynde meeting it was great to see a big turn out for the Tony Parsons (Flying Crooked) film he made aimed at non flyers and the horror stories about removal of cacti from body parts.!

As from the club side, we have retained the West Firlle site also gained a takeoff

site from the left of the road and a Hang gliding landing at the bottom field

We are getting a really good source of information from the clubs forum, written in by our very experienced members keep it up lads and ladies.

All in all, I think as a club it is starting to get, it is difficult with such a large organisation to get clubby, but I think its getting there, So keep up the good work everybody and

FLY SAFE Neil Brennan-Wright

Tenerife January 2006

This January we arrived in Tenerife with six new paraglider club pilots and set about teaching them how to make the most of their alarmingly new equipment on this magnificent volcanic island.

Adam Northcote-Green and me, Tim Cox, have led a dozen or so of these expeditions and we have learnt to take absolutely nothing for granted.

For a newly qualified pilot there is an enormous difference between the grassy training slopes of the South Downs and launching off the side of a dusty volcano 3000ft above a landing field surrounded by cactus.

Any rudimentary paragliding skills that our pilots possessed are approximately halved when stressful new situations are encountered. We call this stress induced skill depletion. And due allowance has to be made.

On launch we check all the fundamentals, like secured leg loops, radios switched on and a clear flight plan. A nervous new pilot can quite easily forget a whole pile of things, including his name and address, in the fog of adrenaline. But it always amazed me how people rise to the occasion; cope with any anxiety and go on to improve with every flight. (Gloves on the correct hands, helmet on right way round etc.)

This trip we had Alex Saul, who manages a chain of nightclubs, Rob Ginger, the father of twin four year old boys to whom he tried to patiently explain exactly what he was doing each afternoon, Patrick Vaughan who was in charge of bringing cohesion between the French, German and English parts of a big company (apparently the French will maliciously mistranslate common policy documents in their favour), Anthony Eden a former builder looking to become anything but a builder again, Vladimir Donchenko our Ukrainian (every decent expedition should have one) and Tom Yelf a cub scout assistant leader (who told us that in the original Scout Guide Book it was advised that, when muddy, cleanliness could be achieved by chasing, naked, the Leader in the rain).

So we had a fairly diverse group. We even had a bit of rain.

On day one we visited the landing field at Jama and pointed out the hazards, telephone lines, barrancos, buildings and cacti. There is, in fact, huge area of landing field but it's so easy to become transfixed by obstacles that they become magnetic landing targets.

I learnt early on when teaching hang gliding that all vehicles on site have to be an impossible glide away. Any other arrangement just leads novice pilots into the roof rack, like moths into a bright light.

The pre-flight Tenerife briefing highlighted a few vitals:

the savage, ankle breaking, hook turn at 3 meters is strictly outlawed, as is the low level 360 and the absence of a decent overshoot.

But there is no point on going on and on about the possible dangers to new pilots, you have their reasonable attention for about fifteen minutes and peoples minds wander.

I have entered rooms where theory lectures have transmogrified into torture sessions, with some mono-toned "instructor" grinding on into the second hour whilst his audience sit in catatonic discomfort having utterly lost the will to live.

So we try and keep information disposal pertinent and brief.

Adam takes off first, the air is obviously smooth but after a few minutes I see everyone's jaw drop simultaneously,

"Oh my God", exclaims Rob, and I whirl round to see Adam's Gin Gangster hurtling down in a wild SAT, to the initiated eye it looks for all the world like a death plunge.

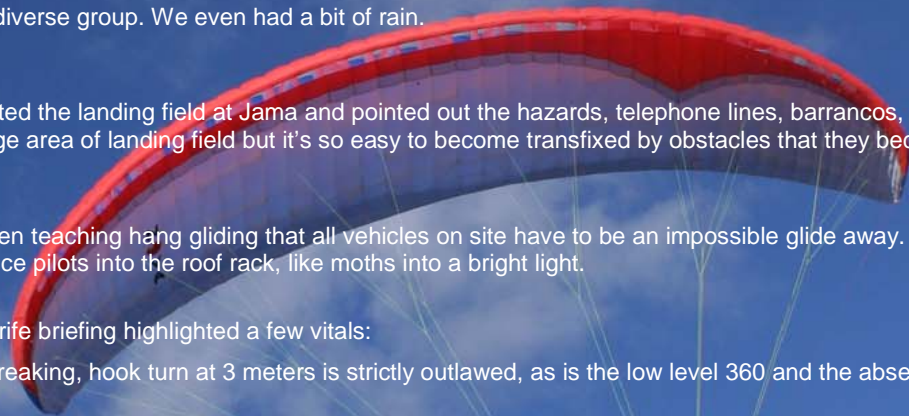
This wasn't exactly what I had in mind as a confidence building demonstration flight. But Adam explains that he is unable to help himself, apparently he suffers from

an ariel version of Tourettes syndrome, inappropriate manoeuvres just spring out of him.

"Don't watch", I urge, "he's just showing off". By the end of day two everyone has mastered the 360 and the glorious figure of eight approach technique. (Never to unthinkably lapse into the hideous unintended creeping forward S turn approach). No mention is made, at this stage, of the constant aspect approach since this inevitably results in bewilderment and cactus landings.

We are ready for the Holy Grail of height gain, the thermal.

Its entry, its pursuit and its loss without tears (i.e. collapse or impact with mountain side), are theorised and encountered in reality.



Over the next couple of days entire group find a thermal and make substantial inroads against gravity, and then, on Wednesday an unusual thing happens. The convection cloud heaping up the side of the mountain begins to drizzle and then rain, everyone is airborne beyond the rain but the lift increases and in the landing field Adam reports that the wind is increasing.



We declare the need to make an immediate precautionary landing, big ears come in, speedbars go on, the wind continues to increase, but everyone, including Tom who was at over 3000ft., gets into the landing field.

The only casualty is Rob who encounters a lone cactus and finds a thorn stuck into his leg. When we examine the wound the thorn has disappeared. Tom produces a great Cub Scout first kit, he fruitlessly probes the entry site with tweezers, Rob is very brave.

I suggest a poultice of butter, sugar and cats urine. Rob declares that it no longer hurts and probably just went in and out, and we all retire to the beach to play volley ball.

Most of our Tenerife injuries actually occur on the beach volley ball court, suicidal lunges entertain local tourists and occasionally the ball goes over the net.

By the last day everyone is far more confident and we decide to fly from Ifonche. This is a truly dramatic take-off at the head of a granite chasm. The landing field is reached by flying alongside great slabs of volcanic cliff punctured by wind torn crevices that look for all the world like the macabre faces, these shelter the nests of eagles. Colossal towers of rock

sticks thousands of feet into the sky, and it is round in front of these that everyone has to fly.

Even after many flights I still find this scenery awe inspiring and from the landing field I watch our cross country fledglings appear one by one and I remind them to breathe. They circle up like professionals and are soon high enough to be led by Adam to the Conde, an isolated volcanic outcrop with a flat top like Table Mountain.

Alex gets there first and then cruises out toward the landing field; one of the last to land is Rob. He lands perfectly but then falls to his knees in supplication,



"That", he exclaims "was the most incredible, wonderful, frightening, happiest experience of my life!" there were tears in his eyes.

It was one of those moments that make the risky business of teaching paragliding truly worthwhile.

We organize six weeks of thermalling courses every winter, for more information ring Sussex Paragliding on 01273 858170 or see www.flysussex.com.



Sussex Hang Gliding and Paragliding 01273 858170

- We have got the following demo gliders for you to try: Ozone Addict (medium), Advance Epsilon 5 (65-88kg), Gin Zulu (medium), Ozone Geo (medium), Independence Merlin (medium), Apco Salsa (medium).
- We can arrange for you to demo fly any other glider of your choice.
- If you want to part exchange your glider, we try very hard to offer the best deal.
- Please have a look at our new website at www.flysussex.co.uk for details on latest offers.
- Our next trip to Tenerife will be November 4th-11th-18th, join us for one week or treat yourself to two.
- We are open 7 days a week, call or pop in anytime. **01273 858170**

SHGC Chief Club Coach “Tim King” explains mixing the pleasures of both Skiing and Paragliding,

Ski Launching

One of the great things about our paraglider is its sheer portability. Many more pilots these days are sneaking their gliders on the plane to take part in the family holiday. A skiing holiday is great for this. After sharing part of the day skiing with the family, an end of the day waft or top to bottom down to the chalet in time for tea is the perfect ending to a great day. There are many alpine areas that it is possible to foot launch from in the snow. Sometimes though, access can be difficult without skis, whether it be because they won't let you onto the lift or simply that to get to the take off area is just too much of a slog. It is of course much better flying without the weight and bulk of skis and boots but if you're just making a short flight then the benefits of launching on skis far outweigh the hassles of foot launching from most alpine launches in ski season. The ski launch will certainly give you a great buzz. From the moment your glider is above you, the acceleration you can then gain whilst flying the glider at full trim speed towards a snowy cliff face is really cool. Convert at the edge and take the exit out of the world below and leave the crowded pistes and noisy lifts behind.

So what sort of technical know how and skills do we require to achieve a safe ski launch. The set up has to be good. The positive attitude needs to be switched on and lean forward.

Most official ski launch sites are already nicely prepared by the locals. It will usually consist of a dug out flat step to place your skis in so you

don't slide down the slope before you intend to. And a fairly steep flat slope ahead is perfect. You must look at the bail out options too. If you are using a very steep slope then this will help you take off but if you get it wrong and the snow is hard packed, then you may be in trouble. Look to see if you can ski off to the side to abort and check for any rocks or cliff ledges that might come onto play. Watch out for nearby lift lines, protruding rocks and tree tops. We nearly always ski launch by using the forward launch technique, although it is possible to reverse launch with skis on but fairly tricky and if the slope is steep enough you can forward launch in a reasonable breeze any how. So, I am going to talk about launching using the forward method.

What are the differences when taking off on skis compared to foot? Well, you will instantly realise that things are a little different when you start to lay your wing out. If the snow is slightly hard packed and on a bit of a slope, the wing will keep wanting to slide down the slope. This can be overcome by a few strategically placed lumps of snow on the leading edge just behind the cell entries - be careful not to fill the cells - snow is quite heavy. Meticulously check the routing of all the suspension lines and then check them again. If you have a hard crust on the snow then be careful not to catch the lines on the broken edges of the snow crust as the lines can easily get snagged on launch. Once the wing is organised, we can then place the skis into the 'step' or 'dug out'. Lightly wedge the backs of the skis into the back of the step. It's now time to get in the harness and then into your skis. Enter your bindings carefully. Knock off all the snow from your

boots and make sure you are in properly. Make a final check to ensure you have no suspension lines caught on your bindings or skis. Wind direction is important. The hardest direction being a slight cross wind. A light tail wind is ok because you can gain the required airspeed through the speed of the skis providing your runway slope is long enough. The cross wind poses problems because of the way the glider will turn on launch because you will be inflating it down the fall line and you won't be able to make the necessary sideways movements to compensate. Your speed down the slope can be used to make any steering adjustments if things are going off course. Lets assume that we have a gentle up slope breeze. Set yourself up in your regular position. One of the major differences of this launch is going to be the fact that when the glider tensions against you, you can not offer any resistance against it other than your body weight. So, as you shuffle forward out of the 'step' you need to be leaning as far forward as you can through the risers to keep the tips of the skis weighted and to avoid being jerked backwards and pulled off balance. Once the glider is inflated above your head and everything looks good then it is time to speed the glider to max trim speed, keep a straight course and enjoy the ride as you gather speed. Do not let the glider overtake you but do let it fly fast - the last thing you want is to ski over your wing or worst still, tumble down the slope gift wrapping yourself. Stay in touch with the wing, so if you ski over a bump you can apply a little brake pressure to keep the lines tensioned and then, if you're not already airborne, apply a touch of brake and away you go. In flight you will certainly notice the cumbersome skis and heavy boots. Try



Richard Hopkins (the next black magic man ?) flying Tignes

and keep the skis together and pointing forward. It's not a great idea to fly with skis if you expect to encounter rough spring thermals because the skis can add a fair bit of inertia to your swaying body in turbulent air. You may also notice performance changes whilst flying with your skis. Sink rate will not be so good, you have ski boots, skis and probably a lot of clothing on. Glide angle will change with all that drag from those nice new fat carving skis you just bought. Your roll will change and be a bit more 'slidy'

The next different stage is of course the landing. My advice here is to definitely land on snow. Landing on the hard stuff whilst wielding a pair of skis is not a good idea - you will come to a sudden stop and probably fall forwards. When I land on the snow I like to enjoy the thrill of landing at full speed, skiing out some energy and then flaring. You do have to make sure that the wing drops behind you though otherwise your going to start skiing over lines and slicing them with your edges, so you may opt for the more traditional flair at two or three foot from full

speed. A few pieces of etiquette need to be observed whilst flying in a ski resort. Primarily you are generally not allowed to land on pistes, and whilst it's great to buzz the mortal skiers below, it is a bit frowned upon and slightly reckless to do so - not to mention the hazards of the looming tree line or the odd lift cable! Make sure your skis are securely in their bindings before launch - A free falling Atomic ski at terminal velocity becomes a lethal weapon from a height. And finally if you're lucky enough to have a landing field outside your chalet, then you can beat your mates down the hill to Beer and cakes.

Top Tip - Lean forward on launch

I am currently working in the French Alps in Vallandry, near Les Arcs. If any of you are out this way with your wing, then I would be glad to meet up and get you going off our ski launch. The locals here are really friendly and we had great thermals starting two weeks ago. 2000ft height gains were possible and top landing was straight forward. Our chalet usually has the odd space and if I can help any members out by getting you a very cheap last minute deal then I will - typically, 200 to £250pp/wk half board, families welcome. Drop me an email and I should be able to sort you out and I'll give you a hand with the ski launching too.

Best wishes

Tim King

TIM KING PARAGLIDING

Tel:07767264211

Email: timsking@supanet.com

www.timkingparagliding.com

All brands of wings & harnesses available to demo. Sound, unbiased, professional advice.

With 16 years of paragliding experience, I will use my knowledge to kit you out with the most suitable equipment for your needs, whatever skill level, whether you're on a budget or simply want the best that money can buy.

Have you checked out the new **Sky Cima** standard rated Glider out on the hill? It's the lightest regular material glider out there and the medium only weighs a mere 4kg!

Connoisseurs of performance have lately been blown away by the arrival of the new Sky **Ares**. This fast, high wing loading glider is blowing every thing away in its class – with it's 'on rails' handling & solid feel it's a real serious machine.

I will also be running an extensive calendar of overseas paragliding courses and expeditions through out the year to suit all abilities.'

ALGODANALES Andalucia, Spain. This is a truly stunning area and will suit pilots of CP upwards. For low airtime pilots, morning and evening flights will be perfect for flight planning exercises and the beginnings of thermalling. For the more experienced, we can hone those thermalling skills and even start to go cross country.'

Just to keep you up to date on what I have planed for the year ahead.

I have made a split from John Welch and Flightculture and am looking forward to the new year ahead and all the great flying locations that I will be running flying trips to.

I have a new team of professionals on board with me, including Chris Bere and Andy 'Sparrow', who you will see on the hill and they will be very active with loads of demo kit for you to try. I will be looking to add a more personal touch and high quality of service, instruction and guiding to small groups of flyers wishing to progress swiftly and safely through all the various stages and experiences that paragliding has to offer. I have retained the sky paragliders dealership - www.sky-cz.com, and will be holding stock of demos

in all models. I will also be selling most top brands of gliders and kit. Courses with a different approach - In June, I will be running two 1 week courses at the amazing Dune Du Pyla in France. Commencing on Sunday 11th June, the course is going to take the form of a skills clinic. This is for all CP qualified pilots and above and I will be taking a small group and developing very specific skills. For example - reverse launching, wing energy use - wing overs, turning methods, low level flying, efficient flying and so on. I will be giving you an up close and personal insight into these finer techniques that are very rarely taught.

As well as being highly educational, this will be a really fun packed week of like minded pilots. The cost for this course is £375. Includes 7 nights

accommodation and 6 days tuition.

All my courses are backed up with video coaching and tandem tuition.

I will only be taking 6 students per week.

At the moment, my new web site is not quite finished, so if you would like any further information, pictures or would like to make a reservation, you can email me on timsking@supanet.com or call me on 07767264211 or Chris on 07885283774.

If you're not sure how you fit into any of these courses, then please contact me for a chat to discuss your needs.

I also offer a custom guiding service, where if you or a group of your friends wish to go somewhere else off my calendar, I can guide you on this adventure/expedition and organise the logistics.

Tim King ([wwwtimkingparagliding.com](http://www.timkingparagliding.com))

Update on the Thermal factory !!

Written by Matt Pepper (photo's by various members)

Dave Watts (The Mad Farmer) came to the committee meeting, looking for help regarding his idea of creating a man made thermal usable to us all...

Everyone who has heard of this project have no doubt all thought to themselves, "Wouldn't it be a good idea."

It is a good idea, and it needs our help, as thoughts don't get things done.. **Actions do!**

We at the Southern club could make this idea a reality !

We know it works ! Dave Massie, hairy Fred and others flew the man made generated thermal at the base of Caburn.

They used burning logs in barrels as the heat source, and a fan that produced a breeze that blew 30 mph 40 ft away! Using a homemade propeller with a span of around 13ft and a old car! When due to fuel problems the fan ceased to work, the pilots using the lift, slope landed and when they got the fan running again, soaring resumed! There has been so much effort already put into this project. Proto-types, mind boggling calculations, a biblical amount of polythene and loads of cutting and engineering to find solutions to a multitude of problems. With lessons learnt through success and failure and the open minded and committed efforts of volunteers, not to mention Dave's belief, passion and imagination. The project has now moved forward to a point where they can almost taste success.

He is working towards creating an artificial westerly.

If you want to know more, come along and get involved. Lets make this a team effort we can all benefit from...

Dave is looking for help to make this a reality... He believes if he can get the help, he could conclude the experiment within months. Without help, it could take years...

The committee are looking into hiring a fan to help the experiment and fully supports him in his request for help....

Dave Needs:

People with manufacturing skills

People with enthusiasm

People who have an imagination and can share ideas

To help a truly unique project...

If you can help in any way? Please email your name, Address and phone number to:

<thermalfactory@fsmail.net>

Or post to:
The Thermal Factory

91 Lyndhurst rd

Worthing

West Sussex BN11 2DL



Close to the top of the world

The impending onset of our Winter might seem to be a good enough reason on its own for making the journey to fly the Himachal Pradesh region of India: it is quite a transition in every sense.

In a space of twenty four hours everything changes for the better: a benign climate, superb scenery and huge numbers of really friendly people in a vast space. Oh! And the flying. Mind you, there is a big brown hole called Delhi airport to cross and a longer-than-I-like road leading from it. If you can organise a flat tyre as an excuse for standing at the edge of a major highway and experience the swirling mass of people, bikes, rickshaws, banged-out lorries, mules, dust and dung then so much the better. But that's India. Shutting one's eyes might keep this out of mind along with other conventions such as dual carriageways with traffic going both ways on each, but it is hard to ignore the local predilection for continuously using the horn. Maybe it's because brakes rarely work....

Everything about the comfort of our familiar Downs gets swept away on arrival at base. The main landing field is on the edge of Chowgan and, at 1420m, seems fair enough at the time of site briefing. The abundant Buddhist prayer flags decorating the outfield don't seem out of place at this stage but they become close familiar friends for a lot of (mostly non UK) pilots. Albeit a few trees and bushes are scattered around it and, with the local resident monastery cricket games within it, one's mind has a certain focus. Anyhow this field looks a better bet than the alternative one further out of the village and inconveniently draped with power lines around its margin.

Fifty minutes later we have driven continuously uphill on a track road to arrive at the Billing takeoff. The landing field is now difficult to spot but, having reached 2460m, this is not too surprising. It is now well over 2 km away and hazed below various inversions. Although since Delhi we ascended some 1 km to get to Chowgan, this vast mountain range abruptly tears out of the plain we are overlooking. Not many miles behind us there is a 5200 m peak which is surrounded by other white pretenders. The horizon ahead is possibly more than 50 km away but the haze cloaks some of the enormity of the region. To either side, the ridges we will be flying are clearly in sight. They look ordinary enough and one readily imagines the strong but consistent thermals that spill off them during most of the day. However the reality is that this edge of the Himalayas probably has an average inclination of 30 deg and is deeply dissected by ravines and valleys such that any given slope can be pitched at some 60 deg or just be a huge vertical face. The nice flat plain below has some 'streams' running through it but later, on close inspection, they are seen to be river beds containing boulders the size of trucks. This is no gentle rolling place. It is dramatic and uncompromising. Carelessness or recklessness could certainly result in very serious walkouts.

All that being said, the first flight confirms that this is a safe area for paragliders provided that sensible respect is given to its nature and that a few essential adaptations to are made to flying behaviours: We are urged to land "hot and fast" in order to deal with the thinner air and the thermic conditions to be expected on landing. And then we are away. Well, not alone because are several pairs of watchful Airworks eyes to get us away and to observe all the individual flying styles. This is a good place to correct mistakes and ramp up the learning curve in a way that is inconceivable on our Southern sites. We all got thrown around a little in the thermals but soon learnt to keep these events under some control. At least with good height above ground level there is some extra time to deal with recoveries as compared with 50 m above the Dyke.

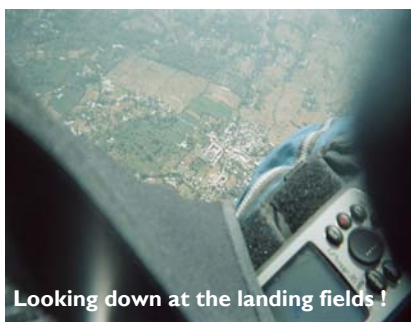
Tutors also come locally. Himalayan Griffin vultures are superlative masters so at ease as to preen themselves where paragliders struggle to stay on station in a core. Their rate of ascent is extraordinary and so difficult as to be impossible to follow. Perhaps they are a little too laid back thus explaining one observed entanglement. (The bigger bird pulled his reserve and both landed safely.) These HGVs with their 2 m wingspans are sought out as thermal markers and for the sense of superlatives they engender. According to Mark "The Eagle" Edwards there is also a group of local feathered hooligans ready to visit mayhem on particular decorative patterns of wing. Luckily, mine is somewhat plainer and hopefully won't be physically or decoratively modified. At least by birds.

We were a friendly group of some dozen billeted on the edge of Bir in purpose-built accommodation in rural surroundings. It is partly run by Debu Choudhary who is now a comps veteran at the age of 26 having started flying when he was 14. When not on business or competitions he flies this area and is noticeable for landing on a sixpence in the field after the last 200 m of his flights comprising a vertical descent of amazing tumbles that make the Russian State Circus look like a float on a river. One time his seat board broke with a loud crack. My own try at a spiral was distinctly pathetic by comparison although Hairy Dave did admit that he thought I would have found it "interesting" however I don't think he worried for too long.

The Hindu Festival of Light, Diwali, culminated on November 1st with Chris "Pataka" Craven exploding fireworks in competition with locals. We think he won by a blast but thankfully not on the scale of the September event at Patna. [An aside from the Daily Excelsior of Jammu and Kashmir: *"Chocolate bomb, Chain Cracker, (Kali Pataka, Loose Cracker) "Dhani Patakas", Dodoma, Seven shots, Rocket Bomb, "Garland Patakas", "Star Bomb" etc. shall not be sold by wholesaler crackers dealers."* (sic) Sounds like a take-away!] Anyway, we were stoked up each morning with a hearty breakfast prior to being driven up for a cup of chai at the top. There, a surprising number of familiar faces from other British clubs were seen. Along with many Russians and others, they would ponder the moment for launching according to judgement and experience. In the thinner air this process is about commitment not difficulty.

Once launched, it was a matter of seeking the best lift and try to emulate successful pilots achieving a kilometer above takeoff. During our time this was about the best for any pilot because of the inversions but that was no bar to prevent lower airtime pilots from graduating to other ridges and flying the locality for a few hours. A hop of 1 km to the next one soon became the norm but the more experienced created for themselves the possibility for running the ranges off to the West. Subject to conditions, there were daily trips of 35 km to Palampur and beyond to Dharamsala. Dharamsala is another 25 km beyond Palampur and it has been the headquarters of the Dalai Lama since the imperialist Chinese take over of Tibet forty years ago.

It is a political fact of life that the Indians are paranoid about security in the region for Kashmir is not far away. This means that you will not easily find good maps, certainly not modern ones, and those you can get are original British surveys of India. These are adequate for orientation but possibly unnecessary because of the near miraculous emergence of any form of transport when landing out. I guess that 40% of our landings were 'out' and some of those that were 'in' might better have been 'out' (of sight) as trees and cows bore silent witness. Almost before landfall (no pun intended) a school of children comes as if from nowhere to besiege you with interest and some degree of respect. They are totally enthusiastic about our experiences. The people are an example: simply put, they make one ashamed of the manner of treatment that some of their compatriots can experience back in modern Britain. After a little gentle negotiation you have a "means of transport" at your disposal to whisk you off to Bir or Baijnath. The latter is a local hub networking many bus routes across the region and give you another world of experiences. Where else would you see an upright raj-moustached figure sitting in the seat in front holding a 1910's blunderbuss as if it were a shopping bag? Certainly not in America. One way or another it's not difficult to get back to base and share the day's experiences. There are some snags about the busses: how to interpret the Hindi squiggles as names of places is one. According to story, a couple of years ago one unfortunate seeking urgent relief behind the bus stop late at night got comprehensively munched by something with large teeth. It is better to ask about those directions and also avoid the resident troupe of monkeys. Once on the bus, the next snag is that you can expect to be pressed very close against skinny old men with no teeth or sleek young college ladies just out of school. Just think about the day's adventures if you prefer.



The area is full of colourful character and positive experiences. Yes, there were some problems, especially for some Eastern European pilots who were either poorly trained or overly ambitious about their abilities. The place demands the safe hand of experience for first trips and it is more fun anyway when in company. We had a number of approaches during our own debriefings in local cafes from individuals who appeared to have little idea about what they had come into. Heaven knows what they did when in need of support and/or without insurance. Their outlook in those circumstances would prove to be very grim indeed.

Thanks to the Airworks crew we had a great experience overall and assistance when difficulties arose. It's a "must do". As they put it on eBay: "Would buy again. Thanks A+++++".

Ó Andrew Beresford 2006

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Group 1 - 07/10/06 to 21/10/06 - Aimed at pilots who can already thermal. We'll be aiming to improve your skills by guided XC flying every day, perhaps including some of the more dramatic high altitude routes.

Group 2 - 22/10/06 to 8/11/06 - Aimed at low airtime pilots, By the time you have completed this session you can expect to be a competent XC pilot,.

If you have used up all your leave entitlement or if funds are particularly tight, we can accommodate shorter trips, just call to discuss.

**Fly light - Ozone Geo and Woody Valley Peak - under 10kg!
Demos in stock: (if you want to try something else, just ask)**

Sport 3 s & xl, Wave s, m & l, Fenix m, Arcus m.

Gin Genie3- lighter & prettier with more adjustment.



**THE OLD STATION, GLYNDE
Tel: (01273)858108.
www.airworks.co.uk**

AeroTow

As some of you may know that the aerotow group has been running well for many years now and the recent addition of a dual hang glider has been purchased by the club for conversion aerotow courses and the possible use for training at a later date.

We decided that a normal hang glider was more cost effective for the club use rather than the latest class 5 rigid dual due to cost and use. We have already paid back some of the money too the club via the aerotow endorsement, I will explain!

I now use the dual for the first two flights for any new hang glider pilot to help with there conversion to aerotow. This helps greatly in explaining where they should be during the tow as a see and learn exercise, rather than the old method of listen and try, which although works most off the time did have its draw backs. This will lead to safer conversions and also if a pilot has trouble during the conversion I can fly with them again to help iron out any problems.

Some paraglider pilots have expressed an interest in having a go at hang gliding and the dual would be ideal for this. You will need to be a member of SHGC and CPC rated in either disciplines to qualify for this, I can not take friends or family for a flight due to insurance, this will hopefully happen later with a flying instructor. If you would like to try hang gliding get in touch via e-mail will.greenwood@btconnect.com or mobile 07850 811704.

If any hang glider pilots would like a dual aerotow flight to see if it is something they would like to do then contact me as above. You need 25hrs and a pilot rating to due the whole course and I can also help with your pilot rating if you do not have one, let me know. The main aim is to have both hill and aerotow so we can make best of all the flying conditions whatever the wind speed or direction!

Lastly we are looking for a suitable site inland so that we are not so affected by the sea breeze, there have been a few leads which I am following up now and hope to find a suitable alternative site soon. If you have any questions on aero towing please feel free to contact me, if phoning a sensible hour, not 8.00am on a Sunday morning, it has happened!

Will greenwood

South Downs Hang Gliding

PG to HG Conversion 5 Days ... £625

Aerotow Conversion 3 Days ... £375

One Day Introduction ... £125



Come fly with us!

07890 362648

Gibraltar Fm, Firle, E Sussex. BN8 6NB

info@southdownshanggliding.co.uk

Would you know what to do?



A two day First Aid course in February. Unkindly one of the days turned out to be the best flyable day so far this year. It was pointed out that "...you can always fly tomorrow, but tomorrow you may not have the skills to save a life..."

Written by FRANCES VALDES

Suppose you're happily flying some lovely hilly area with wide lazy thermals, when you look down and see a glider flapping away on the ground and a pilot in their harness, laying in a very odd position, not moving. Would you know what to do? If your answer is "Yes" or "It would depend on the cross country potential of the day", then a First Aid Course is probably not for you. However, having attended a few paragliding accidents in my short para-career, I felt I really should know what to do.

Steve Purdie of Airworks (www.airworks.co.uk) very kindly organised a two day First Aid course in February. Unkindly one of the days turned out to be the best flyable day so far this year. I know this because I tortured everyone at lunchtime by dialling into the Dyke web cam on my mobile and saw people skying out. It was pointed out that "...you can always fly tomorrow, but tomorrow you may not have the skills to save a life..."

First priority for the course were instructors who have to attend a first aid course every three years, but there were a few spare places for others. A guy called Nigel Smee of Mediact ran the course, and he was excellent.

Nigel Smee was keen to make sure that everything he taught us in the course would become as instinctive as possible should we find a casualty. His premise was that, we would have difficulty remembering what to do when we met an emergency in real life. So he gave us acronyms to help us remember what to do, and he made us rehearse the procedures.

If you were wondering what to do if you saw a pilot lying on the ground apparently injured; you MUST NOT be in such a rush to land that you become a casualty yourself. Suppose the pilot was rotored into the side of the hill? You could get caught in the same rotor making 2 casualties instead of one. This was the kind of obvious advice that can be forgotten in a time of emergency, and that Nigel was trying to make instinctive to us.

We were told how and when it was necessary to move a casualty. Matt Pepper felt it would be wise for the club to have basket stretcher, as ambulance crews didn't always seem to carry these, and they were essential for getting someone off a hill. There was something to be said for this. We were told how and when to put a casualty in the recovery position, using a technique that I (5ft 6in.) found unbelievably easy to use on Nigel Thomas (6ft 3in).

At various points during the day we were told to do role-plays in order to rehearse what we had just learnt. One person was the casualty, and the other the first aider. I have to say this was useful and fun. Well, it was for my husband (Nigel Thomas) and myself. I'm not so sure Dave Perrin and Nigel Barratt, or Owen and Steve Purdie found playing doctors and nurse on each other quite so entertaining.

We also learnt how to splint and bandage various injuries. Matt thought it might be wise for the club to invest in some of the new style bendy type splints.

Nigel Smee also covered other situations that we might come across like hypo and hyper thermia, diabetic attacks, casualties going into shock. We were taught CPR. We discussed the portable defibrillators that are now seen in shopping centres and airports. Matt thought the club should have one of these.

I have to say it was a very useful course. I hope I never need to use what I learnt, but based on my last 2 years in the club it seems I will. However I feel more confident that I will be able to help in an emergency situation now.

Towards the end of the course Matt somehow got hold of the medical supplies catalogue. When he got to the ambulance page, we decided to wrestle the catalogue off him.

I would really like to thank Steve Purdie for organising the course (despite the flyable day) and Nigel Smee for being such an excellent instructor.



Cloud Suck is good!

Ian Blackmore explains advantages of cloud suck !



Good! The beauty of flying on days of big development and strong cloud suck is that it allows you to race... really race...i.e. a much higher percentage of the flight spent on the bar as opposed to circling.

The secret of staying alive on big days though, is reading the sky and making sure you know when its time to climb and when it's time stop climbing and boot it into the blue.

The basics:

The wider the cloud the more chance of cloud suck.

The higher the vertical development compared to the horizontal diameter of the cloud, then the more likely the day is to go boom and turn into a

series of thunderstorms.

The closer to base you get then the more chance of being in cloud suck rather than pure thermal.

The closer to base you get the stronger the cloud suck.

The fastest most efficient flight from point to point is the one with the lowest percentage of time spent circling.
When in doubt, stop climbing and f#ck off to a blue bit.

Always err on the side of caution and keep low if you have to.

You need to be good at spirals so that if you do

decide it's time to land then you have the ability and sufficiently low height that you can get on the deck in under 3 minutes even in moderate lift.

If you have to stop and descend vertically in order to keep out of cloud either via spiral or B-line then you've climbed too high.

The perfect flight in these conditions is one where you never quite reach cloud base and never have to resort to a rapid descent technique.

So, first off, is the day going to go boom? What's the forecast, and do the clouds early in the day look like Marge Simpson's hairdo. If it's for thunderstorms and the clouds are taller than they are wide then either take extreme care or

Photo taken and kindly donated by
Carlo Borsentino



time then you've got a problem. Watch what's going on like a hawk and be ready to land quickly if necessary.

Learn the difference in feel between a thermal and cloud suck. Cloud suck is smoother and more consistent over a larger area. On any day, aim to stop circling before cloud base and use the cloud suck or the thermal to reach base in straight line flight at the edge of the cloud in the direction you wish to be going. On days of big development you are often well advised to stop climbing long before base and keep below the edges of the cloud rather than letting yourself get near base under the middle of the cloud. Keep your escape routes open.

Here's an example of a big day flight last spring.

Big forecast, possible big distance day, probable big development and possible thunderstorms. Good potential for early in the day but overdeveloping later. I was working...bugger! Got to work and the students didn't turn up so Neil and I set off late for the Dyke. Lots of towering clouds on the way but rather than the development accelerating, it peaked and then simply started to spread out. So now we're looking at a day with big clouds and heavy showers later but probably no thunderstorms until much later in the day. I advised Neil that we should go for it but we needed to be in the air quick and be ready to land if things start to get excessive.

On arrival, Hairy Dave, Hugh and a few others have already left and are well on their way to Lewes. It is now fairly quiet on the hill with the barbarian horde on the ground but one pilot maintaining over towards the bowl. I got the glider out, did my checks, popped it up and felt lift. Straight forward, into a nice climb and off we go. By the time Neil had put new batteries in his vario, I was at 1,500 ft over the back in a weak climb. Preparation mate!!!!

By now the day had 60% cover with base at about 3000ft and some heavy showers in the distance. Climbs started at a weak 10ft/min, became steady 200ft/min suck over larger areas at around 1,500ft and the climb rates started to accelerate around this height. I opted to keep below 1,500ft and keep myself to the southern edges of all clouds and always with an escape route towards the sea which had blue sky over it and very few clouds. Almost all my glide choices were based on avoiding strong lift as opposed to finding it and I kept ending up below 500ft and in zero's for long periods. My choice of route always kept me with an escape route and at no point took me under the centre of any clouds. There were a few hail and rain showers nearby on occasion but I just ran away into the blue each time. Priority always being stay safe as opposed to stay up.

I gradually worked my way east steering clear of all the bigger clouds, dodging the showers and still keeping below 1,500ft. By the time I reached Bo peep there were some very big clouds with 40-50 square miles of shadow and heavy rain in the distance but still no sign of thunderstorms in my vicinity. By this time I was in a relatively blue area and carefully watching several patches of smoke from fires in the distance for signs of gust fronts or a strong sea breeze. I also decided to get myself below 1000ft as it would soon be prudent to land. By now, it was apparent that my goal of flying back to work in Bexhill was a no go as there was a huge area of rain in that

direction so I went on a final glide and then burnt off some height to land north of Eastbourne by the main road ready for a pick up by Neil. The first gusts of wind and rain arrived about 45 minutes after landing so I think I timed it pretty well.

During the flight I spent a vastly higher percentage of my time assessing the weather and conditions than normal and always kept low and safe. At no point during the flight was I in more dangerous conditions that when I took off at the Dyke as I kept low and kept steering towards areas of safe conditions and away from the bad stuff. To many pilots still on the Dyke it may have appeared I flew in dodgy conditions since shortly after I left it got horrible at the Dyke. However, I was no longer at the Dyke, I was somewhere else and able to keep choosing where to fly and remain within a few minutes of landing at any point. So I assessed the conditions and made best and safe use of them based on a fair bit of experience.

So, in summary, cloud suck can be good and useful provided you take great care. It can also get you into deep doodoo. I've rambled a bit here and it's suddenly 9pm so I'll stop there and say goodnight. Hope that's of interest to someone. (Ian Blackmore)

So what exactly is the maximum decent rate of a Goat?

From: "Kevin" <
>Subject: Re: Descent rates



As far as I'm aware (and not being an expert on the topic), goats are goats with no significant genetic differences between the European and African variety. I can only assume therefore that any possible difference between their respective descent rates must be based purely on the environment in which they are raised and fed. Since European goats are sometimes raised in more mountainous regions then some differences may possibly occur. Whether this results in a higher or lower descent rate is a matter for discussion and hopefully not a long one. Should we decide to take this route then my humble opinion is that diet may well be a significant factor as this will obviously result in a different ratio of fat to muscle. Since muscle is heavier by volume than fat this will obviously result in a denser goat (physically rather than mentally) and therefore a well fed goat may well descend faster than one suffering from a degree of malnutrition (as is to be expected from the African variety). Like all mammals, a goat's descent rate is determined primarily by the mass of the beast and the surface area it presents to the apparent airflow. The drag coefficient of said goat must also be factored in and here the probable skinnier form of an African goat may also come into play. I suspect that the leaner, denser and more aerodynamic African goat may therefore have a higher descent rate than a European one. Without any accurate data on the subject however I am afraid Kevin that I can only offer theories as opposed to any hard fact. I hope that answers your question and shuts you up on the topic :-)

This is all completely irrelevant however as we all know that goats are the most surefooted of beasts and never fall further than they intend to.
Ian B.

Both of these articles were taken from the SHGC forum, if you have not logged on to the forum as yet, go to webmaster@shgc.org.uk you will need your club membership number.

don't bother. If the clouds are simply big and wide then it may be possible. The trouble with lots of big and wide is that it's hard to see what the vertical development is. So look for the black bits. The darker bits simply mean the strong lift...up sun of the dark bit, not directly under it, unless the sun is directly overhead. Easy when you think about it.

If you do decide to go for it then take careful note of each moment of every climb, remember the whole idea is not to end up getting sucked into cloud or having to resort to a rapid descent technique. Watch the cloud shadows on the ground and make sure you know which shadow relates to which cloud and where you are in relation to it. If the cloud shadows suddenly start getting bigger and darker then it's time to be on the ground. If you're under one at the

Paragliding from a wife's perspective

On Christmas Eve I found it mildly amusing that one of my friends reported back to me that she had seen Neil packing his paraglider into his van, we thought we'd foiled his attempt at a sneaky fly on Christmas Day. However, it couldn't have been flyable because he didn't go anywhere. What he usually does is have all his gear at work so he doesn't have to come home and tell us what he's doing he can just go, fly, come home for his tea and pretend he's been really busy at work. Now all this is a little bit sad - firstly that a grown man feels he has to sneak around in order to pursue his hobby, secondly, despite his best efforts, he's not fooling anybody (especially me, Bexhill is a small town) and thirdly that as grown women me and my friends are going around like Cagney and Lacey trying to catch Neil committing the crime of having fun when he should be washing up or such like.

Now, what has led to this unfortunate state of affairs, I'm not an old nag, in fact on a good day I'm quite reasonable, and Neil isn't a neglectful husband - so what's happened? I think at times we are both in a no win situation: If we all go out as a family on a flyable day, I think (rightly or wrongly) that Neil resents it and would much rather be up on the hill therefore I feel bad because he's missed his flying and I feel pissed off too because I feel he has spent the day with us out of duty as opposed to actually wanting to (this brings me to "Brownie points" which I will discuss later). He senses I'm pissed off (I don't usually hide the fact) so probably doesn't enjoy the day with his children and sulky wife and therefore wishes he'd gone flying. The other possibility is that Neil has gone flying, had a great time and comes home to a sulky wife who's been on her own all day with the kids (again). So answers on a postcard to!!!!

Now, it's not all bad, occasionally I go climbing and when I come home Neil isn't sulky, why is that? Maybe because he hasn't had to do any washing, ironing, housework, dinner he has literally JUST looked after the children. It has become a bit of a standing joke between my friends that Neil does absolutely nothing around the house (they may think it's a joke but I'm not laughing). Some of their husbands make dinner, some bath the kids, some do the shopping, Pete even does the ironing. They comment that Neil does not cook, clean, doesn't even do any DIY (although this is not strictly true, annoyingly he starts things and NEVER finishes them, I have been waiting for a kitchen wall for about 3 years now. I'm not hard to please I don't want new appliances, new fitted kitchen just a wall would be nice. Have any of you been to Hastings Caves with the crumbling sandstone walls - well, that's what our kitchen is like). I digress, I mull over their comments and have decided that, whilst it would be nice to have a hand around the house, more important than dinner, ironed clothes or kitchen walls is having a partner who is determined and adventurous and for who enjoying life is a priority. He takes the kids out on his motorbike, takes them quad biking and camping. He belays me when I go climbing, he stands clapping and cheering when I'm running a race (which I'm sure must be really boring). He has nurtured our children to believe that if you want to do something or go somewhere you can and should do it or go there.

So, if I believe these things why the sulky face? Well, my youngest child has just started school full time - I work nights which leaves me with 5 days a week free. Have I been spending them ironing, cleaning, cooking? No, the house is a tip because I've been running, climbing, going to the gym, going for lunch/coffee etc etc and now, remarkably, it doesn't bother me at all whether Neil's flying whilst pretending to be at work or peering out the window while frantically phoning Windy Wendy or whatever her name is on a Sunday morning. So there lies the answer - the problem wasn't what Neil was doing it was what I wasn't doing. I can't speak for any other woman but maybe paragliders with partners and small children could make their lives much easier and happier if they could, along with juggling work, family and paragliding give their partners the opportunity to do what they want sometimes.

Ooh, I nearly forgot .. F*****g "Brownie Points". Now, I have heard Neil talking about getting Brownie Points to his mates, I have heard his mates claiming to be earning Brownie Points and I have even read about them in Sky Wings. Stop it, if you're looking after the kids while your partner is making dinner that's not earning Brownie Points, if you're visiting your Mother-in-law, that's not earning Brownie points. There is no such thing, do women earn Brownie Points? No, if they did I'd have enough for a round the world mountaineering trip by now. If you're doing these things purely to justify going paragliding you're just being a selfish bastard pretending not to be a selfish bastard for a couple of hours.

Nicky Brennan-Wright

All I would like to say to these comments "are there any plasterer's in the club ?" Of course if its flyable come the next day !

Neil Brennan-Wright (windsock Ed)

The British club challenge

Most of you may have heard of the friendly inter club competition called the BCC. The British Club Challenge is designed as a friendly club level competition, with the focus more on fun and team flying than out and out racing. This year rules have been further relaxed allowing more than 1 AP rated pilot per team which along with a new scoring (handicapping) system ensures that the lower airtime pilot is not unfairly out scored by the sky gods.

Last year saw the 2 teams we fielded placed 10th and 18th (out of 20 teams) after only entering 2 rounds, many team members achieved personal bests and for some their first XC flights, others seemed glued to the hill (myself included) and did not get away. I am sure that this year we can beat last years score, but this does require involvement from you the membership.

We (the club) have to pay for each 6 person

team entry so if you sign up you will need to actually want to take part. Based on last years competition I estimate that this year we will host 2 rounds on our sites and go to 8 other rounds, these being held normally in Wales or the Dales areas and generally scheduled for both Saturday and Sunday to allow for the weather.

If you would like to be added, are CP+ 10hrs, have bags of enthusiasm, and can commit some time then email me bcc@f2s.com

Remember this is for the grass roots pilot (skygods also welcome) - meaning you and me.....**So Don't be Shy, Come and FLY.**
Dave blue van



Ozzie and Clive on Tour 2006

Ozzie and Clive on Tour 2006

Weather permitting, The World's Most Infamous Pilot (TM) and his rusty sidekick will be taking bundles of aluminium tubing to the Long Mynd for the 2nd weekend in April - that's the weekend before Easter, and everybody knows when Easter is don't they! Oh alright—we'll be there for the 8th and 9th April. All are welcome to join us (with the usual exceptions and they know who they are).

We will be staying in the campsite at the

bottom of the Long Mynd (unless we get chucked out). By incredible coincidence, the campsite is next door to a pub... (which also has a few rooms available if you don't like mud)

You turn up and we'll show you where the sites, pubs and hospitals are. You might even get to meet the famous Paul Coidan and the lovely Jules who live in East Anglia or somewhere ridiculous like that.

For more details, or just to let us know you are interested, phone or email:

Ozzie on 0780-151-4829
ozzie at beeb dot net

Clive on 020-8681-8693
belbinclive at beeb dot net

Given the time of year, this trip could be cancelled if the forecast is bad enough, so we need to know that you are thinking about it!

A Non Profit Jolly, Alpine flying trip in Annecey

This is a seven day jolly, and runs from the 15th to the 22nd of April it is structured and suitable for all pilots CP rated regardless of hours. It is set up to help give you information, ideas and to develop techniques... This is not Instructional but a coaching course.... There will be tips on Alpine flying and flying active air to include pitch control through to gliding and thermalling techniques from no less Irwyn Jehus, Irwyn is the man in the valley... He is a very respected ex nationals pilot who was flying paragliders when the sport was in its infancy. He is very experienced indeed and has 14 years experience flying and living there for the last 6 years, Mark Watts, Well what can I say except.....world class pilot !..there is also Owen Latham, he is an exceptional pilot, and



takes tandem flying very seriously indeed, he

flew 65 k on a tandem last year from the Dyke! (all three will help your flying to gain more knowledge and to get the most from your flying, by using tandem flights.

You will be accommodated at <<http://www.maison-du-moulin.co.uk>> includes Seven nights , breakfast and dinner with wine. Why Easter?

It gives people the chance to have a trip and not lose too much holiday from work with it being a public holiday which allow you to fly the rest of the year with your new found skills.

For more information,
give me a call

Matt Pepper 07980291965

LAKES CHARITY CLASSIC 2006

Dear Club Contact,
LAKES CHARITY CLASSIC 2006

Arrangements are now in place for the Cumbria Soaring Club to run the 2006 LCC.

The dates are Friday 16th / Saturday 17th June 2006 with the venue being at the North Lakes Camping and Caravan Park - nr Bewaldeth

(minimum donation for entry to the event £25 - excluding camping / accommodation fees - all donations go to charity). Details of the event can be obtained from Malcolm Grout - see below.

The event will be based on GPS scoring - you will need a GPS to enter the event and to score on tasks. Entries are being processed by

MALCOLM GROUT

(Tel: 07891 916 305)

(E mail:
<mailto:groutm@cockermonth.cumbria.sch.uk>
groutm@cockermonth.cumbria.sch.uk) or write to him at

12, The Nook, Gt Broughton,
Cockermouth, Cumbria. CA13 0XD

The competition will be on the A comp / B comp format

(A Comp DHV 2 and above gliders (and/or 'Experienced Pilots')

(B Comp DHV 1 and 1/2 gliders)

Places will be limited to 40 per group (total 80 pilots - NO ENTRIES ON THE DAY WILL BE ACCEPTED)

The Saturday evening will have a 'BASH' up on Bewaldeth - If you came to last years bash you have a good idea what to expect. If you did not come to last years bash then this year is the time to make amends!!

Many thanks - hope to see you there.

Simon Raven

CSC Club Contact

A Big Thank you

to Cross Country Paragliding Magazine for donating loads of Windssocks for our club sites, lets look after them !

Hang Glider Rigid Plastic Storage Tube Wanted to buy. Needs to be 6 metres long and a minimum of 300mm wide internally.

Would be grateful for any information, help or advice re storage tubes.

Tony N, 01273 464466
tony@tn-sbs.freemove.co.uk

Cheap introduction to DHV2 flying?

Brontes 65-95Kg (though I usually fly it around 96-100). I've done two summer seasons only on this one so it's still got plenty of life left. I reckon this would be a good option for a first DHV2 wing. It is light and agile with very good pitch stability. Yours for £400.

Ian Grayland 07977 910645.

Greetings to the people who are fed up with flying on crowded Southern hill sites!

Nigel and Frances spearheading the Shgc Towing group but can't and will not do it alone ! (it's time for Commitment !)



Greetings to the people who are fed up with flying on crowded Southern hill sites!

Some of you may be aware that the committee is keen to support the creation of a Winching group, so as to take the pressure off our hill sites. Over the last 6 months or so Frances and I have been slowly working towards making the group a reality.

Between us we have successfully completed our Tow endorsements with Dave Perrin and Nigel Barrett of D'Aviation. We are both now qualified winch operators and have both completed a 2 day First Response First Aid course - all part of the requirements to become involved in a Winching group, there is still more experience, work and qualifications to get, it's an on going process...

We have had long conversations with senior members of the SHGC and other clubs, established winching groups, winch manufacturers and the BHPA and in a nutshell, we are at the stage where we have taken the research for the Winch group as far as it can go without committing further considerable resources such as actively searching for a field, getting a CAA Permit, winch and vehicle purchase and so on.

We know what we need, who we need, where we need it and how much it's going to cost. What we do not know, is whether a Winching group will be supported by the membership and therefore any further efforts will be pointless.

A clear message has emerged in our research, if we are not careful, a handful of members will end up being grounded on the winch field running the show while everyone else gets to fly, this tends to be the reason why so many winching operations fail, and possibly why there is no current winching activity in the club to date.

Some people have said to us that the Winch Group is a great idea they wouldn't mind paying a 'tenner' to get a good cross-country start. Well I'm afraid we do not envisage it working like that. In order to get one person in the air, we need 3 or more people on the ground helping. A typical 8 hour winching day will require a minimum of 24 man hours of work. This involves:

- Setting up
- Operating the winch
- Retrieving the lines
- Marshalling at launch
- Packing away

This means that everyone who wants to be winched, will have to contribute time to the operation. To make the winching group work is simple:

'You will have to commit time on the ground, to get time in the air.'

For example, if you come winching and it becomes flyable on a hill site, you will not be popular if you leave the winch site without honouring your time commitment. In addition, there will be a 'last man standing' rota. That person will be responsible for packing the winch away. We have not finalised the financial side, but there will probably be payments for joining the group and a daily charge.

Set against that negativity, helping on the winch field is good fun and there is a lot of camaraderie. More importantly, when you do get to fly, you will probably be the only one in the air - unheard of on a Southern hill site.

So, before we proceed any further with the winch group, we need to know this:

If you want a Winch group, are you prepared to commit 'time on the ground to get time in the air'?

If you are, please contact Frances or I at winching@couriersystems.co.uk or telephone us on 01273 383771. Thank you

Nigel and Frances

p.s. If you are interested in future announcements regarding the Winching

group they please subscribe to the dedicated winching forum by sending a

BLANK email to : join-winching@lists.shgc.org.uk

Updates on the Winch

Hi All

Those of you that have been following towing developments are probably aware that the winch broke down back at the end of January - the differential self destructed.

It has now been repaired, paid for by the Dover and Folkestone Club who own the winch, and it is ready for us again. The repairs were rather expensive but the DFHGC are keen to keep the winch and promote towing for their club as well as the SHGC. The DFHGC membership are effectively underwriting the cost of the current SHGC tow syndicate plans by loaning and still up keeping the winch. So I think we, the SHGC, owe it to them to make every effort to get the SHGC tow group up and running. The first stage is well under way with D-aviation trying to generate some interest and get as many people qualified as possible while Nigel Thomas and Francis are busy organising the club end of the operation. The main thing we need to make it work is interested pilots, winch operators and eventually Tow Coaches.

Realistically I envisage this taking most of the coming season. I see no reason why the SHGC tow group should not be operating independently by the end of 2006.

We intend going out through out the spring and anybody who wants to complete their tow endorsement course contact us! If you are interested let us know now.

Dave, Nigel & Sean.

www.d-aviation.co.uk
dave@d-aviation.co.uk
or call 07769692951

D-aviation

www.d-aviation.co.uk

info@d-aviation.co.uk

07769692951



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● Towing:

The SHGC is in the process of launching its own tow syndicate. Therefore, as many tow endorsed pilots as possible, plus winch operators and tow coaches are needed to make it work. Call D-aviation for details on how to get qualified and for course dates.

● Flying Trips:

Algodonales - Spain - Suit 10hrs +
April 15th - 23rd Intro to mountain flying,
and developing XC skills for all levels. Only
a few places left.

Algodonales - September - Dates tbc.

Lanzarote - We had brilliant weather in
2005 so we'll be returning for the 8th year.
Winter sun and fun for all levels book early.
November 30th - Dec 7th + Dec 7th - 14th.

● Equipment Sales:

We can supply most makes of paraglider
and associated equipment. Need a new
wing? Call to sort out a demo flight.
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Chris Craven at the controls of the winch!

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