

SKY SYSTEMS Ltd

EDBURTON, NEAR HENFIELD, WEST SUSSEX BN5 9LL
TEL: BRIGHTON (0273) 857700. FAX: (0273) 857722

WE ARE AGENTS FOR ALL GOOD MAKES OF HANG GLIDER AND PARAGLIDER. SEND TODAY FOR OUR MAIL ORDER PRICE LIST.

'Phone or fax your order - we can usually send goods immediately - from a pip pin to a reserve.

SECOND HAND HANG GLIDERS & PARAGLIDERS - CALL NOW FOR OUR LIST.

SKY SYSTEMS FLYING SUITS

Weatherproof Oversuits £99, or Super-WARM 3M Thinsulate lined at £179. Lots of zipped pocket space, slimline and stylish cut in arch colours, ideal for hang gliding, paragliding, microlighting, or just standing around on the hill talking about the weather!



INSTANT CREDIT FLY NOW PAY LATER!

Since introducing our very successful Credit Scheme for pilots, we have been able to help many people to buy themselves a glider in these hard times. To give an example, we can provide on the spot credit* for £1000 for £9.05 per week over 3 years. We aim to bring the glider of your dreams within your reach. We also offer you FREE INSURANCE for your new wing and give you a voucher for a FREE GLIDER CHECKOVER with every hang glider or paraglider purchased at the full retail price.

* subject to status.

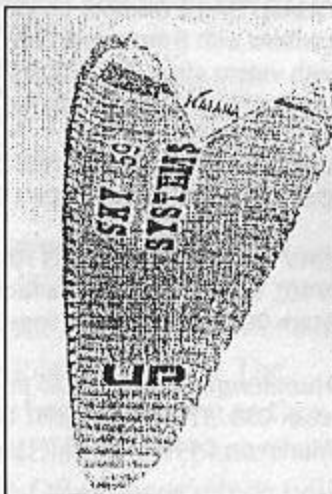
We are open 7 days a week:
Monday-Friday 9.00-6.00
Saturday-Sunday 9.30-5.00

KATANA CHAMPION'S CHOICE!

Join the current British Champion Richard Carter and a growing team of discerning XC pilots who have chosen the UP KATANA.

The world over, the KATANA is at the cutting edge of performance and competition results. Take a test flight today, and discover the pure pleasure of flying the KATANA...

Call Richard Carter now on (0909) 770729 or (0273) 857700 for further information, or to arrange your own test flight...



DEMO'S AVAILABLE NOW: KATANA, CHALLENGER CLASSIC, CHALLENGER C, EDEL SPACE, EDEL APOLLO, AIRWAVE JIVE, ITV ASTEROPE, FALHAWK ATOLL

Challenger Series

Challenger Classic: The intermediate canopy which continues to receive nothing but praise...

Challenger Compact: Sensational intermediate/advanced characteristics + super performance.

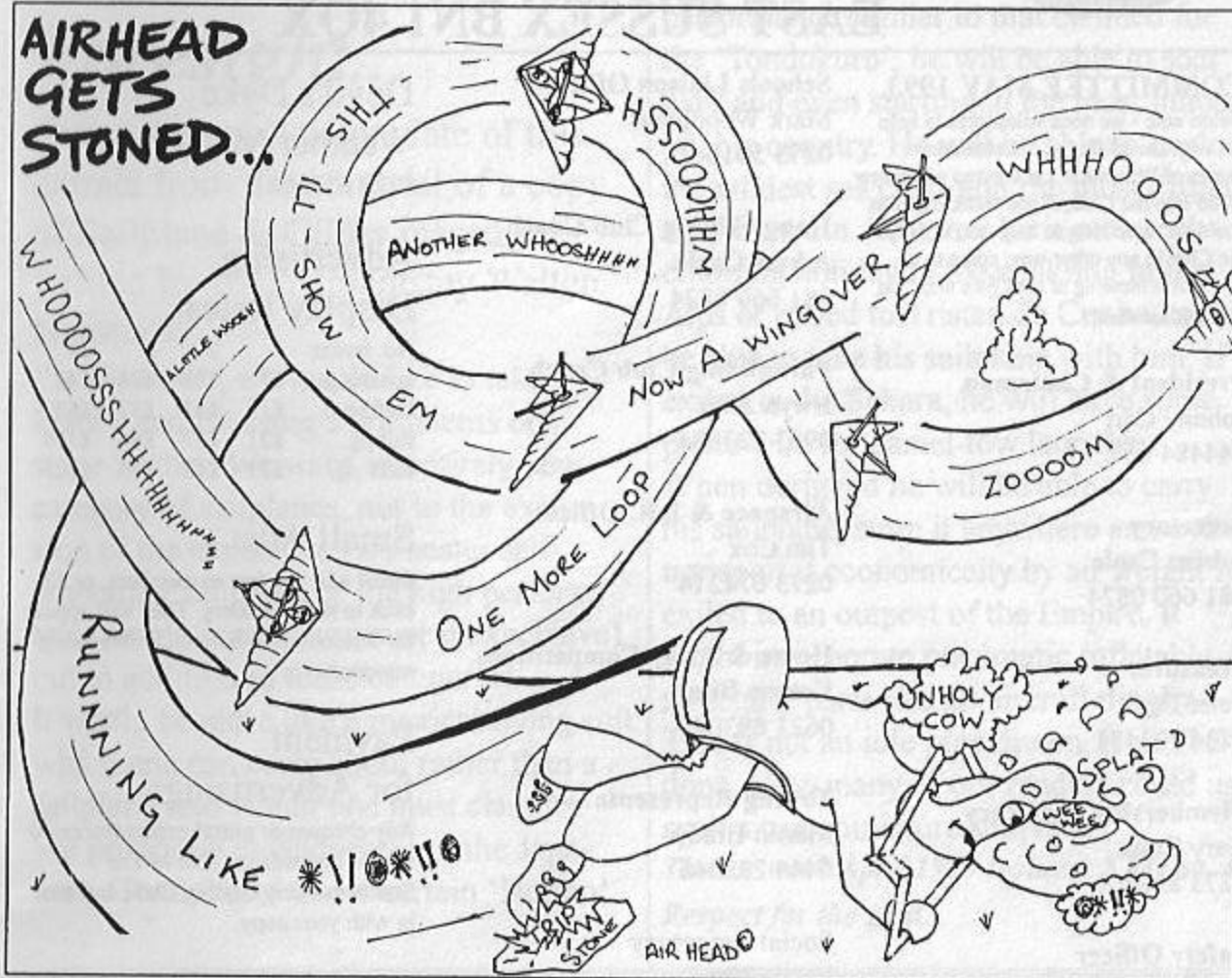
Challenger C: a top performance cross-country glider with easy handling & nice behaviour in the rough stuff...

Pro-Design gliders are available now...

PRO DESIGN!

Windsock

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB
July/August 1993. Free to members



INSIDE THIS MONTH: Lowdown on Lanzarote by Jerry Hansen - Sod's Law by John O'Neill - Alpine Flying (Part 1) by Dennis Trott - A Day To Remember by Johnny Carr



THE SOUTHERN HANG GLIDING CLUB

P.O. BOX 1359,
BRIGHTON,
EAST SUSSEX BN1 4QX

SHGC Committee Meetings: are held on the first Wednesday of every month at the Devil's Dyke Hotel (upstairs) - all members are most welcome to come along and air their views.

COMMITTEE MAY 1993.

Please note - we need volunteers to help out with the editing and distribution chores of Windsock. Let's pump some new blood into the Club; if you think that you could do something to help out, or help the Club in any other way, come to a Committee meeting at the Dyke and "put yourself forward"!

President & Chairman

Johnny Carr
044484 667

Secretary

Adrian Caple
081 660 0824

Treasurer

Peter Day
0734 421481

Membership Secretary

Gary Cook
0273 857700

Safety Officer

John O'Neill
0273 541451

Sites Liaison Officer

Tony Turner
0825 762969

Assistant Sites Liaison Officer

Fionn Kennedy
0273 858221

Sites Control Officer

Nigel Gibson
081 890 7476

Schools Liaison Officer

Mark Woodhams
0273 501043

Hang Gliding Club Coach

Adrian Caple
081 660 0824

Paragliding Club Coach

Irwyn Jehu
0903 723884

Airspace & P.R. Officer

Tim Cox
0273 671214

Home & Away Competitions

Kenton Birch
0621 893047

Towing Representative

Martin Brady
0444 233346

Social Secretary

Ian de Haan
0737 762895

WINDSOCK COLLECTIVE:

Please send contributions (articles, photographs, gossip, suggestions, whatever) to:
THE EDITORIAL TEAM,
c/o P.O. Box 1359,
Brighton,
East Sussex
BN1 4QX

Devil's Dyke

Weather Machine ?:
0273 857002

Advertising Display Rates:

No. issues:	1	3	6	12
quarter pg.	£7	£13	£24	£42
half pg.	£12	£21	£37	£65
full pg.	£21	£37	£66	£105
back pg.	£31	£48	£75	£125

Small Ads:

Small ads. are free to members, or £2 each to non-members. They will appear for 3 issues of Windsock before being removed.

Payment

for Advertising:

Any cheques or postal orders (no cash) should be made payable to The Southern Hang Gliding Club, and sent in with your copy.

The Southern Hang Gliding Club supports the aims and ideals of the British Hang Gliding & Paragliding Association.

Readers Please Note:

- Contents of this magazine MAY NOT be reproduced without the express consent of the SHGC Committee and/or the author, in any form whatever.
- The views expressed in articles, letters, etc. in Windsock are not necessarily those of the SHGC, the Editor(s), or the SHGC Committee.

Layout/DTP by KINO 1993

Hindsight...

Many apologies for leaving Kevin Pickering's name off of his article in last month's Windsock - normal service has now been resumed. Still, it gave some of you something to do, guessing who wrote it...

Foresight...

Guess the publication date of this extract from the editorial of a copy of Sailplane & Glider magazine, written by BHPA mainstay Walter Neumark:

"... However, we would like to take Platz's and Blessing's arguments one stage further. We want an entirely new category of sailplanes, not to the exclusion of the expensive two-seater self-launching sailplane or the high performance single-seater (however inexpensive), but in addition to these categories. It would be more like a magical flying suit which one can carry about rather than a sailplane into which one must clamber. We propose a development of the Japanese 'Tondokuro' and a certain 'Horten'

project. Its minimum flying speed must be about 15 m.p.h. which will enable the prone position pilot to use his legs for spot landings when required. The pilot will be able to launch himself by running over the edge of a cliff or down a slope, then retracting his legs. With a performance similar to that claimed for the 'Tondokuro', he will be able to soar over and even starting in the most inhospitable country. He will be able to explore the wildest sea cliffs and the most difficult alpine terrain. Whether he is on a rock-climbing holiday in Skye, skiing in the Alps or exiled to Tristan da Cunha he will be able to take his sailplane with him. If exiled in the Sahara, he will have some piano wire for camel-tow launches. When derigged he will be able to carry his sailplane, store it anywhere and even transport it economically by air freight if exiled to an outpost of the Empire. It might incorporate pneumatic inflatable structural parts like an aircraft dinghy. This is not an idle pipe dream, it can be done. How many of our readers could use such a true miniature sailplane?"
The answer? April 1953 (volume XXI, no. 4). Respect for the gent...

Laragne - Hang Gliding Trip

I'm hoping to run a trip down to this site in Southern France...
Last year it was host to the League and the Airwave Challenge.

The idea is to include travel, accommodation, carriage to site/sites and retrieves all in one price.

This relieves you of the hassle of getting your gear over there and worrying about being on your own in a strange country, etc.

Pilots with 20-plus hours welcome.

Give me a ring and discuss it - JOHN O'NEILL (0273) 541451

The Lowdown on Lanzarote

by Jerry Hansen

You have probably heard about it and intend to go one day; if so here are a few bits of information that may help. I was lucky, I went with my wife Hazel and son John, we met up with four other Southern Club members, Tim King, Liz Johnston, Mike Millwood and Steve Tuck. They showed us the sites and a good bit about flying. If you go on your own, then the various farm house holidays would seem a good idea, if not then this is the lowdown. Flights seem to be for 7 or 10 days and cost about £135 return, car hire at the airport (choice of four) costs about £135 p.w. Accommodation nearest the sites is Costa Tegise (a tourist trap), you can book via a travel agent or just go. Stop at any hotel - the reception will stay open until 2a.m. You will be able to get a room or apartment, two double bedrooms cost about £135 per week, but I expect you can get cheaper. Driving = no problem, but do fill up as soon as you leave the Airport. Don't be frightened to go off-road - you can follow tyre marks and small tracks for miles in the desert/scrubland near Famara ridge, it's good fun. Flying = well, the main event is Famara ridge. The launch is cliff-like, with difficult inflations as the wind can be strong, but it is mainly going up, same as you will be when you launch. You may need an anchorman to allow you time to get sorted out.

On the right day you can fly about 15k to the end of the island, to Mirrador and back. Top landing near the edge is O.K., bottom landing is near the road, so you can be driven back up to launch if need be (if you have a retrieve driver). If the wind is too strong for Famara, then El Cachio is next on the list. It's part of a volcano forming a bowl with black fields below - the lift can be strong, both ride and thermal. We flew till dusk for two hours - 1000ft-plus height gain was no problem, lots of lift. Top landing is by the car, bottom landing is O.K. but a long drive for retrieve. Mala a dam site is the one for NE winds. You drive up to the dam then leg it about 300 yards to take off. From a Dyke-like launch, we had our best flying here - John, who had only just passed CP flew for over 2 hours and made a height gain of over 3000 feet without a vario, Steve made 2,460 feet, I made 3,120 feet and Milly made about 3,500 feet in a 15-up, and then flew off on a XC while Tim and Liz were scorching around the sky at various other altitudes. An excellent site, good top landing, with good bottom landing near a road. Timing = Tim tells me the best flying was over December, and that it starts getting windy about March. When not flying you can go surfing if you are good enough, or lay on the beach, or do the tourist bit. Food = no problem. Costa Tegise has restaurants, and Seven Eleven stores that sell English food, or you can eat in the small town Spanish restaurants and bars. The good bits - no overcrowding and 9-up (at least) on the vario. The bad bits - coming home.

SHGC HANG GLIDING LEAGUES

I understand that some of you do not know that I am still doing the hang gliding leagues after stepping down from the Competitions position - I will still be doing the hang gliding, and Mike Milwood the paragliding. I will try and find your flights if they have been sent to Mike or Ian de Haan but if they don't appear then 'phone me and give me the details and send all further HG XC's to me, A. Lucchesi, The Lucas Heron, Hill Lane, Harvel, Kent DA13 0DL. Please give your name, membership no., date of flight, take off 6-figure grid reference + witness, landing grid reference + witness, glider type.

LEAGUES SO FAR...(in miles)

No.	Pilot	Glider	1	2	3	4	5	TOTAL
MARTINI LEAGUE (anytime, anyplace, anywhere)								
1.	Johnny Carr	Rumour 3	70	31	30	14		145
2.	Steve Cook	Santana SRC	30	29	28	24	12	123
3.	Tony Lucchesi	Santana SRC	26	16	12	10	9	73
4.	Warren Simonsen	Kiss	55.5					55.5
5.	Reg Richardson	Santana SRC	10	8	5	4		27

SUSSEX LEAGUE

1.	Tony Lucchesi	Santana SRC	26	16	10	6		58
2.	Warren Simonsen	Kiss	55.5					55.5
3.	Steve Cook	Santana SRC	30	12				42
4.	Johnny Carr	Rumour 3	30					30
5.	Reg Richardson	Santana SRC	10	8	5	4		27

SUSSEX WEEKEND LEAGUE

1.	Warren Simonsen	Santana SRC	55.5					55.5
----	-----------------	-------------	------	--	--	--	--	------

What Weather Machine?

Dear Windsock,
 What is the situation with the Devil's Dyke "Weather Machine"? Is it a myth, or does it actually exist? If so, what's wrong with it? Is it only switched on between certain hours?
 Please could you enlighten me as this service would be very useful to people like myself who travel a long distance to the Club sites only to find that the weather conditions are completely different and unflyable to those obtained from weather forecasts.
 Thanks very much, yours sincerely,
 Paul Isaac

- Oh dear - the weather machine. We did have a fully functioning weather machine installed at Devil's Dyke (sensor up on the aerals) which worked adequately (if intermittantly) for some time. The problem is that the ex-member who installed it has now moved overseas and it's gone wrong again. The problem is, of course, that the club are still (on paper, at least) supposed to be paying for the service - we are trying to negotiate both an ongoing service from the original supplier, and at the same time researching alternative methods of remote weather stations being on line for our members.

LATEST VERSION OF THE MARSHALLING ROTA

Please note that the marshalling rota has now been extended to cover all our sites - priority goes to Devil's Dyke, ie. if it's on at the Dyke, you marshal there. In any other direction, go to the most likely/your local/your favourite site, and marshal there...

Date	Forename	Surname	TelHome	TelWork
19/06/93	Nicholas	Preston	081 871 1858	071 380 7571
19/06/93	Jonathan	Pritchard	081 698 8942	0322 863285
19/06/93	Clive	Pritchard	081 671 5206	-
20/06/93	Nick	Przybylski	081 467 4980	-
20/06/93	Barry	Puckey	081 693 8722	081 693 8722
20/06/93	Steve	Pugh	081 692 8554	0793 619999
26/06/93	Stephen	Purdie	0273 597077	0273 642256
26/06/93	Paul	Rankin	0293 775021	0293 785544
26/06/93	Howard	Rhind	071 585 2445	-
27/06/93	Ron	Richardson	06898 56723	06898 51823
27/06/93	Reginald	Richardson	0323 416386	0323 639211
27/06/93	Peter	Rolinson	081 874 9522	-
03/07/93	Dave	Rusbridge	0903 206267	-
03/07/93	David	Rushforth	0293 614102	-
03/07/93	Neil	Russ	071 586 6169	071 600 1000
04/07/93	Paul	Sanders	081 390 3076	0784 245058
04/07/93	William	Scott	0483 577809	-
04/07/93	Tony	Shay	0892 667115	-
10/07/93	Andy	Shaw	081 517 7945	081 593 5217
10/07/93	Oliver	Shorey	0277 841431	0268 292043
10/07/93	Warren	Simonsen	0344 844852	-
11/07/93	Don	Shipton	0705 255194	-
11/07/93	Eliot	Simpson	071 226 9381	071 600 1000
11/07/93	Stewart	Swanton	0273 732219	0273 670583
17/07/93	David	Slater	01 660 0991	-
17/07/93	Terry	Sloper	0903 205714	0903 239219
17/07/93	D Angus	Small	071 385 2414	-
18/07/93	Chris	Smith	0883 344792	0737 767006
18/07/93	Andy	Smith	081 995 8377	071 323 9393
18/07/93	James	Spall	0705 370704	0705 321212
24/07/93	Garreth	Smith	0689 849451	081 307 7793
24/07/93	Martin	Stansby	081 564 7633	081 562 6307
24/07/93	Robert	Stuart	? 618630	-

NEW ROTA

PLEASE CHECK IF YOU ARE ON THIS NEW LIST!

0825 890461	Stevens	Ben	25/07/93
0273 474111	Stevens	Michael	25/07/93
071 230 8383	Sutehall	Andrew	25/07/93
0903 231821	Tapley	Tim	31/07/93
0256 817777	Travers	Howard	31/07/93
0424 720105	Turner	Anthony	31/07/93
071 480 2685	Tiltman	Carrie	01/08/93
0273 857700	Toyne	Richard	01/08/93
0622 684474	Turner	Mark	01/08/93
0895 431243	Tuck	Steve	07/08/93
0494 459100	Upton	John	07/08/93
	Uzochukwu	Steve	07/08/93
	van Willingham	Martin	08/08/93
	Venn	Noel	08/08/93
	Wagland	Jeff	08/08/93

MEMBERS PLEASE NOTE - A NEW ROTA IS CURRENTLY UNDER COMPILATION - DATES WILL BE ALLOCATED BY POST SHORTLY

A DAY IN THE LIFE OF JOHN O'NEILL (Safety Officer)

Woke up feeling curiously dynamic. Swung out of bed, completely forgetting 50lb plaster cast on broken leg.

Crashed to floor, dashing forehead against bedside table. Temporarily stunned, I reached out for a hand-hold only to accidentally force my fingers into an electric socket. I recoiled with a yelp, only to pivot round on my plaster cast and disappear through the weakened floorboards to hang upside down from a ceiling joist.

The weather forecast was on in the room below.

A NW 10mph - "Damn!" I thought, it won't be on the cliffs.

Just then, the joist gave way and I joined Michael Fish, albeit temporarily, within the television box...

Letters

Articles Please, On...

We have received the following interesting ideas for articles from Garreth Smith, a low-airtime HG pilot who would like to propose articles for Windsock on the following topics. We think they would be great subjects to hear about, but as you may imagine, articles don't write themselves. Send us in your articles or thoughts on the following...

1. PHOTOGRAPHY FROM A HANG GLIDER.

What seemed an easy thing to do is now proving to be almost impossible. I am advised against using my SLR with Motordrive as this is very heavy and would interfere with the stability of the glider. Can I find a compact camera that will take a remote release? No chance. Try adapting an ordinary compact camera to be set off remotely - good luck, it's very difficult to set up something rigid enough. I have some ideas and hope to have something working for a Canon Sure-Shot very soon. What about a support, what's available, at what price, where can I fix a camera?

2. CLEANING A HANG GLIDER.

My mother-in-law suggested bleach (I don't think so); should I use washing-up liquid or sail cloth cleaner? How much will I need? How much will it cost? The only time I have cleaned my glider is when I got soaked at Devil's Dyke last month.

3. MINOR HANG GLIDER REPAIRS.

Having had 2 pockets tear and using inserts for a while, I eventually got round to working out how to get inside the glider, and do the required stitching (needs 2 people) after consulting a book on stitching.

4. TRANSPORTING HANG GLIDERS.

Yes, we all know we must do the impersona-

tion of the fire brigade with our ladders, but what is the legal requirement for overhangs? Do I need reflectors or lights? What's this weird bonnet support I see on some cars? Using pipe lagging for protection - good idea? What sort of ties should I use - where from, what cost?

5. STORAGE OF HANG GLIDERS.

Who has got a garage that is 25 foot long? Not me, and with 3 children I am worried about keeping it in the garden. One suggestion was to put it on a trellis and cover it with a tarpaulin - great until the children want to use it as a platform to jump off. If you have a long wall in your garden, you may be able to mount it on this. My solution was a little expensive but extremely safe - a full length piece of 12-inch soil pipe with two ends padlocked on to the ends (costs £100). Any other ideas?

6. BUYING A PARACHUTE.

Where do I start - second-hand or new? Is £45 for a second-hand Windhaven parachute a good price? What should I look for when buying second-hand?

7. BUYING A VARIO.

Again - what is a reasonable price? What is a reasonable unit? What should a beginner be looking for? How experienced should I be before I buy one?

8. BUYING AN ALTIMETER.

As above...

9. USES FOR BROKEN HANG GLIDER BITS.

How many times have we broken uprights and had no use for them? I use mine on my roof rack to stop the annoying howling - other bits I have used for boot stays (my car ones are broken). Any other suggestions?

Excellent ideas there for snippets/articles. Thanks to Garreth, let's here from you all...

Up-to-date list of Club Coaches

COACH/DISCIPLINE	LOCATION	Tel.
Mike Broadbent/HG	Bexhill on Sea	0424 210951
John Charlton/HG	Copthorne	0342 716006
Steve Cook/HG	Littlehampton	0903 725724
Francis Cracknell/PG	Isleworth	081 5684184
Nigel Gibson/PG	Feltham	081 890 7476
Harry Greene/PG	Orpington	071 482 4927
John Hutcherson/HG	Wandsworth	081 810 5050
Chris Jones/HG	Ealing	081 579 2830
Rodney Lees/HG	Brighton	0273 300328
Tony Lucchesi/HG	Harvel, Kent	0474 812106
Ali Maddock/PG	London	081 341 3383
Dave Matthews/HG	Brighton	0273 604752
Steve Uzochukwu/bi-discipline	Maidstone	0622 36219
Steve Pugh/HG	Greenwich	081 692 8554
Reg Richardson/HG	Eastbourne	0323 416366
Ron Richardson/HG	Keston	06898 56723
Stewart Swanton/PG	Hove	0273 732219
Noel Venn/HG	Reigate	07372 21023
Dave Williamson/HG	Brighton	0273 604752
Dave Keepax/HG	Burgess Hill	0444 245233

**PIPPIN'S PROMISED SECOND ARTICLE
ON AIRLAW WILL FOLLOW IN THE
NEXT ISSUE OF WINDSOCK...**

REMEMBER:
THE COACHES LISTED ABOVE ARE HERE TO HELP LOW AIRTIME PILOTS TO ESTABLISH THEMSELVES IN OUR CLUB. GIVE ONE OF THEM A CALL, OR LOCATE ONE ON THE HILL FOR HELP OR TASK SIGNING OFF.

From Daily Telegraph April 13, 1993.

Cycling at 50mph by backpack motor

or What to do with your paramotor when you take up class 2 flying.

WITH A chain saw, some wood, two judo belts and the seat from a Mini, a young inventor has built a motorised back-pack almost worthy of Q, the scientist who devised the gadgets that frequently saved James Bond's movie life.

Andrew Scott, 20, of Thornton-le-Dale, North Yorks, has worn the pack skiing, canoeing, skateboarding and cycling, achieving speeds of more than 50mph on his bike and about 40mph on his skateboard... "It's just a bit of fun, though the neighbours complain about the noise and I've had an official caution from the police for being reckless on a pedal cycle on a public highway", he said.



NUTTER'S CORNER

MINUTES OF THE S.H.G.C. COMMITTEE MEETING 5 MAY 1993

Present: M.Brady, A.Caple, G.Cook, T. Cox, N Gibson,

I de Haan, F.Kennedy, E.Lockhart,

J.Oniell,

A.Turner, M.Woodhams.

Apologies: J. Carr, I Jehu.

Absent: K.Birch

ACTION

1.0 MINUTES OF THE LAST MEETING

Passed.

2.0 MATTERS ARISING

2.1 Truleigh site rules being written

GIBSON

2.2 Weather station some information was supplied by J.Carr. Awaiting information from Steve U.

UZECHUKWU

2.3 Lectures on first aid and air law : M.Chick not available until September. St.Johns Ambulance to be contacted re first aid. A parachute repacking evening to be arranged

ONEILL

3.0 SITES

A.Turner has replaced the flag poles at Beachy; Equipment is not being replaced after flying. A note is to be put in windsock.

TURNER/KENNEDY

The council still requires a log to be kept.

Newhaven car park has now been reopened

3.1 POTENTIAL SITES

F.Kennedy has sent a list of 10 potential sites to J.Clark.

The original lease details for Butts Brow are to be passed to Kennedy/Turner

WOODHAMS

No bottom landing at Ditchling

F. Kennedy has negotiated a new site at West

Firle.

Details to be finalised

KENNEDY

4.0 OFFICERS REPORTS

4.1 AIRSPACE

New maps expected early July.

4.2 TOWING

H.G. tow meet scheduled for early June. D Whymark may be available.

A.Shaw is to be contacted about an agreement he had for winching at Firle.

BRADY

P.G. towing to be arranged, but a qualified instructor is required.

4.3 SITES CONTROL

Site marshalls who failed to turn up last weekend will be re scheduled for Whitsun and August bank holidays.

There was some discussion about new pilots lack of knowledge about air law. Proposals on various actions to be put to the next meeting.

GIBSON

4.4 MEMBERSHIP

Going well

4.5 SOCIAL

A video night is to be arranged.

de HAAN

J.Carr will be asked about a barbeque.

5.0 A.O.B.

The question of assisted membership for the unemployed was discussed but would have to be referred to the A.G.M.

Overcrowding at Steyning was discussed an excerpt from the sites guide is to be put in Windsock.

COOK

A report on the clubs success in the British open is needed for Windsock

BIRCH

Date of next meeting 2nd June

Can You Repack A Parachute?

(any kind...)

People with 'the knowledge' are required to assist Safety Officer John O'Neill in organising the Club Parachute repacking evening. Contact John on 0273 541451

PLEASE REMEMBER:

THE CLIFF PART OF BEACHY HEAD IS STILL CLOSED - NESTING PEREGRINE FALCONS ARE STILL THERE. ALSO - REMEMBER WHEN FLYING AT BEACHY HEAD TO USE THE FLAGS/LOGBOOK/MARSHALL SYSTEM. LAST ONE OFF THE SITE PLEASE TIDY EVERYTHING AWAY & PUT THEM BACK IN THE CUPBOARD. THANKS! P.S. THEY ARE STORED HIGH UP IN THE CUPBOARD!

A day to remember at Pandy

by Johnny Carr

It was Wednesday the 5th of May, and it was well soarable on the ridge, the sky was looking good and I was determined to have a better day than the day before.

Jim Bowyer said if I went cross country he would pick me up. We could do a detour to the league that night, he said. You can't get a better offer than that.

I took off and took a picture of the launch site and headed off in the direction of Hay Bluff. I stopped to work a couple of thermals on the way, picking a beauty to cross the upwind leg onto the Bluff. I flew along the ridge taking a photo of the trig point before setting back. I didn't want to hang around too long at the Bluff so in the absence of a boomer thermal I headed off the end of the shoulder and glided back to the Pandy range. Pulling the bar along the windy ridge still took a while to get back to the Common at Pandy. I decided that the terrain over the back looked more inviting at the common end of the ridge. A good cloud was building beyond the bottom landing field and although I was only just above take off height when I located it, it was working well.

I climbed and climbed it was so smooth, it died out at about 5000'.

I could see a good looking cloud sitting over Bal Mawr I flew under it, round it could I find lift, no chance. My bottle wasn't up to waiting there, although the ridge was probably soarable it may have been turbulent in that wind, and a trashing to the narrow valley floor wasn't my idea of a fun day out. I decided the more pleasant option was to the next big lump downwind called Pen Cerrig-Calch. That didn't offer much either.

I am now beginning to wonder in disbelief if this was going to be a one thermal XC as I glide to the safety of the Crick valley and the tree covered ridge called Myarth, which I was determined to soar all day if I had to, (it sits in the middle of the valley about 4 km north west of Crickhowell). My fears were unfounded because as I approached it a good thermal came out of the valley and I clung to it, over the top of Myarth and back up to 5000'. All I can see is boonies for bleeding miles so I went on a slight cross wind track to where I can see a road heading to a disused quarry and then on to Tredeger. I followed the road and although I am 3500' above sea level I am only about 1500' above the moors and I am getting drilled.

Pressing onwards I see a cloud coming from the area of the quarry and I am losing more height as I press into wind for it. The cloud gets closer but thank God I didn't have to wait for it as I found another thermal unrelated to the cloud. I was down to about 500' above the moors but that one got me back up to 4000' and more importantly access to many more safe landing areas and civilisation. I can see Rhigos in the distance and two thermals later I am passing Rhigos gliding club at 5000'. I lost most of that height trying to cross the Neath valley. To extend my distance I glided down the Neath valley. Flying over a huge undulating factory roof I get a low save and back up to about 2000' putting me in reach of more safe landing areas down wind.

The valley was good to me and about four thermals later but never above 2300' I found myself at Neath. The valley opened out and below were the big factories of Neath and Swansea. The smoke still being blown out to sea by the north easterly breeze. I could see a ridge to the north west of the town which was worth flying over as the land in front of it was quite sheltered from the wind and the sun was baking down on it. I got the best

thermal I had for an hour out of there, it drifted me towards Swansea and I could not go wrong at 5000' I would glide and there was always big lift around. I looked ahead and the Mumbles were within reach, in the hazy distance I could see the land running out as this finger of Wales runs down to the coast at Rhossili.

I was trying to work out the reason for the massive area of lift over Swansea. The smoke was still horizontal and going out to sea. I think it was just the whole city lifted about the same time. I decided to try and get to the Worms Head at Rhossili, it was a strange feeling flying down a finger of land with the sea each side and knowing that very soon my flight was going to end because there was no land left. In front of me I recognized a convergence cloud, not very big but typical in character. It was about 4 o'clock and I glided under this little convergence cloud and into the blue, no more clouds ahead and about 3 miles to the tip of land called the Worms Head.

I could see a bonfire in a field below showing the sea breeze in a south easterly direction which was very helpful. I slowly descended and landed in a nice cut field about 300m from the end. I chose this field as there was a gap where the cliffs had fallen away, I felt would be least effected by rotor. I touched down nice and smoothly at about 4.20. I rang Jim to remind him of the retrieval arrangement. When I told him where I was I discovered Jim Bowyer has a very pronounced stutter.

It goes something like this. Hello Jim, Johnny here, am I still ok for that retrieve.

Yes Johnny where are you.

I am at Rhossili Jim.

No Johnny was the quick reply, (stuttering starts) ERR ERR Rhossili WHA WHA what are you doing down there. I thought Brecon and to the west, not right down there. Anyway Jim very kindly organised it for me to get back. I would like to thank Bob and Linsey Harrison, Bob for picking me up and Linsey for not making me feel too guilty for Bob having to come out, and a special thanks for letting me stay with them during the British Open.

Glider Rumour 3.

Pilot Johnny Carr.

TV Channel: Red Hot Dutch

Distance 70 miles.

Mini MUCKRAKER. Rumour has it that Stewart Swanton only goes to Ditchling BEACON for a dump in the bushes. BACK TO NATURE, STEWART... Steve Brewer swears never to RIDE IN A CITROËN BX again after it SPINS 6 TIMES before recovering with a large front collapse... Iawyn later admits JEHU is Welsh for "Bad Driver"... CITROËN (see above) switch their SPONSORSHIP from JUDY LEDEN to SAILPLANES after Judy takes up PARAGLIDING. WARREN ELIAS-TRAVERS is apparently now flying HELICOPTERS, ILLUSTRATED BY his NIMBLE AUTOROTATION and SAFE landing IN THE BOWL AT THE DYKE. *This Muckraker sponsored by THE NAKED & THE ILL.

Sod's Law! by

John "We Can Rebuild Him" O'Neill

There's been a lot of talk about AIR LAW in Windsock recently, so I thought I'd introduce a new subject - SOD'S LAW!

We all know how it works, don't we? The weekends that are washed out, the time you bought a new glider and it was unflyable for three months, etc. etc... so here's a good one - Muckraker take note. Within a month of taking over as Safety Officer, I prang my glider and fracture my knee... so the first accident report I make out is about myself. Typical, isn't it?

How did I manage it? Well, I've asked myself that a few times as I lie in the hospital ward at 4a.m. being woken up for the umpteenth time by the geriatric fracture patients around me. One guy keeps going wah... wah... wah at three-second intervals throughout the entire night and sleeps like a log during the day (Sod's Law again). Another chap, when asked by the nurse "Do you know where you are?" replied "Of course! The timber yard in Manchester!" Another chap keeps dismantling his drip feed to find out how it works.

Anyway, I digress. How did I manage to end up in here? Well, it was rather a blustery day at Newhaven, and having struggled with the glider for a few minutes, I finally levelled the wings and ran forward. After about two steps the left wing lifted sharply and the whole glider did the tightest 360 ever and dumped me back on the ground. Total height gain was roughly a foot. My right knee contacted the control bar sharply and I felt like I'd maybe twisted it. I seemed to be OK otherwise, so I unclipped and got a passer-by to help drop the nose. I was sure I wasn't injured because it felt just like a twisted ankle. Surely a break would be more painful! Anyway, I hobbled about, issuing instructions to pack up the

glider and a friend drove me to hospital to have it checked out. I was amazed when I was told it was fractured and I'd have to have it operated on.

So, here I am, and I've had a lot of time to reflect on it and write down a few reminders to myself:-

1. Remember Sod's Law. What CAN happen WILL happen.
2. If in any doubt, don't attempt to take off. Just because you've rigged up doesn't mean you have to fly.
3. Don't ever get complacent. I've flown Newhaven many times in the past, always safely, but familiarity breeds contempt, and that nice, friendly site can one day turn into something nasty given the right (or, rather, wrong) conditions.
4. Don't fly alone! Very important!
5. Remember that Newhaven is an unforgiving site. It can get very turbulent and its broken edges create rotors and gusts easily.
6. When you start to feel confident, that's exactly when you are in most danger of being in an accident and even a very minor incident can put you in hospital. In this case my feet had barely left the ground.
7. The ground hurts! The times when you should be extra vigilant are take off and landing.
8. Safety is paramount. Safety comes before enjoyment. Safety is out primary concern.
9. Pride comes before a fall.

So there you have it. I've got three large screws holding my knee together, the sort that you'd put in a door frame - standard B&B issue - and I'll be in plaster until mid-June. Then I'll have to learn to walk again so maybe by mid-July I'll be back on the horse. You can bet I'll be a bit more wary in the future.

PS. I hope to get the X-Rays printed in Windsock.

PPS. Hope it rains for the next two months!

Planning & Preparation for Alpine Flying

by Dennis Trott - Part One

The beauty of Alpine flying is that it is available for everyone depending upon the time of year and the area chosen. Many, in Europe learn to fly in the mountains, as the huge top to bottoms give long flights, allowing the pilot plenty of time to practice new manoeuvres. The average time in the air on a still day, on a flight of a 1000 metres may well be ten minutes or more, with good equipment. There are many areas to choose from in Europe, selecting the right place to match your experience is what this article is all about. Needless to say this article is aimed at the first time and early Alpine paragliding pilots, although most of what is written could be relevant for hang glider pilots in the same situation.

Going into the mountains and flinging yourself off, into oblivion, may prove to be a costly affair in time as well as money if you are disorganised.

It's pointless, say planning a summer trip somewhere high and hot, if you are unaccustomed to strong, turbulent, thermic conditions. Many areas in the summer may only have a couple of hours of reasonable flying time, if you are lucky, before it becomes blown out. I hope the following will give you some ideas into mountain and high altitude flying depending on your experience.

VENUE AND TIME OF YEAR

Depending on your past experience, number of hours flown, the type of sites you have flown and the regular amounts of flying you have had. You should be realistic in choosing the place for your first or early Alpine flying. Let me explain:

During the winter months, one can have superb light Alpine conditions with good thermal flying. Summer months can be very turbulent.

If this is your first visit to the Alps and you have had, say, just 20 hours of flying in smooth ridge soaring conditions, then winter may be best for your premiere Alpine flights.

Dec/Jan : gentle thermals.

Feb/April : Nice conditions, XC possible.

May/June : Bumpy, exciting flying.

July/Sept : Strong daytime, overdevelopment.

Oct/Nov : Usually wet.

The predominant winter anti-cyclones that persist over western Europe in the early part of the year give generally good, stable but cold flying conditions. Clear, sunny conditions is the recipe for large and smooth thermals. Some of our best height gains and cross-country flights in the mountains are made early in the year.

DECEMBER and JANUARY with quieter conditions are by far the best months for the new Alpine flier. Massive, almost bump-free top to bottoms are possible during the middle part of the day. During these hours almost no on-slope wind at take off will be experienced. Your Alpine launch (forward) technique has to be good and what better time is there than now to perfect it. Often there can be a very light downslope katabatic wind at the launch area. A committed run is needed here to get airborne. Also snow or ice can make launching difficult. The learning curve is high, and the efforts of the new alpine pilot will be well rewarded by the views they get, and the time they have in the air to practice those 360's or spiral dives. FEBRUARY TO APRIL offer more

interesting flights. As spring approaches the sun climbs higher and by late morning the valley floor is warm and the thermals break away. The thermals are small and lumpy at first, they soon develop by the warmth of the sun into large smooth bubbles that rocket pilots into heaven, often taking them 1000 metres or so above take off. Some of the best cross-country flights from the Chamonix valley happen at this time of year.

In the steep-sided valleys of the Rhone-Alps good thermal flying will be found as long as the prevailing wind is light and no adverse conditions are present.

A wary eye needs to be kept on the weather at all times. Conditions can and do change very quickly.

On some days, an inversion layer will not allow thermals to rise very high. The colder air surrounding these little and sometimes punchy thermals can sink rapidly. Plenty of height may be needed when flying above tree lined areas.

By Spring/early Summer, MAY AND JUNE, mountain flying becomes erratic. Similar to the British Isles, long periods of cloud and rain can be interrupted by shorter periods of sun and then near perfect flying days are formed. It is possible to fly most days, although conditions will not always be good - showers in the afternoon and then overdevelopment in the early evening is quite usual. The morning flying gives bumpy thermals, strong at times and not settled. It's now that the more experienced pilot will enjoy some interesting days. When the weather does come good, it's great.

The 3 months JULY TO SEPTEMBER give a variation of conditions. The hot daytime sun produces strong to violent thermals. The valley winds quickly become strong as they rush in from the lower lands to replace the hot air that has risen. Often these winds will cause turbulence within the valley, making

flying and landing hazardous.

The morning flying slot is now very short. One has to be sure of a safe landing in calmish conditions, before launching. If the conditions allow, then go high and stay high. Fly to a different area landing at a better and more open site. Generally, sunny steep sided valleys will attract strong afternoon winds. By evening these winds will die away and it can be calm by nightfall.

During these summer months you may be better choosing a site that is not too mountainous.

During the stable periods of weather, the larger, more open valleys are heated continuously by many hours of sun, and they will fill with an ocean of warm, bouyant air in the evening - "Magic Wind" or "evening restitution" as it is known. From late spring onwards, this amazing phenomenon can give beautiful evening flying, up until the sun leaves the valley.

These three unstable months offer differing flying conditions. The risk of building Cu-Nims is ever-present, and overdevelopment by mid afternoon is not unusual. Any heavy afternoon rain clears away by sunset normally. The morning sun heating the damp ground creates low-level cloud in the mountains, often covering take-off sites. Some days it can take hours before these clouds clear away, leaving snappy, inconsistent thermals. The flying is then good, although height gains are not always great and the fast return of overdevelopment shortens the day.

By September, the flying conditions generally become more settled.

The morning clouds give a great indication of valley wind conditions. Disturbed, erratic movement of clouds could show adverse low-level winds that are not always detected by other means.

Part 2 of Dennis's excellent and informed article next month.

SMALL-ADS

Send small-ads in to the Editor - they will appear for 3 Windsock editions. Free to SHGC members, non-members pay £2 for 3 insertions (cheque with copy please)

FOR SALE: PARAGLIDERS

BEAUTIFUL NEO. Fast but forgiving. Medium build. 15 hours of fun time. Unique colours. Sense of humour. Own harness and bag. Seeks pilot willing to learn. £575 or offer for quick sale. Bernie - 071.737.4849 (H). 081.986.3123 x 4314 (W) (3)

EARLY TYPHOON, medium. Fair condition. Rerigged. Good flyer. Needs new bag hence price £250 o.n.o. Includes stirrup harness. Tel. 0903 213540. (1)

BRAND NEW! (5 minutes flown) Paratech P-40. 4 risers, 12 A's. Yellow. Excellent glide and sink. Comes with harness and integral reserve pocket, speed system and back protector. You won't grow out of this in a hurry! Genuine reason for sale. £1,950 ono. Tel: 071 371 0956. (2)

ADVANCE OMEGA II 26. £2,000. 0273 671214. (2)

COMET CX 21 orange. Suit pilot weight 65-120kg. Very pleasant to fly, good first or intermediate canopy. Has speed trimmers, big ears lines, bag and harness. Flown only one season. Still an excellent performer, nylon construction. Come and fly it, Firlie or local area. £850 ono. Fionn Kennedy - 0273 858221. (1)

NOVA PHOENIX 25. £1,700. 0273 609925. (2)

JUSTRA STRATOS EXCEL 25. £1,850. 0273 609925. (2)

FALHAWK NEO. Excellent condition, as new. Medium. Only 8 hours airtime. Orange with rainbow tips, complete with Sky Systems harness, rucksack, stuff sack and back protector. £850. Ring Jon on 0732 64216. (2)

METAMORFOSI RESERVE for paragliding. As new, never used, repacked once. £290. Ring Jon on 0732-64216. (2)

ITV ASTEROPE MEDIUM. Blue; bargain - £1000. Ring Eddie on 081-657 9307. (3)

FALHAWK NEO Medium Ideal First canopy for pilot 65-85 kg (10.2-13.4 STONE). Less than 20 Hours airtime and less than 2 years old, complete with harness. Bargain at £650.00. Please Call 081 657 4958 Evenings. (3)

NOVA PHANTOM 45 (medium) H-reg. 9/91. Full MOT (purple) Low Mileage 148 XC Miles. 55 Hours One Careful driver. Reliable. £1199.99 ono (incl. speed sysem), Howard on 0737 763352 Surrey. (3)

FOR SALE: HANG GLIDERS

AIRWAVE KISS 154 Mylar. Excellent condition, no yaw, pleasant handling, stored indoors. £1050 ono. Tel. Mark 0903 812504 evenings. (3)

AVIAN AMOUR (small) £1,200. Tel. 0273 671214. (2)

AIRWAVE CALYPSO - lovely example. £1,200. Tel. 0273 671214. (2)

RUMOUR 14.5 (large). Mylar - recent checkover from Solar Wings. Blue/yellow - a "hot" performer! £950 a bargain. Call Johnny on 044484 667. (3)

CLUBMAN 160 for sale. Fair condition. Red/white & blue. £400 no offers. Call Paul on 081 764 8301 evenings. (2)

GENERAL

OLYMPUS AZ 200 SUPERZOOM COMPACT QUARTDATE (remote control infra red). Brilliant camera with 3 lenses. £125. **THOMMEN TX26.** £75 with velcro strap. **DAVRON 700 ALTI/VARIO.** Para or hang gliding. £395. Eddie on 081-657 9307. (3)

BALL VARIO & THOMMEN ALTIMETER with Davron mount to fit HG £99.00. 081 644 6137. (3)

SKY SYSTEMS BUG HG HARNESS Suit pilot 5'8", 5'10". Good nick, various factory-fitted options. Tel. Mark 0903 812504 evenings. (3)

Hummingbird vario. Old and basic but very responsive. £30. **Thommen wrist altimeter.** £30. Call Martin on 0444-233346. (1)

SONY DISCMAN Portable CD player. Car adapter, mains adapter, soft case, leads, 'phones. Immaculate. £90 complete. Tel: (0273) 604051 eves. (3)