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**& The Thermal Season**  
Glider Checked Over - Flying Suit - Gloves - Radio - Boots - Airspace Map - Mapholder - GPS - Altimeter/Vario

Reserve Checked, Aired and Repacked - Harness Checked Over - Compass - Speed System - Gloves - Back Protection - Helmet  
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Swiss-made, camera mount compatible. Gives an accurate reading regardless of the angle of airflow. £49.99



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# SKY SYSTEMS

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our web pages include course details xc league details price list/catalogue

CHECK US OUT ON THE INTERNET!

# Windsock

April 97



## Chairman's Letter

Hi members,

The AGM looms closer. We are in need of new Committee members. Please come to the AGM and air your views and vote on the proposals that could affect you.

I am standing in temporarily as Trevor has stood down. I will be in Europe for quite a time this summer so I will not be able to do much on the Committee. However as President of our Club I will still be supporting you all during the times I am around.

*Johnny Carr*

## BANDIT FLYING

Thanks to the effort of the team collecting site fees and getting pilots to join, we have reduced the number of problem pilots.

We find, however, that a lot of you seem to avoid re-joining 'till later in the year, so how about giving us a bit of help this year and:

- a) Rejoin on time.
- b) Wear your hat badges.
- c) Encourage visiting pilots etc. to pay up.

Schools please note, you are responsible for registering your instructors and making sure they are members.

## IMPORTANT SAFETY NOTICE

A pilot threw his reserve on Sunday 9th March only to find **IT DID NOT OPEN**. The same fault found at the repacking night and the incident at the Dyke - the deployment bag attached to the lines to avoid losing it. **How many more of you have not checked your reserves?** In this case the pilot landed OK, he was lucky.

**DO YOU FEEL LUCKY?  
ARE YOU GOING TO CHECK YOUR RESERVE?  
DO IT NOW**

If you can't be bothered then take it to a local school NOW. Your life is worth more than £15

*Jerry Hansen - Sites Control*

# Windsock



Magazine of the Southern Hang Gliding Club

April 1997

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### Copy

Written clearly, typed, or PC disk (Word, Plain text, RTF - most types). Deadline for next issue 18th April 1997. Preferably sent to my address or to:

**PO BOX 1359**

**Brighton**

**East Sussex BN2 4AS**

### Cover

Fionn Kennedy at Firle 1997

## IMPORTANT ANNOUNCEMENT

## SHGC ANNUAL GENERAL MEETING

(DUE TO EASTER BEING IN MARCH)

**APRIL 5TH - DEVIL'S DYKE PUB**

**7.30pm**

**It's YOUR Club - please attend!**

(All proposals to reach Club Secretary

1 week before meeting at latest.)

## First XC of 1997!

*Tony Lucchesi, Steve Cook & Johnny Carr start as they mean to go on  
words by Tony Lucchesi*

Myself, Steve & John arrived at Firlie on the morning of March 21st to find a light to moderate northerly. Some paragliders were flying & we could see it was cycling with fair lift and strong sink making everyone land from time to time. We rigged our Topless'.

John launched into a good climb, I was up myself and Steve waited a bit and launched into difficult air. A good cycle soon came through & we climbed to cloudbase at about 4000ft. By this time John was off across the gap so we chased after him. The glide out towards Caburn was, as usual, very sinky and we were down to 1500ft before getting a good climb.

By now John was downwind on the coast, low, but he found a good climb to cloudbase and glided into our thermal. We all climbed back to about 4000ft and glided off to the lee side of Ditchling where we met up with the Mad Farmer on his paraglider who greeted us with a load of abuse. I couldn't quite make out what he was saying but it was something along the lines of "you f###king w###kers!"

We climbed up and headed for the Dyke. Here we saw some paragliders on the ground and we found a really nice climb, just past Newtimber Hill. As the wind was Northerly we then glided towards Parham gliding club. A nice cloud was forming just over Chanctonbury Ring so we decided to head for it. We arrived over the A24 where we connected with a real boomer.

We split up, Steve & John flying inland, searching for more lift which we all found taking us back to cloud base, this time over the gliding club - we wouldn't be needing to land there today!

We decided to press on just east of Amberley where a nice long section of sea breeze convergence had formed where there was good lift everywhere. We climbed to base, tracking along the front in good air for about 10 miles. We then encountered very bad air, 6-8 down all the way so we flew towards Midhurst and away from the sea air and back into good lift. By now the sky was very weak and we were under the last cumulus where we topped up our height and glided off towards Petersfield in sinking air all the way.

I arrived over Petersfield at about 200ft & decided to land in a sports field. As I made my approach the air became very turbulent and I hit a good thermal, climbing back up to 2000ft. By now John had glided over low & was unable to connect with my thermal so glided off to land a few miles NW of Petersfield. Steve & I played in the thermal for a while & then just blasted around to land in the same field as John.

What a flight, what a glider!

Site: Firlie  
Glider: La Mouette Toples  
Distance: Approx 50 miles  
Time: Approx 4 hours  
Conditions: Moderate to good

# AeroDynamics

## RESULTS 96/97

WHGS 1st & 2nd	
Australian Pre-Worlds	1st Gerard Thevenot
Speed Gliding World Cup	1st 2nd 3rd
WHGS Manufacturer's	1st
Italian National Champs	1st
Finnish National Champs	1st
Bassano	2nd 5th
British League	3rd 13th 17th
Monaco Aerobatics Cup	2nd
Peugot Race & Rally	1st



Both sizes: 12.8m & 13.5m now have full DHV "German" Certification

## DEMO TOPLESS' FOR SALE

### Prices Start at £2600

All Gliders in good condition  
one season old.

Get yourself this superb  
glider at a bargain price.

**Ring Tony and Haggle!**

## Latest Topless £3,850

## Demo Available

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**Johnny Carr: 01444 471137**

**Tony Lucchesi: 01444 471190**

## Swift Foot Launched Sailplane

We can now offer this amazing aircraft  
For free flight or with motor.

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Speak to top UK Swift pilot - Johnny Carr



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know our personal views on any  
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## Induga Fun and Fly Exhibition, Augsburg, Germany

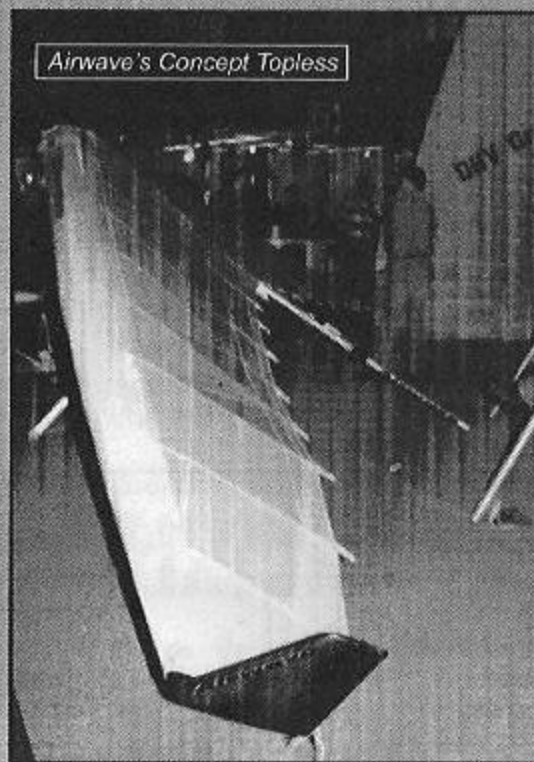
Steve Uzochukwu

The Induga Fun and Fly exhibition is held every year in Augsburg, in the South of Germany near Munich. Several large halls are available in a purpose built exhibition centre. The scope of the exhibition covers hang gliding, paragliding, microlighting, paramotors and sailplanes. The exhibition is one of the first of the year, and this where manufacturers from the German speaking countries traditionally unveil new products. This is the second year I have attended this exhibition, and whilst last year was dominated by Skyfloaters and new paragliders, this year was the year that everybody went topless. The topless craze extended to a woman seen on one stand with no clothes, just body paint. This was a very cunning publicity stunt.

They were coming out of the woodwork. Gliders that were seen here last year like the Bullet RCS and the La Mouette Topless were also there this year. Topless gliders were also in evidence from Icaro, Moyes, UP, Wills Wing, Airwave, Bautek, Aeros, and Tecma. Four distinct types of cross tube have emerged: The most is common box section carbon fibre spar as pioneered by La Mouette, there's the round section spar used uniquely by Moyes, a deflexor wire braced conventional aluminium tube used solely by Bautek and a box section aluminium spar used by Aeros and Tecma with Tecma having circular holes in their spar to reduce weight.

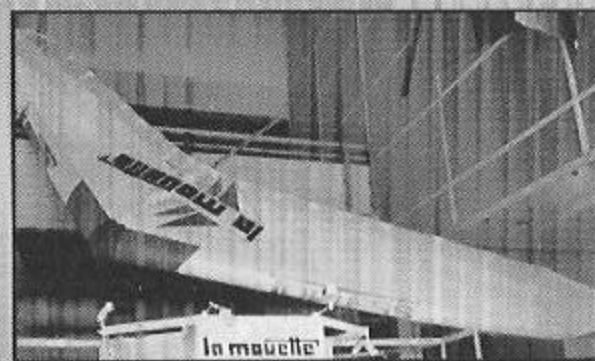


Bautek Twister Topless



Airwave's Concept Topless

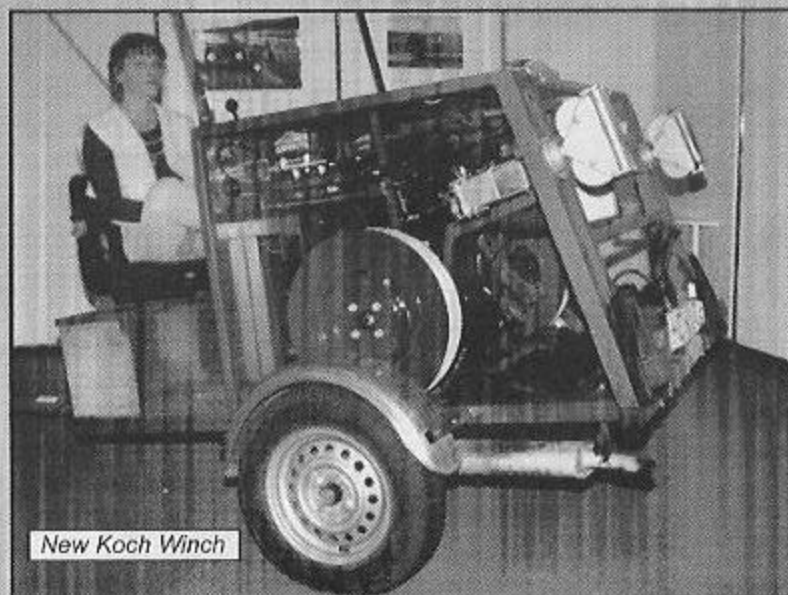
Two new rigid wings drew large amounts of attention. Flight Design's Exxtacy stole the show with the stand being unable to keep up with demand for leaflets. The wing is undergoing DHV testing and claims a max. glide of 17.5:1 and a min sink of 0.75 m/s, both figures quoted are for maximum take off weight. The Exxtacy has no top rigging and lower side wires for control only which lift spoilers on the top surface of the wing near the tip. The wing structure is a D-section carbon fibre leading edge. There are no cross tubes. The glider has trailing edge flaps operated by a VB style rope, which when fully deployed come to about 75 degrees at which point the glide ratio is degraded to about 5:1. Price for the Exxtacy could be as low as £6500 in the UK. It weighs only 43 kg in the bag and can be transported like a conventional hang glider. Also on display was the Pegasus which is similar in concept. The Pegasus has no front or rear lower rigging wires, it uses struts to brace the "A" frame.



La Mouette Topless

Veteran winch manufacturers Koch had a new winch on display. Now powered by the VW Golf four cylinder, liquid cooled unit, the new unit comes fully equipped with a price tag of DM 15,000 (£5,700 at current exchange rates). Standard of finish on the unit is very good and Koch also have DHV approved releases as well for winch and aerotow.

On the instrument front, Solar Instruments had a solar powered vario. It requires a back battery for time keeping and night flying but



New Koch Winch

the one battery should last the lifetime of the instrument. The display model was mated to a Garmin GPS45, with a hang gliding mount.

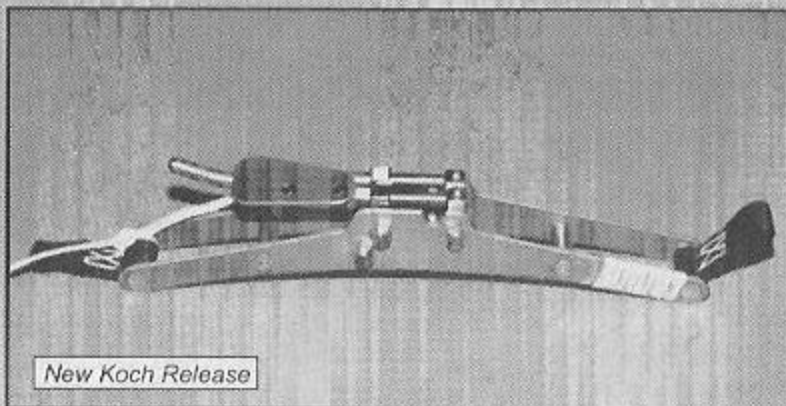
A number of American and Canadian visitors graced Induga this year. The film maker Paul Hamilton, producer of Hang Gliding Extreme, along with GW Meadows (Just Fly!) and Steve Pearson (Wills Wing) all come to see what was happening in Europe and to advance their products in Europe.

The Brits have always been conspicuous at Induga by their absence but this year Dave Pilkington from Airwave and the Dam-It! guys Colin McInnes and Bill Williamson also attended. Dam-It! were showing their two in one flying suit, which is a mesh lined flying suit with all the usual accessories on the outside for summer use. In the winter, a fleece zips into the suit to make it very warm indeed, but with no need for a second suit and of course all the pockets and attachments are still in the same place. Fortunately they've also learned to stop holding their hands too close to a dogs arse as is their wont in their adverts. The dog was also conspicuous by its absence. Tim King of Airworks fame was also there, wheeling and dealing and able to merge seamlessly with the ski-posuer clique one finds at these exhibitions. He's also done deal with Skyline, top quality flying gear, check it out in the shop or on their web page!

Dam It! are also the UK importer for Airea paragliders. Ernst Strobl is the main designer, he has managed to produce a high performance paraglider in the Tension which uses about 25% less material

than comparative gliders with V-rib technology.

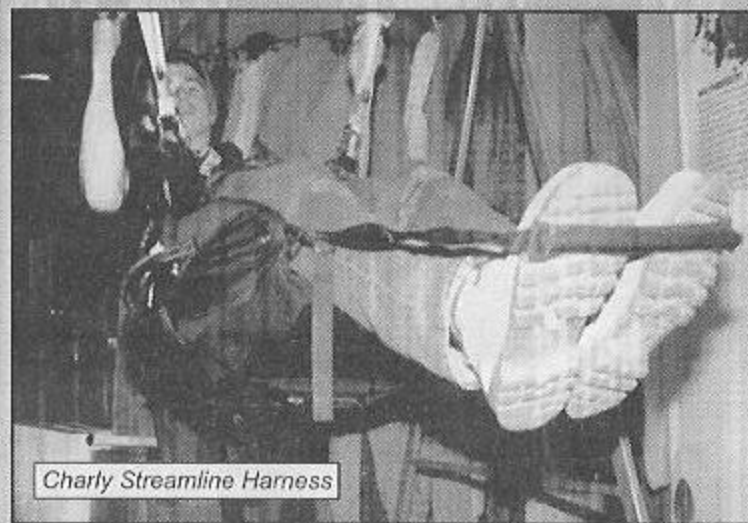
He has run the V-ribs from the line attachments points to half way up the cell walls. The v-ribs only exist at the line



New Koch Release

attachment points and are not full cord like Nova or FreeX ones. This arrangement allows very low total line length and a light canopy which is better for alpine launch and re-inflation after collapse. Airera have decided to retain D-lines to improve security and handling, and even with them still have comparative total line length with similar Nova canopies. The saving in canopy material and the reduced amount of machining required in construction allow Airera to price the canopy very competitively. The Tension is expected to achieve DHV 2-3 when finally tested next month.

Charly had a new low drag PG harness which allows the pilot to lie flat for glides but sit very upright for thermalling. Another development on the PG harness front came from co-operation



Charly Streamline Harness

between the DHV and a Technical University in Munich. The harness is fully loaded with 32 load cells in total, 16 each side, which fit between each primary line and its attachment point to the maillon. A data logger fits in the back of the harness

and the whole system can make in flight load measurements for the paraglider.

The DHV had a large presence at the exhibition. In addition to the harness for analysing in flight loads on a paraglider, they had a Cyber Cafe running showcasing all the stuff they've

done on the WWW, and an interactive CD ROM they've produced dealing with all aspects of hang gliding and paragliding. They shared a stand with the OAeC (The Austrian Hang gliding Assn) with whom they have harmonised as far as technical standards are concerned. They are also pressing ahead with discussion with other bodies about unification of Airworthiness standards.

Other products of interest at the exhibition included the sky chair. If your ceiling is 2.15m or higher, the Sky Chair is for you! Very similar to a hammock it wraps around your body very comfortably. It also comes

with a foot rest. There's not been much airtime for PGers this winter, as some of them were seen testing the Sky Chair for weight shift and pretending to be flying!

Induga is a great exhibition, but some British manufacturers don't go. They should, because it's a great melting pot, all the rest of Europe goes because it's before the competition season. I'll be there next year if I can, see you there!

**".....I drove all the way out, and when I got there, the wind was too strong and the cloud was on the deck.....!"**

### **How many times has this happened to YOU?**

Yes, I KNOW you got the forecast, but there are lies, damned lies, and TV weather forecasts! If they were covered by the Trade Descriptions Act, Michael Fish would be doing Porridge! What you need is some kindly soul on the hill with a phone to tell you what it's **ACTUALLY** doing, **RIGHT NOW**, before you set off.

Well, I run a network of talking weather stations, situated on hills all over the UK. You ring them up, and they'll tell you what conditions are on-site. You get Windspeed, Direction, Temperatures, Height of Cloudbase, Amount of Cloud Cover, and rainfall. Wind info goes back over the last 90 minutes. Neat, eh?

### **How much does a trip out to the hills cost you?**

Most people reckon on £10-12 in petrol, to say nothing of wear on the vehicle, and what about time off work?

A subscription to the service costs you just £24/year, (less than 50p/week!), and you can make as many calls as you like in the year (max 4 calls/day to any 1 station). Calls are normal BT rates, NOT premium-rate. (Typical call cost 5p).

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(or enquire where you got this leaflet)  
(Access/Visa/Switch accepted)

**0114-253-0372 or 0836-284-853**

## BPC Entry Form

Organisers of the British Paragliding Cup are trying to get competitors to enter the competition early on this year.

If you wish to enter please fill out the following form and send it to the address stated at the bottom.

### British Paragliding Cup '97 Entry Form

First Name: \_\_\_\_\_ Middle Name: \_\_\_\_\_ Surname: \_\_\_\_\_

Address: \_\_\_\_\_

Post Code: \_\_\_\_\_

Telephone: Home: \_\_\_\_\_ Work: \_\_\_\_\_ Mobile: \_\_\_\_\_

E-Mail Address or URL : \_\_\_\_\_ Car Registration: \_\_\_\_\_

#### Rating & Experience

BHPA Membership No. : \_\_\_\_\_ Expiry Date : \_\_\_\_\_

Paraglider Make: \_\_\_\_\_ Air Time: \_\_\_\_\_

Please enter the BPC Rounds you would like to take part in.

1
2
3
4
5
6

Tick or circle the preference. 1 being highest and 8 lowest

1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8
1	2	3	4	5	6	7	8

#### Declaration

I am a full member of the BHPA. I understand that in the event of any incident or accident from whatever cause no claim may be made by me against the club or any of its officers, coaches or members, or against the site owner or operator.

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

Please send this application form to the following address, with your £5 BPC registration fee. We will by return send you all necessary application forms, an allocated BPC Number and further information when required.

BPC Registration, 8 Edmeston Close, London, E9 5TJ.

## Windtech UK Opens

Leading manufacturer of Paragliders and Kites based in Asturias, are now making their products available in the UK via Windtech UK.

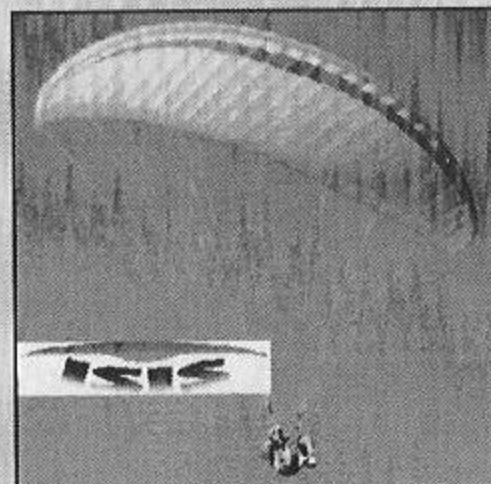
The Range consists of the ISIS, MIDAS, KENA & AJAX - Beginner/Standard, Intermediate/Standard, Performance & Competition respectively.

Windtech are also working on a new Tandem, new comp glider & a reserve for 97.

Two National Pilots will be flying Windtech this year in the UK.

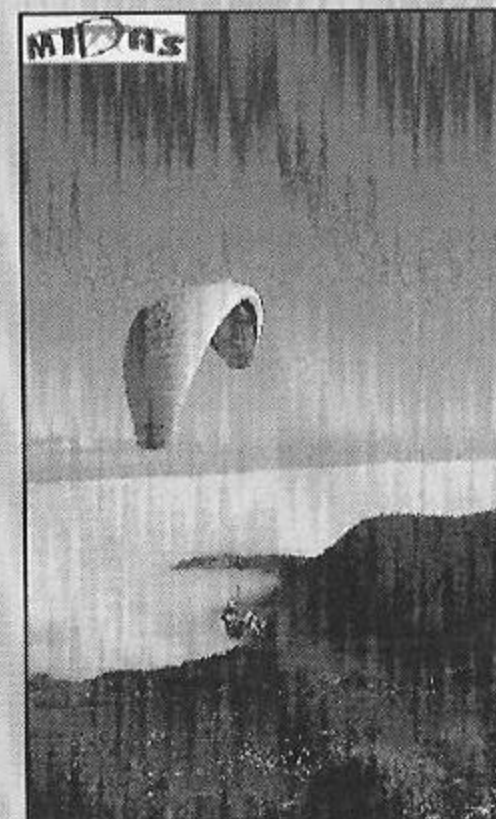
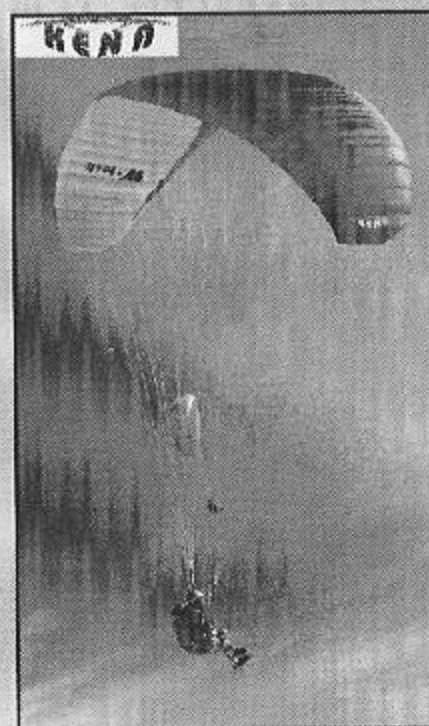
For further details call 0181 986 0501

e-mail [WindtechUK@dial.pipex.com](mailto:WindtechUK@dial.pipex.com)



ABOVE: Isis from £1599

BELOW: Kena from £2200



ABOVE: Midas from £1999

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*Mark Watts, Kaz Harland, Ian Blackmore  
Johnny Carr, Steve Cook & Tony Lucchesi*

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Excellent Part-X Available.*

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Deploy when you Need it?  
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## *New NOVA Axon*

A Glider for Everyone.  
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Another Winner!

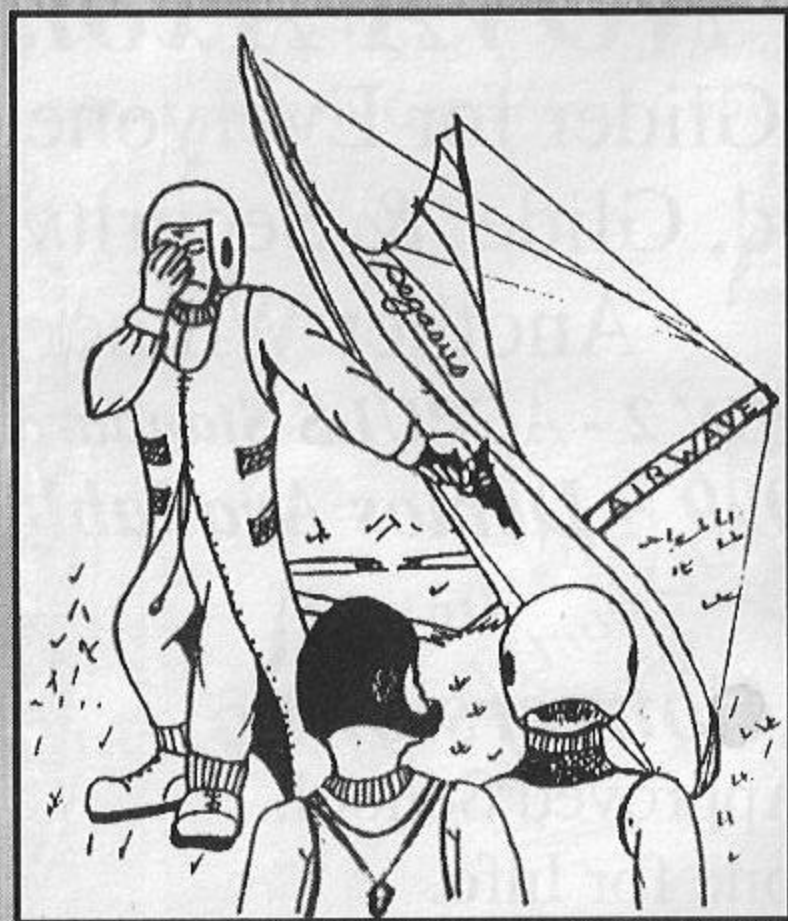
*DHV 2 - ACPULS Standard  
From £2099 ~ Demos Available*

## *Paramotor Conversions*

At our BHPA Approved School.  
Please phone for Info.



The perils of landing out in Wales



"They do say he used to be a jockey"

## The Early Years - From Derek Evans' Photo Album



**ABOVE:**  
Derek Evans in flares on a Super Scorpion - early '80s

**RIGHT:**  
1979 World Championships, France. Johnny Carr (came 2nd)



## Agent 003 (and a half) reporting "Your mission dim, to find the man frozen in Ribena!"

*Andy Chipling*

Where do I start?, I only knew my code name was dim, but just how, how would I find Ribena man?

I rushed back to base, whipped out my trusty paramotor from under the stairs and ran into the field, after half an hour of running around the field with the paramotor on full power, my mind raced back to MFI agent training school, so I went back inside and got out the paraglider as I knew this would help me in some way.

At last I was off, yet I felt very slow, kind of a drag feeling. It was then that I noticed my reserve was flopped out, OK it was fully open and using up almost all of the power from my 700cc V twin six prop paramotor, Yes sure it was a little heavy until I had run a bit to get off, but the climb rate! bottom of the Dyke to the top in 5 seconds (sparing the hang gliders on the way up).

One of the problems I have was a little thrust to the right, well a lot actually, it was 90' to the right at full thrust which did pose a few operational problems, I have now fitted another engine at the top of the canopy pointing right to counter the thrust effect, yes it is a bitch to inflate, but you can't have everything now can you! Well I was off, just a little low buzz of the chaps and the not so chaps at the Dyke, how nice most of them landed to wave frantically at me as I past them, some are even offering me large bits of white rock as a good luck gift.

Mind you they should be more careful as one or two of the white gifts almost hit me in the head. That could have been jolly dangerous and silly. It was hard to tear myself away from them all, especially the hang glider chap, who looked a tad embarrassed that he had landed in a bush, just as I had passed him soon after his take off. But time was not on my side and I had to be up, up and away. The other main problem with my 700cc V twin six prop paramotor was the weight, at some 300 kg it tended to fall rather fast, especially when the little engine chappie was turned off, well at best it acted like a small reserve and at worst like a copy of Windsock with a few bits of cotton on it.

Now to overcome this heavy landing problem, I would unclip and climb to the top of the unit, you see I had a small ladder that went up the side of the seven foot prop cage. Anyway, once climbed to the top and with the whole-jolly-old-bang-show ready to plant itself into the terra firma, one just simply jumped off half a second before impact, PLFed, PLFed, PLFed, PLFed, about sixteen times and crawled away to call the fire brigade.

Well in the instructions as I read them, this was the gist of it. I remember one line saying "If you can jump from seven foot on to soft ground and PLF, you can land one of these" How true, how true.

*Andy Chipling - Agent 003 (and a half).*

A thing to remember: The words "Terra firma" (latin for Solid Land) sounds much more like a "Heavy landing" when your coming in for one, than "Earth or Ground" ever does. In other words "It's Terribly firm" so watch it.

## HOTEL CALIFORNIA Southern Spain

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- \* Our packages are 20% cheaper than last year.
- \* Just get a cheap flight to Malaga, whenever you want, and we do the rest.
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Call Tracy for bookings and fly package  
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### Jottings from our guest book

"Warm welcome, excellent food and great flying sites."

*Barry Arthur, March '97*

"7 out of 7 flying days. Good food and company. Heaven in February."

*Jeremy Mortimer, Feb '97*

"One week here and we flew everywhere. We did not miss a single day. Up the mountains and down the bay."

*Henry's paragliding school, Malta, April '96*

"Great atmosphere, great people, home from home, wonderful Earl Grey tea, great flying too."

*Sarah Fennick, March '95*

### And remember

All our rooms are doubles with private bathrooms, satellite TV, views over the sea and the old Moorish town of Almunecar. The bar needs no advertising!

**stop press!**

**stop press!**

**35 days continuous flying up to 21<sup>st</sup> March '97**

## Adventures of an Apprentice Sky God - Part 1

*Jeff McCall*

I was looking for an opportunity to spend a cheap week away flying, having clocked up a few hours since the surgical removal of my red ribbon. An XC course in the Lake District during August hosted by Eagle Quest seemed to fit the bill. It was run by Gordon Oliver from the school, and British team member and XC guru Richard Carter. Having not flown XC before, I set myself a target for the week of a 10 km flight. The course began on a Monday morning. There were 6 of us on the course, all of very much the same level of experience. The roll call was Steve Diver, Andy Dawson, Richard Davis, Alan English and Tom Pitcairn. OK boys, now you're famous get those cheques in the post. Our first taste of the Cumbrian countryside involved a trek to the top of Souther Fell. A little light exercise in the morning is supposed to be good for you, or so I'm told. I checked the small print, and yes this was supposed to be XC flying, not XC walking. I began to miss the Dyke and being able to park next to take-off. Due in no small part to our excursion, that evening we all fell asleep over our beer in the pub not long after 9.00 p.m. This was much to the annoyance of Richard 'party animal' Carter who had to drive us back to the farm before going out to play alone.

The wind was light on Tuesday. We spent the day scratching at Clough Head and watching students crash into fences until rain stopped play. Away from the hills we were taught some theory and RC began to unveil the mysteries of XC flying. What did I learn you may well ask! Well, amongst other things I learned the two golden rules of good XC flying, which I am generously going to share with you now. Rule 1: Stay up for as long as you can. Rule 2: Obey rule 1. Apparently, it's as simple as that. Thanks Richard for those priceless words of wisdom.

Wednesday found conditions almost blown out at Bewaldeth. After pottering about along the ridge for a bit, I saw RC cross the gap to Binsey with about the same height as me. "I can do that," I thought, I was wrong. I landed short and had to trek up the hill to wait for a lull to re-launch. When I did launch, I managed to execute what I now call my Apollo 11 technique, which is no steps forward just an immediate height gain of a hundred feet or so. I spent the next 30 minutes on full speed bar most of the time, gradually edging back to take-off. This was when I experienced my first ever major collapse. One minute I was facing West, the next I had involuntarily turned a rapid 90 degrees North. I remember that Steve had said his reactions to his first big collapse had been automatic. I experienced very much the same thing. I found myself compensating and re-inflating without really thinking about what I needed to do. Rather than being alarmed I found the experience quite exhilarating, sad aren't I?

Later I launched below a developing cloud street and headed out front. I was climbing at only 80 to 100 ft/min, but in constant lift. My plan was to continue into wind until I reached base, and then turn and follow the street over the back.

Seeing me climb, RC launched and reached base in next to no time, an exceedingly annoying trait of his that we were beginning to get used to. He then started to bully me over the radio to start 360ing. I eventually succumbed at 100 feet below base and began turning. So off we went over the back on my first XC flight, RC, Gordie, another chap, and me. This is when I began to wish I had taken an XC instruction manual with me. All good judgement seemed to drain from me as I hopelessly tried to think about what I was supposed to do. I can remember thinking "this is great, look at me I'm actually flying XC!". I never seemed to get comfortably established in any lift after that. I was shooting off over there, coming back over here, and generally flying with total indecision. Eventually, I came to my senses and started thinking about thermal triggers. First I flew over a village, not a sausage, and then over a ploughed field, nothing there either. On RC's advice I flew towards a ridge. Did I do the sensible thing, obey the golden rules and soar the ridge until I found some more lift? No, I screamed over the top and started to bomb out on the other side. "Time to pick a landing field then" I thought. I decided against the one littered with straw bales as I was

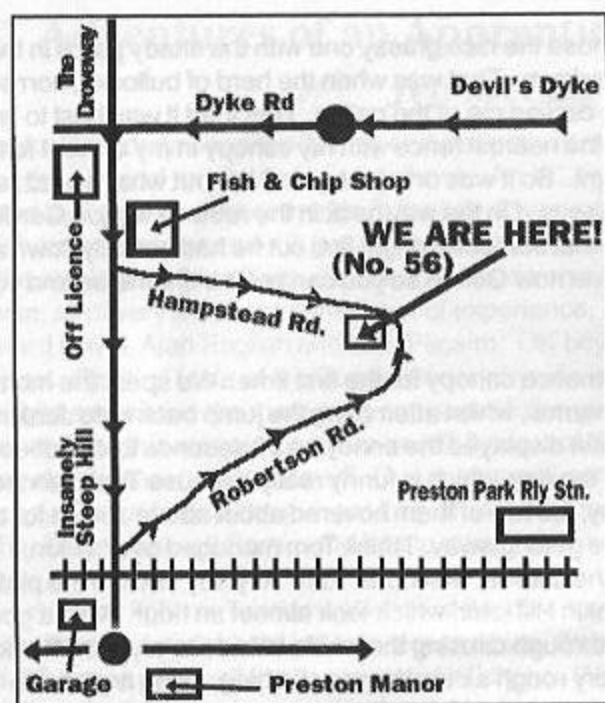
bales as I was bound to hit one. Instead, I chose the nice grassy one with the shady patch in the corner. After a forgettable fast landing, I was down. That was when the herd of bullocks, horns and all, came out of the shadows and began circling me at the gallop. I decided it was best to leave by the most expedient route, so I dived over the nearest fence with my canopy in my arms. I felt ecstatic, I had just completed my first XC flight. So it was only just over 6 km but what a buzz, and I had been the only one on the course to get away. On the way back in the retrieve wagon Gordie, who had flown on a little farther, was worried that someone might find out he had actually flown an XC of less than 10 km. Well, I've told everyone now Gordie so you can put the shame behind you and begin to rebuild your life.

On Friday I got the opportunity to fly a performance canopy for the first time. We spent the morning soaring at Latrigg. I fell out the bottom of a thermal, whilst attempting the jump back onto Jenkin Hill. Tom managed it with RC in tow, who again displayed the annoying 10 seconds to cloudbase routine. The rest of us had to walk up later in the day, which is funny really because Tom claimed to be the one who liked walking up hills. Anyway, the two of them hovered about above Jenkin for an hour or so waiting for things to develop before getting away. I think Tom managed over 11 km, which turned out to be the best distance for the course, well done Tom. Anyway back to the plot, as I said, we had the pleasure of walking up Jenkin Hill later, which took almost an hour. After a good half hour rest, the mother of all cycles came through causing the whole hillside to erupt in lift and off we went again. I found a strong core in very rough air and began climbing, doing my best to control the glider and keep it above my head. It had decided to do a bucking bronco impression, with massive surges and lots of tucks. Yes folks this was rowdy air. Apparently Gordie and RC were having a good laugh at my expense. My inane babble over the radio had apparently given away the fact that I was desperately trying to maintain the colour of my trousers. However, as the saying goes, he who laughs last and all that. It transpires that they were sat in the Land Rover for an hour, issuing instructions to us over the radio, before they realised they hadn't switched their radio on. Who needs professionals, eh?

I was closing fast on cloudbase and looking up saw Steve disappear into cloud about 100 feet above. That's when my bottle finally went and I left the core to find some smoother air. Steve reappeared ahead and went steaming off to the North so I decided to follow. After we had cleared the high ground we could see a sea breeze front coming in from the North West, so what started out as a tailwind very soon became a headwind. Unable to connect with any more lift I selected a landing field next to the Castle Inn, landing just as the retrieve vehicle arrived. Steve landed in the next field. A quick check of the map showed we had flown 8.8 km, which was getting closer to my target. Everyone else had managed to get away as well, and were scattered around in fields along the same route. This proved to be the best day of the week.

The weather deteriorated for the remaining 2 days with some ridge soaring possible between showers. Some of us braved the weather on Sunday and sat on the hill at Bewaldeth, despite the showers, determined to get a final flight in for the course. In the bottom landing field RC provided the entertainment while we sat waiting on the hill. In an attempt to traverse the motorcycle trials course below, he managed to get a 4 x 4 Land Rover stuck in a ditch and had to be towed out. A bit of a sky god in the air he may be, but on terra firma definitely less than mortal! Eventually conditions improved and Steve, Alan and myself launched. They went over the back on a glide for a few kilometres, while I only managed to flop off the end of Binsey after trying to climb over the top in a strengthening wind.

So the course came to an end. The weather hadn't been particularly kind to us but we had made the most of the opportunities. The course was good fun and I learnt a lot. My glider had seemed to perform a lot better during the week than I could previously remember, or perhaps I'd learnt to fly it a little better? Many thanks must go to all at Eagle Quest for their hospitality, and particularly to Richard Carter and Gordon Oliver who are both thoroughly decent chaps.



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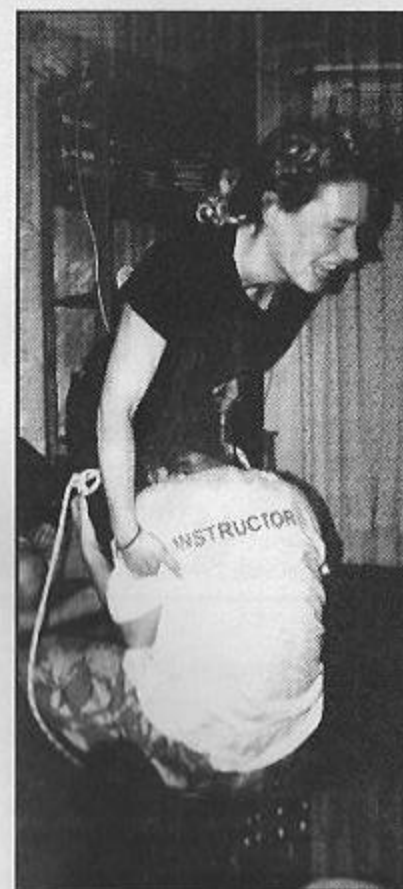
## BLACKMAIL CORNER

Well readers, no money has been forthcoming so I have been forced to print more pictures.....DP

**LEFT:** Kenton is looking pleased with himself

**BOTTOM LEFT:** Lucy is being instructed by Alan, but in what?

**BOTTOM:** "I don't want to play this game anymore!"



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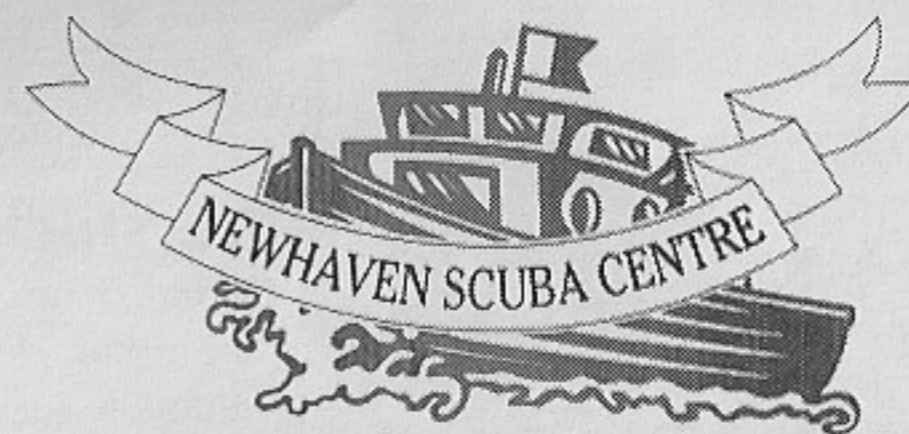
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