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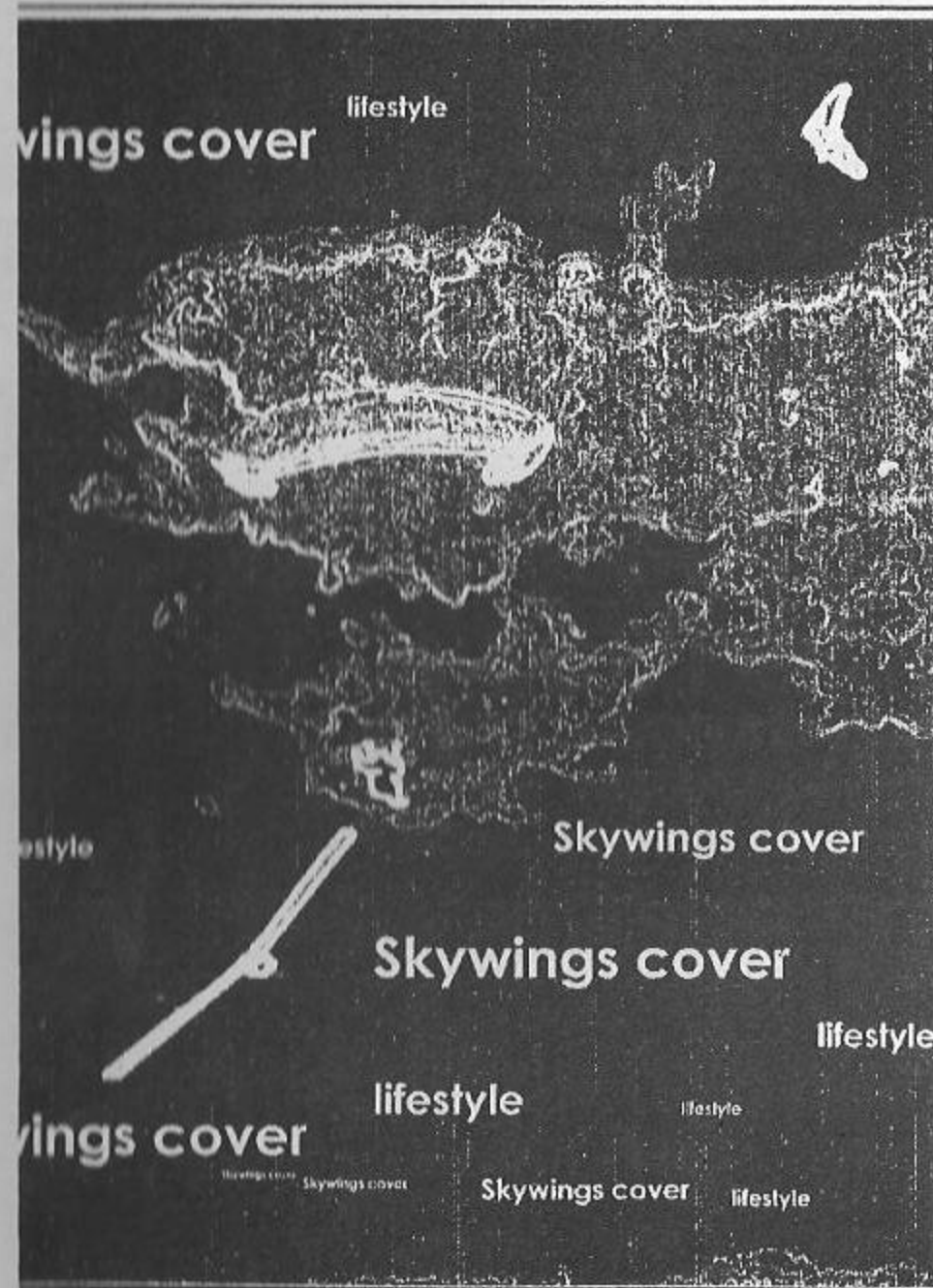
Fax: (01273) 857722

email: skyinfo@skysystems.co.uk

web: <http://www.skysystems.co.uk/>

# Windsock

Autumn 1998



[www.geocities.com/Pipeline/Dropzone/7633](http://www.geocities.com/Pipeline/Dropzone/7633)

[shgc@geocities.com](mailto:shgc@geocities.com)

## Please contribute !

Come on please write something I have only received a couple of articles ! I'm not going to write them all. If you want to have a windsock to read it's only fair that you put something in once in a while. It's not difficult all you have to do is pop it in an envelope and post it to the address below You can even use e-mail if you like!  
The Committee have so why not you?

➔ **PO Box 1359  
Brighton  
East Sussex  
BN2 4AS**

**shgc@geocities.com**

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## Editorial

Well I'm sorry this is quarterly by the looks of things but I am not going to write everything for you. I'm sure you will get fed up of my escapades so I desperately need some assistance from you members out there by sending me articles, not just adverts for things to sell. Perhaps we could have a prize for the best articles written each month. Would that get your interest?

We now have a pucker scanner for the mag so pictures too are much appreciated. (Thanks Steve for getting that sorted)

How many of you went up to All Out near Swindon to gale hang over the hangars like me? Or did you take the family micro up there like Martin and young Chris?



I seem to have had a few light hearted comments that the last Windsock might have been a bit biased. Well I'm awfully sorry but unless you contribute I can't help but put only the articles I have been given in the mag. I hope I have not annoyed anyone but it's disappointing that out of the 400-500 people we have in this club only 2 have contributed for this issue. So I am going to annoy you all this time and write about sailplanes instead.

To tell you the truth I wrote this editorial from a hospital bed with an apparently fractured neck! I got my bottom landing a bit wrong somehow, though I can only remember the approach and next talking to John Barret about whether I should go to hospital in the Ambulance or helicopter parked next to me. Oh by the way the glider was perfectly ok but I did have a few bruises on my face

so I'm not sure if it might have been someone after Muckraker that collared me. It's all very fuzzy I'm afraid. So if I can manage to write something from a hospital bed then why cant you write something ?!?!?!?!?

What about those summer hols you had? I could tell you all about mine in the Alps and the incidents encountered. Such as a friend's landing on top of no less than 3 cars! Two windscreens two bonnets and one potentially written off Citroen but thankfully no injuries. Then there was the German who had to have his glider recovered by a chain of glider bags linked together with no less than yours truly tied to the lower end teetering on the mountainside to fetch him and his rather bent glider out of the bushes. Oh and the Omega 4 pilot who was blown back over the spine back and plummeted into the treetops after a cascade of deflations and numerous fellow pilots being blown backwards. It never ceases to amaze me how some folk just get it into their heads that despite all the evidence in front of their very eyes they still believe they can handle it. mind you I must confess I did myself wind up in the scrub in front of take off at sunset one eve. Thanks go to Tim and Andrea for helping to untangle my Paraglider from the branches of the felled trees.

I really don't have much spare time to type up your articles, so I would appreciate them in electronic form. Either send me a floppy disk or an e-mail and I should be able to do something with it. I use Word and MS Publisher so items compatible with those are ideal. Photographs can be scanned too, so let us have those pics. Clear neat handwriting will be accepted and with the miracle of modern technology I can scan typed text too. But PLEASE NO FACY STUFF it takes me ages to play round with tables.

# Who To Ask

## Club Contacts And Coaches

(Those who volunteered to help on your behalf)

- President** Johny Carr 01444 471137
- Chairman** Paul Coidan 01
- Secretary** Brian Brunswick 0181 542 8724
- Treasurer** Peter Day 0118 942 1481
- Membership Secretary** Dave Mathews 01273 857163
- Safety Officer** Dave Massie 01403 268601
- Sites Liaison Officer** Finn Kennedy 01273 858221
- Sites Liaison Officer** Sue Brooks 01273 857163
- Sites Control Officer** Will Greenwood 01273
- Schools Liaison Officer** Adam Goodsell 01273 749412
- Club Coach** John O'Neill
- Airspace Officer** Michell Carnet 01273 857700
- Competitions Officers**
- Mike Millwood PG 01273 858108 W
- Ozzie Haines HG 01273 418293
- Windsock Editors**
- Kelvin Kinkaid 01483 428653 e-mail shgc@geocities.com
- Steve Moody 01689 858894

**PO Box 1359, Brighton, East Sussex BN2 4AS**

### Club Coaches PG/HG

- |                                 |                              |
|---------------------------------|------------------------------|
| Steve Brewer 01403 710739       | Richard Arthur 0181 744 3159 |
| Adam Goodsell 01273 749412      | Martin Brady 01444 233346    |
| Jerry Hansen 01273 461783       | Rowan Gilpin 01444 242239    |
| Jim Hardiman 0181 311 0683      | Chris Jones 0181 579 2830    |
| Michael Lockerbie 0181 690 3638 | Kelvin Kinkaid 01483 428653  |
| John Lancaster 01273 873482     | Dave Matthews 01273 857163   |
| Jon Munro 01793 852483          | John O'Neill 01273 541451    |
| Barry Philpott 01444 482225     | Ron Richardson 01689 856723  |
| Steve Uzochuwu 01622 736219     | Eddie Royal 0374 289610      |

These are a few of our coaches please contact John O'Neill if you would like to be added to the list.



## Southern Hang Gliding Club

### Devils Dyke Risk Assessment 1998

Signed for and on behalf of the Southern Hang  
Gliding Club

Paul Coidan  
Club Chairman

Nature Of Hazard	Worst Outcome	Groups At Risk	Current Precautions	Estimation Of Risk	Further Precautions
Overshoot of hang glider on landing	Bodily injuries	Bystanders & pilots	Verbal warnings from pilots and other flyers	Low, as hang gliders do not land on N.T property at present	Warning signs
Paraglider pilot being dragged along the ground by paraglider	Bodily injuries, damage to property	Bystanders and paraglider pilots	Verbal warnings from pilot	Low	None
Dropped object from hang glider or paraglider	Bodily injury	All	Pre- Flight Checks and avoid flying over car park area.	low	None
Mild air collision, including model aircraft.	Death	All	Air low / on site pilot marshalling system at weekends. Air space segregation	low	Further education of pilots with regular teach in seminars.
Contact with launching paragliders / hang gliders	Minor injuries	All	Verbal warnings from pilots other flyers and site marshalls. Pilot awareness.	Very low	Warning signs
Paraglider deflating	Minor injuries / skin burns from sail cloth and risers	All	Verbal warnings	Very Low	Warning signs
Hang gliders and paragliders scaring horses	Death	Horse riders and bystanders	Pilot awareness	Low	Increase awareness between pilots and horse riders

## First Time XC

Friday the 12<sup>th</sup> June after a week of rain and wind was a welcome sight. Tim and I met at 9 (a bit keen perhaps) and were at the Dyke and rigged and ready to go by ten. I'd already told him I'll make it to Falmer today. Anyway by now people were going up so better clip in and get off. Ever heard of cycles? It's best to take off in the lift part of a cycle rather than the other variety! Oh well, the bottom landing field is only a few minutes away.

Back up top I was reminded that I hadn't quite made Falmer so I tried again, up to a grand and then down again, of course by this time a few of the more experienced XCers had got away. Damn, I've got to meet someone at the Falmer campus of Brighton University at 3. It's now just before 2. Oh well, I'll have a quickie, pack up and be off, I won't bother taking my glider bag with me. Anyway the sea breeze is coming in quick. Off again, connected with a thermal to a thousand feet then noticed that clouds were forming below me, above me, to the side etc. Ever heard of convergence? By now there were four of us all climbing and going downwind. Perhaps I won't be late for that meeting after all, if I could just... By now I was due north of Falmer at 3500 ft. so I turned south and against the headwind made it to the campus with 500 to spare, a circuit to check the wind direction and in to land. That's it my first XC, it wasn't that hard!

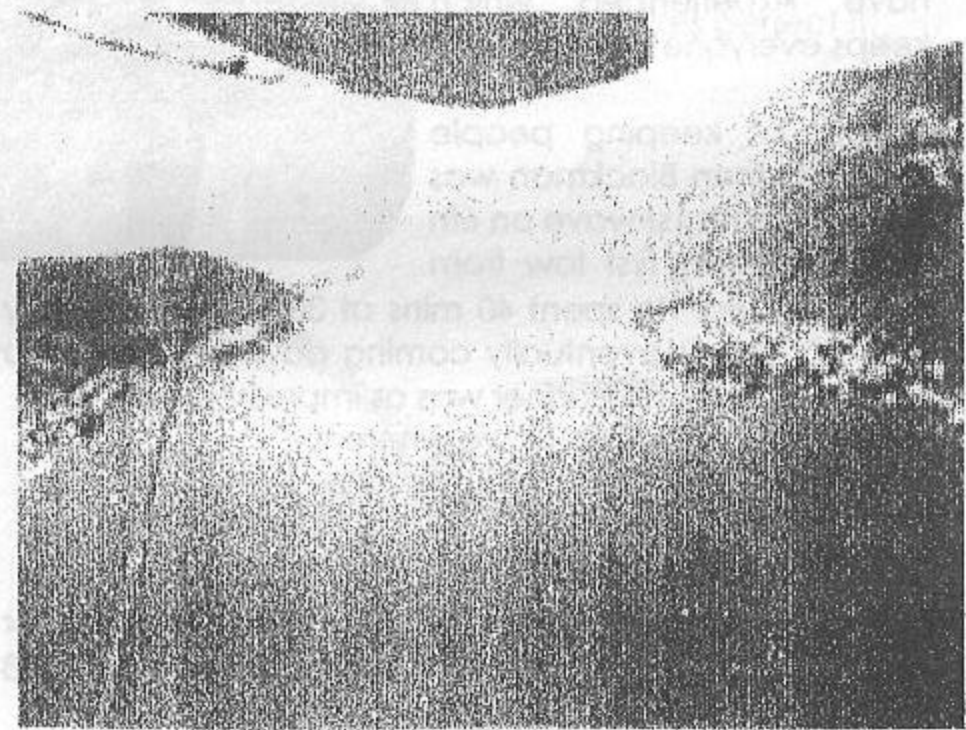
Ok, so it wasn't such a big deal, but the point of this yarn goes back to a few weeks previously when I had gone to see Tony (Luccesi) about some parts for my glider. He spent a long time with me talking about cross country flying and the ins and outs of the downs, he also pointed out the obvious that there are plenty of places to land downwind and to the east of the dyke

and so it ain't that hard. What is hard is breaking away from the hill for the first time and if more people did it the hill wouldn't be so crowded!

I'd like to see a sort of first time XCers 'group' where people with 10 or 20 hours would encourage each other to leave the hill. Basically it would involve plenty of peer pressure and a little planning, checking out routes, defining goals etc. I know at least four or five of us who are in that category.

Anyway, a big thanks to Tony for his time, knowledge and parts! Also to Dave Williamson for lending me that upright (which I still owe) after me and the tree had a little chat. By the way, anybody got any spare Santana uprights for sale?! A final word, always take your packing with you, be optimistic. Carrying a handful of battens and a glider without a bag isn't easy!

*Next Issue I'll tell you about the ramp and the 3 cars at Annecy*



## Aerotow News

The aerotow group has got off to a flying start with 10 tows this month, considering the weather isn't bad. XC potential was proven on the first day with 3 pilots doing 35+ km when nobody else from a hill site flew!

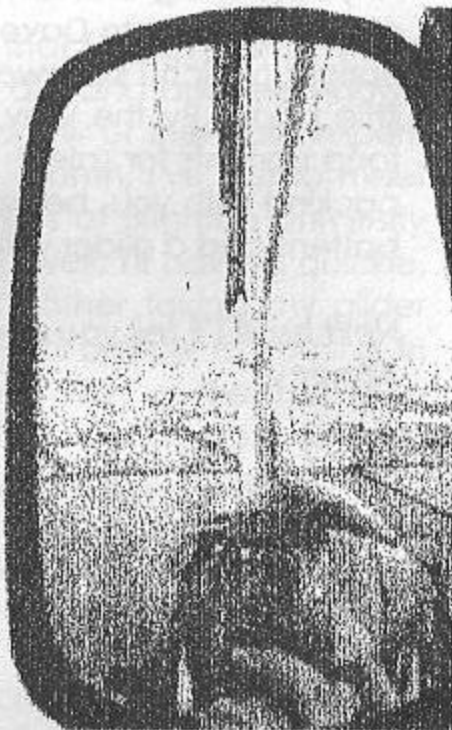
The tug is going well with only a few minor problems, so far so good. Tugging itself is a tiring job but hopefully soon we will have more pilots. If you have a microlight license and are interested in tugging contact me with your level of experience etc. and we can go from there.

The social atmosphere on the tow field is great with everyone helping, even those members who haven't got there ratings yet tend to join in and help get everyone launched. Good news for partners is that the family can come along, as a few of us have experienced which keeps everyone happy.

Talking of keeping people happy Darren Blackman was towed into his 1st wave on 6th June, it was his first tow from the clubs tug. He spent 40 mins at 3000ft in the valley south of Lewes eventually coming down as he had a hot date, hope his partner was as impressed with his misty eyed expression as we were!!

Any questions should be put to:-

Ron Richardson: 01689 856723 or  
Will Greenwood: 01273 477388



## More Aerotowing News

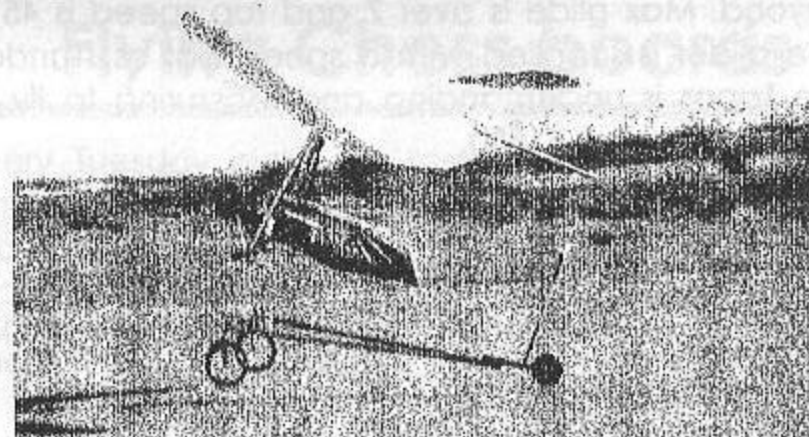
A busy weekend for the group with 68 tows from Friday to Sunday!! Mark Dale came down to give the group it's final assessment, which we passed.

Congratulations to Ron Richardson on achieving his Senior Aerotow Coach Rating, also to John Young, Kevin Grey, Ian Ferguson, Andy Keets & Trevor Ackroyd who passed their aerotow H.G conversions that weekend. Any S.H.G.C member requiring a rating contact Ron or myself for details.

We require a couple of items for the group, a small metal money box (lockable) and a alti-vario for the tug, contact Will if you can help.

The group seems to be running well with few teething problems, this is due to the support of the members and the ready supply of helpers who come to the tow field, which is good to see. Many people have said that the social atmosphere of the tow site has renewed their lust for hang gliding, well practise makes perfect!!

Safe Flying Will.



## Introducing Gradient Paragliders

Based in the Czech Republic, Gradient currently produce a range of three paragliders covering the whole spectrum of pilot ability.

All gliders in the Gradient range use segmented angle cells for long life, low weight and free internal air flow and result in dramatically reduced line sets. Each line is attached directly to three cell walls, distributing loads evenly and keeping the airfoil section smooth and accurate. Triple zig-zag second-row stitching further enhances strength and smoothness, particularly around the all-important nose region, and results in impressive stall and spin immunity and low drag.

Materials used are some of the highest quality I've seen on paragliders to date. Skin fabric is Porcher Marine Skytex 44gsm giving extended life and low porosity. Ribs are heavier Skytex 55gsm to prevent the wing 'sacking-out' before its time is due. Lines are a mix of Dyneema and Kevlar both produced by Cousin in France. Hardware is AustriAlpin. Each model in the Gradient range is certified in the appropriate AFNOR Category.

The Topas is designed for the newly qualified Club Pilot and will facilitate trouble free progression through ridge-soaring and thermalling to Pilot qualification and beyond. Max glide is over 7 and top speed is 45 kph (the glider is supplied with a speed bar as standard). The Topas is undemanding and reassuring to fly. The medium Topas is £1880.

The Saphir is a wing for qualified Pilots who want high performance without any nasty habits. It is fast, light and agile to fly with good feedback and rapid tuck recovery. The max glide is over 8 and, even heavily

over-ballasted, the sink rate leaves most other wings for dead. Pilots of widely differing skills feel immediately at home on the Saphir, which responds equally well to a variety of flying styles. The medium Saphir is priced at £2050.

The Avax is a competition wing for the most demanding of cross-country and competition pilots. Brake forces are ultra-light (one finger) and progressive. The speed range is very wide and the Avax out-performs most other gliders throughout the entire polar. Familiarisation is rapid with most pilots getting the best out of the wing within a few hours. The Avax is £2400 (all sizes - load-testing and certification with microlines as standard).

For further information or a test flight contact Ian Gray-

Found at Firle, HG take-off - One Windsock

Found at Devil's Dyke - one velcro glider tie, bright pink - probably Hang-glider, might be paraglider.

Contact Dave on 01403 268601/0973 146532

## Flying Chess boards

Every Tuesday night we meet at the Abergerveny Arms Rodmell South of Lewes to drink, talk flying and play chess. It doesn't matter how good or bad you are at any of the above you're welcome. Be there for 8.45. For more info phone Ozzie 01273 418293.

## AIRSPACE Officer's report

It is with great pleasure that I have re-joined the Club Committee, in the position of Airspace Officer.

For newcomers to the Club, my name is Michel Carnet, a SHGC member for 19 years.

My knowledge of Airspace is linked to my position as Chief Flying Instructor at Sky Systems Paragliding, Paramotoring and Hang Gliding School. I am also a gliding instructor at the Southdown Gliding Club in Storrington and hold a PPL.

My total flying time is just over 1900 hours, 1200 of which was gained on hang gliders. My duties as Airspace Officer are as follows:

- to liaise between our Club and other air users, from models to jets,
- to inform our members of Notams, changes of airspace or regulations, new map issues etc.
- to coach our members on Airspace and Aviation Law,
- to enforce Airspace regulations.

Current Aeronautical charts available:

1:500,000 Edition No:24 Spring '98.

1:250,000 Edition No:2 Spring '98. Does not show airspace starting 5000' and above.

All available from CAA, Sky Systems or any other reputable outlet.

There will be articles in Windsock about Airspace. In the mean time here's a quiz:

From Devil's Dyke to Truleigh Hill we are allowed to fly up to FL55. After we cross the Steyning gap, going west, we encounter an area where we are allowed to fly up to 5500 feet. What is the difference?

When are we allowed to fly at Ditchling Beacon above 4000 feet AMSL?

There are 3 altimeter settings, which are used for 3 distinct reasons:

- 1- for aircraft to know their height over their intended landing runway.
- 2- to ensure aircraft separation through communication and common calibration.
- 3- for aircraft to stay clear of ground features by relating indicated altitude to map.

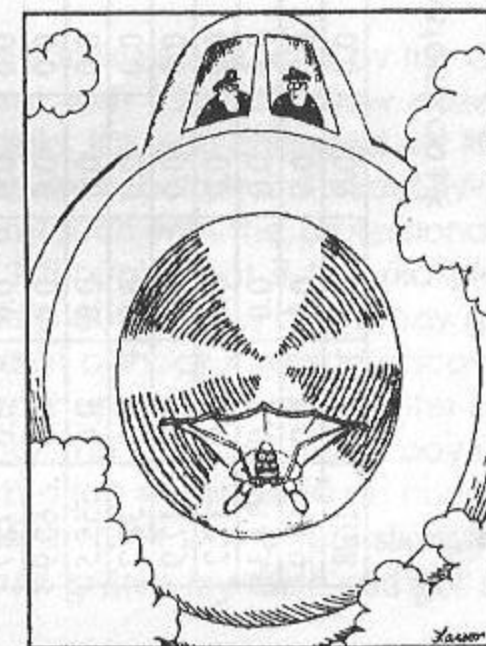
Basically aircraft are either launching/landing, avoiding hills/aerials or avoiding each other.

Those 3 settings are QNH, QFE, QNE. Can you match them to the three items above?

Answers next month.

You may send, fax or Email your answers to: [michel@skysystems.co.uk](mailto:michel@skysystems.co.uk)

Happy landings!



## An Introduction

Hello everyone, my name is Trevor McLoughlin and I'm your new Chief Paragliding Coach (as from 1<sup>st</sup> July). A lot of you know me already, but most of you don't. I've been asked to take care of Paragliding coaching within our club. Whether I'll be able to do this very much depends on all of you, but more of that later.

First of all let me tell you a bit about myself. I'm an Electronics Engineer by trade, but now work as a Paragliding Instructor with Tim Cox & crew at Sussex Hang Gliding & Paragliding. I started flying Hang Gliders about 15 years ago, from those I went on to fly Sailplanes (gliders). I discovered Paragliders in '89, but never managed to get around to trying to fly one until '93. Once I had my Club Pilot I knew I just had to do more of this, the bug had bitten – hard! I'd only been a weekend flyer until then, but Paragliding offered so much more freedom, an aircraft in a bag – wow! So I decided I was going to give up the rat race and concentrate on flying this new wing. I had become an AIDS (Aviation Induced Divorce Syndrome) victim anyway so what the hell?

I had been registered as a Trainee Instructor by the CFI of the tow school I learnt with (GLNSPC, now called Capital Paragliding – thanks Jim, you changed my life!). So I thought the best way I could learn about flying paragliders was to get in touch with the professionals, i.e. a full time school. I thought that if I could pick everyone's brains and help out a bit as a TI, I may get to improve my flying. What a shock it was to discover how a TI was treated. But thankfully, it was only the first school I was with that took the p\*\*s and didn't pay up for my effort. Going from a job earning £30 an hour to one that paid about £25 a week was a real shock, but such was my passion I just gritted my teeth and got on

## SHGC Paragliding XC League, sponsored by Sky Systems, as on 7/10/98

#	Pilot	Paraglider	.1.	.2.	.3.	.4.	.5.	.6.	Total
1	Mark Watts*	Nova Xpert M	99.0	88.2	86.3	82.2	68.6	65.8	490.1
2	David News	Edel Sector TX4 S	86.3	70.3	55.3	50.4	38.3	0.0	300.6
3	David Watts	Gradient Avax 28	59.5	31.9	23.4	21.9	20.0	11.9	168.6
4	Dave Snowden*	Swing Cirrus M	65.8	46.0	34.4	18.8	0.0	0.0	165.0
5	Simon Oliphant	Nova Xenon	58.6	23.9	20.9	16.6	15.5	0.0	135.5
6	Russell Ogden*	Apco Tigra	65.8	21.9	0.0	0.0	0.0	0.0	87.7
7	Steve Purdie*	Nova Xpert	42.4	30.3	0.0	0.0	0.0	0.0	72.7
8	Simon Smith	Nova Vertex S	60.9	0.0	0.0	0.0	0.0	0.0	60.9
9	Carlo Borsattino*	Nova Vertex 26	33.7	21.8	0.0	0.0	0.0	0.0	55.5
10	David Massie	Nova Xyon 28	23.0	15.7	0.0	0.0	0.0	0.0	38.7
11	Nick Smith	Advance Omega-4 25	17.9	0.0	0.0	0.0	0.0	0.0	17.9
12	Dave Hughes	Nova Vertex 26	17.2	0.0	0.0	0.0	0.0	0.0	17.2
13	Sue MacGregor	Edel Saber M	14.3	0.0	0.0	0.0	0.0	0.0	14.3
14	Bella Agrawal	Trekking Prelude S	12.9	0.0	0.0	0.0	0.0	0.0	12.9
15	Stuart Swanton	UP Kendo	10.8	0.0	0.0	0.0	0.0	0.0	10.8

The XC league is live on: <http://www.skysystems.co.uk>

with it anyway. I lived in a tent for the first month or so, then I found an old caravan to rent for a few quid a week.

I changed schools after the first season and came to work here in Sussex - what a contrast! With help and encouragement from Tim, Russell, and Liz, I've now got my Instructor, Tandem, and Advanced Pilot ratings - thanks guys. I've done a lot of flying abroad and now consider myself a much more able pilot (but I'm still learning - every time I fly). I still don't have any money and I live in a van, but I wouldn't change it for all the tea in China. J

John O'Neill has got me back into flying Hang Gliders again and with more encouragement from John Barrat and Tim I'm now flying a Calypso. So when I'm not flying my Xyon I'll be looking to build some hours through this winter on that (it's great to have a choice). John O'Neill was right - it is like riding a bike, you don't lose it. Thanks John.

Anyway, that's enough about me - let's get back to coaching.

Before I start - a point worth noting: The CAA consider anyone less than 'Pilot' rated to still be under tuition. As far as they're concerned, our clubs are a coaching/training environment. You need to be 'Pilot' rated to fly cross-country, if you're not and you were to cause an accident by flying into restricted or controlled airspace your BHPA insurance may not cover you.

The Paragliding Coaching scheme running within this club is in a sorry state, we're not the only ones - I'm a member of five clubs and they're all pretty much the same. New pilots are coming out of schools armed with a red ribbon, a sites guide and naff all else. There are names and phone numbers of our Coaches in Windsock (you may remember that), but how many of

you have contacted them? How many of you Coaches actually do any coaching? I think I've once seen a Coach helping a red ribbon pilot on Firle. How can new pilots learn if there's nobody for them to learn from? We have some very good pilots in our club, but we've also got some lousy ones - why? We'll always have less able pilots - that's the way of things, but we shouldn't have **any** bad pilots!

I think the main reason for lack of coaching is quite simple - money! Why should a coach spend his time helping others for no reward? Especially if it's going to interfere with their own flying. So we have to rely on these peoples generosity, it's up to all of us to use and encourage coaches. Make them feel their worth, buy them a drink now and again - you're not that tight are you?

Our sites are some of the busiest in the country, unless we actively encourage our members to strive to improve their flying, our hills are going to be forever full of bumbling soarers leaving no room for anyone to sniff out the thermals to get away.

So, how can we remedy this situation? I have a few ideas:

#### 1. Bar Meetings:

Let's meet regularly and argue about it, there's nothing quite like a bar room brawl for making new friends. There are a few pilots that already meet every Tuesday in the Abergavenny Arms in Rodmell, just north of Newhaven. Maybe this would be a good place to start, it would allow people to meet and get to know one another. Come along & check us out, bring a friend too. We can always change or vary the venue, but let's get started. See you Tuesday?

### 1. **Monthly Lectures:**

Let's have a monthly lecture evening for the 'Pilot' and 'Advanced Pilot' exam syllabuses. I can supply an overhead projector, screen and dry wipe board. I'm quite willing to do some of the lectures, but hopefully we can get a few other people doing them too. The first one is on Thursday 19<sup>th</sup> November at 7.30, bring a notebook and a pen. It's in the function room of a pub called The Wellington in Seaford, it's opposite the church in Steyne Road. I'm expecting a lot of people, so please book early. Fill in and return the form to me at the bottom of this article as soon as possible (a photocopy will be fine). Places are limited.

### 1. **Pilot & Advanced Pilot Exams:**

Have special exam evenings where people can come along and sit their 'Pilot' and 'Advanced Pilot' exams. I'll gladly invigilate the first few, but again hopefully others will come forward and help out in the future. When you want to sit your paper, let me know and I'll get it from the BHPA for you. You can then sit it at the next session. Keep your eye out in this section for details of the next one.

### 1. **Briefings:**

I'd also like to see all newly qualified pilots briefed and then supervised by a coach for their first few visits to any of our flying sites. The reasons are obvious; the site rules need to be explained and any hazards pointed out. Where to take off from, where not to land etc.. They can be introduced to any other pilots on the hill at the time, so that the next time they go there's at least a small chance they'll meet someone they know. I have made

arrangements for any new people from now on to do just this, but if you still have a red ribbon and want some help, call me or contact one of the Club Coaches listed in the Coaching Section.

### 1. **Virgins:**

Newly qualified pilots coming into the club should be assigned to a coach who will look after them for their first few days out. Ideally, I'd like to see no red ribbons flying without a coach supervising them, but I realise this is almost impossible to do. After all, the coaches want to fly too. However, this could be done if the said coach had no intention of going XC, and were to keep an eye on our new pilot whilst on the ground and in the air. None of us are allowed to charge for this service, but any new pilot who doesn't cough up for a few beers at the end of the day for your effort isn't going to make many friends - are they? J

### 1. **Calling All Instructors:**

Please, would all instructors in this area, explain fully to their students how the coaching system works and encourage them to contact me once they have their Club Pilot rating. I could then get them together with one of our coaches for their first few visits to the hills and get them to come along to one of our social evenings.

### 1. **Girls, Girls, Girls!**

I'd like to see some more of our female members involved in coaching too. So come on girls, get in touch. If you're not yet a coach and you fancy getting involved, call me and I'll arrange a place for you on the next BHPA Course. We really do need you!

## SHGC Coaching

The Southern Hang Gliding Club supports coaching for both Hang Gliding & Paragliding pilots. We wish to help you whether you are newly qualified and want guidance on the hill or want to progress through the BHPA Rating System.

We have many coaches who are willing to give up their time to help you to this end. They are willing to help you on the hill and in the classroom. We will be having regular theory and exam sessions in local venues, normally a pub with a function room. Details of these will be published in the Coaching Section of Windsock (our newsletter) nearer the time.

We've put this leaflet together to enable you to recognise our coaches and as you will see lists contact numbers and basic pilot information.

If you're interested in becoming a coach please contact either myself or John O'Neill or any other SHGC Committee member.

So, what is a coach? Coaches are volunteers who have been recommended by the club to attend a BHPA Coaching Course. On the course they receive basic training in teaching methods and skills. This then enables them to confidently pass on their flying knowledge and skill to you.

### Club Coaches

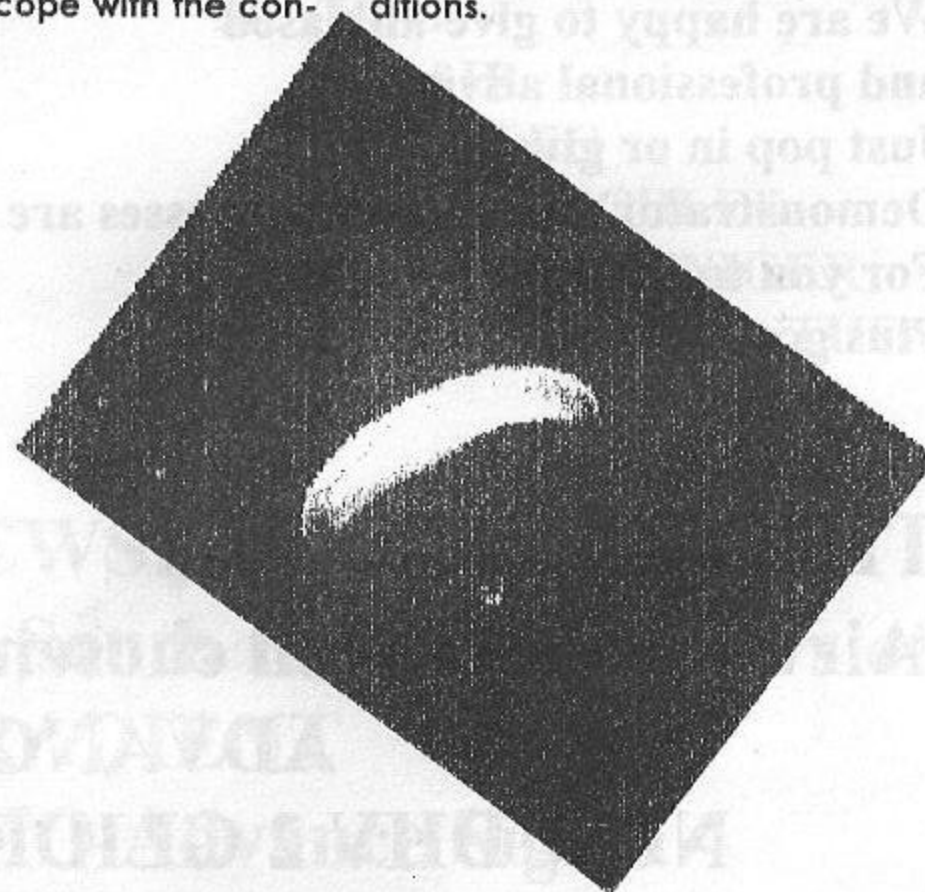
To become a Club Coach, a pilot must hold a minimum of CP(H) rating and have accumulated at least 25 hours airtime. They must then attend a 2-day BHPA

Coaching Course. Club Coaches can only give advice in their own discipline.

### Senior Coaches

To become a Senior Coach, a pilot must be rated at least 'Pilot' and attend a 7-day BHPA Course. Senior Coaches can supervise new Hang Glider pilots straight out of school, who haven't quite attained Club Pilot rating. Tasks 9, 10 & 11 for the CPC and all tasks for any other ratings can be signed off by a Senior Coach. Senior Coaches can give advice on suitability of sites and conditions to Hang Glider and Paraglider pilots.

**Listen to the advice you've been given and never, ever fly alone. Never fly if you have any doubt in your ability to cope with the conditions.**



Trevor McLoughlin  
John O'Neill

Chief PG Coach  
Chief HG Coach

07771 664279  
01273 541451



**For the very latest in flying equipment  
Come and visit our well stocked showroom at the Old Station,  
Glynde, near Mt Caburn**

**We are happy to give unbiased  
and professional advise.**

**Just pop in or give us a call.**

**Demonstrator gliders and harnesses are available**

**For you to fly before you buy.**

**Plus good 2<sup>nd</sup> hand stock**

**much more**

**THE CHOSEN**

**HOT NEWS!**

**Airworks has been chosen as the official South East distributors of**

**ADVANCE, UP and GRADIENT**

**NEW DHV 2 GLIDERS FOR DEMO Advance Sigma 4**

**Gradient Sapphire – FEEL THE DIFFERENCE**

**SKYLINE**

**SUP AIR**

**FLYTEC**

**RENSCHLER**

**BRAUNIGER**

**GUT STUFF**

**And**

### **A Few Safety Points For Beginners**

It has been brought to my attention that just lately there have been some relatively new pilots flying in conditions that are beyond them. So if you are one of them, maybe you should consider a few points.

If you're flying it's important that you keep an eye on the weather. You've been told this enough times, and are more than likely aware of what you should be looking for. But how many times have you been caught out when the wind picks up? If you haven't, you will soon enough – it's just a matter of time.

If you find you're gaining height after being just above the ridge for a while, don't you want to know why? Has the wind picked up? Is it cloud-suck? Is it a thermal? By looking for and recognising which it is you're less likely to get into trouble.

On a good flyable day you should be taking note of what is going on around you.

- How much are the trees bending in the wind?
- What are the crops doing?
- What are the birds doing?
- Look at the sky. Study the clouds.
- What's the windsock doing?

Then on another day you have these references to consider. Check these compared with what they're doing today. If the wind is picking up then here are a few indicators that you should be aware of:

- Gaining height steadily.
- Decrease in ground speed or even going backwards.
- Trees and bushes straining in the wind.
- Waving crops.
- Ripples on water.

- Birds are pulling their wings in.
- Cloud indicators, such as squall lines etc.
- Windsock is locked out straight.

What to do:

- Big ears.
- Speed bar - push forward in front of lift-band.
- Bottom land.

If you're being blown back:

Aim for the most suitable landing area away from hazards. For example, if you're at the Dyke, fly to towards the bowl. This is better than getting blown into the car park or pub. If you're at High & Over, don't let yourself get blown back over the road, fly to the side and land in the big field. A fence is much more preferable to a road.

Control the glider on the ground by doing whichever of these you prefer:

- Pull both A risers.
- Pull both B risers.
- Pull one brake or C/D riser with one A riser.
- Pull brakes and run towards glider.
- In all situations run to the side and grab a wing

tip.

And last of all – the best tip. Don't fly if it's too windy!

### **Modellers**

There have been a couple of collisions between models and paragliders resulting in those models being badly damaged.

When there are modellers on the hill. Remember a few simple points:

They were there before us.

Stay well away from them, they normally keep to one side out of our way so let's do the same.

Always be courteous.

Look out for them when launching – especially when inflating paragliders.

If you have a collision it should be reported to Dave Massie and an Incident Report form filled in. Give them your club membership number.

You may think they're harmless, but they have killed pilots in the past. So take care when they're around.

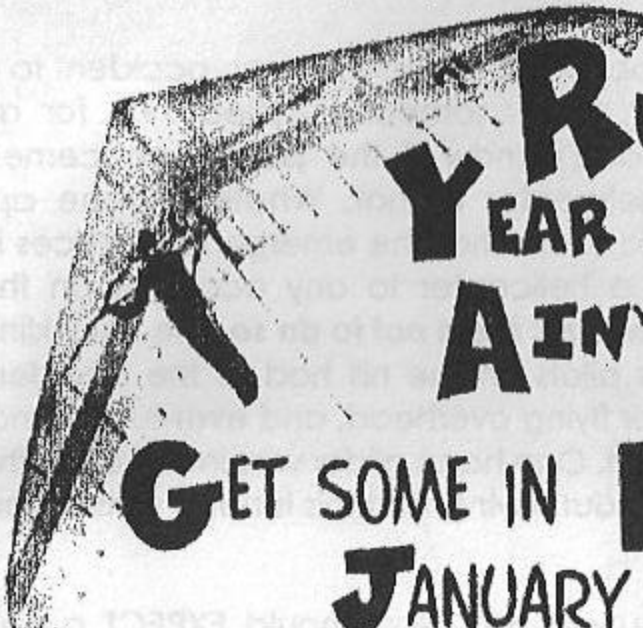
Trevor McLoughlin  
Chief PG Coach

## Stop Press

Pilot Theorey Lecture  
for your Pilot Exam

Contact Trevor 07771 664279

Also Club Coach course 23rd 24th Jan



# ANY RUBBISH YEAR SO FAR, AIN'T IT? GET SOME IN LANZAROTE JANUARY 14 TO 28!!

Rod and Alan Buck invite low-airtime HG guys needing help and guidance, or decrepit club fliers needing care in the community to their annual two weeks insanity in the sun!

- 1 Luxury villa with pool, B-B-Q etc** (Laze around the pool each morning in the hangover subsidies)
- 2 Flights and glider carriage, etc** (Last year's plane best described as 40,000 + vats flying in loose formation)
- 3 Car Hire (only two pilots per car!)** (What car can drive up impossibly rough tracks? Yep, a RENTAL car)
- 4 Insurance by Airsports Insurance** (Got all your broken bits paired in the plane and flown home for free)
- 5 Excellent Sites (No carry ups!)** (Coastal, thermic and om god I'm going to die! No grass or sheepsh\*t either. All the rocks you can eat)
- 6 Cheap beer (hic!)** (Women subject to availability (and you remaining conscious long enough)

Total cost  
all-in is just  
**£699**

Just bring your food, sorry, beer money.  
Coaching for low-airtime guys, no problem if you're CPC rated. We'll even take suitably nutty CPC+ rated paraperverts (no pg coaching).

Depart Thursday 14 Jan – return Thursday 28 Jan



You can pay by Access/Visa



Contact Rod or Alan on 0114 253 0372 or 07970 256 340

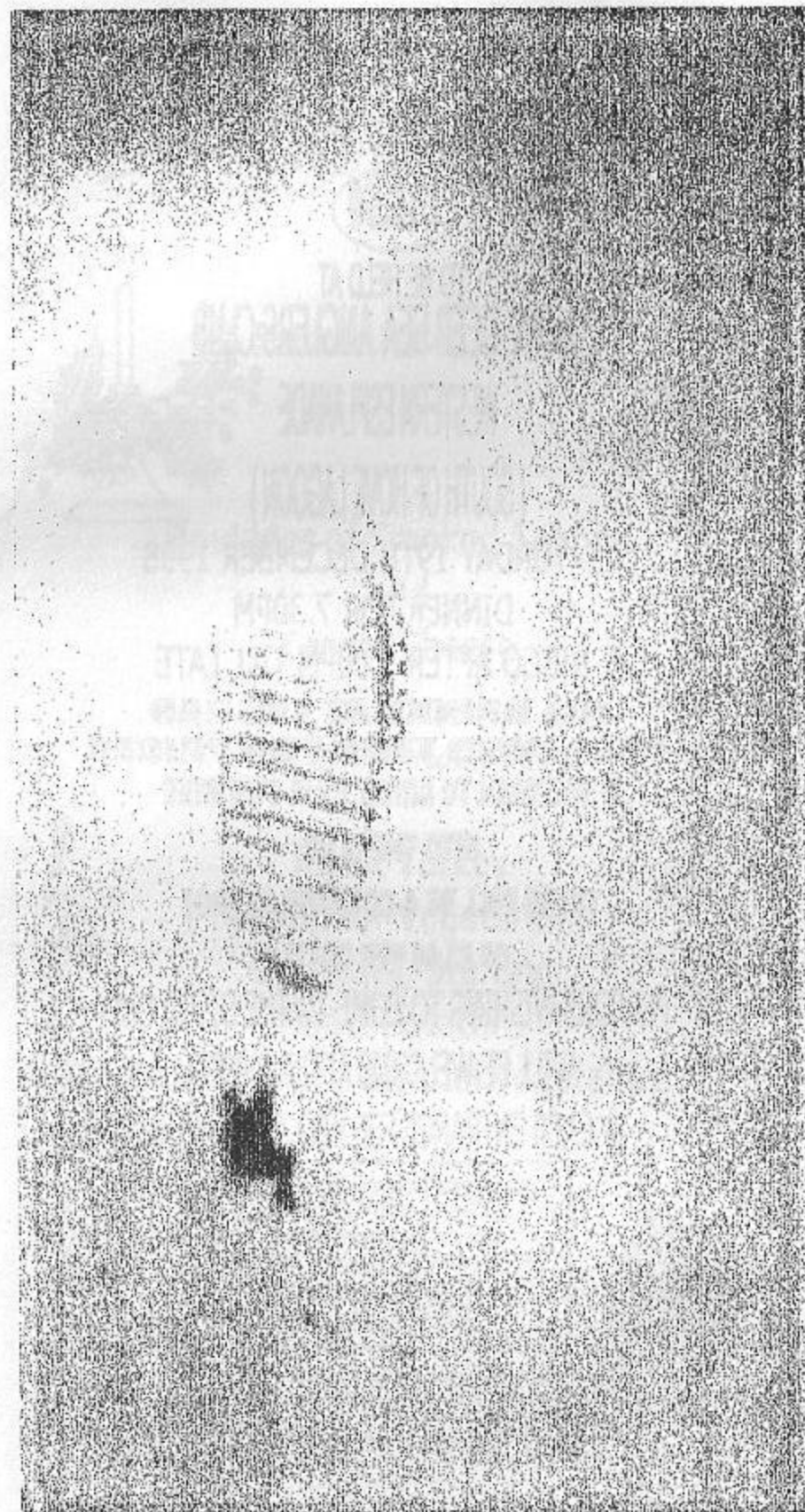
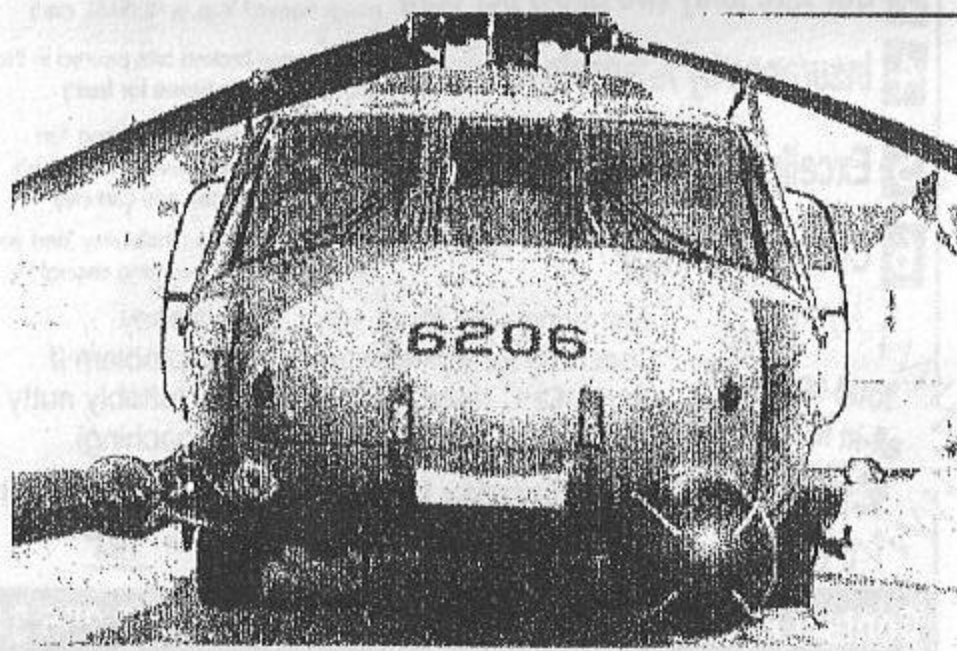
## HELICOPTERS'R'US

On the 5th October at Fife, there was an accident to a paraglider pilot, and someone called 999, for an ambulance. I don't know if the person concerned called for a helicopter or not. Whatever, one appeared. It would seem that the emergency services in this area send a helicopter to any accident on the Downs, **even if we ask them not to do so**. The first inkling the hang-glider pilots on the hill had of the accident was a helicopter flying overhead, and eventually landing near the bowl. One hang glider was in the air at the time. It goes without saying that this is not a satisfactory situation.

If, in future, you call 999, you should EXPECT a helicopter to arrive, even if you have asked it not to come. Could everyone, please, after calling 999, inform **everyone** on the hill, or send someone else to do so?

Thank you. *Dave Massie Safety Officer*

PS best wishes to Mel Quick for a speedy recovery.





ANNUAL CHRISTMAS DINNER AND DISCO

£16.50

TO BE HELD AT  
HOVE DEEP SEA ANGLERS CLUB

WESTERN ESPLANADE

(SOUTH OF HOVE LAGOON)

SATURDAY 19TH DECEMBER 1998

DINNER FOR 7.30PM

DISCO AFTER 9.00PM TILL LATE

**ALL DRINKS AT THE BAR  
ARE LOWER THAN PUB PRICES**

**IF YOU WISH TO BRING YOUR OWN WINE**

**INTO THE CLUB**


**THERE WILL BE A CORKAGE CHARGE**

**OF £3.00 PER BOTTLE**

PERSONS WISHING TO COME TO THE DISCO ONLY


WILL BE WELCOME AFTER 9.00PM

A £3.00 ENTRANCE FEE WILL BE CHARGED

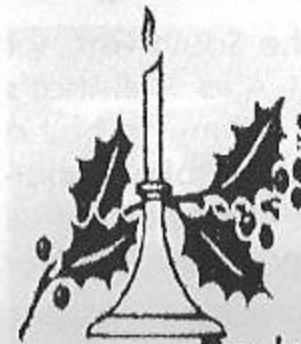


Tickets available on the hill from  
Sue Brooks, and Stewart Swanton  
or by post to:- Stewart Swanton  
Flat "B", 9 Grand Avenue, Hove, BN3 2LF  
Please make cheques payable to:-  
Southern Handicraft Club

When buying tickets please state if Vegetarian



DINNER MENU



Seating Limited to 70

Roulades of Smoked Salmon  
and  
Cream Cheese

Leak and Potato Soup

Roast Turkey  
( Nutloaf for Vegetarians )  
Chipolata, Stuffing

Roast Potatoes

Selection of Seasonal Vegetables

Christmas Pudding  
and  
Brandy Sauce

Coffee and Mints



## And Now Something Slightly different

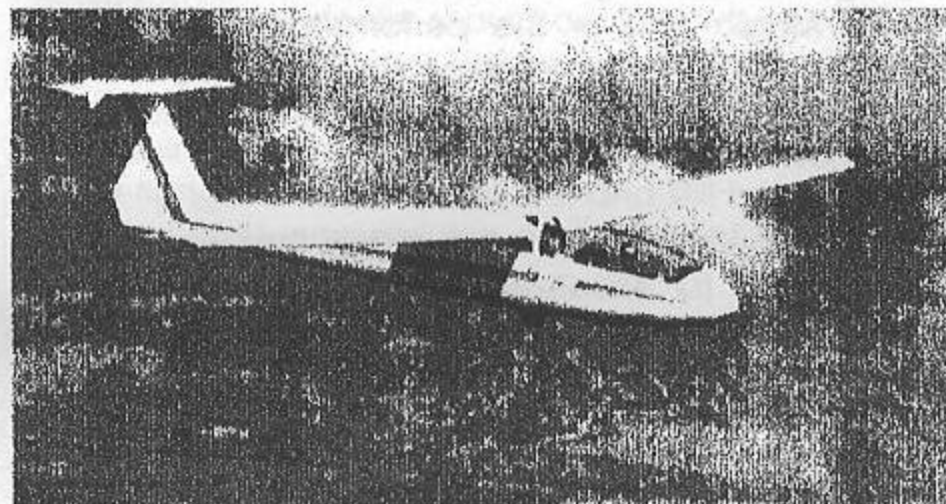
So the winds blowing 25 mph from the Southwest not much we can do with that is there! Aha well that's where you are wrong. Don't need a fortune to buy a high performance topless and joint the aerotow syndicate or be a nut on and Omega 4. Confused? Well Ringmer has some kit anyone can try. Yeah Ringmer Gliding Club

So what do you need? Well not a lot just £20 or so and you can get up off the winch or you could try aerotowing up to the cloud of your choice, introductory lesson. Me and Rowan have done this a few times now and it's great for surprising the other half too. Believe me they grin from ear to ear. It's well worth it, your partner can get a taste of what it's like to soar high above Sussex with the whole county laid out before them in much the same view as we get.

Bit odd flying with a stick though, everything is back to front and wow those thermals whiz by fast but who cares the glide on these is well good. Got to look about a lot more though not in your own little micro world sat on the ridge in front of your mates here. No, got the whole county to explore we have, well borough any-ways.

So any way there I was up front in the Blanik wandering about the sky watching the PG's gale hang in front of Caburn when what's this peaking out of the cloud? A funny little fin. Hello a keel, hey up McCarthy Corporation, oh and another and there's Dave too. Whey hey me up with the McCarthy Boys Full On!! And I'm not even qualified in Sailplanes! Now then where's that paper and pen? must make myself a big sign 'PUNTER!'

Nah ought not get too close, besides we got to whiz down to the airstrip and let Rowan have a go too. But this is pretty nifty I got to admit Southwesterlies are not that bad at all. So if you are pacing about desperate to fly about the sky and the winds the wrong way or too strong, well, try Sailplanes! They're well worth a go and



the winch launch well, when was the last time you got to 1800' ATO in less than 20 seconds?!?!?!?

The Gliding school flies most days just pop along and have a chat at the caravan next to the carpark. If you'd like a go someone will more than likely wander over and fetch you. They are a friendly bunch and happy to give other aviators a go at their discipline, after all as far as the public are concerned we are all the same. We all need to stick together and give each other some support.

You might have tried PH or HG but what about Sailplanes? Give it a go, it makes you look around at a much bigger sky and when the sky is no good for footlaunched craft, well it can still be flown using the thermals. God knows why anyone wants a swift when you can just nip along to your local club and borrow a sailplane for an hour. You pay for the time you fly but you can do an awful lot before you get close to the price of a Swift or even an Ecstasy

## DHV 2 AND THE NEW GENERATION

Glider design has come a long way in a short time. Back in the early 90's there were two fairly clear glider categories, the beginner 'brick' (Airman RC, Airwave Black Magic etc) or the performance 'death ship' (firebird Ninja). Neither of these would be very desirable to today's demanding pilot – or the conditions that we fly in now.

To cut a long story short, the gliders that we are flying today have far exceeded those of previous generations by offering greater performance whilst retaining good handling characteristics.

This year things have taken another considerable step forward in the right direction. The very latest DHV 2 or performance gliders are up there setting a new precedent in performance and safety.

This season I have found that pilots are actually moving down from DHV 2/3 gliders to this new breed of DHV 2, as the gap in performance between the two classes closes.

There will be many pilots in our club who are considering a change of glider for the new season ahead, let's face it we've got to look forward considering the season that we've just had. Deciding which is the best glider for you, requires one to ask oneself some important questions, which need to be answered honestly to achieve the right balance. Let's look at this 'balance'. Ask yourself the following questions:-

How many flying hours do I have?

In what sort of conditions were these hours achieved?

What sort of flying will I be doing? ie alpine, British or mixed.

How frequently do I fly?

Am I experienced in dealing with deflations?

Are you naturally co-ordinated and spatially aware, or, do you struggle, say, more than others with ground handling and slope landings?

These are just a few of the questions you should ask yourself, or your dealer should ask you, when considering any glider purchase. The answers to these questions will influence your choice of glider considerably.

The main thing is to feel safe, confident and happy whilst flying in varied conditions, and still being able to push the old learning curve and the flight envelope of the glider so that your discovery of free flight is achieved safely. Do remember though, there will be times when you will feel apprehensive or nervous, this is normal too, but in these circumstances you do need to be on the correct glider.

The handling characteristics of gliders do vary enormously within their own rating categories, i.e. a Freex Spear flies very differently to a Nova Axon, so you must discover what sort of handling suits your personal style and requirements.

So, these new gliders, what does DHV 2 really mean?

Glider are tested at the bottom and top of their weight range. They are put through a routine of manoeuvres and graded according to how they behave and recover from these manoeuvres. Roughly speaking a glider that is DHV 2 will recover from spins and asymmetric tucks within 360 degrees of rotation, usually 180 degrees, and at an average turn rate. (DHV 1/2 <90'). Of course it is more complex than this, other factors such as pitch, height loss, brake travel and pressure also come into it.

To keep it simple and to sum up, a DHV 2 glider does need a bit of height to recover from an asymmetric deflation, if you don't have that height and you do



nothing you will hit the ground. Of course a pilot who reacts to the tuck quickly can keep the glider flying straight and get the thing flying normally again without too much drama and we must also consider active flying and stopping the deflation ever happening in the first place – but this is another topic altogether.

DHV 2 contains within its self, gliders that pass the grade easily and also gliders that only just get the grade.

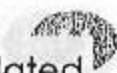
What's the difference between DHV1/2 & 2? Well, I have noticed that the main stumbling block at the moment is that you will always loose more height in a turn on a 1/2 glider, which is a real pain on a scratchy day but not really such a problem on stronger days. Obviously the sink rate & glide angle – especially on the speed bar – differ quite a lot as does the speed range.

In my opinion, unless you are competing, or have more than 300 current hours, then you need nothing more than a DHV 2 glider.

There seems to be a new trend of rating a glider with and without the speed bar, thus the glider may get a 2 on standard trim but a 2/3 for asymmetric tuck when at full speed on the bar. These types of glider are fine, as long as you know this. Any use of the speed bar, whatever the grade, must be respected though.

I have flown many DHV 2 gliders this year, with an aim to be able to match the correct glider to the customers requirements. I will attempt to give you some idea of what to expect from the handling of these various gliders.

Nova Axon 26 – Typical Nova handling (Exact is the exception to the rule) ie very damped in pitch and high brake pressure giving a secure feeling in flight. Fairly easy to inflate in wind. Feels a little 'wooden' in flight, average speed, feels secure on full speed bar,



requires a bit of a knack to thermal tightly. A little dated now, will be replaced soon.

UP Blues M – Light and long braking, fairly sensitive, gives the pilot a lot of information. Quite fast on speed bar without feeling too nervous. Thermals beautifully. Tips are very light, might be disconcerting to some. A wanky glider which needs checking on exit from spirals and wing overs also inflates very rapidly – inflate with caution! That said it has a lot of internal pressure and recovers fast, it was a pleasure to fly but not for the nervous, cool retro graphics.

Freex Spear M – Tricky little thing on the ground, one of the lightest brake pressures I've flown in this class and very wanky in the air. A bit of a shock if you try one of these after an Axon. Turns are very quick and banky, takes a certain technique to temper this one but is very pleasurable to fly, trimmed fast, sink rate is compromised slightly.

Edel Saber L – A funny one this, gives the pilot a lot of information, a little pitchy but feels like it should have more performance, thermals very nicely but flies quite slow. Be careful of high houred 2<sup>nd</sup> hand Edels, they don't seem to weather very well.

Gradient Sapphire M – A relatively new commer to the UK. A good price without skimping on quality and materials. Inflates fairly rapidly but does not yaw around. Fairly heavy brake pressure but nice direct feel, good tempered feed back, seems to be trimmed for an excellent sink rate but speed bar required readily to give it some zip. That said, it feels stable on the bar.

Firebird Flame L – The word 'average' springs to mind with this one. Trimmed a tad on the fast side, sink rate suffers, wing moves around a bit in bubbly air but seems not to give enough feed back for the pilot to respond to this, everything else is average. Fairly high price tag.

Advance Sigma 4 27 -The word 'sorted' springs to mind when I first flew this one. A good combination of handling and performance. Gives quite a lot of feedback to the pilot without feeling disconcerting, a trait that is not normally achieved. Very good speed range, a fast glider this one, with a bit of brake it can be flown confidently at slow speed. Light brake pressure, responsive in the turn, flies easily on weight shift. Banks in the turn like a hangy and thermals excellently. The build quality of Advance gliders surpass everything else, but the down side is that you pay a little more because of this. For what it's worth, I have ordered one of these for myself for the season ahead. Note (DHV 2/3 on full speed bar for assymetric because of its extreme top speed, otherwise DHV2).

All gliders were flown with the same Skyline Subsonic ABS harness.

There are a lot of other gliders in this category but these are the main contenders which I have flown.

## School Sites Information

Please note that the field at the bottom of the bowl below the fence at Mount Caburn is an AIRWORKS training fielding and not an official club landing site. Please could you try and avoid landing here as students will be training. Obviously, it is not a problem if it must be used as a last option, but beware, the field is not as easy to get into as it would first appear - the field does slope down towards the barns and trees.

Also some members have been accessing Mount Caburn via the farm at the foot of the training slope. This is strictly forbidden and could give cause to the whole site being lost. Please respect the club site guide. If you have not yet received your site guide, then you must park in the club landing field to the east of Caburn, the gate is signed SHGC, and access to the take-off is via the gate opposite.

Thank you.

## PILOT LECTURE

AIRWORKS will be running a comprehensive pilot lecture. This will be a two day course to be run on the weekend of the 24<sup>th</sup> and 25<sup>th</sup> of October 1998. The course includes lunch, pilot notes, mock exam and debrief. The cost of the course is £95 including the BHPA exam fee (£10). Please call AIRWORKS on (01273) 858108 to reserve your place.

## Muckraker

### Tails from the hillside

Well it's been pretty wet this summer but did Mr. Carr really have to ditch in the Sea? Perhaps he was looking for the Paraglider pilot from earlier this year, however it seems he managed to elude the cameras as they were watching for him up in the sky not down at the bottom of the cliffs.

Apparently Darren's pretty smitten with Audrey as he had to rush away from wave lift after an Aerotow up from Swanborough took him to above cloud base. Rumours have it that poor Darren was in tears after landing back at the airstrip.

Somewhere in France a pilot was heard saying that 'cricket and freeflying have a lot in common. You spend ages not concentrating at all with a few seconds of panic when you have to think about what you are doing.' He was also heard to ask if it was necessary to look where you were going or watch the view.



Our Safety Officer keeps a close eye on Tim Rosario

## Why do we do it?

I am often asked why I fly and what it's like. I find it very difficult to tell people and to get over the feeling I experience. I am not religious but this poem is the nearest I have found to describe it. It was written by a young pilot in the RAF who flew Spitfires. You may have read or heard it before but here it is all the same.

Oh, I have slipped the surly bonds of earth  
 And danced the skies on living feet of wings,  
 Sunward I've climbed, and from the sun's path  
 Of sun-split clouds – and above a hundred things  
 You have not dreamed of – wheeled and soared and swung  
 High in the sunlit silence, hawking there,  
 I've chased the shouting wind along, and flung  
 My eager craft through footless halls of air.  
 Up, up the long, delicious burning blue  
 I've topped the windswept heights with easy grace  
 Where never lark or even eagle flew,  
 And, while with silent, lifting mind I've trod  
 The high untrespassed sanctity of space,  
 Put out my hand, and touched the face of God.

John Gillespie Magee, Jr.



## Small Ads

**Discovery 4x4 V8i 5 doors metallic Blue superb condition. £11,000 ovno 01798865284**

**Paraglider kit:** Harmony Medium, Sup Air Evolution harness, Edel Securimax steerable reserve, Flytec 4010 vario, Sky Systems Flying Suit, Icaro full face helmet, LA Sportiva Paragliding boots (8) all less than 10 hours and in perfect condition. Will split. Offers to Paul 01273 749955

**Mylar Java 155** good condition £1450 also **Magic Kiss154** good condition £450 Telephone John Young 01959 700957

**Clubman 160** excellent condition 20 hours airtime, ideal first glider £600 ono Telephone. 01252 312326

**Airwave Calypso** Good Condition £550 No Offers telephone Trevor 01932 872722

**ITV Merak 27** (Performance Intermediate) Flown less than 60 hours Good condition All up weight 10-85kg: Pilot Weight 55-75kg Yellow / Purple Trim Tabs & Speed System (45kph Max) Acpul & AFNOR: Performance Rated Price £800 Harness Sky Systems SAS with backplate Price £120 Contact Laurence 0181 627 8199(H) 0181 781 8123(W) South London

**Metamorphosi 16 PDA** hang gliding reserve canopy. Can be adapted for paragliding. £80 o.n.o. Call Martin on 01444-233346 (home) or 01273-745513 (work).

**Woody Valley X-Over harness** (the reclining minimal drag type). Under one year old, good storage/camera pockets and front mounted ballast bag, black and white design. Suits XC/Comp pilot. Excellent buy at £300. Contact Sue or Adam - 01273 726918

**Rumour 1** 14.5 New rigging £375 **Calypso** good condition £900 Pod harness 5'11" 6' £150 01273 708343



## Important News

All our sites are under constant review please make sure you know the current situation, if you are at all unsure ring Will Greenwood. 01273 477388

As your Sites Officer I have noticed a distinct lack of care, concentration and general awareness on the club sites from BOTH disciplines. Wondering what I am referring to?

### YOUR LOOK OUT WHILST IN THE AIR .

We are all guilty of not seeing someone and getting a little closer than we like, however bumbling about the sky without directing your glider in the proper sense can get you into the wrong situation.

#### SOLUTION:

Try and plan your flight in the initial stages i.e

- 1 Clear take off path (shout launching if your in a queue, make others aware)
- 2 LOOK before turning.
- 3 Try and join a thermal without affecting the person who's marked it.
- 4 TURN RIGHT if you are circling below 1000ft & within 1km of the site.(club rules)
- 5 BE AWARE of other para/hang gliders in your flight area.

The list could go on and on, the problem though seems to be on initial launch and climbing out when pilots are too busy hoarding the lift and not looking where they are going. Watching the other discipline to yours will familiarise yourself with their flight patterns and hopefully aide you when you fly together, knowing their blind spot, speed difference, turning cicle etc. IT ALL HELPS.