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Windsock

May 1998

May 1998

WINDSOCK
New Edition

www.geocities.com/Pipeline/Dropzone/7633

shgc@geocities.com

It's Back !

It's here at last. The new Windsock. It's taken quite some time and effort to get it to you but we hope you enjoy it. Please contribute, it's your magazine. Send items either by post to the PO Box or by e-mail to shgc@geocities.com you might have noticed the web address too!

Special thanks go to Dan Petty for his hard work in the past and for the encouragement and inspiration for the new Windsock.

➔ **Crops are in your landing fees! Check out the latest at Firle and Beach. Have you ever landed in the sea? Read the latest incident report on how it could loose us the site!**

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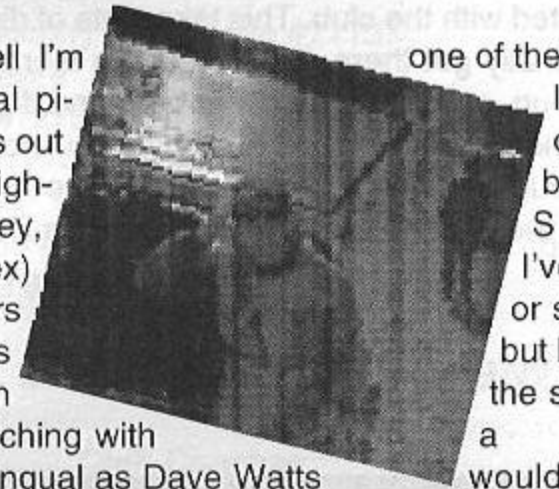
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Editorial Introduction

Kelvin Kinkaid

Well someone has to make sure Windsock gets published. After all it's the only sure-fire way the club has of communicating with all of us who make up the club. Dan Petty's will be a tough act to follow, and maybe that's why there have been so few volunteers for the post. Perhaps that's why it's taken two of us to do the job, myself Kelvin Kinkaid and Steve Moody. I would like to say thank you for all the effort Dan has put in over the last couple of years in putting together such an excellent looking club magazine. The contents though are very much up to you the membership. So please write something.

So who am I? Well I'm one of the regular crew of recreational pilots that fly on the nicer days out on our hills, (I also fly neighbouring clubs Thames Valley, Surfers and Wessex) I've been flying some 6 years or so, principally Hang gliders but I also fly paragliders when the sky gets a bit too dodgy for scratching with a glider, so I am Biwingual as Dave Watts would say. I've flown Abroad too in Lanzarote, Spain and the Alps and have some plans to fly some place outrageous in the non-too distant future so watch this space. I love flying and will encourage anyone to give it a try and like to see others getting the same pleasure from it that I do. I can also be found on occasions teaching as a Training Instructor with Sussex HG&PG. I am also a club coach thanks to the encouragement of John O'Neil. I hope you too will put back something of which you take from our sport and help make it that much better for everyone to enjoy. If you take a look at what is happening elsewhere in the world I think you will agree there is a lot that can be done but it needs your efforts too, so don't just think about it do something.



Some of you will know that I also put some effort into getting this club into towing, having organised a few events at The Boships. I am now handing over the reigns to Will Greenwood and Ron Richardson so I wish them luck and ask you to help contribute some effort to them too. I know from my efforts with Dave Keepax, and previously Martin Brady's, it's not easy to get up and running and there is a hell of a lot of work involved. So come on and help out.

So what do I see the function of this magazine to be? Well principally it's a means of communication between members. For this club to remain as strong as it has been in the past it needs to keep in touch with its membership and the owners of the sites we fly. Despite what many folk think the hills we fly are not ours. The Southern Hang Gliding Club negotiates with the landowners that kindly allow us to fly them under agreements negotiated with the club. This takes lots of discussions and good will to finally get there, it only takes a moment for some fool to mess it up, so please read this mag and if you have something to say then let my self and Steve Moody know. Steve or I will put your thoughts in the mag, the club is here to enable us members to fly in the Sussex area and Windsock is it's voice, use it.

I don't really want to spend my spare time typing 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.

Who To Ask

Club Contacts And Coaches

(Those who volunteered to help on your behalf)

President Johny Carr 01444 471137
Chairman Paul Coidan New phone number to be advised
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'Neil
Airspace Officer Johnny Carr 01444 471137
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

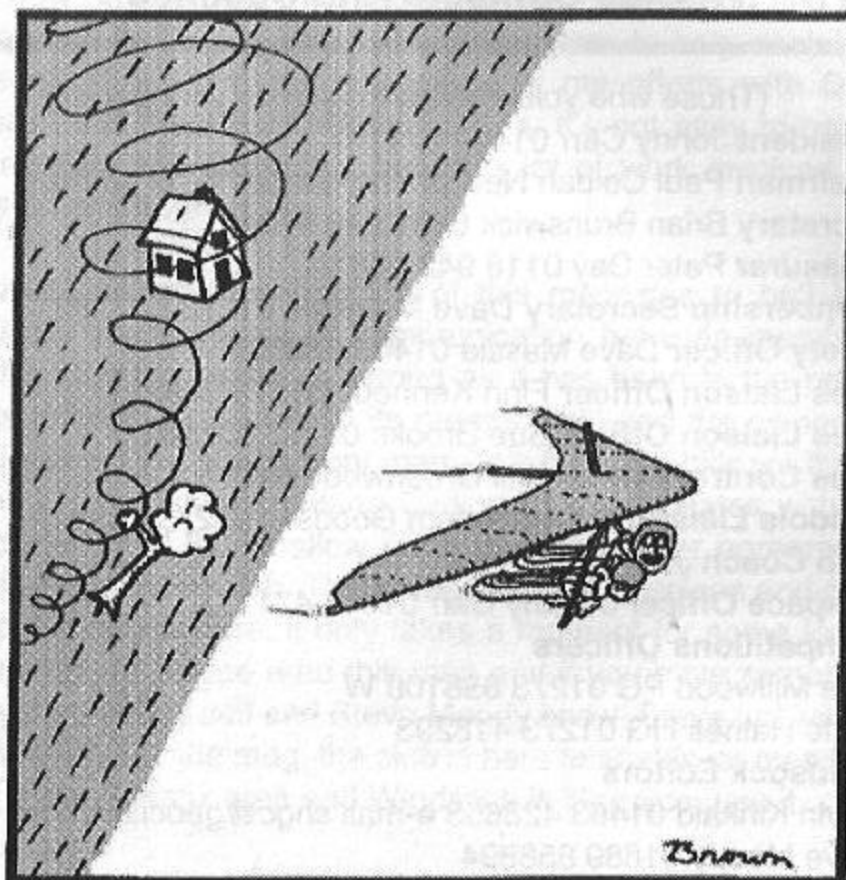
Club Coaches

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'Neil 01273 541451
Barry Philpott 01444 482225	Ron Richardson 01689 856723
Steve Uzochuwu 01622 736219	Eddie Royal 0374 289610
	Dave Williamson 01273 604752

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

Warning



"I have a feeling we are no longer in Sussex"

Spring Thermals and the lowairtime pilot!

At this time of year things can start getting a little rough in the air as the sun climbs higher in the sky and starts to kick off some strong thermals. Some of these can be quite punchy and small and it can feel as if Mike Tyson has just grabbed your wingtip and is swinging on it. This is unpleasant enough at the best of times but if you are close to the ridge it can dump you straight into it. Paragliders usually suffer deflations, which can drop you in an untidy heap, and Hang gliders get tipped in towards the hill as the thermal rushes up the face of it.

So beware and get some advice from more experienced pilots. Don't scratch in close on bumpy days and if the high performance wings are still on the roof of the cars shouldn't you think twice about rigging your intermediate glider?!?!?!?

Competition News

Ozzie's Fantasy League Team

John Pendry
Judy Lenden
Robbie Whittle
Michel Carnet
Steve Cook



If you would like to be considered for inclusion why not take part in the Airwave Challenge and call Ozzie. All the above are or were SHGC members and are world class pilots so why not you?

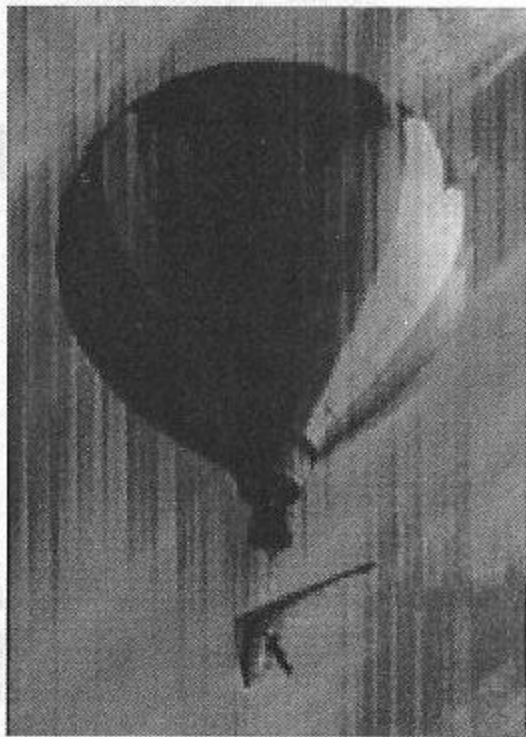
Martini League						
Ozzie	80	55	95	12	11	253
Darren	14	30	42			86
John Young	27	6	59	12	6	110
Will Greenwood	25	54	63	21		163
Dave Matthews	115	30				145
Johnny Carr	115	95				210
Steve Cook	115	95				210
Tony Luchessi	115	95				210

Weekend League						
Ozzie	80	55				135
Darren	14	30	42			86
Will Greenwood	25	54				79
John Young	27	6	6			39

Sussex League						
Ozzie	80	55				135
Darren	14	30	42			86
Will Greenwood	25	54				79
John Young	27	6	6			39

Aerotow News

The Aerotow group is up and running, by the time you read this I will have viewed the Tug and finalised it's certification. So far 20 people have joined the group putting £100.0 each towards the running of the SHGC tug. Those SHGC members who are unable to contribute will still be able to get towed, but at a different rate. This will be decided shortly, but as a guide should be £16.00 to 2000ft the cost to group members being only £8.00. Visitors will pay a clip-in fee of approximately £5.00 (non SHGC members).



errr... Will..
I'm not sure this is
what we had in
mind.

On the question of sites we have located 3, but would like to hear from anyone who may know of a possible field. If one of the sites allows we could use them for Parameters at a latter date, once we are established. Any questions should be put to:-

Ron Richardson: 01689 856723 or
Will Greenwood: 01273 477388

Southern Club members can obtain Aerotow Endorsements at a special rate from Northampton Aerotow Group by contacting Phil Osbourne on 01604 701369 for a limited period.

Ridge Courtesey And Common Sense

By Martin Brady

Since the very early days of the Club, there has been a general acceptance (not a rule) that we should not fly into the path of circling gliders and this has always worked well, or so I thought. Of late, there seems to have been a growing tendency for pilots to fly straight at thermalling gliders. This may have been encouraged to some extent by an article published in Skywings and Windsock last year being interpreted as suggesting that this is acceptable (the Club has recently been in touch with the author who made it abundantly clear that this was never the intention). I raised my concerns at the Club AGM and the subject was vigorously discussed. On balance, there was a good level of support for the principles proposed and I was tasked with writing this article (I walked straight into that one, didn't I?).

So, why keep out the way of circling gliders? In a nutshell, it is simply easier for gliders that are flying along the ridge to anticipate potential conflicts and take preventative action before they occur: -

1) Certainly on a hang glider, perhaps to a lesser extent on a paraglider, there is a blind spot at the height of the glider and in the direction it is turning towards. Of course, circling pilots should be checking that the air is clear ahead of the turn but the fact remains that it is easier for the pilot flying straight and level to see what is happening than for the pilot who may be turning towards him or her.

2) Where a change of flight path is required by one of the converging gliders, the straight and level pilot can initiate a

turn in either direction. The circling pilot on the other hand is faced with having to increase the angle of bank, perhaps significantly/with insufficient airspeed, or having to perform a roll reversal.

3) In all likelihood, pilots established in a continuous turn will be attempting to climb in a thermal and not all of us find that as easy to do as Steve Cook does. It could be a pilot's only chance to get in on top, or up, or away. Thermalling is an essential element of our flying so it is in all our interests that this should be as unhindered as possible. Let's face it, the more pilots that can get high, the less congested the ridge will be and the easier it will be for those left on the ridge to climb out. If you want to join a thermal, by all means do so, but without causing the pilots already in it to have to change their flight path.

It is a matter of good airmanship to show courtesy and consideration to other air users.

I can't emphasise strongly enough that this convention supplements rather than contradicts or overrides any established collision avoidance rules. Like any guidelines or rules, it is not to be mindlessly adhered to - safety and common sense take priority at all times. It does not lessen in any way a circling pilot's responsibility for keeping a continuous look out and avoiding collisions, and is certainly not an excuse for assuming that someone else will get out of the way or forcing another glider to change direction. What we are talking about is thinking ahead and keeping out of the way of gliders established in continuous 360's, thereby preventing collision avoidance situations arising in the first place.

Just to be absolutely clear, one of the most fundamental rules of the air is that no aircraft should fly so close to another as to cause a risk of collision. All pilots have equal responsibility to minimise the chance of conflict be they thermalling, flying straight and level or whatever. It takes two to have a collision. When they do occur, they frequently cause major or fatal injury and are almost invariably attributable to greater or lesser degrees to both pilots. In other words either could have taken action to prevent them. It is

prevention we want, not arguing about whose fault it was after the event.

So please, let's use our loaves, recognise the realities of using a busy ridge and make life easier for ourselves by showing consideration for circling gliders. Sooner or later we will all stand to benefit.

Martin Brady

N.B. This piece has been vetted by Les Smallwood, BHPA Airspace Officer, who wrote the original 'Ridge Rage' article and incorporates his comments.

A Thank you!

Dear Ed,

I would like to offer, through the pages of Windsock a vote of thanks in two instances, to John O'Neill and Julian for the time and effort which they put into the XCPC lecture which they gave in the Abergavenny Arms on the 8th April and secondly to all of those involved in the parachute re-packing session and first aid lecture at Lewis Leisure Centre on 25th April. Special thanks to Dave for the time he spent showing me how to pack the unidentifiable chute which I recently purchased, perhaps foolishly, even though it had no paperwork.

For me these are the sort of things which make being a club member preferable to the other option - flying open at sites and paying site fees.

*Yours Faithfully
Clive Belbin*

Club Coach Comments

By John O'Neill

Each of us who fly will be able to think back to when we first made that phone call to a school and enrolled on our EP. We remember that first day on the hill when we got to see and touch the gliders for the first time and the fear and excitement when our feet first left the ground. As we watched our instructors and other experienced pilots flying hundreds or thousands of feet above us we envied them their freedom to fly around the sky seemingly without any restraints, rules or restrictions. As free as the birds.... Or so it seemed. Until we learned that there were in fact rules and restrictions in the form of airlaw!

Damn it! Not more bloody rules you probably thought you were going flying for freedom from this sort of stuff. Flying is about untying the surly bonds of earth and escaping the grasping hands of gravity. It's about the wind in your hair and the sun on your face and all that romance that you crave but never get in your job as a computer bod. It's reality not virtual reality.

Well yes, it is but in order that we can enjoy all this, we unfortunately have to abide by a few simple rules which are there to keep us flying – not stop us or prevent us from enjoying it. Airlaw was written not for us but for all aviation. It was there long before we came on the scene with our brightly coloured gliders and matching underwear. It was written to stop people crashing into each other and if we obey it and use it then we live to fly another day. The thing about airlaw is that it was not written with hang gliders or paragliders in mind. It was aimed primarily at powered flight with some adaptations for gliders and by gliders I mean sailplanes. The problem is that we as HG & PG pilots tend to live for the most part in a microcosmic world known as the ridge, where things happen on a much smaller scale than the

big wide world inhabited by jumbo jets etc. There are a few of us who do venture into this big world outside but this article is aimed at the particular problems encountered in the micro-world. This is where the plain and simple language of airlaw seems to get garbled and confused. How often have you heard someone at Devils Dyke shout about someone else "Look where you're going" and you begin to see how things in micro-world are getting a bit stupid.

The big difference between us and the jumbo jets as far as airlaw goes is that we ridge soar and jumbo jets don't. The ridge is the thing that complicates the whole issue and makes interpreting the rules difficult. Take the head-on rule for instance. Two aircraft at equal height on a head on course requires that both turn to the right thus avoiding a collision. That's all well and good until one pilot finds the ridge on his right or a cliff or whatever. This is where common sense tells you that the pilot with a clear space to his right should take action to turn away from the impending collision leaving the pilot with the ridge to his right to continue on in a straight path. This however must only hold true if they are low enough to the hill to be in a risk situation. If both pilots are above the ridge then both must turn right. If this means one or both pilots flying out of the lift band momentarily then so be it. I'd rather lose a few feet in height than collide with someone. Hogging the lift band is one of the major causes of people breaking the head-on rule and it needs to be addressed seriously by everyone in the club.

The overtaking rule states that the pilot who overtakes another aircraft while ridge soaring shall overtake on the ridge/hill side in other words between the slower moving craft and the ridge. In reality this is usually because the slower moving craft is usually a paraglider and he is so close to the ridge that to pass between him and the ridge you would have to de-rig your glider and put it in the bag and walk round. So what do we do in reality? Well, unless the lift band is wide enough to go well out from the ridge or the space between the slower moving glider and the ridge is obviously wide

enough then don't overtake. Simply turn back along the ridge thus creating a bigger space between you and him/her and then reassess the situation from a safer vantage point.

How about the converging rule? This states the aircraft on the right hand side of the other aircraft has the right of way. Simply stated if you are on the right you are in the right. This is all well and good until we have a situation like this:-

A good ridge soaring day and everyone is busily flying up and down the ridge. Joe Bloggs decides he's had enough for a while and goes in for a top landing. Oh no! he's overshot and finds he's now heading straight out from the ridge traffic coming from his right. He remembers the converging rule "if they are on the right they are in the right" but he is committed to heading straight out and being just low enough that he can't turn left or right for fear of digging a wing tip into the ground. Joe Soap also remembers the rule as he is happily ridge soaring along and sees Joe Bloggs sailing out towards him. It's OK I'm in the right he thinks merrily plods along to the impending doom of both pilots.

So you see where the ridge has played it's part in all three situations and how we have to take this into account when applying the rules of the air to life in a micro-world. It pays to keep your eyes open and not let these situations develop unexpectedly. Try and keep lots of space between each other and visualise a potential hazard before it occurs.

There is one more contentious issue in the club at the moment that is what happens when a pilot goes down but gets a low save and begins thermalling up the face of the ridge into ridge soaring traffic above? This has been the subject of much discussion recently at committee meetings and opinion seems to be coloured by what species of glider is flown. Paraglider pilots seem to think that anyone ther-

mallong up from below should give way to ridge soaring traffic above. Hang glider pilots think that the ridge soaring traffic should respect the fact that they are in a position of limited visibility given that they have a wing six feet above their heads and that banking over in a thermal further restricts their view, therefore the ridge soaring traffic should take action to allow him to come up through them and either join them or carry on up and away from the ridge. I admit that I concur with this view and hold my hand up to admit that I am biased in as much as I fly hang gliders although I occasionally dabble with paragliders. I think that common sense must prevail and that we all keep a good look out and avoid potential collision courses at all times. Do not be pedantic about air law and bear in mind that it is the duty of **every pilot** to avoid a collision. The easiest way to do this is to look.



Wanted Paragliding Club Coach

We are currently short of a senior Club Coach for the paragliders, which is somewhat amazing considering the number of paraglider pilots in the club. You don't have to be a world class pilot like Mark Watts nor an instructor, just willing to help and put back a little of what you take out from the sport. So come on and help your fellow pilots. Volunteer and contact John O'Neill or any of the club officials.

Return Of Muckraker

Tails from the hillside

Those of you who have been members of the club for 4 years or more may remember MuckRaker. Often heard but seldom seen, MuckRaker was the rumourmonger of the Southern Hang Gliding Club. Some how MuckRaker seemed to always be there when ever one of the club members had a mishap. From the spectacular tale of a part time hang glider pilot who literally dropped in on a Welshman's Sunday morning innocent perusal of the Sunday papers joining him for tea in his Conservatory; to the exploits of a popular Mad Farmer and one less popular property developer discussing the merits of Jerry Hansen's early rigging arrangements for the Dyke; MuckRaker always seemed to be there to spread the word. Be warned news travels fast.

Muck was sometimes criticised for upsetting members by informing the Windsock editor of the misdemeanours of aviators connected with the club. And has taken to selling his stories to National papers instead. Some of you may have noticed his story of the Vicar who decided to preach to his congregation by means of a loud hailer and paramotor.

Hotfooting it from a recent excursion to one of our more popular sites Muck reported on a well-respected Paraglider pilot whom had been savagely mobbed by an entire flock of sheep on landing. It is believed that one of the sheep had recognised the pilot from tales of his exploits in New Zealand and called upon the support of the flock to sort out our pilot. It raises questions as to just what does this pilot use his Velcro fastenings for? Apparently the flock were in a frenzy at the site of our man wearing said

FROM THE LAND WHERE SHEEP OUTNUMBER PEOPLE BY 3 TO 1.
COMES A STORY ABOUT LOVE.



**GET IT
WHILE
YOU CAN**

material. The Safety committee has suggested to pilot on deliberating over his incident report form that he changes his Velcro to one which more closely matches the colour of the sheep he desires.

Muck also reported that he had proof that the glide angle of the Lamouette topless was in fact not all it was cracked up to be. Muck witnessed one of the ex McCarthy gliders fall just short of the official landing field at the Dyke whilst easily being beaten by an Airwave Calypso.

Some of you who access to the Internet will also perhaps have come across video footage of a Hang glider pilot parking his Clubman in a tree in Lanzarote. The clip demonstrates how, fitted with a digital video camera, the Clubman's handling can be tuned to such an extent that it will do outstanding aerial manoeuvres. Those of you who do not have Internet access can see the accomplishment on prime-time TV courtesy of Muck's connections with one Jeremy Beadle. The usual helpful hints of one of the SHGC's Club Coaches can be heard as he advises the pilot how he does not think such radical low level turns will work on Aerial Art's Gliders. Our coach is clearly heard washing his hands of responsibility of the pilot seconds before the pilot flies backward through the gap between two trees. It is pleasing to hear our Clubman pilot has taken note of this advice, having now moved on to an Avian Amour and was last seen pursuing his new-found 'hand brake turn' technique at Beddingham.

Beware Muckraker will find you out and let all the club know of your exploits.

Small Ads

Going to the Alps? Need a sensible car to get you and your gear to the top of those mountain passes? **Sierra 4x4 Ghia estate** for sale. Ideal for hang gliding, Roof rails large boot 4 wheel drive in comfort. Telephone 01444 242239

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

Important Late 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

Dyke

Crops are in, pay the fine!! Don't overfly the White cottage next to Wickhurst Barn or shout in the field.

Firle

The bottom field is being moved from adjacent Bopeep Cottage as we could not keep away from the pheasants when asked to do so. Please check with Will for news on if and when a bottom field has been negotiated.

Beachy Head

Don't fly beyond the telescope just south of the cliff take off. We do not have permission to fly the cliffs and are lucky to have this takeoff. Things were not helped when a paraglider sea landed. **YOU MUST INFORM THE SAFETY OFFICER IMMEDIATELY** whoever you are contact Dave Massey and file an incident report.



Busy Air

28th May The Army will be flying Helicopters at the Dyke beware or better still avoid it all together!

6th June St. Christopher's Association Walk at the Dyke

13th June Parham Airshow

13th 14th June Goodwood Festival of Speed

12th 13th September Shoreham Airshow

20th 23rd August Eastbourne Airborne