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WINDSOCK

April 1999

The Journal of the Southern Hang Gliding Club

Stewart Swanton flying his buggy at Beachy Head. Photo by Paul Trunfull, PT Photography Brighton



SHGGC Southern Hang Gliding Club
25 years

Your club is 25 years young this year - congratulations to us all!

The committee are launching a search for a new logo/image - a suitable prize will be awarded to the winning entrant!



SHGC ONLINE!

www.shgc.demon.co.uk

POST-AGM SHGC NEW WHO'S WHO (PHEW!)

President	Johnny Carr	01444 471137	johnnycarr@tillershaw.prestel.co.uk
Chairman	Paul Coidan	01953 688266	paul.coidan@tesco.net
Secretary	Brian Brunswick	0181 542 8724	brian@skarpsey.demon.co.uk
Treasurer	Peter Day	0118 942 1481	pjday@reading17.swinternet.co.uk
Treasurer's Assistant	Martin Brady	01444 233346	martin@hillbilly11.freemove.co.uk
Membership Sec.	Sean Howes		membership@shgc.demon.co.uk
Safety Officer	Dave Massie	01403 268601	davemassie@mistral.co.uk
Site Officer	Will Greenwood		will.greenwood@btinternet.com
Site Fee Collector	Sue Brooks	01273 857163	
Chief HG Coach	Ozzie Haines	01273 418293	
Chief PG Coach	Trevor McLoughlin	07771 664279	tjmcl@cix.co.uk
Airspace	Michel Carnet	01273 857700	michel@skysystems.co.uk
Competitions PG	John Lancaster	01273 813482	
Competitions HG	Ozzi Haines	01273 418293	
Social Secretary	Stewart Swanton	01273 732219	stewart@swanton-eng.freemove.co.uk

EXCLUSIVE!

PHOTOS OF COACHES

LATER IN THE MAGAZINE!

COACHES Paragliding

Steve Brewer	01403 710739
Adam Goodsell	01273 730782
Jerry Hansen	01273 461783
Jim Hardiman	0181 311 0683
John Lancaster	01273813482
Dave Lewis	01273 589787
Michael Lockerbie	0181 690 3638
Jon Munro	01793852483
Barry Philpott	01444 482225
Simon Oliphant	0171 476 5490
Steve Ozochucwu	01622 736219
Mandy Sharpe	01273 589787
Stewart Swanton	01273 732219

COACHES Hang Gliding

Richard Arthur	0181 744 3159
Martin Brady	01444 233346
Will Greenwood	01273 477388
Rowan Gilpin	01444 242239
Ozzi Haines	01273 415293
Chris Jones	0181 579 2830
Kelvin Kincaid	01483 428653
Dave Matthews	01273 857163
Ron Richardson	01689 856723
Eddie Royal	0374 289610

CLUB ADDRESS:

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www.shgc.demon.co.uk

SHGC website designed &
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Chairman's Letter



This month's letter is going to sound a bit like an "Oscar" acceptance speech for which I do not apologise.

I would like to take this opportunity to thank all of you who attended the combined meet the BHPA EXEC and AGM. I especially would like to thank those committee members who retired this year, namely **Dave Mathews, John O' Neil, Mike Millwood** and **Adam Goodsell** who during their years as committee members put in many hours of their own time in helping the club run successfully. In fact Adam did such a good job as school liaisons officer, in setting up a one off schools payment scheme, that the position is now redundant. So, should you bump into either of these four in the pub, buy them a drink as sign of your appreciation for their efforts in helping to run your club.

New appointments to the committee are **Sean Howes** who volunteered to take over the position as membership secretary (nice to have a volunteer and not somebody who was dragged kicking and screaming to the position). **Martin Brady** takes up a new position as deputy treasurer so as to be groomed to take over from Peter Day when he wants to retire. **Ozzie Haines** has taken on the role as Chief Hang Gliding Coach in addition to his role as competitions officer for hang gliding. **John Lancaster** has taken on the position of competitions officer paragliding (another volunteer). To these people I offer my thanks on your behalf.

I would to thank those members who did not turn up to the meeting as it meant that those who did turn up had more food to eat and were eating it at your expense. Those of you who did enjoy the free food will I think, agree with me, the caterers did us proud.

- Paul Coidan

WELCOME TO THE "REAL" APRIL WINDSOCK

We hope you like the colour front and back, which has been funded by Sky Systems to celebrate their new premises. Summertime got off to a good start on its first day, so here's hoping it continues into a good season!

A brief reminder, however, of the dangers of this time of year - powerful Spring thermals and lack of practice after the winter; I reproduce Tom Beardsley's statistics for 1998 showing all accidents reported (but not as he says those narrow squeaks where someone was lucky and got away with it...)

Jan(3); Feb(7); Mar(12); Apr(10); **May(30)**; Jun(12); Jul(11); Aug(36); Sep(18); Oct(8); Nov(9); Dec(0).

Unfortunately, no members of the Southern Club have responded to my ad to come climbing/flying hills in Scotland, which is where I'll be when you get this issue, enjoying the uncrowded freedom of the Scottish skies. (Before you leap to any preconceived conclusions about the weather, the current clear leader of the PG XC League is Bill Williamson who does his distances at home in Scotland, and mostly on a DHV 1-2.)

Thanks to everyone who has made kind comments about the magazine: your encouragement is much appreciated by everyone involved.

Stewart

A BEACHY REMINDER

On Saturday 27th March the warden at Beachy Head reminded us that there is no flying on the cliff side until August.

SITE RULES - MOUNT CABURN

Please note that the SHGC access, parking and landing associated with Mt Caburn is very different to that of Airworks School training field. Some pilots flying at Caburn over the last couple of weekends have displayed appalling site etiquette. Read your site guide, respect private gateways and paths and most importantly don't walk through the farmer's garden! I don't think that many of us would like strange people walking through our gardens & peering in through the lounge window.

Airworks do not mind club flyers landing in the bottom training field if there is no other option available and it would be hazardous not to do so. But please don't make a habit of it - learn to slope land and save yourself the walk. If you do land here, you must walk back up the hill crossing either stile.

There is no public exit out of the field at the bottom. *This month you must not land in the training field or on the slope to the East of take-off if you see sheep there.*

Please respect these simple rules because the site has taken a lot of careful negotiation and is part of our livelihood. Thanks.

Tim King CFI Airworks

WINDSOCK ADVERTISING PRICES

issues	1/4 page	1/2 page	full page
1	£8.00	£14.00	£25.00
3	£16.00	£25.00	£44.00
6	£29.00	£44.00	£79.00
12	£50.00	£78.00	£126.00

SOUTHERN WING

THURSDAY 22ND APRIL, 8PM

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And if it's too windy to fly you can play golf (or learn)!

Based in Spain, we can tailor your holiday to your individual requirements, and offer ongoing support.

Please call Rachel or Francis on 00 34 649 280 235

WINDSOCK CONTRIBUTIONS

- 1) E-mail or Floppy Disk. Only small graphics/photos can be accepted - as either .gif or .jpg attachments. For articles, Microsoft Word is fine, but we accept .txt, .rtf, works, etc.
- 2) Typewritten in large clear characters for scanning in *if you must*.
- 3) Smaller items such as notices and ads may be handwritten. Contributions may be edited unless the author declares "all or nothing at all".

POST to SHGC, PO BOX 1359, Brighton, East Sussex BN2 4AS

E-MAIL to windsock@shgc.demon.co.uk

WINDSOCK DEADLINE - First of the month - *first come first served!*

Items may be published on the Website as soon as they are processed.

Coaching News

from Trevor
McLoughlin

Apology

Before I start this month's column it seems I owe a couple of people an apology. So for those of you who were offended by my referring to you as a girl I apologise. In future maybe I should write girls/ladies/women/females/other*?

Also, for those of you that had difficulty working out that as there were 457 members on that list, with 29 of them being female it leaves a remainder of 428 males, I also apologise.

But as I apparently fit into a different category that's really 29 girls/ladies/women/females/other*, 427 boys/men/lads/guys/other* and 1 plonker.

I'm sure if anything could have been deemed sexist or any other 'ist', our editor would have excluded it from my article. Seriously though, I didn't mean to offend anyone so I'm sorry if I upset you. I've had a lot of stick over this, so I'll be more careful in future (keep your eye on me Stewart).

**Please delete as appropriate.*

Lecture

Thursday's lecture went well, a bit heavy going, but that was to be expected with meteorology.

Fourteen people turned up, and so far there are fourteen people who want to take their exam. Once again John Barratt came along to help out – thanks John, much appreciated.

Lecture/Revision Notes

Everyone at Thursday's lecture had a copy of my notes that were used for the whole series. Basically, it's just a collection of all the information that you will need to learn in order to pass your exam. These cost the people on the course £5.00, but if you would like a copy they will be £7.50 + 50p P&P. They are bound A4 in full colour with pictures of all the slides that were used during the lectures.

Exams

If you didn't attend the lectures, but would like to sit the exam we will be having the exam evening on Thursday 29th April at the Wellington in Seaford. This will cost £10.00 (usual BHPA rip-off), plus £2.50 for those of you who

weren't in attendance at the lectures.

If you want to sit your exam, please let me know by Monday 19th of April (at the latest) quoting your BHPA number. I will then order your paper for you. You will however, have to have the following tasks signed off in your log book or task book. I will need to see this before I can submit your exam to the BHPA for marking. For paragliding items 8, 9 and 10 I recommend you go along to one of the local schools if you haven't already had them signed off. They should only charge you a nominal fee.

Paragliding Pilot Tasks

To achieve your pilot rating you must complete the following tasks:

- 1) Complete a minimum of 50 flights since attaining CP rating, with at least 15 flights to a height above lake-off, at least 15 flights in wind speeds of over 15 mph and at least 5 flights in thermic conditions
- 2) Demonstrate controlled 360 degree turns in both directions.
- 3) Complete at least 5 flights of over 5 minutes duration: (at least 5 minutes are to be above take-off height). Additionally you must complete

a minimum of 25 hours flying since achieving CP rating.

- 4) Complete 5 controlled landings in a designated area (not to exceed 10 metres radius). Plus two top landings at each of two sites.
- 5) Experience flying in four different wind directions and at two sites.
- 6) Display an ability to fly competently and safely in the company of others; maintaining a good lookout, complying with the Rules of the Air and exhibiting good airmanship.
- 7) Satisfy the Instructor/Coach as to the correct attitude to continue a flying career both safely and competently.
- 8) Safely demonstrate slow flight awareness and discuss the relevant symptoms and dangers. (WARNING: deliberate stalls must be avoided.)
- 9) Maintain directional control whilst showing recovery from tucks of not less than 50%.
- 10) Discuss and be able to explain the techniques for avoiding and recovering from tucks, stalls and spins; and emergency rapid descent techniques (B line stall and spiral dives).
- 11) Pass the Pilot written examination paper.

Hang Gliding Pilot Tasks

The HILL pilot must com-

plete:

- 1) 3 takeoffs and 3 landings within 10 metres of a defined spot. All accomplished in winds of less than 5 mph.
- 2) 2 top landings on each of three different sites.
- 3) Flights from 5 different sites, 3 of which should be inland sites.
- 4) A minimum of 30 flights logged since gaining CP
- 5) A minimum of 25 hours logged air time.
- 6) 2 flights out of ridge lift during which the ground clearance exceeds 1,000 feet for over 10 minutes duration.
ALL pilots must complete:
 - 1) 5 flights of not less than 5 minutes duration, each followed by controlled landings within 25 metres of a designated spot.
 - 2) Fly co-ordinated 360 turns in both directions.
 - 3) Manoeuvre the glider safely, considerately, and in accordance with the Rules of the Air.
 - 4) Achieve a height gain of at least 2,000 feet (barographs are not necessary).
 - 5) Attend club lectures on Meteorology, Principles of Flight, Air Law and Navigation, Instrumentation. (First Aid is no longer necessary.)
 - 6) Pass the Pilot written examination paper.
 - 7) Pass a final assessment on airmanship.

Photos

I still haven't had photographs from some coaches, so I can only assume by this that those of you who haven't submitted a photo either no longer wish to take part in coaching or you have never been photographed. For those of you that have never encountered a camera I will gladly take a picture of you, simply cut off your head and mail it to me with a return SAE. Do be careful when you wrap it though – don't use polythene. I wouldn't want anyone to suffocate. Just kidding - please come along to our meeting (see later paragraph), I'll bring a digital camera to save messing about with postage and scanning etc. If you object to our having your picture for some reason, but would still like to keep coaching please do let me know.

Coach Meeting

In order to promote safety on our sites, coaching within this club must become more structured and better organised. There have been too many reports of mid-air collisions and near misses with low airtime pilots for us to ignore. It is felt within the committee that the only way forward is to have active and not passive coaching on our

hills. Let's set ourselves a task to become THE BEST club to belong to in order to progress through the Pilot Rating Scheme.

So to get this started, we need to get together. There will be a club coach meeting on Wednesday 28th April in the function room of The Wellington, in Seaford. This meeting although primarily intended for coaches is open to all members, please do come along and let us know what you want to see happening within our coaching scheme. I'd especially like low airtime pilots to come along and have their say. If you still fly with a red ribbon, your input will be very much appreciated. Meet your coaches and let them know what you expect of them.

Senior Coaches

For those coaches who have their pilot rating and at least two years experience, I would really like to get you onto a Senior Coach course sometime this year. If you are interested, please let me know so I can see about organising it.

And Finally...

I intend to put together a separate list of those coaches, who don't actually want people allo-

cated to them, but still want to help out occasionally on the hill. Please do let me know which way you want to help. Not everyone wants to help all the time after all you guys want to fly too.

I have had phone calls, emails and letters in support of what I'm doing, plus I've had lots of positive feedback from people I've met on the hill. I even had people approach me at the AGM offering their support for what I am trying to do. Apart from a couple of silly whinges (through third parties) from people who don't approve. No one has actually come forward and said to me that they disapprove. As this is the case I can only assume that I have 99% support. Don't agree? Please do let me know I want to help as many people as possible.

Coaching is about education; we're coaches because we want to help improve our new pilots' standard of flying.

To quote the Greek philosopher Plato:

"There is only one good, namely knowledge, and only one evil, namely ignorance."

airspace: april 99

from Michel Carnet

Answers to last month's airspace quiz.

The sole entry was from Kate Diamond who wins one year's free SHGC membership.

- 1/ Steyning Bowl.
- 2/ Up to 5500 feet.
- 3/ Harting Downs.
- 4/ Yes.
- 5/ Hang gliding site.
- 6/ Maximum 7500 feet.
- 7/ Just under 4500 feet.
- 8/ Sevenoaks town centre.
- 9/ Obviously not.
- 10/ Yes, it is Mount Caburn.
- 11/ Just under 1500 feet.
- 12/ Just under 3500 feet.
- 13/ The shortest distance flown around the course, avoiding Gatwick TMA, is about 168 km.

Due to the lack of enthusiasm for Airspace quizzes, we'll give it a miss this month.

NOTAMS: Please don't forget to put the following dates in your diary.

Remember that there is an increase of aerial activity in Sussex when there is an airshow, as many aircraft transit to and from the venues.

June 18-20 1999: Goodwood Festival of Speed Air Displays

August 19-22 1999: Eastbourne Airshow

September 4-5 1999: Shoreham RAFA Airshow

Upgrade Your Airspace Maps Now!

The new half million and quarter million maps show the new airspace changes detailed opposite.

Half million (edition 25) is available now; the quarter million (edition 3) will be available late April, from your local airspace map retailer.

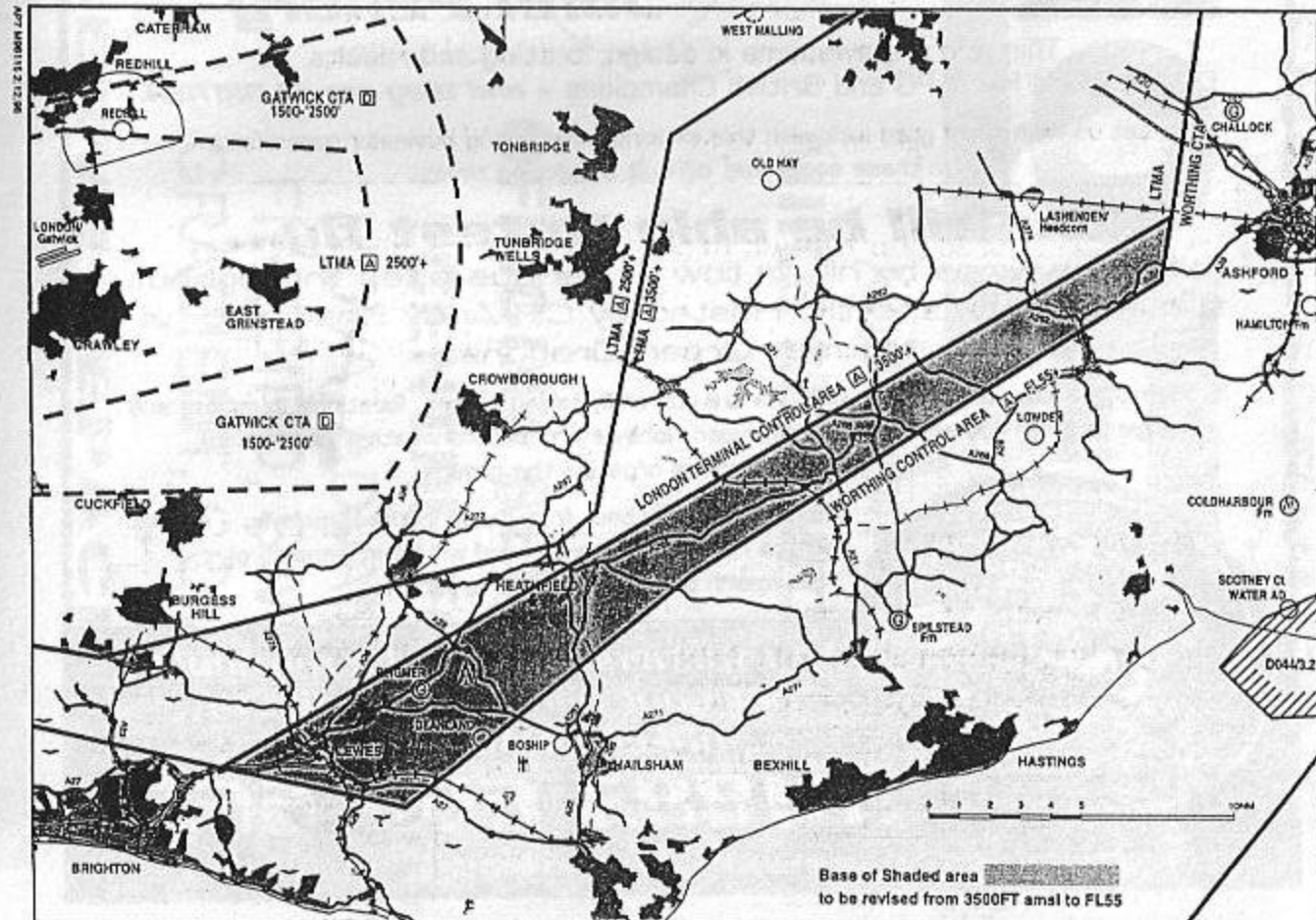
SKY SYSTEMS

Sussex Paragliding XC League as at 12/04/99

#	Pilot	Glider	1	2	3	4	5	6	Total
1	David News	Edel Open	37.9	35.4	0.0	0.0	0.0	0.0	73.3
2	Simon Oliphant	Apco Bagheera M	39.8	0.0	0.0	0.0	0.0	0.0	39.8
3	David Watts	Gradient Open	18.1	16.7	0.0	0.0	0.0	0.0	34.8
4	John Ellison	Nova Axon 24	21.2	0.0	0.0	0.0	0.0	0.0	21.2

airspace: continued... London TMA Change

With effect from 25th March, a portion of the base of the London TMA between Lewes and Ashford was raised from 3,500ft to FL55. The map below shows the extent of this area.



Revision to London TMA boundary

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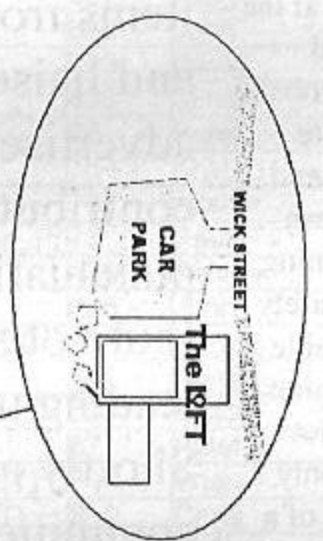
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To make this a success for everyone, we are currently taking names, locations, numbers and type of glider you wish to fly. Then, upon Robby's arrival (and weather permitting), Andy will ring around to organise the groups.

Robby is recently back from flying in the Himalayas - as well as the rest of the world - and will be at hand to give his wealth of knowledge and experience.

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 Get your name on the list at
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No obligation to a sale - just join in the experience!

LETTER : A QUESTION

How many times does a pilot have to fly from SHGC sites to make the £70 annual fee worthwhile ?. If one looks at this question alone, then the answer would probably be something like 20 to 30 times per year. This is looking at the annual fee in a solely personal and selfish light which most people probably do. It ignores the wider issue of site access which the active members and committee members of the Southern Club spend valuable time maintaining, together with guidance rules for safety etc., so that the sites remain available for all. However despite this, I cannot help feeling sympathy with the pilot who flies on an occasional basis only, and would not be suprised to hear of a fall-off in membership (particularly from hang-gliding, which seems to be stagnant / declining if Skywings is to be believed) due to those in favour of paying a daily rate instead of being a fully paid up annual member. 4 years ago I frequently attended SHGC sites, but frustration with the weather / work commitments / other interests all combine to reduce quality flying time to a few days per year. Ignoring petrol costs, I have got to a stage where I wonder if £59 BHPA and £70 SHGC (£129 / year total) is good value for probably 10 hours or so flying, and I wonder how the less well-off think ?. Food for thought, though it gives me a stomach ache...

How Windsock reaches you

The editor produces original copy, solicits extra material, accepts items from club officers, and liaises with advertisers. He edits contributions for spelling, punctuation, and grammar (but not style) in the time leading up to the deadline. Shortly after the committee meeting, he spends a day (with the invaluable assistance of desk-top guru Gary Cook who then formats it and puts it up on the web site), deciding on format and final content, after which all the admin tasks of printing and posting are done by staff at Sky Systems.

	Date	Rating	No.	Forename	Surname	Home phone
1	03/04/99	CP	639	Stephen	Hampton	01273 453523
2	03/04/99	XCPC	685	Kevin	Grey	0181 767 7897
3	03/04/99	CP	926	David	Hughes	01273 772806
4	04/04/99	CP	299	Chris	Brough	0181 671 0663
5	04/04/99	CP	563	Dan	Petty	01825 712857
6	04/04/99	CP(HG),P(P	632	Rowan	Gilpin	01444 242239
7	10/04/99	CP	533	Graham	Hutton	01435 830753
8	10/04/99	CP	772	Jolyon	Jenkins	01273 683599
9	10/04/99	CP	909	Nigel	Shepherd	0181 687 0320
10	11/04/99	APC / CP/S	581	Ricky	Young	0181 686 5947
11	11/04/99	CP	595	David	Nortcliff	01273 303610
12	11/04/99	CP	783	Peter	Ogg	0181 773 0845
13	17/04/99	CPC/P(S)	537	Simon	Neave	0181 543 5404
14	17/04/99	P	539	Robert	Chisholm	01903 206261
15	17/04/99	CP	587	Kim	Jenkins	01825 733722
16	18/04/99	P	669	John	Lovell	01737 551799
17	18/04/99	CP	793	David	Williams	0181 658 8539
18	18/04/99	CP	896	Simon	Walsh	01705 376340
19	24/04/99	CP	76	Peter	Perry	01293 402908
20	24/04/99	P	754	Kristen	Hansen	01273 514993
21	24/04/99	CP	787	Alistair	Pirie	01903 695017
22	25/04/99	CP(H)hg, P(73	Paul	Osborn	01689 823919
23	25/04/99	CPC	469	Kelvin	Kincaid	01483 428653
24	25/04/99	P	686	John	Horsell	01293 882549
25	01/05/99	AP/ XCPC	85	Steve	Uzochukwu	01622 736219
26	01/05/99	CP	611	Annie	Thompson	0171 381 9722
27	01/05/99	CP	636	Victor	Shears	01622 686019
28	02/05/99	CP	87	Peter	Whichello	0181 546 5619
29	02/05/99	P(H), P(T)	797	Brian	Harris	01892 864370
30	02/05/99	P/ (S) (T)	810	Chris	Crawley	01424 854341
31	08/05/99	CP	61	Colin	James	0181 399 6278
32	08/05/99	CP	63	Finn	Kennedy	01273 858221
33	08/05/99	CP	802	Louise	Joselyn	01892 864370
34	09/05/99	P3	116	Ron	Richardson	01689 856723
35	09/05/99	CP/(S)	803	Christophe	Sutehall	0181 330 5350
36	09/05/99	CP	923	Andrew	Balcomb	
37	15/05/99	CP	594	Tim	Tapley	01403 259535
38	15/05/99	CP	813	Peter	Vicari	0973 226097
39	15/05/99	CP	947	David	Molyneux	01424 756841
40	16/05/99	CP	807	Julia	Brock	01273 611328
41	16/05/99	CP	821	Tom	Taylor	01323 832 785
42	16/05/99	P	880	Ron	Garden	0171 642 8959
43	22/05/99	P(H), CP(T)	75	Tony	Parsons	01737 762507
44	22/05/99	CP(hg), EP	89	Dennis	Childs	0171 639 8286
45	22/05/99	P/(S)	111	Howard	Rhind	0171 585 2445
46	23/05/99	P(S) P(T)	133	Stewart	Swanton	01273 732219
47	23/05/99	CP	940	Benet	Allen	0956 249666 m
48	23/05/99	CP	946	Diana	Purdie	01273 858314
49	29/05/99	CP	939	Paul	Coidan	01953 688266
50	29/05/99	CP	953	Don	Nunan	
51	29/05/99	CP(H)	995	Mel	Quick	01730 821544
52	30/05/99	P(S)	132	Les	Hedges	0181 847 1815
53	30/05/99	CP	147	Barry	Puckey	0181 693 8722
54	30/05/99	P(H)	952	Michael	Hartley	01403 250028
55	xxxxxxxx	xxxxxxxxxxxxxxxx	xxxxxxxx	xxxxxxxx	xxxxxxxx	xxxxxxxx

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PARAGLIDING COMPETITIONS 1999

John Lancaster

I have so far entered two teams in the **Airwave Challenge**, so we need twelve pilots to fill these spaces - all pilots (Red Ribbon to AP) wishing to take part this year - please contact John Lancaster asap - 01273 813482.

The overall aim of the competition is to find the British club champions, to encourage inter-club competition, and to help transfer flying skills from the best pilots to the rest of us. That's why this year we can one Nationals pilot in each team. The comp is a fun event, run on trust, with a variety of events from open XC to spot landings (and bike races or arm wrestling if the weather plays up). This year we may enter Dual teams, and the team composition can be changed for every meet, so taking part need not be a

major commitment. It will be a lot of fun, good for us in terms of education and encouragement, and good for the Club in terms of trophies and publicity.

I hope to hear from you soon!

Anticipation, or Alternatively, How Not To P*** Off Other Pilots.

by Ian Blackmore

Spring is officially here and I'm delighted to be back in the sunny South and once again a member of good old Southern Club. The only downside is the number of pilots in the air. Crowded skies are however a big bonus when it comes to spotting thermals provided it's possible to make use of them. The beauty of flying on a crowded day is that it's virtually impossible to miss a good thermal as there is always someone in the area shooting upwards, legs and arms flailing and possibly even uttering a loud squawk! just to make sure nobody misses it. The difficult bit on a crowded day is making use of the lift in order to get above and away from the melee. The best way to make use of an area

of lift is to S or 360 in the lift and that's where things get a bit tricky.

If you watch 40 pilots on the Dyke flying and a thermal comes through you will generally see a few people start to 360, a lot more trying to 360, and and a lot of people getting in the way. End result, 3 or 5 people get away, everyone else lands frustrated and some of them start cursing other pilots for getting in their way and nearly hitting them.

If the same thing happens in the Nationals, a couple of pilots start to 360, everyone else neatly joins them and they all 360 away together. Its not quite like that as a few pilots even at this level still get in the way and are usually aggressivenough to collide instead. They do tend however to get publically humiliated and chastised at the next morning's briefing though.

So what's the difference? In both cases most of the pilots know how to 360, and are desperate to get away. One is chaos, near collisions and a low percentage of success and the other is organised chaos, the odd collision and a high percentage of pilots getting away. The main difference is good pilots tend to anticipate what the others are likely to do when they hit lift and (still following air law) manouver

themselves into positions that allow others to use the lift and themselves to follow them.

Thermalling The most obvious and common example is when a pilot flies out from the hill hoping to catch a thermal. The better pilots often spot some sign out front and glide straight out towards it. This gives them: a) Room to manouver clear of other pilots, and b) sufficient clearance from the hill to 360 straight away (most efficient use of the lift). Now most of you recognise the good pilots on the hill and quite rightly are apt to follow them when they do this knowing they've probably spotted something you've missed. So what are they going to do if they find this thermal? Yep, 360 to the right(club rule). And where are you? Just behind them and to the right. Exactly where they want to go. Where should you be? Directly behind or to the left ready to slot neatly in behind when they start to 360. Now I know that when we glide out searching it's better if we all spread out in a line in order to search as much air as possible and you sometimes have to go behind and to the right. The trick is to watch the pilot ahead and as soon as he hits lift you know he's immediately going to check over his right shoulder and start to turn. If you are to his right,

then you immediately decide whether to break left to slot in behind him or break right far enough to let him (or her) circle round and pass you on your left while you then hang a left and again slot in behind them. If they see you do this they will then start their 360. If they see you starting to get out of the way they can start to go around but still not committing until you are definitely out of the way. All the top pilots enjoy flying together because their reactions are predictable. When they look around and see another Skygod behind them they then check if said Skygod is able to get out of the way and anticipate them doing so. Simply because they've flown with each other long enough to know how each other is likely to react. Note also that these guys are not only experienced enough to check their own airspace but so used to flying in heavy company that they are checking whether others are able to get out of the way too. They will be checking your airspace so as to make sure any action they make doesn't force you into getting boxed in as well. There's more to thermalling than going around in circles and hoping everyone gets out of your way. It's no accident that the top pilots fly close and don't collide. The plus side to the good pilots starting to recognise you as someone

who is good to fly with is that they then pass on information and advice rather than classifying you as a f*****t and avoiding conversation with someone they consider to be a twonk.

What you must never do is look around, see a pilot you trust in the way and simply commit to a 360 expecting them to get out of the way. Remember they may be boxed in and unable to get out of your way even though they want to.

Thermalling again. Join at a tangent even when joining below. The first pilot in a thermal already has a far better idea of where the core is than you and will be trying to circle around it. Follow their line. Sure, if you see them circling you can plough straight into the centre of the core and go up faster than them, for a few seconds, and then fall out the other side. All this does is piss off the pilot above you and make them lose the plot as well. Why?

Anticipation again. The pilot already circling sees you heading straight for the core and underneath them. You plough into the core, convert straight up towards them and they then have to peel off out of the thermal cursing you to hell in order to avoid walking all over your glider. The result, neither of you gets away, you end up very unpopular and only avoid joining the hanky club due to a better pilot anticipating

the collision and taking avoiding action. By joining at a tangent you avoid simple collisions at the same height. When joining below someone if you follow their line from below you stop porpoising up and down relative to them and avoid footprints on your glider, or worse. If after a couple of turns you are convinced they are still off centre then you can start trying to centre better and outclimb them. If however they have national numbers all over their helmet, Mcarthy written on their Vulture or their name rings a bell from Skwings rather than just the marshalling rota then it's probably best to follow their line rather than your own and try and learn something.

So in simple rules. 360 right. Only commit to a 360 when it is clear to do so.

If you see someone starting to climb, anticipate a right hand 360 and try and get out of the way if you can, then join at a tangent and follow them around. NEVER commit to a course of action on the basis of other pilots getting out of your way. They may not be able to do so without colliding with someone else you have not seen or noticed.

Ok, some basic stuff now as well. If you have the ridge on the right (right

of way) and someone is coming along the ridge towards you the other way. They should pull further out to pass you on your left. What will immensely piss them off is if you turn around to go the other way just as they are about to pull out and go around you. Doing this forces them much further out than necessary and ends up with you flying along with the ridge on your left and them stuck alongside you on your right going the same way.

a) They get stuck further out of the lift band. b) You can no longer turn right and are boxed in. c) If you now both meet anyone coming the other way (with right of way) you both have to go out and around forcing the pilot on your right even further out of the lift. What you should do is, either a) wait until they have passed you and then turn or b) turn around long before they need to pull out and go past you. Simple timing.

Ok a few final points to make our flying more fun and less stressful. We all had an excellent afternoon doing the Newhaven to Brighton run recently y and many pilots commented on how some pilots were not giving sufficient clearance when passing people going the other way. The main problem seemed to be that pilots coming back from Brighton (ridge on the left) seemed to expect the pilot with right

of way to move further right over the cliff in order for them both to stay in the lift band. If they didnt then they simply passed really close. So what's the problem? Well, although the cliffs were in silky lovely lift they also have SEVERE rotor just behind the edge and most pilots are understandably wary of crossing anywhere over the edge on the land side and therefore didnt wan't to move any further to the right. That's no reason for not giving them much clearance when you pass going East.

Wake. Secondly those of you brought up on modern intermediate gliders may be unaware of the hideous effect wake turbulence can have on less stable gliders. Passing very close upwind of another glider subjects it to wake from your wing. Most gliders produced in the last two or three years are much more collapse resitant than those before them and rarely collapse in wake. Many of the older gliders and the modern higher performance gliders are still very susceptible to wake turbulence and an 80 percent asymetric at 50ft over a cliff is a great way to ruin your day. So show a little consideration to those who cannot afford a nice new intermediate like yours and give them a little bit more clearance. Waking the local Skygod on his

deathship and giving him a huge collapse may seem funny and you might think Oh well, he's experienced and can deal with it. Most of the local skygods subscribe to the learn by experience route though and will probably give you an experience in return. So when you next spot your local skygod grinning at you from behind an 18 stone passenger as they execute a perfect stall turn on the tandem 15 feet in front of your Axon's leading edge you have about 4 seconds to remember all you learnt about wake turbulence and

collapse recovery and wish you'd given them a bit more clearance last week. He's also likely to be the guy grinning just behind and to the right of you every time you find a thermal and the one who turns in front of you every time you try to pull out and pass him. It only takes one day of continually being forced out of thermals and walking up the hill to force the lesson home. Better to learn the easy way.

Ps. At no point during any of these manouvers should you, or should you need to disobey normal air law. It's all about trying to anticipate what other pilots are attempting to do or likely to do and all working together to enjoy our flying without conflict or collision.

FLIES with EAGLES by John Vernon

Climbing in a two up needing something more, the drift is all wrong. The wind started off southerly, like almost every day, but the voice on the radio confirms my fear. It's gone round to the north west. Stevie Cook and Tony Lucchesi are catching up after their usual late launch, diving over the back of the Elephant River Mountains into the valley beyond where I am contemplating the so called "constriction" at the north end. Stevie's message about the wind confirms it, I'm about to head into unlandable territory with a head wind.

Tony and Steve arranged this adventure and set today's task. We're in South Africa staying at Porterville or rather 15 km from the 'town' up a dirt road, off a dirt track, in an old farmhouse with the mountain ridge to our back, all 80 km of it. It stretches from just north of Saron in the south to Renosterhoek in the north with Porterville about 25km from the south end. It's complete with troops of baboons, unseen leopards, untold birds of prey but no elephants. The plains to our front disappear 25 km west to the mountains of Piketberg, I'm living my dream.

The dream started as a child flying model aeroplanes which disintegrated in clouds of balsa wood. They persisted in my sleep and daydreams, flying in and out of the branches of the trees in our garden with the birds who made it look so easy. I moved on to radio controlled gliders mingling with flocks of seagulls over Newmarket racecourse and a dark winged soaring hawk thermalling up from the fields at the bottom of Ivinghoe Beacon. It became reality in Norfolk, Taught to fly a hang glider at the age of 46 by Lejair, achieving my "Club Pilot" rating on the 30th

September 1992. A long wait for "scared of heights of Harrow on the Hill".

We've been here about two weeks, flying along this massive ridge system, learning every day, coached by Stevie and Tony with laughter and encouragement from Johnny Carr. We wait for the thermal cycles to divert the daily cross wind up the steel ramp at Dasklip Pass. The launch marshal calling the wind "Off to the right, off to the right, Coming up, Coming up" watching the ribbons, then off to find the first climb. In the big gullies if you're brave, off the rock ridges lower down, or, on the way to bombing out, off the lines of trees at the edge of the plain below, and last ditch, the into wind sandy hillocks beyond the dirt road.

First flight and I'm being airsick! Never experienced this before. I can see the photograph from Skywings magazine sketching itself below me, and I'm throwing up all over it. Seven up and average and rough, thermal after thermal, right then left then right, or is it my choice of "in flight beverage", designed to prevent death by dehydration. I have to land at the north end of the ridge, feeling weak and nauseous at the Renosterhoek turn point. Tony tells me that it's easy landing here, in big open spaces, with a constant wind from the south. I plough my first furrow up a downwind slope and learn not to be complacent when vomiting.

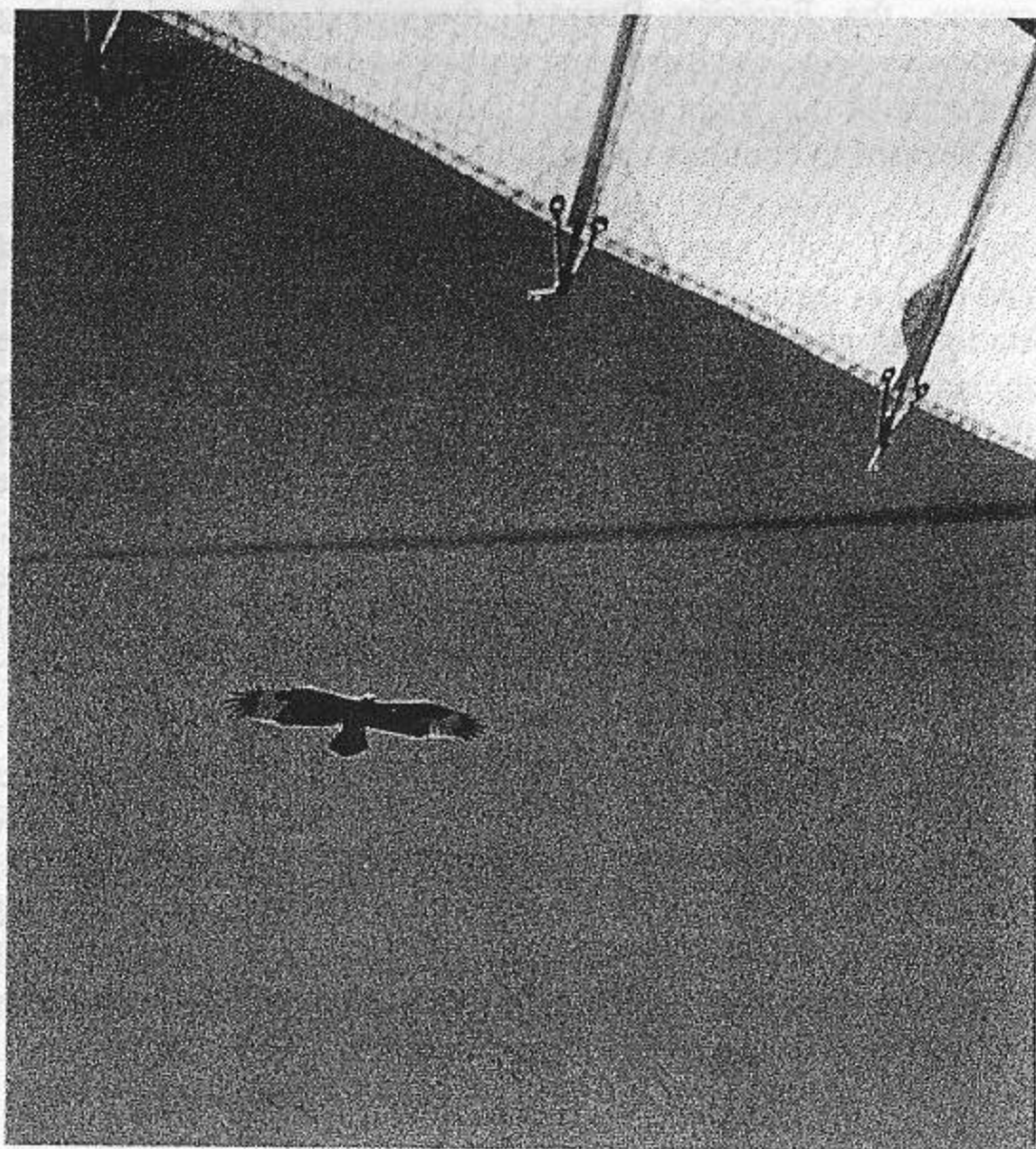
So my first flight in Africa is over. I'm exhausted, dehydrated and very, very hot. Claire, our retrieve driver, comes over the radio, "with you in 15 minutes Jolly Veg" and arrives with cold drinks before I've completed de-rigging, what a star!. I check the distance on the GPS, personal best. First flight and my personal best distance and my first honk in a hang glider.

We'd seen eagles on launch, pointed out by the South African pilots, but they had not visited me in the air. Others flew with them, notably Andy, who had photographed a monstrous Marshall eagle between his legs. It continues day by day, more personal bests, more fantastic flights but only minor encounters with our flying neighbours. That is, except for an incident over our farm. Searching for a thermal, looking for a climb, hanging onto broken lift, concentrating on the vario that connects me to the world of the air where they live. Then we're on collision course, the Eurasian Buzzard thermaling left and looking somewhere else, me thermaling right. In a flash we see each other and squawk our fright and both fall out of the lift, me to land, the buzzard to continue on its flight.

But now I really need a good climb. I'm flying into a headwind and need at least a five up average so I don't drift too far before starting to glide over the "constriction". This feels better, three up increasing, then I see it, an eagle circling just near, more into the valley climbing past me. It's a black eagle and has a white spot just before its tail. Andy's already identified a nest up the gully just north of our farmhouse with two adults and a fledgling. I move over towards it and the vario climbs past five on the averager, the needle frequently going off scale, it moves still further into the valley, I follow and the vario answers, now seven average. I'm shooting upwards, vario screaming, on past 6,000', always watching my guru. Then suddenly I'm alone and yanking the VG full on. Me and my Topless gliding on and on over the white sand bed of the Elephant River wriggling it's way through the craggy foothills of the Cederberg mountains to the lakes at Clanwilliam. The radio shouts in my ear, confirming what I know, the headwind is strengthening and rotoring over the hills to the west. I'm out in front and alone and elect to fly down and land by the tarmac road, another PB distance and duration.

I sit by my glider and listen to the radio chatter, and relive the flight. I picture myself in the massive sky over this monumental land with my eagle and can hardly believe what has just happened to me, what I have achieved. I've lived my dream. Thanks hang gliding, there are no comparisons.

Photo by Andy Hollidge



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- Dave Perrin

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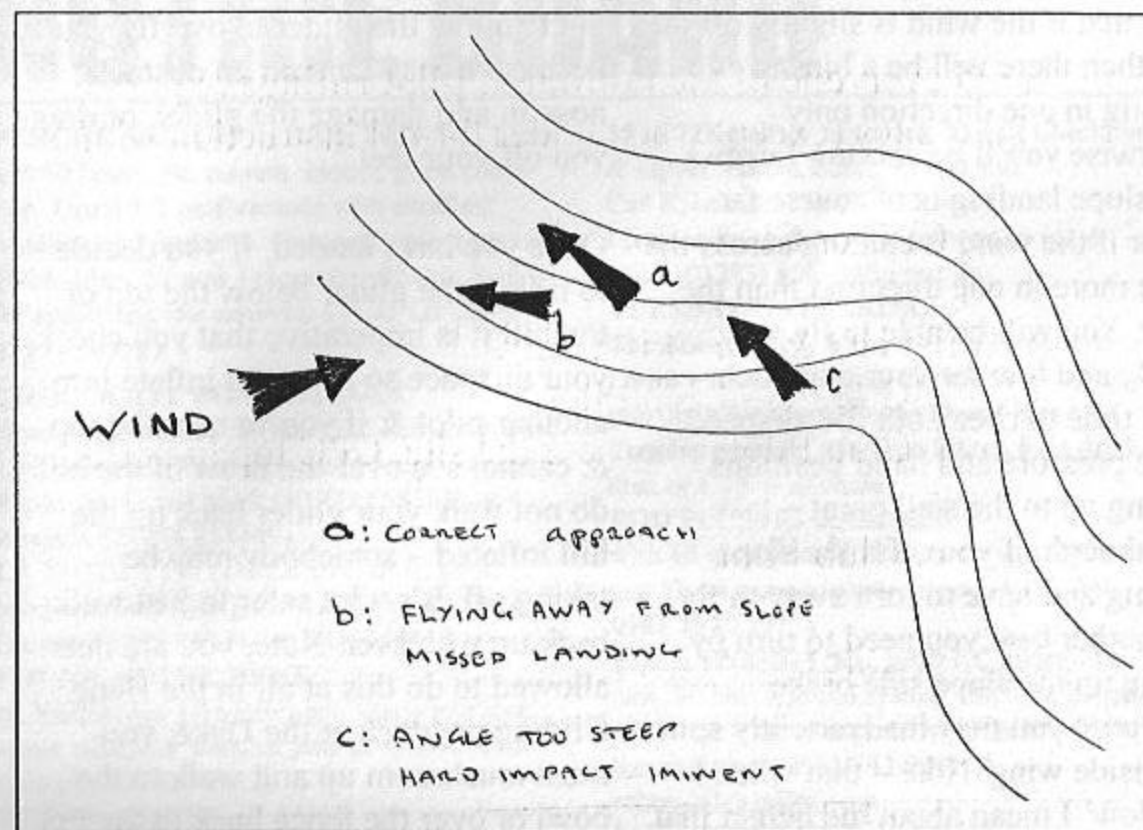
TIM'S TECHNIQUES SLOPE LANDINGS

Slope landings are not actually in the BHPA syllabus but most decent schools do teach them as a necessary part of a Club Pilot course. Being able to execute a good clean slope landing will get you out of a lot of trouble and also save you a lot of hill climbing. When learning to slope land it's very much a confidence thing because

often you are skimming low over the ground at a bit of a lick, or so it seems. I think they are one of the hardest tasks to get right in the novice's early learning curve. So let's look at the key factors.

It is very important that when practising slope landings you choose a smooth clean, not too steep slope. Caburn middle spur is ideal. Oh, and watch out for rabbit holes.

Give yourself as much time and space as possible. Your legs should be



dangling down nice and early; the novice pilot will not be able to react quickly enough to any sink that might be encountered near the ground, thus if the legs aren't down and ready to run, you'll be checking out that mousse bag protection.

The angle of approach is crucial for a decent slope landing. Too much towards the slope and you'll spank into the hill face first, too much across and away from the slope and you'll never land.

Diagram 'a' shows the correct approach angle. Notice that you are following the contours of the slope. So if you're in a bowl don't just spank into the far side, follow it round so that you're coming across the slope. If there is no lift then you will land. If

your glide across the contours is going on a bit longer than you thought and you need to land because maybe there is a fence or bush coming up, then you have two choices. Either you abort and turn away from the slope to try again on the next leg or you can weight shift slightly into the slope allowing you to land earlier than you would otherwise. The diagram shows angles of approach but remember the glider will often be crabbing slightly away from the slope. When I am coaching people to do this, I have found it is important that if the pilot does need to make subtle changes in direction, then it is by weight shift alone. Since using the brakes often is too much input and pendulums the pilot out of control - much more

noticeable this close to the ground. Note that if the wind is slightly off the hill, then there will be a bias to landing in one direction only otherwise you'll be carving furrows. The slope landing is of course far easier if the wind is coming across the slope more in one direction than the other. You will be able to fly very slowly and low for your approach – a good time to check out the airspeed, brake pressure and hand positions leading up to the stall point – take care though, if you miss the slope landing and have to turn away to fly on another beat you need to turn by letting up the slope side brake otherwise you may inadvertently spin the inside wing. Note – that when I say 'low' I mean about the height that you would normally flare on a nil wind day, no higher.

Once you have made contact with the ground, you will almost certainly need to flare & run off any excess ground speed. There are two details to note at this point –

1- the flare often needs to be slightly asymmetric - a little more brake is applied to the outside control line to screw the glider into wind slightly so that you don't have to run too much. Only do this just as your feet contact the ground and make it a hard flare or you could fly off again. The asymmetric flare is not usually required if you have a cross slope breeze.

2- as you are flaring, as soon as your speed allows, turn and get the glider

under control. You need to be careful not to allow the glider to overfly you because it may land on an obstacle, nose in and damage the glider, or drag you off your feet.

Once you have landed, if you decide to inflate the glider below the top of the hill it is imperative that you check your airspace so as not to inflate into another pilot & if you're near the top & cannot see over the brow of the hill do not walk your glider back up the hill inflated – somebody may be taking off. It's a lot safer to just walk back up whatever. Note, you are not allowed to do this at all in the Hang Gliding paddock at the Dyke, you must mushroom up and walk to the bowl or over the fence back to the PG take off.

If you have any questions on slope landing, then please write or email me and I will discuss the issues next time.

Happy landings

Tim King CFI Airworks

Next month we will take a look at strong wind landings.

Mail me at:-
tim@airworks.demon.co.uk

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