



camelbak:

the original and the best drinks container - always in stock; harness mounted or rucksack style, from £26.95



1999 BOLLE sunglasses NOW IN!

skywatch

Sky Systems are distributors of these superb Swiss-made windspeed indicators. The new "Meteos" also features wind chill, a compass, peak levels over time, etc. etc. Mini Vario also available.



ADVENTURE PARAMOTORS:

The UK's Best Seller!

Call us for details of our exceptional paramotor packages for CP+ paraglider pilots. We also offer fantastic deals on conversion training to BHPA standard.

We have a range of brand new videos in stock now! hg and pg

SKY SYSTEMS

the one-stop shop for footlaunch pilots

66 Woodbourne Avenue, Brighton BN1 8EJ

Tel: 01273 556695 Fax: 01273 566330

visit our
online shop!

e-mail: skyinfo@skysystems.co.uk

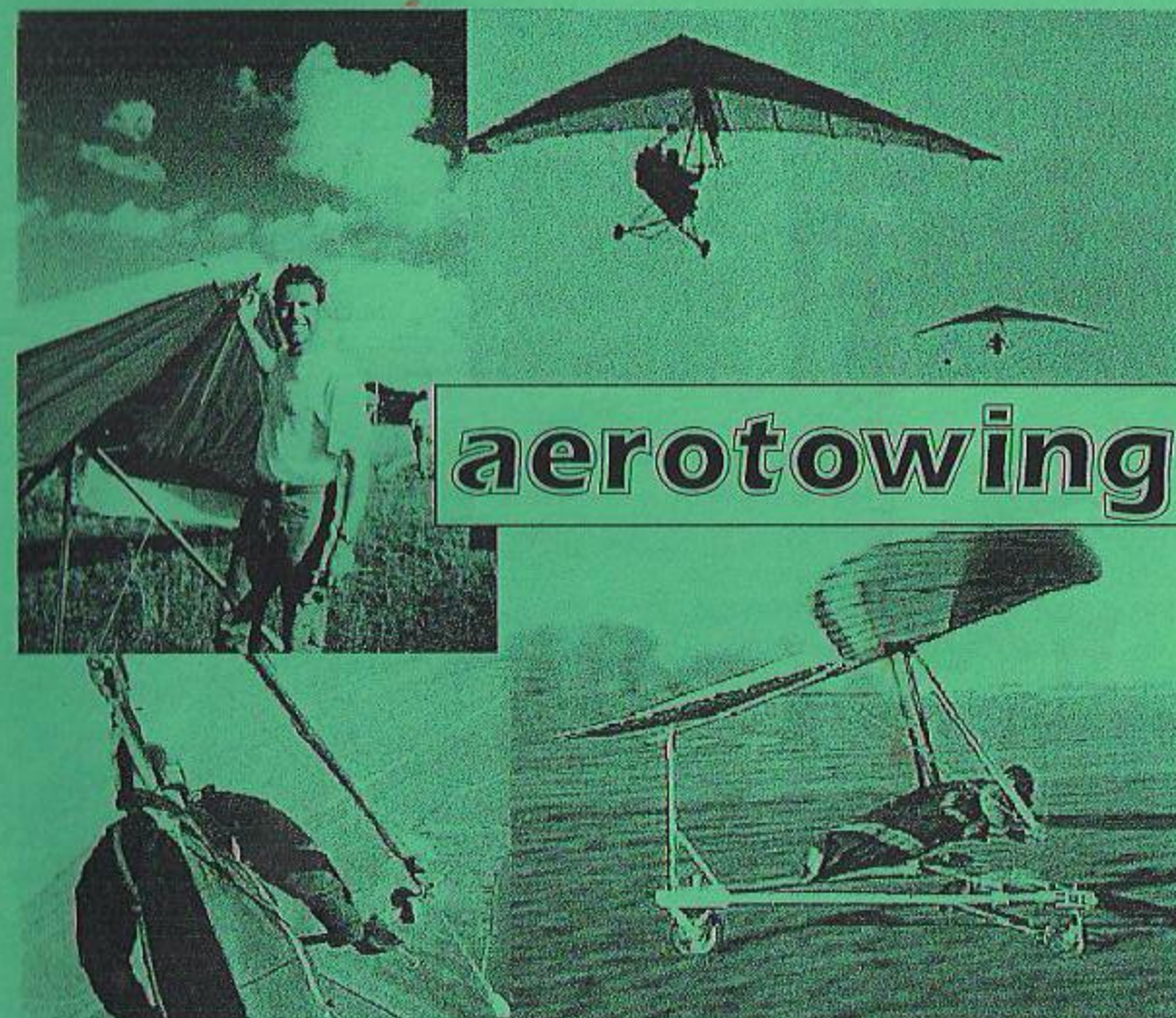
web: www.skysystems.co.uk



WINDSOCK

June 1999

The Journal of the Southern Hang Gliding Club



aerotowing

SHGC ONLINE!
www.shgc.demon.co.uk



THE SHGC COMMITTEE

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.brady@talk21.com
Membership Sec.	Sean Howes		membership@shgc.demon.co.uk
Safety Officer	Dave Massie	01403 268601	davemassie@bigwig.net
Site Officer	Will Greenwood		will.greenwood@btinternet.com
Site Fee Collector	Sue Brooks	01273 857163	
Chief HG Coach	Ozzi Haines	01273 418293	
Chief PG Coach	Trevor McLoughlin	07771 664279	tjmc1@cix.co.uk
Airspace	Michel Carnet	01273 556695	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.freeserve.co.uk

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 Ozochuwu	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:

PO Box 1359
Brighton
East Sussex
BN2 4AS

CLUB WEBSITE:

www.shgc.demon.co.uk
webmaster@shgc.demon.co.uk

WINDSOCK EDITOR:

Stewart Owen
e-mail contributions to:
windssock@shgc.demon.co.uk

Chairman's Letter from Paul Coidan

Hi everyone,

Just a short letter this month. Preparations for the 25th anniversary celebrations of the SHGC are well underway. It will be an event to go down in the annals of history, if not just for the size of the hangovers. Final details will be forthcoming in future club magazines. On the front page of the April edition of "Windsock" we announced the search for a new club logo. The response to this has been astounding - we have received exactly zero entries to date. No surprise there then. Come on! This is your chance to make a name for yourself. Just imagine the pride you will have seeing your design on "Windsock" every time it goes to print, seeing it stuck on the windows of hundreds of cars and on the flying suits of your fellow pilots. If you have an idea send it to the club's P.O. box or give it to a committee member when you next bump into one.

To finish this month's letter I would like to leave with the following thought.

"It does not matter what height you fall from, just remember that it is the last half inch (12.7mm) that hurts." - Safe flying

Welcome to the June issue!

Firstly, - hello again from me; I've reconsidered my hasty decision to give up flying and Windsock. As I said at the closing ceremony of last year's British Championships, there are times when I do feel like giving up (see my previous piece about first aid for example), but one of the major reasons for continuing is the number of good friends I have made in the UK and in Europe.

There are times when one needs good friends. Lots of good stuff again in this issue, including another instructive piece from Ian Blackmore; -I'll be interested to see what reactions this might get from readers.

I hope you enjoy the magazine.

- Stewart Owen, Editor

Hanging League XC News

from Ozzie Haines

Here are the X.C. League Tables to date (25 May 1999).

The X.C. League was started with much gusto. In May a number of pilots flew D.F. flights to Deal, but I haven't received any of their X.C. details as yet. Remember you must have your flight log with me within 30 days of your flight.

There's a new League this year; "The Aero Tow", as old hands can see - but only three entrants so far.

Also only one Defined Flight per flight is acceptable but if you declare two different goals on one flight neither will be accepted unless anyone can produce (from the National X.C. League Rules) a rule to countermand this.

SOUTHERN CLUB H.G. SUSSEX LEAGUE

Name	1st	2nd	3rd	4th	5th	TOTAL:
TREVOR	51.5	5.5	135.0 DF	27.0		219.0
JOHNNY	35.0	180.0 DF				215.0
STEVE	180.0 DF					180.0
OZZIE	33.5	19.0	59.0	60.0		171.5
WILL	159.0 DF					159.0
DARREN	40.0					40.0
DAVE	37.0					37.0
JOHN YOUNG	25.5					25.5

SOUTHERN CLUB H.G. WEEKEND LEAGUE

Name	1st	2nd	3rd	4th	5th	TOTAL:
JOHNNY	35.0	180.0 DF				215.0
STEVE	180.0 DF					180.0
OZZIE	33.5	19.0	59.0	60.0		171.5
TREVOR	51.5	5.5	27.0			84.0
JOHN YOUNG	25.5	30.5				56.0
DARREN	40.0					40.0
DAVE	37.0					37.0

SOUTHERN CLUB H.G. MARTINI LEAGUE

Name	1st	2nd	3rd	4th	5th	TOTAL:
STEVE	180.0 DF	115.0				295.0
TREVOR	51.5	55.0	135.0 DF	27.0		219.0
WILL	159.0 DF					159.0
OZZIE	33.5	19.0	59.0	60.0		111.5
JOHNNY	70.0	35.0	180.0 DF			105.0
JOHN YOUNG	25.5	18.0	30.5			74.0
TONY	70.0					70.0
DARREN	40.0					40.0
DAVE	37.0					37.0

SOUTHERN CLUB H.G. AEROTOW LEAGUE

Name	1st	2nd	3rd	4th	5th	TOTAL:
WILL	159.0 DF					159.0
TREVOR	135.0 DF					135.0
OZZIE	33.5	19.0				52.5

SOUTHERN WING
LAST THURSDAY OF THE MONTH
"THE SNOWDROP" IN LEWES
DRINK BEER - TALK FLYING - BE SOCIAL - BE THERE!

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.

WINDSOCK ADVERTISING PRICES

No. 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

Please send adverts as sharp A4 copies to the PO Box Address.

AEROTOW NEWS from Will Greenwood

The Tug has been relatively busy, mainly with Tug conversions and XC pilots making the most of light wind days. Congratulations to Martin Brady on achieving his Aerotow Coach endorsement, - hopefully some more members will join the ranks soon. Membership renewals are now in and we have a few new members in the group; if you haven't re-joined by now I'll take it that you do not want to, as I said the cut-

off date was the end of the month. Tow charges remain the same at 2.50/1000ft (and 5.00 /1000ft for non-members plus 2.00 clip-in fee, unless you are a SHGC member).

The XC record for the group is now held by Will Greenwood and Ron Richardson at 106km Defined. The flight took place from Chailey to Deal on 25th May and will appear in Windsock soon!!!

That's all for now, Fly Safely. Will.

SHGC Paragliding XC League sponsored by **Sky Systems Ltd**

Positions as on 6/6/99

Martini table (anywhere, anytime).

1	Simon Oliphant	Apco Bagheera M	39.8	38.8	21.6	0.0	0.0	0.0	100.2
2	Paul Andon	Nova Vertex 26	60.6	30.0	0.0	0.0	0.0	0.0	90.6
3	David Newns	Edel Open	37.9	35.4	0.0	0.0	0.0	0.0	73.3
4	David Watts	Gradient Open	18.1	16.7	0.0	0.0	0.0	0.0	34.8
5	Simon Smith	Gin Bonanza S	27.1	0.0	0.0	0.0	0.0	0.0	27.1
6	John Ellison	Nova Axon 24	21.2	0.0	0.0	0.0	0.0	0.0	21.2
7	Alex Heron	Swing Astral L	11.0	10.1	0.0	0.0	0.0	0.0	21.1
8	David Massie	Nova Vertex 28	11.4	0.0	0.0	0.0	0.0	0.0	11.4

The rules for the SHGC PG XC League are the same as for the National XC League (see April Skywings) with the following exceptions:

- There is no minimum distance for straight flights.
- There are 3 tables: Martini (anywhere, anytime), In Sussex, In Sussex at weekends.
- Pilot rating required.

Your can submit your flight details:

- by mail to Sky Systems XC League, 66 Woodbourne Avenue, Brighton BN1 8EJ
- by fax to 01273 566330
- by email to michel@skysystems.co.uk
- from the internet www.skysystems.co.uk

SPONSORSHIP LOGOS

PARAGLIDING WORKSHOP · SERVICING

The Loft

& REPAIRS · FLIGHT EQUIPMENT

A NEW VENTURE BY:
MIKE MILLWOOD

OFFICIAL REPAIR CENTRE FOR:
NOVA, ADVANCE
FIREBIRD, SWING
GRADIENT, COMET

BHPA APPROVED RESERVE REPACKING

THE LOFT
DAIRY FARM, WICK STREET, FIRLE, EAST SUSSEX. BN8 6NB

LEWES
GLYNDE
WICK STREET
CAR PARK
The LOFT
WICK STREET
FIRLE VILLAGE
WEST FIRLE FLYING SITE

TEL: 01273 858620
FAX: 01273 858621

Letter

Dear Windsock,

May I take this opportunity to thank the Southern Club's Chief Coach Trevor McLoughlin for organising and running an excellent, well presented series of lecture nights that enabled 18 of our club pilots to take the Pilot exam.

Trevor has taken the lead on moving the club a large way

forward in coaching and teaching, and shown an excellent way to prepare for the exam.

Also thanks must go to John Barratt and his additions to Trevor's lectures, including a great talk on 101 things you can do with a polar curve!

I wish all exam takers success and if you ever doubted your knowledge as a pilot then go for your exam, a learning curve much bigger than a polar one.

- received via e-mail

Golf & Paragliding Holidays in Alicante - Spain The best value ever?

- £140 pppw (excl. Airfare)

This includes meeting you at the airport, taking you to your hire car, and then to your luxury self-catering villa or apartment (many with swimming pool).

The price also includes a local instructor and transport to and from sites by a local club.

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



Tollgate, Boddingham, Nr Lewes, East Sussex, BN8 6JZ

Tel: (01273) 858170 Fax: (01273) 858177

On The NET at <http://www.sussexhpgp.co.uk/welcome.html>

E-Mail: sussexhpgp@mistral.co.uk

Come and visit our shop opposite West Fife for a coffee and a chat.

We have everything for your Hang Gliding and Paragliding Needs in stock.

Test fly superb Gliders such as :

Airwave Pulse 2
Aeros Target
Airborne Blade
Moyes Xtalite

Apco Sierra-D11V 1/2
Apco Bagheera-D11V 2
FreeX Flair-D11V 1/2
Nova Xact-D11V 1/2
Nova Xray-D11V 2

We want your old gliders, so come to us for the best PX deals.

Want to Hang glide?

5 day conversion course for paraglider pilots £340

New - Apco Bagheera

The Bagheera offers a new level of safety and performance in paraglider design.

Developed from the impressive Tigra comp wing, the Bagheera has almost identical performance and is very tuck resistant and easy to fly, with an incredible DHV 2 Acpul Performance certification.

Top level competition glider performance, is now available to XC pilots with the reassurance of DHV 2 safety.

The Bagheera is already proving its pedigree in Competitions, with Southern pilot Carlo Borsattino winning the Argentinian Open on one - congratulations!

Maybe its time to upgrade your current wing for more performance and more safety!!

Give us a call or come and visit us to arrange a test flight.

Dead certainty

by Dave Massie

Last year, we had a fatality in this club as a result of a mid-air collision. As it happens, it would seem that the cause may not have been overcrowding. However, there seems nothing more certain to me than that the next death in the club will be as a result of a mid-air collision due to overcrowding. Please note that I didn't say 'possibly there may be a death', but 'the next death will be'.

Several times recently, I have been flying on the ridge, and decided to land, because there were too many pilots in the air for my comfort. Occasionally, I have come dangerously close to hitting someone. Sometimes this is because I can't watch every pilot around me; it simply isn't possible to track everyone. At this point, there doesn't seem to be any point in flying,

there's no pleasure in it.

Given this situation, I've decided to land. But I haven't been able to.

Why not?

Simply because it wasn't possible, due to other pilots trying to take off into the crowd.

This is nothing less than sheer, bloody madness, and it's got to stop.

It's noticeable that when the ridge gets overcrowded, that it's mostly the more experienced pilots who land. If they feel uncomfortable about flying in such conditions, then it's too crowded to fly safely. Period. If you're in a crowd, and spending the whole time looking over your shoulder, it's no fun.

If you're having lots of fun, then you're not keeping a good lookout, and shouldn't be flying.

No-one wants to impose any rules on club members, after all, this is free flying. This should be a voluntary thing. It should be obvious to any pilot about to take off on a scratchy day whether there's room for one more. If you've got your CP rating or better, then you had to pass the 'airmanship' part - this is what it's all about.

In a long summer day, there's plenty of time for everyone to have a good fly. If you've been flying a while, land, have a chat with your mates, let someone else have a go. Take off later when conditions get better, or there are fewer pilots in the air

Or have a set of rules imposed on you. Your choice.

PS I've just come back from Firle, where someone had to lift their legs to avoid another. 'nuff said?

David Massie Safety Officer.

Lakes Charity Classic 1999 10th & 11th July

Entry forms are now available for this year's Lakes Charity Classic which will take place on the weekend of July 10th - 11th. The venue is the same as previous years, The Kings Head Hotel at Thirlspot, Nr. Keswick.

The Lakes Charity Classic is one of the best events of the year, flying in spectacular scenery and raising money for local charities in a fun competition environment. All pilots are welcome.

The competition is limited to 60 paraglider and 40 hangglider pilots, and is on a first come first served basis, so get your entry in early to avoid disappointment.

The entry fee is £25 which includes the meal and bash on Saturday night.

Entry forms are available from Mark Stuart c/o Gin Gliders UK, Blencathra Business Centre, Threlkeld Quarry, Keswick, Cumbria CA12 4TR. Or request by email on LCC@gingliders.primex.co.uk

AIRWORKS

10% OFF

PARAGLIDING CENTRE

10% OFF

**TO ALL NEW SHGC MEMBERS
WHO HAVE JOINED THE CLUB SINCE JULY '98.***

YES TO HELP THE NEWLY QUALIFIED PILOT & TO INTRODUCE YOU TO THE SOUTH'S LEADING PARAGLIDING CENTRE WE ARE OFFERING YOU GREAT SAVINGS ON ALL THOSE EXTRA ACCESSORIES FOR THE COMING SEASON.

CHECK OUT JUST A FEW OF THE GREAT SAVINGS:-

SKYLINE RESERVE CHUTE.....SAVE £35

BRAUNIGER BASIS VARIO.....SAVE £19

HANWAG 2000 BOOTS.....SAVE £16

SKYLINE FLYING SUIT.....SAVE £20

AIRWORKS ARE DEALERS FOR ALL
MAJOR BRANDS.

WE ARE THE SOUTH'S DISTRIBUTOR OF ADVANCE & GRADIENT
DEMO THE NEW ADVANCE SIGMA 4 - PEACHY HANDLING DHV 2/3
NOVA X-RAY NEW DHV 2 PERFORMER DEMOS AVAILABLE

).

VAST STOCKS OF THE VERY LATEST EQUIPMENT PLUS
MANY 2ND HAND GOODS TOO.

PLATYPUS DRINKS SYSTEM ONLY £9.95!

BOOTS FROM £95.95

PASS YOUR PILOT EXAM - COMPLETE NOTES £7.95

WEEKEND LECTURES - dates to be confirmed, phone to book

EP TO CP TRAINING ABROAD - LOADS OF EXOTIC VENUES THROUGHOUT THE YEAR - LOOK OUT FOR THE CARIBBEAN ADVENTURE

AIRWORKS - SITUATED IN GLYNDE STATION NEXT TO MT. CABURN TEL.01273 858108

*10% OFF DEAL IS AVAILABLE UNTIL MAY 1ST 1999.

. AIRWORKS . THE OLD STATION . GLYNDE .

. SUSSEX . BN8 6SS . TEL: 01273 858108 . FAX: 01273 858107 .

. EMAIL: INFO@AIRWORKS.DEMON.CO.UK . HOME PAGE: WWW.AIRWORKS.CO.UK .

Active Flying, Or How to keep it all Paraglider Shaped, Not Pear Shaped by Ian Blackmore

Typical scenario: Spring, obviously thermic; local Skygods launch into thermal on their deathships and start to thermal away. It all looks lovely. Red ribbon watching thinks, "looks smooth, no collapses and my glider's safer than theirs", launches, and gets huge collapse entering thermal. Why? Why should the safer glider collapse and not the deathships? The main reason is **Active Flying** - quite simply using the controls to keep the paraglider at a positive angle of attack at all times.

Next time you see one of your local skygods cruising along on a choppy day, watch what they are doing on the controls. Whereas Johnny Xyon pilot is cruising along with his hands off the controls and X bracing jacked up happy as Larry, Cid Skygod will be seen rolling around left and right in the harness and his hands will be pumping like pistons on the brake controls keeping the glider directly overhead and into wind at all times. The reason for all this frantic activity is that the Deathship will probably fold up given the slightest opportunity and Cid knows it. Johnny's Xyon will fold up as well but it takes a lot more turbulence to do it. The problem is Johnny Xyon pilot is blissfully unaware of this and simply trundles along till he hits a bit rough enough to do the business. Johnny's Xyon then

behaves just like any other DHV 2 or 2/3 and falls out the sky, violently. Nowadays, when a highly collapse resistant intermediate does hit air rough enough actually to collapse it, it is also rough enough to give you a whopper, - then it turns, and fast. Older gliders tended to give you progressively larger collapses in progressively rougher air. Modern ones tend to not collapse at all until it's rough enough to give you a whopper.

So what makes the glider collapse?

Simply, too low an angle of attack. The Angle of Attack is the angle between the Apparent Airflow and the Chord Line of the wing. Provided we always have a positive angle of attack, (apparent wind hitting the underneath of the chord line) the wing will generate some lift and keep tension on the lines. If the apparent wind is ever allowed to make an angle above the chord line then the wing will try to generate lift downwards (very briefly), unload the lines and promptly collapse.

So how does the angle of attack change in flight?

Beyond our control, changes in the airmass, ie moving suddenly into air that is rising, falling, or higher/lower windspeed than the air we have just flown through. This changes the angle

of the apparent wind.

Within our control, changing the chord angle by sudden applications of the brakes and pitch changes as a result of longer applications of the brakes. In Practice, Active Flying as regards pitch control can be broken down into two sections: **pitch control**, and **maintaining pressure**.

Pitch control is simply keeping the glider above your head. This is the best place for it to be to cope with changes in the airmass.

If the glider is behind you, (pitched back) it is more likely to stall if you fly into a rapidly rising airmass in this configuration. Quite simply, if the angle of attack gets too high the wing will stall. Obviously the more brake that is applied the higher the angle of attack. Hence whenever the glider pitches back behind the vertical you keep the brakes up. Almost all certified gliders (when new) can cope with falling right onto the horizon behind you and not stalling (gust stall) provided you do not apply any brake. The glider is highly unlikely to tuck whilst behind you so just keep the brakes up and wait for it to arrive overhead again.

When the wing is in front of the vertical however it's a different matter altogether. Whenever a paraglider dives in front of you it is much more susceptible to collapsing especially at the point when you've just started to

swing forwards again. If the wing starts to dive forwards from the directly above position - hit the brakes. Keep them on up to the point when the wing stops travelling any further forward and is just about to start to go back again. Then release. How hard should you brake? From the moment the wing starts to move forward from directly overhead you can brake as hard as you like provided you release the moment it stops going any further forward. In a particularly vicious dive it is sometimes necessary to depress both brakes fully sometimes even with a wrap in order to prevent the glider diving below the horizon. In this case (not common on intermediates) the glider may even full stall and horseshoe in front of you. Again this is not a problem so long as you release both brakes as soon as you start to drop below the glider again. The wing will simply unfurl and you will pendulum neatly through.

So, in summary. Wing behind you, brakes up. Wing moving forwards from directly overhead, brake and hold until it starts to return to its normal position. Then release immediately. The faster and more violent the dive, the harder you brake.

Another type of active flying we do is **maintaining pressure**. What I mean by this is reacting to sudden and momentary changes in the airmass which try to deflate the wing. These

are quick, sudden and short lived applications of the brakes to maintain pressure in the wing as it tries to collapse. First of all you will not notice these changes if you have no tension in the brake lines. So keep just enough tension in the lines to feel what's going on. If the pressure in the line suddenly drops rapidly pull down on the brake until you get the pressure back and then immediately ease off again. This is almost like pumping a brake when you try to re-inflate a collapse.

Doing this well often results in your experiencing a minor tip closure as opposed to a full blown asymmetric. There is one instance when this may not be advisable and that is when you get a full blown leading edge collapse (full frontal). On some modern wings this happens so fast that even the best of pilots do not react in time. What happens is that the leading edge collapses all at once. To the pilot this is felt as; suddenly no pressure in either brake line, a brief falling sensation and then a deceleration and pitch back like falling off the back of a chair. By this time any application of brakes will simply exacerbate the pitch back and the subsequent dive. Only if the pilot pumps the brakes the moment the leading edge starts rolling under can they improve on

the glider's natural tendency to re-inflate. In rare cases the glider may remain tucked and then a quick pump of both brakes will re-inflate it. If the glider has stayed tucked for a few seconds you are probably in a vertical descent anyway and the recovery will only be a mild dive. The worst thing a pilot can do in a full frontal is to pump out the collapse a little late, ie when the wing has already fallen back and is already re-inflating. This can result in a greater pitch back or even a brief tailslide - followed by an extremely violent dive on recovery. I've seen even DHV 1/2 gliders go 45 degrees below the horizon in this situation.

The secret to good Active Flying is firstly understanding what is going on, and then reacting correctly (timing and amount) to it. Being a good active pilot allows you to do two things. Fly safer and more comfortably, and safely fly wings with less inbuilt pitch damping. Why would you want to? Pitchy wings are far more dynamic and fun to fly. They cut into thermals better, are far more fun to sling around, and come back overhead far quicker if they get pitched back behind you. They do however get very scary as you reach your own limits of active pitch control and start to miss-time your

reactions. In other words, do not move up a class before you're ready. When are you ready? Ok this is my own personal view. If you want to fly a DHV 2/3 then you should be perfectly capable of (and recently practised at) recovering from full stall and spin (the two manoeuvres requiring greatest pitch control) on a DHV 2. And that's not with Jocky wittering in your ear either. That's on your own, reliably and neatly. Think about it, what on and when did YOU last practise full stalls and spins. Not necessary in England you say! I've seen one instance on southern sites in the last week where a pilot completely lost it in a thermal, almost certainly through poor pitch control and a lack of active flying. Thermals low and on the edge of the sea breeze can be as strong and as rough as almost anywhere so claiming that you only fly in England where it's smooth just doesn't cut it.

Having said all this about the need to practise stalls and spins I'd like to emphasise that they should only be practised in a safe environment on a suitable wing.

By suitable wing I mean -a) one that is certified for the manoeuvres; b) one that's safe enough for you to have a chance of learning something from the experience and c) anything above DHV 2/3 starts to get

seriously iffy in stall and spin with even the best pilot in control. Unfortunately last year my only wing was Firebird's Cult which was not really suitable to practise stall and spin on so I managed to borrow a modern intermediate for the big manoeuvres and just practised collapses on the Cult. Even so the modern fast intermediate proved to dive pretty violently in a hands off recovery from stall and spin. Doing absolutely nothing it recovered fine (just, - in smooth air) but I would imagine even a slightly miss-timed response would have initiated further manoeuvres. The moral is, even on a modern DHV 1/2 you have to get it right, or let the bugger sort itself out. DHV 2 or above, you've got to help it, and get it right.

So to start with think about active flying. Are you doing it? Are you reacting to turbulence or just sitting there like Johny Xyon? Any of the top pilots in the club will be more than happy to explain or comment on your pitch control. All you have to do is ask them. Poor pitch control and a lack of active flying are the main causes of collapses and cascades. Sort it out and it all gets a lot safer.

Sweet dreams.

Ian B.

**ROBERT
CHISHOLM**

**DISTRIBUTOR FOR TREKKING
AND NEXT EQUIPMENT**



**FREEFLIGHT
PARAGLIDING**

0958 440519

**SHOP
FOR
DIVING
OR
FLYING
01273
622933**

(COLLEGE RD)
ST GEORGES RD
KEMPTOWN
BRIGHTON

ROB AND ROB
DIVING CALL
THE SHOP.
FOR FLYING
CALL 0958
440519



Summary of the June committee meeting

Details of the new BHPA/National Trust site agreement outline were presented to the committee.

The trophy case is still on track for its destiny at the Dyke.

The BHPA has reported 14 passes from our recent Pilot exams.

Membership renewals are now reported to be well over 200.

Reports that the new Firle bottom landing isn't visible enough from the air - plan to replace laminated map and publish in Windsock again.

We will look into getting printed flags for extra publicity/safety when marshalling sites.

Aerotow group continues strongly, 29 renewals/3 new members, new site at Chayley is providing good XCs - Deal! Budgeting to repay £1500 this year.

Club leagues continue well, we decided to allow short XC entries to encourage new pilots to boast! Note also that for declared XCs, only one target can be declared a day - more would be cheating. Of course, one can still then go anywhere and call it a normal XC.

25th celebration barbecue on track, Sat 14th Aug!

We discussed the projected budget for the year. It seems we can afford the super new Windsock after all!

Brian Brunswick



OZONE
PARAGLIDERS

are coming to the Southeast



Robby Whittal

Bruce Goldsmith

John Pendry

This trio are awesome in design, testing and results.
Double World HG & PG and British Champions - *and they are all BRITISH.*

Let us wish them good luck with this exciting, challenging business opportunity
in these somewhat difficult developing times.

You will be able to test fly...

their new wings by hill or tow at various sites throughout
the southeast shortly. Hosted by CFI Andy Shaw and his
team at Green Dragons.

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.

***An experience not to be missed!!!
Get your name on the list at
GREEN DRAGONS now!***

01883 652 666

No obligation to a sale - just join in the experience!



Safety Advice from Club Coach Dave Lewis

I've recently seen some advice which I'd read on how not to crash being ignored, or at best stretched, resulting in the predicted consequences. These incidents deserve a wider audience in the interests of avoiding helicopter rides. All of these were by highly skilled pilots possessing very fine glider control and an unhealthy amount of confidence. Each was the result of a combination of errors which add up to disaster.

Flying very slowly carries a high risk of stall. The pilot was in control, except he was flying in moderate thermic conditions, so he had no brake left when he needed to damp out the pitch. The result was an asymmetric at about 100 feet, an overcorrection into a spin followed by a splat landing under a just-inflated reserve. (The reserve was still in the 'downplane' position at the moment of alighting!) There's no point in flying that slow, min sink is no slower than 1/4 brake. Get your landing gear down early. The above pilot landed on his back. If he landed on his legs, preferably in a PLF, he'd have probably been flying his glider again shortly afterwards.

Don't mess about on an unfamiliar glider. The above pilot was flying his 'bought that day' new serial class wing.

Don't use a speed bar close to the ground. Another skilled pilot. The bar drops the angle of attack of the wing making it more liable to front tuck.

The additional speed also makes instability more violent. This lucky pilot took off in a

strong wind, pushed the bar and tucked the wing. Splat from 10 feet. It's best to fly like an old woman near the ground. Don't try to fly in wind too strong. Above a certain speed the air becomes very turbulent very quickly. That fact and the need to fly with no brake, or worse still, speed bar is a recipe for tucks. It's pointless anyway, there's no challenge staying up; unless you can judge the difference between geostrophic (normal) wind and wind caused by thermals sliding up the hill. Those thermal days are just as dangerous, but do carry the promise of large height gains.

Don't induce big ears close to the ground. Yanking both can induce a front tuck, yanking one an asymmetric. Our stout-hearted strong wind pilot, going for a big ear landing, used up another life when he spiralled in on half a wing, just squeezing it out and levelling as his feet touched grass. If he had started 5 feet lower: Splat. Never induce big ears unless you have enough height to deal with a major deflation. With a little forethought there's no need to land with ears, the wing doesn't fly any faster. Similarly, getting big ears out carries a risk of stall and should be done with enough height to perform a stall recovery. The correct technique for inducing big ears is to look at the A line, crack the ear by twisting your hand, then slowly pull it in. When stabilised, do the other one. And always have good height to sort out trouble.

Unless you like helicopters of course. (Thanks for the exciting demonstrations chaps.)

Happy Landings...

SKY SYSTEMS LTD **trips**

NEW SHOP! 66 Woodbourne Avenue
Brighton BN1 8EJ - - -

From the A27 take the Hollingbury turnoff, direction south to Brighton, then take the first right off Ditchling Road !!

tel: 01273 556695 fax: 01273 566330

E-mail: skyinfo@skysystems.co.uk

http://www.skysystems.co.uk : *click here for more info!*

France SIV - Annecy (tbc), June/July

Spain - Piedrahita, Sept 99

Spain - Hotel California, Oct 99

Chamonix - Flyers Lodge, Feb/March 2000

France - St Hilaire Festival, Sept 99

Turkey - Olu Deniz (tbc), Oct 99

Spain - Lanzarote, Nov/Dec/Jan. 99/2000

France - Peisey Nancroix, March/April 2000

- The **SIV** trip to **Annecy** in July - if you feel the need to do an SIV, give Dave a call.
- The **St-Hilaire Film Festival** - in the Massif de Chartreuse near Grenoble - a must. Stunning scenery, electric atmosphere and amazing flying. We are offering a trip staying in St-Hilaire and flying in the area for the week before and then chilling for the four-day festival (or you can fly if you wish). Let me know if you are interested.

- Dave Perrin

OZONE 1999

Sky Systems are pleased to add the



ELECTRON and PROTON

to their range of paragliders by Edel, Nova, Apco, Adventure, Airea, etc.

DEMOS NOW IN STOCK!

call 01273 556695

come and see us at our new shop, or catch us on the hill

NOTICE BOARD

Chocolate Box Cottage!

Housemate wanted for beautiful cottage in Firle - with views of West Firle and Mount Caburn. Phone Annie and Mark (01273 858562) or Amanda (01273 858449)

FreeX Frantic Plus XS

55 to 71Kg all up, Standard, Purple, Recent Checkover & report, 50hrs, £1200ono. To test fly call Kristin (0976)176933 (kristin.millwood@epid.eurotherm.co.uk) or Mike (01273) 858620

Edel Sector Small. Yellow/purple. Low airtime. New lines. Quick sale needed, hence bargain price of £600. **LR3 hang gliding flight deck** - the "Rolls Royce of instruments". Total energy, very sensitive, 2 altis, averager, asi. £ 250. Tel: 01298 871 498

SIGMA 3 (24) DHV 2 Still crispy, one careful lady driver. £1750. Tel 01273 605791.

LAMINAR-ICARO 2000-13.2 registered. £800 Phone Trev 01273 604752

Medium Prelude Trekking performance rating Typhoon harness, AP 20. Full face helmet. Test flown only, £1999 ono. **Medium Esprit** (performance) £300. Full service. **Large Rainbow**, 200 hours - one careful owner £350. **Next Gel** harness with reserve and back plate: £399 Call Rob for a test flight. 0958.440519

K4 just been serviced by Airwave £800 **Clubman 160** good condition and stirrup harness £550.

Moyes Xact harness suit 5' 11" £125 Phone John evenings 0181 657 0725

Concept 49 - Bought new, still looks new, completely original, not even a changed upright. Topless forces sale. Genuine offers please. Tel. 01732-848983

CLUBMAN C160.100 HRS . Two base bars,

one with pneumatic wheels. Three uprights and nuts and bolts, £500.00. SUPP Harness, excellent condition £100.00. Metamorfozi Reserve £100.00. Davron Vario £75.00 Always stored indoors. Call Paul on 0171-843 5875 day, 0181-597 1234 evenings.

Ozee flying suit: Summer weight, full length zips, map & radio pockets; suit 6ft + pilot. As new - £65 Call Chris on 01372 386460

Avian Amour 159, 50 hrs. airtime. Unflown since Avian stripdown. Spare uprights. £1500. Pod Lite with reserve, recently repacked and certificated, £250. Flytec 3005si vario, £75. Lejair tow release, £30. Tel. Norman on 01252 312326 or email Norman.bristow@ffi-virgin.ne

Announcements will appear in three issues - so please let Windsock know as soon as you get a result.

WINDSOCK

copyright 1999 SHGC. Opinions expressed in this magazine do not necessarily reflect those of the Committee, Editor, or the SHGC.

Small adverts are supplied by the advertisers and are reproduced here in good faith. Ads. free to SHGC members, otherwise £10 . . . (cheques payable to SHGC).