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# WINDSOCK

NOVEMBER 1999

The Journal of the Southern Hang Gliding Club

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## Chairman's Letter from Paul Coidan

I write this letter having just received an e-mail from Sean, the club's membership secretary. In it he refers to the number to **FREE LOADERS, scroungers, SCUM**, whatever you want to call them, who persistently use our sites and do not become club members. Sunday the 7th of November, at Devil's Dyke being a day worthy of note, in which there were two instructors from a local school teaching at Devil's Dyke both of whom are not club members. It begs the question as to whether they have paid their BHPA membership. It must also be noted that one of the conditions for allowing schools access to the club sites for teaching is that the school's instructors must ALL be club members. Being members of the BHPA goes without saying. In addition there were a number of other people claiming that they have money problems. No doubt these are the same people who have the most up to date equipment and can be seen in the pub most nights. There again I could be wrong, they could be living off of state handouts, which thinking about it makes it a double whammy. You are now paying for them to live, and, buy their equipment through the taxes you pay, as well as paying for their flying on club sites by paying your membership. Hurts a bit when you look at it that way doesn't it? The committee tries its hardest to recognise and to nail these persistent offenders (see our new initiative, parasite of the month), but it would also appreciate you the paying members to continually pressurise those you know to be consistent offenders into becoming members.

**Beware of the hun in the sun** or better still the hang glider / paraglider in the sun. With winter now here and consequently the low south west sun late in the day please be aware of the fact that the glare from the sun can give you an dangerously impaired view of anyone flying in front of you when flying towards it.


This is most notable when flying at Devils Dyke. Finally you should of all by now received your copy of Skywings with the **proxy voting** form in it. If you are not attending the BHPA A.G.M. and do not intend to proxy vote by post but are willing to let a committee member, who will be attending the A.G.M., to vote on your behalf using your proxy vote, could you please send your voting form to the club PO box signed and initialled as necessary.

- Safe Flying To You All



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## Two Days that changed the worlds by John Vernon

Seven days into the world hang gliding championships, 3 tasks flown and the British hang gliding team is in third place behind the Brazilians and the Austrians, and we arrive. That is Di my partner and I, on a combined flying, cultural and groupie sort of trip to Umbria to see the area, do the art and architecture and cheer on the boys.

We eat a lunch of mushroom lasagna made from fungi picked on the mountain by the hotel proprietor's famous (in the world of wild mushrooms) father that morning, and fresh pasta made in the kitchen of the hotel. It's located in the Val di Ranca on top of Monte Cucco between the east and west facing launch areas. We stroll up to the east facing launch where only an hour ago we had seen 200 hang gliders being rigged. There aren't many left on the hill. In the sky we can see two huge gaggles of wheeling wings and a few scratching up the spine to the left of take off. We meet Johnny Carr loaded down with TV cameras and watch him do a fast mince down the steep take off slope and into the air, the movement of his legs restricted by his huge balls, required

for flying the Swift in such a place, and the cockpit skirt through which his legs retract.

I search out John Fennel the team manager and find out the radio frequency. We tune in and the ground falls away. We are treated to commentary, not by reporters, but by the participants, where we know who and where each player is and what's going on. The flying information is interspersed with encouragement and witticism such as "here comes the one man death gaggle" and unfolds a story that leaves the listeners spell bound.

I talk to a German free flyer about the big cloud developing north of launch when we are interrupted by shouted orders from the local take off police. Brian Porter, American pilot of the Utopia or Millennium or something like the swift is setting up to land. "What a nutter" I think as I splodge through an Italian fresh cowpat to get a better vantage of the impending impossible arrival. He skillfully uses the downslope bushes to crash into and arrest his fall from the competition. He loses all points for the day (no relaunches allowed except for glider related problems)

but at least features on TV as Eurosport films his crew taping up the tears in the glider's undersurface. He takes off to rejoin battle with Johnny Carr who is low over the start gate, but the airtalk is all about the big cloud on course.

The team switch out of race mode into survival. The radio is alive with calls to 1/2 ups, or even just non sinking air, anything to stay up, out of the huge shadow area the cloud has created. Other teams race on out of the sunlight into the narrow valleys around Monte Nerone (check spelling) only to find no lift and difficult landings.

Gordon is first to announce that the sun is back on the mountain and you can almost hear the team change gear. They round Nerone and on to turn point 2. The news comes through that all the mighty Austrian team is on the deck around TP1. Then we're off to the goal field near Sigillio to see who arrives.

First it's Johnny then unbelievably it's Ron, Gordon, Alan (check), A Brazilian then Cookie. The boys are 1st, 2nd, 3rd, 5th. What's more Ron is flying a British Glider the Avian Cheetah. To understand the enormity of what's happened you have to understand that practically the entire

British team have just beaten all the rest of the best pilots in the world, all 190 odd of them, and that the first pilot is a Brit on a British glider. Not since the days of Whittall and Pendry 10 years ago has this happened and I don't think even then we got a 1,2,3 etc. (check). And the news media will probably ignore it. I daren't even think of the advertisement Steve Elkins will come up with after this, but hell he deserves it.

We move up to second place just behind Brazil but ahead of those mighty Austrians.

The weather improves and allows the next launches from the west face of Monte Cucco and I fly my Topless after the launch window closes hoping to watch the leaders racing back to the goal field at Sigillio. My plan works almost too well. I watch from above as Johnny hurtles alongside the road from the village at below treetop height and swoops into the goal field and over the line and arcs back to land at breakneck speed. He checks his skidding machine by dropping a wingtip and spectacularly spins to a halt. The winner by miles. I lazily waft around in weak lift with Johnny's arrival going through my mind. Then I suddenly realize that there are about

20 gliders of various types blasting towards my position racing each other neck and neck, what a sight, what a predicament. I exit stage left and land in the boonies. Stevie Cook hurtles overhead into goal and helps me carry back. We are still in second team place.

We eat dinner with the team and listen to the banter. You can really feel its going well. All the team have scored points ( the top three count each day) and I soak up the advice, comments and support that whirls around the table between the team members.

Then it's another day and another big task around the valley taking in Assisi, then on to Gubbio before a final 20km final leg to goal at Sigillio. It's going well today, some of the field choose a course back over launch before crossing to the hills by Gubbio. The radio is really good and we can spot our guys on the course. But gradually things slow down, and Alan goes down, then Justin, 4 left on a route through the hills from Branca to Gubbio. We hear other team news, the Brazilians are trying to finesse Manfred into a mistake by getting retrieve drivers to set off in search of supposedly downed pilots. But to no avail, he doesn't use a radio, says it breaks

concentration.

Our team must get 3 pilots into goal to retain 2nd or the Austrians will overtake, and there is only one more day. Gordon, Cookie and first timer Gary with Ron are at Gubbio but it's late, gone 6pm. Lift is weak and sparse. Not many pilots are left on the course. We watch with Gerard Thevenot, who won the day on his own design glider to great cheers, and scour the distant hills. Ron has set out on a glide, the others still circle. We see two gliders coming, the Japanese team around us are excitedly listening to their radios and confirm one pilot is theirs. The other is Ron but much lower and he lands 3 km short. Three left. The Japanese pilot comes in to great rejoicing. Now all eyes in the goal field watch the horizon for the Brits. Everyone knows this is make or break. They've been in the air 6 hours. Cookie on the radio, his instruments say they can make it, a 19 km glide! Gordon commits, better to have a go than land at Gubbio on the wrong side of the hills. All eyes on the horizon, all ears listening to radios. Then there are 3 dots in the sky, Thevenot says "no problem" but the boys are being ultra careful. Cookie and Justin landed just short earlier in the competition.. Eyes watch clocks, land by time is approaching. The

team starts circling, nervous about the glide, trying for any gain in height, tension mounts. Gary commits to the final glide, then Gordon, then Cookie and suddenly three brits are screaming into goal, last but victorious, the Austrians soundly beaten. I've never seen such shattered worn out pilots, 6 1/2 hours of mind games needing complete concentration, 6 1/2 physical hours trying to max. every climb, make the best of every glide. The last day is canned, The British hang gliding team wins silver. Of three glider types that win tasks one is British designed and manufactured and the others are both European (has this ever happened before? EU 3, rest of the world 0).

The British team gets a task 1,2,3. Johnny Carr takes silver in class 2. *Magnificent...*

## NEW SMALL ADS SITE ONLINE...

I have placed a website on the internet for all bhpa members to place adverts for Gliders & Accessories.

This site is non-profit making, So all adverts are free. Would it be possible to have this site mentioned in the next edition....

<http://www.glidershop.co.uk/>

Thanks, A Balcomb

## **SIV: the name strikes fear into the heart** (like some dread disease). by Hugh Burnaby-Atkins

Any thoughts that the real thing might be less frightening should be cast aside for when you sign up for *Simulation d'Incidents en Vol* you enter the world of 'cascades', 'cravattes' and 'amp max'. It was obvious right from the start this particular rite of passage would be a true trial by ordeal: at the end lay the promise of new found skills and safer flight but in between lay a whole new world of terror.

I had just under 100 hours airtime and had been flying a DHV2 Firebird Flame XL – my third glider - for a year or so when friends persuaded me to head out to Turkey for Jocky Sanderson's SIV course. I was at a point where my flying skills had reached a plateau and it therefore seemed a logical progression in the pilot education process. So in mid-September I set out, with a growing sense of excitement - and trepidation - for Olu Deniz on the south west coast of Turkey.

Right from the start you know you are in capable hands. Jocky's company Escape (i.e. his wonderful partner Kate) sends out a written preview of the course before you leave

home so you pretty much know what to expect. On day one he briefs everyone in detail on what the next week will hold. The idea is to take the first day easy (adjusting to being in a lively seaside town overlooking a wide Mediterranean bay can take some getting used to after all) with a straightforward top-to-bottom mountain flight but low cloud kept us at sea level during this phase. No one minded as it offered a chance to undergo some mental preparation instead - i.e. swimming, sunbathing and generally getting over the journey.

Weather is rarely a problem in Turkey – we had experienced the only non-fliable day in five weeks – and the next morning dawned clear and blue. We loaded an open-sided truck with gliders and pilots and after a bumpy 50-minute drive arrived at the 6,500ft summit of nearby Baba Dag. From the wide, raked take-off pilots – or should that be victims? – enjoy a bumpy 10-minute glide out through brisk thermals to arrive at more than 4,000 feet over a breathtaking blue bay. The sheer altitude takes some getting used to - skydivers regularly base jump from tandems at this height – and Jocky's safety boat is little more than a distant white speck on the blue below when the fun really begins.

The course is broken down into various elements. For the first two days we practiced a series of basic SIV manoeuvres starting with 'porpoising' on the brakes, big-ears, even-bigger-ears, B-line stalls and wing-overs. Input for each manoeuvre becomes progressively greater as you explore the characteristics of the glider and your own reactions. In amongst these Jocky also blends a series of DHV test simulations including timed turn-reversals and rapid 90-degree turns so you actually learn and understand the safety characteristics built into your wing. It is extremely reassuring particularly as the next series of manoeuvres involve various dynamic collapses. From straightforward symmetric front tucks these are built up into asymetrics using both the speed bar and collapses as the wing surges from near the stall point so that the violence and percentage deflation increase dramatically. All the time, however, Jocky is giving clear one-on-one commands over the radio offering precise recovery instructions and constant reassurance. He varies his style according to individual pilots from gentle coaxing to the occasional earful so that everyone advanced rapidly.

The point of SIV is, in Jocky's words: 'to remove one more variable

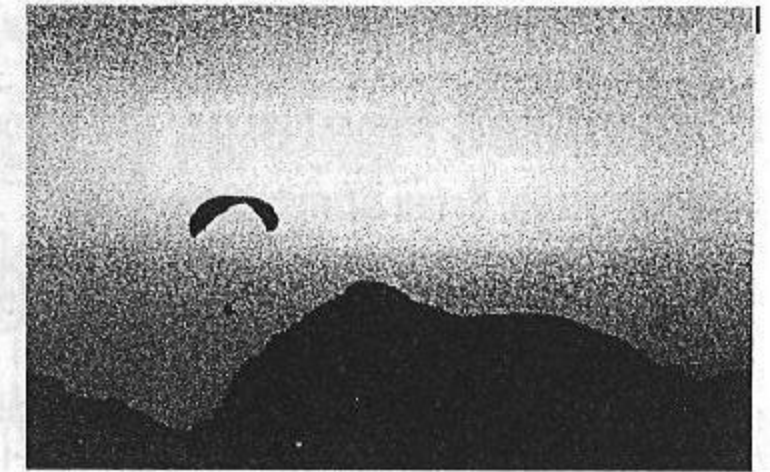
so that you can get on with the real business of flying. You should always remember,' he says, 'that the best pilot is the one having most fun.' With this in mind we headed off inland on the next phase to Denizli, site of the World Air Games, to put our new-found skills into practice, flying X-Country. It is testimony to how good Jocky's instruction really is that more than three quarters of our group managed personal bests for distance with pilots landing anywhere between 20km and 45km from take-off on the first day. He seems to have eyes in the back of his head and even though he flew out front on a tandem every pilot was fed constant advice over the radio. The second day was more testing with blue thermals and all the more exhilarating on a personal level to get away from the hill after Jocky then overtake him several thousand higher up in a thermal while he scratched near the ground. I flew on to cover 28km (having flown 35km the day before) and all this having only ever managed 10km in the UK before. The last phase of SIV involves spiral dives and the dreaded dynamic stall. Suddenly the fear that seemed to have been banished returned and even now I can visualise my legs trembling in the harness as I glided out towards the moment of truth. But

after the initial shock of the wing collapsing backwards, it settles into a descent rate that is not much faster than a reserve ride. (Make no mistake the initial closure is fierce and Jocky bet us all that we couldn't keep our legs crossed throughout the manoeuvre – no one did.) Following the surge on opening and a small cravatte – where a wing-tip lodges inside the lines – I found my glider settled into level flight with consummate ease. I had my doubts when Jocky told us to begin with: 'stalls are good' but now I am convinced, having seen other pilots use it to recover effortlessly from flat spins or amp max – a full brake turn which sends the glider into a series of asymmetric stalls.

The only low point on the course came when we were involved in the attempt to rescue a Russian paraglider pilot who hit turbulent air and cascaded into the ground with his glider partially collapsed. Despite everyone's best efforts he sadly died but it was a salutary reminder to all of us of why we were learning SIV as well as the perils of flying without a helmet or a reserve.

Having wondered at the outset if SIV was really worth the money I have become a total convert. The flying in Olu Deniz is some of the best in the world with unbelievable scenery – where else can you enjoy 14-up

thermals or a 30-minute top-to-bottom over pine-studded headlands and lagoons then land on a Mediterranean beach? But to fly under the guidance of a pilot with the experience, energy and enthusiasm of Jocky was pure pleasure and worth every penny. It has been said he pushes people hard but he asks for total commitment to demanding manoeuvres and his principal aim remains to ensure everyone has maximum fun. I certainly did. But above all the course has removed the fear of the unknown and my flying has advanced immeasurably. So will



I be going back next year? You can count on it.

The basic SIV course costs £375; double rooms in the Mellis Beach Hotel are £18 per night; the flight to Dalaman cost £199.

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## November Committee Meeting

### Summary from Brian Brunswick

Cup cabinet now arranged - Stickers with new logo to be prepared;  
Beachy Head agreement pushing ahead;  
Parachute zip slide event stuck for venue;  
Mount Caburn wire accident -  
**INSTRUCTORS NOT CLUB MEMBERS!**  
Marshalling must be enforced; Airwave challenge dead, how about finding sponsors for new event? Making marshalling guidelines less intimidating;  
Christmas dinner is GO! New site guides still delayed; Membership 450; - Parasite of the month to start; Baby flags have disappeared from Beachy; BHPA insurance costs warning.

## Parasite of the Month ...

**Non-Members Who Continue  
to Fly Our Sites...**

**Nikki Hamilton** (HG League  
and Tandem PG pilot)

**Carlo Borsattino** (Sussex  
College Instructor)

**John Barratt** (Sussex College  
Instructor)

**Steve Greenwood  
& Paul Cropley ... & ... any  
more?**

## Aerotow News by Will Greenwood

Just finished a day on the tow site enjoying the last of the summer thermals. One hour flight on a borrowed glider (thanks Dave) marking the thermal so everyone got up before spiralling down to give the glider back to it's owner, before jumping back in the tug and dropping him off in a thermal.

All this on the 16th October in a Southeast wind: who says towing doesn't work? The membership has changed a little with new members joining who also require their tow ratings. Dave Molyneux appeared to service the trolley, which is fantastic, and was squeezed into the tug with Will for a quick flight around the block and to view the other hanggliders, his smile at being airbourne said it all, we are thankful for his help.

The group is still looking at ways to improve the facility, one of these should be a better tug, which should be quieter with a better climb rate and wider speed range to help with training as well as the possibility of towing dual gliders. The transport box for the trike is nearly finished, just requiring paint. That's it for now - fly safely.

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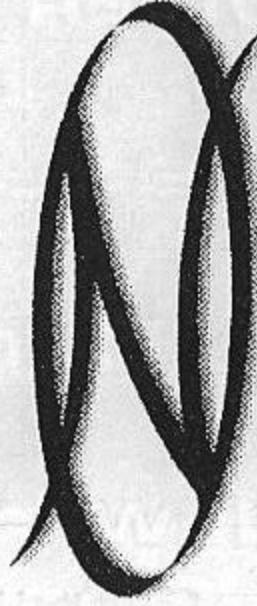
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## SOUTHERN CLUB H.G. SUSSEX LEAGUE

NAME	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	TOTAL
STEVE	180 DF	180 DF	180 DF	55		595
DAVE	99	90	37	23	64 DR	313
TREVOR	135 DF	51.5	27	55		219
JOHNNY	180 DF	35				215
OZZIE	60	59	33.5	64 T	39.5	256
WILL	159 DF					159
JOHN YOUNG	55	27.5	25.5			108
DARREN	40					40
KEVIN GREY	37.5					

## SOUTHERN CLUB H.G. WEEKEND LEAGUE

NAME	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	TOTAL
STEVE	180 DF	180 DF	180DF	55		595
DAVE	99	90	37	23	64 OR	313
JOHNNY	180 DF	35				215
OZZIE	60	59	33.5	64 T	39.5	256
TREVOR	51.5	27	5.5			84
JOHN YOUNG	30.5	27.5	25.5			82.5
DARREN	40					40

**SOUTHERN CLUB H.G.  
MARTINI LEAGUE**

NAME	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	TOTAL
STEVE	180 DF	180 DF	180 DF	125	115	779
JOHNNY	180 DF	45	39	23	11	298
DAVE	99	89	55	48		291
WILL	159 DF	65	44	19		287
OZZIE	60	59	45	32	64 T	270
JOHN YOUNG	55	36.5	30.5	27.5	25.5	175.
DARREN	40					40

**SOUTHERN CLUB H.G.  
AERO TOW**

NAME	1 <sup>ST</sup>	2 <sup>ND</sup>	3 <sup>RD</sup>	4 <sup>TH</sup>	5 <sup>TH</sup>	TOTAL
WILL	159 DF					159
DAVE	99	64 OR				163
OZZIE	33.5	19.0	10			62.5
JOHN YOUNG	55					55

**Millennium Marshalling Rota:**

13/11/99		1109	William Yarman	
13/11/99	PG	1242	Rod Jago	01444 811414
13/11/99	PG	898	Amanda Mason	01273 858449
14/11/99	PG	1321	Mike Hood	01403 864539
14/11/99	B	1072	Stephen Marnier	01273 770166
14/11/99	PG	973	Stuart Huntingford	01883 742285
20/11/99	PG	1300	Charles Kerr	0795 1718196
20/11/99	HG	1058	Mark Sawtell	01883 652529
20/11/99	PG	1022	Roger Johnson	0181 992 2195
21/11/99	PG	1125	John Kelly	01435 810085
21/11/99	PG	1087	Keith Jones	0181 640 8102
21/11/99	HG	998	Dennis Thorpe	?
27/11/99	PG	1103	Paul Watts	01273 380226
27/11/99	PG	825	Glenn Haddock	0171 733 2012
27/11/99	B	733	Bernie Hewing	0171 737 4849
27/11/99	HG	1	Johnny Carr	01444 471137
28/11/99	PG	826	Dave Rimmer	0181 691 3701
28/11/99	HG	834	Simon Long	0181 946 3436
04/12/99	PG	841	Nick (Biggles) Smith	01273 705199
04/12/99	HG	779	Tony Lucchesi	01444 471190
04/12/99	PG	726	Nick Gillard	01273 680575
05/12/99	PG	831	Christopher Symes	01273 890851
05/12/99	HG	315	Steven Cook	01444 245064
05/12/99	PG	14	Peter Banner	01306 884588
11/12/99	PG	1212	Stuart Williamson	0171 381 1389
11/12/99	HG	844	Les Seers	01732 848983
11/12/99	PG	845	Alex Wheatley	01273 723472
12/12/99	PG	842	Harvey Roft	01273 705592
12/12/99	HG	409	John Leggott	0181 657 0725
12/12/99	B	377	Dave Watts	0410 994 626
18/12/99	PG	708	Tony Nancarrow	01273 464466
18/12/99	HG	555	Garreth Smith	01689 849451
18/12/99	PG	407	Ian Maskell	01273 833691
19/12/99	PG	472	Peter Ovenden	01883 345527
19/12/99	HG	463	Roy Avis	0181 265 6978
19/12/99	PG	461	Martin Stansby	0181 397 1682
25/12/99	PG	850	Alex Heron	01273 846443

25/12/99	HG	488	Peter Leaback	01923 854624
25/12/99	PG	474	Laurence Ying	0181 672 8199
26/12/99	B	729	Mark Watts	01273 515273
26/12/99	PG	724	Tim Charlwood	01243 514 774
26/12/99	PG	492	Barry Phillpot	01444 482225
01/01/00	HG	927	Brian Brunswick	0181 542 8724
01/01/00	PG	883	David Gale	01892 665045
01/01/00	PG	878	Dave Cordrey	01342 832985
09/01/00	PG	684	Adam Goodsell	01273 730782
09/01/00	PG	680	John Anderson	01403 258944
09/01/00	HG	141	Paul Goodyear	01444 831047
15/01/00	HG	912	Perry Gibbons	01252 711981
15/01/00	PG	679	Carl Cobb	01323 833188
15/01/00	PG	508	Simon Oliphant	0171 476 5490
16/01/00	HG	791	Will Greenwood	01273 477388
16/01/00	PG	770	Neil Banks	0181 339 0626
16/01/00	PG	616	John Downie	01273 473492
22/01/00	PG	819	Clifford England	01435 862872
22/01/00	PG	631	Ashley Goddard	01634 715894
22/01/00	HG	693	David Didcott	0181 882 9161
23/01/00	HG	907	Steve Moody	01689 858894
23/01/00	PG	855	David Newns	01273 858314
23/01/00	PG	703	Simon (Santa's little helper) Smith	01273 705199
29/01/00	PG	866	Robert McGregor	01323 726768
29/01/00	PG	600	Barry Busby	01628 24788
29/01/00	HG	8	Martin Brady	01444 233346
30/01/00	PG	926	David Hughes	01273 772806
30/01/00	HG	685	Kevin Grey	0181 767 7897
30/01/00	PG	256	Steve Brewer	01444 247737
02/02/00	PG	856	Tim Jackson	01273 492636
02/02/00	PG	851	Andrew Heron	01273 846443
02/02/00	HG	544	Trevor White	01932 872722
05/02/00	HG	888	Clive Belbin	0181 681 8693
05/02/00	PG	662	Stewart Owen	01798 831402
05/02/00	PG	15	Richard Britton	0171 431 1661
06/02/00	HG	681	Darren Blackman	01273 733916
06/02/00	PG	80	Warren Travers	01273 620688
06/02/00	B	276	Mike Millwood	01273 514993

08/02/00	PG	867	Anthony Bailey	01273 604824
08/02/00	PG	858	Steve Conway	0181 777 3827
08/02/00	HG	590	Ozzie Haines	01273 418293
12/02/00	PG	783	Peter Ogg	0181 773 0845
12/02/00	PG	595	David Nortcliff	01273 303610
12/02/00	B	537	Simon Neave	0181 543 5404
13/02/00	PG	896	Simon Walsh	01705 376340
13/02/00	B	793	David Williams	0181 658 8539
13/02/00	PG	539	Robert Chisholm	01903 206261
19/02/00	PG	846	Stephen Fremantle	01273 439647
19/02/00	HG	827	Tim Rozario	0181 395 6452
19/02/00	PG	754	Kristen Millwood	01273 514993
19/02/00	PG	669	John Lovell	01737 551799
19/02/00	PG	433	Robert Archibald	01784 244605
19/02/00	B	76	Peter Perry	01293 402908
20/02/00	PG	870	Andrew Summerskill	01252 875453
20/02/00	HG	816	Terry Davis	0181 852 0434
20/02/00	PG	730	Gary Rothery	01303 813779
26/02/00	PG	873	Christopher Gabel	01273 471768
26/02/00	B	516	David Massie	01403 268601
26/02/00	HG	748	Trevor Ackroyd	01273 604752
27/02/00	HG	915	Martin Reynolds	0181 894 4647
27/02/00	PG	771	Michael Peters	01323 768212
27/02/00	PG	705	David Howell	01708 558081
04/03/00	HG	872	Chris Franks	0973 419589
04/03/00	PG	639	Stephen Hampton	01273 453523
04/03/00	PG	563	Dan Petty	01825 712857
05/03/00	PG	909	Nigel Shepherd	0181 687 0320
05/03/00	PG	533	Graham Hutton	01435 830753
05/03/00	B	469	Kelvin Kincaid	01483 428653
11/03/00	PG	810	Chris Crawley	01424 854341
11/03/00	PG	611	Annie Thompson	01273 858562
11/03/00	B	85	Steve Uzochukwu	01622 736219
12/03/00	PG	802	Louise Joselyn	01892 864370
12/03/00	PG	797	Brian Harris	01892 864370
12/03/00	HG	87	Peter Whichello	0181 546 5619
18/03/00	PG	923	Andrew Balcomb	
18/03/00	PG	803	Christophe Sutehall	0181 330 5350
18/03/00	B	116	Ron Richardson	01342 893340

19/03/00	PG	821	Tom Taylor	01323 832 785
19/03/00	PG	111	Howard Rhind	0171 585 2445
19/03/00	HG	89	Dennis Childs	0171 639 8286
25/03/00	PG	1182	Dave Lewis	01273 589787
25/03/00	PG	1181	Mandy Sharpe	01273 589787
25/03/00	B	1187	Spyros Spyrou	0181 440 0994
26/03/00	HG	1219	David Drake	0181 508 0411
26/03/00	PG	1217	Neil Williams	01483 725232
26/03/00	PG	1210	Peter Robinson	01442 252533

**- THE MARSHALLING  
GUIDELINES are PRINTED ON THE  
NEXT TWO PAGES -**

## LAND OF THE EAGLE SOUTH AFRICA

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**SUITS YOU!**

Steve Cook and Tony Lucchesi will be running Hang Gliding trips  
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For more details and prices phone Steve or Tony  
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### MARSHALLING GUIDELINES FOR THE DYKE:

A reminder for members on the MARSHALLING ROTA  
Revision D

Dear Member,

When it is your turn to marshal at the Dyke it is important that you **turn up, or find a substitute**. Your job is to help reduce overcrowding, and ensure air time is used fairly by all. The guidelines should assist you in that endeavour. **Being the Marshal** does not mean that you can't fly, you just have to organise it with the other Marshals nominated for the day.

#### MARSHALLING GUIDELINES:

If it is flyable, the Marshals of the day must collect the site control equipment from the Metal cupboard within the boiler room. This is beside the outside toilets at the East side of the Devil's Dyke pub. The equipment consists of: 6 SHGC flags, strips of day-glo material, a black board, a split session "1/1" Flag, a low air time (red ribbon) "L" flag, a large red cross and an air horn.

A notional "Gate" will be set up in front of the pub, this will be either open, or with tape across it, closed. Additional gates may be set up as required in the Paddock or North bowl. Pilots may take off anywhere within the allocated areas **only when the gate is open**. When the gate is closed any further take offs will be **supervised by the Marshals**.

Pilots should read the marshalling board before flying for current information, e.g. Times for Split session - Hang gliders then Paragliders, or Low air time - Red Ribbons Only, Turn point active, etc. So put on it the relevant information for the day.

The Emergency Landing Signal is Three Blasts on the Air Horn, and/or a Large Red Cross laid out on the ground. Pilots are then required to clear the area as quickly as possible and land, **all but the closest pilots must bottom land**. Please remember that a helicopter may be arriving in a matter of minutes and pilots must not get in the way, or allow unattended canopies or gliders to get in the way.

#### HOW TO DO IT?

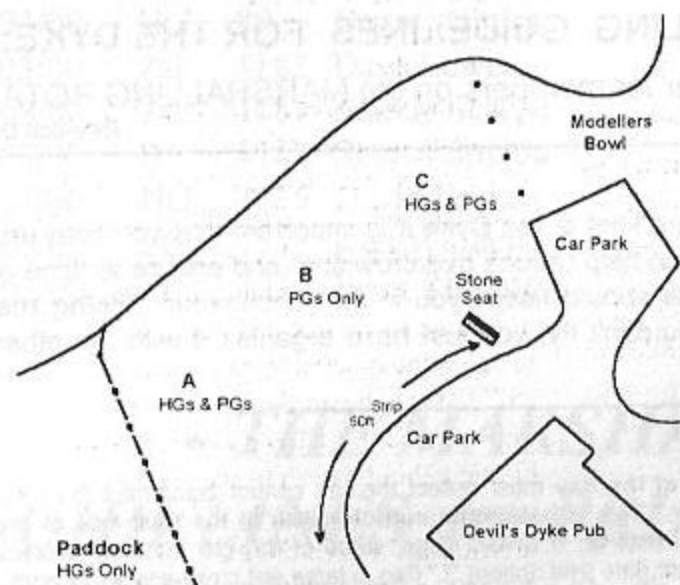
The gate = Stick two flags in the ground in front of the blackboard area, to close the gate put the day-glo tape across it. Pilots may not launch when the gate is closed, but you may allow flying on a 'one land/one take off' basis. **The closed gate is to allow you to restrict the numbers of pilots in the air**. If for instance 20+ Pilots are flying below 300ft ATO, in the bowl to pub area, then close the gate. However conditions may well dictate that a lesser number of pilots in the air may be more appropriate. **The signal to land is a single blast of the air horn.**

Split session flag = "1/1" Indicates a ½ hr for Paragliders, ½ hr for Hang gliders, or red ribbon, etc. Please note that Hang glider pilots may not wish to take off in the early part of the session if they are waiting for the right conditions, this can cause ill feeling among the other grounded pilots. Once Hang glider pilots get off the ground it is often better to let them continue flying after the ½ hr session is over rather than get them to land, the main problem for Hang gliders is to be able to take off without Paragliders getting in the way. Requests for split or special sessions should not be unreasonably withheld.

Low air time session flag = "L" Indicates time for red ribbon pilots, Hang gliders or Paragliders, but **not together**. Note: Do not restrict the other pilots from flying for long periods by having one special session after another, and try to avoid using the best part of the day for red ribbon pilots.

The large red Cross = Is the Emergency land now signal and/or three blasts of the air horn. Use it only in the event of an accident or emergency.

## THE A, B AND C AREAS:



The main Paraglider Take off in front of the car park has been divided into three areas:

- Area A, bounded by the paddock fence and the beginning of the pub, and Area C, bounded by the stone seat and the modellers bowl markers, are for Hang-glider rigging, parking and take off in addition to Paragliders.
- Area B is exclusively for Paragliders to rig and take off and is bounded by the stone seat on the East, and the end of the pub on the West.
- It is important to leave at least a 50ft strip in front of the car park for public access and viewing.

## THE "OPEN WINDOW" FOR HANG GLIDERS:

Often in the past Hang Gliders have not been able to take off when the thermals come through because of "a wall of Paragliders getting in the way". We would like to try and use the "Turn Point" to resolve this problem, and this is aimed at Hang Glider pilots trying to take off from Area C.

The "Turn Point" would be marked with a taped "T" on the grass towards the North end of the slope within Area C. The intention is that All pilots flying the ridge below 250ft turn back along the ridge at, or before, the turn point, and so leave a small, but clear, window of air space for Hang Glider pilots to take off into.

So, on your marshalling day, if conditions are suitable, and Hang Glider pilots are waiting in Area C to launch, or they request the use of the turn point, give it a go and see what happens. (Put a note on the marshalling board that the turn point will be in use during the day.)

In order to gain full co-operation from the pilots, **Do not restrict the ridge run more than necessary, and allow the hang gliders exclusive use of the area North of the turn point to the modellers bowl.**

The "Turn Point" is experimental, and is intended to evolve to avoid the problems the Hang Glider Pilots are having at present. It is not intended to restrict the Schools use of Area C, so compromise may be required.

## QUICK REMINDERS:

- Right Hand 360's only below 1000 ft ATO
- No flying in the modellers Bowl below 250 ft.
- No Paragliders in the paddock, if they have to land they must mushroom the canopy and leave as soon as possible.
- No Hang gliders in area B in front of the Pub, use areas A and C.
- Leave a 50ft zone clear in front of the Pub for public access and viewing.
- If you need help or advice from experienced pilots, ask for it. Enjoy your Day

# Barrydale Flight by Jaco Wolmerans

## of the Overberg PG Club, South Africa

There is something daunting about flying a new site for the first time. One part of your mind says if it's never been flown, there must be a good reason. The other says, look, this place is damn remote, only a fool like yourself would be standing here on a Thursday morning while the rest of SA is making money.

The "here" is the mountain range above Barrydale. Or if you drive on the N2 to Wilderness, directly east of Riversdale. Phil Bristow has a customer out there, a mad flower farmer who goes by the name of Matie. This strapping dude wants to fly, so Phil set him up with Peter Wallenda.

But now Matie insisted that Phil come fly the mountain on his farm. After all, there is a dirt road running across the mountain down to Riversdale on the other side. It seemed Matie wanted to find out first if "his" mountain was flyable before spending money and time making a road to the SW take-off.

On Wednesday, Naomi phones me (the flying doctor-in-training). She's down in Cape Town for a jaw op, and her doctor advised her not to fly for six weeks. So she's offering to drive recovery for anyone who wants to fly.

Now to my mind, when a doctor phones you to offer recovery services the day before you embark on some serious Voortrekker flying, there are forces at work beyond your comprehension. You should take the offer.

Which is what we eagerly did. Naomi and I set off early and met with Phil in Worcester. After a 170km/h trip through the Montague/Robertson valleys, our recovery driver was going green in the back I was seriously overloaded on adrenalin. So, who needs to fly?

We arrived at Matie's place. He had the weather sussed out - the local weather guys predicted a SW - perfect for the Riversdale side of the mountain. We raced up to the road leading to

the place Matie had earmarked as The Official Take-Off. But there was only a faint jeeptrack leading up what Phil promised to be a 15 minute walk.

The wind was over the back, as is typical with mountain ranges getting the early morning sun, so we raced back to the other side of the mountain, which is shaped like a back tooth - take-offs on both sides of a shallow valley. The Sir Lowry's wind machine was still reading northerly, so we decided not to wait for the SW to reach the other side, but rather to fly a good, stiff NW on the north side.

Phil went for his adrenalin crap (probably hiding behind a bush to see if I wouldn't get impatient and take off first, in case some monster lurked out there), but I was not to be conned and waited it out. He'd dragged me out there, so he was damn well taking off first. Out came the yellow Swing Cirrus. One pull-up and he's off on the shallow slope, the virgin flight for the Site with No Name. Let's just call it Barrydale until someone comes up with something better.

Phil went left, found ridge lift and slowly climbed at a rocky outcrop while I popped my Oxygen up and followed, GPS ready and recording.

As we got to the next upwind koppie, we both felt turbulence coming, a little uncomfortable rattle in the air. We also realised that the wind had swung parallel to the mountain, and suddenly the picture changed dramatically. We realised that the wind was actually so strong that if we flew out and down to Matie's farm, we would not penetrate to the upwind side of a hill that was sure to make us sweat.

Speed bar was not an option as even my Ox was shaking me a bit. So we just drifted deeper into the flats waiting for lift to climb up and fly to a safer spot.

The lift came - 5,4m/s for me and Phil's vario pegged at 7+. Beautiful, big smooth thermal, so unlike Cape climbouts. We went racing downwind, clocking 72 km/h on the downwind legs, 16 km/h on the upwind side, and suddenly Oudtshoorn started looking like a possibility. I

couldn't catch up to Phil, who got into the thermal through a different door and pressed the "Go up without stopping" button. I remember looking at my alti at 522 ATO, then again at 1255 ATO in a matter of minutes. Phil was sitting at least 500 m above me, pulling away fast.

At the top of the thermal, Phil seemed set to go over the back. I suspected he was as concerned as I was about going down the mountain range towards Oudtshoorn and being caught on the wrong side of the range if and when the SW came through. So I followed him over the back at 1353 ATO, which is round 2 000 ASL. Phil cruised off smoothly at 2400 ASL, flying directly towards Riversdale. The sea, tilbaai and Mossel Bay were visible in the distance. Then the crap hit us, just beyond the range. We're not sure if the SW below was hitting the range and we were in the convergence zone, but my GPS was still reading a phenomenal 72 km/h, so we were well and truly in the upper northerly.

The rattling and shaking continued. I thought it was just me, but Phil told me later of freefalling into his harness, too scared to look at his wing and his vario long switched off!

The Ox was remarkably stable - much more than it's driver! I had no hands free to reach my drinking pipe as the glider would suddenly dive and stop the dive within a quarter second, then freefall. I remember shouting really loudly at it at least three times, and each time looking around sheepishly to check if no-one had heard. After all, I was a pioneering pilot, not so? Phil confessed to same.

We picked up many broken bits of lift on the next 20 km glide, but nothing I had the guts to stay round in and work. At one stage my GPS started complaining about poor coverage (I reckon I was sitting hunched over it all the time!), emitting a high and irritating beep. I was unable to let go and switch it off. At the same time, my vario started picking up a darned irrigation computer, another beep-beep, and to top it all, my vario threw in the odd beep just to piss me off proper.

Needless to say I had no hands free to stop all the whining. I was approaching the flight level at which I expected the SW to mingle with the upper N, so things could get more interesting. My GPS was indicating my speed generally dropping to 48km/h, so I was nearing this level, but strangely, it wasn't too rough.

In fact, I only encountered the SW at 200 AGL, when I found my first thermal in 35 minutes! Right above the Riversdale school, where I intended to get a bit of my composure back with an impressive spiral above the kids on the sports field.

As I set up, I flew into a thermal, took it and flew another km towards a farm, where it left me with no option but to land on a paddock divided with fences at 10 m intervals. This was just a disaster waiting to happen, so I set up for landing again, flew into a thermal that put my glide into the trees over wheeeeeere, turned hard to get out and pendulumed straight into the closest fence.

This is the first time I've been on the wrong side of a spring-loaded object such as a tensioned piece of bloudraad. Man, it hurt. But it also saved me the further indignity of landing face down in the mud on the other side. As it turned out, I only put my hand up to my watch strap and half my leading edge into the black muck, in plain view of the farmer's garden boy, who suddenly saw this sky god had feet of mud, like all of them.

Oh well, there is always the "Distance and Sun Calculation" screen on your GPS to console you after a flight like that. Total flight 23,3 km, one thermal. Not bad, thanks to a nice tailwind.

Phil in the mean time had a more regular approach and landing at the Riversdale airstrip, some 2 km further, and was picked up by a local agricultural rep who had turned around to avoid being caught after running the infamous Riversdale speed trap. He fetched me as well and dropped us off at the Wimpy, where a still green Naomi joined us for ribs and chips. Pictures? Yes, I took one of Riversdale. But to add to my complete technical malfunctions, the film caught and rolled back at frame 4!

## South Africa experience

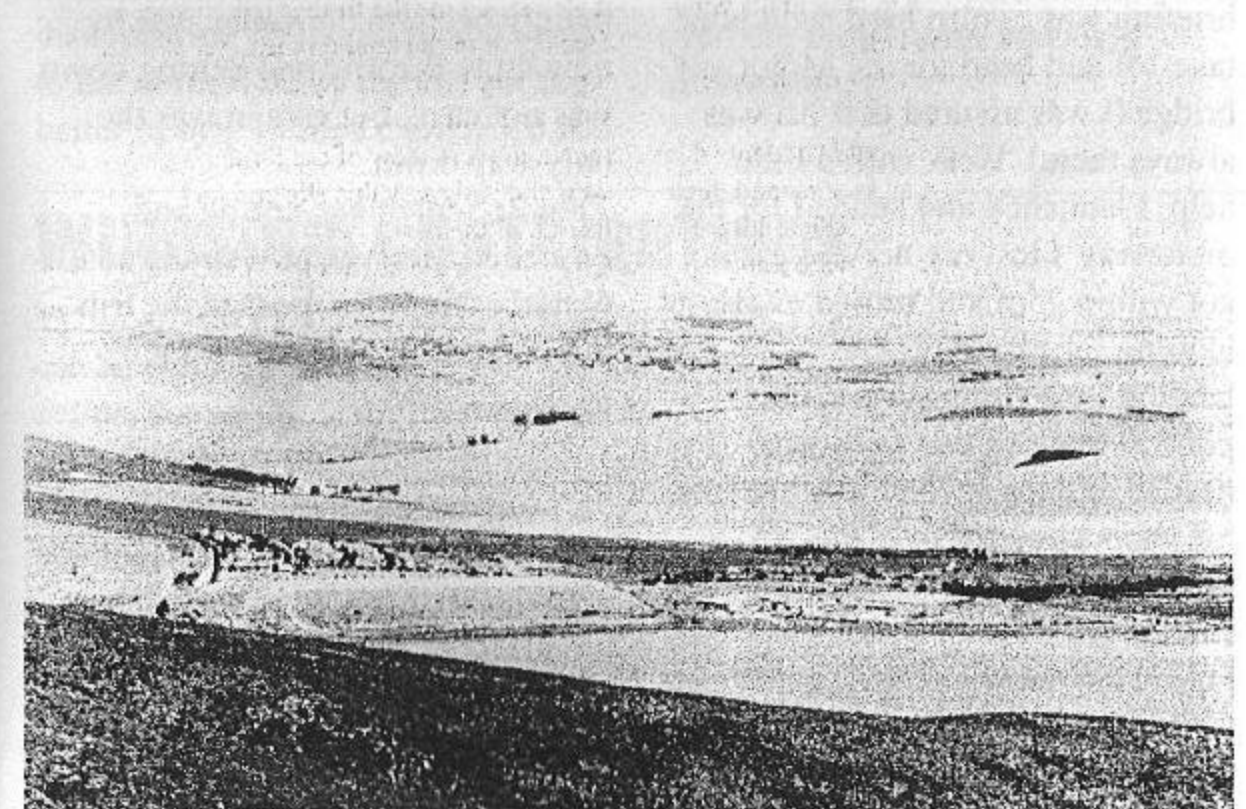
from Andy Williss

Having a South African partner who hails from one of the most beautiful cities in the world, does have its advantages whatever some might think. Making two trips to SA in one year and teaming up with some of the Cape's Sky Gods (Jaco Wolmarans and Phil Bristow) made the trips all the more unforgettable.

### Trip 1

I had so many fantastic flights I thought I would share just a few with you. Trip 1 was in March, autumn in the Cape. The first flight was at

Mooreesburg in the Swartland, close to Porterville. Kanonkop is a privately-owned sight, a ridge of 300m in the centre of a large farming area. The Swartland ('black land' refers to the colour of the soil) is a wheat and wine growing region. Flying in the autumn with the crops harvested and the black soil newly ploughed ensures the most fantastic thermal activity. The road, if that's the term for a barely visible gravel path, leads almost vertically, zig-zagging its way to the top, where a transmitter controlling the irrigation systems for the farm is located. Take-off is from a postage stamp sized area hacked among the thorn bushes on the edge of a vertical



drop. My reverse launch was still very rusty then and the first attempt not quite textbook, but who cares. I was flying.

We launched at around 4p.m. As the south-east sea breeze kicked in and I had the smoothest flight of my so-far short history, soaring and climbing to 400ft ATO. The flight was superb: 1 hour of the smoothest flying with 3 – 4 m/s lift in the thermals. Flying away from the ridge and over the black fields I found the remnants of the punchy thermals and had my first thermal ride up to 400ft ATO. Sir Lowry's Pass and a much more confident me ... until I saw the size of the take-off! The launch site is just a little larger than a car parking space with no margin for error. The briefing was to turn hard right after take-off and head for the Motorway bridge (I was assured that lift was always there). Well, with a little help, I launched and headed for the motorway. I lost my nerve a bit as I got within 25m and turned away, looking for lift elsewhere. After landing I watching several other pilots, I realised that faith was needed and my second attempt saw me shoot skyward over the motorway, hooked into some lovely smooth lift.

Following the sky gods was not easy for a relative beginner but I managed to cover some 6km along the ridge,



top land and fly back to take-off, incident free. Landing was difficult, mainly because the valley was by now quite thermic and getting down was not easy; big ears in was the only way down.

**Trip 2:** September, spring and unpredictable weather; strong south-easterly winds for most of the trip but still some fantastic flying.

#### Sir Lowry's Pass 2

Launching into what for me was a very strong but smooth 20km sea breeze was interesting, but second attempt I was off, heading for the clouds, at one point actually popping up into them. Again following a sky god (with tandem), we set off along

the ridge, this time to the south. After passing three peaks, the wind seemed to swing more northerly so it was back to the north and along past my previous top-landing point. Two hours of incredible flying I will never forget, some 16 – 18km covered out and back! The second hour was in quite gusty conditions but my guide assured me it was fine. By the time I landed I was totally knackered and beginning to feel airsick.

Porterville (Dasklip Pass) and a decent sized takeoff at long last. Very light conditions, no wind, just a thermal every 45 seconds or so. Launching, I struggled to gain height, managing 80ft after 20 minutes, Jaco and Nicky disappearing up the ridge and away to the north. Finally the site got the better of my limited experience and

I made a perfect landing at the bottom, only to see my guides heading out of sight along the ridge some 12km away. After watching Melanie drive straight past me intent on recovering the others first, there was nothing to do but wait for 45 minutes, in 30 degree heat, in the middle of nowhere, with no water, no shade for pick up. For anyone thinking of heading to South Africa and Cape Town, don't hesitate. It's fantastic! Turkish Airlines ([Justtheticket.co.uk](http://Justtheticket.co.uk)) will get you there for under £380, fliers lodge at Porterville is about £6 B&B and most everything else is about 50% – 60% of what you will pay in the UK. Check out the Overberg Club sight at [www.paragliding.co.za/overberg](http://www.paragliding.co.za/overberg) for pictures and sight information.

## WINDSOCK CONTRIBUTIONS

1) E-mail - **NO LARGE ATTACHMENTS PLEASE!** Small graphics/photos can be accepted - as either .gif or .jpg attachments. For articles, Microsoft Word is fine, but we also accept .txt, .rtf, works, etc.

2) FLOPPY DISC: PC formats as above.

2) Typewritten articles will only be accepted in *large* clear characters for scanning (16pt or above).

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](mailto:windsock@shgc.demon.co.uk)

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

# LANZAROTE 1999

*The Annual! - Two week-long trips, 9th to 23rd December  
EP / CP & Experienced Pilots - come and join us in the  
Canary Islands this winter!*

Expand your soaring and thermalling skills, finish your Club Pilot tasks, or just get away to the sunshine this winter... Sky Systems are taking two instructor-led groups to Lanzarote this December. If you already have CP you should be able to add substantially to your airtime and start to get to grips with thermalling. If you are still EP, we should be able to finish your CP tasks and clock up some 'big site' airtime. If you are already an accomplished pilot, grab some winter sun and enjoy the swimming pool.

Accommodation is at the Villa Antiqua Casa De Cura, near the centrally located village of Tias which is on the south side of the island. Tias is close to Macher/Asomada, one of the major sites; most other flying sites are within easy reach, 30 - 40min. The cost of the trip is **£349** per week; this **excludes** your airfare but **includes**: Quality villa accommodation with swimming pool. Transfers to and from airport, coaching, guiding (for flying and nightlife!), retrieval and car hire. Places are filling FAST, so don't delay...

**CALL or e-Mail Today to Reserve Your Place!**

**SKY SYSTEMS 01273 556695**

skyinfo@skysystems.co.uk

# SKY SYSTEMS

**GREECE 2000  
NOW BOOKING!  
EARLY APRIL**

# NOTICEBOARD

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**Avian Elan 150**. CofA Immaculate condition. Ideal intermediate wing. Stored indoors. With harness,

## WINDSOCK

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wheels & batten profile (speed bar). 12 hrs. £1000 ono David 0181-658 8539 (2)

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