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WINDSOCK

May 2002



Morning Glory



Editorial

Hi all,

Well this is my second issue, hopefully I will not make the same mistakes as I did with my first issue.

In an effort to flesh out this month's issue, I have scoured the internet to find something interesting, and have come up with an article called "**Morning Glory**". Hence the photo on the front page. See, it was not quite what some of you were thinking. The Morning Glory is a naturally occurring event that happens down in Australia at a certain time each year. I first came across this amazing phenomenon whilst watching the National Geographic channel. Maybe some of you have seen the programme. Anyway, I hope that you enjoy reading all about it.

For the last few months I have forgotten to make an announcement. That being the elevation of our membership secretary, Claire, to the joint post of school liaison officer and membership secretary. Sorry about that Claire, tis done now.

I hope that you all enjoy this month's issue, and remember any article however large or small will be gratefully received.

windsock

Thrown together and edited by
Paul Coidan

Summary Following Committee Meeting 1st May 2002

- HG comp organiser still wanted.
- A month with no safety or airspace incidents - keep it up!
- John Lancaster now politically correct again.
- PG comps trip to Wales planned.
- Coaching going well - lots of club pilot exams being taken.
- We are still looking for ideas about the future of Windsock.



Chairman's Letter

One subject that seems to crop up very often these days is the overcrowding of our sites, especially at the Dyke. Even on working days, it seems, you can hardly move for pilots. Somebody mentioned that we have pilot-rated sites because of the potential dangers, yet the Dyke is open to all, and is probably our most dangerous site, due to the overcrowding.

There are alternatives. In a light northerly, Ditchling is the place to be, yet is hardly used. I had a nice day on Ditchling last week. Three of us were there. The most crowded it got was when two of us were in the air at once. That's 3.5K of ridge each. At the Dyke that would've been more like thirty-two in the air! Ditchling works better in light winds, is further from the sea (so it sea-breezes later), and it's closer to Mount Caburn if it does sea-breeze. We pay for it - let's use it!

While Windsock is supposed to be a channel of communication between the committee and the members, that alone makes it as dull as ditchwater. With 500 or so members out there, there must be one or two of you who've been on a flying holiday, tried out a new wing, flown a site for the first time, or whatever? Got a complaint? See a doctor... got a suggestion? Then let's have it in writing. Can't spell? We have spell-checkers. We'd rather a mis-spelled article than none at all. If no-one contributes, then no-one gets an interesting magazine.

Thanks for listening.

Safe flying to all, and lots of it.

Regards
Dave

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Riding The Morning Glory

Pleasant holidays, constant sunshine, camaraderie. Ten days sailing the Whit Sunday passage, fishing, oysters, prawns, tropical fruits, idyllic scenery. Island hopping in a Grob 109 motor glider between times. Quite pleasant.

The yacht was heading off in the morning, time to move on. Over dinner aboard we discussed venturing further north, to Cairns and across to the Gulf of Carpentaria, then back to Southern Queensland in time for the last day of the 1989 Qld State comps and the inevitable party. Luc, our Belgian skipper, whose hobbies include, jumping out of perfectly good aeroplanes (and Blaniks), waxed lyrical on the beauty of a spectacular aerial event he had witnessed years before, during one of his epic motorcycle journeys. He described an amazing roll cloud stretching from horizon to horizon, churning in from the Gulf at dawn. Rob Thompson and I knew what he meant. Morning Glory. During our introductory studies of wave formations, we had seen photos and had pipe-dreamed about flying this fantastic phenomena, which seemed more fearsome than the rotor we were being constantly warned of. Rotor is like surf churning as the wave breaks, and just as a dumper breaks bodies and boards, so rotor can dismember aircraft and embarrass pilots.

I saw the wreckage from just such an incident at Omarama in the Southern Alps of New Zealand. Weatherworn pieces adorned the high pasture between two peaks and had been there for years. The Morning Glory is a wave formation, and the visible portion of it is rotor. Known to the boffins as atmospheric undular bores, formations of this type are thought to occur at many locations throughout the world, but none are as visibly spectacular nor as predictable in their period of occurrence as the event of Northern Australia. A pair of roll clouds, apparently generated by a thunderstorm, were detected off the northern coast of Western Australia in 1986. These continued north for 18 hours and 1400 km! The generation of the Morning Glory is still not well understood, but a simplified explanation is that when two opposing sea breezes meet on the Cape York peninsula during the night, a combination of inversion and trade winds causes a sort of shock wave to head west. If conditions are favourable, cloud forms to mark the passage of the wave, and the Coriolis effect causes it to gradually curve around to the south. Satellite pictures indicate its length to be 400 to 500 km.

The available literature contains such chewy terms and phrases as "vertical-velocity isotachs" and "surface anemograph traces", "horizontal uniform potential- temperature distribution " and "nocturnal solitary-wave- dominated disturbances". Consider this: "...the BDO- equation necessitates the solution of the linear eigen value problem" I certainly can't argue with that. After wading through all this, I had to smile. Picture a group of dedicated scientists staring out to sea in the pale pre-dawn light, waiting for the cloud to appear as it has many times in their weeks of study. One turns to adjust an instrument, and his eyes open wide in astonishment. There is the cloud, almost on top of them, right on cue. Coming from the opposite direction. Which it does, apparently, but rarely. Two roll clouds can meet from opposite directions; convergence lift would take on a whole new meaning. The hapless glider pilot on such an occasion would probably need a pressure suit.

To Townsville the following morning was a pleasant flight, and the voice from the tower advised traffic of Foxtrot Foxtrot November "apparently a motorised glider".

It came as something of a surprise to me to find that what I expected to be another sleepy Queensland airport was in fact a major control zone and RAAF base, long rows of jungle green camouflage Hercules and helicopters and acres and acres of hangars. We repaired to the aero club for lunch and extra Wac



charts. Fifteen customers in the canteen with table service was a far cry from frozen-pies-in-the-microwave and money-in-the-tin gliding and aero clubs we were accustomed to in western NSW.

After studying the routes to the Gulf, we abandoned Cairns and planned departure from Townsville the following morning. A devastating airline pilots strike was at its height, so we had the place more or less to ourselves. An intriguing mixture of Federation charm and Queensland crass, with its large quota of service personnel Townsville displayed a proportionate number of colourful women in the vicinity of such tastefully named establishments as the Hard-On Bar, next door to Fanny's Restaurant. We rang Barry Wrenford (who reputedly invented mountain wave) at Jindabyne in the Snowy Mountains, who put us in touch with Wally Wallington. Wal had flown the 'Glory' in a Twin Comanche whilst accompanying a meteorological expedition from Monash University studying the wave system. He was very enthusiastic about its soaring potential, and told us that now, in October, was the best time of year to encounter the wave, and the best place would probably be Burketown, in the south eastern corner of the Gulf. The remainder of the evening was spent poring over maps, rigging an ELT from a nautical version filched from Luc's boat, and fantasising outrageously about flying from end to end on the Morning Glory.

We set forth on a cloudless morning across the Great Divide. As the day wore on and the bush turned to scrub I saw why Flight Services had raised an eyebrow at our lack of nav aids. The inversion was way too high to get above, & below the visibility was poor: the lift strong but very broken. A very unpleasant few hours across the desert, the glider bucking and lurching ceaselessly and the haze abetting the featureless horizon to make compass navigation a considerable chore. A larger jolt dislodged Rob's hat, as he snored gently beside me. He awoke when I replaced it so I took the opportunity to ask him if he knew where we were. He rubbed his eyes, peered ahead and down and around, glanced at his watch and pencilled a mark on the map. And went back to sleep. Part homing pigeon. Halfway across we landed at Georgetown, and were promptly met by the local fuel agent, who had dashed out thinking we were in trouble when he saw us but couldn't hear us. We rattled & bumped into town in his Landrover to find a flock of Robinsons in his backyard, resting up from mustering longhorns, two Jetrangers due later in the afternoon. Half the town turned out to witness our departure. The other two stayed in the pub.

A nasty patch of sink at the end to the runway had us hugging the scrub uncomfortably close, the next thermal miles and miles away as we followed the road and sweated through the interminable sink. Mt Isa flight services warned of dust storms due Burketown at five o'clock, only 30 minutes after our ETA. We discussed the merits of landing at Karumba 90 miles from our destination. Rob was keen on a discretionary landing, though I wanted to push on. "No sense of adventure," I suggested. "Keen sense of survival, though," he replied laconically.

Once a thriving fishing port, the prawns have been mostly fished out, and Karumba now has an air of decay about it. The airstrip is conveniently placed very close to town, parallel to and 20 metres from the beach. A brisk sea breeze blew directly across the runway. The Grob has an Achilles heel, a cross-wind component of eleven knots. At Mackay, our gallant attempt to dovetail with traffic in unfavourable conditions had elicited sarcastic comment from the tower, so when final approach at Karumba strongly suggested a transverse landing it was with some relief I went around and queried Rob "Burketown?" He confirmed sufficient fuel return Karumba if we failed to beat the dust storm to Burketown, which on the map looked easy enough to locate. Just follow the Alfred river. But the Gulf is like one huge delta, with serpentine waterways everywhere making navigation a nightmare - and this in the dry season. In the wet it must be forbidding indeed. When we landed flood markers on the road indicated that the strip may be sometimes submerged. After securing the glider against the impending storm (which vanished somewhere out in the desert,) we repaired for a cool ale to the Bouketown Pub. It was six o'clock, and the temperature in the bar had dropped to 32c. The pub, to my great surprise, was segregated. Blacks to the left, whites to the right. Later I realised that this segregation had nothing to do with Apartheid, but rather



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cultural barriers, and there were actually three groups. The first of these we met outside, the blackest people I had ever seen sitting placidly outside on the thin grass just outside the door greeted me in a friendly manner and with an embarrassed G'day I ducked inside (to the right). Home. Typical Aussies pressed against the horseshoe bar, and opposite, in the 'black' bar, blokes & sheilas who looked straight out of Redfern to my Sydney city eyes. Dramatic pictures of the huge grey cloud adorned the pub walls amongst the stuffed fish and crocodile jaws and turtle shells, the boomerangs and woomeras and sawfish blades. An antique barramundi fisherman was introduced to us as the local authority on the Morning Glory. He spoke softly and very slowly, using two shaking and weather beaten hands to sip his beer as he told of his life in the Gulf country. The cloud, he said, had been through a week or possibly two before, and he shook his head sadly as if mourning its passing. You'll know when it's coming, he said, if there's a heavy dew in the morning the Glory will come. A phone call to Sydney that evening informed me of disaster at work, precluding any extension to our stay in bustling Burketown (population 250 says the proud sign at the airstrip. I think they count the emus too) so after a short trip out to the river to watch the crocodiles cruise downstream in the brief tropical dusk, it was a weary and somewhat gloomy pair which turned in. Without the alarm clock, which we had left in the plane. The plan, such as it was, was to arise predawn and launch at first light, fly out into the Gulf for an intercept, and ride the cloud to Mornington Island for a landing. A sweet dream, but our hopes weren't high.

I surfaced to Rob's dulcet tones querying someone outside whether it had rained overnight. The sun was streaming in. I caught only one word of the someones reply. Dew. Rob vanished westward, and before I could adjust the shower taps, he was back. "It's coming." Holy jumping cane toad's, I muttered, as we tripped over one another in the rush. We shanghaied the publican who drove us out to the strip, (another decrepit Landrover seemingly stuck in low gear) nervous glances at the looming cloud threatening to overtake us. The pre flight was not unhurried, and we lined up on the runway just as the cloud rolled overhead, very low, eclipsing the sunshine as it went. We caught it halfway down the strip, the windsock still indicating nil wind, turned low and faced this great grey Chiko Roll at 400 feet. The vario went up a knot. The tension in the cockpit went up rather more. At a thousand feet we throttled back, well established in 2 knots of lift, rising rapidly in front of the vast mass of cloud. I looked at Rob for confirmation, thinking it time to switch off and soar, but he had a look about him suggesting disbelief. Another long minute passed before I killed the motor and feathered the prop. The silence was eerie as we continued to rise, awe struck by the spectacle. It was truly a magic moment. Broken when we started giggling, congratulating ourselves, joking about writing an article starting "After months of careful planning ...," and feeling really quite ecstatic. Our luck was certainly in. We sobered up after a while, broke open the emergency rations, munched apples and muesli bars, and began taking stock of the situation. Altitude 3000, time 0630, tracking SSW at about 30 knots, position umm. We exchanged sheepish grins.

Our position was thus. We were over unknown, inhospitable, mostly un-landable country, soaring out into the desert on a previously untried wave formation which may continue to Alice Springs, for all we knew. Without a map. In our haste we left it at the hotel with the rest of the kit. All was not lost, however, for should worse come to worst we could go over the top of the cloud, fly back to the Gulf and turn East till we came to the point we saw yesterday, and follow the Alfred river back inland to Burke town. We climbed to 4400' for a look behind. Interesting. A thick layer of cloud extended north to New Guinea. Cloud base at 500' or less made the prospect of going underneath unappetising, so we did the sensible thing and called mother. Mt Isa flight service got very chatty when they learned what we were up to, so we didn't burst the bubble by mentioning anything so mundane as maps, or lack of them. After all, we knew pretty much where we were. Sitting on a cloud heading south, more or less. A bush pilot joined the chat and said he thought it petered out about 50 miles inland. We hoped he was right, and decided that when the time came, we would land, perhaps on a road if no cattle stations were in sight, two of which we had over flown, and wait for cloud base to rise, before following plan A.



The cloud was actually a fairly mild example, not as well formed as the few we had seen in photos, and the lift was weak compared to the one the venerable Wallington buzzed. He reported lift exceeding 5 knots to 6000 feet, which would probably translate to considerably more in a glider on a good day. We were only able to use the eastern end of the cloud, what's more, as the cloud to the west had broken into something resembling cumulus, and as it rose there much higher we were unable to estimate the total extent. The useable portion was about 60 or 70 km long, and there was a distinct hump in the inversion visible at the eastern end. The lift became apparent at about 400ft well in front of the cloud, perhaps 2km, and remained very broad at altitude. Cloud base about 500 feet, top 3200, travelling around 25 knots WSW. After a time the lift died. With a vengeance. The whole system just collapsed in about 5 to 10 minutes, all the clouds evaporating into a clear blue sky, so we fired the motor and headed home. To our surprise, the secondary and tertiary were still working well, and in fact it would have been quite easy (though a little scary) to have soared all the way back to Burketown strip, which we found with little effort thanks once more to Robs great navigating.

Later, back at the strip before departure for the long trip south, we filed the flight plan, dated Friday 13th. While Rob chatted happily to the chaps at Mt Isa, I plucked a purple flower from the vine growing over the airstrip shed. *Convovulus Purpurea*. Morning Glory.

First published in Australian Gliding.

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Marshalling Rota

Date	Type	Name	Telephone Number
18/05/02	HG	John Vernon	01386 831477
	PG	Peter Ogg	020 8773 0845
	PG	Cameron Crocket	01243 514774
19/05/02	HG	Patrick Gilbert	01273 571627
	PG	Howard Rhind	020 7585 2445
	PG	Guy Child	07879 494039
25/05/02	HG	Mark Winters	01403 254237
	PG	Jez Riches	01798 343783
	PG	Philip Cameron	020 8309 0285
26/05/02	HG	Alastair Auld	01483 417087
	PG	Tom Taylor	01323 832785
	PG	Michael Allingham	01306 611555
01/06/02	HG	Garreth Smith	01892 615375
	PG	Russel Boland	01273 675560
	PG	Simon steel	07990 574109
02/06/02	HG	Barry Puckey	020 8693 8722
	PG	Ian Blackmore	01825 762473
	PG	Victoria Shipton	020 7223 6380
03/06/02	HG	Roy Avis	020 8265 6978
	PG	June Sage	01306 631321
	PG	Jennifer Iles	
04/06/02	HG	Keith O'Sullivan	01268 655053
	PG	Dave Watts	
	PG	Nigel Shepherd	01480 839169
08/06/02	HG	Will Greenwood	01273 477388
	PG	Alan Bond	01342 317766
	PG	Diana Riordan	01403 891683
09/06/02	HG	Mark McKay	01932 561106
	PG	Gary Bruggenwirth	01273 858810
	PG	Keith Jones	020 8640 8102
15/06/02	HG	Bennet Allen	020 7531 6737
	PG	Finn Kennedy	01273 858221
	PG	Niall Macdonald	01252 878072
16/06/02	HG	Neil Kinnear	020 8697 1363
	PG	Niel Williams	01483 725232
	PG	Stephen Darby	01245 324905

If any of the above data is incorrect, please complete the form on the opposite page

If you cannot marshal on the day allocated to you, it is your responsibility to find a replacement, i.e. ring someone on the list to agree a swap and advise the changes to all



Hang Gliding Coaches

Paul Coidan	01953 688266
Martin Brady	01444 233346
Will Greenwood	01273 477388
Ozzie Haines	01273 418293
Dave Matthews	01273 857163
Ron Richardson	01689 856723
Dave Massie	01403 268601



Paragliding Coaches

Steve Brewer	01403 710739
Bobby Brown	01892 663338
Peter Fox	01273 516431
Adam Goodsell	01273 711190
Jerry Hansen	01273 461783
Jim Hardiman	0208 311 0683
Dave Lewis	01273 589787
Dave Massie	01403 268601
Barry Philpott	01444 482225
Simon Oliphant	0207 476 5490
Mandy Sharpe	01273 589787
Simon Steel	079 9057 4109
Stewart Swanton	01273 732219
Aidan Toase	020 8789 9768

Club XC League

Date	Month	Type	Dist	Name	Pilot Type	Wing Type	Class	Make	Model	Flight Type	Launch	Name	Coord	
16	4	WkDay	46.1	Will Greenwood	Experienced	HG	HG	?	Avian Ceetah	AT	Hill Frm	Spilstead Farm	TQ	769 190
24	3	Wkend	24	David Newms	Experienced	PG	Serial	Wintech	Quarx 25	OD	Hgh&O	keymer	TQ	318 153
17	3	WkDay	27	Dave Lewes	Experienced	PG	Serial	Apco	Simba M	OD	Dyke	?	TQ	? ?
16	4	WkDay	21.2	Dave Massie	Experienced	HG	HG	Airwave	Airwave Conce	AT	Hill frm	Chiddingly	TV	346 126
24	3	Wkend	17.8	Paul Andon	Experienced	PG	Serial	Apco	Bagheera (M)	OD	Hgh&O	Plumpton	TQ	387 142
2	3	Wkend	6	Michael Shaw	Novice	PG	Serial	ITV	Bi-Zenith 38	OD	Dyke	Hove	TQ	999 999

There has been quite a lot of flying in the last month but precious little XC flying. This has mainly been due to warm continental air dominating our weather. The table above represents all of the registered XCs actually flown (mainly by people called Dave it Appears!). Please note that this year, like the National league, I will not be accepting flights given to me on bits of paper.

If you fly an XC and want to register it, or you want to see a break down of the leagues you must visit the XC league web site. If you have never used the Internet before then either get a friend to register it for you, or come around to my house and I will show you how to register. All of the SHGC schools are offering free access to the Internet if your looking to register flights. Note that if the main SHGC web site link to the SHGC League table is not working, it is also possible to access the league site using the following internet address:

<http://www.base9.force9.co.uk/homepage/xcleague2002/index.htm>



Coaching Column by Trevor McLoughlin

Coaching Changes

Further to what I said about coaching changes in last month's issue, these are the changes that you'll find in our coaching system.

1. Instead of a new pilot having to go in search of a coach, coaches should be seeking out red ribbons to either :-
 - a) Check that they know the site and are aware of the conditions and to introduce themselves if they aren't known and b) Give them a briefing if they need it.
2. The 'signing off' of tasks in the Pilot Handbook or logbook in preparation for the Pilot exam should be encouraged. Coaches are not signing off tasks for people, this is mainly due to them not being asked.
3. More coaches will be coming along to our monthly meetings to meet new pilots.
4. I shall be writing to all the schools to ask instructors to try and introduce their 'nearly qualified' students to any coaches that are on the hill if they can and to try and get them to come along to our meetings.
5. All coaches will start to meet on a regular basis; the next meeting will be around the end of June - watch this space for the exact date.

Coaches - would you please let me know your email address if you have one. Also, I'm still after some photos from our new guys for the site guide and welcome letter.

Club Meetings

My thanks to Dave Massie for taking last month's meeting for me in my absence, I wasn't enjoying myself flying - honest! In fact for the first few flights I was scared, it's been a while since I've been in a 10m thermal. I prefer my Bagheera above me rather than below me - ho hum!

This month's meeting is on **Thursday 30th May**; we will be talking about safety, both in the air and on the ground and dealing with an accident - something I hope none of you will ever have to do. This didn't get covered last month as expected.

The **London Meetings** are going from strength to strength, with at least a dozen people turning up on a regular basis now. This is how our Seaford ones started, so come on give them your support. You guys living in London have no excuse; it's easily accessible by tube, train or bus. The next one will be on **Wednesday 29th May** in The Victoria Inn, Upper Belgrade Street just outside Victoria Station (not the one in the Station). Start time isn't set; people will be there from 6 o'clock onwards - look out for Skywings on the table or bar. Contact David Roberts on 0786 753 7957 if you need to.

Pilot Lectures

These are all finished now, of the twenty people that started with the first lecture, seven attempted the exam and five others are doing a little more swotting before they take there exam. I'll tell you who was successful in next month's Windsock.



Once again, I'd like to thank Dave Massie for invigilating the exam in my absence too. It seems I owe you a few beers Dave. ☺

Don't forget, you don't have to attend my lectures to do this exam; you can study for it at your own pace. Just let me know when you're ready for it and I'll get your paper from the BHPA for you. My revision notes are available either from me at Airworks or from Sussex HG&PG.

Potential Coaches

Those of you that have asked to go on the next coach course and want to join our team please re-contact me - I've lost the list I made of your names.

Riding The Morning Glory - Pilot Notes

In 1991 Rob Thompson & I experienced very strong lift sometimes for 60 km or more, between 2000 to 2500 feet. The polar curve of the G109 gives a sink rate of 6 m/s at 110 knots, at which speed we were still rising at 4 knots (2 m/s), so the lift was 8 m/s. This was the strongest lift so far encountered, and I think we saw this two days in a row. However, when it is very strong, the band is very narrow, 200 to 300 metres, perhaps less. Certainly we found ourselves at times very close to the cloud indeed.

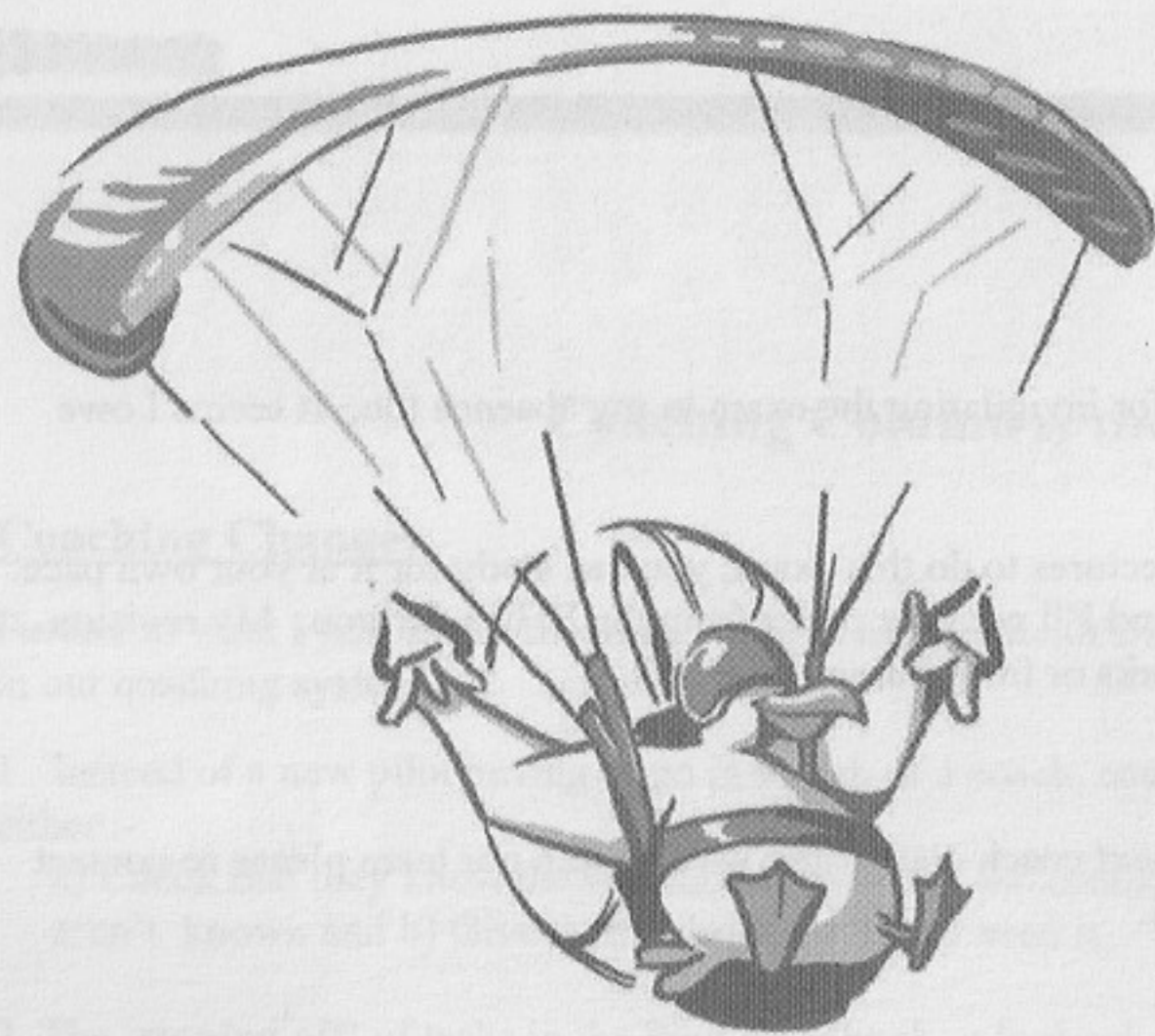
Morning Glories with this strength are quite distinctive, having a vertical wall of cloud several thousand feet high, and often a stream of very low fog-like stretching out in front for some kilometres from the base of the cloud. The lift tends to level out to about 2 to 4 knots at around 5 - 6 thousand feet. At this altitude the band can be very wide, varying from 400 metres in weak areas to 5 km or more, extending well out in front of the leading edge. On subsequent flights I have experienced lift in excess of 15 kts for stretches of 50km or more, and over 8 kts for 2- 300 km. Clouds of this strength are rare, and are usually at their best over the Gulf between Point Parker (a beam Mornington Island) and Groote Eylandt on the western side. In 1994 I soared one from Burketown to Groote and then back to Borroloola, not much under 700km in about four and a half hours. A pretty good run for a comparatively sluggish G109.

First soared Friday 13th October 1989

Rob Thompson & Russell White

Grob G109 motor glider

That cloud had well formed lenticulars at around 8-9000 feet, and cumuli form tops from the secondary going to well over 12,000'. An upper system of stratus like cumulus lines which often accompany the Morning Glory vary considerably in height. We soared to a tad over 9 thousand on one occasion on a fairly modest cloud, climbing steadily in 2 knots from 5 thousand way out in front of the cloud just before the system died, and were not very far below the base of the upper stratus which Rob & I estimated at about 11,000 ft (perhaps 12). At other times, however, the small lenticulars which sometimes form have been much higher, and I think that 20,000 plus would be a good estimate on some days for the high stratus. The waves travel at speeds up to about 35 knots, averaging around 25 (slowing considerably as the system dies). Most of the strong roll-clouds have very low bases, often 400-500 ft or lower. Weaker clouds have higher bases. Tops vary from 2000 to 6000 feet, with the rare monster waves going much higher. Lift begins very close to the ground as a rule, often as low as 400ft as far as 2km in front of the leading edge. The lift band is frequently extremely broad, anything up to 10 kilometres at altitude, but is sometimes very narrow and fierce (and terrific fun). Lift is not necessarily proportional to size or shape, but bigger is usually better.



Opening Times

The shop is open at the following times:

Mon – Sat 10.00 - 5.30
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Coaching & Lectures

We'll be doing regular lecture evenings soon; there will be talks on weather, air law, and theory of flight from EP to AP, novice to instructor. There will be one and two day courses on various other aspects of flying too. Watch this space for more details!

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Gradient Bliss 26	80 – 100kg	DHV 2/3
Gradient Onyx 26	80 – 100kg	DHV1/2
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Apco Fiesta (L)	100-120kg	DHV1, Excellent condition	£1200
Frantic Plus (M)	80-100kg	DHV1/2 As new,	£800
Gradient Saphir 2000 28	85-110kg	DHV2/3, Ex demo, as new	£995
Nova Vertex 24	75-95kg	DHV2/3, Spotless, as new	£895
Nova X-Ray 20	65-85kg	DHV2, Very good condition	£700
Nova Axon 26	85-105kg	DHV2, as new	£800
Nova Axon 26	85-105kg	DHV2, Slightly faded	£350
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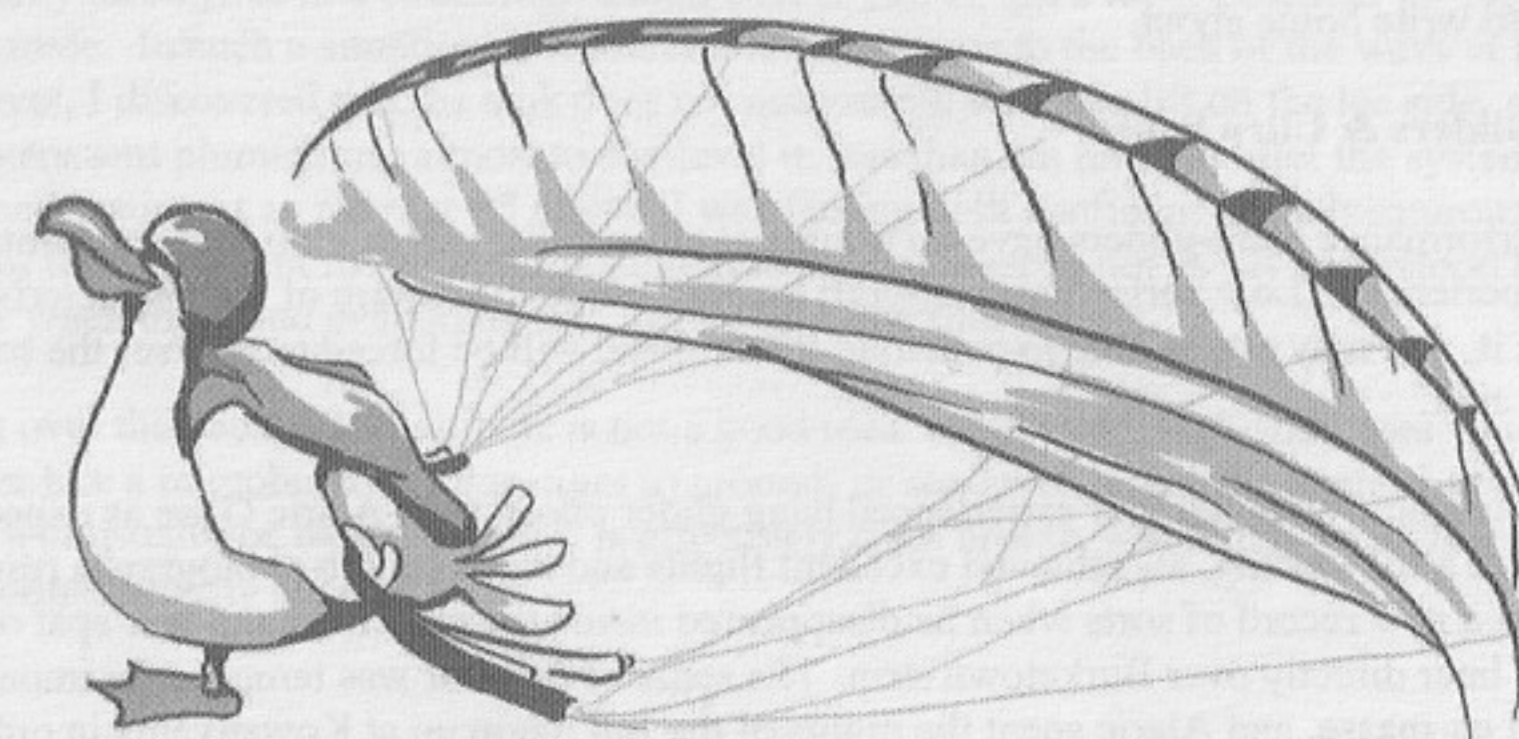
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Sometimes there will be a great kink in the system, where one section finishes and the next starts perhaps several kilometres further to the NW. There is often a great mass of dead or sinking air between the two. It is possible to cross back to the secondary (which will sometimes be working better than the primary), and search from there for a route to the next section. There are no hard and fast rules as there are a great many variables to each cloud. Rarely is one like another. One thing to watch in these intersections, as noted in the 1995 AOPA & AG articles, is the terrific turbulence which may occur at low altitudes. In '94 I went for an exploratory motor under one of these, expecting good lift as I traversed across to the second section which had much better form, and struck moderate to severe rotor. I came out with my feathers quite ruffled. Satellite pictures indicate roll-clouds far in excess of 1000 km. From Kangaroo Point to Borroloola is 400 km, and this is quite easy in a fast glider, conditions permitting. From there, Ngukurr near Roper Bar is another 220 km or so. A really top cloud could give you a first turn point of Groote Eylandt (I don't know about Gove, but it may be possible), then ride the wave back to the mainland somewhere east of Borroloola and get very high and head inland towards Camooweal or perhaps the Isa for the second turnpoint, by which time you should be into the strongest part of the day for the last leg. This would give a triangle of over 1500 km. Using Tennant Creek as the second turnpoint would give an FAI of about 1750.

The afternoon sea-breeze may prove a problem on the last leg. I don't know how good the thermals are likely to be in the Mt Isa - Tennant Creek area, but I suspect quite good despite the fact that it's still relatively cool during Morning Glory season.

Dates & Times

The Morning Glory season is September through late October. However, roll-clouds have been observed in most dry months, and even in February. Two strong waves were photographed at Massacre Inlet in August 1997 on successive days by a fishing party including Johnny Yanna.

Flying the Morning Glory

Having braved formidable obstacles just to get there, pilots arriving in the Gulf hoping for a ride on the world's greatest soliton best tread very carefully, as you could end up in more trouble than you will have a chance to write home about.

Hang Gliders & Ultra lights

High performance hang-gliders have no trouble at all with the waves - but then the pilots have so far been very experienced. Low performance aircraft must be especially aware of the characteristics of the sink. Once in it, you may not be able to penetrate forward and will be forced to go over the back - upwind and into the sink.

The '95 season welcomed four experienced hang glider pilots, with Alaric Giles as expedition leader. They used a trike as tug, all achieved excellent flights and some superb photographs resulted. Al managed a new record of sorts when he disappeared inside the roll cloud and was spat out some ten minutes later directly over Burketown strip. His sense of humour was temporarily impaired. In '96 they returned en-masse, and Alaric spent the nights of the full moon up at Kowanyama in order to attempt a world record by launching by moonlight for a ride on the wave down the coast of the Gulf and then overland perhaps as far as Camooweal. Unfortunately the cloud didn't comply. They returned in 1996 and '97, but did not have much joy. Successive years have seen small groups of hang-gliders, generally with mixed success. Record distance on the wave is held by the late, great Cmac.



Conventional Gliders

The main problems with un-motorised gliders are twofold. The first, obviously, is launching. You may have seen a photo of the Glory over the Burketown strip. This is relatively rare, as the township and strip are just to the East of the main thrust of the waves. Fewer than a quarter of all roll-clouds ever reach Burketown, and the best place to catch them is out on Kangaroo Pt, about 30 km north, just after first light. Often we motor quite a long way out into the Gulf to intercept.

Auto-tows have been used successfully by the hang-glider pilots, but timing needs to be precise. Only a very limited number of launches would succeed in contacting the lift, for reasons mentioned below. For the hang-gliders, trikes have proved far superior. For sailplanes, the logistics of getting a tug to Burketown present quite a hurdle.

I don't want to put you off, but here is a good place to mention that luck plays a very large part in one's success with soaring the wave. Most years we've been lucky, but '93 was fairly dry, and in '97 most of us missed out. However, in that year one chap came up twice - he was there the week before we arrived and the week after we left - and had excellent runs both times. It is quite possible for the weather patterns to be inconducive to visible waves for weeks at a time. Glory prediction is far from an exact science.

The second problem with conventional sailplanes is more serious. It would be far too easy for a neophyte to be caught out on a wave that looked so strong they could soar to Darwin and back, and then to their dismay they find it dying at the NT border, perhaps 25 km inland with a strong headwind and several bands of sink between them and the only landable spots on the coast. The country west of Point Parker is extremely inhospitable, with thousands of square miles of trackless semi-desert scrub. Even if they did get down unhurt, the retrieve is going to be a nightmare as there are no roads and very few tracks. Please check your maps to get a better picture of the terrain you will be over flying.

If low hours pilots are present, it is essential that they are treated just as novice mountain wave pilots, this thing can bite. The sink on the lee side can be devastating, and if you find yourself low and behind the lift, trying to penetrate forward while the cloud is already moving at 60 kph or more, you could find yourself in very murky turbulence in a twinkling. Cloud base is 500 ft, not a lot of potential for recovery from an unusual attitude. In such a situation, it is preferable to continue to the back of the wave at best glide. In '95, however, I discovered that the sink does not necessarily turn into lift on the lee side, when John Levett and I were sent plummeting almost to sea-level in less than ten minutes after the system collapsed, despite penetrating at an average 85 knots. I was feeling both confident and adventurous that day, and the Gods of the sky taught me an unforgettable lesson. For reasons not as yet understood by this writer, occasionally when the cloud evaporates and the lift dies, the sink doesn't.

To re-iterate, going over the back at low altitude is not a good idea: expect very high sink rates which may continue, rather like a microburst or rotor, right to ground- or sea-level. Once the waves have evaporated, the air will usually be barren of lift: it is effectively a sea breeze, and it may be an hour or more before any thermal activity occurs.

Outlanding

If soaring more or less locally on one of the waves that heads inland for quite a way, one can often go down towards Gregory Downs, following the road. There are several strips down that way, mostly on cattle stations. You could also follow the Doomadgee road, but there are few if any strips until Doomadgee itself, which has an excellent sealed strip. Close to the coast, the salt flats generally look



good, and are usually aero-towable. But beware of anything that looks even slightly damp. It may have a hard crust, with mud beneath..... One needs more local knowledge here.

Ridge soaring rules apply very nicely to the Morning Glory, as most fast runs will be towards the west, with your right wing on the cloud. The glider with the cloud on its right has right of way, and the other should break away. The glider with the cloud on its left should travel further out, allowing oncoming gliders to pass. Good communication is essential, and we have found that by transmitting our GPS distance & radial from Burketown along with our altitude & direction, we have no trouble locating one another and maintaining separation.

Met. and Navigation.

You will need the three WAC's that cover the Gulf from Normanton to Groote as a bare minima.

NORMANTON 3220, GROOTE 3310, NEWCASTLE WATERS 3221 (which last has just a tiny corner of the gulf coast near the NT border) The extra large 1:1000000 ONC charts are nice, but show insufficient detail for our purposes. Very handy for orienting yourself, though. ONC N-13S & P-14 (P-14 goes to Borroloola). A GPS is not essential, but is very, very helpful, as navigation is a real chore up there, even along the coast. One river looks just like the next. WAC topography tends to be imprecise.

Morning Glory Prediction

A very imprecise art at this stage, but getting better. Studying weather charts for the days preceding roll-cloud occurrence gives a lot of clues, and certainly conducive conditions can be predicted some days in advance. A good sea-breeze in the afternoon augurs well for the morn, particularly if there is plenty of condensation on your glass. If you go outdoors in the wee small hours and find heavy dew on the grass, things are looking very good. If, in the first glow of dawn you can see high up in the North-eastern sky lines of cloud like dark ripples on an orange sea, then check your maps and munchies, and prepare to launch. But even if none of the signs are there, prepare to launch anyway. In '94 I made a real bunny of myself: after many waveless mornings with the charts indicating no change, I got up at 4 am as usual, checked the sky, dew etc and decided there was no hope. I arose again at 6 just in time to see a monster charging overhead (albeit almost cloudless).



. *Convolvulus Purpurea*. Morning Glory.



MEMBERSHIP APPLICATION FORM

Please write in BLOCK CAPITALS ONLY

First Name: Surname:

Address:

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Date of Birth: BHPA Number: Occupation:

Original Training School:

Hang Glider Qualification: Experience Years: Total Hrs:

Present Hang glider: Model:

Paraglider Qualification: Experience Years: Total Hrs:

Present Paraglider: Model:

Now please read and sign the following declaration

In applying for membership of the Southern Hang Gliding Club, I agree to abide by its rules and regulations and any amendments and/or additions to these rules as might be made by the Committee and/or General Meeting of the Club. I fully understand that contravention of these rules and regulations may lead to my suspension as a member, in which case I will not be permitted the use of Club sites or facilities.

Please note: Each member is expected to perform a maximum of one day per annum as weekend flying marshal. The rota will be published monthly in 'Windsock'. It is your responsibility to find a replacement from the published list if you are unable to attend your allotted date.

Signed Date:

Please send the completed form to the Membership Secretary, PO Box 1359, Brighton, East Sussex, BN1 5DX, together with a cheque or postal order (no cash) for £50, made payable to the 'SOUTHERN HANG GLIDING CLUB'. **Concessions:** Family membership - £40 per family member provided all are resident at the same address. Students - £40 provided you send a photocopy of a valid NUS card and enrolment card. Over 60 membership - £30



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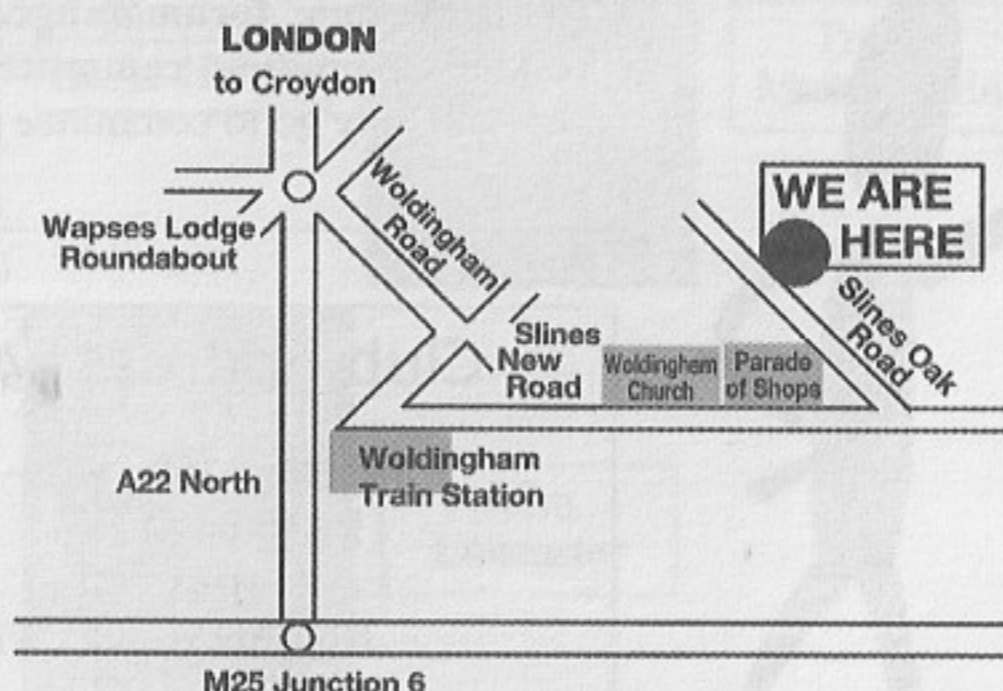
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News

Advertising Costs

Monies due each month should accompany the month's advert, and these are to be sent to the Editor. Cheques are to be made payable to the Southern Hang Gliding Club. The prices as from 1st July 2000 are as follows:

Double Page	£40.00
Back Page	£25.00
Full Page	£20.00
Half Page	£12.00

Those who prefer to pay forward, for a 12-month period, would benefit from a discount off these prices, which would equate to an 11-month cost, i.e. 8.33% discount.

Visiting Overseas Pilots

We now welcome overseas visiting pilots as before. You can fly free for 3 months. Please send a photocopy of your insurance documents to the Club address. Please also familiarise yourself with English air law.



'Windsock' Copies

Spare copies will be sent to the schools, Stewart Swanton and Claire Page, to be made available to new members and any interested person enquiring about schooling.

Coaching Meetings

Coaching meetings take place at 1930 hours at the Wellington, Seaford on the last Thursday of each month (map within this issue under 'Coaching'). Trevor McLoughlin would be pleased to welcome all pilots with varying experience including Coaches. Email or phone Trevor if you travel a distance to get to these meetings. It may be that someone else is coming down from your neck of the woods.

Right Hand 360's Only Please

Members are reminded that on all club sites the ruling regarding 360's is, that below 1000 feet above take off, only right hand 360's are allowed. Once you are above 1000 feet above take off then 360's in either direction are allowed. Also, please remember that, when joining other gliders in a thermal, join them going in the same direction of rotation.

Low Air Time Pilots

Low airtime pilots must speak to a coach on the hill before flying to ensure the conditions are safe to fly.

News

Modeller's Bowl

Hang gliding and paragliding pilots must not fly below 250ft above take off over the modeller's bowl, whether they are flying or not. Four white posts mark the boundary.

Important

Once hang gliders are rigged, paragliders must not land in the hang gliding paddock except in emergencies. **DO NOT RE-INFLATE** in the paddock.

Air Law Reminder

Give way to pilots who have the ridge on their right. Do not fly in to them.



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Website: www.d-aviation.co.uk
Proprietor: Dave Perrin

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Sky Systems' Spring Sale!

2nd hand paragliders:

APCO SANTANA, medium, yellow. Good condition, £1,200
AIRWAVE HARMONY, medium, red, good condition, £999
AIRWAVE HARMONY, medium, average condition, £449
AIRWAVE HARMONY, large £699
AIRWAVE RAVE 27, lilac £499
ITV AGENA large, £599
TANDEM ITV MERAK, average condition, ex. Harness, £750

C&J Pod lite type hang gliding harness, medium, £250
POD III hang gliding harness, small, £150
GULL RACER pod-type hang gliding harness, £75

Check out our online auction – www.skysystems.co.uk

Call Sky Systems on 01273 556695 or e-mail on office@skysystems.co.uk
Sky Systems Ltd - Paragliding - Paramotoring - Kitesurfing
66 Woodbourne Avenue
Brighton - East Sussex BN1 8EJ

Avian Java 140

Good condition, Yellow and green undersurface, 2 years old, 120 hours, lovely handling, light weight and good XC performance. £1400
bruce.kavanagh@ntlworld.com tel 01252 675056



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Nova Axon 26, 85 – 105 kg DHV2, 90 hours use.
Full service at "Loft" last year. **£350**
Tel Ian on **07966 462549**

Airwave Vision 4: 160 size. Green, black and white. Similar spec & performance to Calypso or Pulse. Perfect first glider for the low airtime pilot.. Very good condition with recent full service. **£600**.

Call Nick 07887 951611. eMail NickJCresswell@Hotmail.com

SIGMA 4, small, 65 -85 kg all up. DHV 2-3, very good condition. Superb handling and performance for the lighter pilot. Must sell, any offer considered. Tel John on 01273 308360

Windtech Quarx 25 DHV 2.

Immaculate condition.
Excellent XC machine. Built in thermal locator.
All for only **£800ono**
Call Ghandi 01273 513746 or 07811455561

Hang Gliding tow bridle. £ 25

Call Paul on 01953 688384

Skyline Supersede Harness (M/L). Fully serviced & checked by "the Loft". Rear mount reserve, side pockets, top pocket, with reserve bridles, reserve handle, good weight shift & effective cross bracing, good general condition. **£140 ono**. A great value fully specked harness. Contact Carlo on: Tel / Fax 01323 871 383, mobile: 07884 49 66 70, email: carlo@windtech.co.uk.

LAZER CARBON KEVLAR FULL FACE HELMET Size 56. Brand new. 75
Tel John on 01273 308360



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APCO SANTANA 30 DVH 1-2 85-105 Kgs,
20 hours, as new condition, manufacturer's warranty, not used since full service.
Large rucksack, books, videos and helmet included. ~~£1,100~~ **Now £950**
Tel. Mick 01306 611555

UPGRADING ?

I need your good modern DHV 1or 1/2 for paramotoring (65/85 or 75/95Kg.a.u.w.).
I have a DHV2 Nova Xray (65/85). Perfect 19 hrs from new.
For Exchange or Sale. Details phone Dave on 01708 558081 or Email
dave@howellfarm.freeuk.com

NOVA VERTEX 26, DHV 2-3, 90 - 105kgs all up (Ideal all up weight 95 - 105). Red. 120hrs, very well looked after. Fully checked over & MOT'd by "the Loft" paraglider services. They said: "Top Surface, Under Surface: **General Good Condition**"; Porosity results, **good**; Line loops, **good**; Cells condition, **good**; All lines checked, one replaced, **all good**; Maillons, **good**; Risers, **good**; brakes, **good**." - **All good, and ready to fly, only £400 ono**. Contact Carlo on: Tel / Fax 01323 871 383, mobile: 07884 496670, email: carlo@windtech.co.uk.

Apco Santana 25 (Small) DHV 1-2, Supair, Moovy harness, **Apco Mayday** reserve, only 3 hours use. **£1800**.

Tel Ian on **07966 462549**

LAMINAR ST2 (CofA) 14m2 Mylar Sail. Stored in garage and in very good condition. **£1500**

Moyes Xtralite (CofA) 135, no aluminium has ever been bent on this glider, handling very good, new side wires. **£400**

Contact: Craig Dolwin, cad@ieeee.org, 01793 782960 (Swindon), 01179 060756 Bristol)

Edel Response, medium white/red. 85-100kg, DHV 2/3, approx 60 hrs. Very good condition. **£650**
Call Dave on 01273 696864 or mobile 07769 692951.
Email: dave@d-aviation.co.uk