

*Merry Christmas from...*



**December 2004**

## Nippy Out...



### Editorial

Hello,

Hope you've all had a good year. After smashing my glider up in Germany in the Summer, a nice Mr Carr leant me an identical replacement whilst my bits were on order from Australia - so I haven't spent too much time on the ground. This was on the proviso, however, that wherever I went I had to promote Airborne Gliders and provide demo flights for people that wanted them. So I guess I was a mobile sales rep for Airborne with a company vehicle. Not a bad gig really, given that I managed to sell one at the Cambridge Aerotow Open Day in August. Even the Tug Pilot was impressed with how straight the Climax flew behind the tug, even when the novice pilots tried it. Still, I got my original glider back together, just in time for.....Winter. Yes it's time to dig out your extra thick gloves and polish up your ridge soaring etiquette.

I hope you enjoy this month's Windsock. The 'sock' seems to have developed into more of a quarterly thing of late; due mostly to the limited amount of material we have to print. In last month's issue I asked for your views on making Windsock a less regular thing and talked about the cost savings this would bring the club. Given that no-one raised even an eyebrow to this, I'll keep on with the quarterly frequency until the AGM.

In the meantime, thanks to Ozzie Haynes and Clive Belbin for this month's cover pic. Nice to see Ozzie's Carbon Dragon project is still making progress. Can't wait to read about the maiden flight in the local paper!

Anyway, fly safely and see you at the SHGC Winter Party on Saturday 8<sup>th</sup> Jan 2005 at The White Hart in Lewes. Full details inside on the next page.

As usual, send your articles and anything else to:

nick.cresswell@ntlworld.com

or:

NICK CRESSWELL  
3B EAST DULWICH GROVE  
LONDON SE22 8PW

Ta' ta

*NICK*

## The SHGC Winter Party

**The White Hart Hotel, High Street, Lewes**

**Saturday 8<sup>th</sup> January 2005 at 7:30pm**

With the credit-card maxed out from Christmas and the constitution destroyed by New Year, come and enjoy a keenly priced evening's entertainment with the Southern Hang Gliding Club.

This year we've gone upmarket (!! ) and booked our own function room, so come along and meet some familiar faces and a whole load of new ones.

The format's pretty informal, but will include:

- Buffet food with plenty for Vegetarians and Meaties
- Awards and Prize presentation for the 2004 season
- DJ and disco dancing - w'hay
- Plus plenty of other flying related paraphernalia

After last year, every effort is being made to ensure the food is up to your demanding standards, as indeed it should be!

Tickets are £10 and can be reserved by sending a cheque payable to The Southern Hang Gliding Club to:

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# Officials Corner

## SHGC Committee meeting 3rd November 2004

### Summary

- Christmas do needs sorting
- 494 members.
- Dave has the (nearly finished!) site guide from Simon
- Schools need invoicing - Neil?

### Windsock Items

- Caburn Marshaling?
- Site rules?

### Members Present

Peter Campbell, Dave Massie, Brian Brunswick, Chris Bere, Jack Chapman, Ian Grayland.

### Apologies

Will Greenwood, Tim King.

### Approval of minutes

Approved.

### Matters Arising

How about an AGM party for the Christmas do? Hasn't really been a good idea to combine in the past though. Christmas do needs booking soon - date seems to be slipping back - might be February soon.

Chris and Ian have looked at Butt's Brow, it has lots of possibilities, we probably want the whole of it.

### Aerotow - Will (briefly)

Will had found a field, but it had a property going with it, and we really want to rent initially. We might try to rent the field from the new people that have bought it. Will has also put out flyers to local estate agents.

Felix Rhule came to the Aerotow site with a tandem Atos and Atos VX and lots of people flew.

### Sites - Chris

Bo Peep landing field chap asking for his money. Peter to look into it.

There was a shoot at Firle on the last Sunday, but it was just target practice and finishing at noon, so it was all ok.

Eastbourne council send a letter asking for the £60 fee, but Peter has a cheque that has cleared for that though, that was paid last spring - down as due in March in Peters schedule for the year

### Membership - Jack

In Sept: 10 new members, 5 this month, brings it to 494 members. 26 family members. 2 students. 15 senior citizens. 3 honorary members. 89 new members for the year.

There seems to be a long delay in them being collected from the PO Box and forwarded to Sky Systems.

New membership form has been forwarded to Sussex HG/PC.

### Finance - Peter

Nothing particularly - cheque to sign for Windsock.

We've got an invoice from Simon Goodwin for doing the site guide, Dave has it on CD.

### Safety - Ian

Posted a winter warning to the forum, it hasn't come through immediately.

There was one attempt at an accident at Beachy, with someone flying behind the chimney, got a large collapse but recovered. Question about people being pilot rated. How much of a firm rule is it? Should we change it to an hours rule? Can't really check everyone on take off. A Reminder in Windsock - Ian

Return to the question of having a board up.

Haven't seen the sign up at Caburn that Neil was doing.

Standard of flying seems to have been good the last few days.

### Site Guide

Dave has Given the CD to Ian - Simon has removed some odd stuff that we want to keep in, (heights in feet). 4.5M Word document. Dave to Email to Brian, look at fixing the Caburn diagram, Dyke Diagram, Dave to split it up. Also get some photos from the ground. Change the name of Firle on the diagram.

## AOB

Jack - getting membership application forms from South Downs Hang-gliding. His website is claiming that Tim Cox etc are agents, so he should be the one paying the schools site fee - FAO Neil. Probably the one man band rate. Brings up the question of setting up a regular system of invoices for the schools - Neil is tackling this, when he gets back to country Peter will get info from him - not yet sent out Invoices on that.

Question of having letter head and compliments slips in electronic form. Invoice. Brian volunteered to do that.

Jack has some that he has set up already - email to Brian.

How about getting a club message to students as a laminated sheet that can be sent to schools with invoice.

## Next meeting.

This is to be Wed 1st December 7:30pm at the Dyke pub.

Apologies - Chris Bere.

For the latest Windtech news, reviews, images, and info, see...

[www.windtech.co.uk](http://www.windtech.co.uk)



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# Technique

## Safety First this Winter

By Ian Grayland

While the ol' thermalling technique might not see much action this winter, there's plenty of opportunity to polish up a few others...

It is beginning to feel like winter, which usually means flying in somewhat stronger winds. Also, the air tends to be more laminar and stratified, so the wind gradient near the ground can be more intense; as can lee rotors behind any obstruction.

PG pilots should allow a good few yards extra clear space downwind of their intended launch spot. Basically, make sure you have enough room to get dragged and either recover the situation or collapse the canopy before you run into anything unpleasant.

When top landing don't get too far back (close to fences, car parks, buildings, roads etc). Aim to touch down around one third back in the landing area rather than the usual two thirds. This will give you the extra time and space required, as above.

HG pilots should be aware of the increased wind gradient on launch, being sure to take off into clean air with no chance of dropping one wing - even if it means walking a few yards to one side or the other. Also, be particularly fussy about your top landing approaches; make sure you can complete your final turn at good height leading to a straight, wings level final few feet. This is particularly important when top landing at the Dyke on a Northerly day, when the rotor from the pub tends to cause a BIG down-draught behind the paddock.

With regard to lee rotors, try to be aware of where the air you are flying in is coming from. Line features at 90 deg to the airflow are the most likely sources. Even a simple line of bushes on the lip of a soaring ridge can produce a tangible kick at 50 feet or more above and behind them. A line of full size trees (like the plantation at West Firle) can have you straight out of the air and in a serious heap. So don't fly behind them!

When the wind is 'off' the hill, be aware that vertical features produce 'horizontal rotors' (axis vertical), so again,

be aware of where your air is coming from and do not fly behind prominent obstructions (such as large chunks of beachy cliffs - no kidding, there's always one isn't there!?!).

A useful indication the air's tendency to generate rotor, is how 'wakey' the air is. If you find unusually strong wake turbulence or it gets carried unusually long distances behind gliders then you will also find a strong tendency to get lee rotors forming.

Finally on the positive side, this is the best time of year for novices to get things sorted. You can fly all day in reliable lift. You can carry out endless circuits and bumps. Sort your ground handling in strong non-gusty winds. You can fly in the same air as the best local pilots who are going nowhere away from the hill this time of year - and, once they get over the frustration of the last few weeks, will have the time to help you out if you need it.

For the more experienced fliers, since there's obviously nothing wrong with your flying ;-) it's a great time to get your kit sorted: Brake & flap adjustments, trim speed, harness set-up, relative glider performance assessment, speed range, polar plots, energy conversion and flying other peoples gliders to compare - with their permission, of course.

Blimey, almost got enthusiastic there. Nearly forgot. Make sure you have enough drinking water; you can get dried out real quick in all that wind, even without the hot sun. Plus your blood sugar will drop faster in the cold and the wind will tire you, even just standing in it. Take a break now and then for a sandwich and hot tea or similar.

OK, boring even myself now.....see you out there.

## On Tow

### Coming to a Field near you...soon

By Will Greenwood

The arrival of the dual ATOS and recent proposals to the FSC might be about to change the way we train hang-glider pilots...

Steve Elkins rang me a few Thursdays back and asked if he could come and fly with the SHGC Aerotow group at the weekend...oh and by the way, Felix Rhule is coming over.....and could I let everyone know!

So after a lot of ringing round, putting e-mails out on the forum and generally making sure we had tug pilots on the day, Steve and Felix arrived on Friday evening - ready to roll on the Saturday. The Weather Gods were kind and Saturday dawned sunny; lots of people turned up and by 10 all the gliders were rigged and the tug was ready.

For those who do not know Felix, he is the designer of the ATOS rigid wing hang-glider. More recently, he has added the VX model to the ATOS range; an excellent performer.

By mid-day people were beginning to stay up, even in the last week in October. Conditions were good, with cloud-base at 3000ft. Everyone enjoying this chance to soar and try new toys with many pilots flying a rigid wing for the first time. The ATOS wings seemed a popular choice with two fellow pilots from the west country arriving to collect their new gliders from Felix and Steve.

Later in the afternoon the Tandem Atos is rigged and a few people are taken for dual flights, including a paraglider pilot, who was blown away by the performance! We eventually finish and tuck the gliders rigged in the hanger for the night.

The Sunday saw similar conditions but with more wind from the N/E, so after everyone flew we dispatched some of the gliders to Firle.

We did this by air, towing each glider to 2000ft and releasing close to Mt Caburn. All of them got to Firle and very soon our keen band of member pilots were seizing chances to Demo them.

There was so much interest in these Gliders that poor Felix had to delay his return to Germany till Monday night!

Chris Dawes and Judy Leden stopped by on their way to Spain and after trying the tandem, promptly took it with them to Spain! By this time the daylight was fading so we set off to retrieve the gliders that had gone XC whilst the rest of the gliders were packed away.

Judging by current developments, tandem hang-glider training should be available in the UK in the near future. The FSC is looking at the proposals and should approve the syllabus fairly soon. This will mean that new HG pilots will be able to train without hauling any equipment around and hopefully gain much more value from their early hours in the air. This represents an enormously positive development in HG training and with the availability of such good tandem gliders – such as the ATOS - USA style HG training may finally be available coming to the UK.

Watch this space.

## Comps Announcement The BCC "The Inter Club Challenge"

I am trying to get us sorted for the BCC for next year. For all those who are new to the club the BCC is a friendly based inter club competition, where you meet up and fly against other pilots, and in the evening go for a meal and drink. Everybody who has taken part before has really enjoyed the atmosphere and the flying of different sites. I must stress that this is a good fun comp and not swarming with professionals!!

I past years we have run the competition; "if your available turn up and join in". This year I want to run it a lot tighter so I am proposing that we have a committed squad of flyers who are prepared to commit to various dates for comps and training days.

I am not asking for a weekly commitment but maybe once a month, where we can meet up and practice flying as a team.

Of course, if the date chosen is blown out then we don't go! I'm also going to arrange coaching from our various talented pilots and instructors to help our flying technique. I believe its about time that the Southern club won this one, but it needs to be done as a team and with commitment. This is open to everybody so if you are interested and you can commit a little time and you want to improve your flying skills please drop me a line. "I think you are really going to enjoy this!!".

**Neil on the M/C (Para) social and competition officer:**

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