



WINDSOCK

Winter Coastal Flying in Bexhill



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WINDSOCK IS BACK

I would like to welcome you to the New Windsock, I don't really know why I took on the challenge, it seemed a good idea at the time !!, The fact is I was never very good at writing, spelling is Cr#p !! And my Computer skills are just down right poor, I phone Chairman Massie on how to 'Cut and Paste' His reply "oh my god, even my mother can do that"!!., anyway that aside I think Windsock should be a members mag with your articles, holiday snippets, and anything which you might just find fun and would like to share with others or any ideas which you would like to see published. I am going to start with a issue every 2 months and hopefully with all your little stories maybe move it to monthly, anyway a BIG thanks to Nick Cresswell who did it last year, cause if you think imp cr#p you might want to ask him back!!.

I look forward to your comments and articles
 Neil Brennan-Wright, neil.brennan-wright@virgin.net

The AGM 2005

The Annual General meeting took place at the Jack and Jill on the 19th March, A very poor turn out with only 20 members turning up !, the Committee must be doing something right ! , on a serious note the AGM is there for you the Club Members, express your views and concerns !! Maybe next year ?

The Committee is as follows

1. Johnny Carr (President)
2. Dave Massie (Chairman)
3. Brian Brunswick (Secitary)
4. Pete Campbell (treasure)
5. Nick Cresswell (members sec)
6. Ian Grayland (safety officer)
7. Tim King (Chief Club Coach)
8. Chris Bere (Sites Officer)
9. Neil Brennan-Wright (Windsock, Comp)



Spring Safety Briefing by Ian Grayland SHGC Safety officer

Boing! It is that time of year again. Time to get out the sun-cream, dig out those shorts and tee shirts and tighten your boot laces before take-off!

Things To Remember

The air at night still gets pretty cold at this time of year, but the sun now has a bit of punch and will rapidly produce a shallow super-adiabatic layer with small parcels of air going both up and down quite fast. Within about half an hour this layer will deepen and flows will become more organised and suitable for soaring.

The sea is at its coolest, so there may not be so much of a land-breeze to give you an indication of the likely wind speed.

Winds will be more gusty due to thermal activity. Be prepared to get gusted off the ground during your launch and don't forget to sit on a wing tip when parked. If you leave your glider, make sure it is securely bundled under the weight of your harness.

As you catch sight of the first cumulus of the day the wind will hit. (Those thermals going up create down-draughts coming down to fill the 'hole' - these sinking parcels of air bring their upper-level wind momentum with them)

Average climb rates will leap from the 2-400 fpm of the last few weeks to 800fpm or more. Downdraughts will increase in similar magnitude.

Winds will be more gusty due to thermal activity. Be prepared to get gusted off the ground during your launch and don't forget to sit on a wing tip when parked. If you leave your glider, make sure it is securely bundled under the weight of your harness.

Crowds

This is one of the seasons when over-crowding can get to be a real problem. Lots of pilots, all scrabbling for the same small thermals, some of them insufficiently experienced, others out of practice, others totally oblivious of the conditions. If you have the opportunity to fly elsewhere, now is the time!

The problem is not so much that there will be more fliers because the sun has come out, but is more due to increased instability and typically small spring thermals. In this kind of air we all need more room to allow a safe margin. Add a couple of wingspans extra horizontal clearance and watch your vertical separation; gliders can change height very rapidly. You can find yourself only a few feet away from someone who is climbing at over 1000fpm when you are literally falling out of the sky.

Allow space for the pilot in front of you to circle and centre in thermals. They will afford you the same courtesy when it is your turn
Ian Grayland





Tim King Southern Club's Chief Coach

Hi for those who don't know me I have been voted in as your new chief club coach once again. Here's a bit of back ground. I first flew micro lights in 1986, hangies in 1988 and then took up paragliding in '89. I have been teaching paragliding full time from 1990 to the present. I now run a school called Flight Culture which is based in the South East and John Welch runs the Dorset branch in the south west. We specialize in overseas training courses, paragliding guiding tours and personal training from beginner upwards. You may well have read my 'how to be a better pilot' column in Sky wings so if you see me on the hill, or the black truck with the skull and crossed bones logo, please feel free to ask about any problems you may be having on these subjects or any other. The club coaching evenings will still be going ahead on the last Thursday of the month, presently at Seaford. Many thanks to Chris

Joel for organizing some of the speakers and all who have contributed over the last year or so. I will be looking at trying to recruit more club coaches into the club environment. You can be helpful on the hill even if its just to educate new members about site rules and as your knowledge grows, so you can impart this onto others. Send me an email if you are interested in coaching - from any level. I am running some educational residential paragliding courses to the Dune du Pyla in France in May, June and Sept. So, if you are thinking of becoming a club coach or are already one, then, I am offering SHGC members subsidized guided week (3hrs airtime +) for educational purposes to help promote our coaching scheme. Spring is here and

soon we could expect cumimbs and wind to develop throughout the flying day. Lets not take any unnecessary risks. We must not underestimate the power of these beasts. Many pilots have died or nearly died as a result of gust fronts or excessive altitude or turbulence that is associated with these storm clouds - so don't fly when they are about - simple as that. I will re iterate my feelings about ground handling and launch skills - practice, practice and practice some more. Feel confident on the ground when you rock up to our busy sites and enjoy the thrill of a challenging take off or landing. Remember it is a basic club pilot task to be able to take off and land satisfactorily - you need these skills. If we are at the Dyke and it sea breezes, then I will be happy to help any one who wishes, to run through some launch techniques, just ask. See you on the hill.

Tim King

New Members Bit

*If you arrive on site,
there's nobody flying!
Its probably because
its not flyable !!*

Welcome and Congratulations on finishing your CP, we look forward to see you flying on our great sites and becoming part of the free flying community.

Please Remember a few points

If you arrive on site, there's nobody flying ! Its probably because its not flyable !!

If its your first flight on a new hill or/ and your not sure!, always go up to a pilot or ask for a club coach and don't be afraid to ask about site conditions and the do's and don'ts of the site.

Introduce yourself as a new pilot, we are a big club and we don't always recognize all new pilots

And remember your RED ribbon, it just lets other pilots know your low airtime and they give you that little extra space !!

Happy flying



FLIGHT CULTURE UK

Tim King (Sky wings "how to be a better Pilot") Is heading several overseas courses this year. Whether you're looking for a guided only trip, completion of CP tasks or a full educational course, we have the ability to make **YOU** a better pilot.

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August— Crimean adventure **CP+**

September—Dune du Pyla **EP+**

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WWW.FLIGHTCULTURE.CO.UK

TimKing@flightculture.co.uk

TIM KING 07767264211

Snip' its From the Forum forum @list.shgc.org.uk

Hi All,

I might get sent to Zurich for a couple of days on business, and if I can wrap that around a weekend, then I would love to take my paraglider.

Not flown in Switzerland before, have found various useful info on the Swiss HG/PG website about insurance, clubs, and schools, but no info about use of radios (or at least, not in English).

Anyone know what frequencies are allowed and whether or not you need any Swiss licence ?Mike Parfitt....

wouldn't take a radio into Switzerland especially not by road.

If you've no ham licence they tend to get a hole drilled in them. Steve Uzochukwu. Andrew Craig wrote: "... is that right, that they'll [Swiss police] get

angry with you just for possessing an unlicensed radio, not necessarily using it?

"Yes!

Andrew Craig wrote: "2m radio in France but not in Switzerland."

Well, that's if you don't count the time the French police turned up on Anney launch (during a PG comp being held there) once, and confiscated then drilled EVERYONE'S 2m radios! They then gave them back though afterwards, which was nice of them. Mike parfitt...

Thanks for the advice, everyone – you may have saved me two drilled radios. I'd better get myself a pair of walkie-talkies. It's really only for telling my sister-in-law to put the kettle on when I'm heading down to the landing field. Of course, there's always the dream that I'll be trying to make contact from Milan or Luxemburg after a record-breaking flight...

Many thanks to all for all the information about (not) using (or taking) my (strictly illegal) 2m radio to Switzerland, What is it with the Swiss and holes ? First Cheese, then drilling holes through mountains, then through Radios ...

News in Brief

Nigel Barrett formally with Sky Systems is now working with Dave Perrin at D-aviation and are now offering sales and tuition at all levels in addition to their usual tandem, coaching and trips operation.

Sky Systems have not closed down,! Michel Car-net has down sized and running a more controlled flying school , more details in the next issue

Ralph Atkins is recovering well after his accident at West Firle he is out about and came on to the hill to say hi, its good to see him on his feet walking and chatting with his fellow pilots I was impressed with his positive attitude about flying again, see you on the hill soon Ralph (maybe you could give us a little article about what happened)

Sussex Instructor

Russell Ogden is now working for Ozone Para gliders in France, testing and developing new wings, "GO Russ," we wish you well and fly safe !!

forthcoming Events

Membership renewals

Its this time of year again, you should all of had your reminders by now, dig deep its only £45.00 get those forms back so you can have a nice clean new helmet sticker , oh don't forget to put the cheque in !!

Summer Party Saturday 20th August
Venue to be confirmed

Seaford Meeting at the Wellington pub 26th May (speaker Carlo Borsattino flybubble) talking about flying in comps, also flying in thermals with others and the use of GPS.

The London Wing 23rd May, come for a drink and a chat at the blue post pub, off Oxford street for more details and directions call Dave Roberts on 07867537957

Southern Hang Club Unfriendly ? !!

People have come up to me and mentioned that the Southern Club is unfriendly, clicky and keep to their own little groups!, I however have not found that when I first started (nearly 4 years ago), I am writing this piece not to defend the club or to ask members to be more friendly but look to see what can be done as a club or as individuals.

1. The club is running at over 500 members, it has become too big , to become a 'nice' social club where everybody knows everybody. Paragliding and Hang gliding is a one man sport, pitching against themselves and nature, if you take the time to watch some

of our good XC flyers their concentration is immense, looking at distance birds, wind direction in the valleys and listening for sounds so they can time their getaway for XC , a "excuse me is this a safe day to fly" will certainly get a bugger off reply, if the pilot is kitted ready to go (leave him be). Some pilots get very nervous before they fly again if their getting the kit out give them a chance, the best people to talk to will be pilots not kitted up and

standing next to the gliders or pilots who have just landed. To meet people there are various social meeting , The Seaford meetings, on the last Thursday of the month (look on the events page). The London wing , and various BBQs though out the summer,

There is the Summer party which is a great laugh and very friendly !!, We all have the same goal , so when their not kitted up go on introduce yourself, we won't bite.



Summer fest 2005

After a great party at Johnny Carr's last year its going to be hard to compete, but hell lets give it a go anyway !!!!!

Date will be Saturday August 20th, Venue has still to confirmed, but we are trying to get the lower field at the bottom of Caburn

With a proper bar set up !!!, music and a traditional camp fire as usual, plus bouncy castle for the kids and when they gone to bed the rest of us can have a go !!!!, Camping on-site sleeping with the wild life (Terry). After reading the last bit sounds a bit ominous take it how you like it !! . The summer party's are a good laugh and a great way to meet other pilots and club members, put it in your diary NOW !!!!

"Bush Beatings and dancing with the Devil"



"Alright just before anybody prints these anywhere else, I admit, it was me !! Neil (Windsoc ed) just to get it rolling (lets see those pictures get them in the mag !!) and big thanks to Northern Nick for getting it down !!



The Old Station, Glynde,
East Sussex, BN8 6SS
Tel 01273 858108

SIV - Simulated Incidents in Flight 4 Days in May 2005 Doussard, Lake Annecy



This course is tailored specifically to ensure that newly qualified pilots remain in one piece to become old pilots! In addition to our usual team, you will have the support of ex-BHPA senior instructor, Doussard resident and erstwhile test pilot, Irwyn Jehu.

As well as being educational, SIV is great fun... The initial trepidation at collapsing your perfectly functional glider is rapidly replaced by a huge grin as you learn how safe your wing is and just how easy it is to pilot out of the most unusual attitudes :) If you do manage to get it slightly wrong or are just having too much fun to stop, the FRESHWATER lake at Annecy waits patiently below...

Itinerary:

Monday: We will arrive at Irwyn's on the evening of Monday 23/5/05. If you are travelling independently you need to plan to get there by 20:00 on Monday or you'll miss the first briefing.

Tuesday - Friday: loads of flying! It is a short drive from our base to launch and likewise from the landing field. We shall head off towards Mayrhofen immediately after SIV finishes on Friday, in the hope that we can get some flying in there before the comp starts!

How much is it going to cost? How about a measly £550 including four nights accommodation from Monday 23 May, guiding, tuition & breakfast.

You can drive down to Annecy with us at no additional cost, but would need to either fly or catch a train home.

We are going on to the British Paragliding Championship in Meyrhofen directly after this course so if you need a lift there and back to blighty after...

Additional days in Annecy cost Euro 30 plus a further Euro 50 if you require guiding. Please note that we need full payment by 20 April to confirm your place.

Book now on 01273 858 108.

Club Coaching Course

Why go on a Club Coach course? Well Neil promised that it was not going to be flyable (it was) and there were bacon butties on offer at Air works ????. Actually, it was more to do with learning a bit more about flying and the chance to get some instruction about what to say to the questions on the 'phone about flying Southern Club sites (a consequence of leaving my contact details for the London Wing meetings) and questions on the hill from red ribbon pilots.

We turned up at Glynde, got the promised butties and tea and were sent over to the working men's club for the day: complete with great view from the window of paragliders flying at Caburn!!. Mark Dale and Dave Thompson tried to teach us lots of useful stuff about how to watch, listen, listen more and then assist others to the limits of our personal knowledge. This coaching stuff is hard, but in-

teresting. We learnt about sports psychology, liability, listening (or did I already mention that one?) and helping people to see how they could improve their own flying. Over that day and the following one, we also discussed site assessment and how and



and why accidents happen: all very interesting and important. We also learned about legal liability and dealing with accidents. I think we all enjoyed it and most of us sneaked a flight or two in on Saturday evening? so a bonus. I would



definitely recommend it. **Dave Roberts.**

"It was recognised that the club needed more Club Coaches on our crowded sites and therefore funded the cost of the course for all Southern Club Members, if your interested in becoming a coach, either contact a club official or your flying school" Many thanks to Airworks who held a great Barby Saturday evening

NO NO NO, "you can't tell him to 360, 20ft from the ground" !!

Dave Thomson (BHPA tech officer) receiving a debrief.

A SELECTION OF FINE BEINGS +1 (KEVIE) WHO DIDN'T WANT HIS PICTURE TAKEN, ARE AT YOUR SERVICE !!!!!

Southern Club Sweatshirts

Club sweatshirts

and tee's available soon with logo's embroidered on front, prices and styles TBA soon, if your interested drop me a mail Neil.brennan-wright@virgin.net



The British Club Challenge

What is the British Club Challenge ? Otherwise known as the BCC, it is a friendly inter club competing where clubs fly against each other in a relaxed environment on different sites around the country and the highest scoring pilots of each team are added and matched against the other clubs, the club who fly's the most collectively wins the event. If your reading this and thinking "not me, I never left the hill on a 'XC' WRONG, this is exactly what's its for, new pilots wanting to have a go, there are retrieves on stand by , and lots of people there to help you. We have entered 2 teams this year, the first team will be for those more experience pilots so we can win the comp and the second will be a mix of newer and some seasoned pilots so you can learn the art of XC, In fact everybody are winners because it's a really good weekend away and meeting of other pilots in the same boat as you, go on give it a try !!! You might just like it !! Our First round is on May 22nd in South Wales
Contact Neil on 0797 081 4216 or email Neil.Brennan-wright@virgin.net



Parking at the Dyke

Hi Everyone

After flying/teaching at the Dyke today I was approached by one of the National Trust staff. He wanted to get a message to the SHGC membership about parking at Devils Dyke - so I said that I would pass on his message.

He was concerned about, mainly hang glider pilots, parking opposite the pub near the approach to the car park, especially where the road narrows near the entrance to the car park. I believe there are yellow lines there and the National Trust put out no parking cones. However, on a good flying day people arrive early, and park, before they have had chance to put out there cones.

Basically they have had complaints about flyers cars restricting access to the car park for buses, emergency services and traffic in general.

He was very amiable and asked if HG pilots could move their vehicles to the main car parks once they have dropped off their gliders.

Regards

Dave Perrin.

Stolen Paraglider !!!

I write to ask you all for your vigilance in helping me to recover my stolen paragliding equipment.

On Saturday my car was broken into outside my home (nr Worthing) and all of my kit was stolen, Direct Line (home insurance) have refused my claim on the grounds that 'aircraft and all associated items that can be used for flying' are excluded.

Has anyone out there had a successful claim for paragliding equipment from Direct Line, maybe a precedent has been set? I cannot afford to replace my kit and can only hope that the thieves will try to sell it to local pilots or schools thereby providing a reasonable chance of retrieving it. If you see anyone on the hill who obviously doesn't know what they are doing, maybe they brought the kit in the pub and are possibly endangering themselves.....

Please could you keep an eye out for anyone selling any of the following equipment:

Advance Alpha 2 - DHV1, 30Msq, Large, blue and white (approx 10 hrs airtime), serial no: 927p27813

Reserve: Metamorfoosi, Conair 18, orange and red, serial no. 06281

Harness: Sup air profile (large) black and red

Flying suit: Brown & black - Sky systems

Helmet: White, brand new, half face

GPS: Garmin 76s + Europe road map

All other small accessories: yellow stuff sack, 2 pairs of gloves, wind meter, etc

If you see or hear about second-hand gear being offered for sale please could you contact me on c.blade@nbcol.ac.uk, at home on 01903 242 078, mobile 07956 369 730.

Hang Gliders

To all hang pilots please send me some articles and what ever you like so I am able to give a balanced mag !!! , this is all I've got !!!! And its not good !!!!



If you have to read this label, do not fly!

The High & Over Convergence Effect

By Carlo Borsattino

The other day, Saturday, I had again the pleasure of one of those wonderful H&O days that reminded me that sometimes it can be a really rather pleasant place to fly. The effect that was taking place at the site and over the valley, a kind of valley wind 'convergence', was something that I remember used to happen quite often at H&O, although for some reason it doesn't seem to have happened quite so much in the last couple of years. Hopefully it will again!

I first started to learn about this marvellous 'convergence' effect in my early flying days when (surprise, surprise!) watching Dave 'The Mad Farmer' Watts exploiting it, floating about up high all day long at H&O whilst everyone else was stuck on the ground, with little or no wind and no apparent lift, thinking "How the **** is he doing that - there's NO LIFT, so how can he stay up, never mind sky out??" I guess Dave might well have been the first person to put together the pieces of the jigsaw and unlock the wonders that H&O can offer on these magical days. Anyway, I watched...

Then one day some funny looking 'Geezer' turned up, back from his travels abroad, flying some raggedy old dusty wing, and started doing the same kind of thing, closely followed by the Farmer's son, Mark, whom I had already noticed flew in ALL kinds of dodgy conditions and seemed to like turning his glider upside down on a regular basis.

I started getting REALLY suspicious (I had already been keeping a careful eye on the Farmer's every move, as he just always seemed be able to stay up when no one else could) now when ALL THREE of the buggers seemed to be doing it on a regular basis.

In one year in particular, 96 I think(?), there seemed to be a lot of easterlies and these kind of days at H&O, and it got really rather irritating after awhile watching the three of them boating about up high whilst the rest of us just sat about on the hill. "Bar Stewards", I thought.

So, I made up my mind that I would find out what secret these three were keeping to themselves, and I just kept repeatedly trying, launching, slope landing and going to the bottom, again and again, until eventually I started to put some of the pieces of the puzzle together.

What was happening was that the sea breeze (usually SE'rly) was fighting a small battle (more like a pillow fight) with the prevailing wind (usually ENE-NE) of the day. When this sets up nicely (as it did last Saturday) it makes the area out in the valley very buoyant, with light convergence areas/lines setting up in the valley. This is something that I've observed, and had the pleasure to fly in, many times over the past

few years and which I will try to explain the basics of how to get into, and make use of it, below. The first trick is to recognise that it might be the right kind of day, with the right conditions happening, that might cause this effect. Once you've recognised (or have a suspicion) that this effect may be going on (now that you are aware of it), look out for good signs of a 'lifty' cycle, which could well be one of these areas of convergence setting up, with a thermic cycle going through. Especially look for swifts, as they are usually excellent markers for convergence type lift. Seagulls are less reliable, but then again it's always worth keeping an eye on all airborne objects and animals! Sometimes you may even be lucky enough to get clouds, or haze caps, forming - but not usually.

The first bit of lift (the most important bit, as you don't get the next bit without it!) is often the most difficult. It's usually small and broken, but it may be either very weak or quite punchy and 'surge-y'. You need to adjust your thermalling technique accordingly, and quickly, to suit - often changing technique, angle of bank, tightness of turn all the while to try and stay in the best bit of lift. Usually, if you don't stay in the best bit, you get 'dropped' and left behind by the thermal. Then you get to land and watch others floating about for hours whilst you're stuck on the deck!

Once you're up and in the area of lift, you must learn to really 'feel what is going on through the air (having a glider that is nice and responsive and gives good feedback REALLY helps with this, I find). To help find thermals and areas of lift, I use a combination of 'guesswork' (through knowledge, experience and learning the 'theory' about lift and thermals), together with observation (very important indeed!) and 'feel' (feeling the air through the glider). I also go with my 'gut feeling' and instinct a lot (more and more), which I think one develops more and more over time. Nowadays in conjunction to observation and feel I also use my GPS to help me find lift - especially thermals and convergence - as a GPS gives me that extra bit of information about what the wind is doing at my particular height and location, though my ground speed, at all times.

All the while you're working hard to stay in the lift and keep climbing, you need to also keep an eye out for signs of your next bit of lift, just in case you lose this bit (or it just fizzles out), or if there are any good signs that there might be another better bit of lift within an (preferably easy) glide. If a convergence line/area is setting up, then almost certainly you will see lots of swifts messing about, perhaps chasing after the insects that have been 'sucked up' into the lift, or it's just less effort for them to stay in the air if they fly about in lifty areas.

Once you've managed to get past the first, low down bit, it's usually much easier to stay up. On Saturday, for example, I was getting up to over 2000ft (2300ft tops) and just hitting bubble after bubble after bubble of lift. I think I had 2 flights of around 1hr30 each, and another flight of around 40mins like this, when a few others got up with Gandhi and I in an easier cycle that came straight through the launch area, so you didn't have to go out and find it. It was really easy to stay up once you were up - but you need to try to keep an eye on the swifts and 'feel' where the 'lifty' area is all the time as it seems to stay in once area for a bit and then move around, maybe to a completely different part of the valley. On Saturday the convergence seemed to me to be setting up to the south side of launch at first, then moving slowly north in a kind of band through launch and towards Alfriston - a pattern which I would say is quite usual from my experience, although on some days it might do something quite different to this.



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SIV AND CROSS COUNTRY COURSES

SIV & XC Course Olu Deniz Turkey (Call for latest dates)

4 Days SIV training over water at Baba Dag 3 Days thermalling and XC guidance at Baba Dag and Denizli Instruction by **Russell Ogden**

- SIV & XC -

SIV Course

Being able to control your wing during emergency situations is paramount to your safety as a pilot and the best way to learn these skills is over water in controlled conditions with all the necessary safety precautions. Our SIV course aims to introduce you to instability manoeuvres in the safest possible way. Olu Deniz, located on the Turkish coastline and famous for its beautiful scenery offers a magnificent backdrop to undertake your training. The take off is at 6500ft on Baba Dag overlooking Olu Deniz and after a 10min glide you'll have 4000ft above the sea to discover your gliders behavior before landing on the beach ready for the next flight.

The SIV part of the course will last four days. The day will start after breakfast with a detailed briefing on the days program followed by the first flight. After a debrief and light lunch it will be up the hill for the second flight, again followed by a debrief using video footage, not only is it a great way to learn, but you also see yourself going through the paces! The initial flights will be focused on gaining confidence in our wings, using speed bars, and understanding the relationship between speed and energy, angle of bank etc with 360's and wing overs. This will enable us to progress more confidently through the various manoeuvres

Want even more info? Then ring us NOW on 01273 858170 and get on our trips mailing list or you can email us at info@sussexhpgg.co.uk