

# Windsock

Autumn 05

The Southern Hang and Paragliding Magazine



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# Windsock



Magazine for the members of the Southern Hang gliding club

## Editorial

I would like to thank all those who have contributed to Windsock, and thanks for who offered their help with the grammar and spell checks, this time I'm going to get a proof reading before going to print !!. I would like to stress that it is your mag and would like your opinions, stories and photos. If you make the effort to do a write up I will put it in, what you think is meaningless others may not, it could be about places you have been, theories experiences you may have had, it all makes up to your and our club magazine. I have set up a E mail address for articles and write up's [neil.brennan-wright@virgin.net](mailto:neil.brennan-wright@virgin.net) and may I thank you all for your pictures and articles for present and future readings again.

Happy Flying Neil

### Windsock Production Team !!

Many thanks to my Wife, knees bottom left, Kristian, Director of Envelope sticking, Katrina, bottom right magazine co-ordinator (puts them into boxes !)



## Your Commitee Members

### President and club founder

Johnny Carr

### Sites Control Officer

Chris Bere

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Ian Grayland 07977910645

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Tim King  
07767264211

Please remember that most of these members are workers and give their time freely for the benefit of the club, if there is a urgent situation and you need to contact these members please feel free, I would however suggest do not use their number for weather checks !



# SHGC Christmas Party

**Saturday 3rd December 2005 at 7:30pm**

**At the White Hart Hotel in Lewes**

Following January's very successful party at the White Hart Hotel, we're back there again this December, for Christmas.

Join us for Christmas Dinner, DJ & Disco, plus award presentations for 2005.... and the usual drinkies.

Tickets are £15 per head – spouses and partners all welcome. To book, please fill out the form below and post it to us, along with a cheque payable to the Southern Hang Gliding Club. Please include an Email address or mobile number so that we can confirm your booking as no paper tickets will be issued; your names will go onto the guest list.

### SHGC Christmas Party

19A South Drive

Coulsdon

Surrey

CR5 2BJ

### Booking Form:

<b>Names:</b>	
<b>Contact Email address:</b>	
<b>Contact Mobile:</b>	

**Annual Award Nominations** – please give us your nominations for this year's awards. Even if you can only think of one or two, let us have 'em:

<b>Most Improved Paraglider Pilot:</b>	
<b>Most Improved Hang Glider Pilot:</b>	
<b>Best Newcomer – Paraglider:</b>	
<b>Best Newcomer – Hang Glider:</b>	
<b>Bent Upright Award:</b>	
<b>Bag 'O Washing Award:</b>	

# Safety Matters !!

## Serious Incidents

Recent incidents have highlighted a number of factors common to serious incidents for many years. The following causative factors have led to death, serious injury and paraplegia:

### Dodgy Gliders

I have lost more friends to this one than any other single cause. However, recent advances in glider design in response to improved certification standards mean that there is no longer any reason for recreational pilots to fly wings that do not have good passive stability. If you cannot be sure from direct personal experience that you can actively recover a big collapse smoothly and efficiently - and I do not mean one that you induced yourself - get yourself a safer wing.

### Strong Winds

In strong winds terrain-induced turbulence can and does cause serious collapses. Trees in particular are a very good source of such turbulence. If you fly behind, or above and behind, trees in a strong wind you are asking for serious trouble.

### Wind Drift

This may sound obvious, but apparently it is not. When making a 360 turn in a wind it is necessary to allow for the wind-drift. Your circle will, in relation to a stationary object such as the hill, or a glider 'parked' flying into wind, become elongated in proportion to the wind speed. You really must learn your turn radius at various bank angles and wind strengths \*before\* attempting 360 turns below the hill or in front of other gliders. You will only learn this by thorough, repetitive practice.

### Undercarriage

Equally obvious, one would think, is the fact that you need to put your feet down \*prior\* to making a landing. The misunderstanding here seems to be that in the event of a 'hot' landing you can lift your feet up and let the harness absorb the impact. This is utter nonsense. The length of travel in your undercarriage (legs) is over two and a half feet. The travel in your airbag etc is typically 6 inches or so. In terms of energy absorption there is no comparison. If you have got yourself into the habit of making 'arse' landings, practice getting your feet down on the approach until it becomes absolutely routine - even in a fast down-winder.

### Bad Habits

Still on the subject of bad habits. Do not let go of your brakes to push your harness down after take-off - or worse, hang onto the brakes whilst doing the same. If you cannot easily slip back into your harness, it is incorrectly adjusted.

### Take Action Now

Coaches (and anyone else who is concerned to keep their friends alive and walking) please take note of the above items. If you see anyone with these problems or habits, plunge in and sort them out.  
Ian Grayland



## Apex Paragliding School

As well as offering small-group paragliding tuition on the South Downs (and elsewhere) APEX PARAGLIDING can provide the best in paragliding equipment.

With over 18 years of experience in instructing and retailing, and as dealers for major manufacturers, we will be able to supply the kit you need...

We supply GRADIENT, OZONE, AIRWAVE, GIN, SUP-AIR, PRO-DESIGN, SKY, SKYLINE, AVA SPORT, CHARLY, BRAUNIGER, DIGIFLY and pretty much anything else . . .

We are in urgent need of part-exchange DHV-1 gliders for the school, so if you're thinking of P-Xing, see what we can offer against that **crispy new wing** you crave!

Give GARY a call on 0780 350 6567, check our website or e-mail [office@learnparagliding.co.uk](mailto:office@learnparagliding.co.uk)



**Tuition. Equipment. other stuff.**  
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## TO S.I.V. OR NOT TO S.I.V.? - THAT IS THE QUESTION

Written by Paul Hargreaves

When Adam from Sussex Hang Gliding and Paragliding asked if I was interested in joining a group embarking on an SIV course in Turkey last September, I wondered if it was something I really needed to do and if I was ready for such an experience.

As a paraglider Club Pilot, with only 17 hours flying time behind me, I felt familiar with flying in a variety of conditions, mainly on the South Downs plus some time in Spain and Tenerife, but I had nagging doubts about the control of my wing before and during the odd collapses I'd encountered. Also I felt that my flying was not sufficiently "active", so I'd probably experienced collapses that I should have avoided. I wondered if an SIV course would help.

The course was for a group of ten pilots under the tuition and guidance of Russell Ogden (2005 British Open Championship winner), assisted by Adam Northcote-Green. The venue was Oludeniz, a couple of hours drive from Dalaman Airport, in southern Turkey. This resort has the advantage of being located near a partially forested mountain, Babadag, with an access road to the summit for fire-fighting and lookout. There is a paraglider launch site at about 6,500 ft and this enables a flight out over the sea, with some 4,000 ft to spare for manoeuvres and exercises.

To some extent the course can be adjusted to suit the individual, but there is an agenda aimed at improving confidence, active flying and flying skills generally. This is achieved by providing experience of asymmetric and symmetric collapses, learning how to control the wing following such events, inducing and recovering from a full stall, searching for the point of stall and spin, learning spiral dives, wing-overs and dolphin.

We've probably all read the Pilot Handbook from cover to cover and seen the bit that says, "It is arguable whether attending an SIV course is fundamental to a pilot's development." It goes on to say that such a course, "can tell you a lot about your wing". I want to put the argument in favour of well-run courses a little more strongly.

If you are very lucky, emergencies and near-misses won't ever happen while you are flying, in which case fast and energetic inputs into your wing might never be necessary. But if things do go wrong, a lack of experience in handling the result of such inputs could be fatal.

Let's imagine for some reason you have more brake applied than usual, when a strong thermal hits the front of your wing and stalls it. The wing rocks back and you swing in front. If you release the brakes whilst in that position, the wing will surge forward with such energy that it is likely to loop under you and then you'll probably fall into it. Curtains maybe.

Or let's say you have an asymmetric collapse whilst flying near the hillside and you react too slowly, finding yourself turning fast downwind and into the hill. Learning how to react from a book is not the same as real experience and real experience is best gained in the safest possible environment.

An SIV course is not without risks. Attempts can be made to explain the sensations encountered when in a stall, but the feeling in reality is something else. I made the mistake of thinking that the twisting and buffeting I was experiencing was the wing settling down into the stall and thought I should wait longer for it to settle, before easing up on the brakes. Wrong – I lost 1,500 ft just waiting. One of our group released his brakes at the wrong time and subsequently dived through the leading edge of his wing. But all of us returned home safely; exhilarated and grateful for the patient, thorough and inspiring training provided by Russell.

Having talked to all those who came on the trip to Oludeniz, it is certain that we all felt our flying skills had improved, knowledge about the performance of our wings was greatly increased and new techniques and skills had been attained. Was it fundamental to our development as pilots? I'd answer yes to that.



Some information:

Sussex Hang Gliding and Paragliding 01273 858170

Email: [sussexhpgg@mistral.co.uk](mailto:sussexhpgg@mistral.co.uk) Website: [www.sussexhpgg.co.uk](http://www.sussexhpgg.co.uk)

Cost of course £400

Return flight to Dalaman booked through Flight line from Gatwick – cost £218

0970 161 2220 email: [sales@flightline.co.uk](mailto:sales@flightline.co.uk) website: [www.flightline.co.uk](http://www.flightline.co.uk)

Insurance through Harrison Beamont - cost £43.88 0870 121 7590

website: [www.hbinsurance.co.uk](http://www.hbinsurance.co.uk) email: surname@harrison-beamont.com

Hotel (b&b) arranged by SHGPG £140 for the week.

Lunches, evening meals and beer tokens £140.

Transport to launch site about £91.

DVD and

Total cost of the trip: about £893.

# What ~~STD~~ SIV gave me !

Written by N Brennan-Wright

Now, I was meant to go on a SIV last year but with a trip to India and work coming out of my ears I was unable to go! I knew I was unable to get out of it this year and with Russell's voice clear as a bell "Neil you owe it to your family" I cleared all work and committed to this year's course.

The course was to be conducted at the Mecca Olu Deniz Turkey, this was a bit of a second coming to me as this I where I went on my honeymoon nearly 7 years ago to the week and had our 1st 2nd and 3rd baptism of flight with the infernas Gustoff ..... Now that's another story !!

We arrived at Gatwick where we met Russell, he flew up from France to meet us at so we could all fly and travel together. After the flight and the visa control we got to our minibus taxi at 3.00 am, the driver asked if we wanted music, and boy did we get music ! With full blast I'm a survivor and rocky hits (not forgetting neon lights) we headed to our designation and arrived at 5.00 truly knackered most of us sneaked to bed. Some did go out to have a night cap!

Breakfast a 9.00 and meeting with the rest of the group, some got there a day earlier, then time for an outline of the course, I have been on various trips and courses which thankfully have always been well explained, I think Russell pitched the brief just right and using the Q&A technique making sure we understood the importance and the fundamentals of a paraglide Pitch, Roll and Yaw, boy were we going to find out about PR and Y. A journey of 44 mins up the dirt track to the 6,500ft take off, unload the gliders and "come on lads get your kit out" this was to be a confidence builder, beautiful air, lovely!

After a gorgeous flight how about a nice cold beer and have your glider packed and put away oh yes that's how it was, land, step out of your harness, have a cold beer and relax, life's a bitch!

After lunch we go back up and start our control course turn reversals to start, I'm up 4,000 ft in the maneuver area the voice comes over the radio, "ok Neil a nice progressive pull down on the right brake" ok I can do that ! Whoosh, ahgraa the world just turned on it's side!! "Ok Neil now the left, nice and progressive" whoosh aghaar ! lines go loose, bang ! What was that ?... Ok Neil good we need to work on timing and a bit of weight shift,... after watching the video a nice symmetric collapse, what a great start!!

Over the weeks course we had fabulous weather and with hardly anybody else on take off we were able to undertake all the maneuvers with varying success, we did 50-80% A symmetric collapses non accelerated and accelerated, Symmetrical, B lines, loads and loads of wingovers. Full stalls, now you might have heard about my full stall ! It all started with the brief, a clear precise explanation of what we will be doing, Q and A just so we all understand! On the way to the top of the hill most of us are practicing miming the technique, braking and there she goes! Looking up at the glider (thrashing around!!) holding down the brakes, then releasing slowly, build the span, keep looking up, release brakes more, looking at the glider, the spans getting greater ! Brakes up and damp the surge. (what could be more simple !!!) we all got this miming down to a fine art !) Now for the real thing !! We took 8 mins apart, life jackets on, heading for the MOMENT of truth the full stall, being one of the last to go, roasting in the sun on top of a very big hill about to perform a very special task, I was ready head cam sorted ready to record ! A call from Adam Northcote-green "off you go Lord" My Nickname) I got up, waited for a waft of a thermal, reversed and ran and ran... airborne! The next 10 mins was a peaceful self inverted train of thought!!, UNTILL... "ok the Lord, turn to the headland" Russell had spoken, Christ it's my turn !! "go on turn that glider sharp, 180's Please, Turn to Ikea land good now hold that course" this was it, everything speeds up... looking around "OK Lord, pin your legs under the harness, start the braking," look at the glider, brake. brake and then whoosh, the glider drops back, arms locked into place, thrash thrash, ease up the brakes slowly, keep looking at the span it getting bigger and release, the glider pops in front and a little bit of brake to stop the surge, heh heh not bad ! Not bad at all, "good Neil well done now turn to face the sea let's do that again" right here we go, brake.. Brake.. Thrash.....slowly hands up.. Hands up.. Damp the surge. full stall number 2 completed, "good, stabilise the glider and face the beach ok lord plenty of height lets go again, when your ready!" So here I go, legs pinned under harness...break. break thrash.. Thrash.. look.. look and hands slowly up and slowly up, glider is looking inflated! All of a sudden I am whipped around backwards, complete taken by surprise, legs are above my head, arms are fighting to get back under control and then WHOOSH, I'm looking down at my glider (this is where it all goes into slow motion) lines completely slack and I'm free falling towards the leading edge, head tucked in trying to avoid it, to no avail, I hit the front and it all went DARK! Within in fractions of seconds I was out but it was still dark and I'm falling, the line's had got behind my helmet and forced it over my eyes! So there's me, hands trying to get my helmet and pulling back away from my eyes, I'm free! I look up the gliders semi flying and I make some adjustments and bang cravat out everything is fine, thinking it was strange, no words from Russell, I radio to him that I'm fine but I'm going to land because I've taken a chunk out of my leading edge, only to find me radio's gone!, a couple of hand signals latter to Russell, I went into land. Under closer examination a helmet size hole and a 2ft rip on the top surface, 4 lines out, one radio and.. and my helmet vario was sliced in half !!! That tumble had cost me over £200 !!!

Guess who had to buy the beers at the bar in the evening ?. I missed the morning session due to my glider being repaired, but it arrived a little later and I knew there was only 4 hours before I had to go up again!, this session was a liquorish allsorts we could choose what we wanted to do, as the people went around the table going relaying their aims to Russell, the question was asked "and what do you want to do Neil" thoughts like bathing with 13 beautiful ladies with an endless supply of chocolate and beer sounds good to me, but no, "I think I need to do more Full Stalls!!!" Where did that come from !!! What's wrong with the 13 ladies!! "yes Neil I think that's the best thing for you, you don't want to go back to England with that on your mind"

Let me tell you that drive up the mountain was 44 of the most deliberating minutes I have had to do in a very long time !, glider unpacked ready to go, would it go belly up, check my reserve handle, wait a second all I'm doing is a full stall, when I'm teaching on the bikes and my pupils fall off, I brush them down and tell to get on with it !, now its my turn, Neil lets get on with it, I fly straight out to the maneuvering area and wait for my instructions, ok Neil, when your ready, Pull the brakes ! Bam bam bam, I must say all went in nicely and came out nicely boy was I glad I redone those!!.

What did I learn on my SIV ? Apart from the confidence of actually doing all the manouvers, is in fact what a incredible piece of kit our gliders are, also when I started my wingovers and spirals dives which were radical (NOT !), until you see yourself captured on video you actually realize they are in fact Wooble overs ! the gliders are caperble of much more, and I certainly am only using a small percentage of their ability, which in return give's me more confidence !!!

I would like to thank Russell Ogden for a superb trip of outstanding instructing and confidence building and Adam Northcote Green for being Adam ! Making sure we are on the bus with our money ready and making sure we left the mountain ! Would I go again ? For sure, I think the benefits really come into force after several trips. Lastly the trip is nothing without the others in the group, and I thank them for being them, we were all under a fair bit of stress but the camaraderie was brilliant Thank you all..... Neil

# What ~~STD~~ SIV gave me !



Glider in full stall !!



Glider going to the Horizon !!!



free falling ! Lines gone slack and over my flight deck



Head hitting the leading edge !



Glider recovered and flying, no wonder I couldn't hear Russell radio fell out !

## D~~e~~aviation.....Paragliding in Sussex:

tuition tandem flights Coaching foreign trips Sales

**Tuition:** Small groups, friendly personal service, expert instruction - vouchers and courses to all levels:

**Coaching:** Just got your CP or had a lay off - need a contact on the hill - call us now.

**Tandem flights:** Flight vouchers the ideal gift for those adventurous friends.

....deviate....aviate....



Famara ridge Lanzarote - photo Ian Stimpson.



**Guided trips 2005/6:** Thermal with vultures.....soar the 2000' Famara ridge.

Algodonales - Introduction to mountain flying and XC - Sept 24th to Oct 1st 2005:

Lanzarote - Winter sun, fun and soaring for all levels - Dec 1st to 8th and 8th to 15th 2005:

Algodonales - Introduction to thermal mountain flying - April 2006 (dates tbc.):

**Equipment Sales:** Gliders - harnesses - reserves - instruments - radios - books/DVD - Demos . P/X



www.d-aviation.co.uk

office@d-aviation.co.uk

07769692951

# SIV by Richard Barber

I have just returned from a splendid incident free 10 days in Turkey and given some of the press the place has got recently, thought that a few of you might be interested in my findings. This was my second trip, my first was in May doing SIV with Jockey while a couple of friends learned to fly from scratch at the same time. I did one flight at the end of that holiday with Semih having watched him teach my friends with great care and enthusiasm. I was impressed by the quality of the pre and post brief at the time and the clarity of the radio instructions, which is why I looked him up this time.

## SAFETY

1. Everyday I was there, the slightly beaten up vehicle that is supposed to pass for an ambulance was at the top of the hill with the doctor in attendance on at least ½ those days - that is how often I saw him, but I wasn't looking for him, he could well have been there everyday.
2. In 10 days I saw 6 pilots land in the water (all Russians), all were reached by boats within 30 seconds of splashdown, they were not doing SIV so were not expected to land in the water. However it was reassuring that all the boats nearby stopped what they were doing to go and help immediately.
3. I spoke at length with Sky Sports and with Semih about the bad press that Olu Deniz has been getting and they are trying to sort out a viable solution to ensure adequate cover for all pilots visiting. Ideally they want to register all pilots with a pass, without which transport up the mountain will be impossible and will only be issued on production of some sort of flying license or logbook.
4. The road up the mountain was widened and was considerably smoother than in May and the journeys up certainly seemed less stressful to me!

## WEATHER

1. Pretty perfect, 25°C - 30°C everyday, with a few afternoons overdevelopment on the mountain.
2. Good thermals, but a little rough on a few days due to convergence of sea breeze and north easterly prevailing wind that meant that we were flying leeward and had the pleasure of descending through a weak shear layer on the way to the sea.
3. The seawater was still very warm.

## INSTRUCTION

Being under the wing (so to speak) of a local instructor was really helpful in that whenever I went up the mountain, the tandem guys and the drivers all made sure that I got off quickly, when it was busy they also helped layout my wing and really kept an eye to make sure I was okay. This was the case throughout my stay even when I wasn't doing training. This increased the value of the flights I did with Semih further.

In total I did 4 training flights under radio guidance from Semih and had a 5th planned, but unfortunately the weather did not play ball for that. We basically worked on my SATs, Spins, stalls, wingovers and the resultant tucks. By the end of my stay I was pretty happy to practice all the manoeuvres on my own. I found the briefings before and after the flights to be very informative and the radio instruction was very clear and calm, as before. If I didn't understand why something happened, he took as long as necessary to make sure that I did.

In comparison to the course I did with Jockey, my opinion was that the quality of the pre and post flight briefings was just as good and very similar in style. However, this was not an SIV course, but a series of flights working on particular skills that I felt would be useful to my general flying.

Obviously not everything went perfectly, I managed to spin on the entry into 4 SATs But once I got them sorted they were fine. I managed spin a wingover when I got overzealous that resulted in a 50% cravat that came out after some persuasion and a bit of luck ( I was not under instruction at the time) just practicing. I found that when everything went to hell especially spinning the wing, stalling was a reliable way of regaining control, but towards the end of my stay I was working on trying to sort things out without doing so. Semih kindly pointed out that there could be occasions when I won't have the height to stall and therefore it is best to have other tools in the box so as not to rely on them completely.

## THE NON FLYING BIT

My girlfriend and I stayed at the Flying Dutchman which had clean air conditioned rooms and cost £28 per night B&B for both of us, a nice swimming pool and friendly staff. The music stopped at midnight which was a little late for me, but given everything else it didn't matter. During the time I wasn't paragliding we spent time in the Buzz bar friendly TV free bar on the promenade, on the beach, shopping and by the pool. Leanda enjoyed herself and didn't feel like a complete parawidow most of the time. She did a tandem (was sick after thermalling for an hour), we went to Butterfly valley and Kiya (abandoned Greek village) which was really interesting to walk around, but the best bit for her was finding a tortoise.

## Lunch

Typically we ate Kebabs for lunch £2 with a coke. For those who wanted something a little safer (the majority of the English) there were restaurants offering Full English Breakfasts, Spaghetti, burgers, chips, etc... there was also a wide selection of Turkish fayre.

## Dinner

Massively wide range of offerings from the above mentioned to romantic spots overlooking the bay costing as much as London.

Overall, I thought the trip was worthwhile and definitely still an option that should be considered for those wanting a holiday that fits both pilots and there non flying families. Below is an outline of the costs for those interested.

## Costs

Flights £200

Transfers £35 (each, less if more people)

Accommodation £140 (each ten days)

Transport & forestry £12.50 (getting to takeoff)

Instruction flights £35 - based on 4 flight package - Boat mandatory for first SIV courses and if deemed necessary!

Kind regards,

Richard

PS Semih teaches ACRO XC & SIV, he is a PWC pilot on the committee. He teaches all of these skills whenever he is not competing and has done for several years.

PPS I do not regret doing SIV with Jockey and would highly recommend his course to anyone interested in doing SIV, especially the first time.

# Loads of Club Coaches on the hill ! Don't be afraid to ask !

There are around 20 coaches in the southern club, believe it or not!

When you joined the southern club you should of received a page with photographs of coaches within the club. This is however out of date as there have been 10 new coaches since then.

The problem the coach faces..... how do you go up to someone who obviously needs help without adding to the pilots problems. I remember what it was like on the hill as a new pilot, as so do all pilots. The feeling of all eyes on you as you screw another launch! the last thing you need is someone's pearls of wisdom!

So the best thing to do is actively look for a coach. I was at beachy today there were approximately 6 coaches at the site!

Alternatively you can Call/email Tim King at flight culture...As the senior coach he can put you in contact with the right coach for the task you wish to practice.

Within the Southern Club there are Coaches with different levels of flying experience. The BHPA coaching scheme allows pilots with cp plus 10 hours to attend the course. So if you ask, its easy to find the right coach for your needs maybe not too far from your skill level, who still remembers what it was like starting out.

But remember The coaching Scheme isn't there just for low air time pilots, there are coaches with the experience to be able to help you with thermaling or even flying XC!

Please note coaches are not instructors, They are a helping hand!

Tips for you on the hill

1. Find a friendly face who seems to be in the know, maybe he/she is always on the hill introduce yourself, and locate a coach.
2. When your chatting to a coach Have an objective/task you wish to work on ( don't go up to a coach and say I want to fly better, remember they are not instructors.)
3. Try and use that coach to find the right coach for you!  
A coach who is a bit of an xc hound, may not want to give up his/her time trying to make your reverse launches sharper. ( most will though )  
And there is no point asking a coach with 12 hours how to go xc.  
And remember its a case of progression, there is no point you asking a coach to help you go xc when your having trouble getting of the hill !! He/she is not going to take you seriously.
4. Don't Vent your frustration when you get some advice from someone you don't know, it maybe a coach or a more experienced pilot wanting to help.....
5. Sorry to generalise are new pilots with a quest for knowledge. some new pilots are flying in what seems absolute ignorance thinking they are naturals at the sport! There are also pilots who maybe don't have the confidence to ask what they feel maybe a stupid question through fear of looking like a berk. I observed and spoke to quite a few pilots this year who spent a lot of time sitting on the hill not knowing if the conditions were ok for them, and doing nothing constructive with that great flying day they were so looking forward to while driving to the site that morning! ask for advice if you need it, Have an objective when you fly, focus on the flight, That way you wont be flying with too many negative thoughts that may take your attention away from the bigger picture....
6. If Your a new pilot wanting to polish up, or maybe your wanting to practice thermaling, and its on at the Dyke? Remember there is also West Firlle and Ditching that could be on! Maybe You will be able to focus on your Flight better without trying to share the bowl with 20 other pilots!

Some Sound Advice

If your a new pilot with a red ribbon? how about flying those 10 hours taking advice from coaches and maybe working with them to polish the parts of your flying that maybe your not too confident with.

If you feel you have questions, however stupid ask them! Pilots want to fly with thinking pilots you wont get knocked for it! Use the coaching scheme to fill any blanks in your knowledge! That way you wont get shouted at while flying at the Dyke on a busy day! You will also get to know more people in the club, You can get involved in the social meets at the pub next summer after flying those long summer days, instead of feeling like your never going to get the hang of it, and going home frustrated!



Also for all those who don't know, southern club members have automatic membership to the Glynde social club. So those drinks next summer don't have to cost the earth either!  
Matt Pepper

You will very soon be able to recognise club coaches by their sweatshirts or fleeces, we have ordered one for each coach

**If your interested in becoming a club coach**, BHPA dates are Oct 22-23 at the Thames Valley club, contact

Trevor Mcloughlin 07787 827754, the Southern club will pay for the course fee's, either contact Dave Massie 07973146532 or Tim King 07767264211,



# SIV - Simulated Incidents in Flight Winter Sun & Skiing in 2006 Roquebrune Cap Martin Session 1 - 23rd to 28th Feb Session 2 - 2nd - 7th Mar

This course is tailored specifically to ensure that newly qualified pilots make it to become old pilots, but whatever your level we'll pitch it for you! If you do manage to get it slightly wrong or are just having too much fun to stop, the still warm mediterranean waits patiently below...

How much is it going to cost? How about a measly £600 including flights, accommodation, breakfast & tuition. For anyone who wishes to do both trips, we'll be skiing in between the two courses! Please send us your £200 deposit, payable to AIRTRIPS as soon as possible to confirm your place.



## Himalaya

07/10/05 to 21/10/05

22/10/05 to 8/11/05

**A COUPLE OF LAST  
MINUTE SPACES LEFT!**

**Independence Spider & flash harnesses.**

**Treat yourself! Brauniger Varios up to the Competino in stock.**

**The Gin Genie3 is here. Lighter & prettier with more adjustment.**

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# BP CUP, A day at the Mynd

Written by Simon Steel

Hi Neil,

Carlo told me he has sent in a photo of me climbing out of Lawley. So here is what happened. We all trooped off for the second time to Lawley, a small spine back hill west of the Mynd that takes more northerly winds. I got there and claimed a suitable spot to set up check the gear and try to chill with no one else I knew around.

At about 12.15 the task setting committee had set a task, race to goal with a start gate at 13.00 hrs, 58k I think, the same goal as the day before to Worcestershire.

The previous day I had flopped 5k over the back, maybe today I could do my first double figured xc in the uk!

A lot of people had flown far the day before, record beating stuff, so the top dogs seemed a bit more laid back.

With no new coordinates to download I went and fared about a bit with my harness.

I felt a thermal out front and took off as it came through, just managing to control the wing as the right hand side went light turning me a bit as I pushed forward into an empty sky, my favourite!

I tried to make the most of the space by turning hard in little bullets of lift but inevitably more wings filled the ridge and it became a struggle. I think Adrian Thomas and the likes must of taken off since everyone headed off to one end of the ridge leaving me and Kai Coleman to find our own thermal.

And we did! off we went up and away meeting up with Carlo and a few others briefly before drifting over the back.

Kai did his own thing on his comp wing while I struggled getting VERY low before a low save a couple of hundred feet above a metal roofed barn. This climb developed into a 9 up and as I reached base a cloud formed to meet me! By the time I had got half way up, I reminded myself to breath ! Then, YEEEEHAAA!!!

That was the highest I got, maybe 4500ft, the rest of the time I was leaving climbs at 3000-3500ft and mostly half bar between climbs. I tried using lift marked by clouds but they weren't working so I just used ground sources and like magic no matter where I headed for I found a thermal ! So I was able to fly a straight path to goal. All the way I had many "goals", a line of hills or a village that doubled as a trigger.

As I got to the goal line ( a 5 km radius from the cathedral), I was 2500ft in a 9 up!

I just wanted to speed bar forward across the line not scream upwards!

As I crossed the line I saw Kai continue, but as I had done the task and it was the last day I thought I'd best get the GPS back to check in, so spiralled down and landed laughing out load. I rang in to say I'd landed safely and managed to hitch back in record time! Just one of those days when nothing could go wrong!



## The Southern Club Local X/C League (Paragliders)

currently 29/9/05 the table is this:-

Pilot Club Glider Total	Total	Flt 1	Flt 2	Flt 3	Flt 4	Flt 5	Flt 6
1 Mark Watts Southern Gradient Avax RSF	239.1	76.8	62.7	49.2	29.9	20.5	
2 Carlo Borsattino Southern Windtech Tempest	214.7	71.1	44.8	42.6	30.8		
14.4 11.0							
3 Paul Andon Southern Gradient Aspen	182.8	51.9	44.8	36.0	27.3	11.9	
10.9							
4 David Newns Southern nova mamboo	149.0	47.7	32.2	21.3	20.4	14.4	13.0
5 David Massie Southern Sky Brontes	41.5	21.1	13.5		6.9		
6 Chris Joel Southern Gin Zoom	38.6	14.4	13.5		10.7		
7 Paul Penning Southern UP Targa II	29.1	29.1					
8 Dave Perrin Southern Nova Mamboo S.	23.3	23.3					
9 Simon Steel Southern Windtech Quarx 2	20.4	20.4					
10 Alison Webb Southern Windtech Serak	14.7	14.7					
11 Trevor Giddings Southern Ozone Vibe	11.3	11.3					
12 Crispin Rose-innes Southern Windtech Pulsar	9.2	9.2					
13 Grita Rose-innes Southern Windtech Pulsar	8.2	8.2					
14 Andrew Craig Southern Firebird Grid	5.4	5.4					

# Hang Gliding in Spain

At the end of April, I took part in a hang gliding holiday organised by John Barrett. The idea was to travel to Malaga by plane, and go to various sites, according to wind conditions on the day. It sounded like a good idea, but I was a bit concerned about taking my glider on a plane. As it turned out, this was not to be a problem. The trolleys at Gatwick airport are brilliant, you just grab two of them, put your shortened glider on them and wheel them through the terminal. It was quite comical really, me pushing a bloody great battering ram through the south terminal. It was like the parting of the waves everywhere I went. Several people came up to me and asked what it was I had in there, some were even taking bets!

I had decided to fly with easyjet, 'cause they were the cheapest. (about £100) I made sure I was there early so I could check in with the least fuss, I found the checkout, and everyone who were already there seemed to just open up for me so I could get in the queue. After waiting about 5 minutes, an easyjet check in girl came over to me. She asked what it was I had with me, After explaining what it was, she took me straight to the front of the queue, checked me in, took me personally to the oversize luggage bay and helped me see it off. I was only charged an extra £10 for the glider. I wasn't charged any excess for the harness. I couldn't believe my luck!

It wasn't quite so easy at Malaga.

You should have seen the look on the peoples faces when my hang glider came out on the conveyor belt. I was ready for it, I grabbed it and put it on my 2 trolleys. I managed to grab a passing old age pensioner to help me push it out of the terminal. The trolleys here are rubbish. The wheels don't swivel as well as at Gatwick, but having said that, the airport isn't very big, so we didn't have to take it far. John was waiting, and every thing was sorted after that. However, Mark McKay, who flew out on an earlier flight, was delayed getting to baggage reclaim, He found his glider trying to get round the corner on the conveyor, mowing down all who got in its way. I wish I could have seen it.

We got our hire cars, and drove a couple of hours north, away from all the tourists, to our first site. Loja. We stayed in a very nice hotel for 24 Euros. Stayed up late, got pissed, and pigged out on a pizza for just 10 Euros.



Next morning we took ourselves to the landing field. It was about the size of 2 football pitches. We spent some time un short packing our gliders, no one suffered any damage from the journey. The local children practiced there English on us. They were very sweet.

Later, we flew. This site works best at the end of the day. It's a westerly. There is a very nice bar next to this landing field. Serves cheap beer and good tapas. And after flying like this, it's the perfect end to the day. Beer 1.2 euros including tapas.



The bottom landing field is the size of two football pitches. Its flat, and easy to approach from all directions. Not much wind when we were there, so the landings were fast. It took a couple of casualties in the form of uprights and one base bar. Us Southern Clubbers just don't get enough nil wind bottom landing practice. Another good reason to try something different. The landing field has a wonderful bar in the corner, I don't know about you, but for me, a cold beer at the end of a great flight is the best beer you'll ever drink.

Loja has a very friendly take off. It takes about half an hour to drive up, on a mostly well made road. Plenty of room to rig, no sharp rocks protruding, A lovely smell of wild herbs that grow every where, and the best reason to fly there of all, We had it all to our selves. Not one floppy in sight! Fantastic!! It's about 2000 ft top to bottom. We all flew, and a good time was had by all.



**John Hewett taking off at Loja.**

Loja is a very pleasant real Spanish town. No tourists, not much traffic, Some good restaurants and bars. No one speaks English. Lots of pointing is required. I Loved it.

We stayed here for a couple of days, had a great time, Gave our tonsils a good oiling, then moved on to our next site



**Padul Take off.**

Again, another easy, friendly take off. Lovely view. Nobody did very well on this occasion, we all bombed out. Note the abundance of green flat fields below for landing.



**Nick Cresswell after a rather unusual down wind landing.**

Padul is about 2 hours drive east from Loja. It is a 1500ft top to bottom, south facing. You can drive to the top without four wheel drive. Adequate rigging area for about maybe five or six gliders. There are a couple of quarries to fly over which are supposed to generate good lift. However, not on this occasion. The town was very quiet when we were there. Didn't seem to be a lot going on.

John Barrett has flown here many times, and seems to know all the best local hotels. We stayed at a very reasonable place, only 12.5 euros a night. Food was good too.

Our third site was interesting! It was a place John calls Hippy Valley, due to the place being full of English hippies, who came here in the sixties and never managed to find their way out. Presumably been stoned ever since. John particularly liked this place for some reason.

Talk about a wind up! The journey to take off took about one hour, crawling behind John's overheating 4 x 4. It was about 5500ft

according to my GPS. And about 15 Km away from the landing field, which was full of ploughed furrows. (if that's the right name for them)



**On the way to the landing field**



**Hippy Valley Take Off. The landing field somewhere on the other side of the valley.**

Nil wind ! Me and Nick decided against it. Well, someone had to drive the cars down didn't they!



**On his way to landing field in the far distance!**



**Mark. Nil wind take off.**

Hippy Valley is actually called Orgiva It's a really pleasant village in the middle of nowhere. There are plenty of bars and restaurants and hotels, which is why I was a bit puzzled as to why John took us to the dump that he did. Okay it was only 15 euros a night. But you got a cell rather than a room. We returned at about 1:00 am , and the miserable git had locked us out.



**My Cell**

I'm moaning about this place, but I wouldn't have missed it for anything

After this, we returned to fly Padul once more, and also Loja. Had a couple of memorable flights, and the next day drove to Algodonales.

What a place Algo is! Beautiful little town. It had a fiesta going on when we arrived. Hundreds of people milling around enjoying themselves. Lovely restaurants and bars.

As it turned out, we found out that the reason John had arranged this holiday was because he had been invited to a friends wedding in Algo. It also turned out that he hadn't got his friend a wedding present. You wouldn't believe what happens next, Whilst driving to Loja, John finds this old bed thrown away by the roadside. Ahh thinks John, This might make a good pressy, I'll have that! On hearing this, me and Nick decide to try to save John from himself, and drive frantically down the road where he said he saw it, to hide it, wreck it, sell it, ANYTHING! But we missed it.

So we drove from Loja, to Padul, then Hippy Valley, and back to Padul and Loja, then eventually to Algo, with this BLOODY WRECK OF A BED PINNED TO THE TOP OF OUR HIRE CAR!

I wish I could have seen the look on the face of his friend when he was presented with this rather unusually acquired present. I wonder if he gift wrapped it?

As for flying Algo, Bloody brilliant place. Several choices of take off. However, landing wasn't too positive. When we were there there was no official landing for hang gliders. We had to improvise when the farmer wasn't looking. It worked out okay though. will defiantly visit again.

John Barrett will be taking another group to France later this year, and will be going out to Spain again early next year.

I heartily recommend going with John on his little jaunts across Europe. I had a fantastic time, with some thoroughly brilliant likeminded people. I have rebooked for next year.

Gordon Harris



**On my way to heaven from Loja**



**Bottom landing at Algo.**

# Big Tuesday...Big Tuesday...Big Tuesday

[carlo@flybubble.co.uk](mailto:carlo@flybubble.co.uk) writes:

It would be great if others would share their experiences of their flights on Tuesday, that way other could benefit and learn from them. After all, there has to be SOME benefit in having such a large club as ours!

Unfortunately I bombed early but maybe this may be of interest. I will try to tell the story of the flight with reference to track log information below.

I flew earlier in the day while it was still northerly with thoughts of flying a triangle. After pushing out towards / over New timber took a climb and almost ended up back over the Dyke. I cancelled the triangle idea and played around over and just north of the farmhouse in the landing field. I could see three hangies lined up for take off so just marked climbs for a while to try to help them off.

Later (the times below are GMT) Carlo, Ghandi and I were waiting on the hill with the wind switching west and the sea breeze sitting just behind the hill. Carlo saw his birds and went (that's another story), Ghandi watched Carlo climbing and he went, then a few others bundled into the bottom of Carlos thermal and started going up so I took off with the same intention.

They were climbing to the right near the modellers bowl but I could 'feel' a thermal to the left in front of the ruin. After a couple of S turns I had enough height for tight 360s. The initial climb went almost straight up, shown by takeoff distance below remaining under 1k for the first ten minutes. Speed shows between 10 and 50 km/h as I went round and round, into and then down wind and the vario shows a climb of 2 going up to 3 and then levelling out at about 1 m/s. Others had joined me as the climb petered out at just over 3000 ft. Most flew back to the hill, but Verity was just below me and I thought, Oh good, we will go XC together. I turned ENE and went on a glide. Verity stayed a little while and then went back towards the hill, I was on my own.

The readings show the glide starting at 14:04, height decreases, distance from takeoff increases, speed increases from 10 to almost 50 km/h and the vario shows sink with some blips of between -1 and -2. The map below shows brown fields in purple (infrared photo? heat? anyone know?) So you can see my glide was heading for those brown fields just over the A23. Now checkout the height, less than 300 ft above T/O, I am over the golf course and struggling having done less than 5k, swear, swear, swear.

14:09: a little blip, I worked and worked, shutting my eyes, trying to feel for the strongest part of lift. About 5 minutes of playing with a half up drifting down ditching ridge for a measly 300 ft. As I was drifting I looked around for options. A big cloud between me and the Dyke shutting off anything there, another one to the east, some very obvious sea breeze cloud to the south. What to do? I figured I was too low for clouds to affect me so aimed for a patch of sunlight between my two clouds. The reasoning? The cloud to the west was going to cast shadow on that patch, maybe it would trigger. There was still some north in the wind, maybe it would blow stuff up the ditching ridge and finally the south of the ridge had been in sunshine, maybe it would bleed off the top. I also figured if I went south to the sea breeze and didn't get a climb I was in for a good pasteing. Not what you want when you are low!

I dashed downwind stopping for another blip which I could feel to my left. I started thermaling left as I really need to practice that direction. After a couple of minutes again working something which was averaging less than 1, I had a thought! My downfall! Instead of concentrating on the thermal I had a thought! and the thought was? 'Chris go right, your better at right and you need the height'. I turned the 360 right and promptly fell out of the thermal, unable to find it again, D'oh!, it gave me another 300ft though. Another dash towards the ridge, another climb, another 5 mins of just about a 1 up and another 450ft gained.

Now looking at the map I am just about over the ridge. A whole cluster of brown (purple) fields ENE. I flew over them to the downwind side, I saw a wall of trees on the downwind edge of all these fields, this has got to work. 8 minutes later I am on the floor in the middle of nowhere.

I packed up, trudged toward the road, looking for the gate that I had forgotten to look for on the way down, squeezed through a birch and bramble thicket to the road and stuck my thumb out. The TNT truck didn't stop, but the next car did! RESULT! A little old lady. I asked for a lift to Lewes station and she said hop in. We talked and she told me she was just coming back from the Devils Dyke having been out to watch those paraglider chappies. I tried! 'Yes I am one of those and I am trying to get back to the Dyke'. She ignored the hint and dropped me in Lewes. Ah well, regular train and bus back!

Note: max speed was probably as I turned the gps on in the air and it logged a point before getting a fix. Max vario was wanging around in front of the trees to land into wind. Take off alt, again I turn it on once I knew the climb was good.

Data calculated from track log Max speed 92.31 km/h Max vario 7.0 m/sec (1377 ft/min) Mean speed 32.65 km/h Min vario -4.0 m/sec

(-787 ft/min) Max alt (ASL) 973 m (3192 ft) Takeoff alt (ASL) 451 m (1479ft) Min alt (ASL) 29 m (95 ft) Altitude gain 522 m (1712 ft)



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**Gradient Golden size 26.** DHV 1-2. 80-100 kg all-up. Grey-red. Ex-demo, nearly new condition. £1700 (Retail £2,150)

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**Ozone Vibe size M/L.** DHV 1-2. 85-105kg all up. Blue-White. Serviced by The Loft. VGC, 25 hours. £950 ono (Retail £2100)

**Windtech Pulsar size 27.** DHV 1-2. 85-105kg all-up. Red-White-Blue. 70 hours, VGC. £1,100 ono (Retail £2200)

**Windtech Pulsar size 27.** DHV 1-2. 85-105kg all-up. Red-White-Blue. 40 hours, VGC. £1,200 ono (Retail £2200)

**Gradient Golden size 28.** DHV 1-2. 90-115 kg all-up. Red. Ex-demo, as new. £1700 (Retail £2,150)

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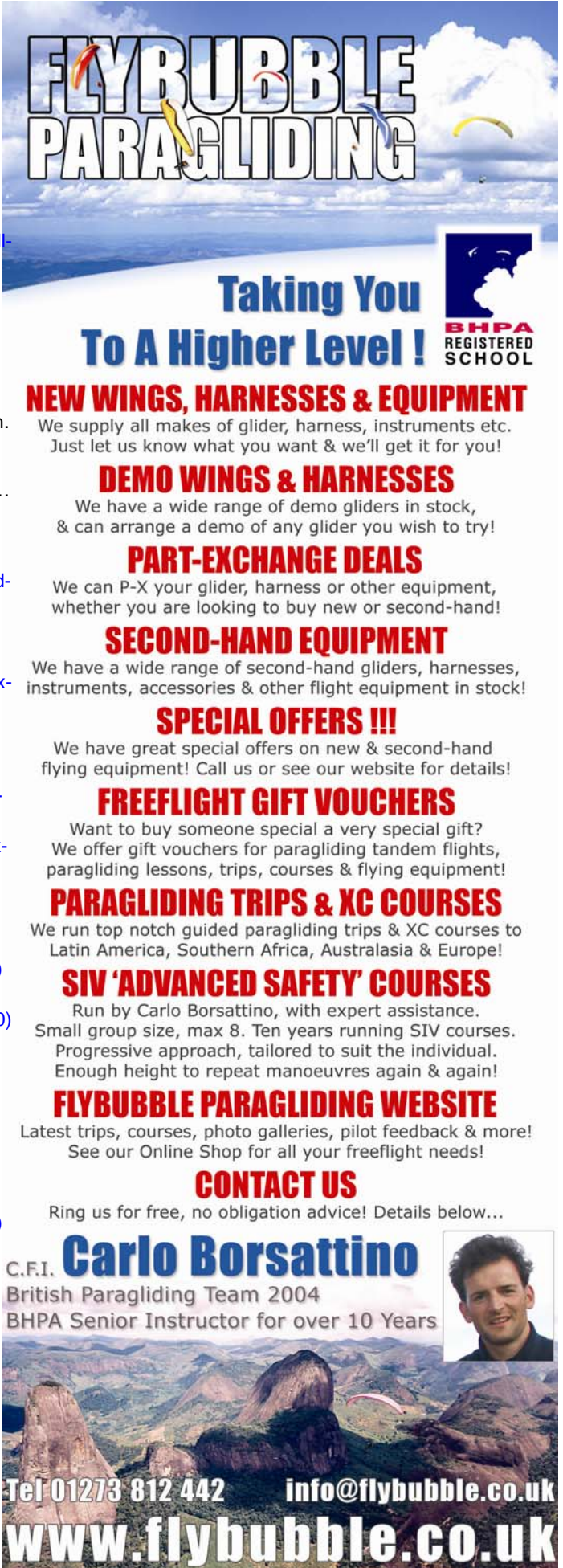
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## A tale of a sorry Windteck for Windsock

I've hunted high, I've hunted low where in Windsock did my advert go? A Windteck Pulsar I have for sale but my advert placement was to no avail!

A simple ad was all I needed but my request, it was not heeded. To sell my wing was my desire before to India I did retire. Oh Editor, I do humbly ask, make my ad your next most task, and if it sell as I hope and think, a foaming pint shall be your drink. Chris Cravern

## An update on the missing 'Pulsar for sale' ad.

Oh editor you are too late  
My wing, I sold it to a mate.  
No foaming pint shall slake your thirst  
You were too slow, I sold it first!  
So now no Windsock ad is needed  
My first request you should have heeded.  
A bare spot in Windsock I should see  
Twas where my ad was meant to be  
Seeing it, I'll raise my drink  
And of your loss I will think  
And you dear Ed. be of good cheer  
& think of me, drinking down your beer.  
Chris Craven

(A formal apology) Sorry !!! Neil

## GPS and Vario tips !

As a number of you have the Garmin Map 76 (S, CS etc), I thought I'd share a recent issue with you about connecting your GPS to a Vario.

If you are a Garmin 76 owner and are looking for a vario to attach to your GPS - like I was - then be careful. This story has a happy ending and I want to make sure yours has too.

It turns out that not all GPSs talk to a Vario in the same way. The communication protocol is usually NMEA and I think most manufacturers support this. So, what's the problem? Well, there are different versions of NMEA. The Map76S uses v2.03 and the Map76S uses v3.x. There are significant differences between NMEA 2 and NMEA 3. Not all Varios support NMEA 3.

In my case, I bought a Digifly Cartesio from a guy on eBay who later explained (after I hit the 'Buy' button), that it didn't work with his Map 76. This came as something of a 'bummer' as I have a Map76S! A few questions and some research later revealed that he had a Map76CS which uses NMEA 3, hence his problem. I was relieved to read my Map76S uses NMEA 2.3 and does actually work with the Cartesio - I tested it yesterday, So, it seems not all of these devices talk to each other, so check before you buy.

Rgds, NICK

# Southern Club Christmas Calendar

## Southern Club Christmas Calendar

I'm sorry to mention the Christmas word, but I'm going to get some calendars printed up. No large numbers are needed, so if you want the chance of your pictures (flying related, southern sites) in the new calendar please use the standard jpeg or email files and send to [neil.brennan-wright@virgin.net](mailto:neil.brennan-wright@virgin.net) or a disc to Neil Brennan-Wright 1 de la Warr court, De la Warr parade Bexhill on Sea TN40 1JX, please remember your name because all chosen photos will be credited, all calendars will be a non profit production and will make a nice Christmas present, cost will be around £10.00

Dig out those photo's now and get sending !

Photo from Fish & chip Freddie (going to base at the Dyke)



## The BCC for 2006

Most of you will be aware that I helped Neil to organise the BCC 2005. which has now finished. Carlo did give a link to the results earlier at [www.flybcc.co.uk](http://www.flybcc.co.uk) for those who either took part or are interested in the competition ethos and rules this is the place to start.

We only took part in 2 rounds, 1 at Merthr Common where only 1 pilot flew (Chris Bere), the other was at Combe Gibbett where most of the 2 teams not only flew but went XC (A first for many of the participants). Considering our relative lack of involvement in the 2005 rounds we did I think very well.

The BCC hold competitions for both PG and HG, however I found it a great shame that we did not field any HG teams. This was I think because we need a dedicated person to organise the HG side (CliveB, JonnyC, Ozzie, etc you must know someone who wants to take this on).

It may seem strange to ask now for who is up for the 2006 season, however the club has to pay the entrance fee for each 6 person team up front and rather than waste the entrance fee on teams we can not fill or not book enough teams, also because of the scoring system used it would be nice to fill entire teams with the same rating, so again best to get a feel for the quantity of interested pilots early on.

Please email me at [bcc@f2s.com](mailto:bcc@f2s.com) and I will add you to the list of interested PG pilots. I know some of you from last year have already asked me to include them, but please email me again at this new address. This email address is just to make it easier for me to filter the BCC mails from general forum chit chat. This list is of interested pilots only and does not commit you to actually going, it is just so that we can get some numbers, some may wish to fly only 1 or 2 rounds, again that is OK, remember this is a FUN competition only and is great for the lower airtime pilot to try their hand at XC at new sites.

The only requirement is CP+ 15 hours min though a good flying attitude is more important than hours logged. Go on give it a go.

If you know someone who may be interested but has no access to the forum, please email me with their phone number so that I can contact them direct.

Hello Everyone,

Due to the UK Indian Summer, we are having on the North Downs in Surrey UK, we are looking at taking on more winter staff, to teach Hang Gliding and Paragliding.

With the particular recent winter trends that have set in during the last few seasons, it has been excellent for teaching beginners here North Downs, In case you are not aware we have the unique opportunity of teaching with both hill or winch training courses.

If you are thinking about becoming an Instructor are you would like further details, please do contact me

**Andy Shaw Chief Flying Instructor Managing Director**

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# Red ribbon tales

Remember when you had a red ribbon? Oh, go on, you must remember. Even if you didn't have a red ribbon yourself you must remember how it felt to be a newcomer on the hill and a little - just ever so slightly - unsure of how you'd fare compared to the confident and assured regular fliers waiting in their groups for.... what, exactly? The air feels and looks good, what is everyone waiting for?

Still don't remember the feeling? Well, I believe you. In fact, it's amazing how quickly we - as individuals, as a nation, as a species - forget things. Already I find it hard to remember the time before I knew what it is like to soar silently in the air on my own. But I CAN remember what it's like being a red ribbon flyer. Because, although I'm more than half way to my ten airborne hours, I still am. And I can still remember my first proper soaring flight, and the satisfaction that staying up for 45 minutes gave me.

Well, today I worked out part of the answer to the question "what is everyone waiting for?" Apparently, now that I'm a CP, I don't have to launch, fly straight out from the hill, and bottom land. There is a direction other than down, and it's a good direction to aim for.

A couple of days ago it was a lovely sunny day. I was free, so I went to the hill. I was there by 08.30. It was a couple of months since my last flight and I was itching to fly. The conditions seemed perfect but I took the time to talk to one of the two pilots already in the air, who landed as I watched. The wind speed I could judge for myself; it felt smooth but he told me it was surprisingly bumpy up there. No worries. Watching other pilots launch it seemed OK.

By the time I was ready to launch, even I was aware there were regular cycles of thermals coming through, with quiet interludes. At times the air was full of fliers and a while later the top of the hill had sprouted tens of multi-colored skytex mushrooms and the sky was empty. As it was now. Watching the approaching sun and clouds I thought it looked a good time to be in the air. I reverse-launched and within minutes was soaring in buoyant air slightly above take-off. This is easy! As I ridge-soared I was aware of several big thermals - it took five seconds to fly through them. I was tempted to circle and see how high I could get but wasn't sure how fast it would carry me over the back of the hill. I looked around me; by now, many others were in the air and several were taking the thermal I'd left. I slotted in at the bottom of the stack and listened to my Sol vario with a smile on my face. This is easy! By the time I was over the golf course I was at cloud base for the first time ever.

The view was fantastic. There were plenty of fields visible for landing but I had no intention of using any of them. This is easy! I wanted to aim for Ditching - I thought it would be appropriate since this was my first flight since the day of Paul Cropley's accident at Bo-Peep, and Ditching is where I first met him. I could see the two windmills towards the western edge of the ridge and I set out towards them. But what happened to easy? I suddenly realised that everywhere between there and me was in shadow and I was going down fast. I looked back west. The fields were in sunshine, so in an effort to stay flying I changed plan. It didn't work and eventually I touched down near the golf course and walked back to take-off.

As I prepared to launch on my second flight the air was busy, very busy. I planned to get to a similar height and try to get further. However, the hill was so crowded I decided to push out the front to get some space. I found some lift and ended up above take-off and above many of the others. This



is easy! Then I lost the lift and returned to the soaring throng. I pushed out again. This time I found nothing and two minutes later I was on the ground. I looked up; above me over ten gliders were circling high above the hill just where I wanted to be. OK, it's not so easy.

So, what did this red-ribbon pilot learn? I hope that flights such as my first one that day become commonplace. But I hope that I DON'T forget how I felt reaching so high above take-off for the first time.

Actually, that wasn't quite my first flight of the day. When I arrived at 08.30 that morning my first attempt to launch caught me off-balance and pulled me over. I am not used to that and didn't like the feeling of not being in control. As I suspected that the wind would get stronger I decided, rather than wait on the hill, to head down to a field I knew I could ground-handle in. For an hour, within sight of the multiplying number of floppy and hangie wings further along the ridge, I reminded myself of the precise feel of my wing, allowing myself a couple of short flights to the bottom of the field. After that I returned to the hill launch.

What else did I prove that day? You're not as good as you think you are after it all goes right. You're not as bad as you think you are after xxxing up a launch. When you are thinking "This is easy" is the time to concentrate the hardest. Prepare for each flight as if it's going to be a long or XC flight. For red-ribboners, double-check everything - no-one else will do it for you.

And finally, the first rule of flying that I can recall being told is: "If it's flyable, fly." (To which I have added my own codicil: "If it's not flyable (for me, regardless of whether others are flying) don't fly - but perhaps you could ground-handle").

I would like to take this opportunity to thank the members of the Southern Club who have made me welcome and occasionally helped with advice (and line untangling - thanks Ian). Despite having the busiest club sites in the country I have had nothing but friendly responses and it makes a big difference.

Matthew Cullen.



## **Flying Trips**

### **XC, SIV, SOARING.**



Don't miss our paragliding trips to TENERIFE !

Latest Date:

20th November 2005 - 4th December you can come for one week or two, we are also going in January, Feb and March. Cost 790 euros per week

TENERIFE.

I first flew in Tenerife back in 1991. Standing in the wild surf of Los Gigantes beach with my two small daughters I saw someone land on the beach via Paraglider.

By the time I'd deposited children with their mother for safe keeping the pilot had mushroomed up and disappeared.

This was very disappointing since working out where suitable take-offs might be was proving almost impossible. I'd brought {smuggled} my glider out just in case.

The next day I spotted the same pilot coming into land from the hotel. After a desperate chase I managed to throw myself on his bonnet and finally explain to the alarmed local that I, also, flew paragliders. Back in those days it was all a bit of a novelty and me and Antonio sprung up a friendship despite my grim Spanish.

Over the next few days he showed me a series of fine take offs and I managed to fly from the principal southern sites. Since then I have been back with about 10 times with groups of about 12. The extraordinary benevolence of the weather lures us. Nearly everyday we fly. But we rely on local experts, mainly Michael our German host. Mike is the local champion and owns a beautiful mountain retreat where we stay.

This year Mike has bought the main Southern take-off at Taucho, so it will be bulldozed into aslope and carpeted.

Its always good to take off on carpet. And I like to land on the beach, next to the beach bar because if its hot you can go for a swim and then have a pint of freshly squeezed oranges. Another good flight is to take off near our mountain refugeo and thermal over this great volcanic core called The Conde, from this vantage point you can admire the snow-capped Teide and I usually find myself looking down at the small speck of Adam Northcote-Greens glider as he struggles to thermal up. Although last trip I looked around. (expecting solitude since I was as higher than the crater's rim) there was Helen Randall with her red ribbon. Anyway we are off to Tenerife again in November, December and March. We take a variety of pilots, from people who are just attempting their first themalling, to proto ,sky gods. Normally we have someone on takeoff offering basic advice, "look ahead", "do your pre-flight checks", etc. and someone with a radio in the landing field. Evenings see us frequent fine Spanish restaurants. Give us a ring if you want to join us. 01273 858170. Tim Cox



# The Dyke, Overcrowding issue Again!

On Saturday some of us witnessed a mid air in the late afternoon, two pilots came down on just one reserve. I was made aware of the incident by hearing shouts from above, the moment I saw what I believed at the time was three wings coming down together (in the shock I mistook the reserve as another wing) I dropped everything and ran from the landing area in front of the pub, over the fence and into the paddock to help. I found two pilots thankfully none the worse for wear.

Walking back to retrieve my kit, my back felt very painful which I put down to jumping the fence (although I felt nothing at the time) and later that night I was in agony. I had to spend Sunday and Monday in bed and even today my back still hurts.

So on checking my mails I expected to see at least a dozen mails dissecting the incident, 3 days later just one post from Carlo with a couple of replies of no significance.

So why am I so pissed off, because I hurt my back, NO. I am pissed because It would seem that you all accept that this is a daily and acceptable event, because both pilots walked away you ignore what happened, has it become a boring issue to you all? is a mid air just a distraction to your flying day?. Well maybe the next pilot to be flown into will be you.

Why do we have so many incidents at the Dyke, overcrowding, yes good old selfish I will fly even though every other member is also in the 50ft of lift available. a few sensible pilots when this happened sloped or bottomed landed, many just seemed oblivious to any overcrowding.

The attitude to the overcrowding problem sucks.

At the next AGM I am going to try and get a vote on reinstating the old Dyke marshalling rota (sorry for those too new to remember this) some of you may suggest that the reason we changed away from the old system was because it did not work either, a valid point, except that at least 2 people were responsible each day, on Saturday no one (myself included) chose to take the role of marshal and prohibit numbers. this is exactly the problem, but if I was the appointed marshal of the day I would have limited numbers at times. maybe Saturday is not the best example as the lift band was so variable, but it would at least have stopped every man and his dog lobbing off the moment the remaining scratching pilots entered the smallest of lift.

Imagine this scenario: I arrive at the Dyke and decide too many are in the air, get the flag out and no more lob off, great. Ian G arrives and decides it is in fact Ok for more to fly. should he be allowed to override my decision (he is after all vastly more experienced than me), what if Dave M arrives later still, should he have the last say. What if my red ribbon turns up. The system we have at present is not workable. Peer pressure, experience, a whole raft of reasons come to mind, but the worst is that unless a system like the old one is brought back into operation, that no one will actually make the decision to become marshal.

I am also going to propose that the committee take a more active role in the investigation and reporting of accidents regardless of severity or outcome so that if nothing else every member is at least made aware of the incident. Is it right to name and shame, maybe we should just refer to the pilots as arsehole1 and arsehole2 etc to save face.

When was the last time you saw any incident involving a HG ??? I think the last one I saw was at Bo-Peep years ago when a mid air between HG and PG occurred, do you remember any other. Maybe, but not the PG one last week and the week before, and the week before, and the week before, and the week before. Are HG more skilful or considerate flyers? I do not know, but they simply do not have the same accident ratio as us. Are the schools chucking out people with no flying skills at all?, was not one of the requirements to obtaining your CP attitude. saying the sun was in my eyes, it was crowded, whatever poxy excuse. is NO EXCUSE. you risk more than your own life when you fly with others. WE ARE NOT IMMORTAL and we are responsible for our actions.

Something needs to be done, Funny but losing the Dyke to the proposed Shoreham airport expansion may actually in the end save your life !

Dave blue van



## Over-crowding and recent mid-air collisions: A debate from the forum

Thanks for the timely rants. I understand your feelings, It is generally the assumption that serious problems require drastic action - not always the case. Often a subtle change is all that is necessary.....

None of the collisions in recent years was directly caused by over-crowding. The common thread running through those in the last couple of years appears to be inexperience / inadequate training for the task (no I don't mean any of the schools are falling down on the job). Flying with other people is a skill. (i.e. an ability gained through experience). The trick for us as a club is to ensure that this learning actually takes place and does so before the novice pilot encounters an 'out of his depth' situation - like someone coming the other way in a similar position.

## The Dyke, Overcrowding again ! keep up with the debates on the forum

Subject: Mid-air at Devil's Dyke, Saturday 17th September 2005.

Highlighting the very real dangers of flying in extremely crowded conditions, there was yet ANOTHER mid-air collision (this time between two paraglider pilots) at the Devil's Dyke yesterday, Saturday 17th September 2005.

I believe (from what I saw, and other eye-witness accounts) that the mid-air happened less than 100m out-front of the area known as 'the paddock' at the Dyke (the area where the hang gliders are supposed to take-off) at around 100m above ridge height.

As always, this was a horrible sight to see, both for those on the ground and those still in the air, some with a very 'up-close and personal' view. A couple of pilots commented to me afterwards that they had been just a few 10's of meters further ahead from where they had been at the time, then it could have easily been them caught up in the collision themselves.

I didn't see how the mid-air itself happened, only the aftermath.

We all watched with a sick feeling in our stomachs as they tumbled towards the ground. Were we about to see yet more pilots seriously injured - or worse - this year? From what I have seen of mid-air collisions in the past, once pilots become entangled then what happens next is like playing 'Russian Roulette'.

The two pilots, and their paragliders, appeared to be extremely entangled with each other as they plummeted earthwards in a horribly knotted mess. As it happened, it was extremely fortunate in this case that they were "extremely entangled" in each other, as both came down under only one reserve.

I say "fortunate" because, had they become untangled BEFORE they reached terra firma then the pilot who did not throw their reserve would have almost certainly hit the ground with a very high impact, which no doubt would have resulted in (probably very) serious injury.

I was told (by someone who spoke to the pilot in question) that the pilot who did not throw their reserve had actually deployed their parachute (i.e. pulled it out of their harness) but had chosen not to throw it for fear that their it might become entangled in the mess of gliders, lines and reserve above and around them.

Although I see why the pilot may have thought this at the time, I would say that this is generally the wrong thing to do. The reason I say this is because I have seen it before where only one pilot has deployed after a mid-air where the two become entangled and they unfortunately became separated just before hitting the ground - with very nasty consequences for the pilot who did not deploy their reserve.

In addition of course, two pilots coming down under one (solo) reserve means that they are likely to have a much higher descent rate - although of course it could be argued that this all depends on exactly how things work out - which is generally rather 'random'. On average, I would say that you are certainly much more likely to have a much better (slower) descent rate with one pilot per reserve, rather than two having only half a reserve each!

Fortunately (on this occasion!) they did not separate. Also extremely fortunately, they came down still in ridge-lift, which would have reduced their descent rate by at least 2-3m/s, and onto relatively soft ground. I believe both pilots were fine - physically, at least. If they had not come down in ridge lift, and onto soft ground, or if they had separated before impact, the story may have not ended so fortuitously.

It is EXTREMELY LUCKY that neither pilot was injured, and that they did not collide with anyone else on their way down in such crowded conditions. I have seen it happen where two pilots have a mid-air collision, and they have collided with more pilots on their way down.

How often do you look up when you are flying around with gliders above you? I do, I can tell you - and mainly due to things I have seen and experienced in the past!

On one occasion, I narrowly avoided having two pilots tumble down into me after they had a mid-air just above me. I saw them (whilst I was thermalling below them in the same thermal they had been themalling in above me) collide with each other and then fall RAPIDLY down towards me. I quickly moved out of the thermal - and out of their path - as they fell past, shouting and swearing at each other. Unfortunately some other pilots below me were concentrating too much on what they were doing—thermallings - and failed to notice them, leading to a very scary 'snowball' effect. I believe that around 7 gliders were caught up in the mid-air by the end of it. Miraculously, no serious injuries resulted in this case.

Due to witnessing many - far too many - incidents like the one above, I am always looking all around me when I am flying with others. In fact, I am generally doing the best 'owl impersonation' I can, looking up, down and all around me at all times - always expecting the worst from other pilots, especially low airtime (and aggressive) ones! I always try to make sure I have an 'escape avenue' - never letting myself get 'boxed in' and rely on the fact that others will do the right thing - they often don't!!!

I was told by an eye-witness to the mid-air on Saturday (who saw the whole thing very clearly) that at least one of the pilots involved did not appear to be looking where they were going. They appeared to be staring up at their glider as they flew from out front of take-off, back towards the ridge - which was packed solid with paragliders. It is possible that one of the pilots had the sun in their eyes and could not see the other pilot clearly (although this may not be the case at all).

There were, I guess, around 30 gliders in the air at the time, some thermalling, mostly ridge-soaring, all in a relatively small amount of air-space as lift conditions had been starting to weaken by this time, so flying around without proper lookout was a bit like running through a thick forest with a blind fold on and hoping not to hit any trees!

As I did not see the actual mid-air myself, I cannot confirm whether the above is correct or not. In any case, I hope that pilots will take careful note on this, and think very carefully about flying in very crowded conditions - DON'T DO IT, unless you like playing Russian Roulette. If you DO like playing Russian Roulette, then please BUGGER OFF and go and do it somewhere else - not on our sites, thank you! Also, if conditions have been crowded around take-off for a while and you have been flying around for awhile, then you should land and give of the other pilots a chance to fly. You could even take the opportunity to get the SHGC coloured windsocks out and put the marshalling system into play!

Best wishes, Carlo

# Is Motorcycling Verses Paragliding a similar comparison ?

Is Motorcycling as good as paragliding ? Can you compare them and do you have to ?.

Working as a Motorcycle instructor (when not working on Windssock ) I have often thought about the similarities between the two ?. If you have ever been to my yard/office you will see pictures of Paragliding strewn over walls as much as the latest models of bikes, gliders stacked neatly in corners of the room and with sudden outbursts of anguish when seagulls are thermalling over our sun baked training area and rumors that people have left the hill and are well on there way to their mini adventure, and we are booked and training Until 5 o'clock. Also having 3 paragliding pilots on the staff out of 5 is not that wise! And boy we have all come up with some really awful excuses on how to skive of for a day to just go flying !!

My view on a few similarities between motorcyclists and free flyers

The freedom of riding a bike is that of the same as flying, Wind in your face, a sense of freedom and the sensation of the ground rushing past you, the ability of cracking open the throttle and changing direction with break fast speed swooping into corners. A good set of switching bends is almost the same as being able to do a good set of wingovers, you need timing, balance, focus and loads of practice.

The main difference between flying and motorcycling is dimensional. Riding is 1D, when you are riding you learn to develop hazard awareness and speed / distant perception, flyers on the other hand have to make those same dissiions but also make the in 3d and should have a consent mental mapping of other pilots in the air, my theory that they develop a super sharpness of dissiions making and have learnt to use all their key senses, vision audio awareness', touch and smell. It would be interesting if they are good at chess ? (a different story)



Do paragliding pilots make good motorcyclists ? I have to say, they make very good riders, they all seem to have fantastic balance and eye to hand coordination and really good spatial awareness. Do motorcyclists make good Para-hang pilots, I don't know, maybe instructors could lets me know so I can give you the answer, I you look closely most of the good pilots ride m/cycles or have done.

Russell Ogden, Gandhi, Mark watts, Steve Purdy, Ian Blackmore ( I have to mention Ian because he is one of my bike instructors !) Steve Uzi but to name a few. All I can say is that riding is no better than flying, but no worse, I think they complement each other very nicely and have their own pro's and con's. One thing is for sure, there is far more opportunity to go for a ride than to go flying !

For all those who would like to have a try a motorcycling, maybe do a CBT or even take their full bike test, I am giving all members/families of the Southern club a 10% discount, for training and testing. For more information on CBT, test training and prices give me a call.

Neil on the M/C (1066Motorcycle Training) 01424 736066 or 0797 081 4216

## Devil's Dyke Marshalling System

The first pilot on site is required to get the windssocks and pole out of the store cupboard and deploy them ready for use. You can easily carry both pole and socks in one hand.

You do not have to be authoritative if you don't feel that way inclined or it's not your style, just put up a green sock and hook the other two to the base of the pole ready for use. Stick it right out in the middle of the main take-off area to start. It is very easy to move as needed.

The cupboard is round the end of the building by the toilets. The code on the padlock is 1273 (like the Brighton dialling code without the 0) then push the button on the bottom. Lock it back on the door so it doesn't get nicked - it's a good lock.

Similarly, if you're last to pack-up, put the socks and pole back in the cupboard and lock it.

### The System In Use

**Green Sock. Normal Condition.**

Provided you can launch without disturbing any other pilot already flying, or about to launch, you are free to do so at your own discretion.

**Amber Sock. Restricted Launch.**

You may only launch to the right (North) of the windssock. (You may of course land anywhere as needed) If you slope-land anywhere on the main NW slope you must walk back to take-off before re-launching.

The Amber Sock may be moved to the North to further restrict launching as needed.

**Red Sock. Full Control.**

You may not launch anywhere on the main NW slope without specific consent from the Marshal.

The Red Sock is used to control special sessions such as: red-ribbon coaching sessions in which only red-ribbon fliers and selected coaches will be flying and hang glider only sessions in which only hang gliders and selected PG wind-dummies will be flying.

Additionally, the Red Sock may be waved overhead to indicate an emergency condition. You must land immediately.