

SHGC Windsock



Summer 2006

Crisis at Caburn !!!

First of all can we say how much we enjoy watching the flyers, it is a pleasure to see them here enjoying Caburn and the surrounding area, we have made some good friends.

BUT and I am sorry to complain, more and more are overflying the cottages which is both dangerous and intrusive, particularly when they are shouting; it invades our privacy and enjoyment of our gardens. If we speak to the flyers about this, there have been some abusive comments. Obviously, if a flyer has lost control and has to overfly for safety reasons that is quite acceptable but deliberate overflying is not and it was long ago agreed between us, Glynde Estates and the clubs who use the hill that this would not happen.

Could you remind everyone please, another notice on the gate might do the trick.

IMPORTANT!!! ALL SHGC MEMBERS MUST READ THIS...

Again many pilots were seen to fly too close to the cottages opposite the car parking area at Caburn. Some of them were far too close.

I, and many others, saw many pilots take an approach to the Caburn landing field, in particular those landing in the car park area, which was too close to the cottages. Some of these pilots seemed to be unaware that they were. A few of them told me: "I didn't fly over them!". Over-flying them does not mean taking a turnpoint photo directly over them, it is flying ANYWHERE NEAR OR WITHIN SIGHT OF THEM/ YOU.

The point here is not to point fingers. The point is to make pilots aware and stop them doing this - AND NOW!!!

We have today been issued a - totally reasonable - formal warning. This is further to the - again totally reasonable - complaint that was made yesterday by some residents of the cottages. I'm sure many people would get fed up with pilots flying over them after years and years of them doing so. Even if you think you wouldn't, that's not the point - it's totally fair enough that someone would be fed up with it.

The tenant farmer came to let us know that a formal complaint has now been made against the SHGC, and that if this continues we - as a

club - are breaking the agreements which have been made which allow us 1) to walk up the front of Caburn and 2) be allowed to fly there at all. If this continues to happen any longer, we may lose the site completely.

The tenant farmer, by the way, was being very helpful, polite and reasonable. He is trying to warn us, not "having a go" - not at all. He doesn't want to see flying stopped at Caburn.

He also warned us that there has been an inordinate number of vehicles parked in Caburn landing field, and that again formal complaints have been made to the local council. Some people want to see parking in the field stopped, the tenant farmer warned us.

Both of the above warnings are to be taken very seriously. Please do not think that they are to be simply ignored. These problems are now at a serious level, and I would say that we, as a club, need to take action about both of these issues.

In the meantime, I would like to point out the following:

If you can see the cottages as you approach, **YOU ARE FLYING TOO CLOSE TO THEM.**

The point is that the residents of the cottages do not want to see you. The reason is that if they can see you, then they know you can see them - which is invading their privacy. This is exactly what they do not want. Take an approach further back, out of sight of the cottages, and one

which certainly does not bring you over the car park area.

If you insist in landing in the car park area (hence saving yourself a one minute walk, and you probably need the exercise anyway) then set up on the river side of it and bring yourself in over the stream to land. This is the best, and safest, approach to land in the car park anyway - not in the crappy air close to the trees, or low over the bushes and feeding trough!

REMEMBER:

IF YOU CAN SEE THE COTTAGES AS YOU ARE APPROACHING TO LAND AT THE BOTTOM OF CABURN YOU ARE PROBABLY TOO CLOSE.

IF ANY DOUBT, FLY FURTHER OUT.

Trev. Wrote: "RE the complaint about the number of cars, erm, you got me there, what can be done?"

Well, something needs to be done! Otherwise we may be finding that in the not too distant future the decision will be made for us.

We for one will be trying encourage our (relatively small number of) students to car share and will try to minimise on the number of vehicles we have parked there generally.

I think people will have to agree that the number of vehicles parked at the bottom of Caburn recently has been ridiculous. I'm won't be surprised to hear that NCP are considering building a multi-storey on the site!

Some options:

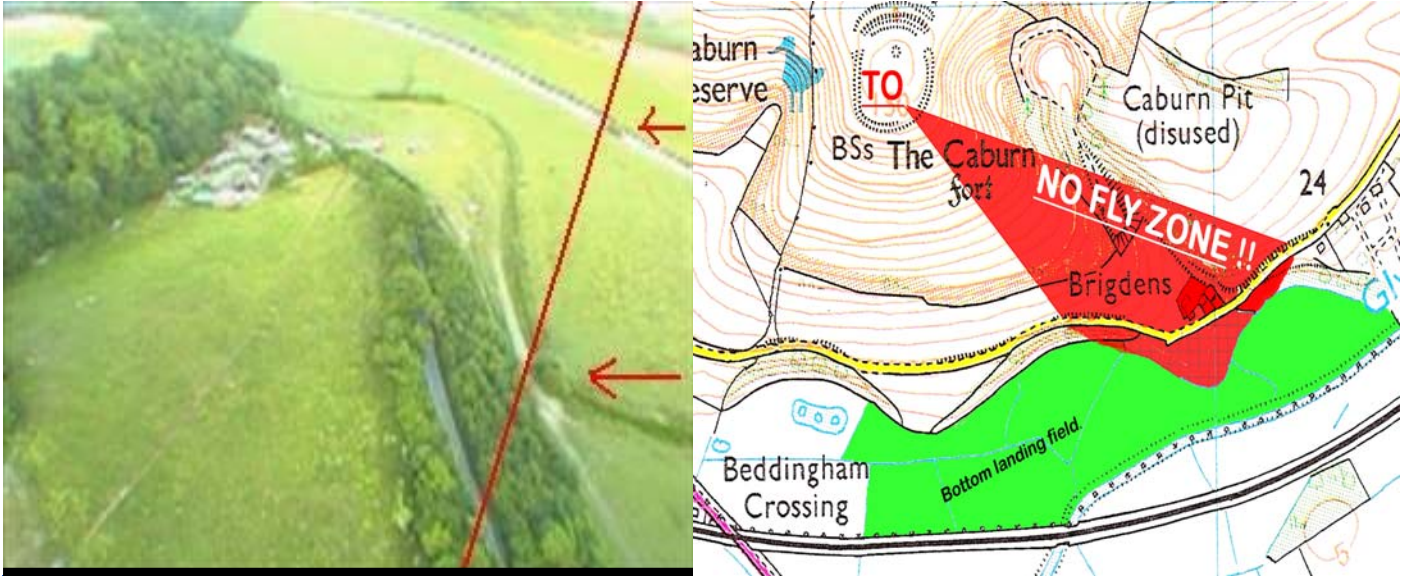
Option 1: People could park in the outdoor car park near the river bridge in Glynde and walk the short distance (a few minutes at most) from there across the field (alongside the river) into Caburn landing field. People could even drop off their kit at the bottom of Caburn and then walk without their kit from the Glynde car park.

Option 2: Park in Glynde and take the longer (but much less steep, so much easier!) walk up the path that starts right by the post office in Glynde.

Option 3: A few pilots share a vehicle and leave theirs somewhere else nearby (eg. car park near the river bridge in Glynde) and use one vehicle to drive to Caburn bottom

landing field.

By the way, pilots should avoid parking near Ranscombe Farm end of Ranscombe Lane, and should not walk up that side of the hill (i.e. not through the Airworks training field).



Summer Safety Briefing

Mad Dogs and Englishmen....

The silly season is nearly upon us. The sun is getting hot and thermals are getting quite strong, with sustained climbs of over 1000 fpm. If you add strong winds to this, you will get serious turbulence. If you add big active clouds as well, you are really looking for trouble. So, guess what usually happens in July?

June typically is hot and sweaty, with light, often unsoarable winds and much frustration after the excitement of Spring flying. At this time of year, the main thing to watch for is 'holes' in the air and sudden changes in wind direction. These will usually catch you just when you are landing, even if you have good airspeed at the time. Keep your knees bent on the approach and all will be well. This goes for experienced fliers as well, you will see quite a few with a bit of a limp at this time of year as knees or ankles take a pounding.

As we go into July, the winds tend to pick up a bit and the thermals get even stronger (and hopefully a bit bigger). As the summer progresses, pilots get ever more enthusiastic in direct proportion to the increasing sunlight - sometimes a little over-enthusiastic.

Keep an eye on flying conditions, particularly over the hottest part of the day, say 12 to 2-30. If you start to see pilots taking collapses, sit it out for a while until things calm down again. If you arrive on-site to find a bunch of keen locals sitting on the ground, ask what's going on before you fly. If you are one of the aforementioned keen locals, keep an eye on visiting fliers. Don't let them do anything daft.

Good Flying, Ian Grayland

THE SEA BREEZE EFFECT

Hi all

Yesterday's sea breeze came (for me) surprisingly late in the day (5pm at Firle) and looking at the shoreham trace it didn't go back round to the North (at shoreham anyway) until almost midnight. From what I've read the times of arrival and retreat seem a bit unusual especially given the time of year.

I was up at the time but due to my inexperience I didn't recognise the signs. It was early evening with no obvious curtain cloud. The wind on the hill died and Dave Nickels had the forethought to hold up the windsock and highlight what was going on (big thanks). Seeing that launch was not the place to be I pushed out front of the SE bowl and found heaps of smooth lift. Looking back at launch everybody was down and looking my way! It was still smooth lift so I went with it for a short while as I flew further out. I didn't expect such a late sea-breeze and the darkening cloud above and slightly West of me looked too scary (for me) so I pulled big-ears, ran away and landed. A few minutes later I felt the sea breeze coming down from the hill behind me. Thanks to the hangies who watched me down safely and to Windy John for the lift back up. Having just missed it himself he was keen to explain how I could have read the signs (smooth lift away from the ridge, all the other clouds of 'acceptable' size etc) and how I could have gone with it and then followed 'streets' inland. Maybe next time! After hearing what it was like for those that top landed I was happy with my decision and that I got down safely. I'll take this as my warning from the sea-breeze beast.

Richard



E111 is no longer valid !!

For those of you doing the Nationals or just going abroad, a topic that I have a certain understanding of - getting hospital treatment abroad. You ought to be aware that the E111 is no longer valid. Its replacement is referred to as the EHIC and is (I presume) a credit card-like thing to have in your wallet when crashing abroad.

You can order it on-line or by phone and should receive it "within 7 days". You will need to quote your NI number and other basic ID details. The paper process that they put in place for last year whereby you applied for the card in advance didn't work for me, but I've heard that other people received their cards in January via that

process. If you thought you had it covered and haven't received a card, I'd recommend doing something about it. It doesn't cost anything and could save you a lot of aggravation when you are least able to deal with it.

More details including phone number and link to application website at:

<https://www.ehic.org.uk/InternetPROD/home.do>

Clive Belbin.

Visible Club Coach's

If your new to the club or not sure on the conditions don't be afraid to ask, they are there to help !!!



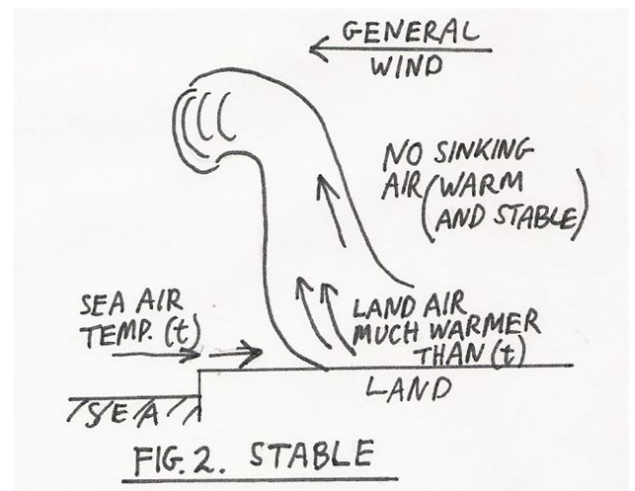
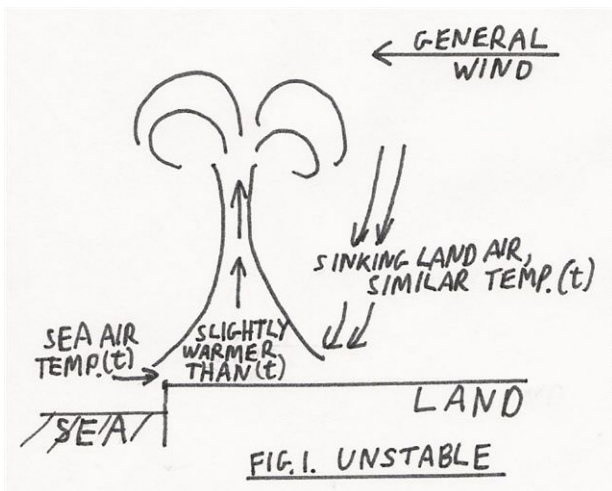
SEA BREEZES; THE GOSPEL ACCORDING TO DAVE.

The classic meteorological model of a sea-breeze takes the macroscopic view of what is happening to total air masses. For our purposes we are usually concerned with what is happening within a 100 ft. radius (i.e. the thermal we are in) and at low altitudes (often ground level) because the question often asked is: "Will we be able to take off and gain height, or not?"

I propose to take the microscopic view, initially, as I believe that, being very close to the coast on the South Downs, this is more relevant.

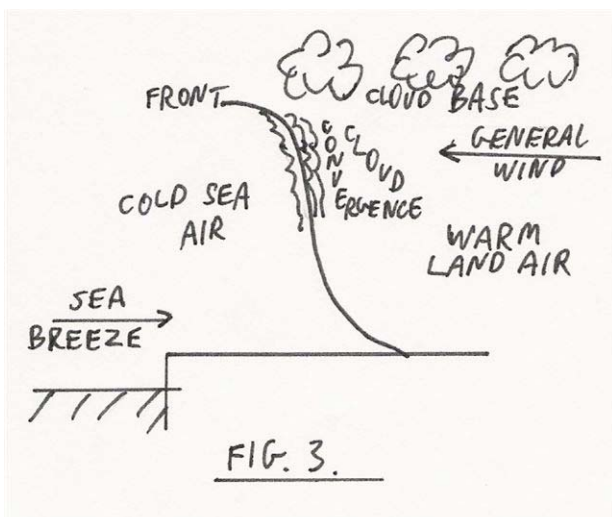
One Thermal at a Time.

Most of the air drawn into a thermal, in a horizontal direction, is drawn in at very low altitudes: on a hang glider at low altitudes you sense that you are about to enter a thermal by the glider adopting a slightly nose down attitude and being 'sucked' forwards and accelerating, without sinking, before the vario indicates any lift. At higher altitudes you feel a general roughness in the air or a pushing sensation from underneath before the vario indicates any lift. As a thermal lifts, near the coast, on an unstable day, the temperature of the air layer at ground level will only have risen by a small amount and so the air drawn in horizontally at ground level will come from all sides. (Fig 1)



As a thermal lifts, near the coast, on a stable day, the temperature of the air layer at ground level has risen a lot above the temperature of the sea air} and so air filling in horizontally under the thermal will be strongly biased from the sea. Fig 2).

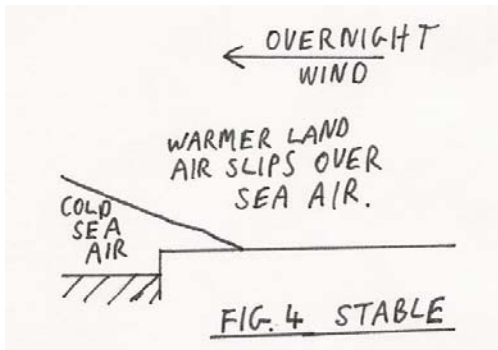
This creates the classic sea breeze front cross-section Fig 3).



All fine and dandy: all you've got to do is stay on the landward side and there's no sink(this is effectively what you do to fly a good sea breeze front) and the more stable it is, the better the sea breeze? NO: Unfortunately there are two other ---factors which have gone into creating this situation:-

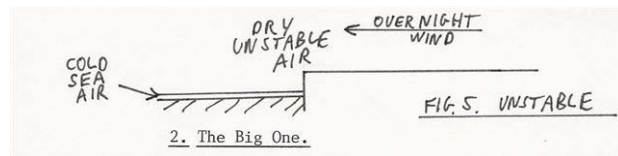
1 The Night Before.

If a stable day is coming then the air overland, overnight, will often have a stable temperature profile, perhaps with an inversion. If it is blowing offshore overnight and apparently going to be on the northerly facing sites of the Downs the next day, this stable air will be blowing miles out to sea, creating an inversion over the sea in the coastal region. To some extent a boundary layer of cold, damp sea air will remain due to friction with the sea and the warm land air rising above it. This may manifest itself as bad visibility at sea level or even sea-mist in the morning. Fig 4).



Thus, at ground level, even before thermals form, there is already a pressure difference ready to create a sea breeze.

If an unstable day is coming then the air overland, overnight, will have an unstable temperature profile. As it blows offshore overnight and is going to be on the north facing sites of the S. Downs the next day, this unstable air will be blowing miles out to sea. As it's cold and dry it will drive the cold, damp sea air out to sea, being insufficiently warm to rise above it. In the early morning the visibility will be good in this unstable air coastal region. Fig 5).



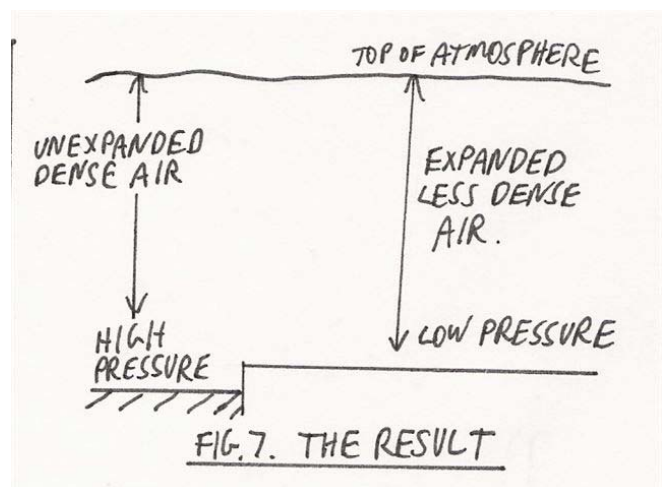
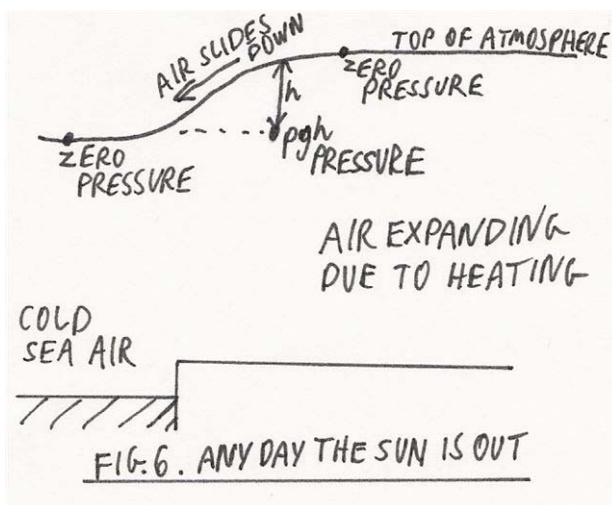
2. The Big One.

We now come to what I believe to be the main factor in determining: "When will it sea breeze?" and: "Will it be conducive to good flying conditions?"

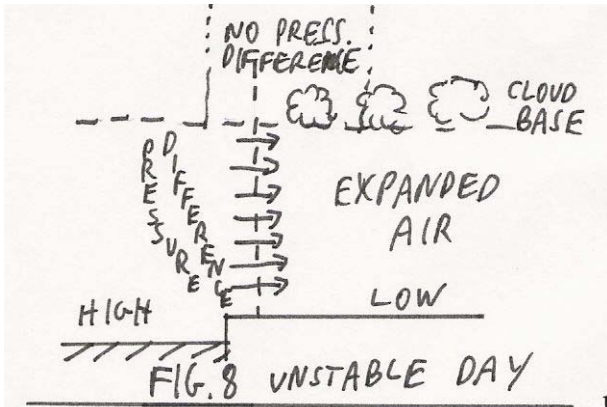
On both stable and unstable days the same amount of energy from the sun will warm the ground, be convected to the air, warm and expand it. This causes a 'bulge' in the upper atmosphere. This, in turn, creates a pressure gradient in the upper atmosphere. The air here will slide down the pressure gradient to even out the pressure difference. A localized low is formed at ground level.

The sea breeze will be trying to blow from high to low pressure.

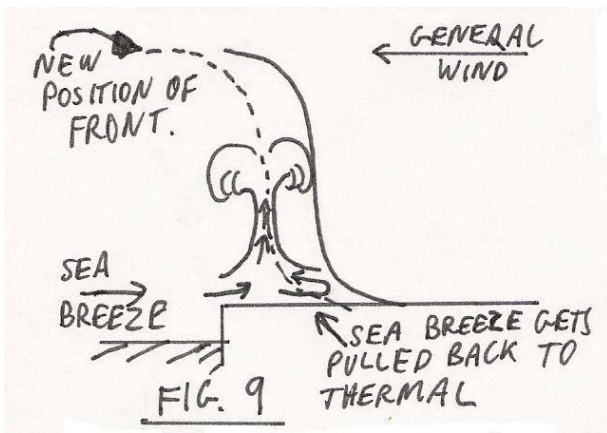
(Fig 6 & Fig 7).



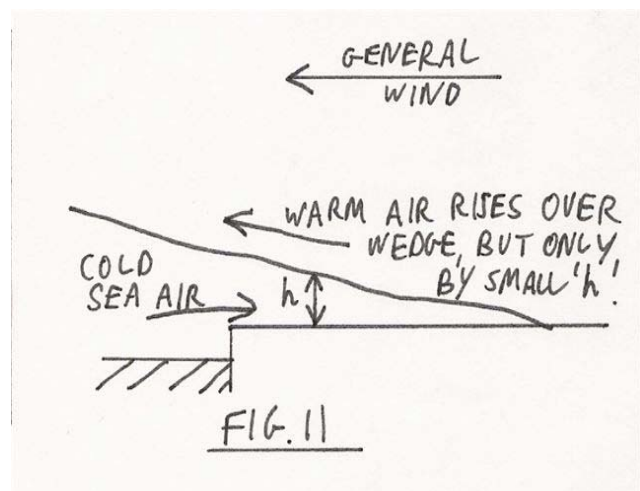
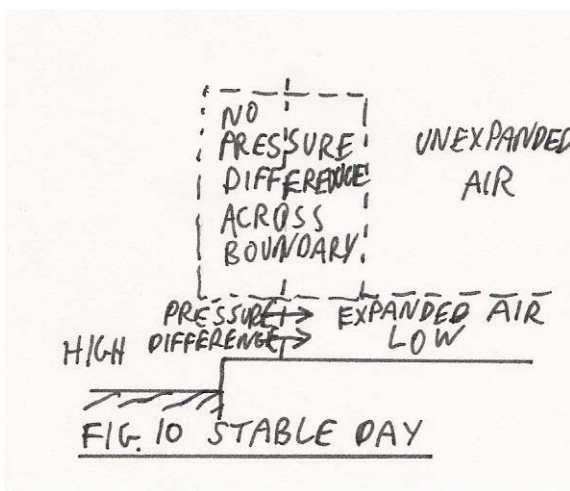
The big difference between a stable and an unstable day is the distribution of the sun's energy in the air overland: On an unstable day the air at ground level readily rises as a thermal when it has only achieved a small temperature rise. The energy from the sun is carried aloft in the thermal and so the pressure difference from the localized low is present across a boundary reaching from ground level to a great height. (Fig 8).



The volume of air coming in as a sea breeze will advance as a slow moving 'wall'. The air advancing from the sea is also reasonably unstable, as it's coming from the previous night's unstable coastal zone. This is the classic sea breeze for good flying. As it starts to move inland, the sea air is unstable enough for good thermals to rise in it, pulling air which is of a similar temperature at ground level from all around it to fill in underneath and, thus, prevent the front from advancing any further. (Fig 9). This can continue as long as the sea air is still being drawn from the overnight 'coastal zone'.



On a stable day the air at ground level warms but does not rise as a thermal to any great height; it just gets hotter and hotter. The energy from the sun is concentrated in a thin layer of air near to ground level and so the pressure difference from the localized low is present across a boundary reaching from ground level to only a small height. Fig 10). So the volume of air coming in as a sea breeze will be concentrated as a fast moving 'wedge' of stable air from the previous night's 'coastal zone'. This is a rubbish sea breeze for good flying as the warm land air rises by only height 'h' and at such a slow rate that you cannot gain height in it. Fig 11)



This type of sea breeze is usually only of any use for flying when it becomes funnelled by geographical features to form a steeper 'wedge' (e.g. the valleys of S.E. Wales). This only really happens at sites a very long way from the sea. Also by the time this sea breeze has travelled a long way inland there may have been enough heating of the lower air on the land breeze side to break through any inversion layer.

So;" What time will it sea breeze?" Obviously, there are many variables to take into consideration: land breeze strength and direction, high cloud reducing the transmission of the sun's energy, geographical features etc. --but the one that I believe many people erroneously apply is stability. I believe that the more stable the air is, then the earlier it will sea breeze, the less use this sea breeze will be for flying and the less likely it will be to revert back to a land breeze.

Freak Conditions.

I would say that there are three basic freak occurrences:

1. Unstable onshore winds.

This is quite common in coastal areas which do not face south, but is rare on south facing coasts, We rarely get a weather system that produces unstable southerly winds as the air mass has to be coming down from the arctic, doing a 1800 turn and coming back up over the south coast. For this to happen it has to be looping around a depression, which will usually be so close that it is 'blown out'.

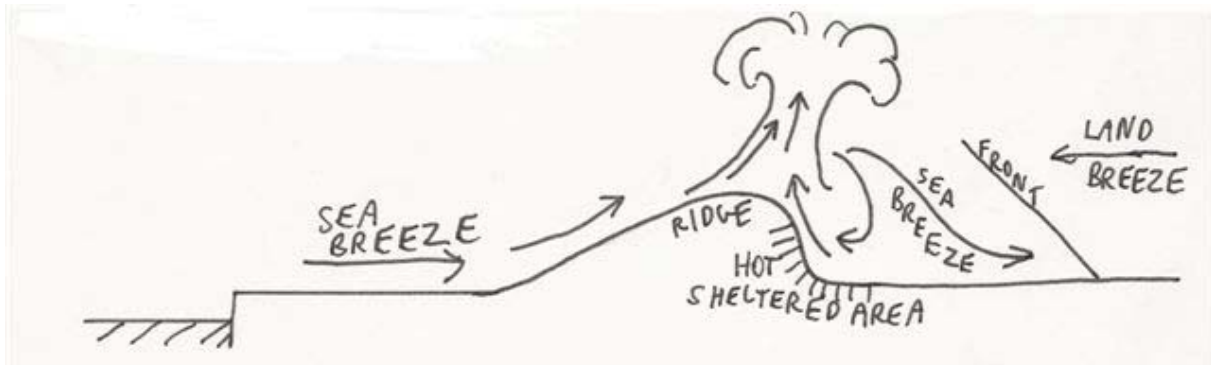
On the odd days I would estimate about two a year) that it does occur, it will be thermic at Mount Caburn all day. Although the sea breeze has the effect that wind strength at ground level will be greater the closer you get to the coast and will increase at ground level as the thermals get stronger, it can still remain thermic. When the wind becomes so strong that the air coming off the sea does not have enough time travelling over warm ground to achieve the small temperature rise needed to 'blob off' as a thermal, it stops being thermic. This may be well into the afternoon and hang gliders may still be able to penetrate.

2. A sea breeze front moving inland meets a weak cold front moving in the opposite direction.

Such an occurrence was cited in the July '94 Windssock article about sea breezes regarding the 16/6/94. The sea breeze front, advancing through a stable air mass, met an unstable air mass and was pushed back by it right to the coast. When this happens it can be spotted by the convergence cloud slowing its advance abruptly and retreating back to the coast followed by much improved visibility inland and the wind coming back on the hill; expect to encounter very rough thermals if there is still strong sunshine!

3. Freak strong thermals in a stable sea breeze.

This can occur due to extreme heating of a ground source sheltered from the cold sea breeze. The resulting thermal can pull the wind back onto the hill in a very localized area.



It happened on the 15/6/94 at the Dyke: the sea breeze had been blowing south west for an hour and a half under an inverted, cloudless sky. Myself and Robbie, the New Zealander lady paragliding pilot, were the only ones who rushed to get ready to take off due to feeling the strength of the sea breeze diminish. Everyone else sat watching as the wind came back up the hill and we took off, gaining height. Robbie didn't quite core the thermal and I climbed above her. The others dashed to get airborne, but were too late and missed it. Robbie landed back at the Dyke and I climbed up to the inversion at 3,000 ft.

The only other thermal I could see was 30 miles away and all around me I encountered totally neutral air. I had a very smooth 1 to 2 down glide right across Brighton to Rottingdean where the cliffs were working in the sea breeze. I soared them until I got to Telscombe Cliffs, where I landed in a 25 m.p.h. south westerly.

As a footnote, every sea breeze front that I have ever flown along on the South coast has yielded a maximum of only 20 miles of flying, albeit extremely fast and enjoyable, from the point of climbing to the level of the convergence cloud, to the point at which the convergence cloud has stopped producing enough lift to stay aloft or has outrun me inland. Has any one ever managed more than 20 miles along convergence cloud on a hang glider, or is this a natural limit?

DAVE WILLIAMSON

Fly Light #1:

Look at the new Sup'Air Alti-Rando!

At 2300g, who wants to carry a glider bag?

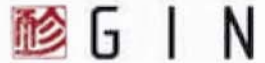
From this: To this:



What will £170 buy you?

How about a new Brauniger

IQ One, with 130 hours flight recorder?



Himalaya

Group 1 - 29/9/06 to 15/10/06 - Aimed at pilots who can already thermal. We'll be aiming to improve your skills by guided XC flying every day, perhaps including some of the more dramatic high altitude routes.

Group 2 - 13/10/06 to 29/10/06 - Aimed at low airtime pilots, By the time you have completed this session you can expect to be a competent XC pilot.

If you have used up all your leave entitlement or if funds are particularly tight, we can accomodate shorter trips, just call to discuss.

Fly light #2 - Ozone Geo and Woody Valley Peak - under 10kg!

Demos in stock: (if you want to try something else, just ask)

Sport 3 l, Wave s, m & l, Fenix m & s, Arcus m.

Gin Genie3- lighter & prettier with more adjustment.

SUMMER IS HERE!
EXTREMITIES GLOVES FROM £22
GIN BALACLAVAS, FLEECES & JACKETS
MERINO THERMALS
WIDE RANGE OF FLYING SUITS



THE OLD STATION, GLYNDE

Tel: (01273)858108.

www.airworks.co.uk

ANNECY WITH 'ACTIVE AIR'

(EASTER WEEK, APRIL 2006)

ARTICLE AND PHOTO'S BY LUCHIO AND ADDITIONAL PHOTOS BY MATT PEPPER



Somewhere earlier in the year I signed up to an experimental scheme concocted by Matt Pepper to go on a coaching trip in Annecy. Maybe I hadn't read the fine detail, maybe I had already given my money away but I really had no idea of what to expect from a 'coaching' trip nor did I question it. I leapt at the idea for no better reason than I was happy to go flying, to go flying somewhere where there is flying to be done and that - the timing was good.

The trip began with six of us, Owen Latham, Kevin, Verity, Jon Pope & myself sardined into Matt's beloved Discovery. We swerved across France with match stick eyes in a two car convoy. Car two containing Matt Nutter, Chairman Massie, Chris Stevens and Smurf (I'm sure his mother gave him a real name). Neil Brennan-Wright arrived later on his chopper. At Annecy our two groups split again with the habitués Massie, Kevie, Nutter, Owen & Smurf being drawn the lured squalor of tent city (camp site). Meanwhile us pampered

fledglings (Jon, Chris, Ian and I) acclimatised ourselves in the relative luxury of Irwyn Jehru's Maison Du Moulin.

That day we received a good introduction to the Doussard landing fields, how the French like to do things vis-à-vis flyers (very nicely by my book) and a good orientation flight from the Forclaz take off.

All in all the first two days were very English in manner – overcast!. With the exception of small exercises from the Plan Fait TO little flying was done. This gave Matt and Irwyn the opportunity to present some useful lectures including such topics; alpine weather, how to apply a GPS to flying, calculating L/D, glide ratios, how to make a bottle suck an egg (seriously!) and why clouds don't suck (it's all about negative cloud push -really) In retrospect the timing was perfect as all these nuggets of knowledge would prove very useful for us later in the week (and the bottle sucking business will stick with me for life).

Monday (Easter Monday) saw an

improvement in the weather. After an initial briefing from Irwyn of how to find and interpret the local weather data the decision making process of what to do and where to go was left to us as group. A very good strategy on Irwyn's part as it left us in charge of our trip, rather than being led along like a busload of tourist seeing the sights. Irwyn and Matt were very clear on this point and the importance is both self evident and significant. They wanted to reinforce their coaching ethos that as pilots we are exclusively in charge and ultimately responsible for our own decisions.

The task was set. To launch from Forclaz, cross the lake on a straight glide and see if we could hit the rock face of Entrevernes, which had caught the morning sun and was soarable, if reachable. I followed Irwyn and thought I could make it only to hit big sink once I had crossed the lake. I backed left for the designated LZ only to realise I was not to make it and chose my landing field below. This was when my first lesson of Alpine

flying was to reach me. I had chosen my spot, turned into wind and only narrowly made it and avoided; trees, road, fence and a power line. I had underestimated the valley wind and how close to the ground it works. I'd considered myself lucky and from then on paid closer attention to what was happening closer to the floor. Jon hadn't been so lucky and following me in to land at an adjacent field was pushed into a tree. He landed safely on the ground but with his brand new wing laid across two trees. Eventually we were able to cut it down and carry on, although the episode did bruise Jon's confidence a bit.

That afternoon, a few of us got to take advantage of the tandem flights that were a key element to Matt's coaching concept. It was his belief that much could be learnt by tandeming with more experienced pilots, observing technique and listening to advice as we would take over the controls. Today wasn't my day for this, it was Chris and Ian's, who subsequently returned full of fresh perspective and an appetite to apply what they had learnt.

Massie, Matt, Verity and I took to the Forelaz TO where they promptly spiralled up to some meeting on mars, or somewhere. This left me to go looking for lift on my own and I found it! I don't think there was any skill involved; I flew, flew into lift, flew out of lift and then would fly back into where I thought it might be. Slowly this ad-hoc strategy paid off and I gained height. Gaining some 400m above TO, which was not only a best for me but also my first real prolonged experience of thermic air. I think I could have carried on (up, preferably) but I had come to a point where I was above the ridge behind take off and the thermals were teasing me to go over the back. Knowing I still had much to learn and not knowing my exit strategies if I did go over the back I decided to consider myself lucky and coast off back to land at the Maison for some deserved dinner from Joan's kitchen.

That evening Jon, still nervous from the mornings episode, and I wandered over to tent city to slum it with the camping coaches. We sat around a camping stove listening, and contributing to, the general grumbles of life and the zen of paragliding mastery whilst in the process liberating Owen of his

Rotgut whisky (he would only have caused himself harm had we left any).

The next morning neither felt nor looked as promising but none the less we went up to Marlen; to explore a new site, a top to bottom and a long lunch as the clouds closed in (both outside and in my head). That afternoon as conditions opened up again we were back at Forelaz and it was my turn to be strapped into Owen's tandem as glider-bitch. From the moment we took off it was a struggle to stay up. For two hours Owen cut back and forth across the front in search of lift only to fall back down after we had found some. I have no shame in admitting that after two hours nervously scratching for lift, under another's steerage (excuses, excuses..), brought the previous evenings whiskey to the fore. Later Owen told me that that had been a first and all I can say is that I am proud to have christened a good ship.

After we found some more reliable lift I took over control of the brake lines. This helped me to settle my stomach but only frustrated Owen for after having worked so hard for the little lift we had I would promptly lose it. None the less the exercise was a success as I gained enormous amounts of insight. I learned how to persevere for lift, which would come into play the following days. And I gained a 'feeling' of thermalling, previously my knowledge had been solely theoretical, I could understand the diagrams in the books but now I could feel what they meant and the difference is vast.

On the way to land at Doussard Owen cranked in a few wing overs, spirals and reversals, he really should have known better, I'd missed him once but this time I really painted his suit.

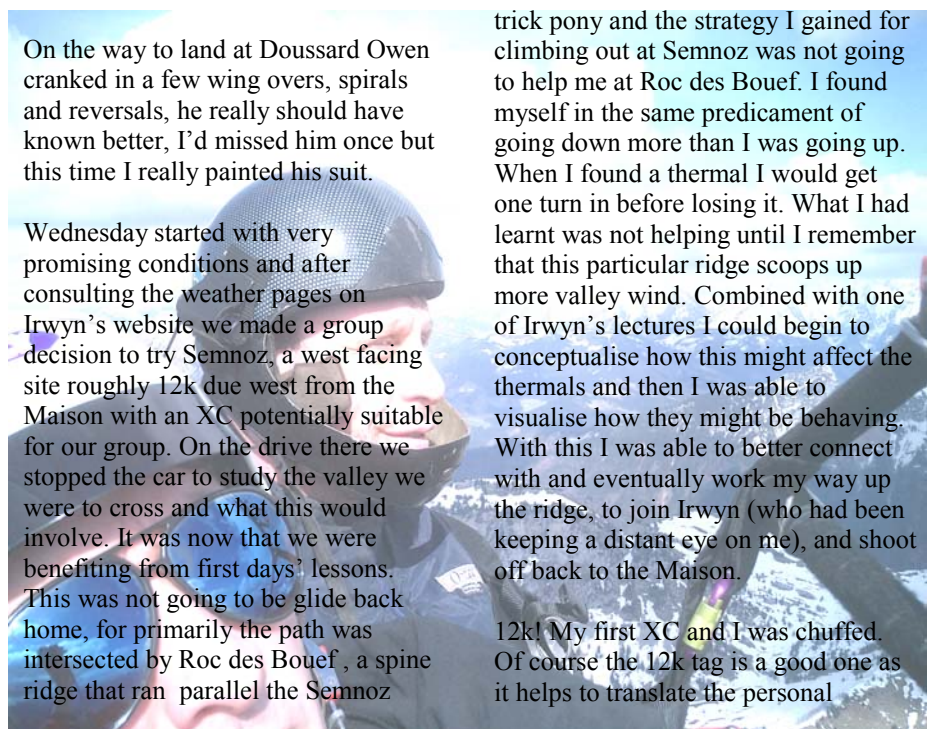
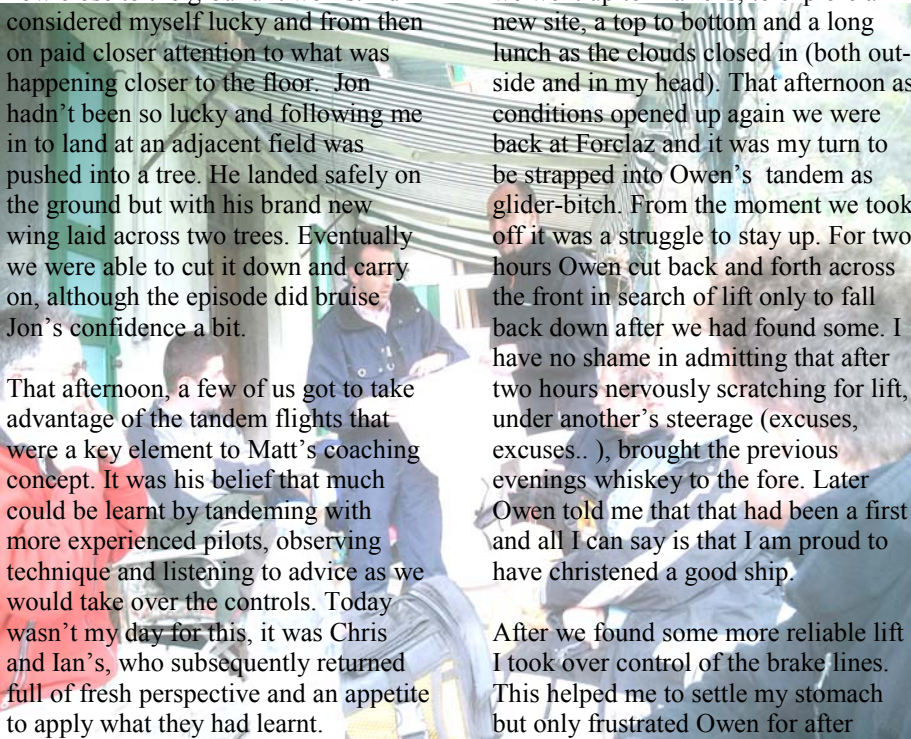
Wednesday started with very promising conditions and after consulting the weather pages on Irwyn's website we made a group decision to try Semnoz, a west facing site roughly 12k due west from the Maison with an XC potentially suitable for our group. On the drive there we stopped the car to study the valley we were to cross and what this would involve. It was now that we were benefiting from first days' lessons. This was not going to be glide back home, for primarily the path was intersected by Roc des Bouef, a spine ridge that ran parallel the Semnoz

ridge we were on. We were asked to give an approximation of where we could glide to, how high we would have to be, what we would have to avoid and if it didn't work out, where to land out. Frustratingly, no response was given to whether our answers were right. Once again it was our decision and we should know if it were the right one.

After a reassurance from Irwyn that we were there for a top to bottom and if opportunity has it an XC, Ian Foster took off. His immediate ascent inspired us all and was confirmed by Irwyn's, following, steady climb out. I lined up for take off full of confidence and conviction only to immediately drop down the front. I would like to believe that I suffered different luck but it was probably a different skill level. With the landing field still in my sights the lessons from the previous day's tandem came to help me and I stuck in as close to the ridge as I could and slowly found pockets of lift. I eventually climbed to 2000m (which was my departure height) it was not easy but probably the most instructive part of the trip. Not only had my perseverance paid off but I really felt I developed a stronger sense of how to stay in the thermals. It was still trial and error and my ascent was far from direct but I was rewarded by gaining a better sense of how thermals drift once you're above the hill and how to feel for the edges.

The subsequent glide was a rewarding intermission as Roc des Bouef on the other side of the valley still had a few lessons for me. So far I was still a one trick pony and the strategy I gained for climbing out at Semnoz was not going to help me at Roc des Bouef. I found myself in the same predicament of going down more than I was going up. When I found a thermal I would get one turn in before losing it. What I had learnt was not helping until I remember that this particular ridge scoops up more valley wind. Combined with one of Irwyn's lectures I could begin to conceptualise how this might affect the thermals and then I was able to visualise how they might be behaving. With this I was able to better connect with and eventually work my way up the ridge, to join Irwyn (who had been keeping a distant eye on me), and shoot off back to the Maison.

12k! My first XC and I was chuffed. Of course the 12k tag is a good one as it helps to translate the personal



gained was invaluable experience. Experience which I hope to be more familiar with in the future but which on that day had pushed me up the learning curve with a good shove. Later, the day was confirmed as a 'goodie' for all. Chris and Ian who flew the same course had their skills confirmed, Jon overcame his confidence soaking tree incident and made it back home on his own, Verity getting the tandem treatment from Hairy Gareth and getting a lot out of it.

Meanwhile in tent city tales were being spoken of 80k out and returns punctuated by a piss stop before nipping off a 30k triangle (Owen).

Smurf discovered a notorious sink hole many valleys over. Nutter knocked off a 50k triangle and we believe Kevie-Wevie spent the day constructively choosing matching table linens for the camp site, cook-out (he was so excited).

Thursday looked like a big day and perhaps too big for the likes of us, consequently we drove off to Saleve. Saleve is a 15k long ridge, 600m above the LZ and Geneva. Very much a good choice as it offered us the space we were probably not to get at Annecy on such a booming day. My first flight reminded me that not everything goes smoothly. After take off I flew into lift, thinking this would be a taster of things to come flew on, that was the last bit of lift I had on that flight. From there I went down but I was confident that I would find something and flew around the corner of the 500m cliff face only to find nothing but more cliff, boulders and a carpet of trees.

When I thought it prudent to turn around and return to the LZ I found myself into a head wind which I hadn't calculated on. I still aimed for the LZ but considered an empty football pitch as an emergency out. After I had long passed the football pitch it became clear I was not to make the LZ and my only remaining option was a boulder strewn patch of ground 20x20m hemmed in by trees. Somebody was looking after me as I came down safely to the welcome of two old men practicing their alpine horns. When I apologised for the intrusion they casually stopped for a moment and reassured me it was no bother and that they too had been worried for me.

As I wrapped up my wing, to the sounds of the horns, a local pilot came

past. Thinking that he might be heading towards the road I inquired as to how I might cadge a lift back up. He directed me in the opposite direction (from where he had come) but suggested I might try to walk up. 600m up a vertical cliff with my bag full of newbie's paraphernalia, I chose the road. Later I saw the same pilot at launch with a g-string of a harness and the smallest of mountain wings, so, easy for him to say, walk up.

I did catch a lift and I only had to wait 5 minutes. She was French and very kind, so I told her so. Kind for giving me a lift that is, she said it was no problem, she understood the predicament, her whole family flew including her 84 year old mother!

My first flight of the day might have been a dud but meeting the alpine horn gentlemen, Mr g-string alpine pilot and this kind lady of the flying family made it all worth the while.

My next flight of the day saw a repeat of the previous day's efforts. I spent a long time scratching at the bottom of the hill (this time with an eye on the LZ). The 'go on my son, show the hill who's daddy' type of encouragement from Matt and Neill over the radio meant I couldn't quietly wimp out and find a cool brasserie. I eventually made it and climbed to the Geneva airspace limit before top landing.

Friday's weather looked like a repeat of the previous days and as a group we decided to consolidate the experiences of the week and aimed to see how far we could get around the lake from Forclaz TO. Chris and Irwyn led leaving me to play catch up. I eventually climbed out and joined them above les dent.

Flying with someone of Irwyn's experience and skill and be unnerving at times. There I was working hard to make my little bits of lift work for me and Irwyn would be popping up and down around as if his wing had been provided by Otis the lift company. After an hour the three of us crossed over to the Veyrier ridge by Annecy town, then the two of them, needing a beer I guess, left me to my own devices. The sensation was fantastic, there I was all alone with enough lift to keep playing indefinitely (until the sun went down at least) and no one to annoy or embarrass myself in front of.

I kept working the thermal until I could feel definite gains; I was staying longer, staying in tighter and getting higher quicker. I suppose this was the my most proud moment as I truly felt that for the first time I was working the thermal as opposed to being worked by the thermal. And I achieved it on my own which confirmed the whole ethos of the coaching trip.

With this high (and 2500m, height) I glided back across the length of the lake) to Irwyn's Maison and settled in for some celebratory beers. The flight had been 10k out and 13k back, not bad for a paragliding munchkin like me.

The next day saw Kevin and I hanging out at Plan fait observing the zoo. It was Saturday and we had come full circle on the week, the TO was crowded with pilots of every nationality and skill. We eventually took off into a gaggle of Pearl Harbour bound kamikazes and I decided to call it a day and an end to the week.

At the beginning of the week I had been uncertain as to the nature of a 'coaching' trip.

In retrospect my leap of faith into Matt's adventure was well rewarded. I got to go flying (I've doubled my red ribbon hours), received a solid 101 intro to thermals and achieved my first XC's! A lot of credit for this has to be given to; Matt & Irwyn for their commitment and effort into the coaching idea., Owen and Gareth, for being superb company and excellent tandem coaches., the attendant coaches Massie, Owen, Kevie, Neil (ed) and the supporting cast of Joan, Nutter, Smurf, Richard Barber were invaluable for their constant input, supporting advice and welcoming camaraderie.

I am convinced that Matt is working a strong concept; take a group of experienced pilots throw them together with an equal sized group of wannabes and go somewhere where you can hot house the flying and pursue the communal objective of 'improvement' and fun. It worked for us and I hope it remains as a continuing feature of the Southern Club. Many thanks. Lucho.

Green Dragons Zip Slide and Repack

After initial discussion in the classroom, all of us hung in our harnesses and pulled the handle to deploy the parachute bag. This in itself taught us a lot as some harness / reserve combinations deployed very easily, whilst others required excessive force to deploy, or had pin / strap combinations which were far too long for easy deployment. One thing that Andy was quite keen to put across last night (and it wasn't just a sales pitch) was that packing of reserves was probably best left to the professionals. This was pretty well demonstrated when we looked at the reserves that had been packed by friends etc which had errors that could quite easily have caused them to malfunction due to lines potentially being looped over each other. I'm glad I wasn't relying on one of those to save my life! However, one of the reasons I found the evening so valuable is that with a bit of working knowledge of how the reserve is supposed to operate, there are some fairly simple checks you can do to ensure that the reserve will come out of the harness when you pull the handle and will reduce the chances of a malfunction as it deploys. Armed with this knowledge I now feel a lot more confident in checking the reserve a bit more thoroughly every now and again (esp) after a dodgy seat landing or if it accidentally fell out on the hill) rather than just looking to see if the pins are still in.

Then to the zip line and actual deployments. Again a huge variation in terms of deployment and opening speeds, Incidentally, all the reserves deployed ok on the slide but several wouldn't have had we not identified problems with getting them out of the harness before - something we all now know how to check. Velcro seemed to be the biggest culprit..... (and my short arms!) Worryingly, mine was one of the slower to deploy, believed to be due to inadequate "wind channel" to allow rapid inflation, and/or the fact it had been squashed in its pack and never opened since it left the factory.....guilty as charged!

I would like to echo and reinforce Simons points:

What was most concerning was the proportion of the group that had avoidable faults:

About (2 or 3 out of 9) had the reserve system set up in such a way that it would take at best seconds longer to deploy their reserve. An even higher % of the group had issues with the way the lines were packed, This turned out to be ok in this instance (they all deployed) - but this was clearly demonstrated how easy it was for the loops to become entangled and lead to the reserve not opening.

Both of these were clearly demonstrated and are worrying, I was most concerned by the first problem: Having seen a few pilots really struggle to physically get the reserve out of the harness, I can believe that if all 9 of us had to deploy our reserves from a few hundred feet, 2-3 of us would not have made it on this aspect alone

All in all a great and very productive evening. I learnt a hell of a lot, and I know I wasn't the only one. I am guilty of not having had mine re-packed when I should, and will certainly be making an effort to do so in the future.

I think we all realised that most of us knew very little about and took a lot for granted, something we might rely on one day to save us. Pity something like that isn't included in the BHPA syllabus at some point.

I would urge others to take advantage of evenings such as this. It was fun and informative and, who knows, it could save your life!

Thanks again to Andy for a great evening and Matt Pepper for arranging a worth while event.

We take for granted our reserves, and I strongly believe this must not be ignored! Andy at Green Dragons has offered to put this on again in a few months time..... when a date is forthcoming it will be posted to... forum@lists.shgc.org.uk <forum@lists.shgc.org.uk> with Green Dragons email and you can mail him direct showing you're interest for the deployment night and repack. Andy Shaw has also offered to put on a dedicated packing night too...

I believe we should as members offer Andy a donation for his time for any further nights, It was'nt just a jolly... Andy potentially saved lives with what he put on last night, I think I would be happy to pay a tenner to know when the world is going blue green blue green I still have a last chance!

Matt Pepper



Image taken from the Big Fat repack (Thames Valley HG Club)

'ACTIVE AIR' 'ANNECY' REPORT 2

AS WRITTEN BY CHRIS ICE COOL



Before we get into the meaty stuff here's a brief background on yours truly. Hopefully the following will strike a cord with some of you that have a similar amount of air time and experience.

I started my paragliding training back in 1989. I passed my F1 (what?!) and then in '92 converted to Club Pilot and bought a Falhawk Atoll (what?!?) I then had 5 years off due to an RSI condition, picked up where I left off, spent years doing 5 and 10 minute hops off the Dyke and finally, 3 years ago I bought a Windtech Serak and things have been getting progressively better ever since. I've been abroad on various trips (France La Plagne (F1 training) Turkey: Oludenis, Spain/'Aluminum-Car'- Hotel California, Alicante twice: Nick 'Doyouwanna', Slovenia: XTC and just recently Anancy with the good old SHGC. After all that I've amassed a poultry 50 hours but hey, at least the bird flu (sorry!)

My personal bests have been getting progressively better but the UK cloud base remained aloof until last year. Then on the 23rd August, at the Dyke, I found myself in rising air above one solitary tree thrashing about in a line of motionless trees on the edge of the bottom field. Twenty odd minuets later I was at cloud base (3997ft ATO). An absolutely perfect day but there was no cross country to be had. "Shall we go?" shouted the only other sky god up there with me as we circled. Sorry I didn't come with you....I'd forgotten the bog roll and was busting to get down! Still, the old brown corduroy flying suit and the cycle clips worked a treat! (Too much information?!)

OK, appetite wetted, some serious flying is needed. Next stop then, Irwyn's Maison du Moulin in Anancy, courtesy of Matt Pepper's SHGC 'coaching' trip (April 06).

Irwyn is the 'man in the Valley'. He's Welsh, an ex teacher bursting with information, enthusiasm and opinions, so much so, that on one occasion he admitted to having a sore throat from talking too much! As he says, it's better to be like a small child and ask 'why' rather than accept everything that is put in front of you.

So Anancy? Awesome. There is no other word for the place. Just view the photos on the web site and you'll see what I mean. There was the remnants of the winters snow around the take offs which gradually disappeared from under the pine trees over the week.

The quality of everyone's flying and skill levels ramped up progressively over the first few days. Some of us took Tandem 'instructional' flights around the lake as part of the coaching. This was worth its weight in gold if you haven't done this sort of flying before. I have done some but it was to prove invaluable later on. My flight was with Owen (of Airworks and 'down under' fame!) We did a bit of 'close in' flying to get up on top of the mountain and then after a short spell of kicking the tree tops we were rocketed up to cloud base. The transition across the lake went according to plan but later we had to do about an hours worth of serious scratching on ye olde Roc de Beuf to be able to get back home. Total flight time 3 hours, 20K(ish). I was actually glad to get back to terra firma. It's like being in a car, I prefer to be driving rather than being a passenger. Others weren't so fortunate as the peas, carrots and tomato skins were hurled around the sky at 2,500 meters!



A few days later I found myself in a worse situation on the same bit of 'Beuf'. Having crossed the valley from Cret De Chatillon ski station (cloud base-ish needed for the crossing), I arrived 'low'. Sink all the way, trees rapidly approaching, I was contemplating my escape over the trees to bomb out on the wrong side of the valley. Then as I turned to make my escape....Blip....Blip... went the vario....WHOA! Hang on in there. Irwyn was on the radio "Has anyone seen Chris?"....no reply from me as I was being thrown around in a gully. Later Matt said "You wuz down in th'guts boy!!" I fought for my life ..."use the Force Luke.... use the Force!"... taking every minute puff of upward air until I eventually got 'on top'...."YEEEEERRRHAAAA!" ...Cue the Top Gun music. "This is Whiskey Tequila Gin Foxtrot Vodka...hic...!m on my way home!!" Owen's words were still going around my head as I landed back at the house: "Sometimes you just have to be patient."

I had borrowed Matt's GPS and it was interesting to see my track and thermals in '3 D' on Erwyn's Compe GPS software.

On one flight, at somewhere around 2000m, I was hit by what seemed to be a surface to air missile...the glider pitched back and I found myself staring at the dark grey underside of my cloud... I remembered Jocky saying on his video "When it dives forward you can break it as much as you like"It must have dived to at least 45 degrees and my hands were so far under my seat that my gloves got a soaking in the lake! Maybe a rap or two next time? John Pendry says have a mind like a gold fish...where was I...er...I forget.....

Some memorable moments were spent with the local birds...Wey Hey! Raptors that is. They regularly flew in to pick up some hints and tips from my flying! OK! OK! So I hounded them! One morning flight saw me above the mini Rock de Beuf trying to core punchy thermals. (Everyone else had bombed out....you see, you just didn't listen to Erwyn say "Fly 'question marks' to keep close in to the ridge and stay in the lift." HA HAA!) I was hot on the tail of this mountain rabbit devouring raptor going round and round until it out turned me and I lost sight of it. Another little gem was circling up out of a gully on Seleve with seven of them and then thermaling up to play with the 'air-o-planes' on the edge of Geneva ATZ. Superb



Forclaz was a favourite take off, wide and with a large Matt, but once he took off there was room for all....(sorry!). One of my launches was memorable....mmm....yes memorable would be the word! After aborting one forward launch (my forward launches are generally close to parfait, merci beaucoup!) I was the last soul up there with Erwyn. The conditions were deteriorating fast with nothing coming up the front, just from the side. Just as I set up in the far corner to run diagonally into 'wind' a group of locals turned up and duly sat on their glider bags. I procrastinated as the minor puffs of air blew from the side or rear of launch. One French guy said in a deep French accent: "Ah 'ope you can rrrun fast!" I ran for all my worth and as my feet left the ground right on the lip of T/O I could hear the sound of a welsh school teacher shouting at the top of his voice "HANDS UP HANDS UP HANDS UP!!!!" (No time for any 'boyos' there then!) The French apparently cheered like they had just scored the winning goal in the world cup....I didn't hear them. Once again the brown corduroy flying suit and cycle clips did me proud.

Coaching for low air time pilots is a must particularly after leaving school. I floundered for a long time. A trip like this, if your skill levels are up, is invaluable. Just doing 1000 foot top to bottoms is ok but somewhere like Annecy, given the right conditions really kick starts your flying career.



What did I learn?

Patience, you can get up out of a hole. Clouds don't suck, the atmosphere pushes! The lift really kicks in when the vertical rocks come out of the trees. There is still lift there if it's cloudy but the sun has been out. The main benefit was experiencing 'big' flying and getting some quality flying in.

Achievements: Getting comfortable with being close in to the trees (provided that the slope is enough to make a safe exit) Regular visits to cloud base, flying in and out of lift at the edge of a cloud to maintain height, controlling a diving glider, spot landings for ever improving, 'landing out', first real XC's 5k,5k,12k & 20k(tandem) 20k (solo). Losing a thermal at close to cloud base and taking another one from the 'deck' to get over the ski station and transit the valley. Getting out of the 'guts' and flying back to the house! Cross wind/katabatic launching and surviving!

Areas that need improvement:

Everything! But in particular. 'Vario-to-brain-to-hand' co ordination will get better. Ground handling (as always.) Some of the locals seem to spend a lot of time in the landing field just playing with their gliders. I found that my reverse launches, whilst OK in the UK, suffered in thermic conditions particularly when the wind was off to one side. Practice, Practice, Practice! Spot landings are good but occasionally they are not 'bang on.' Oh, and constant aspect approach, a bit alien this one.

The scenery was awesome, Irwyn and Joan's hospitality was superb and Irwyn's words of wisdom are too many to list here....he has loads of info to impart and not enough time to tell it all. I find every now and then another gem bubbles to the surface of my grey matter like an emerging thermal trying to break free.....

AAAAAARG! TAKE ME BACK, I HAVEN'T FLOWN IN THIS COUNTRY AT ALL THIS YEAR!!!!

Thanks to Matt for organizing the trip and I hope to be back ...this year, if not, then next year is a must. Maybe next time some skiing as well, any takers?! In the mean time the UK beckons with it's barbed wire, gorse bushes, crowds and varying wind directions.....glider out, clipped in, final check..... "SEA BREAZE!"....DOH!!

Sussex Hang Gliding and Paragliding 01273 858170

- 1 We have got the following demo gliders for you to try: Ozone Addict (medium), Advance Epsilon 5 (65-88kg), Gin Zulu (medium), Ozone Geo (medium), Independence Merlin (medium), Apco Salsa (medium).
- 2 We can arrange for you to demo fly any other glider of your choice.
- 3 If you want to part exchange your glider, we try very hard to offer the best deal.
- 4 Please have a look at our new website at www.flysussex.co.uk for details on latest offers.
- 5 Our next trip to Tenerife will be November 4th-11th-18th, join us for one week or treat yourself to two.
- 6 We are open 7 days a week, call or pop in anytime. **01273 858170**

Baggage revenue is big money!

BA are changing their luggage policy. It seems like it's going to be a better deal than Easy Jet as they now removed the weight restriction on cabin luggage (but keeping the size restriction). Since BA have always had a more generous check in allowance of 23kg this seems to work in our advantage. We'll be able to take 23kg checked in, and the balance in hand luggage. HOWEVER I note that they now have a maximum weight for checked in luggage of 23kg, pervious I think it was over 30kg.

New policy as below:

HAND BAGGAGE

From 5 July 2006, all customers will be able to take one standard-sized bag (maximum size of 56cm x 45cm x 25cm), plus one briefcase, laptop bag or equivalent into the cabin as hand baggage. You must be able to lift your hand baggage into the overhead locker unaided and the briefcase or laptop computer bag or equivalent must fit under the seat in front of you.

CHECKED BAGGAGE

From 11 October, we will be making changes to the number of bags that you can check in. This will vary according to your class of travel and route. The maximum weight per bag will be reduced to 23kgs to comply with health and safety recommendations.

EXCESS BAGGAGE

Excess baggage charges will also be standardised from 11 October. A fixed fee, dependent on the journey length, will be charged for each bag in excess of the free checked baggage allowance. In the majority of cases the new charges will be less than those currently levied and a further 20% discount will be available by pre-paying on line at ba.com.

In answer to Frances' comment on the BA baggage policy, it is very clear that a number of carriers are modifying their allowances. I work as an Airport Manager for an airline

at Gatwick, used to work for a certain 'orange' airline, and am close to the current policy reviews of a number of carriers and the airport authority.

A couple of things to be aware of:

1. In general terms, size does matter! Pack all your dense stuff as tight as possible into your hand baggage but ensure it stays WELL within the size limits and you will normally be okay. Make the most of it now while you can!!

2. Be aware that it all might change again very soon, thanks to a recent instruction from the DfT.

A number of carriers (Ryan air and Flyby) have started to charge for checked in items, and other carriers (easy Jet, etc.) are giving a more generous weight allowance in hand baggage. This is to reduce the number of bags being checked in which reduces their cost (some elements of baggage processing / screening is a 'per bag' charge) and also speeds up the hold loading.

HOWEVER - this increase in hand baggage is impacting on security queues, and the ability of security personnel to fully meet the required screening standards without causing a backlog at peak times. The DfT has therefore recently instructed airport authorities to look at restricting the amount of hand baggage allowed through security, and to reject anyone who exceeds the allowance.

This is a very sensitive issue, and will take a while to reach agreement (if at all!) with a number of airlines fighting the expected restrictions, but you should expect that in the future you could get turned away from security and returned to check-in based on the size / weight of hand baggage.

SOLUTIONS:

- Go lightweight as and when you are changing equipment!
Pack minimal clothes and wash them mid-week ;-)

- Don't assume you will get away with it.....policies are tightening and

excess baggage revenue is big money. Therefore when booking, don't just look at the ticket price / baggage allowance, but also research the cheapest excess baggage options.

E.g. If you know you are going to be overweight and you are booking easy Jet for example, there is an option (for £15 each way) to add a sporting item (e.g. Hang Glider, Golf Clubs, etc.) to your booking. That's £30 return for no hassle at the airport, your full baggage allowance available for all your "other stuff", and overall a lot cheaper than being stitched up for £4 per kg each way for the excess.

I wouldn't endorse "cargo pants" with loads of pockets, as it's a nightmare to empty your pockets through security. However, it's amazing how much gear you can store in a "small" bum bag (aka flight deck) around your waist, or well designed ('cargo') jacket.

If there are any major changes in terms of the hand baggage restrictions at Gatwick. I will post details.

Originally written in the SHGC forum by Simon Prower





- Expert tuition to all levels - small groups - coaching - foreign trips - tandem flights.
- Full sales service - gliders - harnesses - helmets - instruments - radios - reserves - etc.



● Towing:

The SHGC is in the process of launching its own tow syndicate. Therefore, as many tow endorsed pilots as possible, plus winch operators and tow coaches are needed to make it work. Call D-aviation for details on how to get qualified and for course dates.

● Flying Trips:

Algodonales - Spain - Suit 10hrs +
Sept 16th - 23rd Intro to mountain flying,
and/or developing XC skills for all levels.
Book early - reliable - popular & Tapas.
Algodonales - Spring 2007- Dates tbc.

Lanzarote - We had brilliant weather in
2005 so we'll be returning for the 8th year.
Winter sun and fun for all levels book early.
November 30th - Dec 7th + Dec 7th - 14th.

● Equipment Sales:

We can supply most makes of paraglider
and associated equipment. Need a new
wing? Call to sort out a demo flight.
P/X available.



Chris Craven at the controls of the winch!

A Tale of Paragliding (Backwards)!!

A confession from Biko Dave Nicolls (Photo of Widy John NOT flying backwards but a good photo anyway)

A June day last year I got to mount Caburn at about lunch time and thought it strange that no one was flying, I then saw that the helicopter was just leaving because someone had smacked into the hill. This I thought did not bode well but I made my way up.

When I got to the top people had started to fly again and I proceeded to get my glider out, it was light wind but a bit thermic, at this time I had been flying for a year and had 50 hours, I had spent a lot of time practising ground handling and was confident about my launches.

After the usual checks I decided to take off, I brought the glider up but as I did I was immediately lifted off the ground and was ten feet or so off the ground in a few seconds and was now flying backwards, I was not that bothered at first as I thought I would soon pop back round but I did not, so I thought the best thing to do would be to get out and away from the hill a bit and then deal with it there.

I was now flying backwards having to look over my shoulder to see where I was going and heading towards the cottages as the south west wind was stronger than I had thought. I made an attempt to untwist the lines by trying to push them apart just above the twist but this did not work and I now found myself drifting in a north east direction

with little forward penetration as by trying to get the twist out I was not steering the glider and when I tried to steer it was very stiff because of the twist in the lines.

By this time I was about half way down very scared and still drifting towards the cottages still flying backwards looking over my shoulder, I decided that I will have to land one way or the other and would rather it not be in the trees or the cottages or road. I made one more attempt to get the twist out but could not budge it, so I made my mind up that the best thing would be to land backwards on some flat ground.

It was hard to steer the glider as the break lines were so stiff but I got it pointing in the direction of the landing field, I was still not happy with the situation as I was still not making much progress and was not sure if I would make it to the landing field. It was a big relief to me when I got over the car park with about fifty feet of height but I still had to land and hopefully not on a car, it was at this point that all of a sudden I swung round and was facing the right way and was able to land in the car park with much relief.

I have since given this incident much thought know that I could and should have done things differently but at the time I was scared and trying to stay

alive so may not have been thinking as clearly as normal but at least I didn't panic (much) and do something even more stupid.

About six months latter I went on a SIV course with Russel Ogdon and made my confession to him over a beer, being the genuine bloke that he is he did not take the piss or tell me how stupid I am but decided to put twisted lines on the siv course.

So the next day all of us on the course had to get into a twist and then get out of it.

When it came to my turn I was nervous and it would have been easy not to have done it (Russell would not have known from 4000 ft below) but it was actually much harder to get into than to get out of and so obvious that I feel embarrass that I did not just swing out of it in the first place at Caburn but there you go as they say.

If this is of help to one other person then you all knowing that the pratt who flew backwards down Caburn was me will have been worth it.

Dave



TIM KING PARAGLIDING

TEL: 07767264211

Email: timsking@supanet.com

www.skyparagliders.co.uk

It's Here !

New Sky Atis 2

Now Available, Superb performance and outstanding safety !

Ask your local dealer for a Demo flight

All brands of wings & harnesses available to demo. Sound, unbiased, professional advice. With 16 years of paragliding experience, I will use my knowledge to kit you out with the most suitable equipment for your needs, whatever skill level, whether you're on a budget or simply want the best that money can buy.

Have you checked out the new **Sky Cima** standard rated Glider out on the hill? It's the lightest regular material glider out there and the medium only weighs a mere 4kg!

Connoisseurs of performance have lately been blown away by the arrival of the new **Sky Ares**. This fast, high wing loading glider is blowing every thing away in its class – with it's 'on rails' handling & solid feel it's a real serious machine.

I will also be running an extensive calendar of overseas paragliding courses and expeditions through out the year to suit all abilities.

→ **Alpine Flying Course** ←

Once again we are going to the awesome French Alps near Les Arcs, we will teach you all you need to know to fly safely in these stunning mountains

12.8.06 19.8.06

BIT'S ER PAGE

> Hi Neil,
>
> Beware the Ides of March... hmmm, might try to a(b/m)use the forum with a post about that!
>
> Ads to you direct or is via the forum sufficient? Reason I ask is that I was expecting to
> see an ad in this issue having posted it to the forum a while back. I posted it as a reply
> to Steve Purdie's posting of an ad for HGs which, now I think of it, also isn't in this
> issue. As I recall, Steve posted in response to a request from you and I think he and I
> both got the impression that you were happy to take ads off the forum, but it's all a long
> time ago now...
>
> Just had a great idea! Here's the ad: following on 16th March:

starts here

So what happened to my glider ad then?

Please accept this as what must be the first submission you've received for the NEXT issue of windsock - what have you got against me selling this glider??! How'm I going to pay for my trip to the Mynd if I don't sell it?!? Will it be third time lucky getting this ad published!!?

I expect I'll send it again nearer the published deadline - actually I might just send it once a week until then...

Apart from the glaring omission, nice job with this issue!

Clive Belbin.
PS If you're not sure, just assume there's a

smiley there ;-)

PPS Nice article by your missus too!

> For Sale
> Moyes SX4 (that's an Xtralite 147 MkII) - probably just right for Steve
> Purdie's ample frame. Less than 100hrs. USA CofA. All owners so far (2)
> have been named Clive so, if your name is Clive, it's definitely the glider
> for you. There's a good chance it's the glider for you if your name is
> Steve as well, or Dave or Pete or Jeff or Wayne but maybe not Kath or Nicky
> or Jenny for whom it might be a bit big. According to the book, the pilot
> weight range is 63-109kgs.
>
> £1200. Offers considered.

SKY Brontes

DHV2 65-95Kg. Only flown two summer seasons. Light and agile with very good pitch stability. A good first DHV2 wing for only £475.
Ian Grayland 07977 910645.

~~Kortel Karmasutr
Harness for Sale £280
Low drag, light weight and
very comfortable harness.
Cheers Ghanu~~

Invite to the Blorengé Fest

I'm Roger Bassil from the South East Wales Club and I'm writing to you all because you're the clubs which donated money towards buying the Blorengé. I appreciate that none of you are the people I dealt with at that time, but I'm coming to you because you're the ones who are listed in Skywings. I hope you will relay this information to all your members, and that it will add a little something to the summer's flying.

This year the Blorengé Party returns - once again over August Bank Holiday weekend. And this year we plan to mark the contribution that all your clubs made, plus put a bit of an edge on the flying and add some fun on the ground.

The Blorengé Party was started to celebrate the securing of this important site for all free flyers for all time. Those who were around then will remember it was a time of special excitement and very special co-operation between clubs, the competitions panel and individual across the nation.

So at the party this year we're going to add something extra, specially for members of your clubs. We want to invite you all to join in a little competitiveness: informal, open to all members at the party, with a bit of lunacy added in and a little something for the winners.

Through the three days of the party we'll be running an open-distance mini-league that is only open to members of those clubs who supported the purchase. All you have to do to enter is submit details of flights made by any members attending they party - no other formalities and no designated start point or time. Any flight made from any S.E.W. site over the weekend is eligible and we'll total the longest two pg and two hg flights. And for out and return points we'll add a round on the bungee run, probably after flying on Saturday. AND we'll chuck in a prize of £100 cash to the winning club.

You don't need to enter a team, just get

your members to pick up the details available at the site and enter their flight details either as they return to the site or by mobile phone. We'll keep a progress board up so you can check how you're doing and announce the winners on the last afternoon.

And of course there'll be the usual hallmarks of this excellent event: bands on Saturday and Sunday, camping all weekend, beer tent and food available on site, minibuses up Blorengé, trader stalls (nine signed up so far) bouncy castle for little kids and bungee run for big kids and very big kids, dual paraglider flights, the Blorengé Cup or the longest individual flight. And all at the original site at the foot of Blorengé. We're still working on arrangements, so we may add news of more.

For more information, please contact me at this e-mail address or on 01242 232403. Details will be on the SEW website at www.sewhgpgc.co.uk

Happy Landings

Roger Bassil

RE: HANG GLIDING ABOVE RIO

I am prompted to comment on the strange perspective of the photo of the dual hang glider *below* the Cristo statue above Rio de Janeiro on the Front page of the April 2006 Skywings. Is this a digital collage? Otherwise the glider is rather low and there's not much but buildings, trees and dangerous shantytowns to land on unless they can make it to the Jockey Club racecourse!

On a few days visiting Rio last December, with only a BHPA card as evidence that I'm a pilot I was lucky enough to blag the loan of a Laminar and his gear from a great guy, the only Angolan pilot in Rio, Justino Quissua - a big thanks, Bito! I got a couple of mind-blowing flights solo off the 510m Pedra Bonito mountain ramp behind Pepino beach. The views from the air of the city, the Sugar Loaf, Copacabana and Ipanema beaches are amazing!

After soaring mountain thermals for a couple of hours, landing back on Pepino beach you can chill out with a really friendly bunch of pilots from the local flying club or working the tourist dual flights, drink fresh coconut juice, watch the landings on the beach - and admire incredible beach scenery too! (Contact me for a private viewing of those photos.)

Paul Rankin



South Downs Hang Gliding

PG to HG Conversion 5 Days ... £625

Aerotow Conversion 3 Days ... £375

One Day Introduction ... £125



Come fly with us!

07890 362648

Gibraltar Fm, Firle, E Sussex. BN8 6NB info@southdownshanggliding.co.uk

SHGC Aero Tow

Hi All, we had a good weekend aerotow and did a fair few dual tows with CPC HG pilots, the Atos is staying for the foreseeable future so if there are any SHGC members that would like a tandem HG flight, paraglider pilots welcome too !! Contact me via the phone number on the aerotow link on the club web page. (Will Greenwood)

My First Experience with the Aero Tow

By Des Huth

We had a really nice time on the airfield on Sunday. Tows could be had to 2,000ft, and we were able to deduce that the air was fairly stable, and also to have a really nice long float down whilst trying to stay up in the very weak occasional lift.

Having tried to hook a small thermal just to the West of the railway line to Seaford, I drifted over towards Caburn and had to give up in order to be able to get back to the airfield. I had a great flight though. Looking down at the crowds at Caburn from 1,250ft agl made me

glad to have had a go from our microlight based mountain, whose altitude can be up to 3,000ft if needed.

I think it would be worth some of the PG guys coming over to see the operation, even if not to fly to simply see the other side of HG you do not see on a ridge like the Dyke.

If you intend to go towing (winch or aerotow) it would also give you an idea of the team spirit of co-operation needed to get your fellow pilots in the air.

The Atos VX is a really easy take off and landing, come and see for yourself.

The SHGC Aerotow Group is something to be proud of, and a credit to those who have made it happen. It also alleviates the site crowding problem, which is not to be sniffed at.

A big thanks to ALL the team who make it possible for us to fly in the Group.

I had thought the forecast for last Saturday was looking very good for the

Dyke, I had my glider on the roof rack Friday evening and to be honest hadn't given much thought to a dual aerotow. Admittedly the chance to fly on the VX was intriguing but my first priority on flyable days is to get sometime in my log book, I'm currently CP + 7 hours.

As it turned out the wind was light so I went along and had a dual flight just to get in the air again, I had only had two flights this year totalling 50 minutes up to then. I was amazed at how much I enjoyed it. For the very small contribution that Will asked for I only really expected a 2,000ft top to bottom, what I got from Ian the Atos pilot was 25 minutes of thermal flying.

So, other than the fact that I was just



gagging to fly why would I or any other CPC HG pilot pay to be flown by someone else when we are qualified to do it ourselves. Here are a few reasons that have occurred to me since I had a go.

1. You can just relax and really enjoy the flight and the view without having to concentrate on keeping the glider in lift or look out for other pilots.

2. I was flying at a height that I have never managed to obtain when hill launching.

3. Ian is a great bloke, very chatty and informative when flying.

4. It might just improve your flying. I am sure that seeing and feeling how Ian found and used thermals helped me. Before Saturday my flights have topped out at 300ft at just flying in ridge lift. My efforts at finding thermals have resulted in me flying around quite a few, straight through a handful and not much else. On my first flight this year I achieved a personal best of 540ft at the Dyke with a real effort to keep S'ing through the lift I found. After the flight on the Atos I flew at Bo Peep today and managed 1080ft ATO mostly still S'ing through the thermals but one good series of 360s got me from 500ft to 1080ft. I spent about 5 minutes above 1000ft and half an hour between 500ft and 1000ft ATO. So I flew for half an hour in lift that could only have been thermal, albeit badly, thanks for the clarification Mr Chairman :-)) but I have started to transition from only flying in ridge lift to taking advantage of thermals. I am now not very sober and still grinning like a Cheshire cat.

I would really recommend a dual aerotow to any low airtime CP, I am sure that you will enjoy it and find it beneficial to your flying.

Many thanks to Will, Ian and the tug pilots.

Des

Paragliders, Performance and thermals, what they really mean!

The biggest problem most low airtime pilots have with deciding whether or not to take off is a lack of knowledge. They can take a lot of advice but it's hard for them to put the consequences of getting that decision wrong into perspective. If you take off into conditions that are beyond your ability then you run a very high risk of having an accident and at the very least, stand a good chance of scaring yourself silly with a near miss.

So before we take off into thermic, windy or turbulent conditions there's one fundamental question we all need to ask ourselves, how good am I and how able am I to deal with a collapse should one occur? I'm going to try and relate this to driving since it's something almost all of us can do and relate to.

How good am I?

If you can't reliably launch and land (within 20 yards of where you want to) without assistance from someone on the ground or on radio, then you still need training, or practice in a flat field. Basically you're currently at a stage where you're still hitting the kerb, wandering onto the wrong side of the road and stalling when you set off. You shouldn't be on the road alone.

If you get confused by air law or find people appearing unexpectedly beside or in front of you then you need to avoid flying when it's crowded and especially when thermals add sudden changes in the vertical separation. In other words, you have less than 10 hours since passing your driving test and shouldn't really be on the M25 in the rush hour. Thermals are an added complication and simply mean it's snowing at the time. The Dyke IS our version of the M25, and its almost always rush hour.

Can you predict accurately how likely you are to suffer a collapse on a particular day without taking off? This is like guessing how fast we can go without skidding. We can all spot if it's snowing or not but how good are you at looking at a particular corner in apparently benign conditions and being able to guess exactly what speed you're going to be able to take it. Imagine setting off down a long straight and

into the first bend at Brands Hatch. Are you going to; be cautious, arrive too slow and putter round calmly, arrive at a speed near the car's limits and be pleased with yourself, arrive on the limit with the tyres squealing, take the perfect line and think "Phew thank God I got that right", or arrive too fast, scare yourself witless and end up in the tyre wall? Think, is it safe for me to take off, am I likely to suffer a collapse I can't deal with, and equally important - am I going to enjoy the experience.

If you've never had a collapse, then so far you've never skidded the car. Will you be able to deal with it? All paragliders are the easiest things in the world to fly - when they're flying normally! The moment they deviate from normal flight they become one of the worlds hardest aircraft to fly. An SIV course will help but real collapses are usually more violent and unpredictable, and your recovery attempt will be in rough air not the smooth conditions of the SIV course.

DHV 1

I was going to say that a DHV 1 is a bit like a Nissan Micra, but thinking about it further, it's not. It's more like an old Peugeot 205 GTI, or rather a cross between the two. When you have a big collapse on a DHV 1 it's as violent as skidding the Peugeot, which will try to swap ends and go backwards faster than you can say "GTI". Whereas when the Micra skids, it just under steers and starts to run wide. Back off the throttle, and it's all under control again. So in this aspect, the loss of control on the paraglider is as scary and violent as the GTI, but by letting your hands up you regain control as easily as you do by backing off the throttle in the Micra. Easy though the Micra is to recover, remember, that if you panic with the controls and start sawing away at the steering, and locking the brakes then you can still crash and end up in the shrubbery in a Micra.

DHV 2

Now we're talking rear wheel drive road car and let's say mid engine just for good measure. Old style Toyota MR2 - on a racetrack. Sporty, fun, good feedback through the controls but a bit snappy on the limit. Once again the analogy isn't perfect since the DHV

2 will rotate more like an early Porsche 911 when it lets go, but it shouldn't be harder to control the skid than in an MR2. Positive and measured control inputs needed to bring it back under control this time and much easier to overcorrect and end up in the shrubbery if you get it wrong.

DHV 2/3 or 3

Now we are talking a breakaway when it skids something akin to a Formula 3 on slicks and running lots of down force - way beyond the average drivers experience. A sudden, violent skid that requires extremely fast, measured and accurate reaction to regain control. A good driver could probably drive one and enjoy it, but would wipe out the moment it skids..

Prototypes

Formula 1, an exceptionally good driver with a fair bit of experience of Formula 3 could probably drive it but still stands a good chance of losing it when they get a big skid (collapse).

So, next time you think about taking off, think about whether the conditions are likely to induce a collapse and whether you're ready to deal with one yet. If you're unsure of the conditions then ask someone knowledgeable. Remember the local Instructors may be slightly better at tailoring their reply to pilots of low ability than simply a more experienced club pilot as they spend more time dealing with novice and inexperienced pilots. Take that into account when making your final decisions, and remember it's your life at stake, not theirs.

Ian B.



“Oh, I've got a few hundred hours, I don't really need anyone to teach me any more”!

June Sage wrote to the forum about the advantages of her post pilot training

However, it is often easy to think "Oh, I've got a few hundred hours, I don't really need anyone to teach me any more, I can learn from watching others". OK, so learning from others is really useful but, as I discovered on Wednesday, you can learn an awful lot in a very short time if you have a quick one-to-one refresher with a top pilot (and we are very lucky in the Southern Club to have some of the best pilots in the country flying and teaching our sites)

So, getting back to Wednesday - I arranged with Steve Purdie (top pilot - won British Open in 2000) to have a lesson on top landings. I have not been happy with my top landings for a while and needed to build my confidence + my technique.

We pre-briefed - mostly revision, but also with some experience I was able to make connections that I might not have done when I had only a few hours. Strangely some of these were with the SIV I went on last year, where the emphasis was on precise, timely flying so that you were always anticipating when and how much input to apply in order to make a controlled, accurate exit from procedures.

So, off to Caburn to practice. Steve had me on radio, and I was amazed at how much we covered in a relatively short time. The fact that I was not a novice pilot meant that I was able to do far more touch and gos than I would have otherwise managed, it also meant that Steve was able to take me through a greater number of variations, coming in from slightly behind the top of the hill; flying up the slope; approaching into wind (and also downwind - but approaching NOT LANDING downwind!); coming in too high and losing height, etc.

A bonus, that I had not anticipated was that Steve also pointed out things while I was in the air - not basic flying techniques but just a few pointers that will hopefully mean that I use the air to better advantage. I have twice been scratching around in competition tasks with Steve, both times he has climbed out, I only managed it once and then I was still climbing to cloudbase while Steve was shooting off into the distance! So, any advice from him is taken on board.

The day was unfortunately cut short by strong winds and rain but in a relatively short time I have gained so much that I can use and practice over the next few months.

I have always thought that the system of "learning to paraglide" and then just forgetting about lessons (with the exception of SIV) is a short-sighted approach and I often wonder why schools don't offer more post-CP / post-Pilot / post-AP training. Now, I realise that we, the pilots, are partly to blame because we don't ask the schools. So, if you feel there are areas you need to improve on, or if you are not top of the xc league, regularly beating Ghandi, Mark Watts, etc to cloudbase why not consider asking Steve Purdie or one of the other top SHGC instructors to give you some one-to-one training - you never know you might end up in the British Team yet!

Meantime, thanks Steve - I learnt a lot (now next time I'm scratching low with you, maybe it'll be me who gets away!!!!)

Hi June

I'm so glad that you posted your thoughts on this 'post-whatever your level' training topic. Maybe this is the avenue that I've been looking for. I've found myself thinking much the same as you recently. Here are my thoughts.

Although we all like to think of this sport as 'free-flying' with few rules or restrictions (myself included before my training), I've come to realise that my flying and safety has benefited far more from organisation and structured advice (and criticism) than if I'd gone off with my CP and done my own thing. However, with only 50+ hrs myself and with (as I understand it) accidents being more prevalent during the 'intermediate' phases of peoples' flying careers, I have become quite concerned that there seems (to me) to be much less of a structure (within the sport) ahead of me. The 'Pilot' and 'AP' do give me something to aim for and some way of judging my abilities but I'm not convinced that they do the job. Please don't misunderstand me though; the club is great, with fantastic coaching (and still improving). However, there are very few goals other than those that we set our-

selves and the achievement of praise from our peers. So even though I put in a lot of time and effort to try and improve my flying and to keep myself safe (as I'm sure we all do) I have been trying to look 'outside the box' and see what more I could do. I first (briefly) mentioned the idea of a 'Pilot Assessment' to Carlo a couple of months ago and I was going to speak to Matt P and Ian G the next time that I saw them to air the idea. However, now seems a good time. It may be that people feel that club coaches are already providing some form of assessment, certainly I've received plenty of good advice from many of the coaches myself. However, I'm lucky enough to be a regular on the hill and I always let everybody know that they should feel free to give advice or criticise me without fear of rebuke. I'm not suggesting anything too formal, nor wishing to keep coaches tied to the hill but I felt that if I could get a regular assessment (on my request) based on a short flight (or several over a session) it might help me. It would cover say, a conditions and site assessment, pre-flight checks, launch, flying skills and landings, basically 'a flight'. Hopefully having my own skills and routines scrutinised would help me avoid picking up bad habits and

allow me to focus on areas that need improvement. Bad habits is probably my greatest concern as us humans seem to be particularly good at picking them up. I've already heard several stories about vastly more experienced flyers doing silly things like getting on the speed bar straight after launch just to get away from the hill etc etc. We all know not to do these things but it's just that we are prone to getting into bad habits. I, for one, would like someone to point mine out to me before the inevitable happens. It seems that most of the coaches spend a lot of time carefully observing people anyway, so they probably already have advice stored from several observations of our flying antics!

So what do you think, would anyone else find this idea useful? (Please base your thoughts on the fact that I've only been in the sport (and club) since last September, so my ignorance is as vast as the sky that we fly in).

Cheers
Richard

FLYBUBBLE PARAGLIDING



Paragliding Courses & Tandem Flights - Trips & SIV - Equipment

Paragliding Trips & Courses

PROGRESSIV Oludeniz, Turkey

30 Sept - 6 Oct 2006

19 - 25 May 2007



Chile Paragliding Experience

Oct - Nov 2007



with **Carlo Borsattino**

Ex- Winning British Paragliding Team
BHPA Senior Instructor for over 10 Years



Tel 01273 812 442

info@flybubble.co.uk

www.flybubble.co.uk