

# The Southern Club

*Autumn Winter 2007*



**Windsock** Our official club magazine

# Windsock

Magazine for the members of the Southern Hang club



Here we go again, Many thanks to everybody who has contributed to this version of Windsock, and let me start by apologising for the bad grammar and spelling, (I didn't get to where I am by going to school!) hey, if my English teacher could see me now (it would be more than she saw me then) I'm sure she would be very surprised. NOT

With the movement of the flying diaries really catching on, it has done 2 things, firstly it has reduced the direct content of Windsock (cheers) but on the other hand it has increased people involvement with there own achievements and by submitting their own articles and photo's has made my job easier. So everybody is happy!

I have listen to people comments on what they would like to see in Windsock and tried to involve them, Membership is a real pain in the arse so anybody out there who does not have a life, give me a call I hope you enjoy this edition  
See you on the hill  
Neil



## Your SHGC committee 2007/8

From left to right

Jonhny Carr (President) Charlie Merritt (Chairman) Des Huth (Secretary) Neil Brennan-wright (Membership Secretary and Windsock Editor) Will Smith (Aero tow) Tim King (Chief Club Coach) David Webb (Sites) Pete Campbell (Treasurer) Steve Purdie (Safety Officer) Dave Massie (Info @shgc) (help line)



# Safety Officer spiel



By the time you all read this, it will probably be October and the rain will be falling in stair rods. If so, now is the time to repack your reserve (having already done so several times this year!) and service your kit.

If you intend to forget all about flying over the winter and plan to re-learn next spring then don't forget to remove all of your batteries, sandwiches etc from the glider bag and put the glider loosely packed somewhere dry (not against the wall in a barn.) Then you should book yourself into a school for a refresher next spring so that you don't scare the willies out of those of us who intend to keep current during the fantastic winter flying – reliable soaring in smooth air with often excellent visibility.

You do have to watch out for the low sun dazzling you. It may seem obvious, but shield your eyes from the sun with your sun-side hand, while still holding the brake...

The other main hazard through the winter months is the cold. If it is cold on launch it will be painful in the air unless you have dressed appropriately – don't be afraid to look like a Michelin Man with fleeces under your flying suit and don't skimp on gloves. Those with battery powered heaters are best – Nauticalia used to sell some.

Possibly the bigger hazard is driving up the north facing hills – it may well be easier and in the long run a lot cheaper, to park at the bottom of places like Firle, Bo Peep and Ditchling rather than hazard your cars on the icy roads.

Many of you may be considering fleeing to climes more clement over the months of darkness. If you have had a long lay-off, do take it very easy during your first few days in thermic air – best leave the heat of the day to those who are still current. Low airtime pilots are well advised to fly abroad only under the supervision of an instructor, not a guide, as the conditions will undoubtedly be very different from the UK and you need to be somewhat mollycoddled during your first few forays abroad.

Have fun and I'll see you on the hill.  
Steve Purdie

## New and Low air time pilots

To all new members and low airtime pilots - please make sure you contact a club coach or instructor before flying. They will be able to tell you about the suitability of conditions for you to fly. Our coaching team is keen, helpful and friendly and very willing to give you advice. Some of our coaches have been flying for many years, tap into their knowledge, take it on board and learn why they are saying what they are saying. They do not want to spoil your day by keeping you on the ground, they want to make sure you are fit to fly when it is suitable for you to do so on those classic days.

Southern Roulette

If people are getting an abundance of deflations, then you are probably taking a huge gamble if you take off. Just after take off, you are at your most vulnerable, even if a really top notch pilot suffers a large tuck low down, the consequences can be irrecoverable and fatal. Yes height can be safety, but you got to get there first.

Tim King SHGC Chief club coach

**DON'T BE A DUMMY!**  
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# The Movers and Shakers of the Southern Club

The more involved I get with our club the more amazed I am with the way members have sacrificed their bodies, careers and lives in order to live the dream and fly. Over time I hope to write up some of the memoirs of these great people, however, there are so many it really needs a book – any volunteers?

## Dave Watts Aka the Mad Farmer

Dave lives and breaths flying. He does not prostitute himself to the chores of everyday life and work but can always be seen in his blue converted Mercedes van (which is always clean and tidy) first on the hill in the morning and last off the hill at night.

Dave loves flying in light wind mainly because most people can't stay up which gives him more of the hill to himself. He is always polite and will always give you a wave - especially when he is flying and you're on the ground!

Dave has two sons Mark and Paul, who are both very good active flyers.

I recently interviewed Dave:

### Background

**Dave:** I first started to realise I was interested in flying at about the age of 7 to 8 by making basic toy aeroplanes and watching raptures soaring for hours on end. Later I read a book 'the Dumpy book of Aircraft' by Otto Lathaniel, one of the first people to design and fly repeatedly in his own aircraft. After reading this book I knew I was destined to fly!

### First Hang glider - The Black Bat.

**Dave:** There was an article in the National Geographical Magazine documenting the 123rd anniversary of the death of Otto Lathaniel, it also featured an advert in the back for plans to make a hang glider. Without further ado, I opened a bank account and sent a cheque for £5.00 to Jack Lombie in America (this was 1972 and £5.00 was half of my weekly wage). Once the plans came back I took a week's holiday to build it.

The construction was simple, black polythene rick sheet (used for covering agricultural straw stacks), 4 tubes of sailing boat mast joined by scaffolding clamps, I was ready!

I took it straight up Ditchling Beacon where a good northerly force 4 was blowing. Ideal!

With my farm boss and his brother in tow I was ready to take off! I lobbed off and had my first top to bottom which lasted three and a half minutes, a new personal and British record!

On my ever first flight I was getting near the bottom of the hill, at about tree height and I thought I'd better fly back to the top so I pushed the bar out. Instead of going up, I stalled and dropped vertically. When I got home and eventually got my boots off my feet were black and blue! I wasn't sure if they were bruised or broken.

The attitude of other people was defiant, "you cannot fly without an engine!" Walkers came up to me and blatantly said that "if I took off on that contraption I would die!" Of course I proved them wrong!

When I started flying there were no books and no schools - I had to learn it all myself. But over a period of a year I achieved a total airtime of 43 minutes, all top to bottoms averaging over three minutes per flight.

Working as a farmer my only chance of flying was in the summer evenings. After carrying 90lbs of glider up Ditchling or Plumpton I could get about 6 to 7 flights in. When rigging the glider there were no wires just nylon cord and a measly 1/1 glide, but I was FLYING!

**Neil:** Tell me about Shoreham Airport?

**Dave** (with a wry smile): It was a curious incident really. It started at the Dyke at about 13.30, a poor day really and everybody was leaving to go home. I was playing around in the NNE bowl and caught a thermal, climbing rapidly up to 2000ft I took a glide and flew towards Shoreham coast. It was very buoyant, I zigzagged up the coast, flying cloud convergence then eventually landed at Goring Green (Nr Worthing). While I was packing my glider, the local police arrived I was duly arrested for allegedly 'violating air space'. Back at the police station, I withheld my name and address and had the pleasure of a night in the cell! The next morning while having a brief with the duty solicitor, it was clear-cut; no name meant another night in the cells! I asked for the form! 'Oh Dave you just need to sign there' they already had my name and address! The bigger problem was the fact that I should have been getting ready and packing for our holiday, I only popped out for a little flight! (The better half was not happy)

**Neil:** You have been noted for your low level flying.

**Dave:** The principle is simple; all you are doing is converting wind gusts to height which is dynamic soaring! In fact I did it the other day and I flew 5k. (The gusts/wind hitting obstacles i.e. trees and small buildings converts into lift).

**Neil:** Dave, in your opinion what do you think are benchmark/special gliders which have dramatically changed the way we fly

**Dave:** For hang gliders:

1975 Cloud Base, this was the first hang glider to incorporate battens, with its cut trailing edge and its increased aspect ratio with added camber.

1978 Super Scorpion, English Designed, it dominated the world competitions for 2 years.

1983 Quick Silver, it was staggering for its day, like a real aeroplane!

For paragliders:

1992 Airwave Voodoo, very well tuned, it was when paragliders started to work!

Nova Zion, this was the first glider which had angled cells, and reduced lines by cascading, as we see on all modern gliders of today.

Apco Bagera, I believe this was not superseded, it was revolutionary! The large had 115 cells 2/3 were just in the leading edge and there was massive cross port venting.

**Neil:** Would you ever consider remarrying?

**Dave:** "Yes! On the 7 December! Come and join me at the Wok Inn, Shortgate, where alcoholic beverages will be served. It starts at 19.00 till late (01825 840888).



# Sites updates and reminders.

David Webb SHGC Sites Officer

You will be aware of recent forum discussion regarding the Site Rules for Devil's Dyke Paddock.

At the time of going to press, your Committee are still considering all points of view, for the safety of all pilots, and you are reminded that, at the present time, the following Rules still apply absolutely.

## Excerpt from Devil'sDyke Site Rules

The steep, wooded bowl to the north of the Pub (immediately to the right of the main take-off area) is for the use of model fliers only. It is not to be over-flown below 250 ft agl.(950 ft msl).

The boundary is designated with a line of white posts.

**The paddock area, from the earthworks to the fence immediately west of the Pub, is for the exclusive use of hang gliders, when present. It is to be kept clear of paraglider traffic, as much as is reasonably possible, so as to facilitate hang glider take-off and allow for over-shoot.**

**Should you land your PG in this area, then mushroom the glider and walk back to the main take-off. Do not re-launch from the paddock without specific clearance from the HG Marshal.**

## **Take-Off**

Hang gliders:

The take-off areas are; the paddock, the southerly part of the main area near to the fence adjoining the paddock, and the area to the north of the paraglider take-off area. On busy PG days it is recommended you launch from the area to the north of the paragliders and land and re-launch from the paddock.

Paragliders:

The take-off is in the main area in front of the car park, or in the bowl in northerly winds.

## **Landing**

Top:

Hang gliders may top land behind the bowl and in the paddock. Low airtime pilots are advised to top land in the bowl, except in a westerly. **Paragliders may top land anywhere except the hang glider paddock.** Caution should be exercised when top landing in N to NNE winds as rotor off upwind ridges and the modeller's bowl can affect the entire top landing area, especially to the rear of the hill,

## New Landing Target and Packing Area at Caburn Field

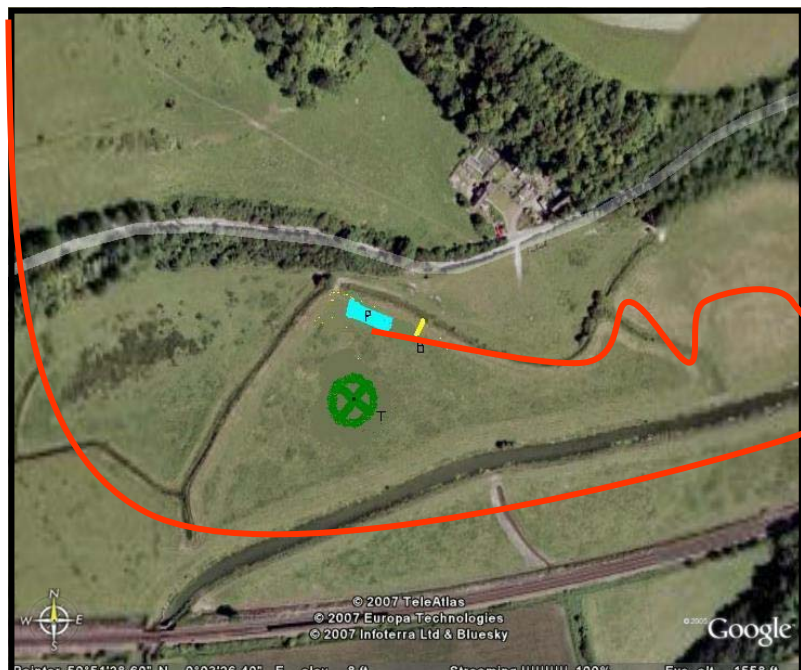
Your committee has authorised

The regular 'mowing' of a target **X** within a 10 metre circle in the landing field.

is hoped this will help to encourage all pilots to avoid ongoing issues about  
1. overflying the cottages (not allowed) and  
2. landing in the car park (not recommended). It may also help members and students with accuracy landing improvement !

The short grass area will be extended, along the side of the drainage ditch, to create a packing area. Don't pack in the landing target !  
Easy exit to the car park will be across the new footbridge.

The Google Earth overlay shows the approximate locations of the landing circle, the packing area and the new bridge, and it is hoped that the first 'mowing' will be completed by the time you are reading this.



It

# Morocco November 07

*In the Atlas Mountains*

**SHGC Members trip (non profit !)**

**Morocco a large diverse country full of eastern promise**

I am organising a paragliding trip with (Toby Colomby Passion Paragliding) the market experts in paragliding holidays in Morocco. This is a 'not' for profit trip which means a reduce price for all! Exclusive for SHGC members only Morocco this time of the year is very reliable for flying, and it will give you hours in your harness, just what you need if you have not done much this year, Cost is £400 for 7 days, what do I get for my £400? Transfers to and from Marakes, accommodation all food, breakfast, packed lunch and evening supper. Site briefings and guiding and of course retrieves.

Evening entertainment will be hosted by me (god help you all)  
When are we going ? 8 November coming back on 15 November, 7 days of flying !!  
Want to know more or reserve a place give me a call  
07970814216 Neil or email [neil.brennan-wright@virgin.net](mailto:neil.brennan-wright@virgin.net) (places are limited!)



## *Morocco with Toby Colombe*

*by Matthew Cullen*

I went in March this year and thoroughly enjoyed the trip. The flying is excellent but as this is always weather-dependant it is good to know that Toby's flying experience in Morocco - some eight years, I think - together with his off-stage weather information feed results in sound decision-making. Coastal soaring is always a potential option if the Atlas are blown out.

Excellent food is a highlight of the trip, which won't surprise those of you who've travelled in Morocco before. And the driving might end up being one of your abiding memories. But if you fly every day of the week, as we did - to Toby's great satisfaction - your most abiding memories should be from the air.

Aguergour is a great place to start: fantastic views of the Atlas Mts behind the take-off and mud-brick villages and a castle to thermal above before landing right next to the guest house. Whichever direction you take after that you are likely to meet with good views and, at the less flown sites, excited kids upon landing. A cold night at the top of the Tiz'n'Test pass may be rewarded with a short flight down the valley.

The Ait Ourir site looks fantastic. There's the possibility of an early morning walk into the Atlas proper with wings carried by donkey. If I could make it I'd definitely come back with those of you lucky enough to go.

# Christmas Bash

**8th December “White Hart Hotel, Lewes”  
Dinner, Awards and instead of a DJ, a live Band (Sound Bite )  
Tickets will be issued shortly, put this in your diary.**

## Is there a need for social events within the club?

In our modern society we all seem to busy with careers, family, friends, home improvements etc. If we're in luck the weather is kind and we get a 'window' a to fly.

I wonder if the days of clubs such as ours being socially as well as sport orientated are over. The small numbers that have attended recent social events beg the question whether they are what members want. Alternatively, is lack of communication or advertising the problem?

We have a forum for such communication but only a quarter of members 'log on'. We actually see each other on the hill but obviously don't chat very much, perhaps again due to busy lives. These factors seem to point to the fact that members join for insurance, to access the flying sites etc but perhaps their social lives are fulfilled by other aspects of their lives. Your thoughts, comments or solutions are welcome— although this may mean you have to talk to someone on the hill or log on to the forum !

## **Muckraker is back! what the club lacks is top-quality back-biting, rumours and gossip!**

For as long as many can remember, members have been complaining that the Southern Club is lacking any real sense of community, that it's not like a real club, that there's no "us" if you like. Many great minds have laboured over this conundrum and it is my happy task to present the solution to the problem:

Take a look at any community and produce an inventory of its distinguishing features. Repeat the process with the Southern Hang Gliding Club. Now compare the two lists and be prepared for the scales to fall from your eyes when you realise that what the club lacks is top-quality back-biting, rumours and gossip!

Talk to any of the old hands and they will remember, with a tear in their eye, the halcyon days of Muckraker's regular column in Windsock - well, it's back and, with your help - it will stay back! Muckraker II is open for business anytime on [muckraker2@gmail.com](mailto:muckraker2@gmail.com) (my granddad has already snaffled the muckraker address and won't let me have it!), so if you come into possession of some dirt that you feel simply must be dished, send it to me and I'll tell all. Your anonymity is assured. Names will be changed to protect the innocent and the guilty but possibly not the downright foolish.

To set the tone I bring you this tale harvested through my extensive network of informants:

A certain wwweb spinner upon whom plaudits are generally heaped was aero-towing somewhere north of the smoke recently. Whilst making what may laughably be referred to as a landing approach, he had occasion to have a real close look at the airfield's collection of caravans. "What of it?" you may ask. Well, the shriek that he let out at the moment of closest proximity to those banes of the country lanes has left some East Anglian microlight pilots severely traumatised. They say they hadn't heard the like since the days when Hammer Studios and Hitchcock himself were scaring the bejesus out of your grandparents. It must have been caused by the thought of filling out a BHPA incident report...

If you have a story that you feel deserves a "good" telling, [muckraker2@gmail.com](mailto:muckraker2@gmail.com) is without doubt the best place for it and remember - contributors' anonymity is assured.

To paraphrase (extensively!) a popular flying aphorism: Remember - it's better to be unknown and wishing you were famous than to be mentioned by Muckraker and wishing you were unknown...

Muckraker II.

# Flight Diary – Windsock

**You may, or may not have noticed that the club website now has a feature called the Flight Diary.**

The idea, if it's not too obvious, is for you, yes you, to record your epic flights (such as that half hour in Newhaven SE bowl etc)! It seems to have become quite popular since it's inception but for those of you that haven't read it or entered a flight all you have to do is to follow the link on the website, tick a few boxes and write a few words (or in Richard CN's case a novel)! Photo's can be added but you can basically put as much or as little as you like. It might seem a bit daunting for newcomers to the club but your entries are as important as the sky-gods XC's, not only because it's a good chance to be honest about how the flight (or not) went but also because you probably fly those small but usable windows that some of the longer-term members may not bother with. If you do fly when others have flown too bear in mind that not everyone has access to or the inclination to use a pc so please take a look at the diary for the day and write up your flight and/or your view of the day so we all know what we missed! Use your own words, don't be rude or personal and nobody will flame you, in fact, many pilots have commented on how they enjoy reading the diary and find it very useful. All the benefits of making an entry are not necessarily obvious so here are a few:



1. You get to let everyone know that you got it right and flew when they all thought it wouldn't be on (you don't have to tell them when you didn't get it right)!
  2. You get to find out if your forecasting was up to scratch (not only did anyone fly but was it any good?)
  3. You get to find out who 'got away' and how far they went and to share in how they made their decisions, essential for budding XC'ers.
  4. You get to wallow in self-pity because you couldn't get out!
  5. The club gains a growing set of easily searchable stats and site info for everyone's benefit.
- You get to see if the other flyable sites on the same day were better or worse than yours. This can be particularly useful in understanding which site to head for on any given day whether you're hoping to catch the elevator out or have a quite boat about.

So go on, write up your flight, 5 mins red-ribbon or 5 hours XC, you could (and probably will) inspire somebody to don harness and do the same.

## How to make a posting.

Go to the SHGC website

Click Flight Diaries

Click create new log.

Put in your SHGC member number and password.

If you are not registered click on register and set password, you will be asked for your name and membership number (if you don't know it, it's on your helmet sticker)

You will then be asked to give a password.

Once registered you will be able to make a FD posting

Click create new log (as above)

From then on it's pretty straight forward, just fill in the date / launch site and so on but remember to click on the square next to the date box and use the calendar as this will put it in the correct format.

You can now start your post, it can be a good idea to do your post on Word or whatever program you like and then to copy and paste, as the FD log has a time limit.

Once all done just click save.

To add a picture to your post (or any other) go to calendar view.

Click on whatever post you want to add your photo to, and log in.

Click on add picture, then click browse to find your pictures and click save.

You will have to put something in the description box, anything will do such as a number or it will not save.

Good luck

Richard Chester Nash / Dave Nickels

## Improvement, flying diary's

Hi all

Your increasing use of the diary is stimulating constant improvement and accordingly you can now sign up for an automated email service to inform you of the latest entries. All you need to do to activate the service is:

- 1) Click on the 'Email Groups' link on the homepage (or the link on the FD page: 'The Flight Diaries Email Group - notifies you of new Diary Entries').
- 2) On the displayed list under the 'Group' heading click 'Flight Diaries'.
- 3) Click 'Subscribe' in the line, 'You are NOT currently Subscribed to this Email Group' (or vice-versa to un-subscribe).

That's it, you are now on the second most important list of your life (the first being the Weather Gods' 'SHGC Preferred Flyer' list and only the likes of Mark Watts, Ghandi and Carlo have access to that)!

A BIG thanks to Nick once more for all his unpaid work, what a trooper. You can pay him in kind by signing up for the service and placing your comments here, it's all the remuneration he really wants!

Finally, it would be nice to see a few more photo's in the diary and there may be improvements to come in that area, so those of you with mobile phones with built-in cameras (that's most nowadays) put it to use and add them to your posting (that's all that I use). As they say 'Pictures word a thousand tells'.

Cheers Richard Chester Nash

### West Firle car park closed for Vans !



Firle estate has fenced off the car park to west file. This was due to the problems caused by the recent travellers. There is open access for all cars except if your vehicle is over 159cm then you are going to have to park by the road, and walk to take off ! SHGC site officer has email Firle estate to see if we will be able to have access to the padlock, even if its for the emergency services, Don't hold your breath but we are trying!

## Southern India

January – February 2008



**Thermalling and XC coaching for CP +10 hours**  
**100km triangle guidance for the experienced**  
**Amazing cultural adventure for all; family friendly**

Cost: £1000 approx., including luxury hotel, transfers, quality food  
Return flight: £300 approx.

For bookings and further information, please call Dave Lewis 0788 4072536

**www.2upparagliding.co.uk**

# The Ozone Chabre Open

The Ozone Chabre Open is an international friendly paragliding cross country competition held in June at sites in an around the Laragne and Sederon areas of South East France.

Sponsored by paraglider and kite manufacturer, Ozone, the event is organised by the Laragne-based club, Chabre Vol Libre, with further support from Les Loups Volants at Sederon as well as both local and regional authorities.

The Ozone Chabre Open is, first and foremost, designed to be a friendly, fun competition - with the emphasis on fun! It is aimed at encouraging experienced cross country paraglider pilots to compete in a friendly and stress-free environment. Above all, to let pilots fly safely and well within their personal levels of experience.

A Open full programme of extra activities including talks and lectures from paragliding skygods, barbecues and parties, and debriefs of day's tasks. Ozone had demo wings and kites available to try.

The entry fee for pre-registered competing pilots in 2007 was 160 euros, and includes transport to launch, retrieves and entry to all the organised events, including the talks, at least a couple of meals and the famous Ozone parties. For family, friends and non competitors, there will be a reduced entry ticket to cover all the extra events around the competition itself. All registered pilots were entered into a free draw for a selection of fabulous prizes including an Ozone wing, sailplane flights, and other flying goodies for individual and team winners.

Pre-registration for 2008 will open in late 2007. Places are limited to 120 pilots - and priority will be given to team entries.

last year I had to pull out, but I was determined to sign up and make it to Laragne this year. So last minute tickets for the ferry brought, I left work every thing thrown in the back of my van, I was ready, I only got 5 miles when my alternator belt was screeching like a cat being swung but its tail, a quick detour to my mates house, with F1 precision, alternator belt surgery was conducted and within 40 mins I was back on the road to Dover.

I arrived in laragne 16 hours later, parked up and was presented with a cold beer, now that's what I call hospitality !

I have done the usual BCC comps and I have done xc's (not many, but then I am quite lazy) but this was a all new ball game! You have to take off, fly around until the gate is opened, then enter a starting point before you even try and fly for your route and its against the prevailing wind direction !

As the week went on the distant got greater and we all improved, there were natural flyers who had done many comps and were getting into goal in flash lighting times and then complete novices bombing out all over the region, but with every day everybody got better and flew further. I had a nice little day, it was exactly one year at 1.30 when I had my heart surgery and now I was a 2500 ft above takeoff that was something really special for me and was possibly the highlight of the week or was it flying with the ozone photo shoot, over 30 ozone gliders on a ridge the size of bo peep. Would I go again, oh yes! Maybe a team from the Southern club.





**Due to the success of last years  
photographic competition,  
Its running again!**



categories are:

- 1) Best picture from the ground.
- 2) A picture with humorous content (can be created).

Prizes are wine and spirits, last entries by the November meeting.

Send all printed photos to the Glynde WMC with your name and SHGC membership number on the back with a brief description of your photo.

*I can tell you exactly what it was like at cloud base on Sunday. Late morning I was at Ditching where I climbed to base where I stayed for about 3/4 hour, conditions were windy with a fine drizzle. At times it was difficult to stay within sight of the surface as the cloud had a tendency to form beneath me. It was that exhilarating that next time I am contemplating taking my glider.!*  
Chris Craven

Don't forget the last Thursday of the month.

[The Glynde meetings,](#)

There's everything from Air law lectures to classic XC days given by the best flyers in the country

19.30 till 22.30



**The SHGC web site now links properly to the National XC leagues.  
Now no excuse not to enter your flights!**

# GOING XC

BY HUGH MILLER



Winter might seem a funny time to read an article on going XC, but the next few months are the perfect time to prepare for the thermals. Here are a few simple suggestions that might help you. Give me a shout on the hill if you think I'm talking utter crap.

## Switch Off

Every time we fly, we learn the feel the air. At first, thermals are alien and boisterous, but little by little we get more intuitive to our glider's movements, and we are more aware of the air around us and where to move next. Watch good pilots and see how far they push out, feeling the good air out. Coring a thermal takes great perceptiveness; you need to be dialled into the dynamics of your wing through your harness and brake lines, feeling where the thermal is not only strongest but

most consistent. Simply turning when your vario screeches is nowhere near enough. I usually leave my instruments at home during winter – it's a great way to improve your feel, and you'll learn to feel lift, rather than hear it. When you turn your vario back on in March, you'll already be a step ahead of it.

## Fly when its light

Again, a great way to improve your intuitive ability to read the slope and your wing. In scratchy conditions you'll learn tenacity, sharpen your glider handling skills and improve your ability to turn tightly in the lightest, tiniest lift. Often the best XC days come on such days so being comfortable with slope landings and handling your glider will really help. I love flying in light conditions – flying becomes become alive and dynamic as you swoop and screech around low to the ground.

## Play

Flying's one massive adventure, and it's an absolute hoot climbing out from the Dyke whether you fly 5 km or 50 km. If your climb drifts you over the back at only 500ft above take-off,

– why not go with it and see where it takes you? Cling on in there, forget about the hill, and go with it – the southerly slopes behind the Dyke might kick things off. Or you might end up landing only a couple of Ks over the back, still with a massive grin on your face, with an easy retrieve: I had a couple of lovely cheeky little hops in March this year it's always fun landing on Brighton beach. You need to adopt this 'go with anything' attitude if you're ever going to get away from Caburn – you need to take the punchy core as high as the sea breeze allows then drift back inland, often at only 1500 ft, in the hope of connecting with better air over Ringmer.

## Enjoy Yourself

I always fly like pants if I even half-think about trying to impress my mates or get too competitive. The only way you're going to fly well is if you have a really positive attitude and you're enjoying yourself.

## Travel

Fly whenever you possibly can, and if the forecast looks northerly, team up with a couple of other pilots and travel up to Combe Gibbet or South Wales where it's so much easier to go XC. You'll be amazed how much easier it is to climb out from sites inland away from the pesky sea breeze.

## Think Big

Most pilots in the southern club are there for the social, and spend more time chatting on the hill than flying. Fair play – but often there's a tendency for pilots to talk themselves and others out of making the most of the day, whatever that means for them.

If you haven't been XC yet, then what are you waiting for.

Stick the co-ordinates for Lewes in your GPS, and every time you go to the Dyke, hit the Go To button. In August I went up to the Mynd and had a cracking time flying 55 km, 120 km and then 140 km over three consecutive days. I'm convinced the only way I did the biggies was by declaring huge goals – 175 km one day, 145 km the next – that kept me in the air and focussed on going as far as I could right until the day was truly over at 6:30 pm.

## Stay Safe

Don't fly in windy conditions. Listen to your gut instinct. Develop your own judgement about conditions rather than relying on that of others. Going XC is probably the safest way of flying, but you're not going to be taking off if you've had a scare recently. Keep to a really manageable, trusty, friendly glider.

## Hoover It Up

Talk to as many pilots who regularly go XC as possible and Hoover up as many insights as you possibly can from them. Everyone has different ideas, but the more you take in, the more stuff is likely to stick and come in handy. 'Thermal Flying' is also a very useful new book – most of the southern schools stock it.

Oh and lastly – the best piece of advice I've ever heard – if you're climbing at a consistent 200 ft/min all the way round your 360 then just relax, forget about the hill and go with it – you're definitely going to **cloudbase!**

# *Avoid becoming a victim of Crime.*

Written by Neil (Northern Paragliding)

In April's Skywings there was a letter from Mark White who wrote to say that he had fallen victim of possibly the most heinous crime known to man... he had all of his flying kit stolen from the back of his car whilst out walking in South Wales. He was sickened to find that his insurance did in no way cover the amount of his loss.

Well having travelled throughout many countries I have found a way of preventing this kind of crime from occurring in the first place and thought that it would be a good idea to share this advice with the readership.

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**Large mass  
of fabric and  
lines. Not an  
easy thing  
to run away  
with!**

In the first photo – imagine if the car boot was locked – looking at it from an opportunist thief's perspective this looks like a great find, a ruck sack full of stuff, perhaps a tent, some camping gear etc. and what's more it will be easy to carry out of this car park practically unnoticed.

Photo2 – to a prospective thief this looks like a load of material of little worth. Imagine if the thief managed to break in and take hold of an open glider he would have real trouble looking inconspicuous trying to carry it across a carpark, particularly on a windy day!

So, whether you're stopping off for a pint after a days flying or leaving your car for 5 minutes whilst you go to the loo in the french services – take my advice, leave your glider unpacked. Pack it when you get to the flying site.

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# SHGC Zip wire Reserve deployment, 31 May 2007 at Green Dragons.

Written by Chris

Boniface



As a follow on the successful reserve deployment evening arranged by Matt Pepper in 2006, I decided to have bash at arranging one for 2007. May 31 was the day and I started to post details on the SHGC site in February. I expected a slow take up of the twenty places, as no one wants to book up a possible flyable day 3 months hence. I was correct on that part, but I don't think that anyone expected all twenty places to be taken, everyone to actually turn up on the evening, and an extra seven turn up as well!

A sunny, bright and clear evening put all, 31! (Including 4 GD's students), attending into good spirits.

Firstly Andy Shaw made available the use of several hang frames which many took advantage of to make adjustments to harnesses, stirrups etc and to ask the standard question, "Do you think it should go this way round, or that way"? Assisted by, a growing group's many different opinions, as is the way of, "Free Flyers".

Andy then held a quick introduction followed by a talk/discussion on safety, equipment and procedure. Are you sure which side your reserve handle is on? Where is your reserve located? Side, front, back, under. What type is it? Is it the correct size? When it was last serviced? Who packed it? Have you thrown the reserve set up you currently use before? Will it work when you need it to?

The answer to the last question is, and will be, greatly influenced by the answers of the previous four questions.

How to throw your reserve, Andy recommends, punching outwards and throwing it behind yourself. This generated the debate of, if you're in a spin through it outside etc. But the facts are, you can only throw the reserve to the side that it's on, and to do it as quickly as possible once you've made the decision to throw the washing. Two movements, punch out, and throw back.

A couple of good tips given by others in the group for pre-flights along checking pins and Velcro was to shape the reserve handle, so that it is not crushed against the harness, making it that bit easier to find and hold.



Also, every so often open and re-secure the Velcro fastenings, which can bind incredibly tight over a period of time. We look after our wings so as not to crush it, get it damp or expose it to heat. The same applies to our harnesses, awareness is required of the conditions a packed

reserve chute is kept in.

Off to the aerial slide. GD's were testing the use of their winch to speed up the return of the slide pulley to the launch point. Ten minutes later, after freeing the firmly wedged pulley from betwixed cable and tree, the session started with slightly less use of throttle. The launch point was about 40' high on an embankment and the cable stretched across a rising field to a tractor, which was used as anchor for the cable. Everyone managed to have ago, despite numbers, and (me) were pleased at the prospect of finally finding out what colour their reserve would be. I think some were



a bit envious of others when seeing a boring white reserve open behind them. It seemed, in general conversation at launch, that the majority of those attending had never thrown a reserve chute before. Winners of best launch style must go to the two "hangies" that Super Man'd off the launch. Of all the deployments there were only two that failed due to equipment. One was a rear mounted reserve that the pilot was unable to deploy, examination in the landing field revealed that due to compression of the Velcro flap covering the pins, the pilot had been unable to free the securing pins at the back of the harness, Andy also found that the padding used to pack out the chute compartment had become flat. The other failed deployment was for a drogue chute system, which windmilled and failed to pull out the reserve chute, this was attributed to packing. Andy judged some deployments as a failed due to time taken for the reserve chute to open, these were caused by the pilots either having to use two hands, or by giving the reserve an extra swing etc. Which is the whole point of the event, pilots having an opportunity to experience first hand the forces and efforts required to, "Chuck your washing"! In the landing field Andy performed half a dozen field repacks, and as with most things fun, it takes two to do a decent job. One thing of note, Andy submitted an Incident Notification to the BHPA on the quality of manufacture of a Dudek reserve. Andy was able to break the stitching attaching the lines to the chute canopy by using arm strength only! We inspect our wings, lines, harness and straps, but a reserve chute is purchased and installed without a second thought. Good lessons were learnt by all. To actually know how much effort is needed to pull and throw the reserve, a few smaller pilots will from now on use two hands without hesitation. The inertia felt and caused by swinging about and trying to throw something while suspended. Bubble wrap is no good as padding; it pops and goes flat, use foam if needed. Have your chute regularly serviced.

#### GO ON A RESERVE CHUTE DEPLOYMENT.

Many thanks to Andy Shaw for hosting the SHGC Reserve Night and the members of Green Dragons club who operated the winch, slide and assisted throughout the evening.

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