

Windsock

The Southern Hang Gliding club

Winter 06/07



The Door is always



The Southern club committee has just renewed their association membership with the Glynde social club so all you lucky Southern club pilots can have a drink after a good flight at Caburn, it's a small friendly club/ venue with cheap beer ! This is also the venue where we hold new pilot meetings and our club's monthly meetings. (last Thursday of the month 7.30 -9.30) there are some really good guest speakers who share their secret information and flying tips with you so you can hopefully improve your own flying skills and a better understanding of flying in general. It's also a great place to meet new members and catch up with old friends !! It would be great to see a new bunch of faces at these meetings. The next meeting is Jan 25th 2007 Glynde social club (just along from Airworks opposite the swings)

Editors Bit!



Mark Watts reveals his little secrets about cross country flying.



Southern club and British team member and all round dam good hand and Paraglider pilot, Mark Watts reveals his little secrets about cross country flying. (pay attention Alison !)

Happy New year to you all.

Welcome to the winter edition of Windsock I would like to send my apologies to you all for the lateness of the publication and for the contributors who have had to change ads and articles to keep this current. With one thing or another this edition has been delayed by design problems (me) and going on holiday, a Clock restoration job in Hong Kong 1 week before Christmas. For me It has been a strange year, very little flying, Heart operation and 7 weeks of rain or strong wind.

Highlights of the year was certainly the bike trip to Morocco with the paraglider, for me in 2007 my style of flying will change, I am going light weight but more of that latter.

A big thank you (from all of the SHGC committee) for Nick Creswell for organising our Christmas party which I was told was fun with good food and lots of dancing and the customary trophy giving! I still ponder why only 70 people turn up when we have a membership of over 500? and that's with a huge subsidy on the party!

Maybe we need your views on our feedback string on the forum?

What's new for 2007 ? I am going to do my utmost to get Windsock out on time and do loads of flying.

Next meeting topic Jan 25th

MICHEL CARNET (Twice British hang gliding champion and five times British paramotor champion) Subject to be announced.

February 22nd meeting topic

JOHN TEMPLETON Paragliding Holidays....A Punter's View.

The Glynde Social club, ran a photographic competition during the summer/autumn, the topic was 'flying at Caburn' the participation was good with some really good photos taken. The winner was Carlo Borsattino. Pop into Glynde a have a look yourself

Safety Briefing



I often joke after a period of bad weather about what a 'safe month' it has been. It would be very easy to dismiss this year, with its total crap conditions, in much the same way. However, it does look as if the number of serious incidents has reduced more than just pro-rata with the lack of flying. Thanks are particularly due to our ever-vigilant coaches. I have noticed though that the number of spins appears to be on the increase. Make sure that you can recognise a spin and have the ability to let your hands up and let the glider fly. On no account try to stop the rotation with outside brake.

Winter Winds

With reduced thermal strength, we can generally fly safely in somewhat stronger winds. However, take note that this laminar air tends to be more stratified so the wind gradient near the ground can be more intense as can lee rotors behind almost any obstruction.

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

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

HG pilots should be aware of the increased wind gradient on launch, being sure to take off into clean air with no chance of dropping one wing - even if it means walking a few yards to one side or the other. Also, be particularly fussy about your top landing approaches; make sure you can complete your final turn at good height leading to a straight, wings level final few feet.

Rotors

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

When the wind is 'off' the hill, be aware that vertical features produce 'horizontal rotors' (axis vertical), so again, be aware of where your air is coming from and do not fly behind prominent obstructions such as large chunks of Beachy cliffs or wooded spurs. If the wind is a long way 'off', do not assume that the site will function anything like you are used to. The rotor over the Dyke take-off in a NNE wind is best left well alone, as is the rotor in the cliff bowl at Beachy in a SSW.

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

Low Sun

Don't forget to make due allowance for the low winter sun. With the sun behind you, the guy flying toward you may not be able quickly to see if you are flying toward or away from him! Give him plenty of room. Try not to disturb the pattern of the established soaring 'circuit' if it is at all busy in these sort of conditions.

Coaching and Self-improvement

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

For the more experienced fliers, since there's obviously nothing wrong with your flying (!), it's a great time to get your kit sorted. Brake / flap adjustments. Trim speed. Harness set-up. Relative glider performance assessment. Speed range. Polar plots. Energy conversion. Flying other guy's gliders. - And helping out the aforementioned novices. If they keep getting in your way come spring / summer, it's your fault for not teaching them properly now!

Oh, nearly forgot. Make sure you have enough drinking water; you can get dried out really quickly in all that wind, even without the hot sun. Plus your blood sugar will drop faster in the cold and the wind will tire you, even just standing in it. Take a break now and then for a sandwich and hot tea or similar.

Wishing you all a fun warm-up for the epic new season's flying ahead!

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- 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 has agreed to finance the repair of the winch which is currently under way. So hopefully it will be operational soon and we can continue tow operations and tow endorsement courses. Call D-aviation to book a space on the next course.

● Flying Trips:

Lanzarote - we are returning to Lanzarote for the eighth year. Winter Sun, fun and flying. Luxury villa, guiding, car hire and transfers. Nov 30th - Dec 14th £475 pw.

Algodonales - Spain April & Sept 2007. Intro to mountain flying and developing XC skills for all levels - suit current pilots with 10 hrs +. Also ideal for the more experienced X/C pilot - Book early.

● 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.



Lanzarote 2006:
Special rates for unsupervised pilots and non-flying partners: Call me.

It's a shame (I think) to see that so few SHGC members have entered their cross country flights into the 2006 Southern and/or National Paragliding XC Leagues. I have to wonder why... it's certainly not because only 7 SHGC paraglider pilots have flown cross country this year!

The Southern Paragliding XC League is open to all SHGC members who make paragliding flights in the UK. There is a 'local league' for flights made from SHGC sites. There is either no minimum distance at all, or perhaps it is 5 km.

The UK National Paragliding XC League is open to all paraglider pilots who make paragliding flights in the UK. There minimum distance for is 10km for straight flights, 15km for out and returns, triangles etc.

You don't need a GPS (or GPS track) to enter flights into either the Southern or National Paragliding XC Leagues. You just need take-off and landing coordinates, and witnesses (nothing too serious).

You don't have to pay anything to enter flights into the Southern Paragliding XC League - the SHGC has already paid for all SHGC members to enter! If you want your flights to be entered into the National Paragliding XC League, you have to pay only £5.

To enter your flight(s) into the Southern Paragliding XC League 2006 all you have to do is...

1) Go to the following web link...

Southern Paragliding XC League 2006

<http://www.pgcomps.org.uk/xcleague/xc/view.php?year=2006&leagueView=4>

2) Click on "Enter a flight"

You will be prompted to either Log In or Register (for free).

3) Click on "Register"

4) Under "You have not entered one of our competitions before..." click on the button under "UK XC League".

5) Fill in the online form and then click "Register"

6) Once you have registered, you will be able to enter your flights! Go back to the Southern Paragliding XC League 2006 homepage...

<http://www.pgcomps.org.uk/xcleague/xc/view.php?year=2006&leagueView=4>

7) Click on "Enter a flight" from the links near the top left of the page.

You will need is to work out your landing coordinates in Ordnance Survey Landranger format. The take-off coordinates for all of our sites have already been worked out for you by the SHGC and are on the SHGC website in the members section (see link below).

SHGC sites

http://shgc.php5.truth.posiweb.net/shgc/page/page.php?page_id=97

If anyone would like to enter their paragliding cross country flight(s) into the Southern and/or National Paragliding XC Leagues but is having difficulty doing so, please post a message to me, and the difficulty you're having. I (and others) will try to help you (if we can find the time)!

Carlo Borsattino
Flybubble Paragliding

Morocco

Mission:

Ride to Morocco, paraglide and return in 12 days..

Mission accomplished (just)

After my ordeal with the surgeons knife, a little challenge was needed.

Having not flown Caburn since my operation "even if it was flyable !" It was the dread of walking with full kit !! A change was needed !

Lightweight kit, I have been looking into lightweight gliders, harnesses and reserves, I just chose to dump my full fat harness and went skinny!, (no funny comments)

Steve (Airworks) lent me his Sup Air Alti-rando. This is a light weight, fully supported harness with a front mounted reserve which also turns into the glider ruck-sack.

With a few practice flights at my local, I packed ready for Morocco. Glider, reserve and helmet all sat in the harness/glider bag. Which fitted on the back of my trusted Honda no problem, in fact when I was riding I hardly noticed it at all.

So what about the flying ? Well 4800miles in 12 days didn't give a lot of time flying, in fact about 20 minutes ! It was a very good 20 minutes and I was the only paraglider there! In fact when I landed one guy even started praying ! We got about 2 hrs away from the big site in Agadir where I was hoping to meet the lads at passion paragliding who had flown 12 out of 13 days ranging from smooth coastal soaring to strong thermal's with high cloud base in the mountains but unfortunately with no time to spare we had to head north and ride through the middle atlas mountains.

The bike trip was great, the country was great, the people welcoming and I am going back,! But this time to go flying !

Going back to the light weight harness, it was really comfortable and what a difference carrying all your gear, don't take my word for it, go to your local dealers and try some demo's. Sup air, Woody Valley and Skyline all have lightweight harness's, go on, **get skinny !!**

(Since writing this issue I have read the article, Weekend Warrior in Cross country, have a read !)



Uncluttered beaches just ready to fly!



Wing, harness and reserve neatly packed on the back of my bike 4800mils in 12 days



After I landed he started praying to Mecca!



Ozone Mojo XL (110135kg) DHV1.
Blue with orange and yellow design.
Less than 10 hours only. Purchased Sept 05, from Sussex PG, Excellent condition.
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Gin Gingo vgc lrg harness
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Clearing out my some of my stuff
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Apco Mayday Reserve's 1x18 and 1x16 both 6 years old and recently inspected and in V good condition £150 each
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2006 SHGC Annual Trophies results

Hang Gliding:

Congratulations to Dave Matthews, he single handedly wiped the competition away this year winning all the trophies. (maybe this year poke him in the eye before he takes off ?)

Paragliding: (to find out about how to enter your xc and win trophies for this year, log on to shgc web site and go to xc pages)

Best Newcomer: Richard Chester-Nash

Best Novice XC: Dave Nichols

Longest PG XC: Charlie Merritt

Weekend League: Dave Massie

The Martini League

1st Charlie Merritt 2nd Carlo Borsettino 3rd Aiden Toaise

Paragliding XC in Sussex

1st Carlo Borsettino 2nd Charlie Merritt 3rd Dave Massie

The Coveted Bag of Washing

Although this was not officially awarded, It has been awarded to Paul Watts for cascading 1000m in the West Firlle / Caburn valley

Congratulations to all those who won and for those who have taken part, if you would to participate this year, speak to a club coach who will advise you on how to go about it.

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photograph : crispin rose-innes

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Just after launch, beside the hotel

We're going to Southern India in January and February!

The weather is hot, dry and thermic.
The mornings and evenings are soarable.
Sometimes we fly distance at big altitude.
Sometimes we soar and play wagga.
Sometimes we go to the beach.
Sometimes we swim in the lakes.
We're staying in 3* luxury, at Indian prices.
We're staying in an old British hill station, cool.
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It's suitable for red ribbons to sky gods.
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It'll cost about £700 plus flights (about £3-400).
That's for 2 weeks with full guiding.
Check out: www.2upparagliding.co.uk/trips
Or call Dave on 0788 4072536

91 years, and young at heart

“It was marvellous being up in the air.”

I walk around a lot I didn't get nervous, there's nothing to worry about except falling down and I can do that anytime.”

Reg Rose-Innes 91 years young has become the oldest person in Britain to go paragliding. On a clear winters day he flew with with Owen-latham at Devils Dyke for a 20 minute tandem flight

Afterwards Reg said: “It was marvellous being up in the air. It was a gorgeous view and lovely day, clearly wonderful. I walk around a lot but I don't do much gliding usually. I didn't get nervous, there's nothing to worry about except falling down and I can do that anytime.”

Reg was encouraged to do the tandem flight by his son, Crispin Rose-Innes, who with his wife are members of the Southern club and been flying for seven years. Reg lives on Newhaven Road, Beddingham, so can see paragliders from his house on flyable days and has often wanted to give it a try. Crispin arranged for the flight with 2UpParagliding.co.uk because he thought it would be “a wonderful opportunity for my father to have a go

before he bites the bullet.” 2Up have been waiting for some time to get the perfect weather for Reg to have a go and Sunday couldn't have been better“



The weather was perfect, we were able to soar easily and there was clear blue sky and no one else in the air.” Local pilots will know what a rare thing that is at one of the busiest sites in the Reg clearly enjoyed the flight and was chatting with Owen, the pilot, throughout as well as making jokes with people on the ground. Everything went extremely smoothly. Dave said: “It was a text book take off and a great flight. We even flung the glider about to give a taste of the acrobatics we can do. Reg seemed to love it.”



2UpParagliding.co.uk are hoping to repeat this experience for Reg in the summer. Reg, who will be 92 in February, is enthusiastic to give paragliding another try and Dave and Owen of 2Up would like to take him on a longer and higher flight in the summer months when they would be able to go thermalling as well as soaring the ridge.

Just WHEN YOU THOUGHT YOU HAD READ ABOUT THE FIRLE RECORD

I just found an old write up of Steve Cook's Firle record flight, from the good old days when you could fly through Bournemouth/Southampton, so here it is ! (David Williamson)

JUST WHEN YOU THOUGHT YOU HAD READ ABOUT THE FIRLE RECORD It's smashed again! Steve Cook tells us how he did it

1990 and the Firle record was 32 miles by Ray Sedgewick on an Ace Sport which lasted until 1995 when Ian

Blackmore did 54 miles on a paraglider and landed at mid-day due to very turbulent conditions and a full bladder.

This flight proved that Firle was the site to crack off the big cross countries and sure enough later that year Tony Lucchesi chalked up a nice little 59 miler taking the record back for hang gliders on an Xtralite 137 but Ian's flight still looked very impressive.

looked as if the sea breeze wasn't far away but the gliders were skying out, I started rigging up as quick as possible. Tony arrived, running with his glider - "got up late did we? only a right punter would do that!" We finished rigging just as the gliders fell out of the sky - typical- the wind then picked up and went off to the east, the sea breeze was mixing in, making the thermals broken and rough. Tim Cox took off and managed to get up from the trig point, John Hewitt took off and started to scratch along the ridge. Tony and I waited for better air and watched Finn Kennedy on his paraglider fly straight into the quarry at ridge height - well dodgy. I launched at 12 noon followed by Tony and we glided straight off to the trig point, John started to climb

gull circling at the north end, I arrived at 900 agl to find only a broken 1 up which I was losing height in - poxy bird!

With not a lot of options left, I suicide glided back into the houses and connected with a 3 up, Tony and John were to the south at about 2000amsl in a weak climb. Tony tried to glide to me but got hammered and had to land on the race-course.

John flew over Brighton low, risky, my thermal accelerated to an 8-up and I reached base over the West Pier, a cloud formed north of Hove and I legged it over there - 10-down sink on the glide bang 8-up to base. I could see John had managed to get to the north side of the town and had landed safely. I stayed with the cloud so I could glide over Shore-



1996 and the 3rd attempt of April sees Johnny Carr landing just short of the record, I land in the New Forest for 77 miles and the new record for about 20 minutes. Tony got a climb and manages 82 miles, this was going to be a hard one to beat. but not impossible.

May 6th, the forecast looked pretty average - moderate NE with a band of cloud spreading up from the south. I didn't bother getting up until 9.30 (lazy git) and looked out of the window, blue sky - nice puffy white little cumulus popping!! - f**k...! I got dressed and loaded the glider at the same time, no time for breakfast. Littlehampton to Firle usually takes an hour but today I arrived at Firle after 40 minutes with probably half a dozen speeding tickets.

The wind was smack on but it

and I joined him in a 2-3 up, found a better core and climbed out. Tony joined me and we waffled over the back, a good cloud was forming above us and the thermal increased to a steady 5-up, I climbed through John and arrived at base just north of Newhaven. The sea breeze convergence was coming in from the east and the sky to the west looked a bit flat, I topped out on the leading edge of the cloud and headed off for the leese of Iford where there was a weak cloud. I reached Woodingdean at 2500amsl 8-down on the glide which didn't help much but some weak lift appeared, but I needed a strong climb otherwise in this wind I would end up going over Brighton low and stuck on the coast with nowhere to glide. I headed north to a gully at Moulsecombe where I spotted a sea-

ham airport, a cloud formed to the west of the runway and I arrived there at 4500amsl and climbed to base.

Good clouds had formed on the lee side of the Storrington ridge, again 8-10 down followed by 8-up back to base. Another glide inland would be good but it was blue to the NW and clouds were forming to the SW so I headed to Arundel. I picked up a weak climb which broke up before base so I headed for a better looking piece of sky towards Chichester.

After a long sinky glide I reached some clouds but there was only weak lift which normally I could have worked but the drift to the coast was quite strong so I headed to the NW to a good looking thermal trigger

and arrived at 2000amsl, 8 up appeared (lovely jubbly!) and back to base at 6200amsl. This gave me safe crossing height for Chichester airport.

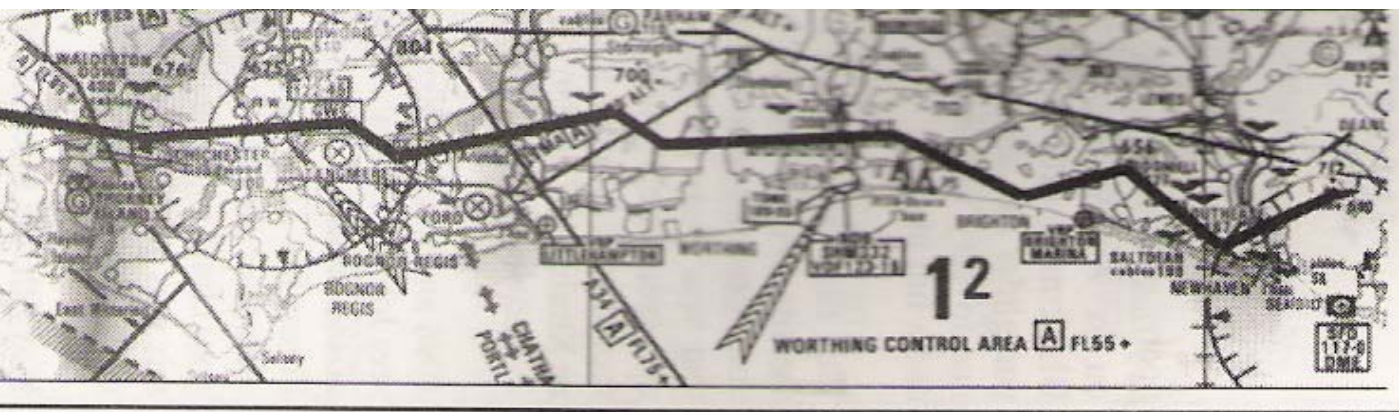
Good clouds had been forming along the M27 which seemed to be augmented, a sea breeze setting off the thermals along the road, but there was no convergence. I reached Havant at base, now with some airspace problems, a danger area at Portsdown, small but from the surface to 6600 and cloud base wasn't high enough to cross over it so I crossed the A3 (M) and glided north west in 10-down sink followed by a bout of free fall off the clock plummeting 4000ft in seconds followed by 4-up, the glider making some strange noises and a sh#t load of Gs pulled, a turbulent 8-up back to base at 6300amsl, Portsdown

at 3500amsl. I couldn't cross here as a landing the other side would be a certainty and so I headed north up the estuary, working weak lift on the way. I waited on the east side for around 10 minutes until a reasonable core came along - 3-up.

I waffled across watching the ferries below, the smoke from their chimneys was going north, I was drifting south, the sea breeze was very close below me so the next glide would have to be inland, I kept watching the sky, trying to work out where the sea breeze might be. Luckily some flecks of convergence formed to the east giving me a rough idea of where the leading edge was, it seemed as if the slope angle was very shallow and so a NNW glide would be in order towards Ashurst.

boomer, three turns gained me over 500ft and I was soon back at base at 6700amsl - the record was now within a glide. I drifted for a while enjoying the view and then glided west to a good cloud.

Bournemouth airport was in the way but another climb to base sorted that out. Some convergence formed to the west of the runway so I headed over there and waffled around working the weak lift. The sky inland seemed to be shutting down and the sea breeze had come in with a vengeance over Poole harbour and had gone miles inland. In a vain attempt to find more lift I headed inland in a NW direction but the air was smooth and smelt of seaweed, bollocks, it was game over yet again and the sea breeze had won.



now out of the way.

The wind was too strong at height to go north around Southampton - 15mph at base coupled with 10 down sink on the glides equals bomb out. So a track between Fareham ATZ and Southampton airport and try to cross the Solent estuary at Hamble, I glided along the M27 working weak lift to stay as high as possible as I could see smoke from an oil refinery chimney blowing towards the north, showing the sea breeze had already cut inland, also the sky was blue.

At this point it looked as if the flight might be all over, my only chance was to get high and glide over the estuary and head inland. I ended up 2 miles south of Hamble

I left the weak lift at around 4000amsl and immediately hit 5 down, then the air became rough and then a smooth 3 down. I was in the sea air, so I changed my heading directly north and pulled on to 40mph hoping my glide was better than the angle of the sea breeze front.

Down to 1800agl the air got rough, back on the edge of the sea air again, I kept heading north finding some weak lift, but nothing was going up.

Now on the edge of the New Forest the tree line seemed to be an obvious trigger, down to about 1000ft the glider nosed down. and got sucked in to the mother of all thermals - an off the clock

I landed in a field so big you could land a jumbo jet in it, well these Topless do glide well. The wind was light south east, a farmer came over and had a chat and then I went off to get retrieved.

Glider: Topless 147 (it's a motor-bike)

Vario: Davron 700 (a small white box that beeps)

Harness: Stealth

Strongest Lift: Mega

Strongest Sink: Loads

Distance: 98 miles

Time: 4 hours 40 minutes

HOW LONG WILL IT LAST?!!

(My Note) Probably forever, now they have taken away the Bournemouth/Southampton exemption!

Members of the Airworks **Red Ribbon Club**



enjoy a bracing
moment on top of
The Long Mynd.....
... in mid August!

ON A WET & WINDY HILL IN SHROPSHIRE

When I obtained my CP last year, like so many other new pilots, I suddenly felt rather isolated and vulnerable standing alone on top of the hill with no real airtime or experience. Airworks school encourages all newly qualified pilots to continue flying with them, but there is that feeling of *not quite belonging*. So I decided to set up the Airworks **Red Ribbon Club** for *any* newly qualified, low airtime, or “rusty” pilots. It’s a very informal group, designed to support and fly with one another to boost confidence and gain useful airtime. Our first official trip was back in mid-August to The Long Mynd. We could hardly have picked a wetter 4 days, but despite everyone telling us there was absolutely *no chance* of flying, we somehow found a 4-hour window of opportunity to fly the Mynd, albeit extended top to bottoms. We also experienced an awesome meteorological display whilst standing on top of the Malvern Hills to the south, when in the space of about 15 minutes the wind turned from the SE at 2mph to 36mph from the NW. This occurred as we watched immense storm clouds sweep over our hill. This swirling, tumbling mass of rotating fury was illuminated from within by flashing lightning, and we were transfixed by its raw beauty... something like a scene out of *Independence Day*. Then a deafening lightning strike 200 metres away into the trees sent us yelling and scurrying 50 metres or so down the hillside, and pinning ourselves as flat as we could on the ground! The heavens suddenly opened up as we realised we were just a bit too near the heart of the storm....but we learnt our lesson!

Bernard Tagliavini.



....Defying
the rain gods.

Our thanks to all at *Beyond Extreme* and the LMSC. Anyone interested in more information about the **RRC** please contact Airworks on 01273 858108 or Bernard on 07958 460616....*it's free to join!*



Owen Latham displays the official **RRC** headwear for coaches: *The Possum Pilot*

Red Ribbon club challenge (Sunday 31 October)



The slightly unusual format of the competition allowed pilots of vastly differing levels of experience to compete in a light-hearted fashion, side by side. A variety of tasks were run simultaneously during the day, which pilots could choose to try as and when they (and the conditions) were ready.



Senior Instructor Owen Latham with 9 yr-old daughter Millie, receiving their 2nd place medal.

Millie managed to score points on the *Daily Inspection Fault-Finding Task* and on the *Airmanship Knowledge Quiz* (thanks go to Mark Dale at the BHPA for specially setting the questions).

She then went on to score (with just a *bit* of help from her dad piloting the tandem) a perfect bulls-eye on the *Accuracy Landing Task!*
A young pilot in the making!



Overall Open Class Winner: Paul Midgley; 2nd place: Owen Latham with his 9yr-old daughter Millie, on their tandem; 3rd place: Lucho Zuidema.

Overall Red Ribbon Club Class Winner: Cally Dresser; 2nd place: Rob Sanderson; 3rd place: Chris Aegerter.

Some of those involved in the first-ever *Airworks Red Ribbon Club Open PG Competition* held at West Firle on the South Downs on 29th October 2006. (From L to R standing: Lucho Zuidema, Paul Midgley, Chris Aegerter, Diana Purdie, "Windy" John Lancaster, Bob Brooks, James Chapman. L to R seated: Rob Sanderson, Bernard Tagliavini.)



DON'T BE A DUMMY!
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DEMOS:
Pro Design Accura 1/2 and Sup'Air Alti-Rando - under 7kg!
Pro Design Accura 1/2 and Thema 1/2-2
Independence Merlin DHV1, Dragon 1/2, Excalibur 2/3
Airwave - All models. Especially recommended the Kiss 1/2!

Himalaya

Group 1 -07/10/07 to 21/10/07 - 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 - 22/10/07 to 8/11/07 - Aimed at low airtime pilots, By the time
you have completed this session you can expect to be a competent XC pilot.

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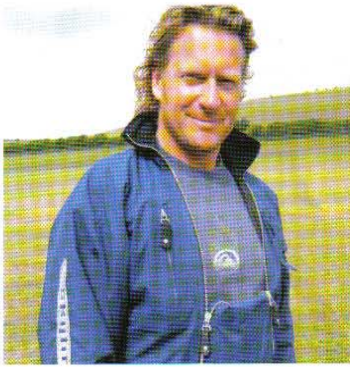
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how to be a better pilot

Tim King, Senior Instructor at Flight Culture UK, begins a new series promoting good paragliding techniques

No 1: Glider preparation

I'm going to start this instructional series by making sure that we understand the basics of learning a new skill. We need to have a clear, realistic, reachable goal for each new skill that we are about to learn. A skill can be defined as 'a learned ability to bring about predetermined results with maximum certainty, often with minimum outlay of time or energy or both.' (Knapp, 1966)

It is very important that when we are learning a new skill, we analyse our failures and successes. It's no good practicing the wrong thing, or not understanding why we went wrong, or simply repeating the same mistakes over and over again. I often see experienced pilots still struggling with the fundamentals of ground handling and launch techniques.

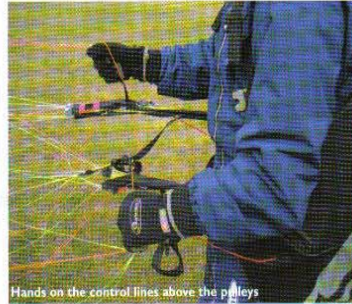
Imagine how you'd feel if you could arrive at your busy take-off with stacks of confidence and ability, with the knowledge that you can launch, in even the strongest conditions, successfully and safely every time. This is what you should be achieving. Imagine boarding your holiday jet to hear the pilot announce, 'Good morning. We hope to take off safely today but we have a bit of a crosswind and I'm not that good at those, so fasten your seat belts and with a bit of luck we'll be off.'

A scary scenario, yet paraglider pilots all round the world put themselves in a similar situation to this, continuously and unnecessarily, every time they go flying. So let's learn and become skilful pilots, rather than just lucky but mediocre ones. None of my instructional features is beyond any one of you, and with effort and patience you can become a safer and more skilful pilot and attain maximum enjoyment from this great pastime.

I'm going to begin with some tips on glider preparation prior to inflation. Without good preparation any success will be due more to luck than skill. Our goal is to achieve a symmetrical, well-balanced 'wall'. Cutting corners at this stage will lead to an inflation that will not come up squarely - a perfect wall is the keystone of a successful inflation.

We must be in control of our wing right from the beginning so let's look at the key points:

- Hands on control lines above the pulleys as soon as we have turned to face the glider. This is better than holding the handles because we can gain a faster response from the wing and achieve longer brake line travel if required.
- Use a combination of your body and hands to pull on the risers to inflate the glider - but don't allow the trailing edge to leave the ground.

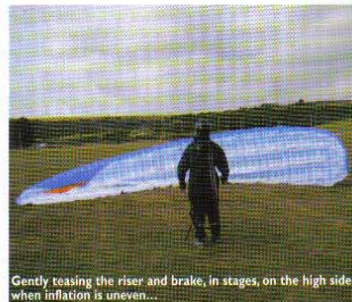


Hands on the control lines above the pulleys

- Maintain your ground. Don't allow yourself to be pulled around the take-off.
- Shoulders parallel to the wing, wind straight onto your back and glider perpendicular to the wind.
- Leading edge of glider curved so that the centre is higher than the tips and is symmetrical.
- Knees slightly bent and lines tensioned with body weight, leaning back slightly.
- Some brake applied, but not so much that the wind gets under the trailing edge.

It's important that we build the wall gradually. If we try to do it all in one go then things can start to get out of hand. It is much harder when you are on a slope with a lifting element to the air because the glider wants to start flying before you may be ready. In these conditions it may only be necessary to use your body to tension the risers to build the wall whilst your hands have a balancing effect, tensioning the brakes.

If one half of the wing is really messed up but the other half is OK, we need to use the air in the inflated side and work it through the glider to inflate the scrunched-up side. We can do this by teasing the riser upwards on the inflated side, in combination with the brake on the same side. Just lifting the riser on the inflated side will make that wing rise and rotate over, so we need to hold it back with its brake.



Gently teasing the riser and brake, in stages, on the high side when inflation is uneven...

Teasing the riser upwards and then applying the brake will push the air through the wing gradually

and controllably whilst keeping the wing near the ground. Do this in several stages, and be ready with the brake on the other side because when this wing finally inflates we need to be in a position to arrest it.



...will bring gradually bring the wing level

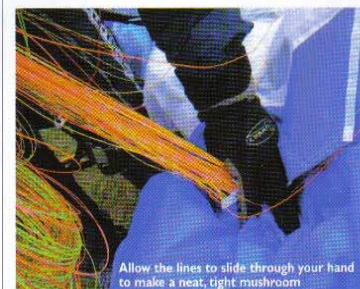
With all these key points in place, you should find your self in a commanding, confident and balanced position.

What can go wrong?

If the wing starts to get the better of you and keeps pulsing upwards, then just pull the C-risers enough to kill the lift. Keep the control lines in your hands all the time, stay calm and do not rush. Remember, don't fight the glider - the more you pull and tension it, the more force it will generate. Move towards it a little to regain a balance. If you want to stop everything, run up the side of the wing towards a wingtip whilst pulling the brakes and control will be regained.

Finally, when 'mushrooming' the glider, take the largest coils as you can with the lines whilst walking towards and up the side of the wing. To finish, push the tips down and allow the lines to slide through your other hand to make a nice neat, tight mushroom. When you place the wing back on the ground, have the centre leading edge exposed so that your wall can be built easily.

Top tip: Stay square and facing the wing, whilst balancing it with tension on the lines with your body via the risers.



Allow the lines to slide through your hand to make a neat, tight mushroom

Next month: completing the Reverse Launch

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