

Windsock

The Magazine of the Southern Hang Gliding Club

End of the season yet?

For me it feels like the end of the season was in July but when I looked back at the flight diaries I was surprised to see we have had well over forty flying days in the club since beginning of August. I missed nearly all of them but hopefully you all have loads of logbook entries since the summer. Highlights included in August, one of the best club flights this year (or many years), when Carlo flew 145k from Coombe Gibbet to Beach Head. During September Johnny did two nice flights from the Dyke – 75 then 76k's and Lauren put in 62k to Bodiam Castle. Hang glider aerotowing is getting lots of good press and Scott reported on an epic day in August. We had another big day mid-October with loads of height around but no big distances. November hasn't been too bad and in the past December has produced some nice days near Christmas so it's not quite over yet. If you are starting to plan your day's off for next year then you can't go far wrong with time off in May, June and September with loads of airtime guaranteed!

Simon Phipps

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Bits and Pieces

Aerotow Group

Members of this hang glider tow group have had some really good flying this year, with hundreds of flights clocked up at Plumpton. It's been useful on light wind days both to get airborne and to minimise congestion at the Dyke. A recent problem has developed with the tug wing, which will either need replacement or recovering. The Committee has given the OK to Ozzie to go ahead but this is easier said than done as the material and replacement wing are difficult to get hold of.

Hang glider landings at the Dyke

A recent incident reminded us how dangerous it can be to land near the lip of the North Bowl at the Dyke. A hang glider made a landing approach in strong winds but came to grief in rough air on touch-down at the lip of the slope. Fortunately only minor injuries were sustained. Paragliders usually get away with it because their

wings are above the rough air at this point and usually it is less windy when they are flying in any case.

Winter sun

Every year around this time, pilots report difficulty in seeing where they are going when flying into sun – and this year in no exception! When you are flying towards the low sun it can be extremely difficult to see where you are going, even when sporting your new D&G sunglasses. We all breath a sigh of relief when we turn down-sun but remember that at this stage the pilots coming towards you probably can't see you because the sun will now be in their eyes.

Newhaven Cliff run

These flights will not be valid for the club XC leagues for the coming year's leagues. This only applies to the Newhaven run and not other cliff runs.

Christmas Party

Many thanks to Catherine for arranging the Christmas Dinner at the Abergavenny Arms in Rodmell. Fine food, good, company and unusual dancing was the order of the night.

2012 Awards

Every year the Committee present awards to members with the best achievements over the year. It was with great excitement that this year's awards were presented at the Christmas dinner on 15 December. Golden Globe Awards eat you heart out!

Hang Gliders

Sussex XC League

Johnny Carr

Martini League

Johnny Carr

Sussex Weekend League

Johnny Carr

Most Improved Pilot

Luke Nicol

Best Newcomer

John Birchall

Winter League

John Young

Paragliders

Sussex XC League

Carlo Borsattino

Martini League

Carlo Borsattino

Sussex Weekend League

Greg Hamerton

Longest XC

Carlo Borsattino

Most Improved Pilot

Catherine Castle

Best Newcomer

Steve Walker

Outstanding Achievement Award

Johnny Carr

A Cracking September

Johnny Carr recalls a few more epic 2012 flights



2012 has been widely considered one of the worst years on record for cross country flying. I would agree that certainly the main summer months were indeed very poor giving few opportunities for going XC. I started my Sussex XC season on a very positive note with my record breaking flight from the Dyke to Butser hill and back on the 12th May, (108.6 km.) followed by a flight to Lydd a few days later on the 16th, (80.09 km.) Then as most of us found - the weather dictated the summer flying. It would have been all too easy as the middle of September arrived to assume it was all over.

I have been determined this year to leave the hill and attempt an XC whenever possible so I went out on the 18th September as it looked like a reasonable forecast at the Dyke. It was one of those days that was good for a while when I arrived and then went pretty flat by the time I was ready to launch. By the time I did get up to about 3500' it was about 3pm. The next cloud looked out of reach as it was beyond Ditchling Beacon. I decided to head back towards the Dyke, the cloud I was under was huge and over developed. I realised I may have made a big error as it appeared the whole area was in shade. I was sinking like a brick and searched frantically for a piece of air that may still have been feeding a part of the cloud. Over the A27 near Portslade I found some weak lift but I didn't care it was weak, at least the sink had stopped; I was now able to concentrate on staying in the air. Patience paid off and as I reached 3500'ft again I was very relieved. The sky had changed and a cloud had formed over Hollingbury, and was within reach. The lift here was weak and short lived so I headed off towards the coast to another cloud. As I got low again near Rottingdean I found the lift. I climbed well here and got to cloud base at 5000' but I was right over the coast.

The wind was moderate north-west and I could see the danger of being pinned along the coast so I glided inland to a cloud that was forming over the back of Bo-Peep. It was newly formed and looked a peach so I headed to it and got up again. I had to make a big decision at this point. Do I go for distance which would guarantee me a flight to Pevensy and no further, or do I head inland to Hailsham to a cloud street that had now formed? It was a long glide and I would arrive pretty low and there was distinct possibility that I would land there. If I did manage to get up it would guarantee a longer XC. I pulled in a headed up-wind. It seemed a long way as I glided in persistent sink and I was questioning whether I had made the right decision. I eventually arrived to the south of Hailsham and the cloud street was above me now. I searched around until I found a weak climb I was about 800ft so I couldn't be too choosy. It was one of those thermals that I kept losing but I searched around and found it briefly then lost it again. This went on for ages, lift everywhere in places but broken. I eventually reached about 2500' before I gave up and went to a more positive looking part of the sky. It was more towards the coast but I had little choice as I needed to get back up to 5000' again and although it was about 4.30pm the sky still had that potential. I got the climb and was 5000' over Pevensy.

I felt I would struggle to clear Hastings as by now the wind had picked up and was now quite a brisk north-westerly. This was indicated on the ground by a large fire with a lot of smoke being blown almost horizontally. I was down to about 900' when I got a solid climb back to 5000' on the outskirts of Hastings. It was getting on for 5pm and that was the last cloud that was anywhere within reach I headed off for maximum distance towards Rye. I did a perfect landing on the beach at Winchelsea. The wind was pretty strong as I landed next to a flag pole with the flag blowing strongly out to sea. Given the time of year and the time of day I was well satisfied with that. All this time my lovely lady Fran was following my progress in the car and was there to pick me up within 15 minutes of landing. It doesn't get much better than that.



On the 22nd of September I flew from the Dyke to just short of Harting and on the 29th of September flew from the Dyke, past Rye and landed near the wind farm.

September 2012 - a good month indeed

The Big One

Adrian Leppard prepares for an epic flight



200 Pilots

Mount Kilimangaro

\$1m for charity

Brilliant or crazy = Only time will tell!

Well it seemed a great idea at the time but now it's only 2 months away I'm in the process of slapping myself round the face saying 'how did you get yourself into this'. But I suppose any true adventure is going to feel like that, otherwise it's not a true adventure.

The Wings of Kilimangaro is the vision of Australian Adrian McCrae. He's been flying for about five years but travelling the world for much longer than that. When he first climbed it he was struck by the beauty of the mountain but also the beauty of the African people. The communities around that part of Tanzania are some of the poorest in Africa and in the hardest hit villages over 50% of children die before reaching the age of five.

Once he started flying, Adrian knew he wanted to fly from Kilimangaro but the Tanzanian Government have never given formal permission, although that hasn't stopped a dozen or so flyers getting through the Park security and launching from the summit over the years. This is the measure of the man. He spent nearly two years convincing the African government to give permission. It was a straight forward deal. I'll find two hundred pilots who are all willing to raise at least \$5000 each and between us we'll give \$1 Million dollars to charities that support those communities in Tanzania. That was the first thing I hung onto when I started doubting myself. This could really make a difference to people who really need it. It's time for me to give something back.



Getting everything else sorted has been a real challenge for the team but now we're on, with African Aviation Authority approval, a dedicated rescue helicopter, medical and meteorologists. We've got over 100 pilots already and if we make the full count, the group going up the Mountain with porters and support will be over 1000 strong. Record number one, this will be the largest group to have ever climbed Kilimangaro!

And what about the climbing and flying. Well it aint no 'walk in the park' from what I can gather and I have to admit to being a little nervous. Kili is the largest free standing mountain in the world and whilst there is no technical climbing (thank goodness) the summit is at 19,000 ft where altitude and cold (-16!) is a real crippler. About 25% of people who attempt it don't make it due to acute mountain sickness or other ailments. That's why we are taking a full seven days to really acclimatise. We start the climb on the 27th January and will attempt to launch from the summit between 5th to 8th February. All pilots will launch with a minute or two clearance in one stream. Hmmm, well that's the plan, and you need one to start with but I reckon with so many variables and



The recce

unknowns we'll be adapting a fair bit. There's plenty of on line discussion about altitude drugs, Malaria, oxygen, thermals etc. The team are only expecting experienced pilots and we know the launch in that thin air will be trickier than normal. Fortunately the weather is fairly constant at that time of the year and we can anticipate a 20mph wind strength which is what we'll need to launch in air that thin. We know the launch site as Adrian and the Team made a recce climb earlier this year. Here's a hyper-link to the National Geographic website article of the Recce Trip.

<http://adventureblog.nationalgeographic.com/2012/08/22/wings-of-kilimanjaro-prepping-to-paraglide-down-africas-tallest-mountain-part-1/>

Why am I taking part? A bloody good question which I keep asking myself now! Well rather than the mountaineer's answer 'because it's there!', I suppose for me it's a little more personal but fairly common. It's called a 'mid life crisis'. After buying the obligatory motorcycle and then reaching fifty I thought to myself, I want a challenge. I want to do something that pushes me to my physical and mental limit. I absolutely love paragliding and it's been a big part of my life for over fifteen years. When I read about 'The Wings of Kilimangaro' challenge combining the adventure with the philanthropic commitment to communities in Africa, it just seemed perfect.

That was when I signed up six months ago and each day that gets closer it seems all too real. Getting -16

degrees kit together, including sleeping bags, down jackets etc is now a reality and also the final push for the sponsorship. On top of that we've all got to cover our \$3-4000 costs and of course get out to Africa so guest what....I've sold the motorbike!

There's still room for more pilots if you want to take part and of course there's an opportunity for you to sponsor any of the pilots or indeed the expedition itself. All the details are on the website including how to sponsor the pilots (oh did I say that already).

<http://wingsofkilimanjaro.com/index.php/about-wings-of-kilimanjaro/frequently-asked-questions/>

Am I going, definitely, I've bought the air ticket now so I'm committed. Will I make it to the top. I just don't know. I'm doing a bit more training in the gym and jogging now, but the altitude is a real lottery and who knows who'll get hit. Will we be able to launch. I hope so but we're weather dependent of course and mountains tend to always be in control! Am I confident, yes, am I nervous, yes, am I mad, quite possibly. But then I am a Paraglider pilot so what do you expect!



Hang Glider thugs

Police in California are hunting for a pack of hang glider pilots who terrorised an elderly couple flying their hot air balloon recently. Sergeant O'Neill from the state's highway patrol urged witnesses to come forward (report The Onion)



Winter Safety Briefing

Steve Purdie from **Airworks** gives a few top tips



Paragliders: ALWAYS STAND PROPERLY WELL BEFORE LANDING This applies to all landings and means sliding off the seat and adopting a PLF position, with ankles directly below the shoulders and hips and the knees slightly bent. Under no circumstances lift your legs to land on your backside. EVER!

Hang gliders: Just because the paragliders land somewhere safely does not mean that hang gliders can land there. You may well find a low rotor which paraglider wings are too tall to encounter. Don't land just behind the edge of the bowl at the Dyke, nor the close behind the scarps of Swanborough, High & Over and Newhaven. Especially if the wind is strong!

It's Cold!

Winter is very nearly upon us, though again it feels like it has arrived on Ashdown already - it was -4 C yesterday morning and the birds were still standing on the frozen lake when I drove home.

This cold is one of winter's biggest hazards, dulling the senses and immobilising the hands. The easiest way to overcome it is to wear plenty of layers but importantly avoid getting your hands too cold in the first place:

- When rigging your kit, wear thin gloves at least.
- If you have chilled down, jump back in the car and warm up before flight because you certainly won't warm up in flight!
- Use hand warmers. If you don't like them in your gloves, put them on your wrists, they do help a lot. Electrically heated gloves are well worth considering.
- Land frequently to defrost.

Low Sun

Ensure you have clean and unscratched sunglasses. It is often helpful to shade your eyes with a hand while flying a paraglider. This is more difficult on a hangie, but anyway, they are usually looking down on the paragliders at this time of year.

Everyone needs to be aware of how invisible hang gliders become in the low sun. Paraglider pilots should give them space to climb above you. Every pilot should assume that they cannot be seen when the gliders approaching them are not coming from the sun.

Driving

The roads up to both Firlie and Bo Peep become very icy. If you drive carefully at a moderate speed and in second or so you may be able to drive up without significant wheelspin. If however you do set the wheels spinning, then you will polish the ice nicely, making it much harder for later vehicles to get up and, more importantly, for the early birds to get down.

Avoid abandoning vehicles half way up as they have been struck by descending vehicles. If you are not confident on the ice, park at the bottom and walk up. If the ice is polished use the verges when descending as this can help stop the vehicle running away.

The last bend on the road up to the Dyke suffers from black ice.

Inversions

Strong inversions are commonplace in the winter. These can act as 'glass ceilings/floors' at heights both above and below launch.

The effects of these include a lack of lift for a given windspeed, a marked wind gradient, very strong compression, significant changes in wind direction, strength and smoothness, especially as they change through the day.

Desperation

Probably the biggest hazard, as always, is the human factor. You may have had a long lay off waiting for flyable conditions at the weekend. Consider watching the forecast and planning a midweek day flying. At this time of year the forecasts are at their most reliable and there is little to beat the beauty of a long soaring flight on a crisp winter's day. When you get to the hill, if it is too windy, don't push your luck, the hill will still be there tomorrow!

The winter months still offer great flying conditions, with ice-cream smooth dynamic lift and the gentlest of thermal practice. Keeping going through the dark days of winter will keep your skills up so that come next spring you'll be ready to deal with the snotty little thermals. My earliest XC was on a Feb 21st so there really isn't long when it is not possible to climb out. There's a gauntlet for you all!

For those of you thinking of changing kit now is the best time of year to do so. You maximise the time available in smooth conditions to get to know your new glider or harness before the mayhem of springtime.

Steve Purdie SHGC Safety Officer

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- Himalaya October 2012 - Thermalling & XC training for new pilots and XC training for advanced pilots.
 - Alpine Adventure February 2013 - Paragliding, skiing, snowboarding, speed riding.
 - SIV May 2013 – SIV in the first world, Lake Annecy, France.
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Is there really a Santa?

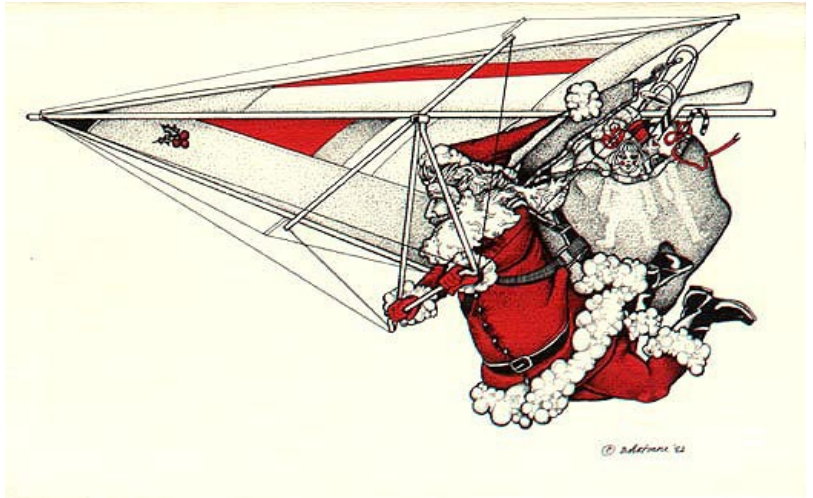
Windsock can exclusively reveal the answer to this age old question

As it's nearly Christmas it must be time to revisit the age old question - does Santa really exist? Using special scientific techniques it can now be proved once and for all.

Let's assume that Santa only visits those who are children in the eyes of the law - that is those under the age of 18. There are roughly 2 billion such individuals in the world.

However, Santa started his annual activities long before diversity and equal opportunity were invented, and as a result he doesn't handle Muslim, Hindu, Jewish, Buddhist or Pentecostal-Hopper children. That reduces his workload to a mere 15% of the total - around 378 million. However, the crucial figure is not the number of children but the number of

homes Santa has to visit. According to the census data, the average size of a family in the world is 3.5 children per household. Thus, Santa has to visit 108,000,000 individual homes. Santa only visits good children, but we can assume that on average, at least one child of the 3.5 in each home is good.



By travelling east to west Santa can take advantage of the different time zones, and that gives him 24 hours. Santa can complete the job if he averages 1250 household visits per second. In other words, for each Christian household with at least one good child, Santa has 1/1250th of a second to park his sleigh, dismount, slide down the chimney, fill the stockings, distribute the remaining presents under the tree, eat the cookies, sip the milk that have been left out for him, climb back up the chimney, get back onto the sleigh, and move on to the next house. Oh yes - and the reindeer have to take a bite out of one of the carrots left out by the excited children. To keep the maths simple, let's assume that these 108 million stops are evenly distributed around the earth. That means Santa is faced with a mean distance between households of around 0.75 miles, and the total distance Santa must travel is just over 75 million miles. Hence Santa's sleigh must be moving at 650 miles per second -- 3,000 times the speed of sound. A typical reindeer can run at 15 miles per hour.

What happens when we take into account the payload on the sleigh? Assuming that the average weight of presents Santa delivers to each child is 2 pounds, the sleigh is carrying 321,300 tons -- and that's not counting Santa himself, who judging by all those familiar pictures, is no lightweight. On land, a reindeer can pull no more than 300 pounds. Of course, Santa's reindeer can fly. (true, no known species of reindeer can fly. However, biologists estimate that there are some 300,000 species of living organisms yet to be classified, and while most of these are insects and germs, we cannot completely rule out flying reindeer.) There is a lack of reliable data on flying reindeer, but let's assume that a good specimen can pull ten times as much as a normal reindeer. This means that Santa needs 214,200 reindeer. Thus, the total weight of this airborne transportation system is in excess of 350,000 tons, or nearly five times the weight of Johnny Vegas.

350,000 tons traveling at 650 miles per second creates enormous air resistance, and this will heat the reindeer up in the same fashion as a spacecraft re-entering the earth's atmosphere. The two reindeer in the lead pair will each absorb some 14.3 quintillion joules of energy per second. In the absence of a NASA-designed heat shield, this will cause them to burst into flames spontaneously, exposing the pair behind them. The result will be a rapid series of deafening sonic booms, as the entire reindeer team is vaporized within 4.26 thousandths of a second. Meanwhile, Santa himself will be subjected to centrifugal forces 17,500 times greater than gravity.

So after all of that - does Santa exist? Of course he does, otherwise how would our presents get delivered?

You saw it here first

'Crazy' Bob Barlow shows off his latest invention

Having no car is no barrier to having a day out with your hang glider. Bob was determined not to let anything spoil his day at the Dyke – his BSA 600 and side car did the trick. He had just brought the glider from Dave Watts. Dave promised that it was almost this year's latest model.



"Yes the waffle sprocket goes in this way" Observers noted that Dave did not offer to test fly it

Pilotage Masterclass

Veteran member and Ace pilot Freddy 'Peregrine' Molehusband gives away his secrets to maintaining a happy marriage

Relationships are important in all walks of life, but even more so when you're at the top of your game as a record breaking and much admired pilot (like me). The most important friendships are of course with your fellow pilots. I gave a few tips some months ago on how you can pluck up courage and talk to someone else on the hill. This month I intend to focus on the relationships of secondary importance, such as with a wife, husband or partner. Don't be so fast to dismiss these people as completely irrelevant! Ground dwellers very occasionally have their good points too. Just remember who it is that sorts out your equipment when you leave it in the middle of the floor, picks up the rabbit droppings and grass seeds off the carpet when they fell out of your harness last week, makes your sandwiches and polishes your trophies. Using my special techniques we can make them feel special and important to us even when we are miles away having a much better time than if we were at home with them.

All of this starts when you decide to learn to free fly. If your job is Monday to Friday then you will have to develop a strategy allowing you to keep every weekend free for the foreseeable future while you complete your training. Your wife (I will refer only to wives or 'them' for ease of learning) may be one of those selfish, self-centred people who thinks only of themselves. These 'me me me's' take exception to never being able to plan ahead to do anything with you on one of your days off. You can explain that this situation will only be for a short time while you are doing your training. Little do they know eh? If they carry on moaning about your lack of commitment to them, you need to sort things out quickly before it impacts on your new flying career. If your relationship is relatively new (as a guide - say less than twenty-five years) you can gently dump them and spend the money you save on a flying holiday. If you prefer not to do this then you will just have to get them used to never seeing you again for a whole day. This will be the case except for days with forecasts of heavy rain, wind speeds over 60mph or at night. To be on the safe side you had better make this any of your days off for the next fifteen years.

So you start your training. At about this time they will notice that all sorts of new gadgets and flying equipment will start to appear. It won't take long for them to link this to a reduction in disposable family income and start to moan about the money you are spending. I have found the best tactic to deal with both of these issues is to use 'safety' concerns as the reason you are spending so much time and money on your new sport. You should tell them that if you don't practice flying regularly then this will increase the risk of injury. Your new flying equipment and instruments for the same reason. They wouldn't want you to have an accident because you brought sub-standard equipment would they? Put new passwords on your eBay and PayPal accounts just to be on the safe side so they can't see what you're buying. You will also have to tell them you have checked your personal insurance and are covered for flying accidents (normally a lie but needs must).

Once you are qualified to fly in the club on your own, your other-half may have ideas about the need to support you in your new hobby and come along and watch you. It may be an idea to let them come with you once or twice so they learn the hard way that this is no spectator sport. They can share the thrill of your wing assembly, checks and take off. After that you will only be a speck in the distance while the wind chill does its work on wifey over the next few hours. Hang glider pilots should not let their wives act as 'nose man'. On every little gust they will ask a combination of 'don't you think it's too dangerous', 'do you really think it's safe to fly', 'why is no-one else taking off' and 'I thought you said we were going to go shopping'. At this stage everyone else will be at cloudbase. If they want to come with you again best you refer to para1 for my tips on how to dump them.

In my early days I took Mrs Molehusband out on a dream day to Bell Hill to share the pleasure of my day's flying. We sat in the car for a couple of hours waiting for the rain to stop, while the wind rocked it from side to side. I went out to check conditions and my wife dutifully followed. Within two steps her shoe was embedded in a moist cow pat. She didn't come again.

The next skill area for developing pilots is how to explain away all of the accidents without the wife getting too concerned about your safety. At first you will probably go home just worn out after a good day. However, every now and then there will be a graze, bruise, torn trouser or worse to explain away. If you don't deal with the questions and concerns promptly, before long they will be putting pressure on you to stop all together because they think it's far too dangerous. For minor cuts and bruises you can normally blame a trip over on a rabbit hole or undone shoelace. Broken bones are more tricky to explain but it is useful to keep an atmosphere of flying

being safe. Perhaps your arm is broken because you slipped on the grass after arrival or you fell while running to the assistance of a less able pilot. To keep them off your case you should maintain that accidents only ever happen to other less skilled pilots. If your wife gets to hear of an accident, or worse, witnesses one it is useful for you to give detailed analysis explaining why this exceptionally low airtime pilot made a mistake and why it could never happen to you. Don't let your them read Skywings without checking out the content first.

Occasionally I meet pilots whose wives or partners are also freeflyers. This is most unfortunate because when you return home after another classic record breaking flight – your dinner won't be ready. In the most serious cases you might even have to cook it yourself.

It is helpful to be out of contact during the day. You need to wean your other half off of being able to call you whenever they want to hear the sound of your voice or a light bulb needs changing. The alternative is that your phone will ring at some critical moment at take off. You don't answer it - so they spend the rest of the day worrying that something bad has happened. When you arrive home and they realise that everything is OK it will turn into row night because you didn't have the courtesy to abort your take off and answer the phone and they have been worried about you etc etc etc For they same reasons don't commit to being home at a particular time or even specify the day you will be back.

So to summarise my top tips to keeping happy relationships as a free flyer:-

Don't EVER expect your wife to come to the hill and watch you fly

Don't EVER EVER give her reason to think that this sport might be dangerous

Don't EVER EVER EVER commit yourself to doing anything other than flying on a day off work

Fantasy Site Guide

Colley Hill - another new SW ridge on the North Downs close to London

OS Grid reference:- TQ2452

Wind direction:- SSE - SSW

Take- off height:- 756 ft

Height top-to- bottom:- 500 ft

Site pilot rating:- CP

Training:- Permitted

Nearest telephone:- no public telephone

Airspace restrictions:- London TMA base 2500ft

Description:- Colley Hill is a summit of the North Downs and the sixth highest point in Surrey. It is managed by the National Trust. This is one of the closest slopes to London and rivals the South Downs for lift, having one of the steepest slopes on the North Downs. It works best in S or SSW. Ridge runs are possible to west to Box Hill before crossing the 'Dorking Gap' and a further ten miles to Guildford. Alternatively fly east to circumnavigate London then continue north to Scotland. If the centre of the low pressure system is level with The Azores then you should be able to reach The Faroes. If the low is north of The Azores then you might make it to Iceland.

Site Rules:- Use care when passing through Margery Lane as there are frequently horse riders using the road. Close all gates as cattle graze the downs. Do not overfly the M25.

Car parking:- From the A217 turn left into Margery Lane. The NT car park is at the end of the lane. NT members park free otherwise it is a pay by phone service. Walk along the footpath at the back of the car park, cross the foot bridge over the M25 and you will soon be at take off.

Take-Off:- There are three take off areas. The take off you get to first is best for a southerley breeze. if the wind is more towards SW then turn left where the path ends onto the large field and you will soon come to the Inglis Folly. Take off here. The third take off is the east side of the bowl at Saddle Knob and is suitable for SSE/S winds.



John Young checks take-off for hazards – and any loose change left around

Landing:- You should be able to land back at take off. There are plenty of slope landing options but be warned the hill is pretty steep. If you find yourself getting low the best option is to fly to the west side of the main bowl where the slope is less steep and grassy. There is also a landing option on the pimple – about $\frac{3}{4}$ of the height of the main hill. Bottom landings are best avoided as options are limited. The main field below take off is fairly small and turbulent in stronger winds. There are many more bottom landing options to the west of take off but you will not reach these in a straight glide from take off.



Hazards:- There can be a fair bit of turbulence on this site, especially if the wind is going around towards SW. There are a few bushes on the edge of take off, which can cause turbulence in stronger winds. Most of the slope has been cleared of bushes although some areas of low brambles remain. The slope is steep and can be a tough walk up.



Services:- A short east walk along the ridge brings you to the main Wray Lane car park. Toilets and refreshments are available here but the National Trust Warden will probably bring you a cup of tea in the landing field anyhow.

THIS IS ANOTHER OF MY FANTASIES - DO NOT FLY COLLEY HILL

It is not a SHGC site and we do not have any agreements to fly there

Dear Peregrine,

Ace pilot Peregrine Molehusband takes time out between top secret missions to give advice on your problems.

Dear Peregrine,

At your grand age don't you worry about picking up injuries when you're flying

Peregrine replies:

As I explained last month, I keep myself fit and in tiptop shape. I did have to go to the doctors last week and told him I had hurt my arm in several places, He told me not to go there anymore". I'm pleased to say that I'm still having sex at seventy-four. I live at 78 so it's no distance at all. Someone asked recently if I would run a marathon for disabled children. I said 'no' but then I thought 'hang on – I could win that one". I support local sporting charities too. The man next door was collecting for a swimming pool so I gave him a glass of water. I passed a runner the other day and he had pulled a muscle and was starting to limp. He asked me for a lift 'certainly' I replied 'you look great and you the world's your oyster'. Keep yourself looking and smelling good. I went into a chemist last weekend and asked for deodorant. 'ball or aerosol?' he asked 'neither – it's for my armpits'

Q My boyfriend and I haven't been getting on recently and I think it might be time to end our relationship. Do you have any tips on how I can do this without hurting his feelings too much.

Peregrine replies: It really depends on how long you have known him. If your relationship is still fairly new – say less than fifteen years, then a brief email or text should suffice. For anything longer then sit down face-to-face somewhere you won't be interrupted but can make a hasty getaway (e.g. International Space Station, bad. Park bench, good). Explain that you've just come from a medical appointment and you've got a touch – just a touch of leprosy. The doctor says that a twenty-five year course of pills might clear it up - maybe. Scratch your wrists vigorously then reach for their hand for comfort. That should do the trick. Mrs Molehusband is still deliriously happy with our relationship. I give her little treats like taking her down the shops every now and then . We went out to a posh restaurant last week. The waiter asked if I had a reservation?' I said 'I've heard the food here is quite expensive'. We had pelican to eat - the bill was enormous. When it came to dessert I asked what flavour ice cream they had. The waiter replied in a very hoarse voice "vanilla, strawberry or plain" I asked him if he had laryngitis. He said "No, vanilla, strawberry or plain". While we were there a large group came in. An Englishman, Irishman, Scotsman, Frenchman, American, Japanese, Indian, Pakistani and South African tried to get a table - the waiter said 'sorry but you can't come in without a Thai.

Q My mother-in-law says I should spend more time at home with the family instead of going flying – what do you think?

Peregrine replies: I have much the same problem with mine but I haven't really spoken to her properly about it for years - I don't like to interrupt her. She is a bit poorly at the moment because she fell down a wishing well. I was amazed, I never knew they worked. My mother-in-law is a big woman. I don't have any pictures of her, but I do have a map. She got run over and the driver said he had enough room to get around her but he didn't have enough petrol. I was explaining to her the other day that some people believe that when they die they get reincarnated and come back as a different creature. She said she would like to come back as a cow. She obviously wasn't listening properly. We were at an ATM and she asked me to check her balance – so I pushed her over. I went to the chemist to get some sleeping pills for her" They asked 'why?'. I explained that she'd woken up. Experts have now discovered the ideal weight for a mother-in-law - about 2.3lbs, including the urn.

The end

Happy Christmas and fly safe. Keep those articles coming in to me at simon.phipps3@ntlworld.com

Simon