

Windsock

The Magazine of the Southern Hang Gliding Club

End of the Summer?

While the moaning minnies (including me) have been going on about the bad weather there have been some great things happening around us. Mark Watts winning the PWC is a fantastic achievement and shows what great pilots the SHGC can produce – well done Mark. As I write this I've just seen that Carlo flew 145k from Coombe Gibbet to Beachy. Lauren flew 62k to Bodiam Castle, Scott's cracked the hundred hours marker on his HG, we now know how to use XCSOAR thanks to Lauren's instruction and a great time was had by all at the BBQ. Well done all around. It's going to be a great Autumn and they seem to be getting better every year thanks to smaller ice caps.

Simon Phipps

In this edition

Special report on the epic August weekend at the top of Mt Blanc

Grita Rose-Innes talks about her great XC from the Dyke to Hailsham

Rob Chisholm from **Freeflight Paragliding**, **Charlie Hartley** and **Matt York** do the Brighton run

Carlo Borsattino from **Flybubble** helps us to reduce flying risks through better weather forecasting

Steve Purdie from **Airworks** clarifies the current rules on thermalling

All new **Fantasy Site Guide** – Box Hill

Veteran Ace pilot '**Peregrine**' **Molehusband** gives advice on how to avoid going XC and your other problems

Bits and Pieces

Thermalling Convention

Much discussion has been had among the Committee after the right-hand thermalling rule was raised at the last AGM. It is decided that the rule should remain in place. Circle only to the right below 1500ft msl on all SHGC sites to maximise safety in crowded conditions. More of this below.

Hang Glider Distress Signal

If you are a pilot in need of help or are with another who is, leave the glider rigged up. If you are the one who's just had a bad landing but you are OK either start packing immediately or walk around so that others can see you are alright. Paraglider pilots should bunch up their wing to show they are OK.

Straaaaaange conversation

Andrew Beresford was on the Dyke recently when two young ladies came up to him to admire the wing. Andrew recounts the conversation -

3 yr old: "Wot you doin?"

"I'm packing this up". That ought to be a safe answer she would understand.

"Wot is it?"

Hmm - what is another good answer she might connect with?

"Its an aeroplane" I say, proudly.

"Do you **really** fly to the moon in it?"

Suddenly I'm deep into Python territory. Laws of physics, the Universe and logic don't exist here.

"Errrr.... No. You would need a rocket for that".

"Why".

"Well this flies in air and there's no air between the Earth and the Moon".

"Wots in it ... how does it fly?".

Fortunately Daddy comes to the rescue. Problem over and reality resumes.

Wow –what a weekend

Fifty pilots land on the top of Mt Blanc in a single weekend

The first free flyers landed on the summit of Mt Blanc on 13 August 2003 – things seem to have moved on a bit since then. The weekend of 18 & 19th August 2012 saw over fifty paraglider pilots land there. These included British pilot Jon Chambers on the Saturday, believed to be the first Brit to land there. Jon details the battle to find lift in his blog, saying that it was extremely difficult to get past 4000m but when he had done so things seemed to become a little easier. He found very smooth lift for the final ascent to 4810m. Jon landed just below the summit but immediately realised that he'd underestimated the dangers of being there. He landed on a steep icy slope and the glider landed below him, flapping in the wind and trying to pull him down. He managed to bunch in the wing and kick in footholds in the snow and ice to get to the top. Jon was worried about conditions changing and decided not to hang around for too long. He had a lot of problems trying to get airborne again. The wing was proving difficult to inflate and extra steep/slippery slopes beckoned in every direction if he messed up. He kept trying for an hour without success. Eventually a couple of mountaineers arrived at the summit and helped Jon get his wing inflated. Five more paragliders landed on the top as he was leaving. He watched from the air as they had just as many problems trying to get off again. Jon's maximum height was 4950m this day.



Photo: Jon Chambers

The fun continued on the Sunday, when over fifty pilots made the summit.



Photo: Sylvain Gattini

You can read more in Jon's blog at <http://jonrchambers.blogspot.co.uk>

Grita visits Hailsham

Grita Rose-Innes reports on her epic flight to Hailsham

On 28 July 2012, Carlo and I flew XC tandem, taking off from Devil's Dyke and landing about three and a half hours later just beyond Hailsham. Total distance: 42km



On launch at 9.15am, the conditions looked reasonable. The prevailing wind was NW and by lunch time the sea breeze was to be expected. There was talk of perhaps reaching Caburn, but no guarantee. Before we took off Carlo asked if I had changed the batteries in my GPS, which I happily acknowledged. Looking at the cumulus clouds heading our way from the west, we definitely did not want to bottom land. Leaving the hill turned out to be a bit of a struggle with lots of feeble lift. We top landed three times, before committing ourselves to what then became a fantastic and brilliant XC flight on which I learnt so much about distance flying.

Our first proper climb was at the modeller's bowl.



To my horror we discovered that my GPS had switched itself off and after turning it on again, there was the message: low batteries! We decided not to get distracted by this and instead carried on, concentrating on the flying. Having gained some height, but not enough to leave the hill, we then flew the Truleigh ridge, struggling with bits of weak lift. Carlo pointed to cumulus clouds which by now were arriving and for which we should be considering. We spotted Kirsty Cameron and Hugh Miller way out in front of the hill. They were very low but both started to climb. Carlo was spot on, we connected and got a very good climb which took us all the way to cloudbase at about 4000ft. At base we found ourselves beneath a very dark looking cloud, but Carlo told me not to worry too much.

We crossed the A23, and then headed south-east towards Stanmer. We picked up some weak broken climbs near the A27 and were joined soon after by Tefal and Kenny. The climbs all but fizzled, but Carlo had noticed some good clouds and birds circling to the east of Brighton stadium, so we glided off ahead to investigate. That is where we got our next excellent climb, all the way back up to cloudbase again. On we went, gliding south of Caburn to the next nearest cumulus cloud. Carlo continually asked me to look out for birds and to look around and take in what was going on. We managed to find a wide area of very weak lift underneath this cloud. Kenny glided over to join us, and we flew together for a little while. Tefal took a slightly different line, following the sea breeze front further south.



Carlo points out the sea breeze front

Near Middle Farm we got rather low with an altitude of around 1500ft. The thermals were broken and weak, and it had gotten very shady all around us, but we kept working anything we could find and chasing any patches of sun on the ground. Tefal became impatient and decided to turn back and land. Meanwhile Kenny seemed to have an easy time flying in a straight line along the sea breeze front. We were eventually rewarded by a good climb all the way back up to the clouds again. Meanwhile, the sea breeze was drawing nearer and before long we were surrounded by a dark comb of sea breeze clouds, which pushed us forward. Looking back over my shoulder, I could clearly see the distinguished wedge of the sea breeze front edging in.



Our last proper climb was just north of Arlington reservoir. During what turned out to be our final glide we desperately looked for birds, but none were to be seen. Dave Massie picked up a good climb ahead of us. He climbed out but we failed to get the slightest blip - and then there was Kenny, again, climbing above Hailsham. We had enough height to cross Hailsham, but alas there was no lift to be found.

Our flight ended with a good landing in a huge field just east of Hailsham and while packing up, we noticed a nasty smell coming in from the sewage plant nearby – it definitely had sea breezed!

Thank you Carlo, this was the perfect XC flight for me. It was great fun flying together on which I learnt a great deal.

Doing the Brighton run

With **Freeflight Paragliding, Charlie Hartley and Matt York**

Rob gets the ball rolling:-

I wanted to take some new post-CP pilots on a XC. This wasn't going to be easy as they are not pilot rated and don't have all the skills yet. The way around the XC but still staying all together was to do the Brighton run - pick a day early when tide was out and most people would be in bed. I emailed everyone on the TFT course to meet at Newhaven car park for 7.30am. Be early no messing, site assessment, answer any questions and off we go.

My plan was to fly Newhaven to Brighton and back setting a challenge of 46 minutes return. We flew there and back twice in one sitting as a group. Simon Gorrige had already completed all of the three modules set by

Freeflight within his training program and was ready to go XC. I think Simon made it in 39 minutes.



Some were a little slower as I wanted to be sure they knew how and when to cross the gaps. I showed them the way and communicated with the pack on radio. I chased up and down the ridge keeping them all together. I wanted to get the pilots used to flying as a group as we are all planning a trip next April - I hope we will fly from the Malverns to Wales.

Its still very early days but Chris is coming on strong. Charlie is slow and careful but once he has room to manoeuvre he is more relaxed. Chris and Charlie keep each other well balanced. Simon and Dean flew well together. Matt is new to the school post-CP and came in for some extra lessons. He'd never flown Newhaven before - today he did it twice in one sitting!

I'm not sure how long all of it is but they were all surprised when I said "your first XC is now completed as per club rules. I think you can enter this as an official XC ridge run once in the year". Well done guys - especially to Chris, Charlie and Matt. For such low airtime pilots you flew very well and presented yourself as safe pilots.

ps you have entered the flights on the SHGC as a XC haven't you?

Se the video here:-

http://www.freeflightbrighton.co.uk/Pages/Flying_Newhaven_cliffs.html

Regards Rob

Charlie Hartley takes up the tale

I got an e-mail from Rob 'Newhaven tommo meet 7.30 in car park'. I thought "I'll have a bit of that" so I left the pub early. We all met in the car park and a few of the guys went to a special needs meeting in McDonalds. When everyone got back we walked up the hill for a briefing and heard the goal for the day. Rob went through the weather with us and let us know what was happening, so with all that done we had to lob off. A big thanks to Rob for helping me to get off the cliff and it was game on, Brighton here we come. We were all on radios (cheers Dean), which helped a lot to have a bit of guidance. The next mission was crossing the gap. I approached and didn't have enough height so I turned around.



I went back up the cliff to look for a bit of lift, found it and then went for it. I had been told by Rob to expect to lose a bit of height but when you got to the dark side keep it close to the cliff and you'll go back up. It worked. Approaching the Marina I could hear Rob on the radio saying the best place to turn was over the red bin, so a quick turn later it was homeward bound. On my way back I got overtaken by everyone but I was a happy bunny so I didn't care. Overall I got two hours in the air with cracking views. A big thanks to Rob from Freeflight for all the guidance and tuition because without him it would have never happened. Cheers for an epic day I won't forget - top man. Overall summary, if you want to get good flights in and your low air time like me get a bit of help.

Matt York

Thanks so much for today Rob. What an amazing day it's been - I've only just got in after an afternoon at Caburn. Great teaching, nice group of people and I loved the banter too. Hope to fly with you later in the week. I can't wait to see any photos or videos that you or anyone took.



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Flying 22 Kms of Ridge lift from Newhaven to Brighton.

Roedean on the right and Brighton Marina straight ahead.

[PLAY VIDEO](#)

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FreeFlight specialise in Post Club Pilot Training, this includes skills required by the BHPA for Pilot Rated qualifications.

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A paraglider is small and light enough to be carried on your back. Yet with proper training, you could confidently and safely fly 100 km or more.

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RECOMMENDATION



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Reducing Risk - Weather

By **Flybubble Paragliding**



Weather. It's out to get you.

"Keep a good margin of safety" said the instructor.

Great. But what does it mean?



When being a spectator is definitely more risky than paragliding...

How can you reduce your risk when leaping off a mountain with a piece of fabric?

Free-flyers are exposed to a variety of risks, coming from different aspects of the environment. By identifying where the greatest risk for the day lies, you can make an effort to take precautions by increasing your safety margins in each of the other aspects. Here's a highly scientific diagram for you.



The idea is to reduce the number of risk elements that can reach the pilot at one time. To actively manage your risk, find ways to counteract the particular danger, trying to achieve a 'green-light' state in each segment.

The closer the threats have crept in toward the pilot in the centre, the more 'red light' warnings are lit, and the more cautious you should be with other elements. When too many elements are impacting the pilot with high risk, the inevitable accident happens, which is a complete failure of risk management.

You can usually handle one risk at a time, but when two or three threats compete, things get hectic. By examining each element in turn in a series of articles, we hope to provide some insight into maintaining a good margin of safety.

WEATHER

No matter your level of experience, sudden bad weather can 'take you out'. It is the most important risk to manage.

The first thing you can do to actively reduce the risk is to watch the weather forecast. It sounds simple, but it gives you an idea of what to expect. Let's say the weather forecast predicts a cold front coming through in the morning, with the wind swinging through 180 degrees thereafter, and strengthening to 50km/h. If the day dawns with a light 15km/h, you already have the warning bells ringing.

The more **changeable** the weather is, the higher the risk is, because the predictions and your own judgement on site are less accurate.

Right, so you're now on the hill. Put up a [windsock](#).

Windsocks: The best kind is the one that shows the wind you want. This is our popular NE10 windsock. Limited stock (Ed. order early to avoid disappointment)



If it's ranging from left to right, the wind is **variable**, which increases the risk of turbulence.

If the wind is **gusting** from 5km/h to 30km/h, the risk of turbulence is again higher than a steady 20km/h.

Have a look at the average **direction** of the wind. The straighter it is, the more penetration problems you have when trying to escape from being blown over the back, thus your risk is higher if the wind is strong and straight. If the wind is skewed to one side, your risk of being 'blown over' reduces but the risk of turbulence increase.

Lastly, the wind **strength** is vital - the stronger it is, the fewer other risks you can tolerate, because things go wrong really fast.



I'm telling you man, something's up with this sky.

For more **Flying Skills** ... wait for next issue when we'll continue our series on Reducing Risk!

Next issue we'll look at how your choice of wing affects your risk. In the meantime, keep a beady eye on the weather and study how they differ from what you find when you get to the hill.

Why not book a day of advanced instruction with a professional BHPA school... learning doesn't stop at your CP rating! What you can learn goes way beyond that.

Recommended flying weather books

Pilot's Weather

One of the most comprehensible weather books on the market, 'Pilot's Weather' breaks down subjects that many others present as complex and confusing and delivers them to the reader in an easy to digest manner. The cover strap line that reads 'a common sense approach to meteorology' is a highly accurate description and Brian Cosgrove's hardback book explains all of the fundamental aspects of meteorology that every one of us, from farmer to free flyer, needs to know.

Meteorology For Pilots Simplified

Written by Captain John Swan in layman's terms with numerous illustrations for all pilots who want an easy to understand, and digestible guide into Meteorology. Illustrated with numerous diagrams to aid understanding. This simple illustrated pilot guide covers the American, Australian, British and the proposed European JAA Private Pilot Syllabuses on Meteorology.

Understanding the Sky

As cross country pilots, observation and analysis of the ever-changing conditions is crucial if we are to stay in the air and maximise our distances. 'Understanding the Sky' will help you unlock the potential of every flying day and recognise potential dangers. Get the most out of your flying by studying extremely useful flying weather book!

Recommended DVDs for safe pilots

Security in Flight

As you venture away from the safety of the known sites on your XC, it's likely you'll encounter turbulence, particularly because you often fly in strong thermic conditions to sustain a long XC. In this DVD (packaged with Speed to Fly) Jocky Sanderson's award-winning film takes you, the pilot, through a series of dramatic manoeuvres detailing how to recognise and react safely to problems you may encounter. This 28 minute production gives the low down on wingovers, big ears, B-lines, symmetric and asymmetric collapses, stalls, cravats, reserve deployment, spiral dives, spins and more.

Performance Flying DVD

Directed by Jocky Sanderson and created in cooperation with Ozone Team Pilots, Performance Flying covers the most crucial aspects of Acro, SIV, and XC flying. When it comes to making paragliding films, Jocky Sanderson doesn't pull any punches. His slick production skills were first evidenced in his earlier films, Security in Flight and Speed to Fly. Jocky's latest film, produced with Ozone's test team, hones in on the finer piloting skills of flying XC, Acro and SIV.

Broken Toe Acro

Broken Toe Acro is a full instructional-encyclopaedia for Paragliding SIV and Acro manoeuvre by the USA's most famous SIV and acro instructor, Enleau O'Connor. Shot over the lake at the O'Connor's flight school, where Enleau and his wife, Ann, have been running some of the most popular manoeuvres clinics in the States for many years.

Adrenaline and Turbulence

Through a blend of aerial dynamics and multidimensional interaction, Adrenaline and Turbulence explores the subculture subtleties of the evolving extreme sport of paragliding aerobatics (commonly known as Acro) by following the development of two of world's best Acro pilots, Pal Takats and Gabor Kezi. An action film, an educational tool, a road movie and a story of personal triumph, Adrenaline and Turbulence is a movie that wears many hats.

Best wishes,

Carlo Borsattino,

The FLYBUBBLE PARAGLIDING team

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Carlo makes some friends during a flight at Newhaven

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Thermalling Rules



Steve Purdie from **Airworks Paragliding, Paramotoring and Hang Gliding** clarifies the current position

There has been a lot of discussion recently about air law, conventions and club rules and it is evident that many members do not know what they are. Furthermore, a few new club rules have been established to assist in gentlemanly conduct.

Aviation Laws: These are enshrined in CAP 393 and have priority over anything else.

BHPA/Club Rules: May supersede conventions but are subsidiary to laws.

Conventions: That which is common practice. These are subsidiary to laws and rules.

So, the main laws affecting us may be summarised as:

1. Every pilot is responsible for avoiding a collision.
2. If a head to head collision is possible, break right.
3. When convergent, the aircraft on the right has the right of way.
4. A lower aircraft has right of way if they are landing.
5. You may not fly within 500' of any person, vehicle, vessel or structure unless taking off, ridge soaring or landing.
6. You may not fly in formation with another aircraft without the captain of that aircraft's permission.
7. An aircraft on the ground has no right of way and gives way to all craft in flight.

There are more, but these suffice for most situations.

By convention thermalling gliders have right of way. By extrapolation of No.6 above, this is law when they are away from the ridge soaring traffic.

However, once a thermalling glider drifts into the soaring pattern of ridge soaring craft, the existence of their right of way becomes moot, as the ridge soaring craft could also be said to be flying in a formation. Air law requires that all craft observe the collision avoidance regulations and thus it is beholden upon the pilots of both the thermalling craft and the ridge soaring craft to avoid collisions by taking early action.

The most sensible course of action would be for the thermalling pilot to assume that he is the most able and therefore the main onus to avoid any conflict should rest with him. This is the BHPA's viewpoint, though not law. That notwithstanding, it would also be best practice for ridge soaring pilots to observe the drift of the thermalling pilot and to turn back before their two soaring patterns conflicted.

Club rules have been established as follows, many of which were previously conventions anyway:

1. 360 to the right on all SHGC sites until 1000' ATO

This rule was reviewed following a request at the AGM and was found to remain suitable.

2. Pilot joining others in an existing thermalling pattern shall join in the same direction as those already in the pattern, regardless of rule 1. Furthermore, they shall join in a manner as close as practicable to a tangential approach to the circle.

3. Where one or more thermals are merging, the combined thermal should take the direction of rotation of the highest pilot, regardless of rule 1.

4. When thermalling, and not when ridge soaring, any higher glider shall give way to a glider beneath and

ahead of them.

This last rule was already convention. This is established because thermalling paragliders and hang gliders have poor visibility upwards. Thermalling craft must however remain aware that if they are behind another craft and climb, they will be considered as overtaking and so have a duty to avoid the craft ahead.

Additional conventions include:

When thermalling, the glider on the inside has the right of way. This is to prevent gliders outboard of another causing them to spin or spiral dive by forcing them to turn too tightly.

Outside of competitions this convention cannot overrule air law, hence it is useful to be turning clockwise.

We will keep these rules under review.

Steve Purdie SHGC SAFETY OFFICER

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- Himalaya October 2011 - Thermalling & XC training for new pilots and XC training for advanced pilots.
 - Alpine Adventure February 2012 - Paragliding, skiing, snowboarding, speed riding.
 - SIV May 2012 - SIV in the first world, Lake Annecy, France.

Pilotage Masterclass

Veteran member and Ace pilot Freddy 'Peregrine' Molehusband explains the best way to avoid flying Cross Country

For many years I have given instruction to elite pilots on how to avoid getting blown away from the safety of their local ridges. Despite this, I have noticed a growing trend in some clubs where pilots feel that they have to fly cross country at every opportunity. Some of the bolder pilots refer to this dangerous practice as 'going XC'. Actually there's very little skill involved in allowing yourself to be sucked up in a thermal then getting blown around the country like a ball of fluff. It takes much more skill and flight planning to stay low, close to take off, near to the other pilots and preferably staying within sight of your car.

Over many years as a top pilot I have set and broken many flying records. I started my cross country record breaking in 1971 when I set the world free flight height and distance records. I flew 0.3 miles over the back of Butser Hill to the middle of the cow field behind.

My early record breaking flights didn't always have a happy ending



I knew a record was within reach when my I was caught in rotor in the 38mph westerly breeze before getting blown back completely out of control. At one point my height reached 120ft ato – also a new world record at the time. Unfortunately this was not ratified because in all the excitement I accidentally dropped the waxed paper trace in a cowpat. Norris McWhirter was quite agitated after I dropped it through his letter box to validate the record. In any case my flight provoked much discussion about the possibilities of even longer XC's. There were quite some arguments about whether it was possible for a pilot to breathe for extended periods at such heights without the need for additional oxygen. I proved this to be possible later that same year when I set a new altitude record of 125ft. I stayed at that height for nearly three minutes when one of the knots on my leg strap came undone and I had to land urgently to go to the toilet. I later discovered that my safety officer hadn't put in a double tie in the bow. Further research into this incident by aeronautical experts led to the development of the bowline knot.

Many pilots owe their safety to my early development work



A knot (anon)

Pay attention to your own state of mind before flying to avoid an accidental XC. It is much easier to stay near your ridge if you don't have money or a phone in your pocket. Without these, if you are unfortunate enough to get whisked away from the ridge then you won't be able to get back again. This should keep you focussed on saying close. An experienced pilot will probably leave a dog or wife in the car. You will have to return to them before too long so they don't make a mess in the back (the front seat is for your equipment and trophies). If your other half did not come out for the day with you, it helps to be quite specific about the time you expect to be home. You won't want to be late. Make sure that you tell the other pilots that you have to be home in time for News at Six.

Your equipment and supplies can also play a part in delivering a successful (non-XC) flight. It is usually helpful to drink a few glasses of water before taking off, especially if it is a little cold. Don't go to the toilet before flying because having a bodily function in the back of your mind will keep your focus clear on landing before long. Some pilots get a bit confused about this and feel they have to respect their bodily needs regardless of circumstance and altitude. Some buy at great expense, strangely shaped receptacles with rubber attachments to fit over their private parts.

Top Tip - make sure you buy the correct sex and girth otherwise it won't be raining men. If you are unsure what one you need then ask Mad Farmer to check you out - he'll tell you what one you need.

Be clear to the shop assistant about your specific personal needs otherwise there will be an accident



Pay special attention to the weather conditions. If you see a uniform grey cloud cover maybe with a little drizzle then this indicates a good safe day for flying as there will be little chance of thermal activity. On other days you may notice mostly clear blue skies with little puffy white clouds forming high above you. These are called 'fair weather cumulus' clouds. Pah! There's nothing fair weather about getting trapped in a thermal below these dangerous monsters and sucked up against your will to great heights.



These dangerous clouds can catch out the unwary pilot

There is simply no merit in flying away from your local ridge. You will end up lost and hungry. It will take you many hours to get back to your car and cost you a sizeable bus fare. Stay low, stay close to the car park and leave the record breaking to me.

Peregrine

Fantasy Site Guide

Box Hill - a new WSW-S ridge on the North Downs close to London

OS Grid reference:- TQ171519

Coordinates:- (51°15'16.8874"N) (000°19'21.5292"W)

Wind direction:- WSW - S

Take- off height:- 735 ft

Height top-to- bottom:- 500 ft

Site pilot rating:- CP

Training:- Permitted

Nearest telephone:- Next to the cake shop at the top

Airspace restrictions:- London TMA base 2500ft

Description:- Box Hill is a section of the North Downs close to Dorking and managed by the National Trust. It consists of a WSW ridge adjacent to a long southerly ridge. If the wind is towards southerly it is possible to cross the 'Dorking Gap' and fly ten miles west along the ridge towards Guildford . Alternatively a fairly easy ridge run of twenty miles is possible east along the Downs towards Biggin Hill. For our sky gods - theoretical flights to John O' Groats are achievable. Fly east, cross the Thames, stay below the London TMA, edge east of Stanstead airspace then straight line to the top.

Site Rules:- Join the National Trust, be nice to everyone, do not park in the road by take off, do not shout at walkers, do not land on the rings, buy tea and cake in the shop.

Car parking:- After joining the National Trust and displaying your membership sticker you can park at the top of Box Hill next to the tea shop.

Take-Off:- Take a short walk to the viewpoint and take off is at the large grass area in front of you.



Landing:- Top land in the large grass area behind take off the other side of the road.



Bottom landings may be made in the large field below and just to the east of take off. Slope landings are possible in the area below take off and in several places along the ridge. Several other bottom landing fields are easily accessible following along the ridge.



Hazards:- If top landing, care should be taken in stronger winds due to rotor caused by the line of trees next to the road. If bottom landing, keep an eye on the power cables running through the field. There is plenty of room between the ridge and the cables to make a safe landing.

Services:- Tea, cakes and souvenirs may be purchased in the NT tea and gift shops next to the car park. NT members flying XC may telephone the site warden to arrange an immediate retrieve at no cost. For retrieves over 200km a smaller charge for fuel may be payable.

THIS IS A FANTASY - **DO NOT FLY BOX HILL**

It is not a SHGC site and we have no local agreement with NT or farmers (but who knows?)

Dear Peregrine,

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

Dear Peregrine,

I've never written to you before but I really need your advice. I have suspected for some time now that my wife has been cheating on me. All the signs are there – the phone rings but if I answer, the caller hangs up. My wife has been going out with 'the girls' a lot recently although when I ask their names she always says "Just some friends from work, you don't know them". I always try to stay awake to look out for her coming home, but I usually fall asleep. Anyway, I have never approached the subject with my wife. I think deep down I just didn't want to know the truth. Last night she went out again and I decided to really check on her. Around midnight, I decided to hide in the garage behind my paraglider bag so I could get a good view of the whole street when she arrived home from the night out with 'the girls'. I watched a car pull up – driven by Mike, an old friend of mine. My wife was in the passenger seat. They kissed passionately and I thought for a moment they were going to do the business right there in front of me. After a while my wife got out. She did not notice me at first as she walked towards where I was hiding. She was buttoning up her blouse and straightening her skirt. She was getting closer and closer to me and I was sure she was looking straight at me. I could hear my heart pounding and I was sure she would hear it. It was at that moment, crouching behind my harness, that I noticed that the risers on my wing appeared to have friction marks under the karabiner points. Should I complain to the manufacturer? Is it safe to fly like this?
ps how did you get on in the Olympics?

Peregrine replies:

As readers will know, I was looking forward to competing once again in the Olympic Veterans Kick Boxing. Regrettably I had to pull out at the last minute as I can't lift my foot above knee height any more after my hip replacement (more of that below). I watched the torch hand over in Trafalgar Square. Did you know that the statue of Nelson at the top of the column is three times taller than he was in real life – some say it is a Horatio of three to one.

With regards to your glider this is normal wear and tear so unless there is other damage you should be safe to fly it.

The wife situation is trickier. I mentioned your problem to my good friend Chicken Teriyakki, my former adversary and the last surviving Kamikazi pilot. He reminded me of a spot of bother I had with Mrs Molehusband a few years ago. I was having dinner with my wife one evening and I said to her 'Mrs Molehusband, soon we will have been married for thirty years and there's something I have to know. Have you ever been unfaithful to me?' She said 'Well I have to be honest with you. Yes I've been unfaithful to you three times, but always for a good reason.' I was obviously hurt but tried to put on a brave face and said 'I never suspected. What do you mean by 'Good reasons'?' She said 'The first. time was soon after we were

married. We were about to lose the house because we couldn't pay the mortgage. Do you remember that I went to see the bank manager and the next day he extended the loan?' I said 'I can forgive you that – you saved our house. What about the second time?' She reminded me of the time I needed my hip operation and we didn't have the money to pay for surgery. She went to 'see' the consultant and afterwards he did the operation at no charge. I said 'Yes you saved my life so I can forgive you that. Tell me about the third time.' She said 'You remember when you ran for Chairman of the Free Flyers Association in 1979 and you only needed eighty-six more votes to get in?

The end

Thanks to the new contributors this month, especially the new ones. Keep 'em coming in.

Fly safe

Simon

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