

# Windsock

The Magazine of the Southern Hang Gliding Club

## What a great start to 2013



The weather to date this year seems to have been a lot better than usual. Better still, many of those days have been warm and sunny with tempting little thermals. I have also noticed a good 'Club feel' on the hill - animated discussions while we wait for the weather and healthy gossiping about whoever couldn't make it that day. New members are being made to feel welcome and advice freely given. This is what it's all about. More recently there was great excitement leading up to 14 March. All the classic signs were there for a great day, post cold-frontal north westerly, RASP showing five grand, all the SHGC weather experts in agreement and Youngie all set to pick me up from Margate. Read all about in in this thrill packed edition.

Simon Phipps

## In this edition

Tales of Terror – **Rob Chisholm of Freeflight Paragliding** has an unusual encounter with a vicar

One day in March – **Simon Phipps** has a day at Beachy

**Greg Hamerton of Flybubble** reduces more of our flying risks

Big Thursday – **special report** gives full details of March's best day ever

**John Templeton and David Smith** reminisce on their long, long flying careers

Exclusive **Kate Middleton** interview with Dave Lewis and Ed Bewley

**Toby Colombé of Passion Paragliding** gives advice on wing control

Pilotage Masterclass – top pilot '**Peregrine**' **Molehusband** reveals his good sex guide (over 21's only)

All new Fantasy Site Guide – Staple Hill

Veteran Ace pilot '**Peregrine**' **Molehusband** gives advice on your delicate problems

# Bits and Pieces

## Richard Westgate

It is with great sadness we learned of the death of Richard in December 2012, who was known to most of us in the club and a close friend to many. Richard was an outstanding pilot, winning the UK XC paragliding league several times and breaking the world tandem distance record twice. Andrew Craig summed Richard up by saying "For those that didn't know him, he was one of the leading cross-country pilots in Britain, and also a delightful man. He was generous and helpful to those of us who had less talent than him, and very modest about his own outstanding ability".

A celebration of Richard's life will be held at the inaugural **Richard Westgate Memorial Fly-in** to be held on 11 & 12 May at Springhead, Fontmell Magna, Dorset SP7 0NU.

## Dave Massie launches new Evel Knievel driving school

Dave has long been a secret admirer of Evel Knievel and showed off a few of his latest stunts on the way back from the Dyke last December. His famous 'coach jump on the blind bend' ended in a technically difficult double barrel roll and bonnet tuck. Thankfully Dave is recovering steadily and was back on the hill in March. Someone pretending to be Evel exclusively told Windsock "Tell Dave not to give up. Bones heal, Sussex has the highest proportion of paramedics to stuntmen in the UK and the chicks love a scar. Leave the stunts to me" before hanging up.



*Legal note: person depicted may not be Dave Massie*

# Your Committee

## AGM report for 23 March

We had a good turn out considering the appalling weather in most parts of the country. We were greeted at the social club with a pint of Harveys and choice of chilli or curry. The food was fantastic and specially prepared by our host Dave, who keeps the social club running almost single-handed. I asked what the secret ingredient was – apparently it's dark chocolate in the chilli. Anyway back to the AGM - Chris will circulate the minutes so you can read about the discussions. There was a nail biting session while the committee were voted in. It was a close call and the only objections were from current post holders for re-election. Here they all are:-



### **The Committee**

Top row left to right:- Simon Phipps (Windsock), Ed Bewley (Sites), Steven Nicholls (Treasurer), Clive Belbin (Membership), Dave Lewis (Chief Coach and invisible man), Chris Aegerter (Secretary)

Bottom row:- Johnny Carr (President), Dave Massie (Chairman), Catherine Castle (Social), Steve Purdie (Safety), Ozzie Haines (Aerotow), John Turczak (XC Cordinator)

Thanks to Nicos for taking the picture.

# More tales of **Terror**

**Rob Chisholm** from **Freeflight Paragliding** has a weekend of laughter, tears, passion, love, action, terror – and a vicar

It was way back in the early 90's when I proudly passed out of the paragliding school clutching my CP certificate. I had spent the winter building up my hours to around twenty and when spring came my girlfriend Sarah suggested that I take her on a romantic trip to Wales. The idea was that we did a bit of walking and windsurfing and I could get in some airtime. All went well at first, we did some nice walks and a bit of windsurfing on a local lake. Only one thing was missing - I still needed to fix that burning ambition to fly in Wales.



*"I was right up there when it happened"*

Some of you might remember the days before Facebook and mobile phones. It was not straightforward to meet up with people or find out what the weather was going to do. I couldn't even get XC Weather on my iPhone but someone in a pub said that Merthyr might be on the next day. The next day, clutching my site guide for directions, we slogged up the hill in Sarah's poor little car. The suspension could only just take the load of camping stuff, windsurfer gear and paragliding essentials.

When we arrived at take off, a local advised not to leave the car unattended or everything would be nicked. We (me) decided that Sarah would guard the car while I had a fly. I took off and straight away was sucked up into cloud. It didn't seem too bad and I landed to have a chat to a hangie. He had been into cloud as well and we agreed that it was quite fun. As we spoke he said "watch out, here comes the vicar" and sure enough a vicar in full regalia and dog collar appeared. The vicar wanted to know what the conditions were like. The consensus was that the cloud we had been in had an awful lot of lift and was probably a cu-nim. I was very trusting in those days and the others didn't seem to be bothered, so I just went along with it all. The vicar said he was going to try his luck at Abertysswg and I could tag along if I wanted. We jumped into Sarah's car and followed the vicar but he drove like a maniac and we couldn't keep up. It was like a scene out of the 'The Italian Job'. He even did a handbrake turn on one of the bends. When we got there I asked where he had learned to drive. He replied 'I used to be a police officer before I became a man of the cloth'.

So, time for a site briefing. The vicar said that it all looked good. "What's that big black cloud that looks like it's coming this way?" I asked. "Don't worry about that, it's miles away" he replied. The vicar took off and I followed. As I got hoovered upwards I noticed the vicar big-eared down as fast as his ears could take him. Then it all became white for me. It was silent apart from my heart pounding with fear. I was desperately trying to think of what to do next. I had no vario, no reserve and probably no girlfriend if I got out of this. Speedbars didn't exist yet although there was a rumour that someone was going to invent them.

A short time later the glider turned 180 without me, so now the glider lines were twisted too and I was out of control. Suddenly I felt an awful sting in the face. I will never forget the sound of hail hitting the glider. I looked down to protect my face from the hail and let my helmet take the hits. In all of this I had managed to untwist the glider and get some control, as if that was going to make things any better! All of my attention sharpened but I felt as if I was dreaming. I looked down and the cloud seemed to have a large white flat area in it – THE GROUND!

The ground was white with hail and I got into PLF position. I couldn't tell what direction I was going in as I hit the deck as everything was white. As I touched down the glider tried to whip me back. I pulled it all in and sat on the wing. The wind gusted around me and hail was pelting down everywhere. It was weird – suddenly the smell of the air changed to become very fresh and the sky turned blue. I had a look around to get my bearings and to

my horror there was a sheer drop of about three hundred feet on one side of me. If I had arrived there, the vicar would have come in useful. Many hours later I arrived back at take off, feeling a bit like Harrison Ford at the end of 'Six Days, Seven Nights'. It was all drama back at take off with everyone worried about me, although the vicar hadn't hung around to see the consequences of his pre-flight briefing. Sarah slapped me but then realised how gorgeous I was and turned it into a hug.

**Sermon of the day:-**

I thought that just because I had a CP I knew it all and was safe to fly. I thought that if anyone else was flying then it would be OK for me too. CP is only the very start of flying knowledge and it takes many, many hours of experience to consolidate learning. You never stop learning.

- Flying is dangerous and there is lots to learn. It is usually safer to pay for a bit of extra tuition rather than finding out the hard way
- Make it your own choice to fly – don't believe everything the others say
- Make sure you know the terrain around you in case you have to land somewhere you weren't expecting
- Have some plans to land other than back of take off just in case
- Know what a cu-nim looks like and if in doubt don't fly
- Ask lots of questions from those around you

I also thought that flying weekends and taking the girlfriend mixed well together.

Fly safe

Rob



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# One day in early March

It was just another day in the world of free flight but it had all the elements that make our sport so much fun.

We were all keeping an eye on the weather over the next few days to see if there was anything happening. The forecasts were showing a few days of sunny South Easterlies and this generated much excitement on the forums. Would it rain, would it be too windy or windy enough, would the sea temperature make any difference (for swimming as one found out), would Carol Kirkwood from BBC Breakfast be wearing that nice blue dress when she announces the perfect conditions for us (good spot Phil). The forecast was showing two good days in a row so I was all set to stay overnight in the camper. John Y was kicking himself because he'd booked his MOT for the second day so he would miss it. I tried to soften the blow by explaining that the day he'd miss would definitely be the best day but not to worry – there was always next year.

I stocked up on essential provisions (mostly beer) and rumbled down to Beachy. There was quite a few there already but the wind was too light to stay up. Phil had got there at about 3am to make the most of it and was telling everyone about his two minute top-to-bottom. One unfortunate had got a bit wet on landing very slightly in the sea earlier but all was OK. Vincent was keeping us all amused with his numerous short flights. Each one involved him screeching loudly 'look I can fly like a bird', - but he couldn't. He would then have to land very shortly afterwards due to lack of lift. Good on him for determination and his ground handling was excellent.

I had a few flights but nothing special. The conversations were entertaining, covering the usual accident summaries but developing onto internet dating and the pro's and con's of starting a Carol Kirkwood discussion forum on the web site. There was a bit of a lunch break and Vincent produced one of his delicious loaves of bread, conveniently cut into bite-size slices for us to try. We had a bit of a spooky moment when we noticed he had a tin of pilchards and a wine bottle too. This soon passed when we realised that there wasn't 5000 of us, we saw the brackish green liquid in the wine bottle and he ate the fish himself. If you don't know your Bible then don't pay further attention to this bit.



*Time for a scooby snack*

After a few sweaty walks up. I wondered if High and Over would reap more rewards. I mentioned it to Rob Chisholm, who said that it wouldn't be windy enough there. There was nothing much happening so I said I'd call to let them know. I put my glider in the stuff sack and drove to H&O. I walked to the lip of the bowl but there was not a breath of wind. I called Rob to let him know and he replied 'I know, I'm standing at take off' just around the corner. I called John Young still at Beachy, who gleefully told me that I'd missed a really good thermic cycle so I rushed back as fast as the passion wagon could take me, calling Rob to let him know.

When I arrived back there was a couple of gliders up a few hundred foot up on the cliff run. I quickly took off but it was quite difficult to get above take off height, even though those already up were having a great time. There was quite a lot of sink below the ridge and I went in for a slope landing. As I stood up I heard the familiar thwang/twang sound of a tree landing. I looked around to see a canopy spread over patch of ten foot high spiky tress surrounded by yet more thorny stuff but no sign of a pilot. I shouted to see if they were OK and I got a 'yes' reply and I ran over to find them. I clambered into the thicket and found David still clipped in suspended about five foot off the ground.



I made my way to help him down but then remembered something very important and turned back. I returned a few minutes later with my camera, promising him that he'd laugh about it one day. After a couple of 'action shots' David extracted himself and returned to earth so we set about saving the glider.

All the lines were on top of the thorny canopy so it was a right pain to get down. Within minutes I had cut my hands and was trying to wipe the blood off David's otherwise spotless Delta. After a short while Vincent appeared to help too. We were really grateful he had come down to help out, even though it was still flyable and looking quite good now. He had some secateurs and a fantastic little saw, which cut through obstructions in no time. It took about an hour to extricate the Ozone but we did so without causing any more damage.



*Still swinging - David will see the funny side one day!*

I walked back up and was all set to pack up but I saw one wing in the air doing quite well so I decided to give it a go. I managed to get above ridge height so explored the cliffs and found the lift reasonable towards the lighthouse. I didn't push it because the tide was in and I didn't fancy any more dramas. There was loads of students on the top all waving, so this made the flight even nicer. I had an uneventful landing by the van then went home for tea to hear about Mrs P's terrible day at work.

What a nice day.

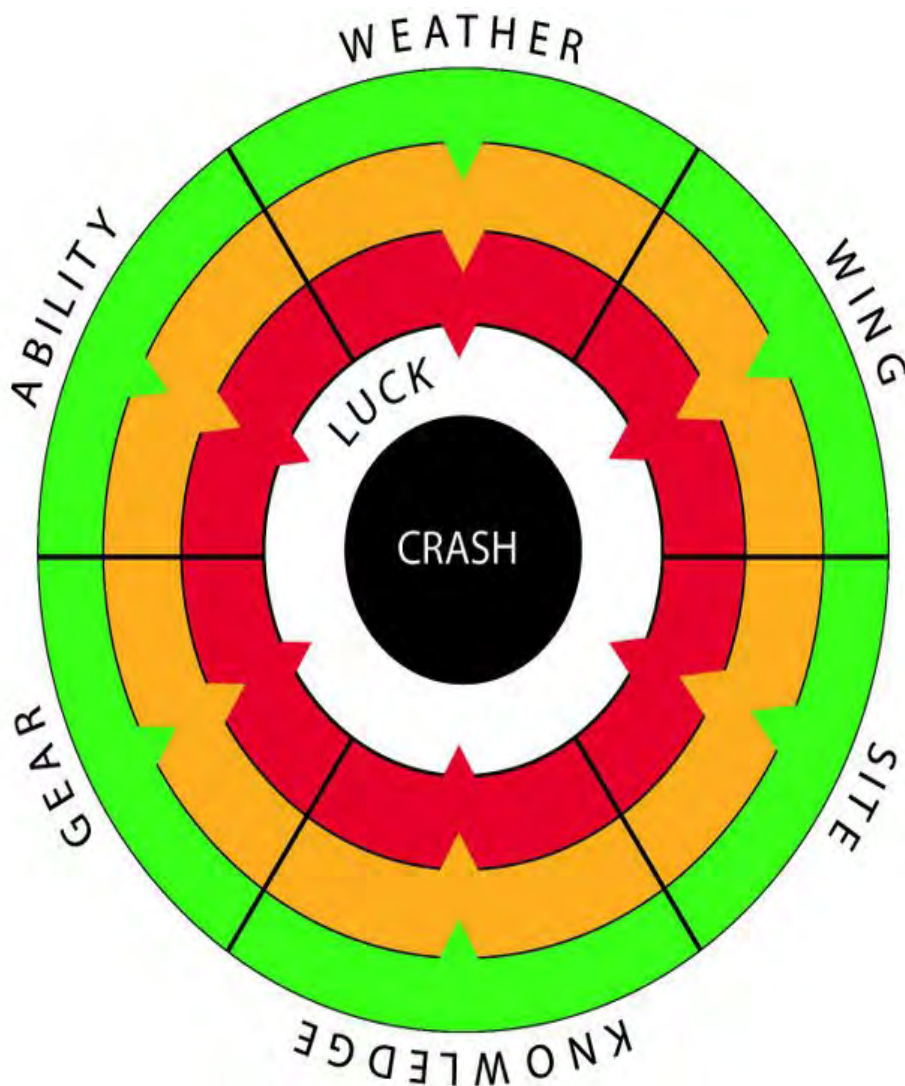


*Chainsaw Massacre retrieve crew David and Vincent*

# Reducing Risk - Your Wing

Greg Hamerton of [Flybubble](#) gives some more tips to keep us safe

Free-flyers are exposed to many risks. By identifying the greatest danger, you can make an effort to increase your safety margins in other areas. By examining each element in turn in a series of articles, we hope to provide some insight into reducing your risk



Try to choose a wing you will be happy on all the time, not only in the smooth conditions. For paragliders, the **EN class** is a useful guideline, but doesn't show how stable a wing is, just its collapse recovery. Wings that are 'high-end' in their class usually have poorer passive safety. This is where good advice from an instructor is essential – someone who can match your flying skills with the right gear.

**EN-As** are ideal for pilots who feel nervous in the air, often fly in turbulent conditions, or are in their first year of flying. They give limited feedback, dampened response and easy, measured handling. Their reduced glide and speed mean XC flying takes a little longer, but while you're exploring you won't be forced to learn new and exciting things about your glider at the same time. You can concentrate entirely on your piloting decisions. This can make it a stress-free solution for years of great flying, particularly if you are travelling.



*EN-A Ozone Mojo – it couldn't be simpler*

**EN-Bs** are suited to pilots who have recently been licenced, ideally with at least 10 hours of airtime. If you are a novice to XC or flying is your hobby then this is the class you should be in. It will take you 150 hours before you have begun to tap into all the glider has to offer. They also have the best resale value if you're considering a part-ex. This is the wing that will forgive you all your mistakes, and keep flying. You should complete a safety course (SIV), go to a couple of social competitions and complete many XCs on this glider before considering an upgrade.



*EN-B Gin Sprint Evo – an optimum aerofoil for fun and freedom*

**EN-Cs** are suited to regular, competent pilots with 75 hours of accumulated thermic airtime. If flying is your primary sport and you are flying every weekend, do XC often, and have a few years of incident-free flying under your belt, then this could be your class. Incorrect pilot input to extreme situations can delay recovery, so an SIV course and regular practice (wingovers, spirals, asymmetrics) is recommended.



*EN-C Advance Sigma 8 – a sporty wing with refined restraint*

Only consider **EN-D** if you fly at least 100 hours a year in thermic conditions and have a natural feel for flying. The performance gain versus the loss in security becomes questionable, and you can only get a noticeable benefit if you are capable of flying long routes on a twitchy wing on full speed bar.



*^ EN-D Niviuk Icepeak 6 – longer, thinner, faster, ready to race*

To manage your wing risk, aim to fly one class below what you think you are capable of. By **downgrading**, you push your wing risk well into the green zone, which allows you to fly in more challenging conditions and explore new sites while maintaining a healthy safety margin, because wing risk will not come into the mix.

**Cheap wings** are often the cause of pilots being lumbered with high wing risk. The higher classes have poor resale value, and you can often come across a 'bargain'. Unless it comes from a reputable dealer with a recent service report, steer clear. Before buying the porous eBay special, ask yourself, isn't it worth paying extra to remove a flying risk?



*^ Just got a real cheap high performance wing from some guy who offered me a discount. I mean, a wing is a wing, right? What could possibly go wrong?*

There are some other aspects to consider.

Although people like to quote their glider's top speed, **useable speed** is usually lower, and deteriorates with turbulence, especially on high-performance models (because you're too scared to push the bar). But in strong conditions, look critically at the airborne gliders before pulling up your trusty EN A. If the air is smooth, the high-aspect wings have the use of all their speed and might be flying when you can't. Some wings might have much higher wing loading to you. Having the slowest wing can mean you have higher risk. The old rule of thumb still applies: if you can't hold it, fold it!

Your **wing loading** affects the stability and speed, and hence your wing risk. Stand on a scale with all your kit on your back and make sure you're within the weight range. Being underweight is usually more unpleasant than overweight (you get more collapses, more shaking around, and less forward speed). Your wing is only certified to have benign recovery within the quoted weight range.

So if it's windy, you can reduce your wing risk by flying with some **ballast**. Or if you're trying out a new wing and you know you're very low in the weight range, you need to fly in lighter winds than you'd normally consider flyable to counteract the wing risk.

The way you **pack your wing** affects its safety because when its getting old it might not hold a perfect aerofoil shape any more. We recommend concertina-folding using a concertina bag. Make sure you open your glider up when packing it wet or for prolonged periods. If the wing is packed wet and not allowed to dry, the cotton thread can also develop mildew and rot.

The **wing age** affects its risk, because the fabric deteriorates in UV, and this effect is worsened by abrasion, salty air, bad packing and prolonged storage in the cupboard under the stairs. Moisture can cause the sheaths on some lines to shrink when drying out, which is more pronounced on the unloaded rear lines, which causes your wing to fly slowly with a high angle of attack, closer to stall point.

Some of these things are not obvious to the naked eye, which is why a regular **glider service** is an essential risk management habit. We recommend this once a year.

In the next issue we'll look at essential safety gear. In the meantime ensure you complete your **daily equipment inspection** before launching. It's a simple way of keeping your wing risk in the green – one less thing to worry about.

*Flybubble Paragliding is a BHPA school based in Sussex that offers specialised tuition for all levels, guided trips and equipment sales. For more info visit [flybubble.co.uk](http://flybubble.co.uk)*

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PARAGLIDING



# BIG THURSDAY

Windsock's special 'Big Day' reporter gives all the details about this long anticipated day – epic flights guaranteed.



*The weather says 'no'*

# Happy birthday to you

**John Templeton** tells a little about the fascinating past of **David Smith** and himself

“ Old people tend to be caricatured as victims, paragons or game old eccentrics (hang-gliding octogenarians and so forth)”  
Robert Crampton ,The Times, Feb 2013

David Smith



John Templeton



Myself and David are celebrating our 80<sup>th</sup> birthdays in the early part of this year. We are both usually seen out on most flyable days. David on his orange, blue & white Sky Atis 3 and me on a green & yellow Sky Anakis. David also paramotors when all else fails.



We both took up paragliding at retirement age, having had some flying experience 45 years previously, during our National Service days in the Fifties with the RAF. David in Sunderland flying boats and me flying Vampire jets. Sixty years later our flying machines are somewhat smaller, lighter, and rather more fragile. Also very much slower.



David is as fit as a flea (often seen hopping along to the bowl and back at the Dyke), swimming 50 lengths most days. He has been an athlete all his life, having swum for the RAF and been the bronze medallist in the World Trampolining 1964 Championships, in earlier days.



I am rather less athletic and in the true British tradition, stuck to sitting down sports, such as motor racing and horse riding ( no medals). I now confine myself to the very occasional tramp up Caburn. when not sitting in my flying harness.



We have survived these years of paragliding with just a sprained ankle and broken wrist between us. So perhaps our training given by Sky Systems under Michel Carnet and Paraventure under Paul Williams in SE Wales, was of some use.

Of course, we see Eric Hill (aged 84) at the Dyke from time to time. He still flies, with a bit of assistance, more often on the Isle of Wight. So there is hope for us all.

**If this is beginning to sound a bit like an obituary, remember it is just as well to be prepared**

# Kate's interview with Ed Bewley and Dave Lewis

Kate Middleton chats to Ed and Dave about their roles on the SHGC Committee



Hello, it's me - Kate Middleton writing this special report about my meeting with committee members Ed and Dave. I was thrilled to be asked to chat to two of your pilots and ask them things about what they do on the committee. I spend so much time in Anglesey just getting my hair done that it's nice to meet people who talk about things other than having babies and what colour I want my nails. Anyway, let's move on over to the interview shall we?

**Kate** So Ed, tell me why you got involved with the committee?

**Ed** I was told that the Sites Officer post was not onerous and would in no way interfere with the even tenor of my life. Then the Caburn money grab thing happened in the first few weeks after accepting the sinecure. Credulous or what?

**Kate** Dave?

**Dave** Why...? Good question. Of course it's for the warm feeling of public-spirited satisfaction one gets from enhancing the knowledge, safety and enjoyment of my fellow pilots. With hindsight it was a stitch-up.

**Kate** So, when were your latest crashes?

**Ed** I had a heavy landing at Coronet Peak "flight park" in Queenstown, NZ a couple of weeks ago. No damage to undercarriage, but (re)learning points included: (a) in light wind, land across wind and along slope, rather than into wind and upslope; (b) if you are going to persist in ignoring what the locals are doing and go for the into wind / upslope approach, then fly hands up for a bit, then flare with intent and swing through, rather than mush into terra-firma with a thump.

**Dave** More than once I've used a PLF in anger, but no landings that hurt, I'm a very timid and conservative pilot. Most exciting narrow escape recently was laughing at Fred taking an in-flight pee as we glided side by side across a high Himalayan valley. When his hot 2-3 took a whopper with both hands still holding little Fred, I laughed so much I nearly had an in-flight accident too.

**Kate** I'm not sure I've seen Fred's hot 2-3 whopper, have you got a picture you can show me?

**Kate's minder** Let's move on to the next question shall we.



*Kate, Ed and Dave share a laugh*

**Kate** Ooh Spoilspport. Alright then - what is your best flight from a Southern site so far?

**Ed** My flight from High and Over to Caburn in July 2012. Not a big distance, but I had the sky to myself on a beautiful day.

**Dave** So many – teaching a blind 9 year old boy how to thermal, climbing out from Caburn on a stubble fire, exchanging waves with a Vulcan bomber pilot at 3k over Glyndebourne and landing back by the car, my first thermal XC over the back of Bo Peep, nearly 2 km ... I just can't choose.

**Kate** Suuuuuuper! What do you cats do on days when it's not flyable?

**Dave** I'm just off to play with my antique motorbike. Today fixing, ready for a week touring. If it's raining I enjoy writing for windsock

**Ed** Run or cycle, try to learn vocal parts for local choir, read, do stone lettering (can do headstones if required)

**Kate** What is the best rumour you've heard on the hill?

**Dave** On Saturday nights, DM dons a sequined dress and performs in a Brighton drag club under the name Divina Massive.

**Ed** The Mad Farmer is actually a sane Buddhist monk; the rest of us are the crazy ones.

**Kate** What is your favourite topic of conversation in between flights?

**Ed** Why I bombed out this time. (Using my extensive knowledge of fluid flows, meteorology, etc.)

**Dave** After "where are the sandwiches" it's on with the coaching hat for discussions on technical and sophisticated ways to kill or be killed with my fellow pilots. New techniques are difficult to identify after the ground breaking research of the early pioneers such as Mr Grayland, Mad Farmer et al, but with continual development of our aircraft and a membership of 500 talented pilots, we can be proud that in the SHGC we don't just repeat old accidents but have the ability to push the boundaries of free flight to devise new ones.

**Kate** What one personal flaw do you think might hinder your ability to be world champions?

**Ed** Having a very small bladder.

**Dave** I enjoy a good lunch. To be a world champion you have to go flying at lunch time.

**Kate** Excluding 'Razzle', what three websites get the most hits from you?

**Dave** Bracknell synoptic charts, rasp, meteo blue ... what else is there on the internet?

**Ed** Facebook (only way I can communicate with my children), first direct internet banking (result of communicating with my children), XC-weather & RASP (mainly to explain later why I bombed out)

**Kate** I'm still really excited after my bit of success on internet dating. What would your profiles say in a lonely hearts advert?

**Ed** Non-smoker, GSOH (gray, senile old hack) seeks solvent young thing for love and finance.

**Dave** Back in the country for a bit - it would be good to get something together by the end of March. By the way, have you any idea how a Welshman finds a sheep in long grass?

**Kate** Yes – irresistible.

**Kate's minder** Oh is that the time? We must be off now.

*Another legal note: come on it's only a joke*

# Pitch Perfect

Toby Colombé of **Passion Paragliding** gives advice on wing control



<http://passionparagliding.com/Passion/SIV.htm>

## The basis for all wing control

There are two main skills to master if you want to stay alive when paragliding. First of all, you need to understand the airflow. A good understanding of general weather and local phenomena can definitely help here and of course experience is of immense value. But, its the second skill, all too often ignored by budding XC pilots that we're going to focus on here; the skill of "wing control". The lack of good wing control is almost always either the main factor or at very least a contributing factor in most paragliding accidents. The good news is that some basic level of wing control can be learnt by all pilots.

The starting point when it comes to wing control is pitch control. The ability to control the pitch attitude of your wing relative to you, the pilot, is the absolute starting point if you want to be anything more than a mere passenger under your wing. By mastering the art of good pitch control you will not only be a safer pilot in the air and on the ground (when launching for example) ,but you will also be able to fly more efficiently and so stay in the air for longer :)

Many pilots have been taught a very simple mantra when it comes to pitch control: "If the wing is in front brake it. If its behind, release the brakes". This is at best a very poor starting point and worse can often be WRONG in a very important way!

## The most important distinction

Unfortunately how to control the pitch of a paraglider is often misunderstood. The timing of when to make brake inputs is less to do with *where* you are relative to the wing, and everything to do with the *direction in which the wing is actually moving in that moment!* In other words, rather than the position of your wing dictating your response it should be the dynamic state of the wing. For example, when a wing is in front should you brake or not? The answer to that question depends on whether the wing is still moving forwards relative to the pilot not. To control your wing therefore, it is not enough to merely appreciate the wing's position, but we should also become conscious of the direction in which it is moving relative to us. To understand how much brake to apply and the precise timings of our brake inputs, we first need to understand the THREE phases of pitch.

## THE 3 PHASES OF PITCH

For the purposes of this explanation we will refer to the sequence photograph below. The pitch pendulum in the photograph didn't occur because of encountering a thermal or any turbulence but rather was simulated in smooth lift for the purpose of this article. Because it was performed in ridge lift the loss in height was minimal. In "real life" the height loss would likely be far greater. Nonetheless, it simulates the kind of experience you might expect to have should you bump into a little thermal and then fall out the other side - whilst demonstrating very little pitch management! So, what's actually happening?

### \$PHASE1: Wing Pitches Back

Because this is a simulation, you might notice that some considerable brake has been applied to create the "pitch back". When a wing encounters increased lift or a gust of wind it will have a tendency to pitch back in a similar way: climbing and slowing down as in the photograph.

### Phase2: Wing Pitches Forward

Phase 2 begins the moment the wing starts to pitch forwards relative to the pilot. Notice therefore, that the wing is still *behind* the pilot as it *starts* to pitch forwards. It pitches forwards til overhead and then continues to dive forwards in front of the pilot. In smooth air a wing can pitch forwards over 30 degrees from the vertical before the angle of attack is reduced to zero - and the inevitable collapse results. In rough air this can of course happen much sooner.

### Phase3: Pilot Swings Under

Phase 3 begins the moment the wing stops pitching forwards and the exact same moment that the pilot starts to accelerate and swing under the wing.



*Photograph taken in the Deep South of Morocco. Pilot: Toby Colombé. Camera: Mike Agnew. Editing: Jody MacDonald.*

## **CORRECT PITCH MANAGEMENT THROUGH THE 3 PHASES OF PITCH**

There are several dangers of incorrectly managing the pitch of your wing - of either doing nothing or making the wrong inputs at the wrong time. By developing a sensitive feel for pitch management and reducing the unnecessary pitching of your wing to a minimum, you will not only be flying more safely but also more efficiently, particularly in thermals. Lets examine in detail what we should be doing to stay safe and also some of the things to avoid through the 3 phases of pitch.

### **PHASE 1 - Let the glider gain speed and be patient**

There is a limit to how far a wing will pitch back. A paraglider exiting a dynamic manoeuvre will pitch back up to about 45 degrees from the vertical. An exit with more energy will not result in the wing pitching back any further. Rather a wing with more energy will simply climb for longer. When a wing is pitching back some pilots have the tendency to want to touch the controls. Deep sustained brake inputs could result in a stall, but ANY brake inputs at this point will make Phase1 last for longer and can make the pitch forwards in Phase 2 much more dramatic and so potentially more dangerous. Many pilots insist on always flying with some brake on. When a wing pitches back the correct response is to release as much brake as is necessary to stop the wing pitching back and keep the wing directly overhead. The release of brakes needs to be fairly immediate. For average thermals and some gusts this means releasing the brakes **all the way to the keeper pulleys**. Releasing a little bit is usually NOT enough! Get into the habit of releasing all the way - hands up to the keepers. We are in effect trying to damp as much pitch-back as possible. With a big pitch back on exiting a dynamic manoeuvre for example, or on entering a strong and building thermal, the pitch back can last for a few seconds (and feel like a lot longer!) It is important at this point to remain calm, be patient, sit back in your harness and WAIT! Wait wait wait.....until Phase2.

### **PHASE 2 - Arrest the dive!**

During Phase 2 the wing pitches forwards. When a wing pitches forwards it can only go so far before the angle of attack is reduced to zero at which point the wing will tend to collapse. The collapse could be symmetrical in a simulated smooth air environment, but in thermic air it is more likely to be asymmetric. Collapses at the extreme of a pitch forward can be every bit as dramatic as collapses on speed bar and can result in some dynamic situations for which good recovery skills are required. Collapses at the extreme of a pitch forwards (look at the last wing in Phases 2 of the photo) are NOT TESTED BY TEST HOUSES (EN LTF etc). Although we should learn how to deal with these situations, even more importantly we should learn how to avoid them in the first place. We must therefore avoid our wing diving too far forwards. At any stage through Phase 2 we can damp the dive. Hopefully for any big dives we will have fully released the brakes in Phase 1 so we have maximum control and dive damping power through Phase 2! Whilst it is technically correct to brake at any point, it is best to wait to be sure that the wing has indeed entered Phase 2 and is moving forwards. I usually

wait until the wing is directly overhead before braking. This also allows me to judge the momentum and violence of the dive. The more aggressive the dive the more aggressive my braking needs to be. Aggressive pitch dives on entering a strong downdraft, on the edge of a thermal for example, can sometimes require maximum brakes!

### **Phase 3 - Release and build speed as you swing under**

The moment the pitch has been arrested, the pilot will begin to swing back under the wing. This is the beginning of Phase 3. It is important to recognise the beginning of Phase 3 as this is the moment to start releasing brakes again. If we were to maintain a lot of brake (perhaps required following a large aggressive surge forwards for example), then we would tend to accentuate the swing through. During Phase 3 we load the wing more heavily and although the wing becomes more responsive its stall speed also increases - so by maintaining lots of brake we could inadvertently stall the wing (with significantly less brake amplitude than required in normal straight flight). An inadvertent stall whilst the wing is well in front of us, is easy to recover from (hands up immediately) but suddenly the list of things that could go wrong starts to get longer. It is therefore important to avoid inadvertent stalls and to start releasing the brakes as soon as you notice the wing to be moving back relative to the pilot / the wing has stopped moving forwards / you are starting to swing under the wing again. Generally where the pitch has been damped gradually through Phase 2 then the release through Phase 3 is also gradual. If the arrest in Phase 2 was aggressive and sudden, then similarly in Phase 3 the release needs to be fast. All inputs (even when fast!) need to be smooth and progressive.

### **Read no further. Its time to fly**

Remember that you can no more teach someone to paraglide from a book than you can teach someone to drive a car from a book. You might know the theory of how to steer into or out of a turn when a car starts to skid, but until it happens your skills will be theoretical at best. In order to drive on ice with confidence get some skid-pan training. Practice! If you want to fly thermals, get some wing control training. Whilst it's important to understand the theory, theory by itself is of limited value. [Practical well-run bespoke wing control courses tailored to your needs](#) are the fastest route to becoming a better and safer pilot, AND staying in the air for longer. More airtime, safer, more skilled, more confident! We think that's worth investing in!

**What (the BEEEP!) would you do?**

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# Pilotage Masterclass

**Veteran member and Ace pilot Freddy 'Peregrine' Molehusband, recently back in the country after another top secret mission gives advice from his acclaimed book – 'A Good Sex Guide (for non-flyable days)'**

First of all I must apologise for not coming to the AGM as special guest speaker. Unfortunately I am still unwell after suffering a groin strain during the photo shoot for this article. It's been over a month now but the ice cubes and stretching exercises are helping. I wrote my best selling but controversial 'Good Sex Guide (for non-flyable days)' back in the late sixties. My intention was to fill a gap in the market but the idea has been copied many times since, 'The Joy of Sex' being the best known of my copiers. My sex guide was based on military flying manuals of the time hence section titles include pre-operation checks, taxi and take-off, cruise control, unexpected incidents during acceleration, dual instruction, reverse thrusters and emergency exit. Even now, some consider it to be just a bit too racy for sale outside of specialist bookstores or eBay.


Anyway, here it is and I hope you enjoy the photo's.

Trend Micro Internet Security Pro - Windows Internet Explorer

http://www.femjoy.com/

File TREND MICRO Undestrable page

Website blocked by Trend Micro Internet Security Pro



**You are not allowed to open this page**

The Parental Controls block websites in this category: **Adult**

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**If you still want to open this website, ask your parents for permission.**

Instructions for Mom or Dad to open this website:

1. Open the Trend Micro Internet Security console.
2. Click **Internet & Email Controls**.
3. Click the **Settings...** link under **Parental Controls**.
4. Enter the Trend Micro Internet Security password.
5. Edit the rules that currently block this website, or add this website to the list of **Approved websites**.
6. Go back to this page in your web browser and click the **Refresh** button.

Done Internet 100%

# Fantasy Site Guide

**Staple Hill - A super NW/SW ridge close to London with lots of XC potential**

Coordinates:- (51°376977N) (000°593992W)

Wind direction:- NW/SW

Take- off height:- 250ft

Height top-to- bottom: 150ft

Site pilot rating:- CP

Training:- yes

Nearest telephone:- no public telephone

Airspace restrictions:- This site is within London CTR SFC – 2500ft. Fortunately as our flying machines have low metal content it is highly unlikely that ATC will detect us during our thermic ascent to above 2500ft AMSL. Pilots should take routine radar avoidance measures such as not carrying shiny objects, minimise loose change carried, wear dark sunglasses and avoid eye contact with anyone on the ground. In a moderate south-westerly you might find yourself drifting over central London but hopefully no-one will notice you.

Description:- Staple Hill is a part of Chobham Common just north of Fair Oaks Airfield. It consists of two bowls connected by a short ridge. The ridge is fairly low and so works best on windier days. There is constant thermic activity generated by the common and so a short hop will easily take you above this section of Heathrow's airspace.



*Staple Hill*

Site Rules:- Vacate Heathrow airspace at the earliest opportunity. Do not pick any wild flowers on the common.

Car parking:- Park in the public car park on the B386 junction with Staple Hill.

Take-Off:- Easy top take off at both the northerly bowl if the wind is more westerly or south bowl if the wind is north-west



*North bowl take off. Surrey CC has kindly installed seating for Security Services waiting to speak to you*

Landing:- There are plenty of bottom landing options and slope landing if necessary. There are a few small thorn bushes but nothing that will take much more than thirty minutes to untangle.

Hazards:- Keep a good look out for incoming transatlantic flights, turning early to avoid them. Special care is needed around sunset as these flights could be more difficult to spot coming straight and level towards you.

Services:- Fairoaks air traffic control have kindly offered to arrange a free transport service for SHGC pilots to Woking BR station. To activate this service they suggest that pilots call them to notify of any intended flight. They will arrange for the local police to arrest you for breach of restricted airspace. When (if) you are released from custody after waterboarding you will find the police station conveniently located next to the BR station.

**THIS IS YET ANOTHER OF MY FANTASIES - DO NOT FLY**

**You will get into BIG TROUBLE**

# Dear Peregrine,

**Ace pilot Peregrine Molehusband takes time out between top secret missions of great importance to our National Security to give advice on your flying issues.**

Dear Peregrine,

How do you remember all of your pre-flight checks.

*Peregrine replies: My pre-flight checks depend on the particular hotship I am breaking records with on the day. Many years ago my chums in the service helpfully suggested I use the following checks for my hang glider:- Wing, A-frame, Nuts & bolts, Kingpost, Electronics, shout 'Release!' – easily remembered using a simple mnemonic. However it is true to say that one's memory goes a bit in old age. I took Mrs Molehusband out for a slap up meal in a country pub. Afterwards we were nearly home when she suddenly announced that she had left her glasses on the table in the restaurant. I was annoyed at having to drive all the way back and I suppose I went a bit over the top in telling her how absent minded she was – there were a few tears. When we got there she got out of the car to get the glasses. I called out to her 'while you're in there can you get my coat from the back of the chair I was sitting on'.*

Q Are you still driving at your ripe old age?

*Peregrine replies: Well I have to be a bit more careful in my later years but I'm still a good driver. Somebody complimented me on my driving today, they left a note on my windscreen saying "parking fine", I thought that was nice. I called my wife the other day and said "Hello darling, I've got some good news and some bad news." She said "I'm really busy – just give me the good news." I told her the airbag in the new car works just fine. I did had an accident recently. The other driver was rather shaken so I got out my hip flask and said "Here, have a sip of whisky to calm your nerves". "Thanks" he said taking a swing. "Here, you have some too" handing back the flask. "No, I'd better not - the police will be here soon." My wife still drives although she is getting a bit deaf. She was driving me in the country when a traffic officer pulled us over. He said 'Madam you were speeding back there'. My wife said 'what did he say?' I shouted 'you were speeding'. The officer said 'May I see you licence please?' 'What did he say?' she asked. I told her and she passed it over to him. He looked at it and said 'Oh - I see you're from Horsham. I stayed there once and had the most disappointing sex ever.' 'What did he say?' she asked. I yelled 'He thinks he knows you.'*

Q Are you careful to avoid alcohol at least twenty-four hours before your flights?

*Peregrine replies: Definitely. A strange thing happened last week in my local pub. A man came in with an ostrich and said to the barman "I'll have a pint of beer and a bag of crisps please." The ostrich said "I'll have the same". The barman said "That's £7.50". The customer put his hand in his pocket without even looking and took out the exact money. The next night he came in again with the ostrich and said "I'll have a glass of red wine and scampi and chips to eat please." The ostrich said "I'll have the same." The barman said "That's £28". The man put his hand in his pocket without looking and again took out the exact money. The next night he came in again with the ostrich and said "Tonight I'll have a schooner of sherry and a ploughmans please." The ostrich said "I'll have the same," Again, he pulled out exactly the right amount of money without even looking down. I said to him "That's amazing, every night you have exactly the right change in your pocket, how does that work?" He explained that he had been clearing out his loft one day and found an old dusty lamp. He polished it and a genie appeared and gave him two wishes. For his first wish he wanted to always have the right amount of money in his pocket, no matter what he brought. I said "that's amazing, so you can buy a house or a car or anything. What about your second wish?" He replied "I wished for a tall bird with long legs and succulent ass who agrees with everything I say."*

Q We know how much you look after your body. Are you worried about the horse meat in food scandal?

*Peregrine replies: These supermarket horse burger jokes are starting to become lame so if you're after humour then read elsewhere. Horse meat in our food - what were the odds on that? And they would have got away with it, if it wasn't for the DN Neigh test. I bought an 'award-winning' burger the other day. I didn't realise they meant it had won the Cheltenham Gold Cup. I went to a café yesterday and ordered a burger. They asked me if I wanted anything on it, and I said: "Yes — a fiver each way please." My daughter has always wanted a pony, so I'm buying her a quarter-pounder for her birthday. Did you know that a well known supermarket is now forced to deny presence of zebra in burgers, as shoppers confuse barcodes for serving suggestions. My doctor told me to watch what I eat, so I went out and bought tickets for the Grand National. Anyway they'll need to find a Newmarket for their burgers now won't they?*



# The end

Don't forget to keep ending your stories in. Windsock is only possible with a few of your sensible articles to go between the less factual ones.

Fly safe

Simon