



**SOUTHERN HANG
WINDSOCK**

**SUMMER
EDITION**

**JULY
2019**

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Every new CP pilot is issued two bags: One is full of luck. The other is empty. The goal is to fill the empty bag with experience before you run out of luck.



1. Introduction

Welcome to the July 2019 edition of Windsock. Here at Windsock HQ, tucked deep in the Sussex countryside, away from prying eyes, but very close to Nyetimber, hic...!), the team has been working feverishly, before lunch, naturally, to turn our ideas into copy...! And, I can assure you no stone has been left unturned, to pull this edition together. Thank you Google.

In the May 2019 edition we included an article on Jet Streams and their impact on the weather in the UK, we hope that you found it useful. Apart from sounding, knowledgeable about the weather generally, you can now vaguely point at the sky and say, "It's all stuffed, due to the jet-streams moving South" (or North – doubling your conversational options!).

We hope that you enjoyed the last edition and, particularly, the articles from Alison Webb and Stefan Sykes; both were aimed at the Club's newer pilots. Alison's article ("Will it be Flyable Tomorrow?") was a great chance for everyone, new or old, to interpret the weather locally! Stefan's article documenting his experiences of becoming a pilot, joining the Club, and becoming a Red Ribbon was very informative. The Red Ribbon section provides that essential bridge between the School environment (where decisions are largely made for you) and the being on your own environment (where the decisions are not – gulp!).

In this edition we introduce the Advance British Club Challenge 2019, Synoptic Charts, a fascinating article of how to deal with fear in PG & HG, and a note about Ticks.

If you want to contribute an article then PLEASE get in touch sbnicholls1@gmail.com.

So off we go for another action packed adventure....



**Pilots Kruszynski & Bancroft flying at Caburn 2019.
Photo Mark Fiddes (Used with permission)**

**Saturday
20th July
6pm - late**

LEWES BN8 5SJ

SHGC SUMMER BBQ

**LIVE BAND
FREE 1ST DRINK
HOG ROAST
SIDES & SALADS
BONFIRE
FREE CAMPING
BRING YOUR OWN DRINK**

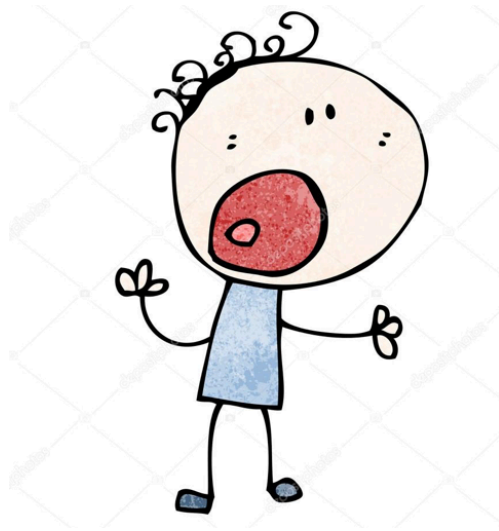


**Tickets available from the
SHGC website**



2. Membership: Personal Information

Look, I am sorry to be boring, but the team here at Windssock HQ would like to have a modest moan.



Josh, our summer intern (we promised him a glittering career in journalism – and the sub-editor really fancies his mum!) was recently reviewing the member list and noted that there are many members of the Southern Club with incomplete personal information on their SHGC account. In many cases there is even no emergency information provided.

So, please log into your account at www.shgc.org.uk and check all your personal details including your address, and in particular, your emergency contact details.

3. The AIR Experience Pilots' Code of Conduct

We are all, only too aware, that we share our Club sites with many people, pilots and non-pilots alike. We also have a number of BHPA registered schools (collectively known as Commercial Air Experience Pilots (AEPs) that use the sites too. These schools typically offer pre and post flight training. All of these Schools are formally accepted by the Club, pay annual fees, and, in exchange, permission to use the sites is given.

The Committee has recently introduced a formal code of conduct for AEPs when using the Club's flying sites. Whilst, this code is "voluntary" it is, nevertheless, a clear expression of the Club's values, expectations, and behaviours that the Committee expect to see displayed on the sites. This Code was produced by the Club's Site's officer Dave Lewis.

This Code has at its heart two key principles:

A. Safety of All Persons; including but not limited to the AEP, the client(s) of the AEP, other pilots (whether they are members of the Club or not), members of the general public, all other persons engaged in any form of recreational activity (horse riding, walking, cycling etc.,) singularly or in a group, physical property (crops,

buildings, fences, trees, hedges etc.,) and (all) animals found on or near the Club's Sites.

B. Maintaining an Unobtrusive and Inconspicuous Presence. All the Club's Sites are important, from an environmental, ecological, and historic perspective. All the Club's Sites are busy. All the Club's Sites are highly vulnerable and a landowner/licensee could easily revoke (long-standing) permission(s) at a whim and without any grounds for appeal. It should be remembered that agreements with landowners are typically granted on the basis of these permissions applying to recreational pilots only, hence the need for commercial AEPs to 'blend-in' as much as possible. Accordingly, this Code encourages all commercial AEPs to behave at all times, and in such a way, that their presence, and conduct, remains as unobtrusive and inconspicuous as is reasonably possible. A copy of the code is on the SHGC Website.

4. The Advance British Club Challenge 2019

The Advance BCC is a BHPA endorsed event, designed to introduce lower airtime paragliding pilots to cross country competition flying and promote the development of the appropriate skill sets. This is achieved through a friendly, coaching environment, with pilots competing in low-complexity tasks, and as members of small teams against other clubs. The primary aim of the BCC is pilot development through safe, supervised and enjoyable flying. To facilitate this a secondary aim of the competition is to encourage teams to visit other areas of the UK and fly at new and different types of sites to assist in the progression of their general flying abilities and good airmanship skills.

The entry level, club orientated and friendly nature of the BCC is intended to allow every BHPA club to enter a team and potentially fly at new sites whilst also not having to travel unreasonable distances to take part in a round. The scoring mechanism of the competition is designed to encourage regional rounds to take place across the country wherever it is flyable (e.g. SE Wales, Thames Valley, Peaks, Dales etc.). This does not preclude teams from travelling greater distances should they so wish but the staging of multiple rounds prevents a dozen clubs trying to get into the same round at a site which is only suitable for five teams to take part in. At the end of the season, the club, with the highest combined score from up to six rounds is declared as Champions for that year. Prizes are awarded at the first round of the following season, which is normally held in early April. This event is also designed to bring together the various participating clubs from around the country to review the season and make suggestions for future years of competition.

A BCC team is the representative unit of a BHPA registered club. Each club may register up to two teams. Each team has up to six members, one captain/coach and five team members. The team captain is a key position and should be approved and supported by the Committee of the club being represented. A team may consist of just one member although this pilot should be capable of flying unsupervised and must be Pilot rated or better unless another team is willing and able to supervise and mentor that pilot for the duration of any round. The team can comprise a mix of BHPA Club Pilot, Pilot and Advanced Pilot qualified individuals; a weighting system is in place, which modifies scores, based on pilot rating and the class of glider being flown. The BCC aims to be wholly inclusive for all the members of any club. However, it should be remembered that the ethos of the competition is for the more experienced pilots to coach and develop the less experienced members of the team.

All participating pilots must be Individual Flying Members of the BHPA to ensure that they are provided with the appropriate third party insurance. Team captains are responsible for ensuring this key requirement is complied with. Thereafter the competition is open to all pilots of sufficient experience and competence to safely undertake thermal flying and attempt cross country flying, noting that the tasks set and related briefings must take account of the large variation in experience and ability of competing pilots. It is recommended that competitors have a minimum of Club Pilot plus 15 hours airtime, but team captains may use their discretion when selecting team members. Pilots should be full members of the club that they compete for. Once a pilot has flown a BCC round for a club they may not fly for another club in the same season. Tandem pilots may fly in rounds, but will only score as an individual.

Only certified gliders rated EN A to EN D (including EN certified '2-liners') may be used in the BCC. All gliders must be flown in their certified configuration and cannot be changed in any way. A glider that has been changed in its configuration, even slightly in comparison with the tested model, or a glider that has not been tested, will not be allowed in the competition.

All pilots fly under their own responsibility. It is each pilot's obligation to take all necessary actions to maintain their own safety whilst competing, and to ensure that they do not act in any way that might endanger any other pilots. It is a condition of entry to British Paragliding Competitions for all pilots to accept, without restriction, to hold the Organisers and British Competitions Panel blameless, and waive all claims to compensation.

The purpose of British Paragliding Competitions is to provide a sporting, fair, competitive and safe contest, in order to determine event winners and to reinforce friendship amongst all British Club Challenge competitors.

For more details please contact SHGC member and organiser Paul Dowsett

5. Synoptic Charts: A “best guess” of current & future conditions

This article has been sourced from publically available information. The author is unknown.

The need for synoptic charts

With an understanding of how the air moves and how clouds and rain form, quite accurate predictions can be made by simply observing the sky overhead, by observing wind direction and noting the temperature, and humidity of the air. But to be able to predict and forecast weather it is necessary to understand the isobaric patterns associated with fronts and depressions, anticyclones and high-pressure ridges. To make this easier, meteorologists plot isobaric patterns on synoptic charts.

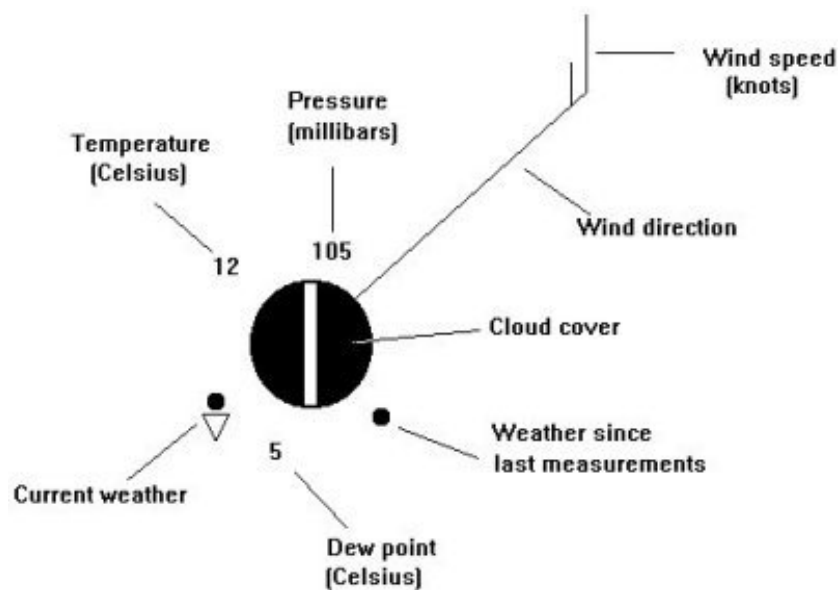
Plotting weather observations

The first stage in preparing a synoptic chart is to chart the position of each meteorological station. These are marked by a small circle. The weather report for each station is then plotted in and around the circle. Elements like temperature and pressure are entered as plain figures. Others, like the occurrence of rain, snow, cloud and fog are plotted using internationally agreed symbols. For example cloud cover at a particular time is indicated by filling in certain portions of the circle. The greater the fill, the more the cloud cover, measured in eighths or oktas. These are shown in the picture below.

		Cloud cover (in eighths of sky)	
•	Rain	○	0
••	Continuous slight rain	◐	1
•••	Continuous heavy rain	◑	2
⊖	Sleet	◒	3
*	Snow	◓	4
⚡	Thunderstorm	◔	5
▽	Shower	◕	6
△	Hail	◖	7
≡	Fog	◗	8

Wind direction is represented by an arrow pointing in the direction from where the wind is coming. In the picture below, the cloud cover is 7/8th, the temperature is 12 degrees C, the wind is from the northeast, and is 15 knots. (NB. The wind speed is denoted by "feathers" on the wind arrow, a short feather indicating 5 knots, a larger one 10 knots, a long and short one, equals 15 knots and so on.)

Meteorological symbols

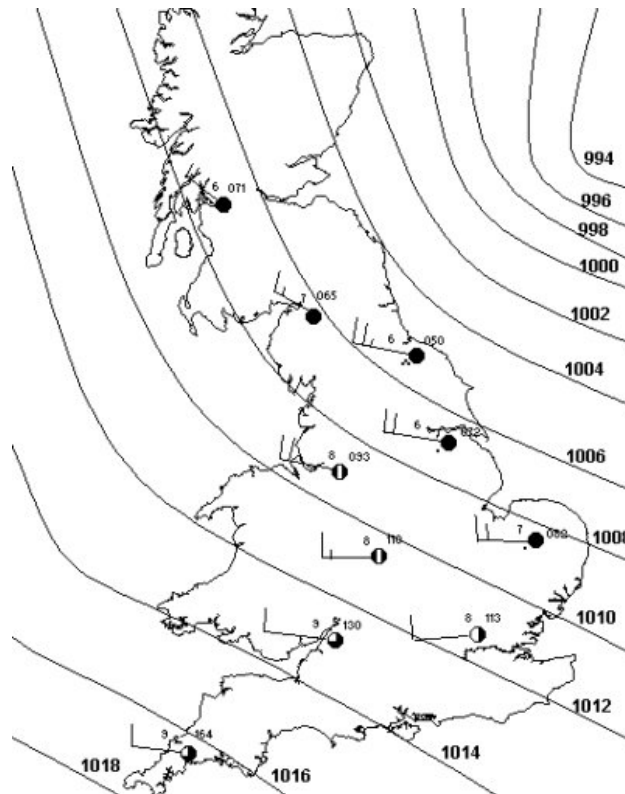


Temperature is measured in degrees Celsius to the nearest whole degree. Pressure at a station is standardized to sea-level pressure measured in millibars. The hundreds figure for the pressure is omitted as being understood since the pressure is almost always between 950 and 1050 millibars. For example, a pressure of 987.8 millibars would be written as 878; 1014.3 millibars as 143. In the previous example, the pressure is 1010.5 millibars.

Isobars

When plotting of the meteorological observations is completed, the forecaster then proceeds with the synopsis (an informed guess) and analysis of the chart. The first

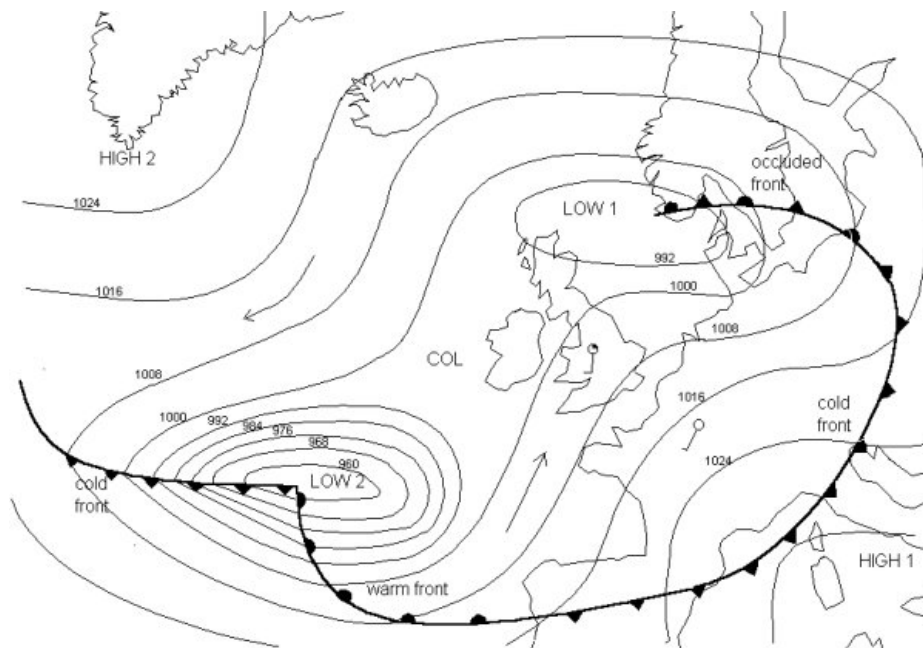
step is to draw on the isobars - lines along which the pressure is the same. They are of the same nature as height contours on a geographical map. Usually, they are drawn at intervals of 2 or 4 millibars. By definition, isobars can never cross each other (see Below).



The meteorologist in drawing isobars has an additional aid in the plotted wind directions of each station. It is the rotation of the Earth, which deflects moving air on course from high to low pressure. Thus, in the northern hemisphere, the lower pressure is to the left of the wind, the higher pressure is to the right. This is reversed in the southern hemisphere. The stronger the winds, the closer the isobars.

Isobaric patterns

The completed isobars usually reveal a few standard patterns. A set of curved isobars surrounding an area of low pressure reveals a depression, with the wind in the northern hemisphere blowing anticlockwise around its center. A set of curved isobars surrounding a high pressure reveals an anticyclone, with the winds in the northern hemisphere blowing clockwise around its center. Open V-shaped isobars with low pressure inside delineate a trough of low pressure; high pressure inside the formation is called a ridge of high pressure. A col is the indefinite isobar configuration between two highs and two lows arranged alternately, and has no particular type of weather associated with it other than light winds. Some of these patterns can be seen in the following illustration.



Isobaric structure of frontal depressions

A depression, as its name implies, is a region of low barometric pressure and appears on the synoptic chart as a set of closed curved isobars with winds circulating anticlockwise in the northern hemisphere, clockwise in the southern hemisphere. The warm and cold fronts associated with depressions bring with them characteristically unsettled weather. Depressions vary from between 200 and 2,000 miles in diameter; they may be deep when pressure at their center is very low and the isobars are tightly packed, or shallow when less well developed.

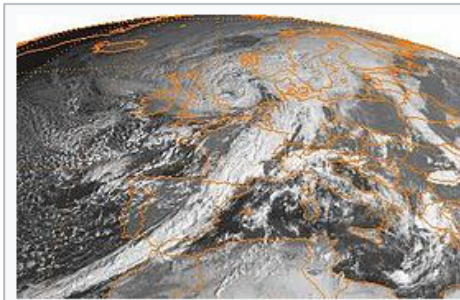
A depression develops like the propagation of a wave in water. Initially, a uniform boundary or front exists between cold air pushing southwards and warm air pushing northwards. A wave-shaped distortion may appear on the front, and a small low-pressure center develops at the crest of the wave. In the immediately surrounding area the pressure begins to fall. A disturbance of this kind is called a wave depression. As the "wave" develops, a warm sector of air forms, bounded by the warm and cold fronts, which begins to tie over the engulfing cold air. Both the warm and cold fronts originate from the center of the depression. On the ground, sudden changes in the wind direction may be experienced when fronts pass by.

Wave depressions can grow off the tail ends of primary cold fronts. The depression so formed is then called a secondary depression. New centers may also develop at the point of occlusion within the primary depression. The secondary system can then become the main system, and the primary occluded front becomes caught up in the developing circulation, effectively becoming a third front.

6. Case Study: The Great Storm of October 1987

The Great Storm of 1987 was a violent extra-tropical cyclone that occurred on the night of 15–16th October, with hurricane-force winds causing casualties in England, France and the Channel Islands as a severe depression in the Bay of Biscay moved northeast.

Great Storm of 1987



Formed	15 October 1987
Dissipated	16 October 1987
Lowest pressure	953 ^[1] mb (28.14 inHg)
Highest winds	139 km/h ^[2]
Highest gust	216 km/h ^[3]
Damage	£2 billion (5.526 today), 23 Billion francs (7.653 today)
Casualties	22
Areas affected	United Kingdom, France, Spain, Belgium, Norway

With winds gusting at up to 100mph, there was massive devastation across the country and 18 people were killed. About 15 million trees were blown down. Many fell on to roads and railways, causing major transport delays. Others took down electricity and telephone lines, leaving thousands of homes without power for more than 24 hours and some much longer.

Buildings were damaged by winds or falling trees. Numerous small boats were wrecked or blown away; with one ship at Dover being blown over and a Channel ferry was blown ashore near Folkestone. While the storm took a human toll, claiming 18 lives in England, it is thought many more may have been hurt if the storm had hit during the day.

The storm gathers

Four or five days before the storm struck, forecasters predicted severe weather was on the way. As they got closer, however, weather prediction models started to give a less clear picture. Instead of stormy weather over a considerable part of the UK, the models suggested severe weather would pass to the south of England - only skimming the south coast.

During the afternoon of 15 October, winds were very light over most parts of the UK and there was little to suggest what was to come. However, over the Bay of Biscay, a depression was developing. The first gale warnings for sea areas in the English Channel were issued at 6.30 a.m. on 15 October and were followed, four hours later, by warnings of severe gales.

At 12 p.m. (midday) on 15 October, the depression that originated in the Bay of Biscay was centred near 46° N, 9° W and its depth was 970 mb. By 6 p.m., it had moved north-east to about 47° N, 6° W, and deepened to 964 mb.

At 10.35 p.m. winds of Force 10 were forecast. By midnight, the depression was over the western English Channel, and its central pressure was 953 mb. At 1.35 a.m. on 16 October, warnings of Force 11 were issued. The depression moved rapidly north-east, filling a little as it went, reaching the Humber estuary at about 5.30 am, by which time its central pressure was 959 mb. Dramatic increases in temperature were associated with the passage of the storm's warm front.

Warnings to the public

During the evening of 15 October, radio and TV forecasts mentioned strong winds but indicated heavy rain would be the main feature, rather than strong wind. By the time most people went to bed, exceptionally strong winds hadn't been mentioned in national radio and TV weather broadcasts. Warnings of severe weather had been issued, however, to various agencies and emergency authorities, including the London Fire Brigade. Perhaps the most important warning was issued by the Met Office to the Ministry of Defence at 0135 UTC, 16 October. It warned that the anticipated consequences of the storm were such that civil authorities might need to call on assistance from the military.

In south-east England, where the greatest damage occurred, gusts of 70 knots or more were recorded continually for three or four consecutive hours. During this time, the wind veered from southerly to south-westerly. To the north-west of this region, there were two maxima in gust speeds, separated by a period of lower wind speeds. During the first period, the wind direction was southerly. During the latter, it was south-westerly. Damage patterns in South East England suggested that whirlwinds accompanied the storm. Local variations in the nature and extent of destruction were considerable.

How the storm measured up The image below shows maximum gusts (in knots) during the storm.

Comparisons of the October 1987 storm with previous severe storms were inevitable. Even the oldest residents of the worst affected areas couldn't recall winds so strong, or destruction on so great a scale.

- The highest wind speed reported was an estimated 119 knots (61 m/s) in a gust soon after midnight at Quimper coastguard station on the coast of Brittany (48° 02' N 4° 44' W).
- The highest measured wind speed was a gust of 117 knots (60 m/s) at 12.30 am at Pointe du Roc (48° 51' N, 1° 37' W) near Granville, Normandy.
- The strongest gust over the UK was 100 knots at Shoreham on the Sussex coast at 3.10 am, and gusts of more than 90 knots were recorded at several other coastal locations.
- Even well inland, gusts exceeded 80 knots. The London Weather Centre recorded 82 knots at 2.50 am, and 86 knots was recorded at Gatwick Airport at 4.30 am (the authorities closed the airport).

A hurricane or not?

TV weather presenter Michael Fish will long be remembered for telling viewers there would be no hurricane on the evening before the storm struck. He was unlucky, however, as he was talking about a different storm system over the western part of the North Atlantic Ocean that day. This storm, he said, would not

reach the British Isles - and it didn't. It was the rapidly deepening depression from the Bay of Biscay, which struck. This storm wasn't officially a hurricane, as it did not originate in the tropics - but it was certainly exceptional. In the Beaufort scale of wind force, Hurricane Force (Force 12) is defined as a wind of 64 knots or more, sustained over a period of at least 10 minutes. Gusts, which are comparatively short-lived (but cause a lot of destruction) are not taken into account. By this definition, Hurricane Force winds occurred locally but were not widespread.

The highest hourly-mean speed recorded in the UK was 75 kts (86mph), at the Royal Sovereign Lighthouse. Winds reached Force 11 (56-63 kts) in many coastal regions of south-east England. Inland, however, their strength was considerably less. At the London Weather Centre, for example, the mean wind speed did not exceed 44 kts (Force 9). At Gatwick Airport, it never exceeded 34 kts (Force 8).

The 1987 storm has been referred to as the worst storm since the Great Storm of 1703 and also as a once in 200-year event. Analysis of records of the hourly mean wind speeds and highest gusts indicates that such extreme conditions over land in south and south-east England were likely to occur, on average, only once in 200 years. Other significant storms have impacted the UK over the last 200 years, and Lamb's index of storms highlights events in 1792, 1825 and 1839 but in terms of impact on southern England the 1987 storm is most comparable with the Great Storm which struck central and southern England on 7 December 1703 although loss of life was far higher in 1703. Both storms affected broadly similar areas of Southern England causing extensive structural damage to good quality buildings and bringing down vast numbers of trees. Indeed the 1703 storm felled 4000 oak trees in the New Forest alone, brought down around 2000 huge chimney stacks in the City of London and even blew the roof off the Palace of Westminster.

Northern Scotland is much closer to the main storm tracks of the Atlantic than south-east England. Storms as severe as October 1987 can be expected there far more frequently than once in 200 years. Over the Hebrides, Orkney and Shetland, winds as strong as those which blew across south-east England in October 1987 can be expected once every 30 to 40 years.

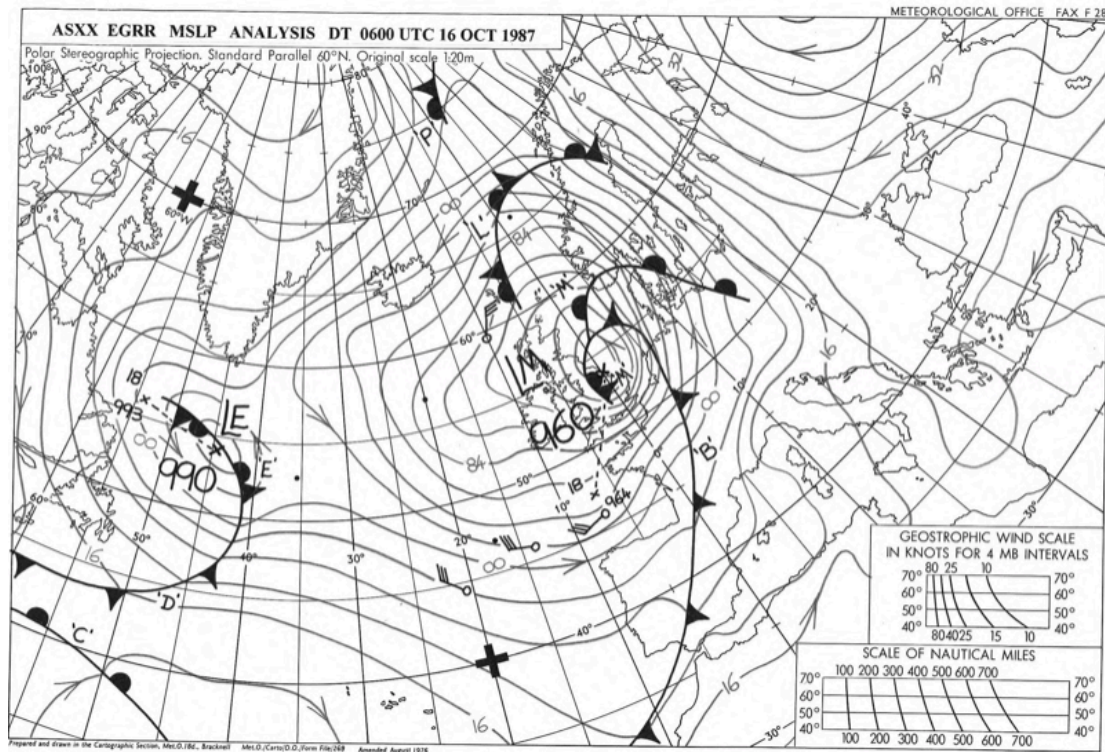
The 1987 storm was also remarkable for the temperature changes that accompanied it. In a five-hour period, increases of more than 6 °C per hour were recorded at many places south of a line from Dorset to Norfolk.

The aftermath

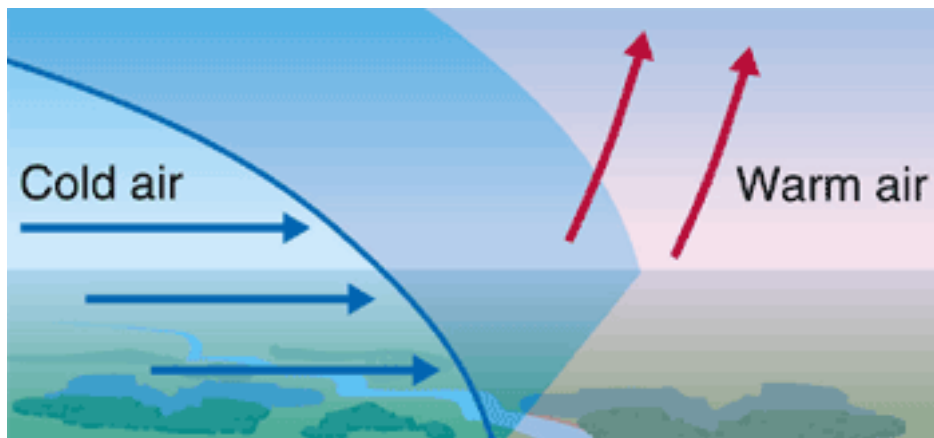
Media reports accused the Met Office of failing to forecast the storm correctly. Repeatedly, they returned to the statement by Michael Fish that there would be no hurricane - which there hadn't been. It did not matter that the Met Office forecasters had, for several days before the storm, been warning of severe weather. The Met Office had performed no worse than any other European forecasters when faced with this exceptional weather event.

However, good was to come of this situation. Based on the findings of an internal Met Office enquiry, scrutinised by two independent assessors, various improvements were made. For example, observational coverage of the atmosphere over the ocean to the south and west of the UK was improved by increasing the quality and quantity of observations from ships, aircraft, buoys and satellites, while refinements were made to the computer models used in forecasting.

The picture below shows the synoptic chart for 16th October 2019.



7. Atmospheric Weather Fronts

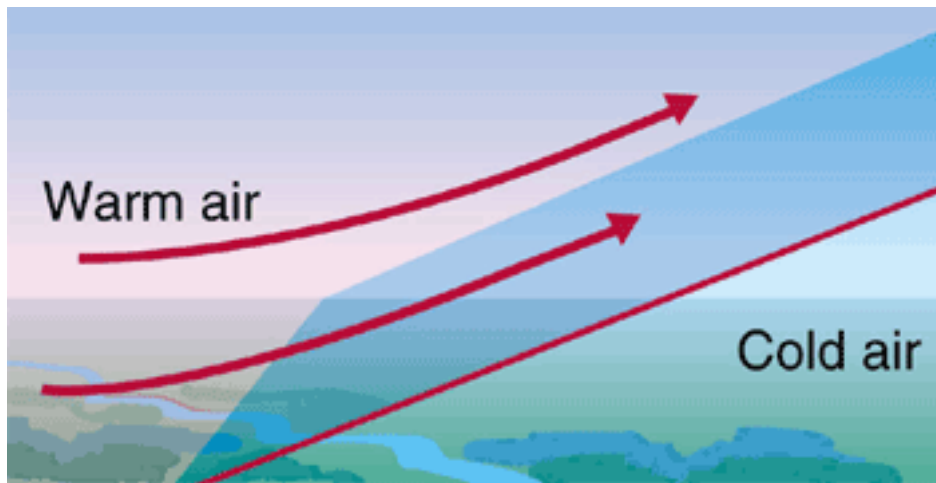


A cold weather front is defined as the changeover region where a cold air mass is replacing a warmer air mass. Cold weather fronts usually move from northwest to southeast. The air behind a cold front is colder and drier than the air in front. When a cold front passes through, temperatures can drop more than 15 degrees within an hour.

On a weather forecast map, a cold front is represented by a solid line with blue triangles along the front pointing towards the warmer air and in the direction of movement.

There is usually an obvious temperature change from one side of a cold front to the other. It has been known that temperatures east of a cold front could be approximately 55 degrees Fahrenheit while a short distance behind the cold front,

the temperature can go down to 38 degrees. An abrupt temperature change over a short distance is a good indicator that a front is located somewhere in between.

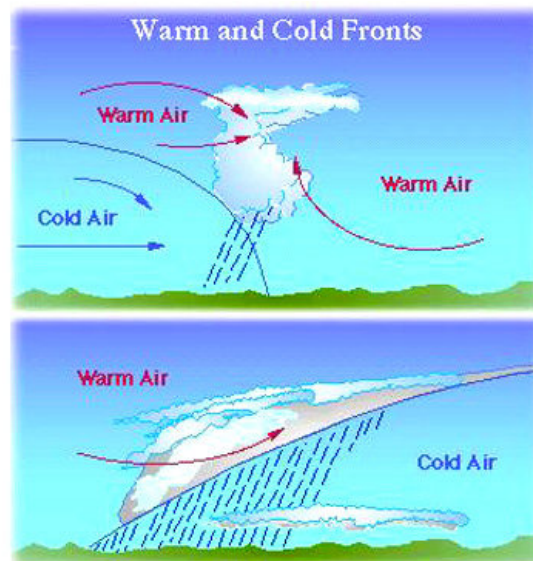


A warm weather front is defined as the changeover region where a warm air mass is replacing a cold air mass. Warm fronts usually move from southwest to northeast and the air behind a warm front is warmer and moister than the air ahead of it. When a warm front passes, the air becomes noticeably warmer and more humid than it was before.

On a weather forecast map, a warm front is represented by a solid line with red semicircles pointing towards the colder air and in the direction of movement.

Again, there is typically a noticeable temperature change from one side of the warm front to the other, much the same as a cold front.

If colder air is replacing warmer air, it is a cold front, if warmer air is replacing cold air, then it is a warm front.



8. Seven Steps to Dealing with Fear in Paragliding (and Hang Gliding) - By Heike Hamann – and used with Heike's permission.

Heike Hamann learned to fly in Bright, Australia, in 1992 and has been flying competitions for over a decade. She has flown in numerous World Championships as a member of the Australian Team and has been Australian Female Champion four times.

Over the 17 years that I have been flying, I've had my own share of fear to deal with. Between two accidents that resulted in hospital, and an incident, which didn't actually result in physical injury, but left me with emotional damage, I'd say it's been the biggest factor in my flying performance and pleasure, the piece that has taken the most on going work.

When I feel frightened in the air, it is debilitating. I spend most of my energy dealing with it, rather than the task at hand of observing what is going on around me, making tactical decisions and having fun. I land exhausted.

My first accident was landing on a power line – a single strand running down the side of a rocky, tree-covered hill. Although this was probably the most dangerous and potentially fatal incident I've had, it had a happy ending, in that I started sliding down the line with my glider and eventually had the wing re-inflated by a thermal coming through – and it left no long-term scars.

The second accident occurred on tow, when one of the tow points unclipped and I was dragged into the ground. A few X-rays later I was released from hospital – nothing broken, but in pain all the same.

My most frightening incident occurred at 5,000 m in Spain, at the seven-hour mark of an exhausting flight, when I was in danger of being sucked up into clouds. I was on a new wing, and when it went into a parachutal stall after an incorrectly exited B-line, it didn't respond in the same way as my previous wing. The result was a long cascade of G-force and terror-inducing events and thoughts about promises made about coming home safely. Eventually, using the last of the physical strength I had left, I pulled on a full stall and held it on as long as I could – when the glider recovered, there was a moment of calm. A calm that I had experienced about four times in the previous minutes – only this time the calm remained. When I eventually landed safely, I broke down and cried. It took about five hours before the retrieve bus picked me up. Five hours of being alone in the middle of nowhere, needing to deal with the trauma alone.

A month or so later, while flying high in the Austrian Alps, I had a huge collapse close to the trees, and threw my reserve. It opened just in time, but my impact with the ground was hard. After a ride suspended in a stretcher below a helicopter, I found myself in hospital. Once again nothing broken, but almost, and internal organs shaken severely. Seven days later I emerged sorely from hospital – after much soul searching I had decided to keep flying. Judy Leden's book, *Flying with Condors* helped me decide.

Fear and Fantasy

That all happened over 11 years ago – the fearlessness that marked my earlier flying days was gone forever. Since then I have come up with a strategy that helps me deal with fear. It is a synthesis of talking with people and working on myself.

Coming back from those two incidents took a year of focused effort, to get myself flying close to the levels I had before they occurred. Lots of short flights, so that my 'courage quotient' didn't get too drained – I found time on the ground built up the courage quotient, and time in the air drained it. A new wing. Studying myself using the skills I was learning in my psychology studies. Talking to other pilots. Sessions with a therapist and a sports psychologist to work through some of the trauma. Years down the track I find myself going through phases of high levels of fear every now and again, and I do more work, study more, talk to more people until eventually I work through the next piece. Then I come back to loving being in the air again and being closely in touch with my glider when things get a little rough, rather than semi-freezing and just wanting to land.

The first thing I am saying is, you can do something about the fear you feel. You don't need to just ignore it or pretend it isn't there. There are things you can do to help yourself. I have seven basic steps I use to deal with fear. Five of them occur when I am in the air, feeling afraid, wanting to land to end the horrible experience. The final two steps take place on the ground.

Before I go into the seven steps I want to talk briefly about fear. There has been much written about it and there are books such as *Feel the Fear and Do It Anyway* that deal with the subject. I've often come across descriptions that include the word Fear as an acronym of Fantasy Expectations Appearing Real. Many of the strategies that are suggested for working through this are excellent, not only for dealing with fear, but also for dealing with life. However, in paragliding there is a real difference – fear is not only fantasy expectations appearing real. Sometimes that is the case, and I will at times refer to this as 'irrational' fear.

Other times, we really are in danger. There is no fantasy; there is no appearing real. We are in danger. It is real. This fear I refer to as 'rational' fear.

Step 1: Notice you are afraid

That might sound obvious, but unless you've just had a big collapse or find yourself without a glide out to a landing field, it often creeps up on you. There were times that I did not realise I was afraid, until I found myself wanting to land. Get to know yourself: how do you know when you are beginning to feel afraid? Do you start breathing more shallowly? Do you tense up? Do you find yourself looking constantly at your wing? These days I'm getting better at noticing it. One of the first signs is that I pull my feet up, so they are at right angles to my shins. Or I find myself sitting more upright in the harness, rather than relaxing back and letting it hold me. Catching it early is important, so that you can address it before it's gone so far that landing is all you can think of.

Step 2: Breathe deeply

Right into your belly. Three times. We start breathing more shallowly when we are afraid. This deep breathing in itself will ease the tension somewhat, and once you've used this seven-step method a few times, will mark the beginning of the fact you are about to do something about your feelings of fear, rather than just ignoring them.

Step 3: Ask yourself what you are afraid of?

Is it the bumps or the clouds? Is it that little or big tuck you had? The rustle? Is it because you are so high? Or so low? Name it. Out loud, as though you were telling someone about it. When I was first recovering from my accidents I would find myself having made the decision to land, because I was afraid. But once back on the

ground I couldn't actually say what I was afraid of. So for a while I took a voice recorder with me, and I would speak into it when I was feeling afraid.

Clarifying what the fear is about, rather than just leaving it as a nebulous feeling, is important. Even if it's just a vague feeling, concentrate on it; guess what might be causing it. Dismissing it as 'silly' or similar, without really knowing what is behind it, is not helpful.

Step 4: Are you in danger?

Having named the fear, step four is to ask the question: are you actually in danger? An interesting discovery I made here is that sometimes I didn't know. After all these years of flying, I didn't actually always know where the 'danger zone' was. Sure, being right under a big cumulonimbus cloud is dangerous. But how about if it's a cumulus congestus? How close is too close? How close is okay? Take the time to read the books and talk with experienced pilots about these things, and work out where your own safety margins lie.

There are three answers to the question, Am I in danger?

In my "Yes" category I include big clouds, rain and the associated gust front, strong winds and no glide out to a safe landing.

Being high and being alone however fall into my "No" category. These are good examples of irrational fear. I sometimes feel frightened in these situations because of past experiences I've had. The feeling of fear is just as intense as if I was really in danger. However, I am not in any danger – unless I stop thinking clearly as a result of feeling frightened and then do something that puts me in danger.

The "I Don't Know" category can contain all of the situations included in the "Yes" category above, if I don't know what my safety zone is. More about this shortly. I would also add strong turbulence into this category – others might put it in the Yes category. Each of us needs to find our own answers to this question.

Step 5: What are you going to do now?

Having established whether or not you are actually in physical danger, the next step is to come up with a strategy to deal with the situation you are in.

If you are in danger then your highest priority is to get yourself safe. The details of how to do that fall outside the realms of this article, however I will touch on them briefly here. If you don't have a strategy for dealing with these situations, make it a priority to find one, by talking to people and reading books, watching videos, attending clinics etc. This will not only make you a safer pilot, but will also give you peace of mind, which in itself may reduce your levels of fear.

Big clouds: fly away from them, and if you need to land to be safe, fly away from them using speed bar and big ears. If you are under one, big ears and speed bar to the edge of the cloud, having taken a GPS direction reading so that in case you get into the cloud you know which way to keep heading.

Rain: I have a personal policy not to fly with a wet glider, however mild the rain is. So land before it gets wet, and if it is wet, land ASAP, remembering the glider may become more prone to going parachutal, so keep the glider speed up.

Gust fronts: if you can see one coming and can't land in time, one philosophy is to stay as high as you can and ride it out that way. I don't even like to think too hard

about that possibility – it's too scary. Yet think about it we must. Another philosophy is to fly in the opposite direction of the gust front, and find the largest, widest part of the valley, if that's what you are in, and pick the biggest paddock, free of power lines that you can find to land in. All of these topics are worthy of an article in themselves. Best of all however, don't get caught in a gust front – learn how to avoid that happening.

Strong winds: landing safely here is the key. Find a big, obstacle-free field, free of power lines, ideally with other fields downwind in case you get blown back. Set yourself up at the upwind end of the paddock, face into the wind, and fly from one side of the paddock to the other, a little as though you are ridge soaring – like a squashed figure 8. When you do land (and remember you won't need to flare), you need to be able to control your glider. Learn how to do that in strong wind.

No glide to a safe landing: if you have flown too deep into a hill, and don't have the glide out find the line to the closest field that maximises your chances of lift or finding a thermal – normally by flying down the windward side of a ridge. It is tempting to take the most direct route to the landing paddock, but that may put you in the heaviest sink. If there is no way out, and you are going to land in a tree, do the thing you learned at paragliding school – pick a big bushy tree and then land in it like you would on the ground.

The key in all these instances is to have thought about the scenarios beforehand, and the strategies for getting yourself safe again. In the moment of danger, you need to know what to do, so you don't add to the fear by needing to work it out at the time. Think and talk it through beforehand. This has the added advantage of probably putting you off putting yourself in such a situation in the first place.

If you can, remember to breathe deeply and visualise yourself getting out of the situation. Visualisation has a strong effect in the middle of a dangerous situation – it sets the determination to get yourself safe. It replaces the frightening images of what could go wrong with a positive one. My body immediately relaxes somewhat and the determination to find a safe way out increases.

Let's move now to those situations where you are feeling scared, but are actually not in any danger of physically hurting yourself. This is situation I find myself in most often – and I have a routine (another seven steps!) I take myself through when I am aware this has happened:

1. Look around. The first thing to do is to look around. When we get scared we can become fixated, so by forcing ourselves to look around the level of fear immediately reduces.

2. Breathe deeply.

3. Set mini-goals. Mini-goals are crucial. They shift our focus from whatever is frightening, to something positive. Examples of the types of mini-goals I set myself are to core thermals well, get to the top of a thermal faster than everyone else or stick with pilot A – don't let them outfly me.

Focusing on coring thermals has the added advantage of keeping you in what is generally the most formed part of the lift. When we are half-hearted about thermalling we may find ourselves at the edges of the thermal, where it is roughest.

4. Visualise. When I was coming back from my accidents, just staying in the air was an achievement. So once I noticed myself feeling uncomfortable, I would set myself a mini-goal of flying for another 10 or 15 minutes. And then go in to land. That way I could feel good about having achieved a goal, rather than just berating myself for landing early.

Similarly, I might say, I'll go and land after I've had two or three tucks, however small. This was a particularly good mini-goal to set myself if I was afraid of the wing collapsing because of the conditions. Inevitably I found that I wasn't actually getting any collapses at all!

5. Use Anchors. Having set a mini-goal, I then use anchors to change my state from a fearful state to a more desirable state.

Anchors are words, sounds, songs, movements or specific physical touch that are associated to a certain, positive state in your body. The technique is relatively simple to use. It originally comes from Neuro-linguistic programming, and the method I describe here draws on NLP and on the work of Arnold Mindell, who has taken the concept further.

I have two anchors that I use when I am frightened but not in any physical danger. The first is some words that get me into a calm yet focused state. The second is a song that I hum to myself, that reminds me of my connection with something bigger than myself – nature, spirit, whatever you want to call it.

To get an anchor, you must first access the psychological state you want to be able to reconnect with. It is important to really be in that state – for example, being calm yet focussed. You need to feel it in your body, to look around at the world from that state, to walk around in that state. Then choose a movement, sound, song, visual image or some physical touch, such as pushing or pinching a certain part of your body, which somehow captures that state for you. Whatever you choose needn't make sense to anyone else – it's often an intuitive thing that just works for you.

When you want to re-connect with that state, you just repeat the movement or touch, make the sound or sing the song, or look at the visual image – some pilots have a smiley-face sticker on their vario, for example. Looking at it, using the anchor, brings the pilot back from the fearful state.

6. Visualise landing safely. I then visualise myself landing safely – I visualise myself coming in above the field, assessing the wind direction, deciding where and how I'm going to set myself up for a good landing, execute that landing approach, and flaring at the right time.

7. Talk to people on the radio. Talking to people is also a very effective way of moving through an irrational fear moment. Get on the radio; ask people how they are finding the conditions. Talk with them about what you are noticing and feeling, and ask them for their feedback or thoughts.

8. Moving out of the personal comfort zone. The last thing I'll do is remind myself that flying well sometimes means pushing myself out of my comfort zone. There are times when the air is rough, or the day is windy. I know I have the skills to handle the conditions safely – it's just uncomfortable. And chances are it will change, as I move to another part of the flight or as the day progresses. I'll do this more when I'm competing than when I'm free flying – when my desire to achieve a good finish outweighs the discomfort I am feeling in the moment.

These days, when I am free flying, I will tend to go and land when I am flying outside my comfort zone – I am in the air to enjoy myself, so if I am not enjoying myself, why persist? This has been particularly important for me, as I have had a tendency to keep pushing myself, and then forget how much I love flying. It becomes more of a chore, another job I need to do, rather than something I love doing. The last situation that you may need to find a strategy for, as part of Step 5, is when you feel frightened but don't actually know if you are in any physical danger or not. Is that cloud too big or that turbulence extreme? As you find where that line lies for yourself through experience and study, this will probably occur less. In this instance the best thing to do is to get on the radio and talk to people: "How is it for you?" Don't suffer alone – talk it through with them, understand their thinking about it, and then make a decision for yourself about whether it is dangerous or not, and act accordingly.

Step 6: Back on the ground

If you've been scared in the air, whether the fear was rational or irrational, talk about it when you're back on the ground. Ask other pilots for their opinions about the conditions and find out how they dealt with them. Don't be shy here – people generally love helping out. And if you can, share your feelings: let someone you trust know what it was like and whether you were frightened or found it difficult.

Likewise, be gentle with yourself after such experiences. For the longest time, I felt like I had to be strong and deal with them myself. Or more like it, not deal with the feelings at all, and just move on. Many years after my cascades in Spain, I realised my flying pleasure and performance were still being hampered by the experience I'd had eight years earlier! When I eventually let myself revisit that time and feel the feelings and have the associated emotions, and take care of myself around them, there was a step change in both my flying pleasure and competition performance. Little did people know that the reason why I was standing on the winner's podium was because of the 'inner work' that I did.

Step 7: Other strategies

I've already mentioned studying up about what is and isn't safe, and finding that line. Read and talk to people – increase your knowledge base, get the facts, come up with your own methods for working out where your safety line is.

Flying a glider you are comfortable on is also important. Flying a wing with less performance can greatly increase your sense of wellness and comfort on your glider. And it is surprising how much better you can fly when you feel like you are on-top of things and in control of your glider: your own performance will probably increase, despite the glider's lesser performance.

Doing an SIV course is a great way of becoming more comfortable on your wing and helps you get comfortable with rapid descent techniques. Knowing that you can get out of the sky quickly, if you need to, will increase your level of comfort and your physical safety when flying. And the controlled collapses will help you understand better how your wing reacts.

Reading books and articles about fear and how to deal with it, may also help you work through your fears – both in flying and in life!

The more you think about your fear when you are on the ground, and the situations that cause it, the more you'll be able to deal with the fears, become a safer pilot and enjoy your flying.

Heike Hamann has recently completed a Masters in Process Oriented Psychology, at the Process Work Institute in Portland, Oregon. This article formed part of Heike's thesis. The full article is available here: <https://iapop.com/wp-content/uploads/2011/02/dissertations/haman-sevenstepstodealingwithfear.pdf>
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Heike offers one-on-one coaching for people who are dealing with fear in paragliding. The coaching normally lasts for a series of 4-5 sessions, each 60-90 minutes in length. If you would like to connect with her about receiving some coaching, or if you have any questions or comments about the article, please contact her at heikehamann@gmail.com

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9. Hang on a Tick (Lyme Disease)



Overview

Lyme disease is caused by four main species of bacteria. *Borrelia burgdorferi* and *Borrelia mayonii* cause Lyme disease in the United States, while *Borrelia afzelii* and *Borrelia garinii* are the leading causes in the UK, Europe, and Asia. The most common tick-borne illness in these regions, Lyme disease, is transmitted in the US by the bite of an infected black-legged tick, commonly known as a deer tick and in the UK by a Sheep tick

Symptoms

The signs and symptoms of Lyme disease vary. They usually appear in stages, but the stages can overlap.

Early signs and symptoms

A small, red bump, similar to the bump of a mosquito bite, often appears at the site of a tick bite or tick removal and resolves over a few days. This normal occurrence doesn't indicate Lyme disease.

However, these are the signs and symptoms can occur within a month after you've been infected:

- **Rash.**

From three to 30 days after an infected tick bite, an expanding red area might appear that sometimes clears in the center, forming a bull's-eye pattern. The rash (erythema migrans) expands slowly over days and can spread to 12 inches (30 centimeters) across. It's typically not itchy or painful but might feel warm to the touch. Erythema migrans is one of the hallmarks of Lyme disease, although not everyone with Lyme disease develops the rash. Some people develop this rash at more than one place on their bodies.



- **Other symptoms.**

Fever, chills, fatigue, body aches, headache, neck stiffness and swollen lymph nodes can accompany the rash.

Later signs and symptoms

If untreated, new signs and symptoms of Lyme infection might appear in the following weeks to months. These include:

- **Erythema migrans.** The rash may appear on other areas of your body.
- **Joint pain.** Bouts of severe joint pain and swelling are especially likely to affect your knees, but the pain can shift from one joint to another.
- **Neurological problems.** Weeks, months or even years after infection, you might develop inflammation of the membranes surrounding your brain (meningitis), temporary paralysis of one side of your face (Bell's palsy), numbness or weakness in your limbs, and impaired muscle movement.

Less common signs and symptoms

Several weeks after infection, some people develop:

- Heart problems, such as an irregular heartbeat
- Eye inflammation
- Liver inflammation (hepatitis)
- Severe fatigue

When to see a doctor - If you've been bitten by a tick and have symptoms

Only a minority of tick bites leads to Lyme disease. The longer the tick remains attached to your skin, the greater your risk of getting the disease. Lyme infection is unlikely if the tick is attached for less than 36 to 48 hours.

If you think you've been bitten and have signs and symptoms of Lyme disease — particularly if you live in an area where Lyme disease is prevalent — contact your doctor. Treatment for Lyme disease is more effective if begun early.

See your doctor even if symptoms disappear

Consult your doctor even if signs and symptoms disappear — the absence of symptoms doesn't mean the disease is gone. Untreated, Lyme disease can spread to other parts of your body for several months to years after infection, causing arthritis and nervous system problems. Ticks can also transmit other illnesses, such as babesiosis and Colorado tick fever.

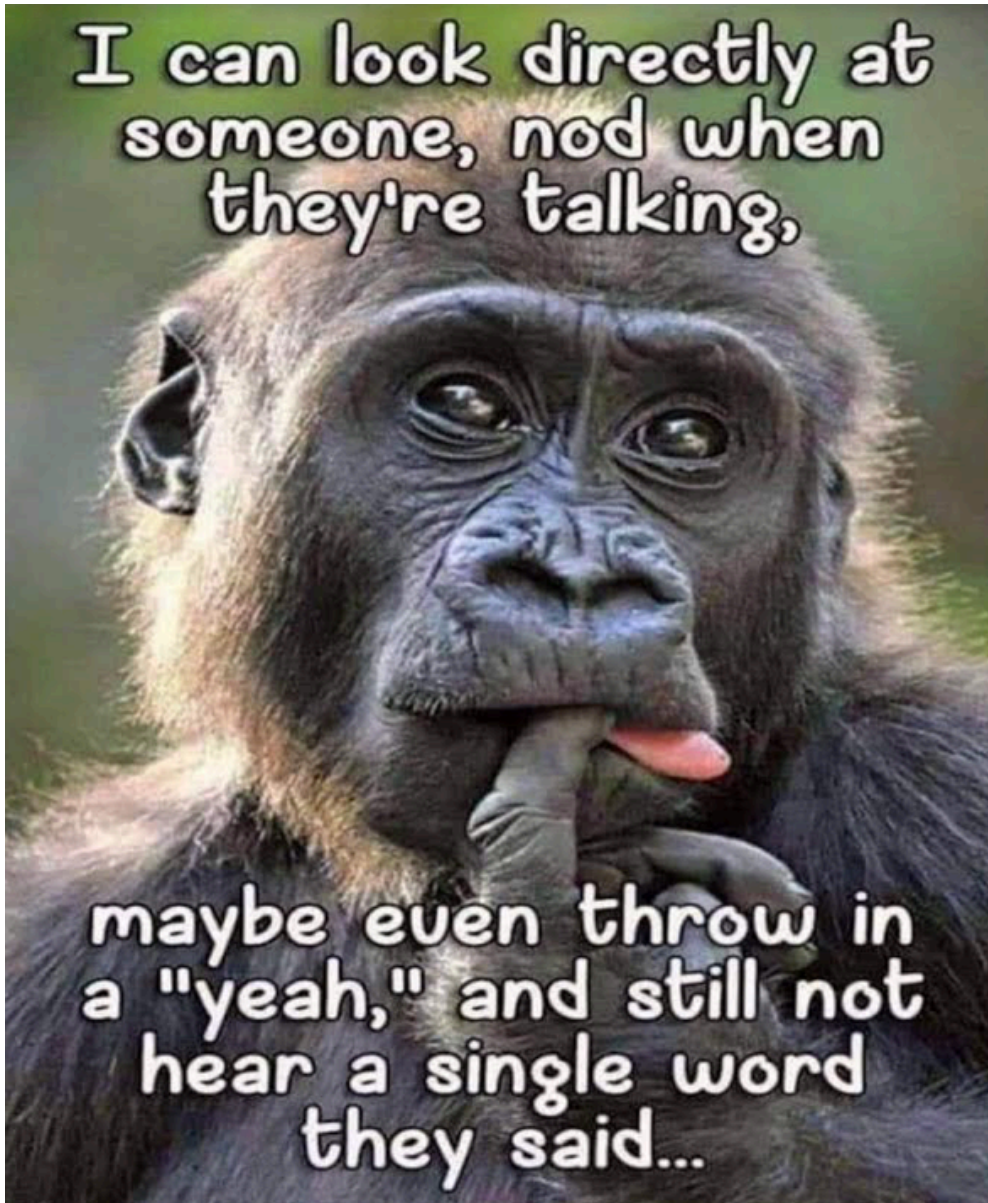
10. Diary

20th July 2019 – The fabulous SHGC Summer Party: Lovely food, great company, a huge bonfire, and friendships forged on the hill, reinforced on the ground!

Competitions And Events Calendar					
Date	Key	Name	Location	Contact	Web Site
11 July 2019 - 14 July 2019	🕒 🏆 🧑‍🚀	Parafest	Caerwys, North Wales		http://www.parafest.co.uk
13 July 2019 - 27 July 2019	🧑‍🚀	World Class 1 Hang Gliding Championships	Tolmezzo, Italy		http://www.bhgcomps.uk
20 July 2019 - 28 July 2019	🧑‍🚀	BHPFC Icarus Cup	Lasham, Hampshire	Tony Prentice	
8 August 2019 - 11 August 2019	🧑‍🚀	British Paragliding Cup Dales Leg	Austwick, Yorks	Viv Fouracre	http://www.bpcup.co.uk
16 August 2019 - 18 August 2019	🕒	Paragliding Accuracy European Cup	Czech Republic		http://pgaec.org
18 August 2019 - 25 August 2019	🧑‍🚀	Gin Wide Open	Krusevo, Macedonia		https://flywideopen.com
23 August 2019 - 26 August 2019	🧑‍🚀	British Open Paramotor Championships	Crews, Cheshire		http://www.pggcomps.co.uk
24 August 2019 - 26 August 2019	🕒	UK Classic Accuracy Nationals/European Grand Prix	South Cerney, Gloucestershire		http://bhpa-accuracy.org.uk
25 August 2019 - 31 August 2019	🧑‍🚀	British Hang Gliding Championships	Ager, Spain		http://www.bhgcomps.uk
30 August 2019 - 1 September 2019	🕒	Paragliding Accuracy World Cup	Mungyeong, Korea		http://www.pgawc.org
31 August 2019 - 1 September 2019	🕒	UK Paragliding Accuracy National Championships	Woldingham, Surrey		http://bhpa-accuracy.org.uk
7 September 2019 - 14 September 2019	🧑‍🚀	World Cup Brazil	Pico de Gaviao, Brazil		http://www.pwca.org
8 September 2019 - 18 September 2019	🕒	Paragliding Accuracy World Championships	Vrsac, Serbia		http://www.fai.org
21 September 2019 - 22 September 2019	🕒	European Grand Prix	Numansdorp, Netherlands		
2 October 2019 - 6 October 2019	🕒	Paragliding Accuracy Pre-Europeans	Sibiu, Romania		http://www.fai.org
4 October 2019 - 6 October 2019	🕒	Paragliding Accuracy World Cup	Wasserkuppe, Germany		http://www.pgawc.org
18 October 2019 - 20 October 2019	🕒	European Cup Superfinal	Macedonia		http://pgaec.org

Key: 🕒 Accuracy Event 🧑‍🚀 Paragliding Event 🧑‍🚀 Hang Gliding Event 🧑‍🚀 Foot Launched Powered Aircraft Event 🧑‍🚀 Human-Powered Flying Event

11. Remember...



**Thank you from the Windsock Team (and Josh)
See you all on the 20th July at the
supercalifragilistic SHGC Summer BBQ**

(and, reluctantly (he has me in a neck lock) I report a plea from the sub-editor, if anyone knows Josh's Mum, please say that she is invited too!)