

SOUTHERN HANG-
GLIDING CLUB

WINDSOCK

DECEMBER

2021



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1. Introduction

Welcome to the December 2021 edition of Windsock. Windsock is always a challenge for the editorial team but this edition has been made much easier with a number of guest articles submitted for publication. Thank you to everyone who did provide articles to help the Windsock editorial team.

In this edition we feature an article submitted from the SHGC Aero-tow section and their exhaustive and exhausting search for a new 'home'. Contact Johnny or Steve for more details on joining Aero-tow.

In addition, we have the Chairman's chat from John Turczak, mastering slope landing by Chief Coach Greg Hamerton in coaching corner, an article on making the most of sea thermals by Carlo Borsattino, and a timely safety briefing by Steve Purdie.

Fellow pilot and Club member Jeff Royal has written an account of his recent trip to Algodonales, Spain to attend a Mentor Plus course run by FlySpain. Plus lots more 'stuff' to amuse and inform, in unequal measures.

The windsock editorial team hope you enjoy this bumper edition but first congratulations are due to fellow pilot, SHGC member, and UK PG team member Martin Long, who has enjoyed a rather successful overseas flying trip of his own!



Russ Ogden, Seb Ospina, Theo Warden, Martin Long

Team GB 17th FAI World Paragliding Champions 2021

Congratulations to the whole UK team and in particular, Russ Ogden and SHGC Club and GB team member, Martin Long. Well done...!



- 1: Russell OGDEN (GBR)
- 2: Honorin HAMARD (FRA)
- 3: Luc ARMANT (FRA)

The 17th FAI World Paragliding Championship was held in Loma Bola, Tucuman, Argentina, October 31 - November 13, 2021.

“In a tense final task Russ Ogden held off Frenchman Honorin Hamard (2015 World Champion), to secure the individual Gold medal. Strong backup from the British team saw Seb Ospina in 6th overall, Theo Warden 15th and SHGC member, Martin Long 54th securing team Gold over the Swiss and Czechs. Switzerland's Yael Margelisch was top woman in 18th place, ahead of France's Seiko Fukuoka.



In all Seven tasks were flown of around 50 – 80km. One task was cancelled, leaving six qualifying task remaining. Pilots reached goal on only four tasks. UK pilot, Russ Ogden, won 4 tasks out of 6 – an

outstanding result.

This was the first time that a UK team had taken the top spot ever and Russ’ gold medal podium place was the first time a UK pilot had won gold since Bruce Goldsmith became UK world Champion in 2007. The UK team’s result was helped enormously by the strenuous efforts of master tactician Jocky Sanderson. See Jocky’s flight diaries “How we won the worlds” :

https://xcmag.com/magazine-articles/team-gb-how-we-won-the-world-championships/?utm_source=ActiveCampaign&utm_medium=email&utm_content=I

[n+The+Core+%7C+Insight+from+the+very+best&utm_campaign=In+The+Core+%2380+26+Nov+2021](#)

The team's success was by no means a pushover; there were some very strong national teams and individual pilots present. The French and Germans, finished 10th and 9th; both teams started well but suffered heavy setbacks on the 5th task and could not recover. Russ and the British team were ahead from that point onwards and did not let up.

Hats off to all involved in the UK team's success, including the British Paragliding Racing Academy who have been leading up to this moment for the last five years." (Source BHPA)

"Russ Ogden, Honorin Hamard, and Luc Armat are all members of the Ozone R&D team. They each flew the Enzo 3 with the new Submarine harness. Ozone Team pilot, Yael Margelisch, was crowned the queen of the worlds, followed by our own Seiko Fukuoka in second, and Klaudia Bulgakow in third. All flew Enzo 3s." – Flyozone.com

About the launch site at Loma Bola

Take-off direction: Northeast, east and southeast

Height: 800m above the valley and 1350m ASL

Site: Slope facing northeast, covered with grass, without obstacles, on which 150 pilots can take off in a short time.

About the task flying area

The mountain range of Sierra de San Javier has an axis that runs north-south and the most used slope is oriented towards the east. This mountain range has a length of about 22 km and separates the plain where the city is located (450 meters ASL) and the cultivated lands, from a valley located to the west (980 meters ASL). It is the prelude to a mountain range known as the Cumbres Calchaquíes (4000 meters ASL), which is difficult to access. The plain to the east and south of the Sierra de San Javier, presents innumerable fields with plenty of landing opportunities.



This article was adapted from the BHPA website, other sources are noted where applicable.

2. Chairman's Chat – John Turczak

It's fair to say that 'learning to live with COVID' has brought about many changes in the way we all behave in life, leisure, and business. The Club has also made quite a few changes. Not being able to meet physically meant the various Telegram groups took on a lot more importance and Catherine Castle has been very helpful in focussing our communications to members. I would like to thank all members for respecting the no-flying rules during lockdown; it made a huge difference in our relationships (and ongoing discussions) with landowners.

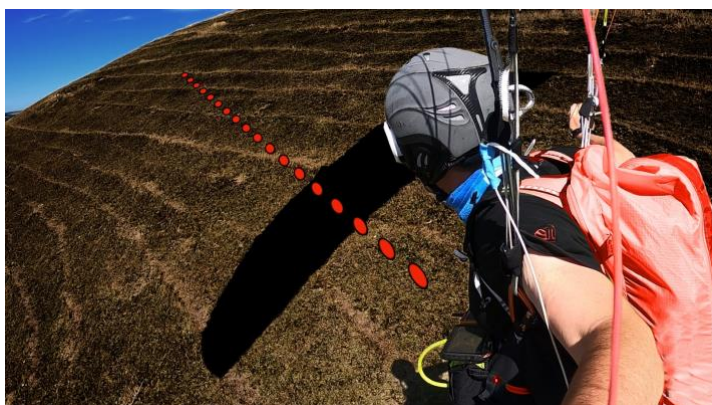
Many organisations have switched to virtual meetings and we followed suit with the 2021 AGM. Not only was attendance up, the feedback was also very positive. The AGM saw Dave Massie standing down as Chairman and Club President Johnny Carr thanked him for his many years of service as Chairman. Dave remains on the Committee as 'web-master' Given my new role as Chairman, my former position as Chief Coach has been taken over by Greg Hamerton, welcome Greg. The Committee all put in many hours of work 'behind the scenes' and their efforts keep the Club operating, the sites open, and you flying. The recent first aid course (November) and the coaching course (December) were both very popular.

Our sites are busy and we have lots of new members joining the Club. Although Robin Clark is not a member of the Committee, his work, leading the Red Ribbon section, is instrumental in helping newly qualified Club Pilots to gain knowledge and experience, and helps them safely develop in the sport. This edition of Windsock, as with prior editions, focuses on helping all pilots to gain greater knowledge. The articles from Robin, Greg, and Carlo are all excellent and I commend them to you. New pilot Jeff Royal's article on his experiences in joining a Mentor Plus course in Spain are a good example of how pilots can rapidly boost their flying hours and experience.

Finally, as we head into the Winter Season it's a great time to get your wings and reserves checked. Fly when you can, and get yourselves ready for the Spring Season. These short days provide the opportunity for you to study for the Pilot exam and there will be opportunities to sit the examinations in 2022. <https://youtu.be/VUd8OAYCRo0>

Finally, a special mention goes to Martin Long for his part in making the UK team Gold Medal winners in this year's World Championships. What a great way to end the year...!

3. Coaching Corner: How to slope land. Greg Hamerton (Copyright Reserved).



A slope landing is when you land across any steeply sloping terrain, usually on the face of a soaring site. It's a good technique in an emergency, or if there are no safe landing alternatives and to stop dropping out on a good day! But it can be risky, and leave you in a place that is hard to rescue you from.

How do you do it right?

- Approach from the slow side (into the base wind) where your ground speed is low. Try to find a part of the hill that has a crosswind.
- Choose an open area clear of obstacles, with a consistent slope angle.
- Set up on approach along a straight line leading at 30 degrees upslope across the contours.
- Get your legs down
- Keep hands up as you approach the hill
- Flare evenly, deeply, and run uphill
- Control the wing on the hill side.

To finesse this, approach on quarter brakes, release them to initiate a final swoop, flare as before. The more you swoop, the steeper you can make your slope landing. Practice this first on a flat landing field.

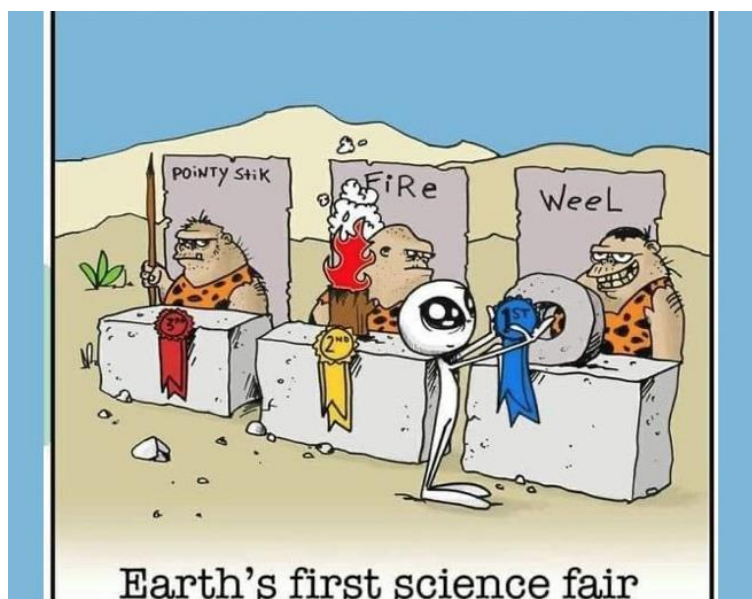
What are the dangers? Slopes often have uneven terrain and obstacles! Downwind landing on a slope risks a broken ankle. Approaching too slowly or trying to turn in the last moment risks a spin. If your speed is high both ways, it's not safe to slope land until you are well practiced. Be careful of making this decision too late, or missing your slope and going lower and lower into a dead end behind trees. Rather fly out to land at the bottom.

Due to the steepness of the terrain, and the likelihood of traffic when needing slope landing (everyone often drops out together) it is not recommended for low airtime pilots to try slope landing on the Southern sites. Get some solid local experience first with top to bottoms, then top landings, before progressing to your first slope landings on open slopes like Mount Caburn, Beachy Head bowl or the east side of High and Over.

For a detailed discussion of Landing on the Hill, watch <https://youtu.be/JATs9RMb230>



Greg has been an Instructor since 1994 and is Chief Coach of the Southern Club. He offers training for progressing pilots on flywithgreg.com and skills hours on his tandem wing.



4. So you've passed your CP, what happens now? By Robin Clark

In the last edition of Windsock (October 2021), Steven Nicholls noted that, in around 4 1/2 months from 1st June, SHGC has welcomed 62 new members, and lost 106 pilots who did not renew their membership for whatever reason. That is a lot of new pilots arriving on the hill, and a lot who have probably left the sport forever.

Gaining your Club Pilot Rating is the first rung on the ladder of being able to fly a paraglider. You then emerge into the real world of club flying without being told where and when to fly and without step-by-step instructions over a radio. Suddenly you now become solely responsible for lots of important decisions, for which you have had only limited preparation.

We know that significant proportion of new CPs give up the sport relatively soon after qualifying. Perhaps this number would be fewer if they understood how to more fully realise the opportunities and experiences which paragliding offers. Here are some thoughts on some next steps which you can take to build your skills and confidence, and develop your experience as a paraglider pilot. They are intended as suggestions from which you can select, depending on your preferences, goals, and budget, most are based on my own personal experience.

Red Ribbon Club. Flying with a red streamer denotes a pilot with less than 10 hours flying time post CP, and warns other pilots that your experience is limited.

SHGC's Red Ribbon Club meets most weekends, and on occasional weekdays, provided flying conditions are suitable. The question of where and when to fly is answered for you, taking account of forecast wind speed and direction, thermal activity and precipitation. Site briefings are provided for those who haven't flown the site previously. Coaching support is available to help members with launching, and to agree goals for their flights, such as soaring for 20 minutes followed by a top landing. Members can also get Pilot Rating flying tasks such as spot landings signed off by a coach in their Pilot Task Book.

Post CP Training Courses. Paid for post CP training is available from BHPA Schools both in the UK and overseas, and through online training resources. It is not for me to recommend any particular commercial organisations here, but if you think you would benefit from more professional instruction you can search or ask around.

BHPA Pilot Development Structure (PDS) and Pilot Rating. The BHPA has said that pilots make safer more efficient progress when they have particular tasks to undertake. They have therefore developed the PDS as a voluntary set of modules to help pilots develop their knowledge and skills in a structured way. The Foundation Layer is aimed at pilots embarking on their first 10 hours of club flying after gaining their CP, and integrates with the tasks which must be completed, together with an exam, to gain their Pilot Rating. Details are sent out to new CPs by the BHPA with pilot packs, but are also available on the BHPA website.

Club Coaching Lectures. Club coaches provide presentations on the topics covered by the Pilot Rating Syllabus (Air law and navigation, Meteorology and Flight theory and instruments), either at monthly physical meetings (suspended since COVID), Zoom calls or YouTube presentations. From time to time there are also coaching presentations on other topics such as thermalling techniques and using RASP.

Books, Videos, Magazines, and Podcasts. Books and videos can teach you theory, but it is by flying and putting things into practice that you learn. Many excellent books are available on aspects of paragliding and meteorology. These are available from Amazon, but also often from local schools (who will appreciate your support).

The BHPA Pilot Handbook (£11.99) is particularly intended for preparing for the Pilot Exam. Always try and use the latest edition because sometimes things (particularly in air law) can change.

Other suggested books include:

- Touching Cloudbase (Ian Curren) (£18.99);
- Paragliding - The Beginner's Guide (Bastienne Wentzel and Ed Ewing) (£23.95);
- Advance Paragliding (Gavin McClurg) (£28.95);
- Understanding Flying Weather (Derek Piggott) (£16.99);
- Mastering Paragliding (Kelly Farina) (£28.95); and
- Fifty Ways to Fly Better (Bruce Goldsmith) (£28.95).

Some of these are available in digital format at lower prices on Kindle.

Youtube is a free resource with lots of instructional videos, for example from Bruce Goldsmith, Jocky Sanderson, our own Greg Hamerton (Fly with Greg) and Flybubble (Youtube and website blog). The first two are particularly good for SIV (e.g. "Instability II" and "Security in Flight II").

In addition to the BHPA magazine Skywings, Cross Country magazine sometimes has useful tutorial articles. It is available as both a print edition (£4.95) and a digital edition (£3.30) or both together for £5.75 with 10 editions per year. (Prices quoted are per month).

Gavin McClurg, a Red Bull X-Alps pilot from the USA, presents the popular Cloudbase Mayhem podcast, in which he interviews leading paragliding exponents from around the world. This is available free (donations are encouraged) on the main podcast platforms including Spotify, and a search will turn up other paragliding podcasts.

Flying with Instruments. In a school environment there is generally no need for flight instruments. Until you fly cross country a simple variometer to help you find lift and sink, and an altimeter, should be sufficient. But as you develop in the sport then flight instruments will become more relevant.

Any instrument that can act as a flight log saves keeping a manual logbook record of flights. The Flyskyhy app for iPhones (£7.99) and XCTrack for Android are inexpensive but powerful tools that do this and much more using a mobile phone. A recent phone operating system may be required, and some features require additional in-app purchases

Whatever instruments you choose, do some research before buying and take time to understand how to use them to their potential.

Flying new SHGC sites. SHGC has 8 active sites covering all wind directions except Westerly. The club's two coastal sites at Beachy Head and Newhaven cliffs are not used for training, and many new pilots may have done most of their training on private school sites. Try and experience all the club sites, making sure that you study the Sites Guide and get site briefings, so that you are able to fly whatever the wind direction.

Flying other sites and competition flying. There are two ways of flying other club sites in the UK. One is to join another club, again being sure to study their Sites Guide and get site briefings. Another is by joining SHGC teams in the Advance British Club Challenge (BCC).

BCC is a competition to introduce low airtime pilots to cross country competition flying. It is recommended that pilots should be CP+15 hours, with the ability to thermal and attempt cross country flights (which will involve landing out). Participating clubs call competition rounds at their local sites, often at short notice. Paul Dowsett organises the SHGC teams, with details on the “BCC Southern Teams Announcements” Telegram group.

Take a tandem flight. Tandems are not just for joy-rides, they can also be a learning experience. A number of instructors in the club can take you up for a paid dual flight to demonstrate their techniques, show how they find lift when others are scratching, and explain why they make the flying decisions that they do.

Overseas Guided Trips. Local schools and other organisers arrange group flying holidays to a number of destinations, both in Europe (e.g. Spain, France, Croatia and Turkey), and further afield (e.g. India and Nepal.) All of these destinations offer some excellent sites, as well as reliable weather. But be aware that flying conditions at mountain sites and thermic flatlands will be very different from those that we are accustomed to in the UK.

Costs will depend on the destination and duration, and what is included. Day to day expenses in Asia are much less than in Europe.



Picture: Looking for thermals above a ridge, Bir, Indian Himalayas

These trips provide a good opportunity to build up flying hours, as well as meeting like-minded pilots in a social environment. But be aware that it has recently become more difficult to obtain paragliding travel insurance to cover search and rescue,

medical expenses and repatriation and you may require specific search and rescue instruments such as SPOT Satellite Messenger that will send an alert if the pilot is injured and/ or in need of rescue.

SIV / Pilotage Training. SIV (Simulation d’Incidents en Vol) are training exercises undertaken with radio instruction from a qualified SIV instructor, where pilots are taught spiral dives, wingovers and rapid descent techniques; and how to recover from incidents such as cravats, collapses and stalls.

SIV may seem daunting at first, but it enables you to explore the limits of your glider, and its inherent ability to recover normal flight in relative safety. Because SIV training is undertaken at height, over water, and with lifejackets and a safety boat. There are only limited sites that are suitable, particularly Annecy in France and Ölüdeniz in Turkey.

Courses typically last from 3 days to a week (to allow for free flight or non-flyable days), and will cost around £100-£170 per day, plus insurance, travel, meals and accommodation.



Picture: Unintended cravat, SIV over Lake Annecy, French Alps

It is a good idea to repeat a SIV course periodically, especially if you change your glider and/or harness. You will also find that you overcome any initial fears the second time around.

Acquiring other skills. There are non-flying skills that can complement your paragliding.

One is learning to repack your own reserve parachute. Reserves should be repacked every 6 months (or in accordance with the manufacturer's manual) to ensure they will open effectively. This can be done at a supervised repacking event, or by a BHPA-licensed repacker. You can use this as an opportunity to learn to do it yourself with help from your reserve manual.

The other is relevant first aid training. This is only a requirement for instructors, but you never know when first aid skills may be called upon when you are out flying or in your daily life. Club's periodically organise courses and there are other courses commercially available, typically costing around £200. These should be tailored to outdoor adventure activities, last two days, and cover managing incidents, CPR and dealing with the traumas that can arise from our sport. They will normally also cover the suitable contents of a first aid kit, which can be adapted according to the activity and location. First Aid qualifications normally last three years before a refresher course is required.

Becoming a Club Coach. To become a club coach you must have at least 10 hours post CP flying hours, attend a two day course run by BHPA (courses often hosted by the SHGC, and be recommended by the club's Chief Coach. There is no exam and the course focuses more on coaching skills than paragliding skills. Retaining the qualification merely requires annual sign-off by the Chief Coach at BHPA membership renewal. SHGC pays the course fees for Club members.

Coaches should not coach beyond their own personal competence. Some coaches focus on XC, some provide lectures over zoom, some provide ad hoc advice on the hill. We are always looking for coaches to help with the Red Ribbon Club, as new coaches with recent experience as a low airtime pilot will better understand the challenges facing RRC members.

Conclusion. It should be apparent from the above that there are lots of ways for the newly qualified CP to continue their development as a pilot. We are all different and it is for each individual to consider which of these are right for them. I am very willing to discuss any of these in more detail if you approach me on the hill.

Robin Clark: Pilot, Club Coach, and RRC leader

5. Making the most of sea thermals (on a PG or HG) – Carlo Borsattino/ Flybubble. (Copyright Reserved.)



How much flying we paraglider and hang glider pilots get during the UK winter varies considerably from year to year. Some years there's very little flying to be had from November through to February due to unrelenting low-pressure systems bringing wet and windy weather. Other winters we fly a lot. This is usually when high pressure is more often in charge, blessing us with drier - although often colder - weather and lighter winds.

The only thermals we find tend to be the kind we might wear, rather than the ones we'd like to lift us skywards. But despite the weak solar heating, thermic winter days do exist! The trick is to spot such a special day coming, then to know where to go, and when, so you don't spend hours waiting in a chilly breeze.

Soaring weather forecasts

The soaring weather forecasts for Saturday 21 January 2017 were looking good for flying in the south east of England. The wind strength was forecast to be a bit strong for full-size paragliders to begin with - ideal for mini wings and hang gliders - then easing to soarable levels from around midday. The wind direction was forecast to start E, or even ENE more inland, but soon veered to south-east in the afternoon, going more south at the end of the day. So, looking good for High & Over or Beachy Head near Eastbourne (both Southern sites).

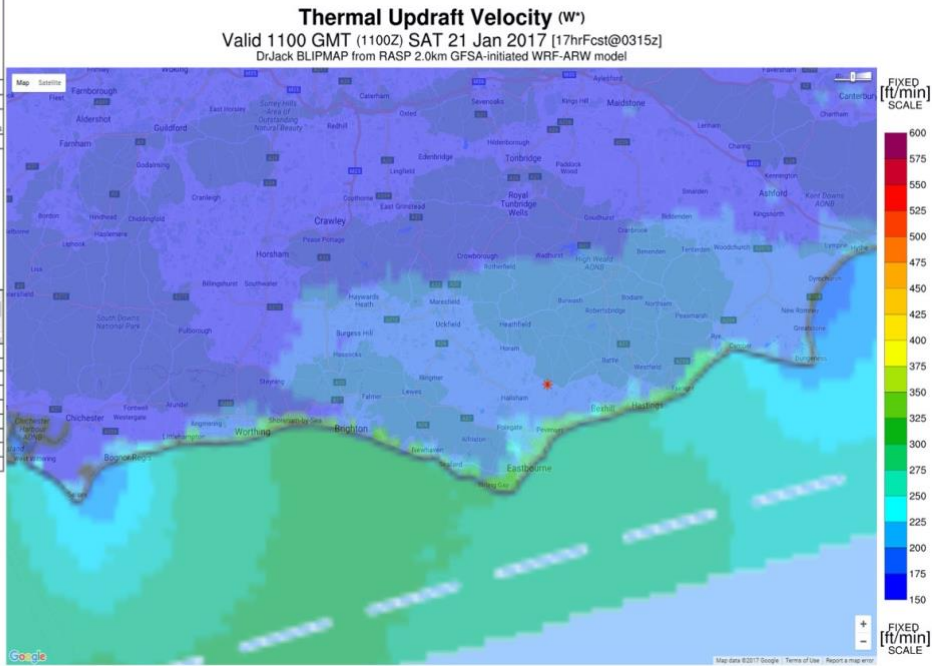
RASP¹ predicted some gentle thermic activity, especially along the coast, and out to sea. Thermals, in winter?

Tuesday 21 Feb - Today - 1000
 Today - Latest data - 4km - 1000
 Wednesday 22 Feb - 1200
 Thursday 23 Feb - 1300
 Friday 24 Feb - 1400
 Saturday 25 Feb - 1500
 Sunday 26 Feb - 1600
 Monday 27 Feb - 1700

Archive
 21 Jan 2017
 Info PopUp
 Value Day SkewT BL XSection
 Press for Full Parameter Set

--- THERMAL PARAMETERS ---
 Thermal Updraft Velocity (W*)
 Hit of Critical Updraft Strength (175km)
 Normalized Sk. Sun
 Star Rating
 Star Rating - Foot Launchers
 --- WIND PARAMETERS ---
 Sk. Wind (km)
 Sk. Wind (10m)
 BL Avg. Wind
 --- CLOUD PARAMETERS ---
 BL Max. Up/Down (Convergence)
 Cu Cloudbase where CuPotential > 0
 Average dry thermal updraft strength near mid-
 BL height. Subtract glider descent rate to get
 average zero reading for cloudless thermals.
 Updraft strengths will be stronger than this
 forecast if convective clouds are present, since
 cloud condensation adds buoyancy and Lk. this

Status Report
 Page URL
 Specify Task
 Select Glider
 Track Average PopUp
 Remove BGA Markers
 AirSpace A C D E G X
 User Guide
 Disclaimer



The 09:00 AM RASP¹ sounding forecast for Herstmonceux (the red station near Hailsham) showed two important temperature inversions. The first was the common low-level inversion that often forms near the ground during the winter (anything from a hundred to about a thousand feet deep). This forms because the cold ground cools the layer of air above it overnight, and is often more pronounced on clear nights.

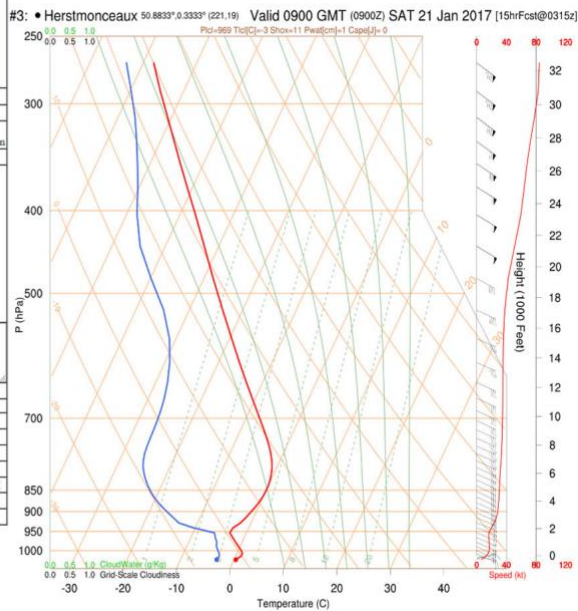
Tuesday 21 Feb - Today - 9900
 Today - Latest data - 4km - 9900
 Wednesday 22 Feb - 1000
 Thursday 23 Feb - 1100
 Friday 24 Feb - 1200
 Saturday 25 Feb - 1300
 Sunday 26 Feb - 1400
 Monday 27 Feb - 1500

Archive
 21 Jan 2017
 Info PopUp
 Value Day SkewT BL XSection
 Press for Full Parameter Set

--- CLOUD PARAMETERS ---
 Cu Cloudbase where CuPotential > 0
 OD Cloudbase where ODpotential > 0
 --- SOUNDINGS ---
 #1: Exeter
 #2: Fairford
 #3: Herstmonceux
 #4: Newtown (mid-Wales)
 #5: Cambridge
 #6: Nottingham
 #7: Chesham
 #8: Callander
 #9: Aboyne

Predicted SkewT-LogP Sounding Chart for Herstmonceux

Status Report
 Page URL
 Specify Task
 Select Glider
 Track Average PopUp
 Remove BGA Markers
 AirSpace A C D E G X
 User Guide
 Disclaimer



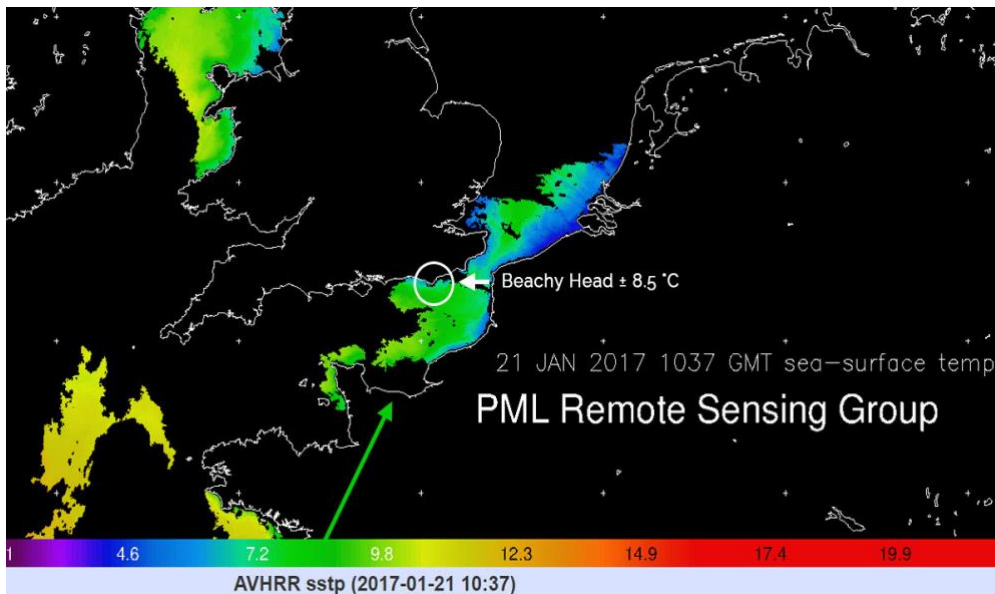
This ground inversion (the lowest kink in the red line) was expected to warm through by about 10 am. The lapse rate up to 2,000 ft follows the dry adiabat (it slopes the same as the orange grid lines, cooling at approximately 3°C for every 1,000 ft) so it is unstable, leading up to a marked second inversion. If we could find a thermal, we might climb as high as 2,000 ft.

On the day

With clear skies overnight and a marked frost in the morning, it was pretty chilly on the ground. The day started breezy so we flew our Niviuk Roller mini wings. They are so much fun, and safer than full size paragliders in those kinds of conditions! The conditions were also perfect for hang gliders, which fly faster than paragliders so can handle more wind. Then the wind calmed, and it became beautifully sunny, so we took out some new wings from our demo fleet.

Flying along the cliffs the air was noticeably buoyant. But out over the sea big gaggles of gulls were climbing even better. Over the sea? How could that be?

Sea temperatures



Taking a look at the sea temperature, we can see it was being influenced by a warm ocean current ($\pm 8.5^{\circ}\text{C}$), which creates a layer of warm air above it. Sea surface temperature is an average: as the water swirls, pockets of warmer water appear at the surface between cooler areas, so we might see 10°C in some places, significantly more than the inland trigger temperature of 5°C . Slowly, patches of air begin to warm, becoming thermals. The air only needs to be a few degrees warmer than the surrounding air for it to become buoyant and start to rise. Behold, the sea thermal. Being of high humidity and only slightly warmer than its surroundings, it is usually soft-edged, wide and gentle, requiring a subtle thermalling technique - what Kelly Farina might call the micro-screwdriver in a pilot's tool bag (in his excellent book *Mastering Paragliding*).

How to make the most of sea thermals

The lift is weak. Keep your turns really flat, flying at minimum sink (a little brake on) and trying to feel the very subtle movements of the wing to give you hints of where to explore. Cranking turns on 'the core' will not work, this is too aggressive and gives you a sink rate penalty. You might see pilots used to strong mountain conditions struggling here, whereas the 'coastal wafers' with gentle inputs will rise to the top. Really relax in your harness and sense the subtle nuances. The lift is often formed in streams in these conditions, allowing you to explore a long way upwind on 'lifty lines'. Look out for the highest pilots and try to follow directly on their line.

To get the best out of the wide, gentle lift, use your vario averager and pay less attention to the immediate (audio) signal. What is your averager set on? Many pilots

don't know! It's important to set this up on your instrument to correspond to a half turn, so you can see which way to shift your circle. 8 seconds will give you a good starting point for most conditions, 10 seconds for this kind of smooth coastal flying.



Although it is tempting to explore out to sea in the hope of finding better lift, the best thermals in these conditions are usually near the transition between land and sea. When the thermals drift against the sun-drenched cliffs, they receive a boost of warm air to increase their upward velocity. In winter, the low angle of the sun is more effective at warming the rock than usual because it strikes the cliff almost perpendicularly. Unfortunately, in the case of Beachy Head with

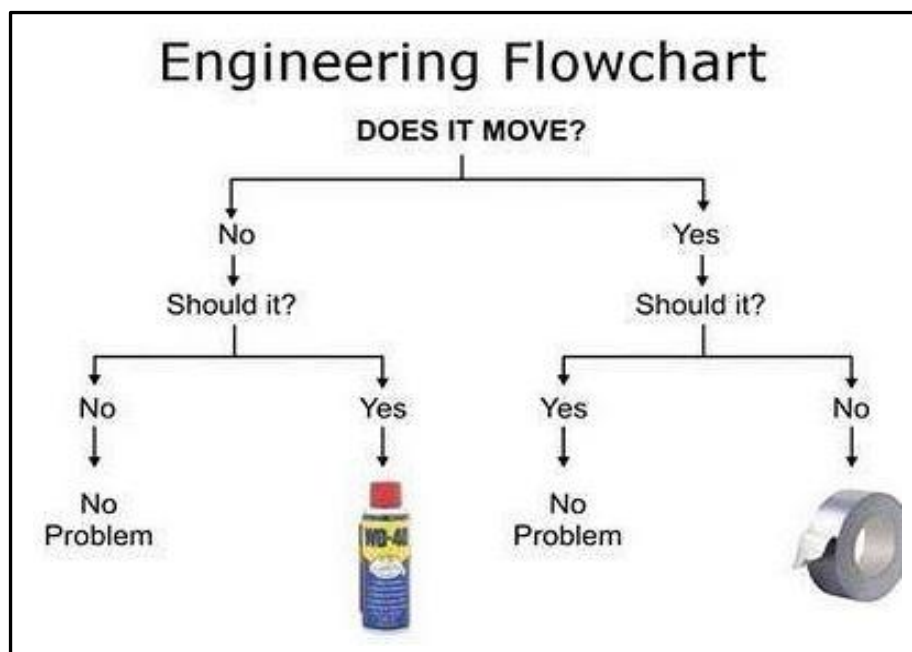
its cliffs of white chalk, they don't heat up much.

As this augmented thermal clears the top of the cliffs and drifts slightly inland on the plateau it nears the cooled inland air, and so gets a boost from the difference in temperature. This effect is prolonged if the inland air is drifting towards the coast. The sun angle, soggy grass and frost delay ground warming too.

When you get up high in these conditions, is it worth going cross country inland? Possibly, but an out and return along the coast might be best, keeping yourself in the best flying conditions. If you aim inland, be sure to stick to the high ground. Once you lose the warming influence of the sea, the thermals will struggle to form, and any shaded slopes will create ground inversions.

¹ RASP: [Regional Atmospheric Soaring Prediction](#)² - soaring forecasts aimed at glider pilots.

² Nowadays I tend to mainly use [Flybubble Weather](#) as it's much nicer, quicker and easier to use, on all devices!



6. Safety Matters - Steve Purdie

Over the years SHGC members have suffered many serious accidents. A common failing seems to be that of failing to allow the glider to resume normal flight after an event.

Most gliders that are in trim and not overly permeable ('porous') will resume normal flight from a stalled or spinning configuration by simply releasing the brakes; It is very rare that the pilot benefits from continuing to hold the glider back after the initial event has recovered until they hit the ground (Piloting the wreckage to the scene of the crash...)

Distilling years of training, flying and SIV courses into a few simple rules, this being no substitute for training and currency:

1. If in any doubt, deploy your reserve. Never think that you are too low to deploy. Repack your reserve every three months to ensure it will open as quickly as possible. Learn to do it yourself!
 2. If the glider front collapses through 50% or less, use weight shift and a minimum of brake to maintain a safe course. If you have brake applied when the wing collapses, do not release it as you will initiate a dive.
 3. If the glider front collapses through greater than 50%, allow the initial surge to proceed, releasing brake if already applied, then once it has surged as far as it will, counter the turn/dive using brake to perform a controlled swoop under the wing, during which most of the wing should re-inflate and the remaining deflation may be treated as per 2 above.
 4. If the glider suffers a full-frontal deflation, especially if it is EN-C or above, immediately pump both brakes as fast and fully as you can and immediately release them fully. Only catch the recovery surge if it goes beyond 30 degrees or so. Do not stall the wing. Watch https://youtu.be/YI_x9nSgs68
 5. If the glider spins, immediately release the initiating brake. Only release the other brake if the wing doesn't immediately recover.
 6. Practice slow flight while very close to the ground (<1m) when slope landing. Do not practise slow flight when top landing while several metres above the ground.
 7. Learn to recognise and recover deep stall while ground handling.
 8. Cravats - The simplest procedure for managing cravats is to pull a big ear, a two-line big ear or a 50% deflation to incorporate and thus negate the cravat.
- Pilots of higher aspect ratio wings may also use the Enleau technique (two wraps and stall the compromised side), but this isn't a universal fix and best learned on a SIV course.
9. Inadvertent spiral dives - Pull both brakes to slow the dive then weight shift and steer out of the spiral. This should result in a powerful pitch back and climb. At this juncture put the brakes all the way up and look up for the wing. At the top of the climb, modern wings surge aggressively. Allow the surge to proceed to about 30 degrees then stop the dive with a brief application of the brakes then immediately release all brake to allow the glider to regain flying speed.
 10. Watch Instability 2 until you can recite Bruce's dulcet tones backwards whilst sat inside the washing machine on a spin cycle.
 11. Use self-visualisation techniques to help reinforce those words.

7. The Club's aero-tow section finally found their needle in the haystack; an object lesson in never giving up...!

The SHGC has an active aero-tow section. I'll say that again. The SHGC has an active aero-tow section. On a dozen or so days a year the Club's hang glider pilots launch, not from a hill, but from a field, towed behind a powered HG. Steve Marnier represents the aero-tow section on the SHGC committee, along with SHGC President Johnny Carr. This is their report.

For the last 10 years, a 'field', close to Plumpton ridge, has been home to the aero-tow group. However, whilst convenient, it was not an ideal location. The downward sloping site was a little awkward, can only be used when the wind is south-westerly, and the over-abundance of



fresh cowpats added to the general excitement of take-off. So, perhaps unsurprisingly, the Plumpton site was not popular with many HG pilots.

For a number of years team aero-tow have always hoped to find something better; after all, how hard could it be to find a suitable field in Sussex? Well, as it turns out it, it proved to be an extremely hard, and an increasingly frustrating, search.

What the aero-tow pilots needed was to find a large flat grass field at least 300 metres x 300 metres, free of obstructions, power lines, tall trees (and cowpats), ideally non-arable and without livestock (although sheep would be an exception as they keep the grass short, generally keep out of the way, and don't produce cowpats!). Such a field would need to be sufficiently far away from houses to avoid upsetting the 'neighbours', and within a reasonable travelling distance of Brighton/ Lewes, and ideally have a building to store the tug and equipment. Phew...! I am sure that you now get a sense of the complexity of the task in hand.

However, matters came to a head in July this year when the permission to use the site at Plumpton was withdrawn by the farmer – a gate had been left open (or had swung open) and the cows had gotten loose. The aero-tow pilots inevitably got the blame for the cows' bold escape (although they were absolutely certain that they were not responsible), and despite profuse apologies, and offers of compensation the answer was a resounding no. Even an offer of an increase in the rent paid for the site wasn't enough and it turned out the farmer wasn't really interested in being paid more rent, he "just wanted his farm back" and all his other tenants had been given similar notice too.

A few years ago, the aero-tow 'team' visited all the grass airstrips within a 15-mile radius of Brighton (including Ringmer Gliding Club) but most were not suitable/available. A field at Hickstead was used for a while until permission was withdrawn following complaints from neighbours.

However, the search had now gained a new sense of urgency and all possible local airstrips were re-visited. Shermanbury (a disused airstrip just north of Henfield) could have been suitable except the owner was worried about complaints from neighbours,

who had raised objections in the past, and one had even planted a line of Poplar trees right across the end of the runway; a very effective deterrent.

The team looked at Partridge Green airstrip, but it is narrow and EW only. They found a large flat sheep fields near Glynde, which would have been suitable in all wind directions, was available all year (except when the Love Supreme festival is held there) and could have been used as a PG winch site too. But, again, the farmer said no.

All possible leads were pursued even using the tug to conduct an aerial search. The team did find a field at the foot of Ditchling Beacon – a huge flat sheep field, and a willing farmer, but this all came to nothing when the owner of a nearby vineyard, expressed strong objection to the possibility of hang gliders going anywhere near his precious grapes.

By this time, the team were running against the clock. In desperation, using Google maps satellite view, they began a systematic search of the area between Worthing in the West, Polegate in the East and up as far as Heathfield in the North.

Understandably, given the search area was around 300 square miles, this took many hours work, but the good news was that it resulted in over 50 possibilities. With more hours and car miles in prospect the team started to look at them all. Most were immediately dismissed, due to lack of suitability, but a few possibilities emerged that required further investigation.

However, it is a fundamental fact that here, in the south east of England, we live in an area not only that has highly congested airspace, but very congested land-space too, and seemingly very unwilling (and uncompromising) neighbours. After 10 years of looking and many, many, pushbacks, the group feared that with no launch site they would not survive. It was at this rather low point that fate lent a helping hand.

In an unrelated conversation, the new MD of the Kittyhawk aerodrome mentioned that they would welcome and, indeed positively encourage, all forms of GA, including aero-tow there. This was an exciting and unexpected development as there had been previous conversations which had come to nothing.

The aero-tow team visited Kittyhawk at the earliest opportunity and, what a delight it turned out to be. Not only is it in 5500ft airspace, its location, being several miles north of Firle means it would benefit from a delayed sea breeze. It has two runways (one is currently being extended) and has plenty of surrounding grassland, and can be used in multiple wind directions. It is flat, open, and relatively isolated countryside (no neighbours!). It was just perfect, and there would likely be a place to keep the tug (and other equipment) too. Provided all safety matters (arising from shared use of the airfield) could be met the aero-tow section would be welcome to fly from there. Without a doubt, this is the best opportunity the aero-tow group has had since their formation 20 years ago and has received the thumbs-up from the tug pilot (Nigel Power) plus the aero-tow regulars Johnny Carr, Steve Marnier, Dave Matthews, and John Birchall.

So, if you are current HG pilot, a lapsed HG pilot, or curious about becoming a HG pilot, then this is an excellent opportunity to revitalise your hang-gliding activity/airtime, in uncrowded airspace. If this is to be a success the aero-tow section needs as many membership members/ renewals (March 2022) as possible.

For further information contact Johnny Carr or Steve Marnier. www.kittyhawk.farm

Grammatically Speaking...

An Oxford comma walks into a bar where it spends the evening watching the television, getting drunk, and smoking cigars

A dangling participle walks into a bar. Enjoying a cocktail and chatting with the bartender, the evening passes pleasantly.

A bar was walked into by the passive voice.

An oxymoron walked into a bar, and the silence was deafening.

Two quotation marks walk into a "bar".

A malapropism walks into a bar, looking for all intensive purposes like a wolf in cheap clothing, muttering epitaphs and casting dispersions on his magnificent other, who takes him for granite.

Hyperbole totally rips into this insane bar and absolutely destroys everything.

A question mark walks into a bar?

A non sequitur walks into a bar. In a strong wind, even turkeys can fly.

Papyrus and Comic Sans walk into a bar. The bartender says, "Get out -- we don't serve your type."

A mixed metaphor walks into a bar, seeing the handwriting on the wall but hoping to nip it in the bud.

A comma splice walks into a bar, it has a drink and then leaves.

Three intransitive verbs walk into a bar. They sit. They converse. They depart.

A synonym strolls into a tavern.

At the end of the day, a cliché walks into a bar -- fresh as a daisy, cute as a button, and sharp as a tack.

A run-on sentence walks into a bar it starts flirting. With a cute little sentence fragment.

Falling slowly, softly falling, the chiasmus collapses to the bar floor.

A figure of speech literally walks into a bar and ends up getting figuratively hammered.

An allusion walks into a bar, despite the fact that alcohol is its Achilles heel.

The subjunctive would have walked into a bar, had it only known.

A misplaced modifier walks into a bar owned a man with a glass eye named Ralph.

The past, present, and future walked into a bar. It was tense.

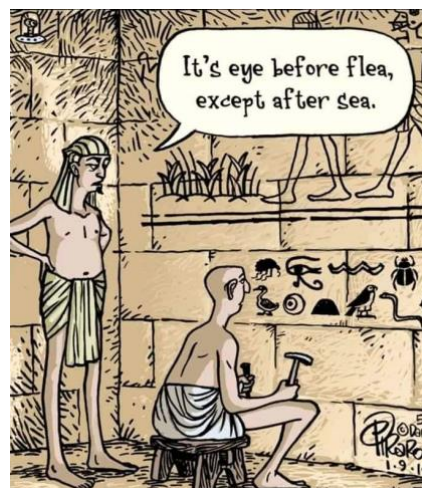
A dyslexic walks into a bra.

A verb walks into a bar, sees a beautiful noun, and suggests they conjugate. The noun declines.

A simile walks into a bar, as parched as a desert.

A gerund and an infinitive walk into a bar, drinking to forget.

A hyphenated word and a non-hyphenated word walk into a bar and the bartender nearly chokes on the irony.



Life skills: How to give your pet a pill

First a cat.



- 1) Pick cat up and cradle it in the crook of your left arm as if holding a baby. Position right forefinger and thumb on either side of cat's mouth and gently apply pressure to cheeks while holding pill in right hand. As cat opens mouth, pop pill into mouth. Allow cat to close mouth and swallow.
- 2) Retrieve pill from floor and cat from behind sofa. Cradle cat in left arm and repeat process.
- 3) Retrieve cat from bedroom, and throw soggy pill away.
- 4) Take new pill from foil wrap, cradle cat in left arm, holding rear paws tightly with left hand. Force jaws open and push pill to back of mouth with right forefinger. Hold mouth shut for a count of ten.
- 5) Retrieve pill from goldfish bowl and cat from top of wardrobe. Call spouse from garden.
- 6) Kneel on floor with cat wedged firmly between knees, hold front and rear paws. Ignore low growls emitted by cat. Get spouse to hold head firmly with one hand while forcing wooden ruler into mouth. Drop pill down ruler and rub cat's throat vigorously.
- 7) Retrieve cat from curtain rail, get another pill from foil wrap. Make note to buy new ruler and repair curtains. Carefully sweep shattered figurines and vases from hearth and set to one side for gluing later.
- 8) Wrap cat in large towel and get spouse to lie on cat with head just visible from below armpit. Put pill inside end of drinking straw, force mouth its open with pencil and blow down drinking straw.
- 9) Check label to make sure pill not harmful to humans, drink 1 beer to take taste away. Apply Band-Aid to spouse's forearm and remove blood from carpet with cold water and soap.
- 10) Retrieve cat from neighbour's shed. Get another pill. Open another beer. Place cat in cupboard, and close door onto neck, to leave head showing. Force mouth open with dessert spoon. Flick pill down throat with elastic band.
- 11) Fetch screwdriver from garage and put cupboard door back on hinges. Drink beer. Fetch bottle of scotch. Pour shot, drink. apply cold compress to cheek and check records for date of last tetanus shot. Apply whiskey compress to cheek to disinfect. Toss back another shot. Throw Tee shirt away and fetch new one from bedroom.
- 12) Call fire brigade to retrieve the f----- cat from tree across the road. Apologize to neighbour who crashed into fence while swerving their car to avoid the cat. Take last pill from foil-wrap.
- 13) Tie the little b**tard's front paws to rear paws with garden twine and bind tightly to leg of dining table, find heavy duty pruning gloves from shed. Push pill into mouth followed by large piece of steak filet. Be rough about it. Hold head vertically and pour 2 pints of water down throat to wash pill down.

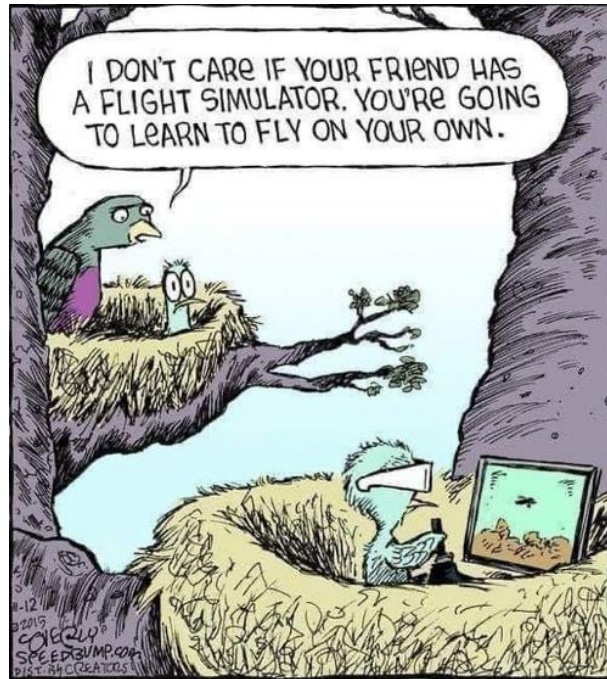
14) Consume remainder of Scotch. Get spouse to drive you to A&E, sit quietly while doctor stitches fingers and forearm and remove pill remnants from right eye. Call furniture shop on way home to order new table.

15) Arrange for RSPCA to collect "mutant cat from hell" and call local pet shop to see if they have any hamsters.

Now your dog

1) Wrap it in cheese.

2) Err... that's it!



8. SHGC & RRC member, Jeff Royal shares his experience of joining a PG Mentor Plus course.



I have just returned from Algodonales in Spain having spent a week on a Mentor Plus paragliding guided holiday. I have returned fresh, invigorated inspired and ready for more. I have made a bunch of new friends to boot.

I am a very low airtime pilot, still flying with my red ribbon. I did my EP and CP in Spain in 2019 but did not quite complete my CP. I required one more soaring flight and the all-important top and slope landings in order to join my desired local paragliding club.

The flying season was coming to an end, and I had achieved nowhere near what I thought or at least hoped, what I wanted to achieve. So, I pulled the plug and booked myself onto the Mentor course with FlySpain, the company I did my EP and CP course with.

I have to admit, the realisation dawned on me on the flight down that I would once again be launching from some high launch sites. Did I mention I am scared of heights?

I arrived in Malaga the day before I was due to meet the group for the hour and a half drive to Algodonales.

Unfortunately, whilst I arrived, none of my equipment did which, I was assured, it would arrive on the next flight. It arrived 3 days later! The next day, I met at the bar just outside of the airport and one by one the other pilots started arriving, and acquaintances made for what would make up our group for the next week.

The drive up was without incident and the views got more and more beautiful the closer we got to Algo.



We checked into our accommodation and were warmly greeted by Nic and Rob of FlySpain and were introduced to our instructors and guides, Freddie Gustavsson, a friendly tall Swede who loves skateboarding and Tyhrone Tubbs, a fellow South African, who is busy making his way around the world.

We then walked down the steep steps down into town where we had a pleasant meal and a few cold beers, not too many, before making our way back for an early night. The views over the town from the terrace at "Eagles Nest" were spectacular.

The next morning, I was up very early. We all walked down into town again for breakfast after which we returned to the Eagles nest for our briefing and equipment

check. FlySpain kindly lent me a wing and harness as my kit had still not arrived. I decided to treat myself to a new helmet as I didn't fancy wearing a school helmet, thus reducing my risk of catching covid! That was my justification anyway.



Kit sorted we then piled in the minibus and made our way to launch at Cañete a stunning location for our first flight. Although there were several gliders already in the air when we arrived, by the time we had decamped from the bus and walked up the short hill, the wind was too gusty to launch. So, we all made our way back down the hill. After a lunch at a nearby restaurant, we made our way to the landing field we did an hour or so of ground handling.

We then made our way back up the hill for launch. The conditions were now perfect. I launched and after settling into my harness, I embarked on what would be my longest ever flight of 45 minutes. My flight was only cut short by Freddie telling us to land as the sun was going down. My landing was a nice gentle swooping effort. I was delighted, I had one in the bag, and it was a long one, for me anyway. The next morning, we had a later start at 10am.

So once again, after a hearty breakfast in town, we met up, and climbed aboard the minibus. After a brief stop at the spring where we filled our water bottles with sweet, cold spring water, we made our way up to the Levante launch site. It was a beautiful crystal-clear morning with an azure blue sky. On arrival on launch, we were able to admire the beautiful view of the mountains hills and valleys surrounding Algodonales and the nearby Lake Zahara.



Conditions were light and we had to “parawait” for about 40 minutes waiting for the wind to pick up. It picked up but only slightly to about 8 mph.

We were given the green light to launch, and we all had a pleasant flight albeit a short 10-minute top to bottom. We all packed up and decided to go for a quick lunch as conditions were quickly improving. It is a forty-five-minute drive from the landing site back up to launch. This time the conditions were excellent. I had a reasonably good launch and then embarked on my longest flight ever in “magic lift” (Restitution air).

I stayed up for one hour and twenty-one minutes. Initially working hard to catch the small, light thermals. I was thermalling for the first time. It was wonderful and I loved every minute. I was a kilometre high, and I wasn't coming down anytime soon – yeehaa. Freddie launched and quickly caught us up in his Ozone Delta. He took some spectacular photos of us all. But then announced that once again the sun was setting, and we had to make our way down. Easier said than done. No matter what

direction I flew in, I just kept going up. Not viciously, but with a light gentle climb. I turned, doing 360 degree turns. I kept going up. Hmm, now what to do. Freddie, came on the radio and told us to put in big ears with speed bar. I had not done big ears since by CP course in Spain in November 2019. So, I had to focus on my risers and make sure I got the outer A's. It was a much harder pull than I remember.



Pepe's bar – an old silver Citroen. I was content.

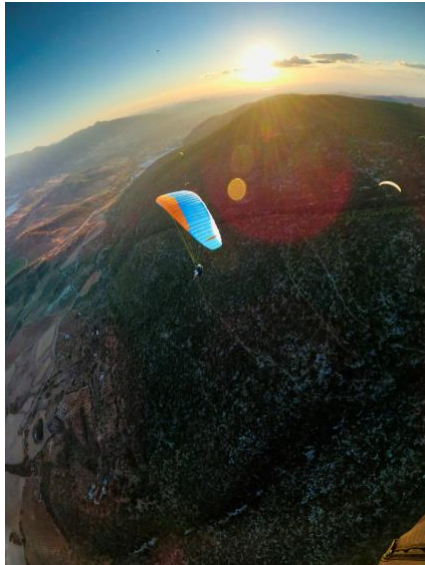
The push on my speed bar was equally stiff but I did it. My glider now came down much faster and the normally sad lament of the vario was actually a welcome sound for once. I did gentle turns around the field and finally landed about five minutes later. Another long flight in the bag. I was smiling from ear to ear. I was greeted with a tin of ice-cold beer from

The next day was almost a repeat of the previous day. We had a short top to bottom from Levant. After grabbing snacks whilst the minibus was being refuelled, we made our way back up to Levante. We unpacked on the launch site, but the wind died and then changed. We had to repack, get back in the minibus and drive a short distance to the Poniente launch site.



Once again we had to parawait as conditions were not quite right. We were treated to a spectacular show by Pablo Ocaña, a local legend, who earned a bronze medal in the World Acro championship a few years ago. He effortlessly, gained height in the strong thermals after a backwards reverse launch. He then performed a helico spinning fast whilst plummeting down. He followed this by some wingovers, SATS and then rose back up to repeat everything again. He then effortlessly top landed and left with his friends.

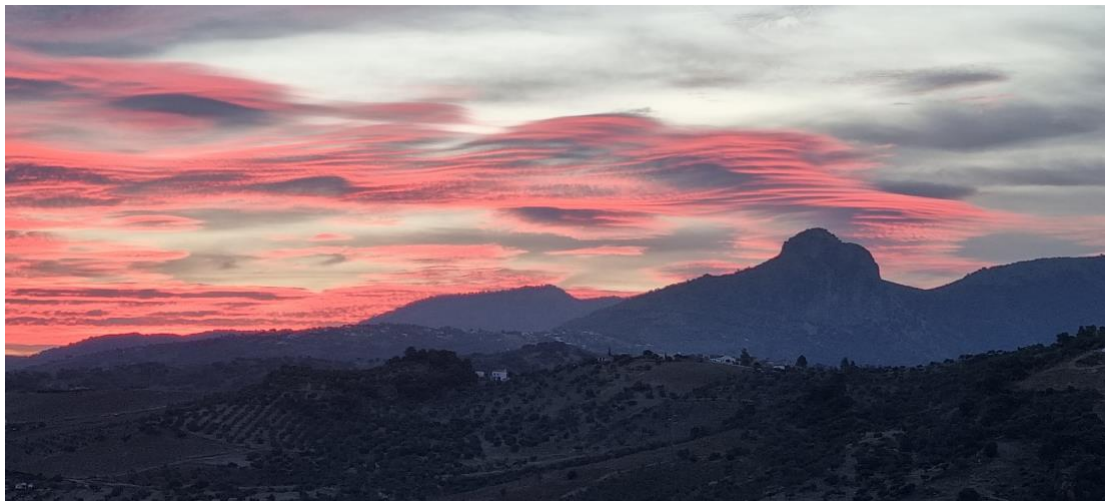
Right, it was now time to launch. One of my colleagues launched first and climbed like an express train. I admit I was nervous. I had a very nice launch and climbed steadily but not fast. I did a few beats along the ridge but found nothing and despondently started making my way to the landing field at the old ruins. I was being guided in by Ty, the ever friendly South African from the landing site when I heard my vario beeping and I met with some decent lift. My vario was showing 1.1 ms then 2, then 3 then 4 then 5.1. I went straight up. Yeehaa once again and before I knew it, I was flying at 1620 metres ASL, I was 1800 feet above the launch site! I could see for miles, then I hit some strong turbulence, which brought me back to earth (so to speak). After another ten minutes of heavy turbulence, I decided to chicken out and headed for the landing site.



It took me twenty minutes to get back down. I had a smooth landing, was safe, and I had just had my highest ever flight. I was ecstatic. We all made it down and made our way to Pepe's silver Citroen bar in the main landing field. A good day was had by all.

Unfortunately, the next morning, we were greeted at dawn by lenticular clouds all around us. No flying today. So, the crew at FlySpain treated us to a day out in Ronda. That night we were invited to Nic and Rob Manley's lovely house, nestled at the bottom of the Algodonales valley, for Nic's birthday party which also twinned as a Halloween party. We were warmly welcomed and over a cold beer next to a sparkling pool, with the stars under a crystal-clear Andalusian sky, we shared our stories, brags and

adventures amongst friends.



We left the next morning sad to leave Algo, but happy with our accomplishments and looking forward to home. Our drive back to the airport was not without incident. Whilst driving down a steep section of a winding road, our trailer tried to overtake us.



It made the van skid sideways in a gut-wrenching skid. Luckily, we got away with it. Unfortunately, the car in front of us did not and overturned into the ditch in front of us. The occupants were shaken but not injured. It was a reminder that statistically, the drive is perhaps more dangerous than the sport we have chosen.

Picture: The Gang...!

For those considering a mentor course, I would highly recommend it. I achieved far more than I thought possible in such a short space of time. It is worth every penny

and will increase your skills. Our group have already booked to return next year. Happy Flying! Jeff R.

Thank you Jeff, what's on your bucket list I wonder?



Intermission...

**"I've finally reached
The Wonder Years"**

Wonder where
I parked the car?

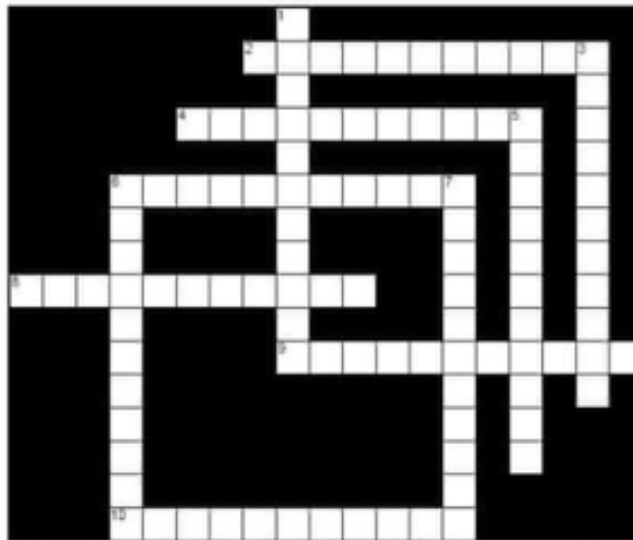
Wonder where
I left my phone?

Wonder where
my glasses are?

Wonder what
day it is?



DALEK CROSSWORD



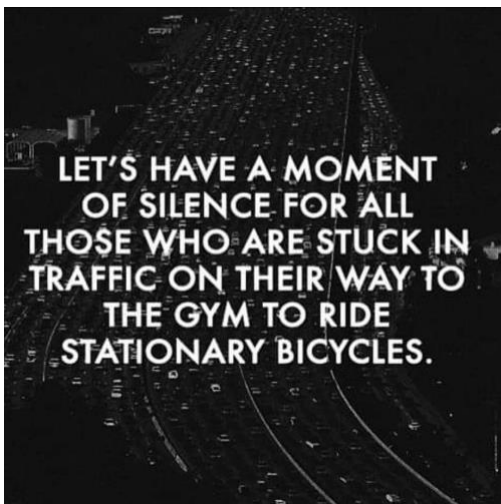
ACROSS

2. Rehabilitation programme for non-Dalek species (11)
4. Battle cry of fourth Dalek division (11)
6. To kill with the intention of eradicating demographics within a population (11)
8. Dalek Dwayne's catchphrase from popular teen comedy "Skaro High" (11)
9. Davros's famed foreign policy (11)

10 & 6 Down, Popular Dalek saying: "___! ___!" (11,11)

DOWN

1. Suggested course of action upon encountering the Doctor (11)
3. Tactic used at Battle of Arcadia (11)
5. Get rid of by destroying completely (11)
6. See 10 Across (11)
7. Exterminate (11)



BREAKING NEWS: A man was admitted to the hospital today with 25 plastic toy horses inserted in his rectum. Doctors have described his condition as stable.

9. First Aid training course

The Club held a two-day first aid training course. The course is designed to give knowledge and understanding to those first arriving at an accident and the confidence to know what to do to help and to give the unfortunate victim a better chance of survival until the emergency services arrive.

The course is designed to give trainees sufficient information so as to be able to preserve life, prevent further injury, promote recovery, and alleviate suffering.

Course participants learned how to first assess the emergency situation using clear repeatable steps. To identify and immediate dangers to the victim (or victims) and how to make sure that any such dangers could, if and wherever possible, be minimised/ removed, and to identify the responsiveness and condition of the victim.



After this first assessment the responder can, if necessary, progress to checking airways, and whether the victim is breathing comfortably and unharmed. If so, perhaps the simplest and most appropriate response would be to do nothing more other than for the person to go to A&E to be checked over. However, depending on the nature and severity of the situation there is a strong likelihood that the emergency services would need to be called and, if the victim is not breathing, to begin CPR.



The group practiced CPR, learned how to use a defibrillator, assessing cuts, bruises, incisions, lacerations, abrasions, bleeds, (including catastrophic bleeding). breaks, open and closed fractures, seizures, burns, anaphylactic shocks, bones, joints, dislocations, sprains, and, oh yes, dealing with amputations.

The First Aid certificate is valid for three-years and, whilst is nowhere near the level of training that paramedics and other members of the emergency services receive was excellent and very

comprehensive.

The minutes immediately after an accident can be critical and can make the difference between a good and a bad outcome. Thank you to Dave Lewis for organising this course.

Over 20 Club members are now better placed and better trained to help should the need arise. It is likely that further courses will be arranged by the Club or other groups. Keep your eyes open and attend if possible.

10. The final word...

Well, that's about it. We hope you have enjoyed this last bumper edition of 2021. All prior editions are available on the SHGC website (www.shgc.org.uk), have a look in between munching minced pies.

If articles in this edition (or in prior editions) have inspired you to put pen to paper, or as now is more likely the case – to digitally displace billions and billions of electrons please send contributions to the windsock team (windsock@shgc.org.uk) They don't have to be polished – we can do that bit! In the meantime, have fun, stay safe, and enjoy your flying wherever it may take you. Happy and festive Christmas, from the Windsock editorial team.

Go Santa...!



Newhaven – Photographer Kelly Davis, Pilot unknown