

## KNIGHT HANG GLIDING

10 Spring Gardens  
Washington, Sussex  
Tel Ashington 892770

**NEW FROM U.S.A. !**

**PRICE** prone harnesses

**COLVER** varios : only £116.50p

**CHAD AVT** instruments : £219

**PARACHUTES** : £159

all in stock now

plus

Full range of gliders and spares stocked

**SKYHOOK & HIWAY**

also

ROMER HELMETS

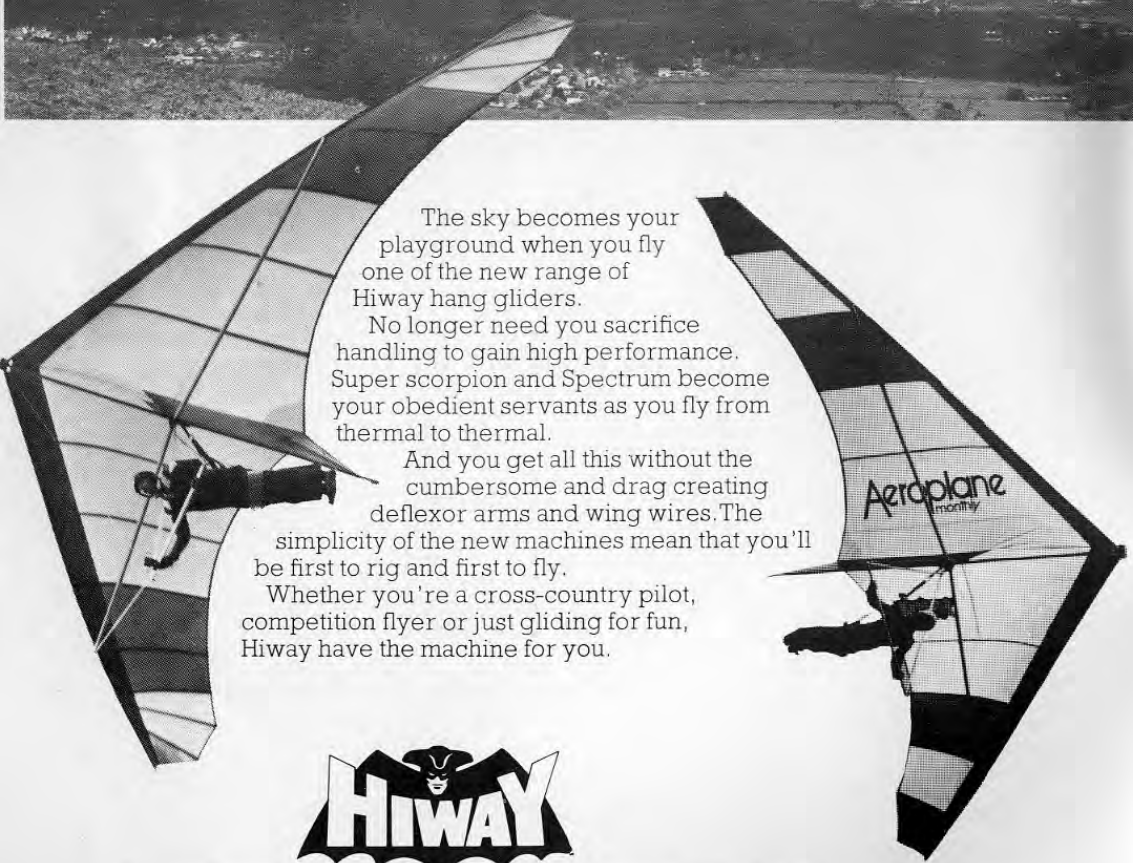
Tuition and used gliders

Contact Tom and Jeannie Knight

hang glider pendants  
silver and gold  
£9.75 and £35



# Hiway territory.



The sky becomes your playground when you fly one of the new range of Hiway hang gliders.

No longer need you sacrifice handling to gain high performance. Super scorpion and Spectrum become your obedient servants as you fly from thermal to thermal.

And you get all this without the cumbersome and drag creating deflexor arms and wing wires. The

simplicity of the new machines mean that you'll be first to rig and first to fly.

Whether you're a cross-country pilot, competition flyer or just gliding for fun, Hiway have the machine for you.



**Hiway Hang Gliders**, Sirhowy Hill, Tredegar, Gwent NP2 4XP.  
Telephone: Tredegar (049 525) 4521.

(ISSUE 7)

# WINDSOCK

'Magazine of the Southern Hang Gliding Club'

---

## Cover

Lester Cruse photo by Mark Junak

---

## Committee

<b>EDITOR WINDSOCK</b> Anna Blemings 2 Timberyard Cottage Herstmonceux Sussex Herstmonceux 3436	<b>TREASURER</b> Peter Day 112 Cotswold Way Tilehurst Reading Tel 0734 21481	<b>ATC OFFICER</b> Eddie Horsfield 01-684 4772	<b>PUBLIC RELATIONS</b> Peter Harris Hastings 432042	<b>CHAIRMAN</b> Tony Fuell Brighton 502952
		<b>SITES OFFICER</b> Johnny Carr Burgess Hill 42324	<b>SECRETARY</b> Chris Burslem East Grinstead 26255	<b>BHGA REPRESENTATIVE</b> Jeannie Knight Ashington 892770

---

## Contributors

Vince Hallam, Paul Skeet, Adrian Whitmarsh, Doug Maynard

---

## Public Relations

With Chris Burslem's appointment as Secretary, the role of P.R. Officers falls upon the shapely shoulders of Jeannie Knight and mine (not all that shapely!) We are now dedicated to the formidable task of projecting the good hang gliding image to the media and the public.

But we cannot be on the hill all the time and it is important that we get reports of any interesting or amusing incidents or achievements quickly so that we can use it to the best advantage.

Probably the majority of the favourable Press reports are submitted by the fliers involved and with great success. We would not presume to be able to improve on this although we might be able to extend a good story to a wider 'readership'.

Therefore, if you observe anything that has the makings of a story -

even if it needs improving or dressing a bit - please give Jeannie or myself a ring - we will do our best to put it to good use - quickly whilst it is news.

The Press are always more responsive if they have a photo to accompany the Press hand out; we need to build up a library. Do please let us have any photos or negatives, preferably black and white - stating if you wish them to be returned to you. The more interesting the better.

We do need your help on this to really project our Club which is the best in Britain and we want all the other Hang Gliding Clubs to read about it in the Press - and T.V! Please let's hear from you - NOW.

Any ideas, however crazy, would be welcome.

PETER HARRIS/JEANNIE KNIGHT/PRO SHGC

# Hiway territory.



The sky becomes your playground when you fly one of the new range of Hiway hang gliders.

No longer need you sacrifice handling to gain high performance. Super scorpion and Spectrum become your obedient servants as you fly from thermal to thermal.

And you get all this without the cumbersome and drag creating deflexor arms and wing wires. The simplicity of the new machines mean that you'll be first to rig and first to fly.

Whether you're a cross-country pilot, competition flyer or just gliding for fun, Hiway have the machine for you.



**Hiway Hang Gliders**, Sirhowy Hill, Tredegar, Gwent NP2 4XP.  
Telephone: Tredegar (049 525) 4521.

(ISSUE 7)

# WINDSOCK

'Magazine of the Southern Hang Gliding Club'.

## Cover

Lester Cruse photo by Mark Junak

## Committee

<b>EDITOR WINDSOCK</b> Anna Blemings 2 Timberyard Cottage Herstmonceux Sussex Herstmonceux 3436	<b>TREASURER</b> Peter Day 112 Cotswold Way Tilehurst Reading Tel 0734 21481	<b>ATC OFFICER</b> Eddie Horsfield 01-684 4772	<b>PUBLIC RELATIONS</b> Peter Harris Hastings 432042	<b>CHAIRMAN</b> Tony Fuell Brighton 502952
		<b>SITES OFFICER</b> Johnny Carr Burgess Hill 42324	<b>SECRETARY</b> Chris Burslem East Grinstead 26255	<b>BHGA REPRESENTATIVE</b> Jeannie Knight Ashington 892770

## Contributors

Vince Hallam, Paul Skeet, Adrian Whitmarsh, Doug Maynard

## Public Relations

With Chris Burslem's appointment as Secretary, the role of P.R. Officers falls upon the shapely shoulders of Jeannie Knight and mine (not all that shapely!) We are now dedicated to the formidable task of projecting the good hang gliding image to the media and the public.

But we cannot be on the hill all the time and it is important that we get reports of any interesting or amusing incidents or achievements quickly so that we can use it to the best advantage.

Probably the majority of the favourable Press reports are submitted by the fliers involved and with great success. We would not presume to be able to improve on this although we might be able to extend a good story to a wider 'readership'.

Therefore, if you observe anything that has the makings of a story -

even if it needs improving or dressing a bit - please give Jeannie or myself a ring - we will do our best to put it to good use - quickly whilst it is news.

The Press are always more responsive if they have a photo to accompany the Press hand out; we need to build up a library. Do please let us have any photos or negatives, preferably black and white - stating if you wish them to be returned to you. The more interesting the better.

We do need your help on this to really project our Club which is the best in Britain and we want all the other Hang Gliding Clubs to read about it in the Press - and T.V! Please let's hear from you - NOW.

Any ideas, however crazy, would be welcome.

PETER HARRIS/JEANNIE KNIGHT/PRO SHGC



# Dear Chris,

Your "Something to Say" Windsack 5/79 is very relevant, but may I amplify the Pre flight check and flying rules:-

DAILY CHECK. At beginning of operation, or after any Ding,

1. Complete Daily Inspection of condition of glider, using written check list, , or a very logical and sequential examination of all parts of the glider - starting at one point (say the nose) and working all the way round back to that point, and then including all the middle parts of the glider.

Particularly check if rigged prone or seated for you and c of g of Hang point setting for you.

Do not allow yourself to be distracted by conversation if you have been interrupted don't pick up where you left off - go back at least a stage, or right to the beginning.

2. Complete Daily Inspection of condition of Harness and Helmet.

BEFORE FLIGHT Before each flight on the same glider -

3. Check for "O.W.T." for Obstacles Wind Weather and Traffic.

4. Harness correctly worn.

5. Helmet correctly worn.

6. Glider "Multipoint check". This means a visual check (usually from the front or middle of the glider) on all cortical quick release points, pins, safety catches etc, which could deliberately or accidentally be loosened between flights. (eg. Super Scorpion "5 point check" Vortex "6 point check". Know your own glider and call the check out as you do it "1.,2.,3.", etc. so you can tell if you've missed one)

7. "Hook in". Check c of g position - securely Hooked in, and do a Hang or Tightness check of Harness.

8. Check for O.W.T. again and take off.

## The Flying Rules

THE FLYING RULES modelled on the old pink sheets.

### (i) Keep Looking Round

Never remain looking in one direction for more than 2 - 3 seconds. Always be aware of the position and movement of other gliders. Look round before you turn.

### (ii) Turn Right (for any avoidance)

In a 'Head-On Approach' collision situation each glider shall alter course to the right. (NOTE: Bear in mind that when close to the ridge at least one of the gliders may have little room for manoeuvre).

### (iii) GIVE WAY TO GLIDERS that are:

- On your right (i.e. closing from the right)
- Turning (i.e. cannot see or are committed to turn)
- Below you (i.e. cannot see)
- Landing or Taking-Off.

### (iv) KEEP SAFE DISTANCE (100 yds?) APART

When converging from any direction:-

- Slow your closing speed.
- Turn away.

Notice that the latest edition of the pink sheets deletes distance separation - but this is still important. At a head-on closing speed of 50 mph 25 yds per second, you should be making your decisions some 400 yds apart, at 100 yds you have 4 seconds left!

Same direction flights can be closer, but remember the other chap may not see you before he turns...

Of course it may amuse you to fly close to me, because I then become very frightened and have to land for trouser check.... I have been terrified of aerial collision for 30 years. That's why I emphasise these rules and perhaps why I am still alive.

OVERTAKING. Rules are under discussion elsewhere:-

INTERNATIONAL AIR LAW says "Overtake on the Right, and Keep Clear of overtaken aircraft.

BGA & BHGA rules permit overtaking on either side in UK only. Foreign pilots

may not know this.

A.N.R. definition of overtaking situation includes not only flying in the same direction but also a difference in landing of up to 70° so beware.

To me it makes sense to overtake on the right (still keeping well clear) - or not at all - (But still be prepared for another glider to comprehend overtaking on the left).

FINALLY - if you don't read the rest read this - every word counts:-

### TO PARAPHRASE THE RULES:

Keep your eyes peeled. Look before turning, count the gliders.

Don't crowd other gliders. Give way.

Always overtake, pass or avoid by turning right, give way.

Don't fly into someone's blind spot, give way.

Give yourself and other gliders plenty of room to move unexpectedly, give way.

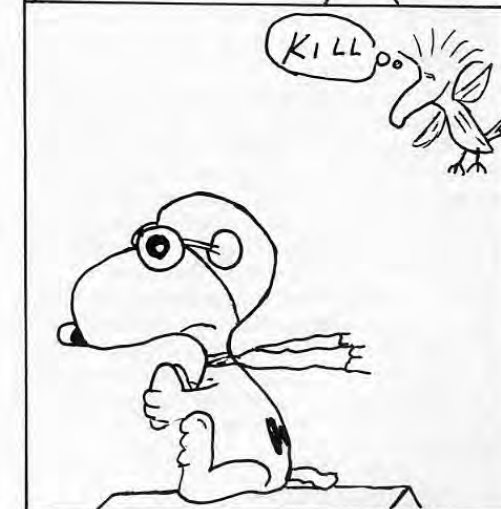
Knowledge and practice of these rules is vital and a legal requirement.

Vince Hallam

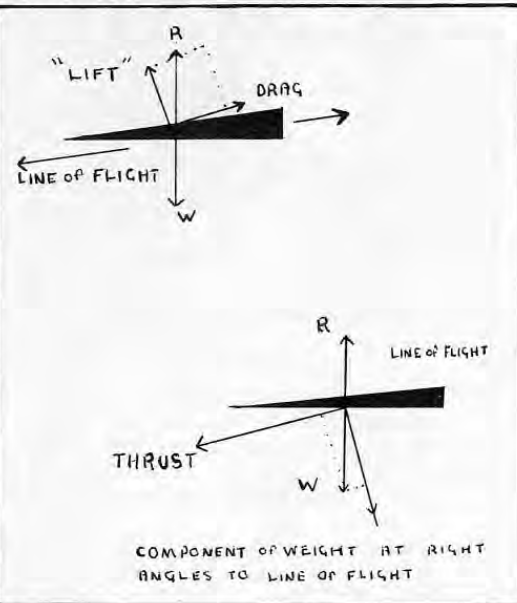
## Powered Stalls and Engine Installations

1. In normal balanced stabilized flight the conventional diagram of forces shows R as resultant, W as weight, and the resultant is split into two forces, Lift and Drag, which are all balanced, R being equal and opposite to Weight. When R is split up into two forces of Lift and Drag, Drag is balanced by Thrust, which in the case of gliding flight is itself derived from the forward component in the line of flight of the aircraft of the force W.

2. If one force for some reason is greater than its opposing force the system, or aircraft will accelerate along that increased line of force until the opposing force increases sufficiently to restabilize the system's speed. In the case of a falling object it will accelerate until the Drag equals the Weight. If any one force is out of line



with its opposing force a couple, or turning moment, will exist which will cause the system to accelerate around a point, speeding up until another counter-couple is inserted into the



system. (An equal sized couple to hold the spin constant or a larger counter-couple to start decelerating the spin). In the case of a hang glider diving, where the Centre of Pressure or Centre of Resistance moves back, the glider will pitch further nose down. Reflex, or wash-out is called upon to apply a restoring couple to pitch the nose up again.

### 3. Static.

So to sum that up:- In the linear case Thrust equals Drag, and Weight equals Lift. If they are not equal the system becomes unstable statically, and we get a linear acceleration. We also have dynamic coupling where thrust has to be in line with drag, and Weight in line with Lift, and in that case we have a steady state or a steady rate of spin, and a steady rate of roll or yaw or rotation. If however, Thrust is out of line with Drag, and Weight is out of line with Lift, we get an increasing rotation, increasing spin, pitch, roll or yaw.

### 4. Mass Coupling.

Then we have what I call inertial mass coupling, or mass coupling, and this is a bit more complicated:-

If the glider hits a bump the resultant force over the wing changes, and inertia of the glider, (although mostly of the pilot), causes the force  $W$  - the Weight - to change.  $W$  could even become zero at the top of a bump or in a bunting manoeuvre. At this stage of unloading we can see that the pilot's weight lift control is reduced to zero, let alone his reduced margin of control due to his extreme position, at a high or low speed or at a high bank. He now has zero control. The remaining forces on the glider may be something like this:-

5. Lift moves aft pitching the glider faster and faster forwards.  $W$  reduces, Lift also reduces, and Drag reduces. Any locked-in camber accentuates the pitch-down, particularly at low forward speed when the restoring couple due to reflex has become very small. If the pitch-down becomes so rapid that the wing dives very rapidly in a bunting manoeuvre the inertia of the weightless pilot will continue to slacken the straps, and he will continue more or less straight ahead to hit the underside of the wing.

6. During the initial acceleration with the wing still pitching down at low Lift and low Drag, the drag of the pilot will start increasing at the square of the velocity, so the centre of the drag will also move down below the hang-point.

7. True, Form Drag of the wing will increase as the square of the speed, but the Induced Drag even at normal loadings will reduce as speed increases so that associated with best lift:drag, for the existing loading.

8. This reduction of total wing drag will accentuate the lowering of the centre of the drag. So in a bump or hunt condition this centre of drag will probably be at its lowest point at a speed somewhat above the best lift:drag speed. Just at the speeds everyone assumes to be best for countering turbulence. (I'll digress here to agree that roll control at this speed is good and what you need.) That is, at this

speed or in this manoeuvre, although it seems obvious to say it, the glider's pitch stability is reduced.

9. Now let us see what happens if thrust is applied. For a steady state we ask for thrust to be equal to drag and to be in line with it. If it is not in line the resulting couple has to be opposed. We have no aerodynamic stabilizing system, stabilizers, tailplane, foreplane, so we have to use up some of the pilot's weight control. How often do you see the power glider take off and pull the pilot's arms out to full stretch. That is when the thrust line is below the centre of drag. If we bump or pitch over after a stall as described before, wing drag will reduce. It seems likely that the inertia of the glider will consist of the inertia of the wing/engine and the inertia of the pilot.

(Even though he is rather loosely attached, he is still, we hope, holding firmly on the bar.) The centre of inertia will lie about a quarter to one third of the distance from the pilot's centre of gravity or belly button, to the wing's own centre of gravity. The propellor thrust line is well above the centre of inertia. If wing drag is reduced sufficiently the effect will be that thrust will rotate the glider further nose down, pitching it round the centre of inertia or more correctly the centre of resistance, which is a composite of that caused by inertia, reducing wing drag and that caused by the pilot's increasing form drag. Thus power on at a time when the glider is pitching forward in bump or stall is a No-No! with current power units.

10. There is a further problem of lack of pitch control due to the reduced weight margin available, that is movable weight over fixed weight, which on a conventional glider is about  $3\frac{1}{2}:1$ , and on powered gliders nearer  $2\frac{1}{2}:1$ . That is reduction of pitch control in the order of 30 or 40%.

11. It must also be said that mounting of the power unit with its mass distributed fore and aft along the keel means that its pitch inertia is a great deal increased, so that once it has started pitching it requires even more control force to stop it.

### 12. First Conclusions.

So what now? In bumps at cruise speed, or in a stall pitch-over, control is reduced due to a serious lowering of the centre of resistance. Ground handling of heavy powered gliders is not easy, and the mouth throttle control is the height of absurdity to outside observers. Existing margins of control are seriously eroded by the weight/thrust distribution of power units. What is needed right now is a means of fixing the position of the centre of resistance or of automatically adjusting the thrust line to always lie through the centre of resistance; or substantially increased longitudinal stability; and/or pitch control or pitch damping, in the form of an aerodynamic surface, i.e. stabilizer, elevator, tailplane, canard.

### 13. Future development (an opinion)

I must also say that it seems highly desirable that ways and means must be sought of improving the pilot's control of power on a power unit in a simpler and more sensible fashion, that a power unit must be sought which is lighter, and can be mounted at the centre of gravity of the glider, or is so light that when mounted at one extremity of the glider its weight has little or no effect on overall handling.

It should be very much more vibrationless than the current units, and it seems to me that there is a problem of coupling a propellor and an engine by gearboxes and prop shafts which are prone to damage or vibration, that this coupling should be avoided by some means. I think that perhaps we should try to get away from the propellor and its gyro and torque forces completely. The sort of power unit I envisage in 10 or 20 years time will be the size of a jam jar, producing plenty of thrust, 100 lbs. perhaps, in the form of a jet, maybe not very efficiently as far as fuel consumption is concerned, but I don't really think the fuel consumption is a very important consideration, compared with the others, - safety, ease of handling, control, weight, and vibration.

Vince Hallam

(cont. next month)

# The National Tow Meet

On the 25th & 26th August, something like 100 people went to Little Snoring airfield in Norfolk to see the latest developments in getting hang gliders airborne without hills. Surprisingly only a handful of those were SHGC members. Surprising because the SHGC has the highest concentration of flyers in the country and the fewest number of sites per club membership. As we all know, this leads to congestion, rules and regs. and more often than not, accidents.

The recent article in November WINGS, described the four towing systems currently under observation, but since one cowboy set-up resulted in a broken neck and nose to the pilot, only the Baker, Gabriels and Simpsons systems remained with confidence. A great deal of thought and experience had gone into these systems and over the weekend they were demonstrated to the full.

From the demonstrations, it is obvious there is potential for all three types, but since the basic difference was either static or mobile, let us outline the pros and cons.

## Advantages - Len Gabriels Portable Engine Driven Winch.

1. Portability - approx. weight, including line and fuel - 90lbs (minimum 2 persons to carry)
2. No towing vehicle necessary - therefore no airstrip runways or vast expanses of tarmac necessary (wet football pitches are definitely not on).
3. Lower running costs and maintenance easier.
4. Bridge system only has one hitch point, therefore quicker release in an emergency.
5. Any club members could learn to operate it without need for extra vehicle insurance (as would probably be necessary for the Baker system).

## Advantages - Baker System

1. Tow speed and ascent rate infinitely variable to suit glider, pilot and

2. wind conditions.
2. Stronger towline better suited for higher tows.
3. Possibility of dual prone flying because of stronger line.
4. 'Brake man' must always be experienced flyer to appreciate pilot and glider attitude, and inherent problems.
5. Verbal pilot to tow vehicle contact is better at take off because the line is paid out, not pulled in.

The disadvantages can be fairly easily seen from these points, but the system which seems to have the most adaptability for our club is the Gabriels portable powered winch. The only thing is, who would be in charge of it, where would it be kept, and who would organise training with it?

If these points can be 'ironed out' then we could have a lot of fun and have an 'escape route' should Mill Hill, Beachy Head and Firle be eventually lost.

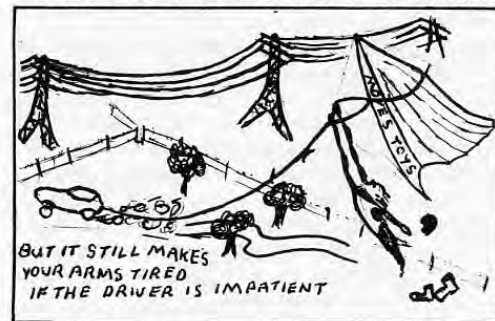
There must be someone who knows a suitable mid Sussex area where we could hold weekend meetings for towing. The ground has to have an uncluttered expanse of at least a 1500ft stretch for the line to be paid out prior to take-off.

Len Gabriels bridle system will also adapt to most Class 2 machines.

Unfortunately all the photographs we took at the meeting were in colour, and with WINDSOCKS tight budget, cannot be reprinted, but if anybody wants to see details of all the winch tow systems, write to the address below for details.

Lets have your views please!

Paul Skeet and Adrian Whitmarsh



"Go for it", - thats what you hear when the weather is good, and the thermals are rising, and people are shying out - and for those with the experience, ....

## GO FOR IT!

For instance, Devils Dyke, 22.9.79 time approx. 2.15 p.m. there they were all going up like bees after the great honey-pot in the sky, at that precise time I was on the ground looking and waiting for it - and it came, I wasted no time - armed only with my altimeter and no other instruments I quickly got my cyclone air-bourne (after the cream of that great honey-pot in the sky) I had no problem getting into the lift whi which everyone was finding, all I had to do was find the core, watching others I found the best lift, circling only when it was clear and in a good UP. 600 ft and rising, all clear around me, and circling with ease, 800 ft, I going two kites off to my right and losing it, but wait, out in front is "big H", going like a mad man he's got it, he's got a big one, (I mean a thermal) its happening I think to myself, all I need now is a good one - and then "go for it".

Still watching big H, I get the Up too, I'm staying with him but with distance between us, he's way out in front of me, "I've got it," the big up, I'm going - 1000 ft, and rising - I position myself circling to the left - and going like a dream, it's a go for it, I can just imagine what the boys are saying on the hill - "look he's going for it", off the back of the Dyke now - wind N to NE, and blowing approximately 22 mph. All I need now are two more X-country's for my entry into the league, thats all I have on my mind right now, get in and represent Britain.

Looking at my altimeter and still circling, the dyke sure is looking small, a second glance at my alti - 1800 ft. "horay", its a big one, go for it," good job no one could hear me,? every-one's looking small at the dyke now, where's big H, I can't see him now, I looked around in case, but I was on my own and going for it. Just then I felt I wasn't getting higher, "Oh no", shall I pull on and go back. I might just make it, then I looked at the clouds - shadows on the ground, I was in shadow

before, but now I'm in the sun-light, the shadow I was in was breaking up. I didn't feel as if I was losing height, but maintaining height and still circling, and there it was a big black shadow right behind me, and without really trying I was in it, and going up yet again, 2100 ft, here I go again, I could imagine people watching me slowly disappear into a small dot in the sky, just as I have watched others, 2400 ft oh boy am I in a nice one now, and still circling. I hadn't stopped since leaving the Dyke, 2800 ft - approaching Shoreham Airport, I could see a plane flying over the air-field, I felt terrific, keeping to the left of Shoreham Airfield, another glance at the altimeter 3300 ft it feels so nice up here, quite peaceful, the view was breath-taking. Suddenly I realize the sea is looking big - a big ship is leaving the docks, where can I go now, and thinking back - Keith Reynolds once went to Worthing, so, Worthing, here I come, I followed the coast all the way, looking ahead I could see what I thought was Worthing - and it was, I could see a small Pier jutting out to sea. God, the view from here is great. Thinking back to what Keith had said when he told me about his flight this way, and where he landed, some sort of play area he told me, I couldn't think straight, the view was beautiful, ah, yes, there - thats where Keith landed, I could see a small boating lake, people having a great time rowing boats around the pond, I felt like screaming - "hey! look up here", its the feeling you get when you leave the ridge, but whats the use, they couldn't hear me. (I got carried away (joke) with the view and didn't realize straight away - I was losing altitude 3000 ft and now I start to concentrate - looking ahead was a good size town, no way am I going to get past that, just before the town was a small green the last landing area, with what looked like people playing golf or maybe putting. I had too much height on to throw it away so, looking yet further ahead I could see the pier and clear beach, "but would I make it", (go for it), I did, and getting lower by the second - 2000 ft, 1800 ft, oh boy I'm losing height - "wait", I felt the strain on the sail, and the tightening of my harness "a blob" (I hope its a friendly one, and not the

blob from Windssock), I circle, once, twice, 2000 ft - I pull on speed as it dies away, and still in line with the beach, wondering if people have noticed me yet, and still losing height very slowly, beautiful glide on this kite just how far can I go, thinking to myself, just one more X country after this, then the big worries of league meetings, that's what I'm chasing so - "go for it" - here we go again, another blob, circling yet again, you'd think by now I'd be feeling sick - but No - too busy concentrating and taking in the views, a small one that time, but it gained me another 150 ft. No more green grass to land on, all I have below now is Worthing with just the beach to land on, good job its clear, straight glide now for as far as I can go, past the Pier, I could see people now looking at me, and pointing - "Look a hang-glider", one mile past the Pier, I decide I have to make a landing - I think to myself, "Oh no - all those Punters down there" oh well, I hot some turbulence, I'm now below the roof tops and about 50 ft out to sea, a right turn, and pull on - clear beach - wait a minute two people - a couple of old un's - they don't see me. If I shout they probably wouldn't hear me - I shout "HEY" as I thought "Deaf", so I push on the bar, stall out my cyclone-sink, pull on, air speed gained - push again, and crunch my feet hit the stones on the beach - they weren't deaf - the old boy heard the stones, turned and his face drained, he turned white, "where did you come from", he said, "up there, and from the Dyke, Brighton", I said, he couldn't believe it, then came all the punters, amazed by it all. "We saw you, oh you look so graceful" one old lady said. ("Yes" I thought - "I know"), big head.

Hello- Worthing Gazette, was the sound I heard next, a reporter on the scene, and giving hang-gliding a good name, I told all I could to give hang-gliding the name it deserves, a good sport and SAFE, and to give good news like that to newspapers for people to read.

"Go for it". Happy Landings,  
Doug Maynard.



## mainair sports

### ARE YOU BUYING A PARACHUTE ?

I asked a man why he bought a particular brand of parachute. He said, 'Because it is the cheapest'.  
Wow! I can think of no worse reason to buy a piece of life saving equipment.  
He didn't ask if it had saved lives. He didn't ask how it was deployed.  
He didn't ask for a comparative report on its construction and strength. He didn't see it deployed from a harness... He just bought it and trusted the salesman with his life.  
He saved about £30.  
It is a tragedy that in 1979 people are wearing parachutes totally unaware of how it works and how it is packed. They have a chute and think that is enough. Some of these people will need their chutes one day and some of those will die under them. Why? Because they were sold a parachute rather than go out and buy one. It is essential to own a parachute, but make sure you have thoroughly investigated all aspects of your parachute system before you part with hard earned cash. Mainair Sports stock three makes of parachutes. We don't have any particular irons in the fire, so we are best able to advise you freely on all the available systems. Since parachutes are expensive and we don't want you to have to wait for one we are also offering a limited free credit system so you can buy now, pay later. We also have a group purchase scheme which gives huge discounts for quantity purchases.  
Be sensible. contact Mainair.

Mainair Sports, Shawclough Road, Rochdale, Lancashire OL12 6LN  
Telephone Rochdale (0706) 55131 Telex 635091 MAIN

# SOMETHING TO SAY

I've never exactly rushed to put pen to paper before, but recent events on 2 new sites inspire me. Mainly because I, like everybody else, don't want to see any more accidents involving Southern Club fliers on local sites.

I received the pink slip in the last issue and since one of my close flying friends knew Peter Harris personally, we decided to fly Hastings on Saturday 6th October.

The wind seemed to be blowing SSE with a forecast more southerly later in the day, if I remember rightly. Peter Harris was there when we arrived, and so was Eddie Horsefield our acting ATC.

Two fliers were airborne as we drove up and we hastily started asking questions about take-off and landing characteristics. The take-off was sheer cliff like Newhaven, but relatively easier due to stronger up-currents, but the landing was not so easy. In fact since the wind had shifted SE Eddie in particular, had found it "evil". Rotors existed more than 50 ft back from the cliff edge and were playing havoc with the L/A markers and windssock.

Eddie had laid the markers out to show everybody the effects, in a straight line, going back from the cliff, and at times the flags nearest the edge were blowing towards it.

The top landing area looked huge though, with about 3 football pitches and a cricket pitch, and some patches between gorse as well. The safest place to land was soon found to be at the highest point of the "plateau-like" top. Even this required caution, and an approach across the cricket pitch seemed best in SSE. In South the wind should be bang on and characteristics will quite likely be different, so be careful. Even recent Pilot 2's would do well to watch and discuss characteristics first.

I can see a problem may occur at Hastings with the present car access to the take-off point. All the while the grass is dry and the football pitches unused, no problem. As soon as it rains (and we're due for plenty) the wet turf will cause the vehicles to make ruts, and this is bound to displease the groundsman. I suggest that if soil is

wet, or if it starts to rain while you're there, leave vehicles at the top of the track and resign yourselves to a walk. For those who have not been there yet, it's about 1/4 mile from the top of the track and the take-off point.

Later that day, the wind picked up a little as well as moving more SE and tracking along the cliff became a struggle into wind. We decided to look at Beachy. Two fliers were up here also when we arrived late afternoon, and it looked a real struggle, too strong. We decided to head home, but look at High and Over on the way back.

Johnny's site sketch from the August '78 WINDSOCK I found misleading. We talked to 2 model glider fliers to find out wind characteristics. It looked bumpy. It was blowing E.S.E. at a fairly steady 18 - 20 mph. The model fliers showed where the more stable patches of lift and sink were, so I rigged and took off. No-one else up. No sign of J.C. either!

I found the take-off easy but the lift band very short, something like 200 yds. The last time I had flown here I 'blew it' and went down. The walk back wasn't too bad though. This time I was determined to find a way to top-land. I beat around for awhile until I got fed up with the turbulence and could not gain any reasonable height for a safe top landing. I decided to try landing on the bank to the left of take-off. It worked only after a couple of passes getting the angle and feel of it, and it didn't feel like there was much room for error. But there never is, is there?! It had been a struggle.

I may pick my bad days to fly, but I'd love to see Johnny Carr do any sort of cross-country off this one. It needs plenty of caution, and I certainly recommend only 1 up at a time. The only way you would feel safe with more than one up is with two different gliders with widely differing sink rates. There is also only really enough room for 2 rigged on top.

All in all, I certainly wouldn't describe this site with Tony Fuels' description of 'prime'. A high portion of the hill face is covered in

bushes and gives rise to turbulence (which is obvious). It's probably O.K. in 10 - 16 mph E - ENE, but its evil alright above that. Anyway, let's hear if someone else has had any interesting flights off this one. Over to you Johnny!

DON'T FLY EITHER OF THESE ALONE - IF YOU CAN HELP IT.

Paul Skeet

# STOP PRESS



The Gatwick branch of the Royal Aeronautical Society are holding a talk on hang gliding by Ann Welch. This will be held in Redhill Market Hall, Redhill, Surrey, at 8 p.m. Thursday 10th January 1980.

## Small Ads

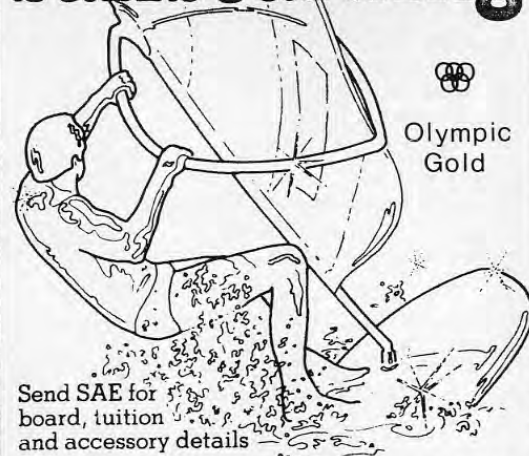
**WASP GRYPHON III.** As seen on recent "Grandstand" BBC-TV programme; fastest glider in XC event at Merthyr Common. Unusual blue-black-purple sail. Presently with slight accident damage. Owner needs to sell urgently; any offers considered. Write to Mr. Karoti, 108 Home Farm Road, Hanwell, Middx. Glider can be viewed any time in Brighton.

**RIDGE RIDER STANDARD:** Very good condition. Any offers considered. Apply Mr. Karoti, Address as above.

**HIWAY SUPER SCORPION C-PLUS:** "the strong one" Smooth, fast, beautiful handling, well looked after glider. Easily knocked down (for flat-dwellers). Always stored inside. Approved by manufacturers for dual-flying. £420. Tony Fuell 74 Eldred Avenue, Brighton. Tel: 502952

**WASP FALCON III SPORT** one of the best made, no prangs, multicoloured sail £220. Telephone: Caterham 42568 (home) or 6801616 (work) Mike Lingard

# sailboarding



Olympic Gold

Send SAE for board, tuition and accessory details

Mainair Sports, Shawclough Road, Rochdale, Lancashire OL12 6LN  
Telephone Rochdale (0706) 55131/2/3 Telex 635091 MAIN

MEMBERSHIP (4 point check to see if you are a member of the S.H.G.C.

- 1) Have you a 1980 membership card and a 1980 nose plate sticker.
- 2) Have you received a sites guide.
- 3) Will this be the last windsock you will receive.
- 4) Check your cheque counterfoils to see if you have written out a cheque to the S.H.G.C. after November 1979.

Up to date membership figures are only in double figures and membership last year was 248. Act now and let the Southern sites be full of paid up members in 1980.

Safe flying to all members in 1980

**VULTURELITE EMU 170** Flown once or twice in Grenoble. Almost brand new complete with bag. £385, also:-

**SKYLINE** Brand new and hence good condition - Unflown. £350.

Telephone: Brighton 554269 Roger King

# APPLICATIONS

Name ..... Address .....

..... Tel No .....

MEMBERSHIP £5.00 Signature ..... Date .....

*I agree to abide by the rules of the club*

**Flying Membership/Glider Registration** (Note, this costs an additional £15.00)

NB:-Any person wishing to fly a hang glider on sites controlled by SHGC must possess either personal flying membership or a glider registration covering his machine. A sticker will be issued by the Treasurer to denote payment: this must be displayed when flying. All British nationals and permanent UK residents flying SHGC sites must be BHGA members and EPC holders. Glider registration will only be issued for BHGA registered or approved gliders: each pilot in a syndicate must either hold SHGC membership or be covered by a group Affiliation.

Flying Membership

OR

Glider Registration

Name .....

Make .....

BHGA No .....

Model .....

EPC Date .....

Serial No .....

Signature .....

Sail Colours .....

Date .....

Pilots .....

As all memberships start on November 1st of each year, the following table will enable new members to work out their subscriptions for joining the Club at any time during the year.

(joining before)	Nov 1	Dec 1	Jan 1	Feb 1	Mar 1	Apr 1	May 1	Jun 1	Jul 1	Aug 1	Sep 1	Oct 1
Membership	5.00	4.51	4.10	3.69	3.28	2.87	2.46	2.05	1.64	1.23	0.82	0.41
Flying membership or glider registration (additional)	15.00	13.75	12.50	11.25	10.00	8.75	7.50	6.25	5.00	3.75	2.50	1.25
<b>Total</b>	<b>20.00</b>	<b>18.26</b>	<b>16.60</b>	<b>14.94</b>	<b>13.28</b>	<b>11.62</b>	<b>9.96</b>	<b>8.30</b>	<b>6.64</b>	<b>4.98</b>	<b>3.32</b>	<b>1.66</b>

Please send me Number Required Total Cost

Cloth badges 60p each .....

Vinyl badges for windscreen 20p each .....

Vinyl badges for helmets 20p each .....

*When completed please post to the Treasurer*

**Peter Day, 112 Cotswold Way, Tilehurst, Reading, Berkshire, RG3 6SR**