

ULTRA SPORTS

Ultra Sports Hang Gliding Centres Ltd.
Flight Director: Graham Slater

Southern Hang Gliding Centre
22 Albany Villas
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HARNESS

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ULTRA SPORTS NEW prone harness,
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WINDS CK

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WINDSOCK

'Magazine of the Southern Hang Gliding Club'.
ISSUE 13 Jan

COVER

Bill Newton waits for his own personal Blob.

EDDY SHEDDING

So I failed. The word processor didn't materialise, my business work-load submerged me, and a major advertiser changed his mind. So, instead of a bumper Christmas number we have a mild Winter issue. I think I'll go jump off a hill somewhere. Help! Anyone got £20 to spare?

At the recent(?) AGM it was suggested that some-one approach the farmer with an offer of a substantial sum of money for a permanent landing strip at the bottom of the Devil's Dyke. An approach was made, without success. Mr. Lee wants to farm that land, and just doesn't want anyone landing in his crops. The SHGC committee have decided to collect any fines themselves, to be passed on to the farmer. I'm sure we all hope that this will defuse the situation. An immediate benefit of our approach has been that Mr. Lee has agreed to accept a halving of the fine. This does not mean that errant fliers are twice as welcome to land in the crop, but rather that the committee members are twice as determined to collect the fines, if any.

COMMITTEE

Chairman	Tom Knight 10 Spring Gardens, Washington W. Sussex. Ashington 892770
Secretary	Paul Coidan 35 North Road, Haywards Heath, W. Sussex. Haywards Heath 412642
*Treasurer and Membership Secretary	Peter Day 112 Cotswold Way, Tilehurst Reading 214181
Sites Officer	Dave Bluett c/o Bayer UK Ltd, High Street Marden, Tonbridge, Kent Maidstone (0622) 831215 (Office) 831004 (Home)
Club Coach	Eddie Horsefield 149a Ecclesbourne Road Thornton Heath. 01-684 4772
Editor	Dave Tait 34 Mount Street, Dorking Surrey. Dorking 5138
Press/Pro (joint)	Jeannie Knight 10 Spring Gardens, Washington W. Sussex. Ashington 892770 Peter Harris Burdett Cottage 4 Burdett Place, Hastings Sussex. Hastings 432042

* Please send all correspondence re membership of SHGC to this address and enclose a SAE

COMMITTEE MEMBERS

Graham Slater	Tel: Brighton 25534
Vince Hallem	Tel: Brighton 609925 (Home) Brighton 24151 Ext. 171 (24 Hours)
Geoff Snelgrove	Tel: 01-688 6615
Steve Goad	Tel: Reigate 42950 (work)
Peter Banks	Tel: Dorking 81282

ADVERTISING RATES (for camera ready artwork)

One off full page.....	£10.00
Series of 12.....	£7.50
One off half page.....	£7.50
Series of 12.....	£5.00
One off quarter page.....	£5.00
Series of 12.....	£4.00

We can have your text type-set at very reasonable rates

D.T.



SOUTHERN HANG GLIDING CLUB

ACCOUNTS FOR THE PERIOD

1 NOVEMBER — 31 OCTOBER 1980

RECEIPTS

	£
Membership Subscriptions	3303.79
Disco - D.Dyke	175.00
Windsock Advertisements	130.00
Cash on Hill	65.00
S.H.G.C. League 1980	45.00
A.G.M. (1979)	34.00
Sale of Site Guides	23.30
Sale of Badges	19.00
Fines - D.Dyke	12.00

3807.09

Excess of Expenditure
over Income

354.92

£4162.01

EXPENDITURE

	£
Payment to Farmers	1861.00
Site Guide	845.66
Windsock	645.38
Stationery & Stamps	311.67
Disco - D.Dyke	159.37
Committee Expenses	144.36
Instructors Course	65.81
Toys (Christmas 1979)	60.00
A.G.M. (1979) & Projector	51.76
Auditor	17.00

£4162.01

ANALYSIS

	£
In hand @ 1 November 1979	1095.93
Repayment of Steyning Loan	3.00
	<u>1098.93</u>
Loan to the Steyning Committee	500.00
	<u>598.93</u>
Excess of Expd. over Income	354.92
In hand @ 1 November 1980	<u>£244.01</u>
Payments made in advance to farmers	£140.00

ASSETS

Badges: 321 cloth @60p; 136 vinyl (screen) & 160 vinyl (hat) @ 20p	£251.80
Flying membership; blue stickers 'Nov. 81'	54.05
Office Trolley	33.76
Stamps & stationery	45.00
	<u>£384.61</u>

MEMBERSHIP

Full Membership paid up to 1 Nov.1980 - 211 (65 being new members)

Addendum to Balance Sheet.

Assets include

Site Guides in stock 125
at printers 80

SOUTH DOWNS HORSES

The horse sphere is something that has emerged in Southern hand gliding circles recently. Ray Sigrist has been seen hobbling round the hillsides as a result of a fall from a horse, whilst Dale Clothier has revealed hidden horsemanship.

Both have been riding horses at pilot Richard Viner's establishment near the Devil's Dyke. Whilst Richard is selling out to concentrate on power, they still have another source locally, for Tom and Jeannie Knight have acquired two horses this year. One of their horses, Wondayle, is a half-sister to the well-known chaser Pollardstown. The Knights acquired her from a poverty-stricken syndicate who needed a quick cheap sale to offset outstanding training bills.

Tom is no newcomer to horses, having at one time been an apprentice jockey to a stable in Lambourne. A sudden height growth and weight gain to the present six foot and 12½ stone curbed that particular career at an early age.

The Knights have persuaded the Jockey club to allow colours which are as near to hang gliding configuration

as possible. They retain the school colours of red and black, and have been given the go-ahead to use a broad black chevron to resemble a delta wing, contrary to the normal multiple chevrons.

With a trainer's permit in the pipeline, and the horse approaching peak form, a recent virus has disappointingly caused a setback in the horses career. For the knights, horses and hang-gliding tuition are an ideal combination, with much of the stable work early in the day before training starts. Meanwhile, other Southern fliers are beginning to realise that unlike hang-gliders, horses are not wind dependent and the riding contingent is steadily increasing.

J.K.

FILM SHOWS



Dave Tait has available some early hang-gliding films - Rhosilli, Mere '78, and the classic Cam Long Down. All are Super-8 and all can be borrowed for the price of a contribution to Chris Corston's Fighting Fund. (Take a collection during the show!)



MIND MY LANDING AREA!

Club coach Eddie Horsfield does a good job at the Dyke, setting up windsocks and flags to designate the landing area, but he cannot be expected to police it continuously. YOUR assistance is needed to help maintain a clear space. It only takes two people chatting in the middle for the identity of the space to be lost.

By the way, Eddie is now a B.H.G.A. Registered Instructor. He can be recognised by a pair of broad shoulders and lots of gingery facial fuzz. Sometimes seen behind a pint of beer (Windsock issue 12)

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



José Jisé

Johnny Carr and Tom Knight have declared war against model planes, and they have a new member Vincent H. Score so far 3 to the models, Nil to the punters.

Did anybody on Saturday 29th November see a flying roofrack with four gliders? For further details ask Vince H.

On the same day Steve Goad managed to get his STORM folded into a teacup. Modern gliders with pre-formed battens are not very safe to park flat on the ground without fixing the nose down. There have been several unattended ground-loops lately.

CHAS. All is forgiven. Come back to the hills, the punter has moved the spot landing.....

HOW MANY KITES



WANTED

IBM Selectric or other golf-ball or daisy-wheel printer for use in layout of "Windsock"

No generous offer refused! Contact Dave Tait or any committee member. REWARD.

A SPECIAL FLIGHT

by Jeannie Knight

A swift glimpse of Steyning Bowl, with hang-gliders on the ground, was rapidly replaced by a twisting vista of sky and a blurred haze of trees, grass, and skies once more. Stall turns and loops were followed by barrel rolls and inverted flight - but thankfully this was not in a hang-glider!

The tiny Pitts Special bi-plane had taken off across the grass runway of Shoreham airport several minutes before. Behind me at the controls was Brian Lecomber, one of the four-man Rothman's aerobatic team.

One of the perks of covering the Shoreham area as a freelance journalist for the West Sussex Gazette is that the airport comes into my territory, along with any free rides and demonstrations that might be going.

My orders had been to write about my impressions of flying upside down over Shoreham and our photographer had been sent along to take in-flight pictures as we flew in formation. (Much to Tom's disgust because he had been hoping to take up the second place on the invitation.)

Inside and outside loops, sparkling crossovers and flicks - all intertwining, tail chases, synchronised stall turns, bomb bursts, and double mirror movements with two aircraft flying upside down above two others, culminating in a dramatic slow roll in diamond formation, are all part of the regular programme for the team.

The breathtaking display before we went for a sample run set tiny doubts about the wisdom of being there at all. When pilot Brian Lecomber asked me if I had any experience of flying, I replied "Yes, but not anything with such a high stall speed". (Pitts have a stall speed of 60mph).

He asked what type of stall speed I was used to and when I casually informed him that it was about 10 or 12mph, he asked with disbelief what I had been flying. When I told him it was a hang-glider his reaction was immediate.

"You must be bloody mad," he said. I found this reaction amusing since one of his own exploits had been to specialise in jumping off the wing of a Tiger Moth as it was coming in to land!

As we clambered aboard I heard one of the other pilots complain to the team leader that his radio was not working. "Don't worry, just stick close and do as I do", he was told. Close was the operative word, for we flew in formation up the Adur valley with wing tips literally

inches apart. Turbulence over Mill Hill and the cement works was particularly noticeable and the tiny planes rocked their way through some preliminary manoeuvres.

The open cockpit simply heightened the sensation as one radical manoeuvre followed another. The only uncomfortable time was during inverted flight when the pull of gravity put a couple of inches between me and the seat and I was conscious of hanging in the harness.

The two-seater planes had been specially designed and constructed to withstand the extreme stresses of high speed aerobatics. The two short wings, instead of the standard single loner wings, allow the aircraft to spin and turn faster and fly their very fast manoeuvres.

Their wing span is only 20 feet and the overall length is less than 19 feet and the Pitts weighs about half the weight of an average car. Made of wood, welded steel and fabric, it is a world class aerobatic competition aeroplane powered by a 200 hp engine. This gives it a climb rate of 1900 feet per minute and a cruise speed of 135mph and yet it still retains the endearing pre-World War II touch in its design.

Some breathtaking manoeuvres, like the torque roll, where the aircraft spirals vertically upwards until it stalls, when it then drifts tail first, downwards before straightening out,

can easily be undertaken with the Pitts Special.

Feet firmly on the ground again, I found Tom in contemplative mood, eyeing the minute size of the plane and thinking of the length of our trailer.....

J.K.

SITE NEWS

DEVIL'S DYKE IMPORTANT

The Bottom Landing Area is the field behind the barn across the road. A fine for landing in the crop stands at £20 and will be collected by committee members.

Look on the notice board inside the pub for up-to-date site information.



IF YOU THINK YOU CAN'T
MAKE IT TO THIS FIELD
THEN DON'T FLY.....

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and brochure.**

DISCONNECTED RAMBLINGS

By Tony Fuell

It seems like ages since I produced anything for WINDSOCK, and you can put it all down to the gentle persuasion of the new Editor that I've been brought out of semi-retirement to do this!

Since I resigned as Chairman, I've been taking a deliberately low profile on hang gliding, mainly to recharge the batteries a bit, but also because it was beginning to feel as if the membership of the Club were becoming much too ready to sit back and let the Committee do absolutely all the work. Perhaps we were at fault too, I don't know. But I was very pleased to see at the AGM that there were a considerable number of volunteers coming forward to serve - so many in fact, that for the first time in the history of the Club, we had more volunteers than there were places available!

This has got to be a good sign. Also the willingness of the membership to contemplate an increase in the membership rates indicates that people are now taking the threat to their flying seriously. As we move into 1981, the Club will continue to need everyone's co-operation if hang gliding is to continue to thrive in the South East.

Lightning Strikes

No, not a reference to Southdown's latest baby, more an attempt to think of a meteorological phenomenon we did NOT get during October and November!

After a couple of excellent weekends of North-westerly winds, and even late thermal activity, the weather for us weekend pilots has been uniformly awful during the early part of November.

First we had the Scandinavian High, which brought strong-to-gale-force northeasterlies for several days, and blew out the flying for all but a few hardy souls - I managed a bit of Mega-ing just before sundown one afternoon,

but it was't much fun, and it was VERY cold....

After that, a series of monster depressions have been pushing southwest-erlies up the Channel with increasing force and wetness. In absolute desperation I went out to Mill Hill on Nov 23 (a Force 8 had been forecasted, but had't arrived), and had another 10 minutes soaring in the murk, which got claggier and claggier as the day went on.

This particular day was notable for the first appearance on SHGC sites of the new supership, the UP Comet. While it's probably very unfair to base much comment on one afternoon at Mill Hill (which was being its usual charming self), those who flew it said that it had a very good glide and sink rate, but a bit of a yaw problem at speed.

It consistently got above one of the prototype Lightnings which were out, but then Ian Grayland turned up with a production version, which seemed to consistently get above the Comet. So there doesn't seem to be a great deal of difference between the two, insofar as out-and-out performance goes, but there are distinct handling differences.

One thing that emerged from the debating session that went on was that none of these new ships could be described as suitable for punter-type flying.

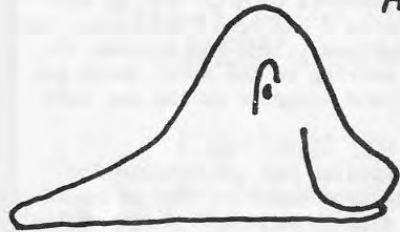
They all need fairly careful attention paying to airspeed, and the usual formula for getting you out of trouble - ie, "pull the bar in" - could well get you into even more difficulty, since these wings are so clean, and accelerate so quickly that things are likely to start happening VERY quickly when you do that. Still, the performance advantages of the new ships are so marked, I think we'll be seeing a lot more of them in the next year.

THE RETURN OF BLOB

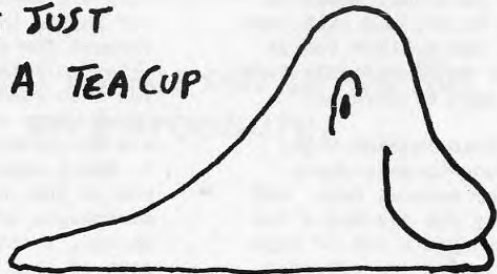
THE GREAT WHITE
KILLER THERMAL



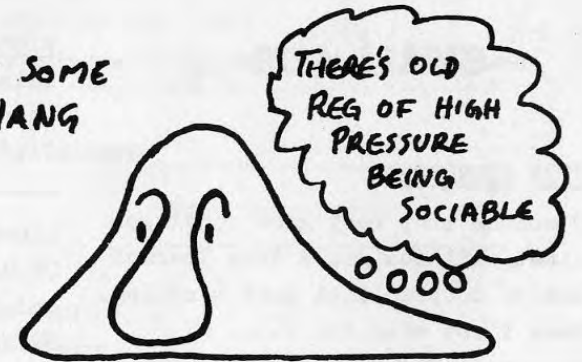
AH WELL, LET'S GET ON WITH IT THEN. NOT MUCH BEEN HAPPENING LATELY. WE DID HAVE ONE OF THE SOLAR WINGS KITES LAND AMONG SOME PICNICERS AT BEACHY HEAD---



--BUT THAT WAS JUST
A STORM IN A TEACUP



SO I THOUGHT I'D EXPLAIN SOME THEORY FOR ALL YOU HANG GLIDERISTS OUT THERE



IN THE ATMOSPHERE THERE ARE VARIOUS LAYERS. YOU LOT FLY IN THE TROPOSPHERE WITH THE CLOUDS AND WEATHER AND ME.



ABOVE THE TROPOSPHERE IS THE STRATOSPHERE, AND ABOVE THAT, THE CHEMOSPHERE AND THE IONOSPHERE. NOW WHAT DOES THIS MEAN? WELL, "SPHERE" MEANS BALL AND---

