

SHGC MEMBERSHIP FORM

Return to Peter Day, 112 Cotswold Way, Tilehurst,  
READING RG3 6SR-Cheques/P.O's made payable to  
SOUTHERN HANG GLIDING CLUB.

MEMBERSHIP £10

Name \_\_\_\_\_ Address \_\_\_\_\_

Phone \_\_\_\_\_

I agree to abide by the rules of the club

SIGNATURE \_\_\_\_\_ Date \_\_\_\_\_

FLYING MEMBERSHIP/GLIDER REGISTRATION £15 extra

Any person wishing to fly a hang glider on sites controlled by SHGC must possess either personal flying membership or a glider registration that covers his machine. A sticker is issued to show payment, and must be displayed when flying. All British Nationals and permanent UK residents must be BHGA members and Pilot 1 holders. Each pilot in a syndicate must hold either SHGC membership or be covered by a group affiliation.

FLYING MEMBERSHIP OR GLIDER REGISTRATION

Name \_\_\_\_\_ Make \_\_\_\_\_

BHGA No \_\_\_\_\_ Model \_\_\_\_\_

Pilot 1 Date \_\_\_\_\_ Serial No \_\_\_\_\_

Signed \_\_\_\_\_ Colours \_\_\_\_\_

Date \_\_\_\_\_ Pilots \_\_\_\_\_

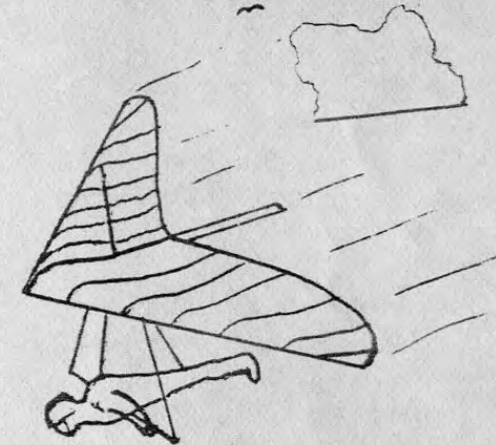
MEMBERSHIP of SHGC runs from May 1 in one year to May 1 in the next year. New members joining between those dates are credited with the

# WINDS CK

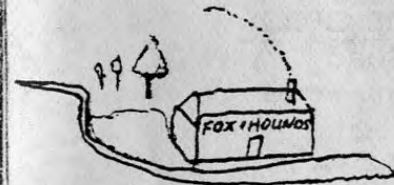
**OCT 82**

THE

*A. G. M.*



**GO-FORIT**



its here

YES, THE ANNUAL GENERAL MEETING OF THE CLUB IS ON SAT 7.30pm 13th NOVEMBER. AT THE FOX&HOUNDS PUB JUST OUTSIDE HAYWARDS HEATH (on the Ditchling Rd). COMING ALSO THE CHRISTMAS SOCIAL, DISCO/ DANCE ON SAT 18th DEC .

DETAILS INSIDE PAGE 16

# COMMITTEE

## CHAIRMAN

Dave Bluett  
17 Concorde Close  
Paddock Wood  
TONBRIDGE  
Paddock Wood 4240 H  
Maidstone 831215 O

## SECRETARY

Mike Robertson  
25a Surrenden Road  
BRIGHTON  
Brighton 682499

## CLUB COACH

Michael Carnet  
143 Loder Road  
BRIGHTON BN1 6PN  
Brighton 505892  
or 558284

## SAFETY OFFICER/ ACCIDENT REPORTS

Vince Hallam  
18b Queens Road  
BRIGHTON  
Brighton 609925  
or 24151 Ext 171  
Observer No. 403

## Ted de Jong

4 South Bank Terrace  
SURBITON  
01-790-1860

## PRESS/P.R.O.

Peter Harris  
4 Burdett Place  
HASTINGS  
Hastings 432042

&

Adrian Whitmarsh  
1 Maple Close  
HORSHAM  
Horsham 55761 H  
Uckfield 5055 O

## TREASURER/ MEMBERSHIP SECRETARY

Peter Day  
112 Cotswold Way  
Tilehurst  
READING  
Reading 21481

## OTHER MEMBERS

Steve Goad  
18 Ember Wood  
Maiden Lane  
CRAWLEY  
Crawley 519056

## Pete Unwin

14 Peyton Cottages  
Church Hall  
NUTFIELD  
Nutfield 2749

All membership, subscription, Windsock enquiries should be sent to Peter Day.

# EDITORIAL

Windsock now has a new editor, that's me Chris Bartram (I am also your sites officer). To work with me I have two very able people, Michael Carnet (who will be a roving reporter and ace article writer) and Adrian Whitmarsh. Adrian has the hard task, that's getting Windsock collated printed and sent out. Adrian says that he's got a "Willing Secretary". This change came about at a recent Committee meeting, because Philip Pask has too much personnel work on and that he could be called abroad with that work. The idea is to split the work load and hopefully to maintain Windsock primarily as a newsletter to inform the members and also an interesting Mag with a wide variety of things to appeal to all, (my favourite is Blob). If you feel you have something you wish to say then write it down (clearly) and send or give it to either -

Chris Bartram  
Windsock  
80 Trafalgar St  
Brighton BN1 4EB  
phone BTN 682499

or Michael Carnet  
143 Loder Road  
Brighton BN1 6PN  
phone BTN 505892  
or BTN 558284

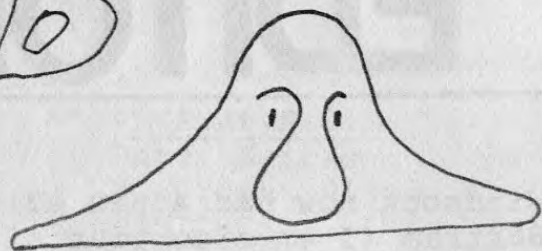
Adrian Whitmarsh  
1 Maple Close  
Horsham  
phone HOR 55761  
office (0825) 5055

Contributions this months are from Bill Newton, M Carnet, C B, Adrian Whitmarsh, Peter Harris, D.T.

Any contributions will be gratefully accepted. Deadline is 25th of preceeding month.

# BLOB

THE GREAT WHITE  
KILLER THERMAL

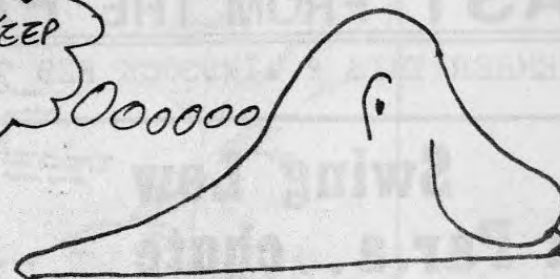


WITH JOHN BARRETT FLYING 43 MILES FROM THE DYKE,  
THE ONLY WAY TO TRAVEL IS BY BLOB---

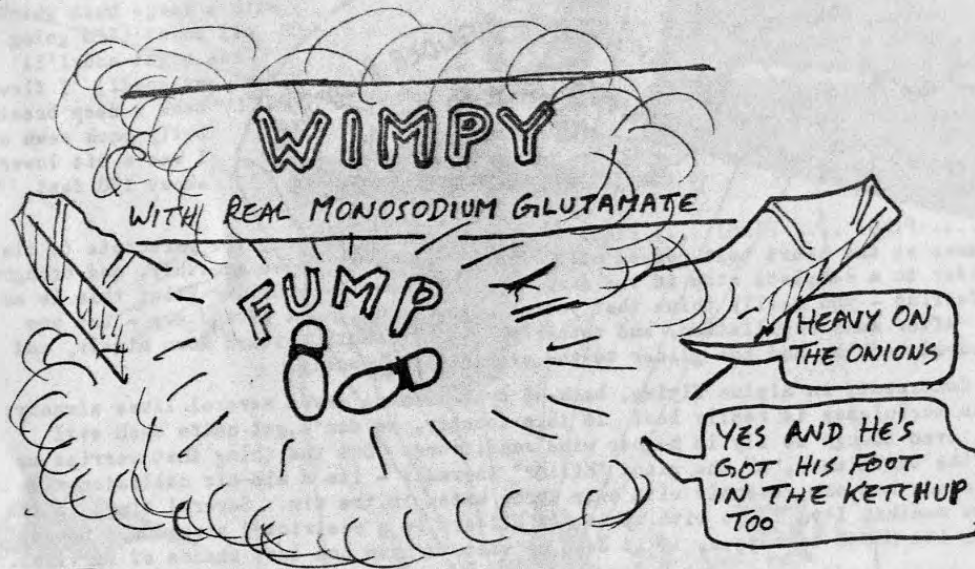


---ALTHOUGH IT'S SOMETIMES QUICKER BY TUBE.  
NOTE THE HIGH LIFT DEVICE USED BY  
THE COMMUTER,

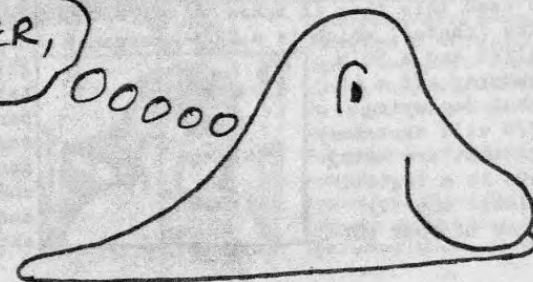
YES, IT IS EASY TO KEEP  
UP WITH THE TIMES



I HEAR RECENTLY THAT SOMEONE WAS EXPECTING  
TO BE PICKED UP IN HIS VERY OLD AND TATTY  
CAR AFTER A CROSS COUNTRY. UNFORTUNATELY,  
THE CAR BROKE DOWN AND THE PILOT  
CRASHED HIS HANG GLIDER IN TO A HAMBURGER  
RESTAURANT



YES, HE ENDED  
NOT WITH A BANGER,  
BUT A WIMPY



# BLAST FROM THE PAST

REMEMBER THIS ? WINDSOCK FEB 78

## Swing Low Sweet Par.a..chute

by **Tony Fuell**

There are times when you really think you have made a radical error. Well, there I was, going downwind, fifty feet up, and no airspeed at all. The sensation was appalling, the Pucker Factor stood at about a hundred and fifty. I got ready for a really heavy impact..... and was let down as lightly as a feather.

I was testing the new parachute system to be marketed in the UK shortly by 'GQ Ltd' - one of Europe's largest parachute manufacturers. Slightly unhappy with the technology (and cost) of the U.S. made back-up systems, John Hunter and I had been looking around for a cheaper system. Our desires co-incided neatly with those of GQ., who had identified a real need in Hang Gliding for an efficient, reasonably priced system. And so a development programme was initiated which culminated in a live test at Devils' Dyke on Sunday, January 14th. - A first in this country so far as I know.

Flying John Hunter's Falcon III bowl at about 12.30 a. m. after a minor contretemps grows below the take - up there with a hacksaw fix that Goddam bush, out over the field, and ripped open the to my prone harness. than I wanted to be above the ground.

PING! .... PING! .... PING! .... PING! The rubber bands holding the parachute to its attachment at the heart bolt popped off. The parachute deployed smoothly, and brought the glider to a complete stop in the air. For A Veteran Hang Glider Pilot this is an AWFUL feeling - you really think that you're going to fall out of the sky - but you don't. After some oscillation, and rotation, the parachute settled down nicely, and and lowered both me and the glider to the ground quite gently.

On the Continent, in Alpine flying, back-up systems have saved several lives already; mountain turbulence is really bad! In this country, we don't get quite such evil rotors, even though we fly in higher wind conditions. But the thing that worries me is not the turbulence, or the giant 'Killer' thermals - its a mid-air collision. We have already had one recently with only three kites in the air. Several times in the last few months, I've flown with up to ten gliders in a restricted airspace. Sooner or later its BOUND to happen, if it does, I want to have one last chance of survival.

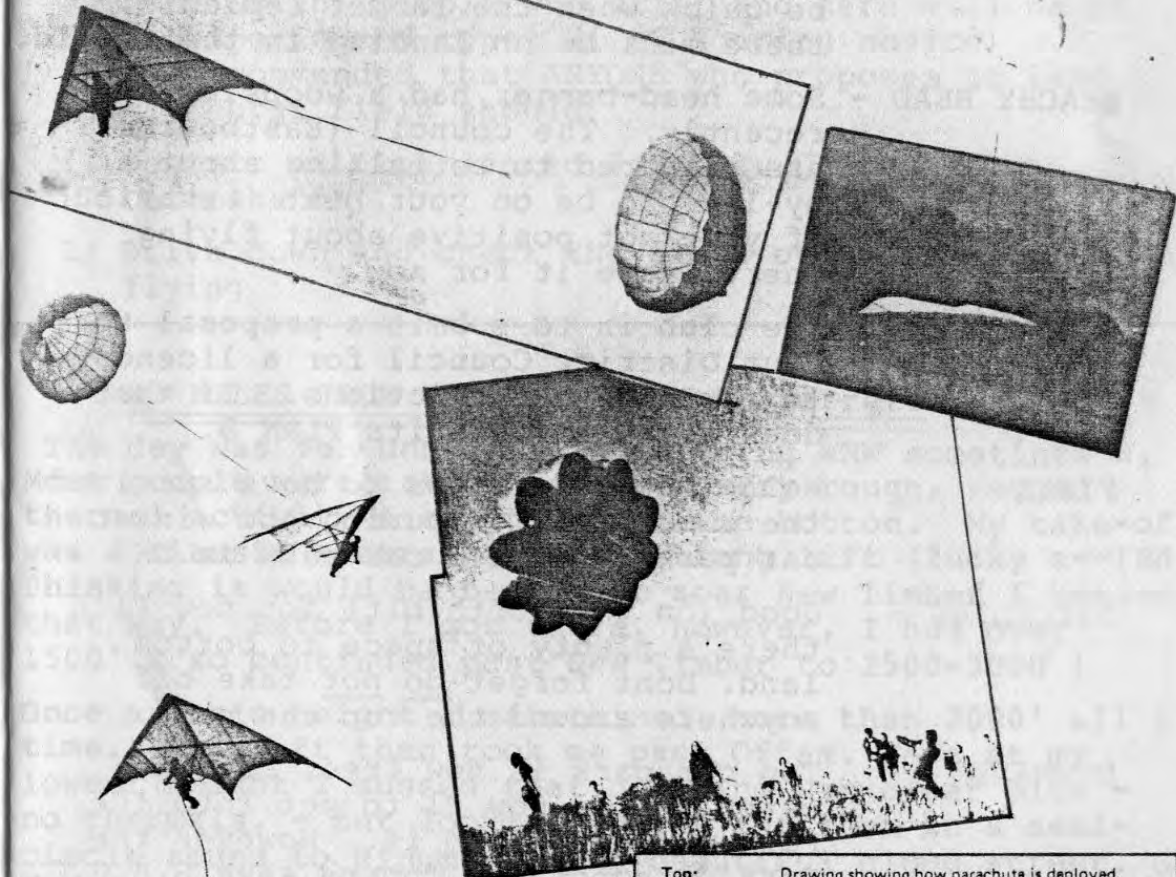
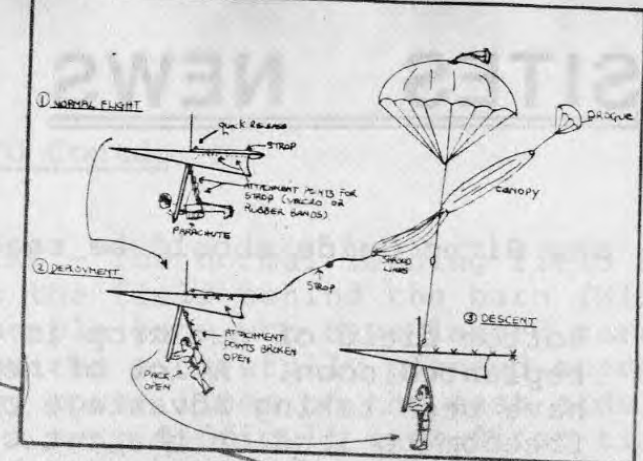
The GQ. system is deployed by ripping open a 'velcro' flap on the parachute bag, and, if necessary, removing the inner bag, and throwing it in the right direction, it takes a lot longer to read this than it takes to do it. As near as we can tell, complete deployment of the 'chute', which is a 22ft emergency canopy takes about 2 1/2 seconds.

With a 12 st pilot and a 50lb calculated as jumping off a 4' I don't think that deploying catch on but 1978 will certainly one. The things that are being days, a parachute is a logical It will be available shortly mark. Let me know if your int-



I took off from the North in a light NNE wind, and with a large bush which off point (I'm going one night and I'll but good!) I flew took a deep breath belly pack sewn on - I was a bit lower about 150 feet

glider, the descent rate is table. In short - survivable. parachutes for fun will ever see a lot of the in-crowd with done with Hang Gliders these and necessary accessory. and possibly around the £100 ested, I'll pass on details.



Top; Drawing showing how parachute is deployed.  
 Top left; Deployment (2). At this point Tony is desperately trying to keep speed on a pure reflex action.  
 Top right; Landing. The glider is almost vertically beneath the parachute, descending slowly, with very little forward speed.  
 Middle left; Full deployment. Tony still pulling speed but with little effect.  
 Middle right; Ground test at Beachy. The canopy was thrown & inflated in seconds without difficulty.  
 Bottom left; Deployment (1). Drogue pulls the parachute lines out straight.

photos by Judy Hunter

# SITES NEWS

STOP PRESS - New Sites Guide should be ready for AGM

DEVILS DYKE - Bottom field of out crop is due to be replanted soon. A lot of new Pl's have been taking advantage of the freedom to land on the cut crop. But be quick when the farmer replants, there will be no landing in that field.

BEACHY HEAD - Some head-banger had a woopsie there recently. The council (Eastbourne) are rumoured to be talking about a by-law. So be on your best behaviour if your not positive about flying there leave it for now.

MILL HILL - The club is to submit a proposal to Adur District Council for a licence to fly under restrictions. If that does not work then its PLAN B.

FIRLE - Well this site seems to have survived the summer well. During the winter car parking in top car park is OK.

DITCHLING - Good (on the North bit) for new Pl's there's plenty of space to bottom land. Dont forget do not take off anywhere around the top car park.

NEWHAVEN - Top car park is now free, but the catch is its now £1 to get into the Fort where the pub is. However the Fort director Les Thorpe says S.H.G.C. members can have a residents permit (just say you are a local member of the S.H.G.C.)

HIGH & OVER - Avoid flying here at present. There has been another Head-Banger job at this site. So talks with Lewes Council are in progress.

## SITES INFO Contd.

DEVILS DYKE - The normal landing field at the bottom is the field behind the barn (Wickhurst Barn). As most people know who have landed here, this field requires a carefully planned approach, boarded by power lines on the east side, this sloping field is a very difficult task first time. As most of the people who will land here will be of the inexperienced type, (i.e. soaring novice) It is recommended that ANYONE who proposes to land in Wickhurst field should:

- 1/ Contact an experienced S.H.G.C. Coach/Member beforehand
- 2/ Drive down and check the field over first before flying

### 43 MILES FROM THE DYKE - John Barrett

The day was very unstable, wind being WNW sometimes W, Most people were taking off into very rough, ragged thermal activity & ending up at the bottom. My take-off was a classic - straight into strong lift (lucky s--!Ed). Thinking it would be better to soar New Timber I headed that way. Before I got there, however, I had over 1500' & so continued past New Timber to 2500-3000'!

Once at this height I maintained more than 2000' all the time. My drift then took me past Offam. Here at my lowest height I sussed that downwind was clear blue - no thermals, - but looking upwind and then in a semi-circle round to Ringmer was a beautiful cloud street. So I headed along this until, when just over Ringmer ( I could see sailplanes circling way below) I picked up the Big One. This proved to be a one-way ticket drifting W, all the way to Rye, flying downwind, through sink then lift with the cloud street (pull-in - push-out routine). Finally 2½ hours after T/O I landed at the golf course at Rye.

My thanks to Paul for picking me up !

# Letters

YOU SEND THEM, WE WILL PRINT THEM

Dear Philip,

It's never good news when a keen motivated bod has to pass on the reins. I think you've done good, son, and am a bit saddened by the turn of events; although for yourself it's part of going on to better things.

I was up on Mill Hill during a smooth helpful-to-nonks south westerly the other day. I saw the site clearing that had been done and appreciated what a useful site it was. There were a handful of cars up there and a couple of desultory model flyers; in short the public at large was so sparse that I was at a loss to see how the local wankocrats could justify this arbitrary restriction of hang gliding. Guided by what I believe are still the great abiding principles of British compromise, it does not seem too outrageous to suggest that we can fly there when the wind is right - we're never there in any other conditions anyway. Statistics, I'm sure, would show that for many, many days of the year the rest of the amenity seekers could do their thing and in gliding conditions they could share Mill Hill with equally deserving citizens doing their thing.

Best wishes to you, Philip - see you on the hill !

Bernard Clifford  
Kew, Surrey

Eds

Bernard, we need your help - this is just what we are trying to do. But remember, basically because of inconsiderate actions by early pilots at Mill Hill, THERE IS NOW A VALID BY-LAW PREVENTING FLYING THERE. What we have to do is petition to get that law changed. Suggest you contact Vince Hallam/Chris Bartram/Adrian Whitmarsh, who are drafting a new proposal.

# GOSSIP & PRATTLE

HEARSAY FROM AROUND THE HILL DONATED BY MESSERS  
I. GOSSIP AND H.E. PRATTLE.

Reports are that Lester Cruise is about to launch into a new venture, teaching. Lesters school will be located somewhere in Cornwall. So confident is Lester of his teaching talents that mere qualifications present no problem. Possibly we are in store for a flood of Lesters post Pl's whipstalling and doing wingovers on take-off, who better to teach them !!!!!!!!!!!!!!!

Heated words were exchanged at the last S.H.G.C. Committee meeting. Apparently a certain instructor denies vermently that he sent an inexperienced pupil off the Dyke in evil conditions, after warnings from several other people flying at the time.

Southdown Sailwings like all other hang gliding companys are going through a bad patch at present This is due, apparently to an aluminium shortage. One benefit however, is the fact that Southdown have been able to get their new weapon flying, the Sapphire. It will have a 180° nose and a tail !!!!!

## DEVIL'S DYKE CROSS COUNTRY COMPETITION

Positions on the 6/10/82

Task No 1 : Longest distance Prize Money : £81.25

1st B. HARRISON	44 Ks	6th J. PENDRY	26.9 Ks
2nd J. CARR	42.2 Ks	7th R. DELEZ	22.6 Ks
3rd M. CARNET	40.4 Ks	8th D. CLAYTON	21.8 Ks
4th B. NEWTON	31.1 Ks	9th B. HARRISON	21.2 Ks
5th M. CARNET	30 Ks	10th M. CARNET	19 Ks

Task 2 : Average of Three Flights Prize Money £243.75

1st M. CARNET	19	40.4	30.3	29.9 Ks
2nd B. HARRISON	44	21.2		21.73 Ks
3rd J. CARR	7.3	42.9		17.73 Ks
4th J. PENDRY	9.4	7.8	29.6	14.7 Ks
5th B. NEWTON	31.1	11.4		14.2 Ks
6th R. DELEZ	6	5.7	22.6	11.43 Ks
7th K. SINCLAIR	14.4	13.3		9.23 Ks
8th D. WOOLFORD	9.9	12.8		7.6 Ks
9th D. CLAYTON	21.8			7.3 Ks
10th P. BANNER	16.9			5.6 Ks

Task 3 : Best Novice Performance Prize Money : £25

1st R. DELEZ 22.6 Ks

KENT CEILINGS from Tunbridge Wells are offering £25 for the best performance for October. Thanks very much ! The presentation will be held at the Devils Dyke pub on Saturday evening the 23rd of October

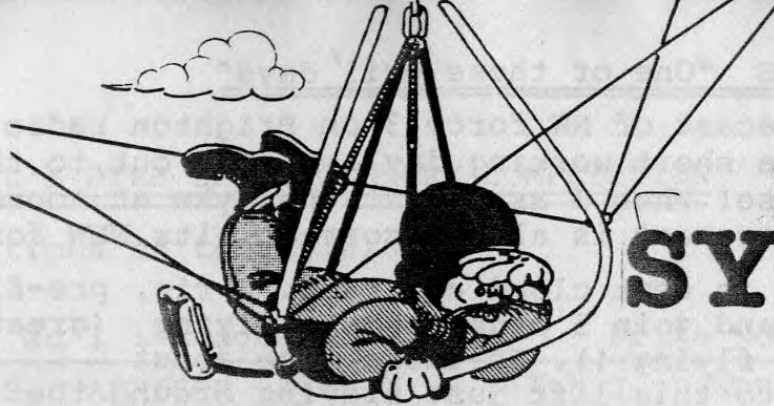
## THE DYKE "One of those 'evil' days"

There's a forecast of NW force 3 on Brighton radio at 7.45 am. Its a short working day and then out to the Dyke. Surprise! When I arrive at the Dyke at around 12 noon the forecast is almost correct, its NNW force 3.

However there is some cloud and rain. I rig, pre-flight and take-off and join 5 other people flying (great this mid week flying !). So there I am about 3-400' ATO into this lift just playing around the ridge (this goes on for 1½ hours) I then top land for lunch. Later around 3 pm I launch again, this time into a stronger force 4 NNW. The lift is now very good. I fly out past Wickhurst barn & back a couple of times. At the ½ hour the lift suddenly gets excellent and everybody is taken up almost to cloud base, (only 1200') but as the cloud is darkening and moving, forming faster I stay well clear. Then around 4 pm what must have been a northerly squall front hits with surprising speed. The wind picks up from 20mph to 35mph in less than 5 minutes and its chaos as pilots one by one struggle to top-land.

The conditions are now horrendous with the speed bar positioned almost to my knees, I am tossed around going weightless once in massive sink and lift. At onestage I am travelling backwards and downwards in the NW bowl. I watch 3 pilots get blown back and attempt to top land. One makes it, the other bends an upright, but the third demolishes his A frame. After watching all this I contemplate my chances ( by this time my arms are ready to drop off) the rain then pours and makes up my mind for me, - that is to land at the bottom where surprise surprise there is hardly any wind ?!

The moral of this story - especially during spring and autumn when squally depressions are moving across the country - if it begins to feel rough and clouds are building upwind - LAND WHILE YOU CAN - and consider going down rather than top landing.



# SKY SYSTEMS

Presented by Johnny CARR & Michael CARNET  
143 LODER ROAD  
BRIGHTON BN1 6PN  
Tel : (0273) 505892 / 558284  
VAT No 351288847

## SKY SYSTEMS MANUFACTURERS of :

### ● QUALITY HANG GLIDING HARNESSSES :

- SUPER COCOON (with integral chute and ballast containers) £ 89 + VAT
- Ordinary COCOON ..... £ 69 + VAT
- SUPER STIRRUP (with integral chute and ballast containers) £ 75 + VAT
- Ordinary STIRRUP..... £ 59 + VAT

● KC BAGS . Made of light cloth to reduce the storage in your harness ..... £ I4 + VAT

● RUCKSACKS (Kit bag) . Made of light or heavy cloth with Delrin light weight buckles and external zip pocket..... £ I2 + VAT

● SPEED BARS . The Original ! Ready to fit Magics , Typhoons , Azurs etc..... £ I8 + VAT

● FRENCH CONNECTIONS . Pitch OR Roll..... £ 30 + VAT

● 2 AXES FRENCH CONNECTIONS . Pitch AND Roll ready to fit Magics , Typhoons , Azurs etc.... £ 69 + VAT

● FAIRINGS . Kingpost fairing..... £ 6 + VAT  
Telescopic up-right fairings..... £ I5 + VAT

AND A LOT MORE .....

## SKY SYSTEMS SUPPLIERS of :

- AIRWAVE GLIDERS MAGICS (in stock)
- SOUTH DOWN SAILWINGS LINEAR CONNECTION.....£ 43.5+ VAT
- WONDERCLAMPS . The new universal instrument bracket. £ 2.1+ VAT
- VARIOMETERS . BALL 620 H : The best available.....£ I52 + VAT  
LITEC : (Hummingbird).....£ I04 + VAT
- ALTIMETERS . THOMMEN : High precision.....£ 56 + VAT  
DIPLEX.....£ 20 + VAT
- PARACHUTES .....from I79 + VAT
- OVERALLS , FLYING SUITS .PROTEC popular in Britain.. £ I9.5+ VAT  
O-zee ( 3M Thinsulate)..... £ 43.4+ VAT

AND A LOT MORE .....

## SKY SYSTEMS SERVICES :

- WE WILL :
- BUY OR SELL YOUR SECOND HAND GLIDER
  - REPAIR YOUR DAMAGED WING
  - SUPPLY ANY SPARES YOU NEED
  - ADVISE YOU ON ANY HANG GLIDING MATTER
  - TUNE AND TEST FLY YOUR NEW GLIDER

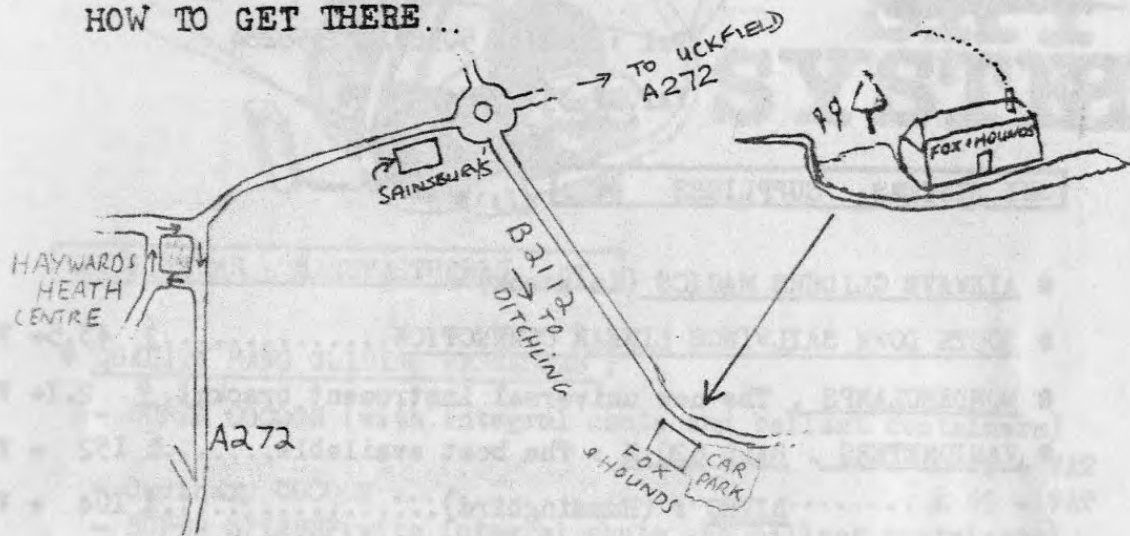
AND A LOT MORE .....

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# A.G.M.

HOW TO GET THERE...



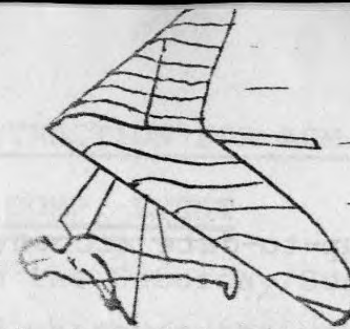
## THE S.H.G.C. ANNUAL GENERAL MEETING

Saturday 13th November 1982

7.30pm Fox & Hounds, Fox Hill,  
Haywards Heath

All are welcome wives, girlfriends etc., this event is a good social as well as a formal meeting. Also planned are films, XC presentations and talk if time permits. One of the topics for discussion is membership which has fallen again. The club could be in money trouble if we are not careful.

Added attraction - Bar extension to 12pm



The purpose of the club AGM is to elect the Committee for the coming year, presentation of current Committee officers' reports, generally for club members to air their views and put forward any proposals for discussion and implementation on the running of the club and our representations to BHGA Council and to the BHGA AGM next spring.

In order to dispense with the formal business as efficiently as possible the meeting will follow a basic agenda, as below, and if anyone has any firm proposals to put to the AGM it would be advisable to submit these in writing to the club chairman, Dave Bluett, as soon as possible. This does not preclude any amendments or further proposals being put at the AGM but ALL proposals must be clearly stated AND seconded.

### AGENDA

1. Adoption of minutes of 1981 AGM (copies available)
2. Chairman's Report
3. Club Officers' Reports (Sites, Club Coach, Accident/Safety, Press/P.R.O., Secretary)
4. Treasurer/Membership secretary's Report:  
Although our financial year now runs May 1st -

AGM contd ...

April 30th copies of up-to-date accounts will be available.

5. Election of Committee for 1982-83 (Proposals for Committee members may be either in writing or verbally at the AGM but must be seconded).
6. Any other business. Your chance to discuss, debate, propose ideas for running YOUR club and our voice within the BHGA
7. End of formal meeting - retire to bar and film show !

Each year we try to show new film (s) of hang gliding, possibly of events within the last year.

IF ANYONE HAS ANY FILMS ( CINE OR VIDEO ) WILL THEY PLEASE CONTACT ADRIAN WHITMARSH (0403-55761 evenings, or 0825-5055 weekdays) A.S.A.P TO ARRANGE. IN PARTICULAR IF YOU HAVE ANYTHING ON THE 1982 LEAGUE/ AMERICAN CUP/OWENS VALLEY/EUROPEAN CHAMPS.

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ALSO ADDED ATTRACTION FOR AGM WEEKEND :-

SOUTHERN FUN COMP. EVENT

To be held on the Saturday/Sunday 13th/14th November Will be based wherever the wind is on. Either Dyke, Firle or Beachy. Those interested should phone the organisers (listed below) on the Friday evening for instructions on briefing venue.

Michael Carnet Brighton 505892 or 558284  
Chris Bartram Brighton 682499  
Dave Clayton 01-642-0630

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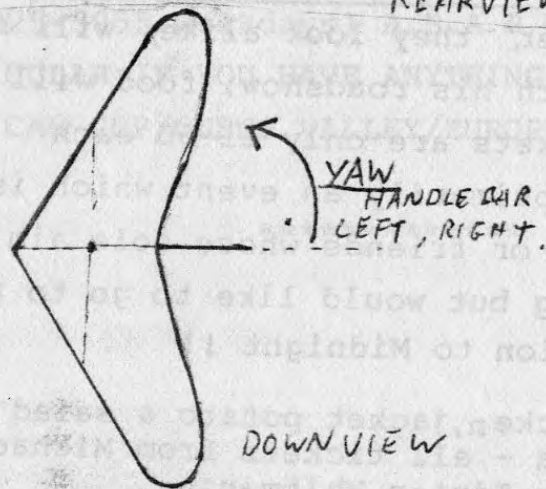
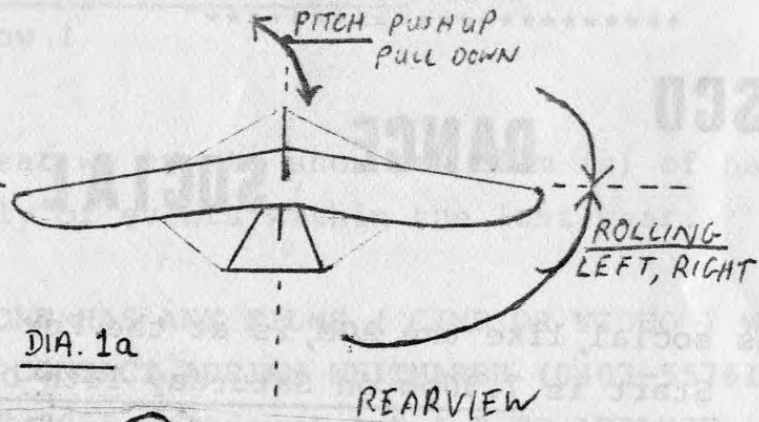
**DISCO  
DANCE  
SOCIAL**

The Christmas social, like the AGM, is at the Fox and Hounds hall. Start is 7.30pm on Saturday 18th Dec. Dave Carr (J.C.'s brother, they look alike), will be providing the sounds with his roadshow, food will also be available. Tickets are only £1-50 each (food extra). This is primarily an event which is geared for your partner or friends whose sole aim in life is not hang gliding but would like to go to a good party. Bar extention to Midnight !!

STOP PRESS .. Roast chicken, jacket potato & salad available at £1-50 extra - all tickets from Michael Carnet, Chris Bartram or Adrian Whitmarsh

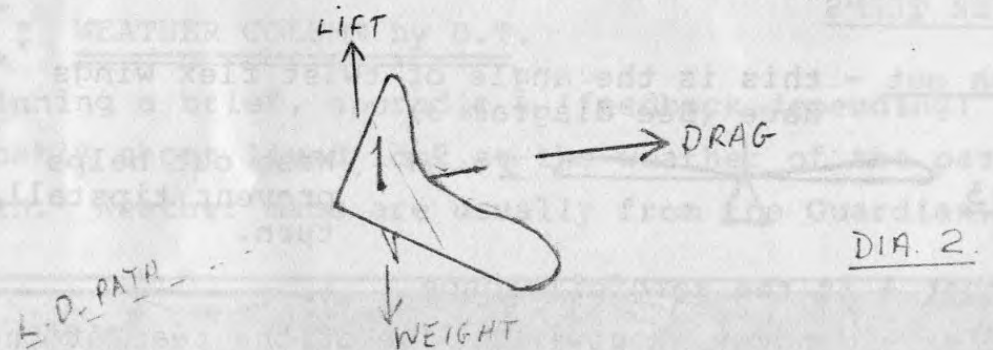
TECHNICAL TERMS

Havent YOU ever wished that you could blind other pilots (and punters) with technical bullshit such as " Blimey Mate I bet the drag coefficient of this high aspect ratio aerofoil, improves your roll rate " Yes, you to could get a blank expression of stupor out of people by quoting some of the following! No seriously .... The following assumes a glider is moving forward through STILL air.



Your aircraft moves through the fluid air, you control the aircraft you fly by altering its affect on the fluid air as you move.

The above diagram shows the directions that your glider moves in. When you push up or pull down on the control frame this is the pitching movement. (The pitch angle your wing hits the air is the angle of attack) If you move right or left in the control frame this produces roll movement (this roll angle relative to the horizon is called the angle of bank). Banking is what you do, rolling is what the aircraft does. Yaw, is horizontal rotation of the glider around the centre, (handle bar turning). "Adverse Yaw" is unfavourable yaw against a turn direction. Flight is a balance of several forces, as in diagram 2



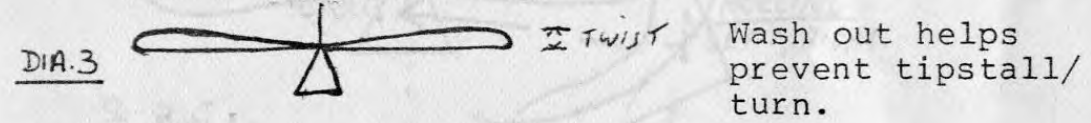
Lift is created by the movement of our aerofoil shaped wings forward through the air. Weight is acting down. Drag is the resistance the air produces acting at right angles to the lift. In still air flight lift will not be more than weight & drag hence all gliders decend at an angle, (this angle is termed L.D.-lift to drag ratio)

"Sink Rate" is the speed at which your glider descends down the L.D. angle.

Control of your glider is achieved by movement of your weight relative to the glider, right, left, push up, pull down. Acting to aid this, the glider, because it is flexible will warp, this is termed "Billow Shift" This wing warping and C of G movement combine to alter the aircrafts lift distribution eg.. if you move right, the right wing, having more weight acting down upon it will warp, causing the "centre" of lift to move to the left, making the aircraft roll to the right (Got it??)

OTHER TERMS

Wash out - this is the angle of twist flex wings have (See diagram 3)



Camber - is the aerofoil shape

Reflex - denotes an upward curve of the rear of the aerofoil reflex gives stability in pitch to any aerofoil.

Dihedral - is upward sweep of the wings (Dia 4) gives stability in roll movement

Anhedral - is downward sweep of the wings (Dia 5) for instability in roll

Aspect ratio - this is the ratio of the wing length to its breadth (chord) i.e. long & thin = High aspect ratio Short & Wide = Low A.S.

What tends to complicate all this is that when we fly its not in still air, its in ridge lift, thermal lift, sink, rotoed, turbulent and ground effected air etc.

NOTE

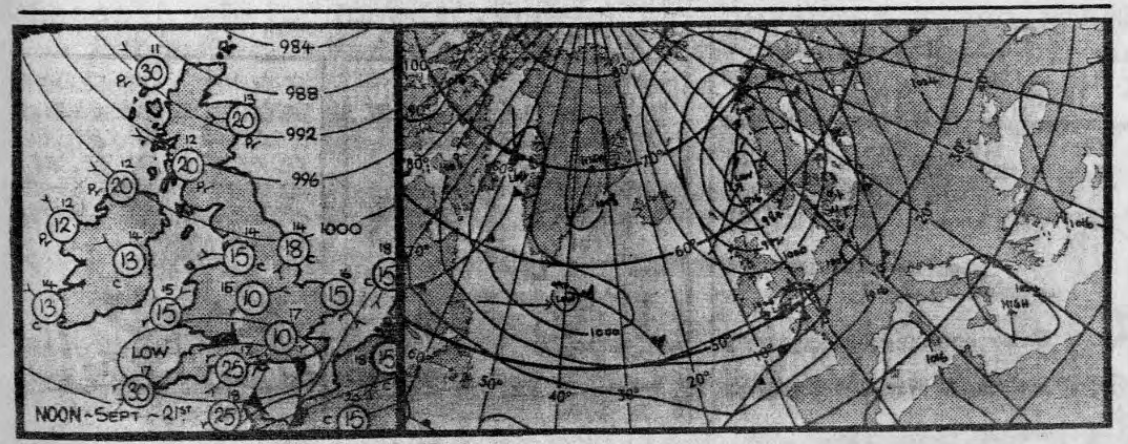
On no account will the author accept responsibility or liability for the above bullshit. If you think I have got it wrong, write to Windsock.

C.B.

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\*NEW \* WEATHER COLUMN by D.T.  
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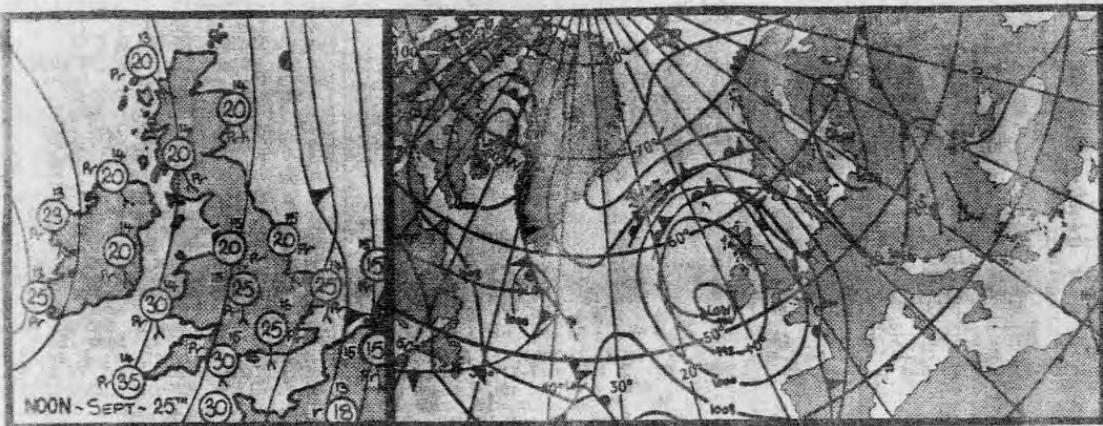
Beginning a brief, sporadic & (feedback depending) probably short lived look at the weather of the past month. Weather maps are usually from the Guardian.



SEPT 21. SW gales & rain in morning. Dyke soarable 3pm onwards, NW, clear.

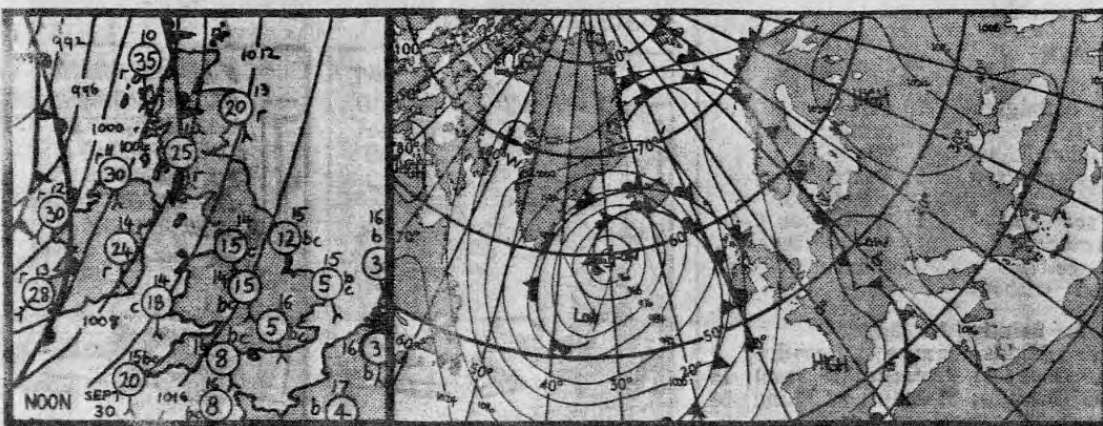
Another dire month, dampening hopes of a decent end

to the summer. There have been few good flying days. Sept 21 - a varied day. SW gales and pouring rain as the small secondary depression zapped along the South Coast in the morning. It cleared in the afternoon and veered to NW, the Dyke being soarable from 3pm onwards. Joss Vermullen, on his way back from the League final, sat on everything with his Mylar Sensor 510.



SEPT 25. Newhaven: Strong SSW 15-20mph at 1pm, went to SE by afternoon. Cold front cleared in morning. Very unstable.

Cold front on map cleared in the morning. Very strong winds forecast, but did not materialise. Smack on at Newhaven and Beachy, though winds dropped and backed later on. 3 kites at Newhaven, though I expect Beachy was zoned.



SEPT 30. Downers at Dyke, light westerly, very weak blobs, sea breeze.

SEPT 30 contd..

Things didn't happen as quickly as they had expected - the ridge of high pressure persisted, and a very light northerly drift developed, rather than southerly. Very healthy looking unstable sky, but poor lapse rate and most pilots went down at the Dyke - only a couple of more perceptive pilots took off at the right time and made use of the very break blobs.

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## Flying in the southern hang gliding area



The aim of this guide is to provide pilots of Hang gliders and Microlights with enough information to conduct their activities here safely and within the bounds of the law. However it is not supposed to be a comprehensive statement of the legal situation but simply an easy to use aid.

vital factors during their flight.  
How high they are  
Where they are geographically  
Where and what airspace restrictions apply

Pilots wanting to fly cross-country and/or make substantial height gains must be aware of three

Additionally all pilots should be aware of the aerial 'highway code' and rules relating to low flying.

Many of you may not know, but earlier this year Club member Mark Woodhams and some of his students at Ravensbourne College of Art and Design produced a brochure called "Flying in the Southern Hang Gliding area". It is aimed at both hang glider and microlight pilots and explains basic terms relating to airspace and its users in general and specifically in the SHGC area. Everyone flying in our area should be familiar with its contents. You can obtain a copy from Peter Day by sending him a S.A.E. (min size 9x6") plus 50p or on the hill - Dave Bluett usually has a good supply with him.

REMEMBER - KNOW YOUR AIR LAW, YOUR AIRSPACE,

FLY SAFE

# GLIDER MARKET

## AND ACCESSORIES.

JOHNNY CARR is selling his MAGIC II, all white, 4 months old, good condition - £850 and his MAGIC I all white, 12 months old as new - £920  
tel: Burgess Hill (04446) 42324 or Brighton (0273) 58284

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MICHAEL CARNET is selling a MAGIC II white, very good condition, 4 months old - £850  
tel: Brighton (0273) 505892 or 558284

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MEDIUM CHEROKEE. Red/White/Green £325 o.n.o.  
tel: Leatherhead 76649 Alf Crocombe

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## LOST AND FOUND .....

LOST..... at Peacehaven Cliffs on Sunday 3rd Sept  
my BLUE HELMET.  
contact: John O'Driscoll (Eastbourne) 20662

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Glider Market, Accessories, Lost & Found ads are free for SHGC members. Commercial ads are more than welcome - basic rates being £5 per full page. Prospective advertisers should contact the Editorial Team.

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## COMMITTEE CHANGES

Dave Clayton is currently helping out Bob Harrisson on the BHGA Training Committee and so will probably not be on our own sites as often as we're used to for the next couple of months. Therefore he has enlisted the assistance of Michael Carnet. This assistant club coach position was confirmed at the September SHGC Committee meeting.

Michael is a BHGA qualified instructor, having worked with Graham Slater's school for a number of years before starting Sky Systems in partnership with Johnny Carr.

Nearly always on the hill, whenever & wherever its flyable, easily spotted by listening for his (European accent !! Now firmly Anglised, (painful ?!) Michael is keen to assist new flyers and visitors.

As reported in a previous issue, Dave Clayton was asked to take over Club coach position to stand in for Eddie Horsfield, following his unfortunate accident. Eddie recently had another operation on his leg and is once again convalescing at home. We all wish him well but regrettably he will be out of the air for a while longer.

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