

SKY SYSTEMS

143 LODER ROAD
BRIGHTON BN1 6PN

TEL:(0273) 505892

Manufacturers and Suppliers of Quality Hang Gliding Equipment

1 April 1983

PRICE LIST

HARNESSES

	NET PRICE £	VAT £	TOTAL PRICE £
Ordinary Stirrup	59.13	8.87	68.00
Super Stirrup(with 4 integral containers)	77.83	11.67	89.50
Ordinary Cocoon	69.13	10.37	79.50
Super Cocoon(with 4 integral containers)	98.70	14.80	113.50
The "Supp" integral harness	150.00	22.50	172.50
Twistlock Karabiner option	2.00	.30	2.30

INSTRUMENTS

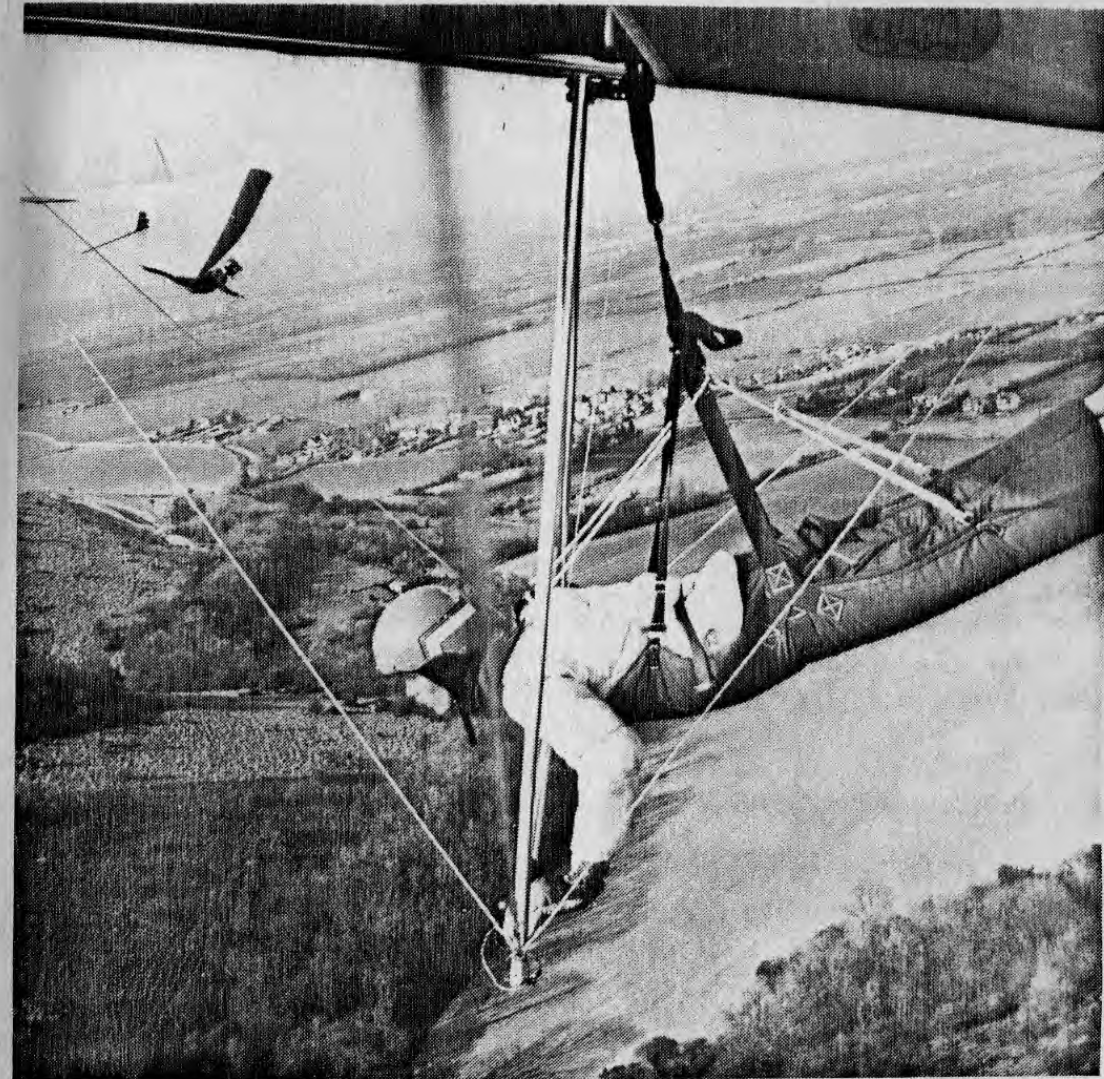
Litec Variometer	106.09	15.91	122.00
Arbee Variometer	97.39	14.61	112.00
Ball 620H Variometer	166.96	25.04	192.00
Ball 65I Variometer	295.65	44.35	340.00
Ball Stalk	12.17	1.83	14.00
Diplex Altimeter	22.00	3.30	25.30
Thommen Altimeter	56.52	8.48	65.00
Winter A.S.I.	60.00	9.00	69.00
Wonderclamp	2.00	.30	2.30

FRENCH CONNECTIONS

Standard (Pitch or roll)	30.00	4.50	34.50
2 Axis (with fittings)	77.39	11.61	89.00
Southdown linear connection	43.48	6.52	50.00
Parachutes 24"	207.83	31.17	239.00
Speed bar (with integral wire)	20.00	3.00	23.00
XC bag (light cloth)	14.00	2.10	16.10
Rucksack (light or heavy cloth)	12.17	1.83	14.00
Large size rucksack	13.91	2.09	16.00
Padded travelling bag	16.52	2.48	19.00
Protec flying suit	20.87	3.13	24.00
O-zee flying suit	42.61	6.39	49.00
Everoak helmet	21.74	3.26	25.00
GPA helmet	21.74	3.26	25.00
Clog karabiner	3.48	.52	4.00
Twistlock karabiner	5.22	.78	6.00
Push Pin (stainless steel)	3.48	.52	4.00
Link shackle	1.30	.20	1.50
Kingpost fairing	5.22	.78	6.00
Up-right telescopic fairings (the set)	13.04	1.96	15.00
Map fairing	5.22	.78	6.00
Dennis Pagen books (3)	each 4.09	.61	4.70
Posters	3.65	.55	4.20



APRIL 83



J. YOUNG AT THE DYKE WITH PEPE MARTELLO IN THE BACKGROUND.
SEE PEPE'S "OVER THE BACK" REPORT INSIDE THIS WINDSOCK.

ALL CHANGE !!!

COMMITTEE CHANGES

A couple of these in the last month, as you will see from page 2.

SECRETARY

Paul Coidan, faced with business pressure has stepped down and Adrian has taken on the task. Fortunately Adrian has the "use" of a young lady and typewriter (HIS secretary) so this should help him with all the correspondence.

SAFETY OFFICER/AREA ACCIDENT CO-ORDINATOR

Dave Clayton is now B.H.G.A. Training Committee Chairman and felt that as this would likely involve him being away from the South most of the summer he would rather hand over his position of Safety Officer/Area Accident Co-ordinator to someone else who would be a regular flyer on our hills. Although the rest of the committee respected his decision and decided to approach certain members to fill the post, they also asked Dave Clayton to remain as an ordinary committee member, which he agreed to.

Last week 20 year old Dave Rusbridge accepted the position as new Safety Officer, which becomes effective immediately. Dave, who flies a gold, black and white Magic 3, is a Pilot 2 rated observer and has packed a lot of good flying into his 2 years hang gliding. Dave lives in Worthing and works as a plumbing and heating engineer and drives a bronze Cortina estate. Look out for him on the hill and if you have any questions on flying make sure you ask for his advice. All accidents or incidents must be reported to Dave who will keep a log of the details for the B.H.G.A. Remember your incident could be someone else's next accident ! REPORT IT and pass on your experience.



DAVE RUSBRIDGE THE NEW SAFETY OFFICER.



ADRIAN WITMARSH
OUR RECENTLY APOINTEED SECRETARY.



<u>CHAIRMAN</u> DAVE BLUETT 17, CONCORDE CLOSE PADDOCK WOOD TONBRIDGE H - (089283)-4240 W - (0622)-831215	<u>MEMBERSHIP/TREASURER</u> PETER DAY 112, COTSWOLD WAY TILEHURST READING H - (0734)-21481	<u>SECRETARY/WINDSOCK REPORTER</u> ADRIAN WHITMARSH 1, MAPLE CLOSE HORSHAM WEST SUSSEX H - (0403)-55761 W - (0825)-5055
<u>SITES OFFICER/WINDSOCK EDITOR</u> CHRIS BARTRAM 80, TRAFALGAR STREET BRIGHTON SUSSEX 24 HRS (0273)-682499	<u>CLUB COACH</u> MICHAEL CARNET 143 LODER ROAD BRIGHTON SUSSEX (0273) 558284/ 505892	<u>BHGA COUNCIL REP</u> DAVE CLAYTON 9 HAWTHORNE COURT 148 ST JAMES ROAD SUTTON SURREY 01 642 0630
<u>SAFETY OFFICER/AREA ACCIDENT CO-ORDINATOR</u> DAVE RUSBRIDGE 9 ALLINGTON ROAD WORTHING SUSSEX (0903)-31204	<u>PUBLIC RELATIONS</u> PETER HARRIS 4 BURDETT PLACE HASTINGS SUSSEX (0424)-432042	<u>CLUB SOLICITOR</u> TONY McLAREN THOMAS EGGAR & SON 5 EAST PALLANT CHICHESTER H - (0243)-773457 W - (0243)-786111

CONTRIBUTIONS

CONTRIBUTIONS WELCOMED FROM ALL, IF YOU HAVE AN INTERESTING STORY TO TELL OR JUST A GLIDER TO SELL, WRITE IT DOWN CLEARLY AND SEND (OR GIVE) WITH ANY PHOTOS TO CHRIS BARTRAM, WINDSOCK. 80 TRAFALGAR STREET, BRIGHTON - NOTE SEND S.A.E. IF MATERIAL TO BE RETURNED.

ALL ITEMS MUST BE IN BEFORE THE 25th OF THE MONTH, FOR PUBLICATION IN THE FOLLOWING MONTHS MAGAZINE. WINDSOCK IS NORMALLY POSTED ON THE 1st OF EACH MONTH.

ADDS

ADVERTISING FOR MEMBERS PRIVATE ADDS (TO SELL GLIDERS, LOST & FOUND ETC) IS FREE
ALL COMMERCIAL ADDS ARE CHARGED AT THE FOLLOWING RATES. ALL ADDS SHOULD BE EITHER 1/6th 1/3rd or WHOLE PAGE SIZE READY FOR COPYING. THE COSTS ARE...
1/6th PAGE £12/YEAR IN ADVANCE. 1/3rd PAGE £2/MONTH OR £24/YEAR.
WHOLE PAGE ... £5.00/MONTH.
CHEQUES SHOULD BE MADE PAYABLE TO "SOUTHERN HANG GLIDING CLUB"



THE MAD MARCH CROP LANDERS

THE EASTER BREAK HAS IT SEEMS HERALDED THE START OF THE SILLY SEASON. ON THE EASTER SUNDAY NO FEWER THAN SIX PEOPLE LANDED IN THE CROP AT THE BOTTOM OF THE DYKE. THE FIELD BEHIND THE BARN IS THE BOTTOM LANDING AREA. MOST PEOPLE WERE CAUGHT OUT BY SINK WHEN LOW IN THE LARGE BOWL, IN LIGHT WINDS NNE, ON SINGLE SURFACE MACHINES ON A STRONG THERMAL DAY. EACH PERSON WHO LANDS IN THE CROP WILL BE FINED £10. IF YOU SEE SOME NONK LAND OUT IN THE CROP PLEASE TELL ONE OF THE COMMITTEE PEOPLE BECAUSE IF THE FARMER SEE,S THEM AND THEY DRIVE OFF WITHOUT PAYING THE CLUB HAS TO PAY. THAT MEANS YOU ARE PAYING FOR SOMEONE ELSE'S MISTAKE.

FIRLE THE TOP CAR PARK IS NOW CLOSED TO CARS WITH HANG GLIDERS. THIS IS EFECTIVE FROM 1st APRIL FOR THE SUMMER UNTIL NEXT OCTOBER. YOU MAY DROP OFF YOUR GLIDER AT THE TOP BUT PLEASE PARK YOUR CAR FURTHER DOWN THE ROAD AND BE CAREFUL NOT TO BLOCK THE FARMERS ENTRANCE TO HIS FIELD.

MILL HILL NEGOTIATIONS HAVE NOW STARTED WITH THE COUNCIL AND THEY HAVE AGREED TO LOOK AT A LICENCE WE HAVE DRAWN UP. IF WE DO EVER GET AN AGREEMENT WITH THEM HOWEVER FLYING WILL HAVE TO BE LIMITED.

DITCHLING NOTE THE FIELD ACROSS THE ROAD (AT THE BOTTOM) IS FOR LANDING IN ,IN EMERANCYS ONLY. THIS FIELD SOMETIMES HAS HORSES IN PLEASE LOOK OUT FOR THEM.

Bird men fly into a buzzing storm

POLICE are today investigating a complaint that low-flying hang gliders "buzzed" houses in Patcham, Brighton, at the weekend.

Twice Mrs Mandy Dawson watched as the bird men dropped to within a hundred feet of her Upper Winfield Avenue home.

"These two looked to be in

difficulties and couldn't get any height. One of them must have just missed Patcham Fawcett School.

"I'm not trying to be a kill-joy but how do we stand if one of them crashes into our house?"

"They could land in a road and cause a car to crash or drop on top of a baby in a pram in someone's back garden.

"I don't think they should

be allowed to fly over built-up areas," she said.

Vince Hallam, safety officer with the Southern Hang Gliding Club said: "There aren't going to be any

accidents. The gliders are making an approached landing after flying from Devil's Dyke."

"All of them are insured for £500,000, but it's difficult to

Imagine how a hang glider could do that much damage."

Brighton police were asked to investigate by Mrs Dawson and were today looking into her complaint.

DID YOU DO IT ?

THIS SHOCK/HORROR STORY APPEARED IN THE EVENING ARGUS TUESDAY 22march 83.

ALTHOUGH THE STORY IS DELIBERATLY PROVOCATIVE IT DOES MAKE A POINT.

WHEN GOING XC FROM THE DYKE IN NORTH WINDS YOU MAY DRIFT OVER BRIGHTON,

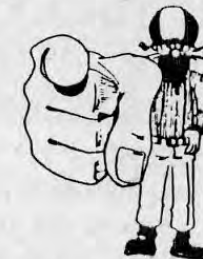
REMEMBER AIR LAW AND PLEASE GIVE YOURSELF PLENTY OF SPACE. THE LAST THING

WE NEED IS SAY, FOR SOMEONE TO DINK IN, IN THE MIDDLE OF BRIGHTON ESPECIALLY

IF THE IDIOT WHO WROTE THE ABOVE STORY IS AROUND AT THE TIME.

E D.

THE E.G.M.



Extra-Ordinary General Meeting of the S.H.G.C.

Saturday 16th April 1983

Devil's Dyke Cafe

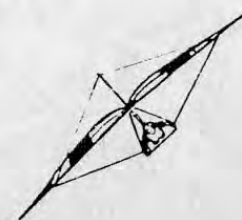
STARTS 7-30-8-00 PM
BE THERE, OR ELSE!!!

VINCE HALLAM'S SUSSEX COLLEGE OF H.G.

Good tuition and the best private sites. P1 Prone Conversion... Top Landings and Soaring Initiation....Spares and ExchangeGliders to suit everyone....still some 33lb Mini Floaters....Good, quick 12M Sigma's. Super Scorpions....Comets and Trikes wanted. + we have GYRs!!!!

18b Queens Road (letters) and 16 Circus Street, Brighton (workshop)
Phone (0273) 24151 ext 171 and 609925 - bleary eyed times only

(Nov '83)



We're hoping to publish a "Punter Guide" this summer. You know-fill in all those old dears who keep asking if it makes your arms ache, do you need a good tail wind, how do you control them, and where can I learn? On the serious side a lot of the hassle we get from local authorities etc., is due to misunderstandings and a gradual education of the general public can go a long way to making us more acceptable. The Press could certainly do with educating! Only last week another sensation-seeker heading in the Evening Argus had us nearly ripping rooves off houses and schools on out-landing from Dyke XC's! Believe it or not this lead to a Police investigation so you see how important it is to get the correct attitude through?

Chris Bartram is meeting with the new Adur District Council Rep soon and hoping to get a meeting with some of the newer, more open minded Councillors to re-negotiate Mill Hill. The Beachy Head decision should help us here as Mill Hill is another case of bad publicity and misunderstanding of where hang gliding is now at getting us blasted. We've shown a responsible attitude officially and if they're not going to listen to efforts to licence flying there properly from scratch we'll have to think of alternative take-off areas - we have things up our sleeves! (Ed. - Funny place to keep them)

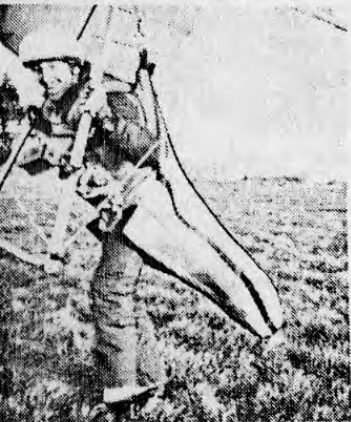
Well, you lot out there (YES YOU) must be contented and satisfied (lucky b.....s) with the way the club is run 'cos we don't get ANY letters! Still, maybe your all saving it for the

THE YEAR OF THE X.C. COMPETITION

ALREADY MANY MEMBERS HAVE DONE THEIR FIRST CROSS COUNTRY FLIGHTS OF THE YEAR. (ALL FROM THE DYKE). SOME PEOPLE HAVE FLOWN TO THE CROSS ROADS OTHERS GOING FURTHER(SEE THE MONTHS LIST OF FLIGHTS.) JOHNNY CARR WINS THIS MONTHS PRIZE FOR THE LONGEST XC FLIGHT 55.7 kilometres to PEVENSEY BAY. JOHNNY PICKS UP £20 IN SPONSERS PRIZE MONEY. BUT IT COULD BE YOU NEXT MONTH.

H.G.C. XC RESULTS FOR MARCH

JOHNNY CARR	MAGIC 3	39.52 Ks	D/D to PEVENSEY BAY
MICHAEL CARNET	MAGIC 3	26.52 Ks	D/D to ALFRISTON
PEPE MARTELLO	MAGIC 3	16.1 Ks	D/D to IFORD VALLEY ← (NOTE MAY BE DSO d BECAUSE FORGOT TO PAY MEMBERSHIP)
DAVE RUSBRIDGE	MAGIC 3	12.38 Ks	D/D to IFORD VALLEY?
ALL NEWTON	LIGHTNING	15.1 Ks	D/D to OUTSKIRTS OF LEWES.

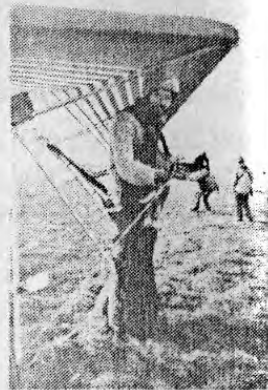


JOHNNY CARR
" THE MASTER "

PEPE MARTELLO
COMPETITION MAN
CONTACT HIM FOR
FLIHT REPORTS ALSO
EDDIE .

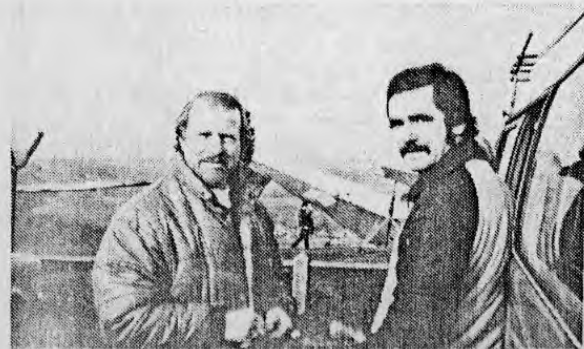
PEPE 73 ST ANDREWS RD,
WORTHING.
SUSSEX.

WORTHING 68780



JOHNNY CARRS XC

THE CONDITIONS WERE STRONG 20-25mph NORTH WEST AND I TOOK OFF AROUND 12.30pm TO FLY OVER TO NEW TIMBER IN GOOD LIFT. ON ARRIVAL AT NEW TIMBER I PICKED UP A "SCREAMER" AN OFF THE CLOCK THERMAL THAT TOOK ME UP TO ALMOST CLOUD BASE AT 3,500ft. FROM HERE I USED 5 THERMALS TO TRAVEL UP/CROSS WIND TO THE BEDDINGHAM RIDGE. DROPPING ONTO THE RIDGE IN LIFT I SOARED ALONG IT AND OFF THE END TO CROSS THE GAP OVER TO LONG MAN RIDGE. AT LONG MAN I PICKED UP MY NEXT THERMAL A "SUPPER" THIS TOOK ME TO 2000ft AND TRAVELING CROSSWIND FROM IT I FINALLY CAME TO THE BEACH AT PEVENSEY (NEAR THE WORKS) I LANDED HERE AT 1-15 pm



EDDIE HORSEFIELD (ON LEFT) WITH DAVE CLAYTON. DAVE HAS ASKED ME TO POINT OUT THAT HE IS GIVING A CUP IN THE XC COMP FOR THE BEST NOVICE, NOT LONGEST DISTANCE AS I PRINTED THE OTHER MONTH.

ED. IF YOUR WONDERING WHY I HAVE PRINTED DAVE CLAYTONS ARTICLE AGAIN, ITS BECAUSE I GOT A ROASTING FROM HIM LAST COMMITTEE MEETING FOR EDITING IT TOO MUCH. SO HERE IT IS VERBATUM.(I WILL PROBABLY GET ANOTHER ROASTING FOR DOING THIS NOW.)

DEVILS AT THE DYKE !

Chris Bartram has asked me to write down the nasty bits at the Dyke. Most people don't realise what a nasty place it can be at times (fortunately not often).

Firstly in northerly winds moderate or fresh approx 15-20 mph and above and more noticeably on stable days, the normal landing area marked as position (1) can become very dodgie !

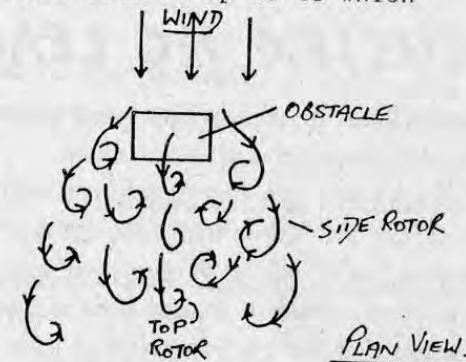
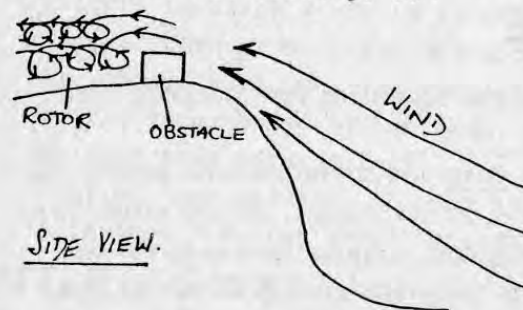
What happens is:- stable air doesn't like to be bent or deviated from its route, so if you alter it in some way it doesn't want to re-join again, now what happens on the Dyke ? Northerly is just in shadow of the corner of the pub. This sets up a rotor which curls along the building and off across the rear part of the landing area. Because this stable air is unforgiving it stays lumpy long enough for you to land in it and suddenly get a yaw turn 90° or more to the west (left) usually. Even Johnny Carr had a near nasty in this one. So anyone can ! Its there to be had !!

Answer:- land up towards the pub more, (2) i.e. in the clear air about level with the front of the pub or in "Nonks Paddock" or if very strong, in front of the monument to the right of the pub on the point position (3).

A good rough guide to rotor is look to the wind, if you can't see clear space from the direction it comes i.e. if a bush or obstruction is between you and the general direction of the wind, your on to a good chance of a rotor.

Secondly, when flying in a westerly usually light as only a nutter or Colin Wills flies in a strong westerly (perhaps the Mere XC 1982 champ too !) anyway, as you near the west of "Nonks Paddock" the normal turn point (4) (Never !! go in the bowl in this direction) you may find yourself low and suddenly you dive at the hill, big weight shift masses of pull in etc, and it just comes around. What you have just survived is a condition called Side Rotor.

Rotor goes all ways:- along the top of the ground rolling, or side ways along the hill in fact depending on what sets it up as to which way it goes, see drawings ..



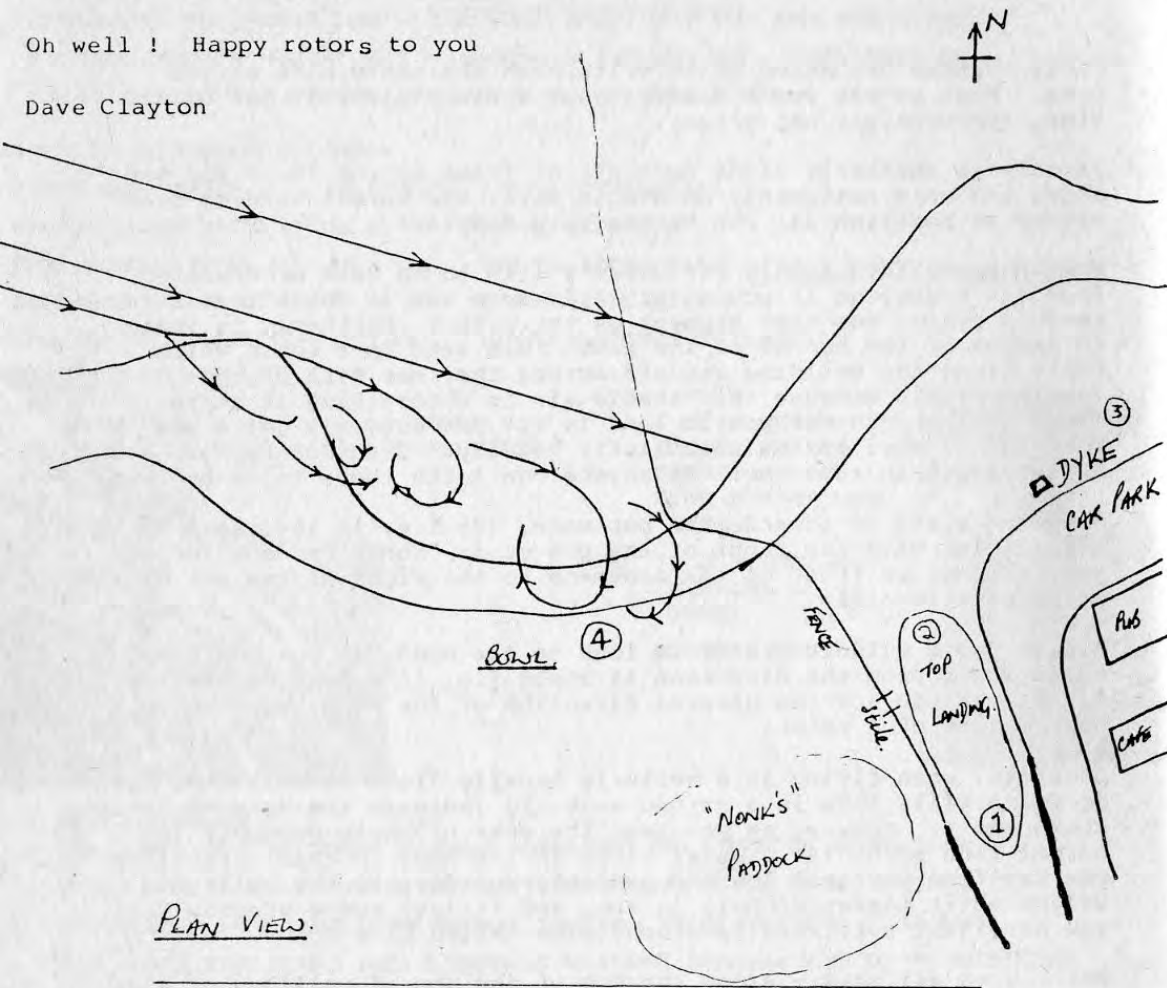
Meanwhile back on the hill ...

The wind comes along the right and curls into the Bowl, and curls off the point of the Bowl which rolls on along the hill, and into you.

It normally, stays around the point and close to the hill because after that the ridge is in clearer air, (look to the wind!) and so turbulence irons out.

Oh well ! Happy rotors to you

Dave Clayton



PLAN VIEW.

SUSSEX XC LEAGUE

THERE SEEMS TO BE SOME CONFUSION OVER THIS, MAINLY BECAUSE OF WHAT I PRINTED ABOUT MICHAEL CARNET,S SUSSEX XC LEAGUE.

THERE IS ONLY ONE COMPETITION AND THAT IS THE CLUBS COMPETITION. HOWEVER BECAUSE THE CLUB CAN ONLY RUN A COMP FROM ITS OWN SITES FOR ITS OWN MEMBERS, MICHAEL WANTED TO KEEP A LOG OF ALL XC FLIGHTS DONE ANYWHERE IN SUSSEX. MICHAEL'S IDEA IS TO PROMOTE ALL SUSSEX SOUTHERN FLYERS INTO THE NATIONAL XC LEAGUE AND FOR ALL TO SEE THE NAME SOUTHERN AT THE TOP. BUT THIS IS JUST A LOG OF ALL SUSSEX FLIGHTS AND NOT A COMP AS PREVIOUSLY STATED.



CRASHES ! ! ! !

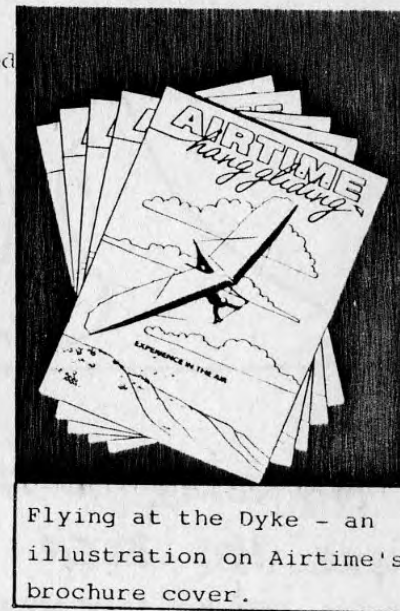
HIWAY HANG GLIDERS ONCE THE BEST PRODUCER OF HANG GLIDERS WORLD WIDE WITH GLIDERS LIKE THE SUPERSCORPION, HAS GONE INTO RECEIVERSHIP. THE CRASH OF HIWAY AS YET REMAINS A MYSTERY FOR THE COMPANY WAS ALL SET TO LAUNCH ITS NEW GLIDER THE EXPLORER THIS YEAR. APARENTLY SOME PEOPLE HAVE TAKEN DELIVERY OF THEIR NEW GLIDERS BUT OTHERS WHO HAD PLACED £500 DEPOSITS FOR EXPLORERS COULD LOSE THEIR MONEY. C.B.

AIRTIME'S TWO

A new venture is about to start which should see the introduction of good flying techniques on our sites.

AIRTIME hang gliding, jointly owned by Kelvin Wilson and Dave Perrin, will be offering instruction to first time students and intermediate pilots alike. Both Kelvin and Dave have been involved in the construction of gliders (at South-down Sailwings) and each has a great deal of flying experience, not only on different types of gliders but on various sites here and abroad. Added to this Kelvin is a Senior Instructor, has been teaching for 4 years, Dave for about 3 years, and their combined experience in the sport is of great value. The school, (currently being approved by the BHGA) has a range of gliders to allow students to progress from the training Harrier through to Super Scorpion standard and beyond. The school will be using special semi-prone harnesses, as now recommended by the BHGA. We wish them lots of luck.

AIRTIME hang gliding, 15 Hyde St. Upper Beeding, W. Sussex.
Telephone Steyning (0903) 814173.

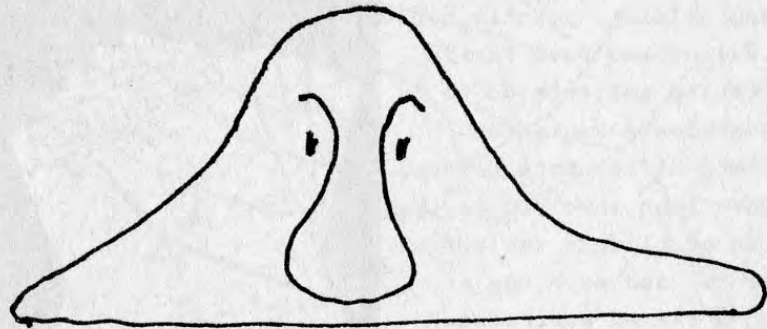


POST P1 GUIDE (BY THE S.H.G.C.)

A new Post Pilot 1 guide to the club should also be available soon and will be sent to all schools in the area to be distributed to students on completion of their training.

BLOB

THE GREAT WHITE
KILLER THERMAL

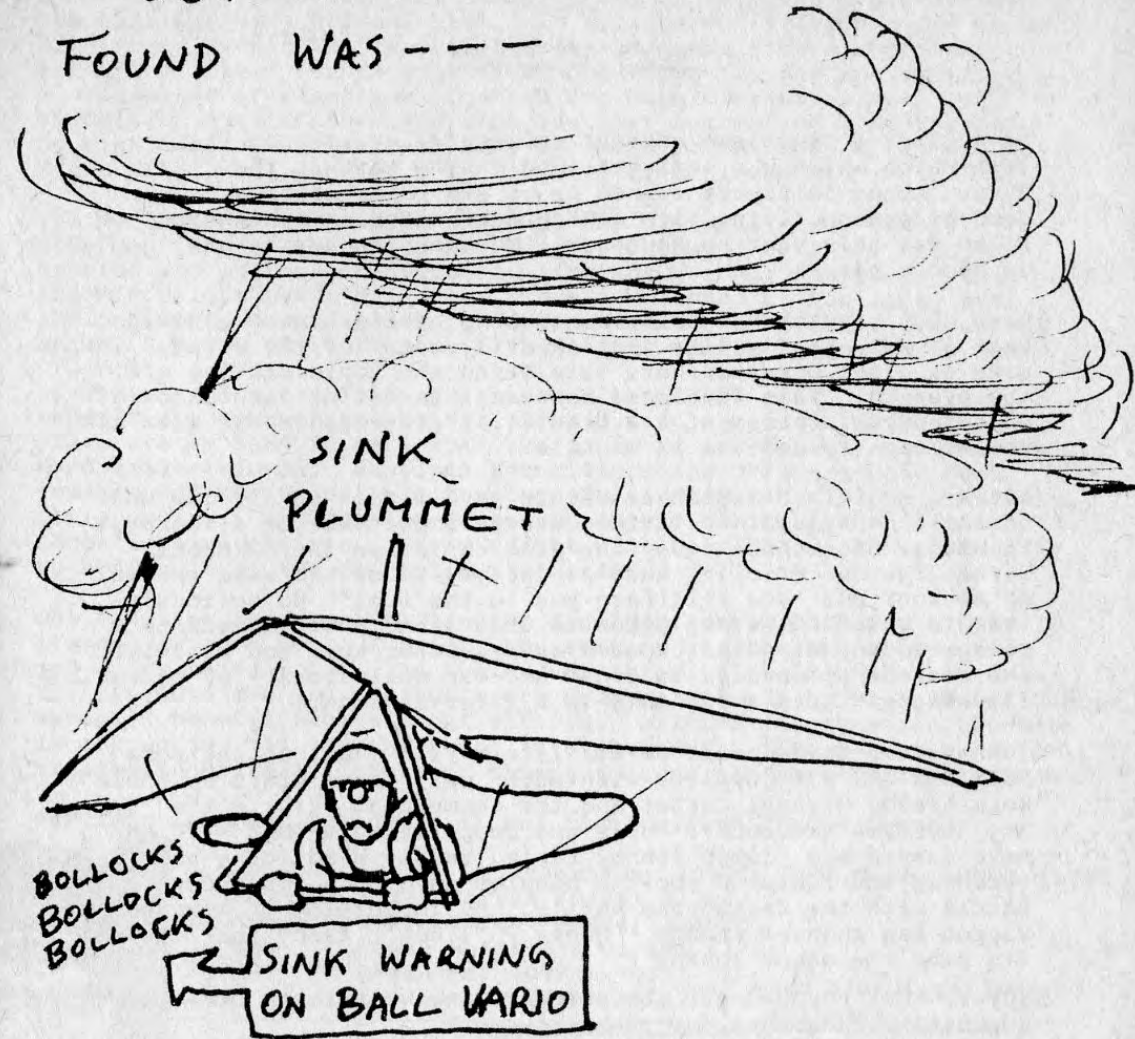


IT HAS COME TO MY ATTENTION THAT
THERE HAS BEEN POLITICAL INTERFERENCE
WITH THE WEATHER!

MY INFORMANT IS THE CHIEF SPY
HIMSELF (THE PRY MINISTER)

THE WHOLE THING STARTED WHEN
JOHNY CARR FLEW UNDER A CLOUD
STREET ---

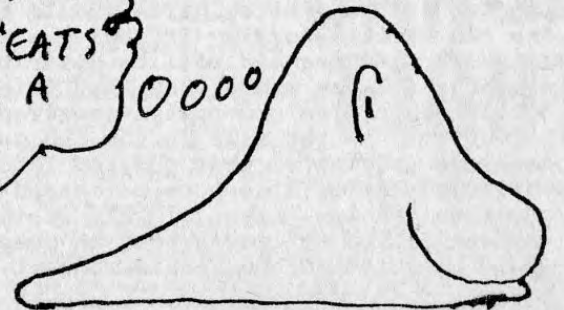
--- BUT INSTEAD OF LIFT ALL HE
FOUND WAS ---



--- 10 DOWN IN STREET

WOULD SOMEONE WHO "EATS"
MICHAEL CARNET BE A
CARNETVORE?

0000



CLUB NIGHT

CLUB NIGHT REPORT

Dave Clayton organised another successful evening on the 26th March which was well attended in the cafe at the Dyke. About 50 flyers turned up or stayed on after a good afternoon's flying, with Johnny Carr notching up the best XC so far this year to Pevensey. Needless to say he was in good cheer.

Dave soon brought him back to earth by asking him to explain what it was really like getting drilled out of the wrong side of a sea breeze front, this being the topic kicking off the evening. This developed into an interesting discussion on the peculiarities of sea breeze interference in our area and how we can try and use it on XC's.

After a short break Michael Carnet gave a talk on air law and thermal techniques. Pointing out the importance of a thorough knowledge of rights-of-way he also explained the "Michael Carnet Thermal Priority Rule" - "if you're in the same thermal as me look out 'cos I'll race you to the top!" No seriously this is vital for every pilot to understand. Our immediate airspace can get quite crowded and you must know and practise the correct procedures to avoid mid-air collisions - or potential situations. More about this in a later article.

Johnny Carr then showed us his latest film - all in the best POSSIBLE TASTE! Complete with such well known stars as Eddie Horsefield, Michael Carnet and the commercial break - the Sky Systems Windsock! He's got competition though - TV AM have sussed and filmed Johnny flying Beachy Head for ½ hour recently and featured about 3 minutes in a snip about our battle with the Eastbourne Anti's. My impression of Angela Rippon has changed though. Quote - "I don't fancy that one bit" I'm sure she meant Johnny!

Anyway that rounded off the evening. Any volunteers or suggestions/requests for the next one?

Adrian ED. NEXT CLUB NIGHT IS ON SAT 25TH JUNE

NEWS ROUND-UP

The new S.H.G.C. sites guide should be ready in time for the EGM on 16th April. It includes the latest info on all sites in our area and will be distributed to all paid-up members, all new members as they join, visiting flyers and local authorities and bodies involved in sport in the South. Layout will be the same as the old guide with pages inserted in binder edging so that updated info can easily be substituted. Chris and Adrian also hope to extend the guide by issuing pages on air law, first aid and weather at a later date. Anyone willing to lend a hand in compiling this latter info would be welcomed and should contact Chris, immediately!

As previously reported, this charity Fly-In is being organised by the Hastings Hang Gliding Club. It will essentially be a fun event with tasks within the capabilities of Advanced Fliers and Intermediaries alike. Tasks will be announced on the day and there is an abundance of excellent trophies for both classes as well as microlight participants and also the most successful fund raisers. So everyone has a chance to take one home at the end of the day. Every pilot will receive a certificate of achievement.

The meet has every promise of local and national press and TV coverage is programmed for Saturday or Sunday 7 or 8 May, subject to wind and weather conditions. If winds are not southerly, then the microlight event will take place as planned at Hastings, but the unpowered tasks will be delayed until the next suitable weekend on any S.H.G.C. site flyable. Tasks will commence from 10.00 a.m.

Invitation to participate is extended to all P1 plus pilots (ladies especially) everywhere who are all B.H.G.A. members. Extensive plans are in hand to make this every bit as successful as our Stoke Mandeville triumph. Hastings Councillors and Officers have been invited and the delectable Hastings Carnival Queen will be presenting the trophies. In addition we are hoping to spring a couple of sensational surprises. Every flight will be videoed and copies will be available at the cost plus a donation.

Get cracking and start filling up the Sponsorship form NOW - EVEN if its only 2 or 3 pence a point, you sort of get the bug when you've got a few names on it. At the end of it all, it will be a big boost for the fund and its the sufferers from spinal and other forms of Cancer who will benefit from all our efforts. British surgeons are the best in the world. If they have got this equipment, then patients can be treated in Britain instead of having to send the more fortunate abroad.

For late information and is it on? Last minute checks contact

- | | |
|----------|---|
| W Sussex | Adrian Whitmarsh-Day (0825) 5055 Home (0403) 55761 |
| E Sussex | Peter Harris (0424) 432042 |
| E Sussex | Colin Smith (0424) 438810 |
| London | Eddie Horsfield 01.684.4772 |
| Kent | Kevin May (0795) 70297 |
| Kent | Les Seers (0795) 25627) Also microlight event organisers |



GEORGE Prince's story could help other cancer sufferers receive the same laser treatment he did... in Britain.

The consultant who treated George at London's Kings College Hospital, Dr Philip Hugh-Jones, has started a fund to buy an argon-rhodamine dye laser. Dr Hugh-Jones has waged a five-year battle with the Medical Research Council for funds for his laser project. The Imperial Cancer Research Fund and the Cancer Research Campaign also turned him down, but he is making renewed efforts to obtain their help this time armed with stories like

Dr Hugh-Jones, 65, who has been treating lung cancer and similar diseases for 30 years, will soon have an argon-rhodamine dye laser to use in a private hospital, but wants one available to National Health patients.

His Laser Research Fund needs at least £45,000 for the laser and supporting equipment.

He hopes one of the cancer charities will be persuaded to provide the bulk of this, but pleads with anyone touched by George's plight to help with contributions. These can be sent to Dr Hugh-Jones at the chest unit, King's College Hospital Medical School, London.

He was treating 35-year-old George with an Nd-YAG laser, which kept his tumour away, but could not cut it

the States for the experimental laser treatment.

In his case it did not work, but Dr Hugh-Jones said a laser for Britain could mean hope for other patients.

He said: "Radio-sensitive dyes are injected into the patient and are taken into cancer cells but not normal cells. The laser gives out a light which transfers energy to the dye and activates it."

He said it is sad Britain has lagged behind Japan and the United States in this, though fiberoptics were a British invention.

Dr Hugh-Jones' fund will also help maintain existing equipment. "Although our laser is working we cannot use it because the bronchoscope we use with it is burnt. It will cost £4,000 to repair.

"Meanwhile, I have 10 patients who can hardly breathe."

GEORGE'S STORY AIDS CANCER FIGHT

CANCER FIGHT

Hastings salutes brave George

THE MAN WHO NEEDS A LITTLE HELP



WEEK COMMENCING SUNDAY

1983 COMPETITION PROGRAMME BHGA

Month	Day	Event
JANUARY	2	
	9	
	16	
	23	
	30	S.H.G.C. SAFETY EVENING 29TH (SAT) AT THE DYKE.
FEBRUARY	6	
	13	
	20	
MARCH	27	MANU. FLY-IN (5-6 MAR) SHEFFIELD
	6	1ST LEAGUE (12-14 MAR) PENNINE
	13	BHGA AGM (19-20 MAR)
	20	CLUB NIGHT, DYKE SAT 26TH
APRIL	27	2ND LEAGUE (1ST-4TH APRIL) S.W. WALES
	3	
	10	
	17	POSS. E.G.M. OF S.H.G.C. (REF FINANCES) 16TH
MAY	24	3RD LEAGUE (29TH APR - 2ND MAY) NEWTOWN
	1	
	8	FOSTER'S BRIT. OPEN (8TH - 14TH MAY)
	15	BLERIOT CUP (21-28 MAY)
JUNE	22	AUSTRIAN MASTERS (22 - 29 MAY)
	29	
	5	
	12	WORLD CHAMPS, TEGELBERG (5TH - 19TH JUNE)
JULY	19	SAT 25TH CLUB NIGHT
	26	CELTIC CUP (2-4 JULY)
	3	OWENS XC CLASSIC (1-12 JULY)
	10	SCOTTISH OPEN (9-10 JULY)
AUGUST	17	GROUSE MTN. (20-24 JULY)
	24	
	31	POSS. 1st APRIL CUP
	7	
SEPTEMBER	14	
	21	HUNGARIAN NAT. (21-28 AUG)
	28	
	4	BHGA MERE (3-4 SEPT)
OCTOBER	11	4TH LEAGUE (9-11 SEPT) U.S. MASTERS (14-19 SEPT)
	18	(DALES)
	25	
NOVEMBER	2	LEAGUE FINAL (1-3 OCT) SOUTHERN
	9	
	16	
	23	
DECEMBER	30	S.H.G.C. / POSS A.G.M. 5TH ^{PM} - 12TH NOV X.C. PRIZE GIVING
	6	
	13	
	20	
NOVEMBER	27	
	4	
	11	
	18	
DECEMBER	25	

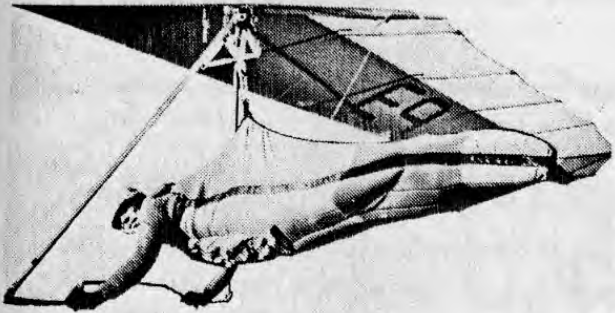
NB. STILL PROVISIONAL AS DATES FOR VOGO, LARIANO, AND JANSICARIO UNKNOWN & 4 & 5TH LEAGUES WILL BE BROUGHT FWD. IF POSS TO FIT.

"OVER THE BACK"

8.30am SATURDAY MORNING 26th MARCH. THERE WAS NO HESITATION IN GETTING OUT OF BED, FRIDAY NIGHTS FORECAST WAS A PEACHY MODERATE NW WIND AND UNSTABLE, WHAT MORE COULD A PILOT EAGERLY AWAITING HIS FIRST CROSS COUNTRY FLIGHT ASK FOR. MY KIT HAD BEEN CAREFULLY PACKED THE NIGHT BEFORE, XC HIKE BAG, SOME 10p PIECES TO PHONE FOR A RETREVAL AND A PEN AND PAPER TO CAPTURE THAT UNSUSPECTING WITNESS SHOULD I MANAGE TO GET AWAY. I ARRIVED AT THE DYKE AT ABOUT 9.30 TO FIND THE WIND BLOWING SMACK ON THE RIDGE, BUT MUCH TO MY DISSAPPOINTMENT IT FELT QUITE STRONG, THERE WAS ONE GLIDER IN THE AIR ALREADY FLYING SO I RIGGED MY GLIDER THINKING IT CAN,T BE THAT STRONG AS HE SEEMED TO BE DOING OK, IT WAS ABOUT ONE HOUR BEFORE I CONVINCED MYSELF IT WAS NOT TO STRONG TO FLY AND I TOOK TO THE AIR.

THE WEATHER MEN WERE RIGHT, IT CERTAINLY WAS UNSTABLE, SMALL BLOBS WERE COMING THROUGH ALREADY. I STARTED TURNING IN A "5 UPPER" AND I SOON FOUND MYSELF 1500ft ABOVE TAKE OFF AND DRIFTING BACK OVER THE RIDGE, NOT BEING CONVINCED IT WAS A GOOD TIME TO LEAVE THE RIDGE OR MAYBE BEING A LITTLE SHORT OF BOTTLE, I PULLED FORWARD AND WENT TO LAND. BY THIS TIME THE DYKE HAD BECOME THE USUAL "PICCADILLY CIRCUS" WITH AT LEAST 20 EVIDENT IN THE AIR SO I WAS QUITE PLEASED TO BE BACK ON THE GROUND.

DAVE RUSBRIDGE AND I RETREATED INTO THE 'DYKE' FOR A GAME OF POOL, ie "TO GIVE IT A REST". OUR GAME WAS SOON INTERRUPTED THOUGH BY MICHAEL CARNET WHO MADE US FEEL QUITE GUILTY SAYING " WHAT ARE YOU DOING ERE, WHEN YOU COULD BE UP THERE , GOING FOR IT". BACK IN THE AIR NOW I HAD BEEN FLYING ABOUT 20mins WORKING THE THERMALS AS BEST I COULD WHEN I WAS SUPRISED LOOKING UP TO SEE THAT OTHER FLYERS HAD DISAPEARED CROSS COUNTRY. THAT WAS IT THE NEXT GOOD BLOB I CONNECTED WITH I DECIDED I WOULD GO WITH IT. NOW I SAW MICHAEL CARNET IN THE AIR SO I DECIDED TO STICK CLOSE TO HIM, THINKING HE,S BOUND TO FIND THAT BIG ONE FOR ME. 30 mins PASSED STILL NOTHING BIG WHEN I WAS PULLING FORWARD FROM THE RIDGE " SMACK " UP WENT THE NOSE OF THE GLIDER AND THE VARIO STARTED TO GIVE 5 UP, QUICKLY I BANKED INTO A 360° TURN THIS WAS THE ONE I THOUGHT STICK WITH IT ANDFORGET THE RIDGE. LOOKING DOWN I COULD SEE MICHAEL CIRCLING IN THE SAME THERMAL, GREAT I THOUGHT THIS MUST BE IT, THEN MUCH TO MY AMAZMENT MICHAEL PULLED OUT OF THE BLOB AND HEADED BACK TO THE RIDGE. HAD I BLOWN IT ? I KEPT ON ANYWAY AND IT WAS NOT LONG BEFORE I HAD 2,300ft, BY THIS TIME I HAD REACHED THE OUTSKIRTS OF BRIGHTON. IT WAS HERE THAT I DECIDED TO LEAVE THIS THERMAL AND HEAD CROSSWIND TO A CLOUD I HAD SEEN. IN DOING THIS I LOST ABOUT 1000ft WHICH WAS SLIGHTLY WORRYING TO SAY THE LEAST, HOWEVER ON REACHING THE AREA BENEATH THE CLOUD I MANAGED TO REGAIN MY 2300ft ALTITUDE.



MICHAEL CARNET



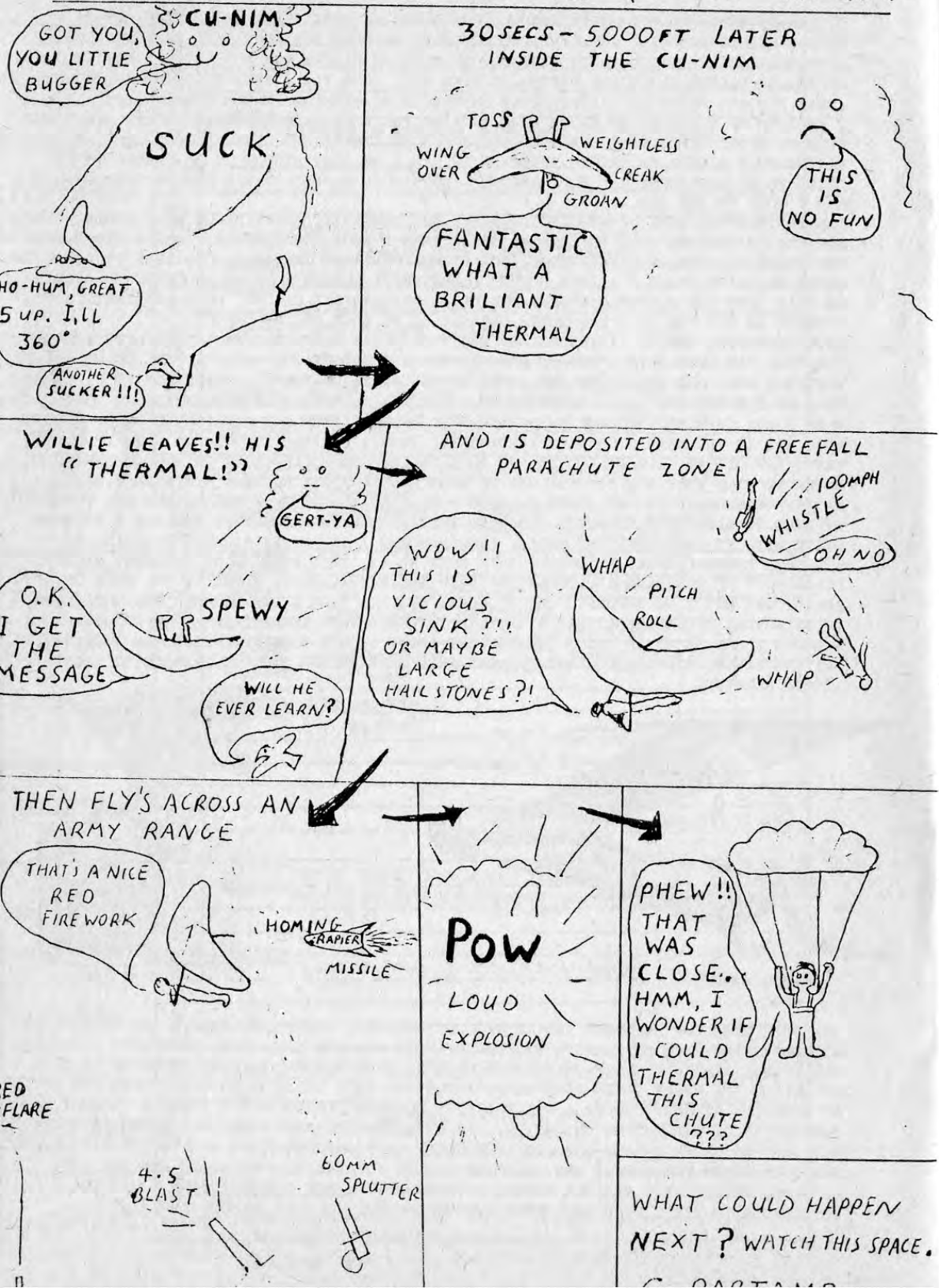
PEPE MARTELLO

NOW WELL CLEAR OF BRIGHTON AND APROACHING FALMER I DRIFTED IN ZERO,S AND MUCH TO MY DISSAPPOINTMENT I NEVER MANAGED TO CONNECT WITH ANOTHER GOOD BLOB. EVENTUALLY I REACHED THE IFORD VALLEY AND WITH ONLY A FEW HUNDRED FEET NOW HAD TO FIND SOMEWERE TO LAND ? SO SEEING THE RUGBY PITCH DOWN BELOW I THOUGHT THIS WOULD BE AN IDEAL SPOT AND SET UP MY APROACH. AT ABOUT 100ft I HIT THE MOST HORRIFIC TURBULENCE (WHICH I THOUGHT WAS A THERMAL) THIS NOKKED ME OUT OF THE SKY AND THREW ME JUST OVER SOME TREES TO LEVEL OUT JUST IN TIME TO LAND ,NOW IN THE HOCKEY PITCH.AFTERWARDS I SUSED THE REASON FOR THE TURBULENCE THE AREA I HAD SELECTED WAS IN THE LEE OF SOME HILLS AND THE A27. ALTHOUGH PEOPLE WERE PLAYING AROUND ME NOBODY TOOK ANY NOTICE!!! AND I HAD TO GO UP TO SOMEONE TO GET A WITNESS. THEN ONE PHONE CALL AND BACK TO THE DYKE.

PEPE MARTELLO .(WITH HELP FROM JAN)

MY WIFE

WHIPSTALL WILLIE (GOES X.C.!!)



BRITISH HANG GLIDING ASSOCIATION

Annual General Meeting and Conference REPORT

AS THE ONLY CLUB COMMITTEE MEMBER GOING TO THE A.G.M. (APART FROM DAVE CLAYTON, BUT HE WAS STANDING FOR B.H.G.A. COUNCIL) I WAS GIVEN THE UNENVIABLE TASK OF CARRYING THE CLUB VOTE (WE HAD 51 VOTES, ONLY DALES CLUB HAD MORE WITH 80) ANYWAY THE MEETING GOT OF TO A SLOW START BUT SOON WARMED UP BECAUSE OF AGRO OVER BARRY BLORE AND THE TAUNTON OFFICE. SO RATHER THAN BORE YOU WITH THE DETAILS I HAVE LISTED BELOW THE MOST RELEVANT POINTS.

- 1/ PETER HARRIS, S ARTICLE "SANTA FLIBSIN" CAME A CLOSE SECOND TO "THE FIRST FLIGHT OF HERMOGENES SMITH" BY SHARON BRALEY, FOR ANN WELCH'S PRIZE FOR BEST WINGS ARTICLE.
- 2/ BOB CALVERT WAS AWARDED THE TROPHY FOR THE LONGEST CROSS COUNTRY IN 1982 (AGAIN!! THATS THE THIRD TIME HES WON IT.
- 3/ JOHN IVERS WAS BOOTED OFF THE COMMITTEE BECAUSE APARENTLY HE HAD NOT RENEWED HIS MEMBERSHIP SINCE LAST OCTOBER!!!
- 4/ BECAUSE OF THE AGRO BETWEEN BARRY BLORE AND THE GIRLS AT THE TAUNTON OFFICE MOST PEOPLE SENSED A LACK OF CONFIDENCE IN ROY HILL (WHO APARENTLY LIVES ON THE SAME STREET AS BARRY BLORE'') SO ROY WAS VOTED OUT AS CHAIRMAN AND REPLACED BY PERCY MOSS, 260 VOTES FOR PERCY ONLY 80 FOR ROY. PERCY WAS ALSO GIVEN A MANDATE BY THE MEETING TO SORT OUT THE AGRO (SO MAY BE, WE WILL SEE SOME ARSE KICKING SOON).
- 5/ SEVERAL GLIDERS WERE ON DISPLAY THE "BLADE", THE NEW "SHADOW" BY GOLD MARQUE SPORTS. THE REVOLUTIONARY "ORION" BY LEN HULL. THIS IS A FOOT LAUNCHED SAILPLANE WITH A CANARD PLANFORM (AT AN ESTIMATED COST OF £2500. AND THE PROTOTYPE NOT YET FLOWNSOME TIME TO GO YET.
- 6/ A RAM AIR AEROFOIL CHUTE WAS ON DISPLAY AND THE GUY WHO OWNS IT WANTS A HANG GLIDER DESIGNER TO DEVELOP IT. INTO A HANG GLIDER????? CHRIS. B.

SUSSEX XC LEAGUE.

RULES: THE RULES ARE EXACTLY THE SAME AS THE NATIONAL X.C. LEAGUE WITH 3 TASKS: "SUM OF 3 FLIGHTS" + OUT & RETURN + TRIANGLES, SEE WINGS! ISSUE OF MARCH. TO QUALIFY IN THE SUSSEX XC LEAGUE ALL FLIGHTS MUST BE REPORTED IN WRITING WITHIN A WEEK TO SKYSYSTEMS 143, LODER ROAD BRIGHTON BN1 6PN AND WITHIN A MONTH TO THE NATIONAL X.C. LEAGUE (G. LEASON). ALL FLIGHTS MUST START IN SUSSEX (TAKE OFF OR STARTING GATE) AND FLIGHTS NOT ACCEPTED BY THE NATIONAL XC LEAGUE WILL BE DISQUALIFIED. THE SUSSEX XC LEAGUE ENDS IN OCTOBER THE 31st 83.

THIS MONTHS RESULTS...

1st	JOHNNY CARR	MAGIC 3	39.52 + 16.22 =	55.74 Ks
2nd	MICHAEL CARNET	MAGIC 3	26.5 + 18.2 =	44.7 Ks
3rd	GUISEPPE MARTELLO	MAGIC 3	16.1 =	16.01 Ks
4th	MIKE ROBERTSON	MAGIC 1	14.09 =	14.09 Ks
	OUT & RETURN			= none
	TRIANGLES			= none

STRAIGHT FLIGHTS

MICHAEL.

BITS & PIECES.....

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Cheap, silent vario £10

Suntor Compass - £6

Ring Eddie Horsefield 01-684-4772

FOUND:- RED, WHITE BLUE GLOVES
ON DEVIL'S DYKE LAST MONTH.
CONTACT CHRIS BARTRAM (0273) 682499

**BRITISH
HANG GLIDING
SCHOOLS**

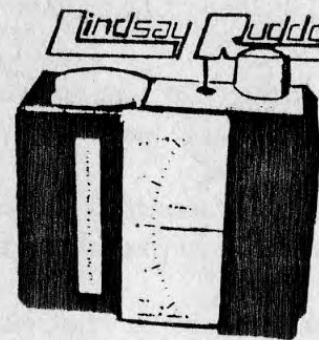
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(Nov '83)

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