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DEC 83



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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 - PLEASE SEND S.A.E. IF MATERIAL IS TO BE RETURNED. ALL ITEMS MUST BE IN ABOUT THE 25th OF EACH MONTH, FOR PUBLICATION IN THE FOLLOWING MONTHS MAGAZINE. WINDSOCK IS NORMALLY POSTED ON THE 1st OF EACH MONTH.

ADS

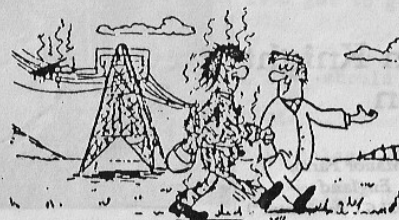
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CHEQUES SHOULD BE MADE PAYABLE TO "SOUTHERN HANG GLIDING CLUB"

EDITORIAL

WELL THAT WAS A FAIRLY RIOTOUS A.G.M. THERE WERE SOME HEATED "EAR BASHINGS" OVER COMPETITIONS AND SITES. I WILL PUBLISH A FULL REPORT NEXT MONTH. DONT FORGET THE DIMNER DANCE IS ON THIS SATURDAY. PLEASE IF YOU WANT FOOD LET ME KNOW. MICHAEL SAYS HE MAY BRING HIS FLIGHT SIMULATOR COMPUTOR, DESIGNED TO TEST THE NERVE OF EVEN THE BEST PILOTS.



"You could always say that you flew too close to the sun!"
(R.R. VOLPLANE)



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BRING A FRIEND
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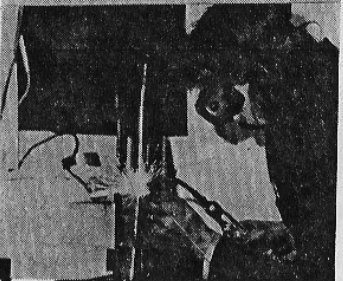
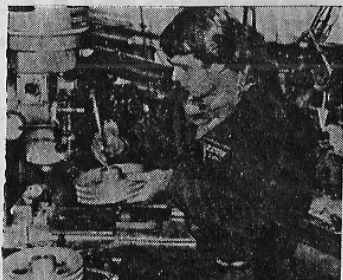
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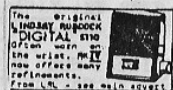
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SEPT 84

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Letters

There are pilots in the Southern Hang Gliding Club whose attitude on any hill with the wind on it is "I'm going to fly." That's fine, but what do they need to be in a club for, if they don't care who they upset as long as they fly.

We all want to fly, otherwise we wouldn't be here, but surely we can show some responsibility. I am all for flying non-club sites, but if they turn out to be good (are there any left to be found?) then let the club use whatever muscle it's got to get a flying agreement for ALL concerned.

The Southern Hang Gliding Club should be a group of flyers not 117 individuals doing their own thing.
P.S. If you think this letter is a load of bull then write one yourself saying why. Don't just tell your flying pal on the hill.

THIS IS A LETTER FROM PAUL SMITH WHO COMES FROM LONDON

DAILY TELEGRAPH
22/10/83

Age Concern

UNDAUNTED by his 60 years, Robert Donaldson, an engineer from Croydon, has just taken part in a hang gliding Eurocup for senior fliers in the Austrian Alps.

The oldest competitor by at least four years and the only British entry, he finished 21st out of 22 after three days of competition in the 55-and-over class "but I didn't finish last." He was elected an honorary member of the Austrian aero-club for his efforts.

"I shall go again if I'm still alive," says Donaldson, who took up hang gliding five years ago.

That is a big "if". By such stunts as becoming the first pensioner to hang glide on both sides of the Atlantic in one day he is planning to raise money for a handicapped wind sports centre - despite admitting that "every time I take off I think I'm too old."

ED. NICE ONE JACK.



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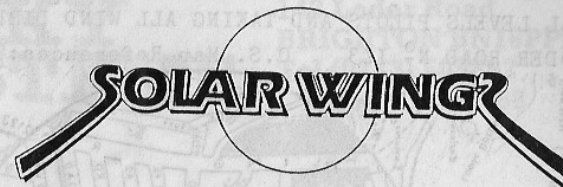
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POST P1 PAGE

WHAT AM I DOING STANDING ON THE EDGE OF THIS CLIFF 3,500 FEET ABOVE THE LANDING FIELD ?

It all started when I got my P1 in January 1983, actually it started some time before then, but that's another story. I had done my training at Steyning Bowl and Hollingbourne and I was a fully fledged P1 qualified pilot at last. (as qualified as any new P1 will ever be). What I wanted was time to practice my newly aquired skills in safety up to the standard where I could soar at the Dyke with the "big boys", but what with me having to earn a living and the weather always turning foul on Saturdays and Sundays, I did not get much flying in.

Progress was slow.

Salvation seemed at hand when a trip to Wales was suggested in April 1983 where a group of us of about the same standard could practice on those lovely big hills with great big bottom landing fields under the watchful eye of Alan Russell from the Free Flight Hang Gliding School. This was to be a sort of post-graduate course and the 6 of us who went with Alan did indeed have a good time. Not too much flying in the week that we were there due to 40 mph winds and the rain, but a good time all the same, and some of the party had their first soaring flights.

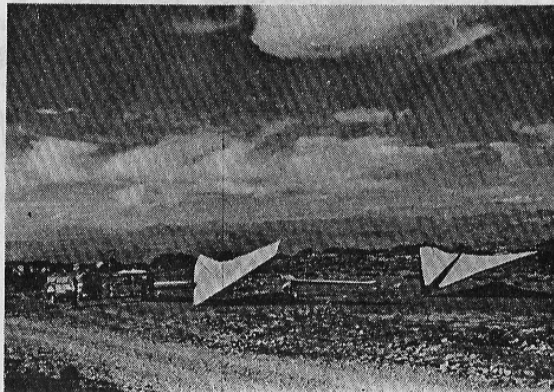
Progress continued to be slow.

During the Summer Alan went on a trip to Spain with his wife, not a hang-gliding trip you understand, he just happened to take his new Magic 3 with him and one of the places they happened to visit was Ager in Northern Spain, one of the premier sites for thermal flying in Europe. He was able to have one or two flights but being a good husband had to also be a regulation tourist and to visit many other places unconnected with hang-gliding. He brought back reports of big hills, good weather, friendly natives and determined to return for a "proper" holiday.

Meanwhile, back in England progress continued to be slow.

In order to further his ambition to return to Spain Alan hit on the idea of a group holiday in the same vein as the Wales trip, but this time for 2 weeks with good weather guaranteed. The idea was for 6 of us to drive down to Ager and to spend the best part of 2 weeks getting in as much flying as possible. Surprisingly enough he very soon found 5 others willing to trust his driving, and a VW minibus of uncertain vintage, and we set off one Friday night in September.

The party consisted of :-



Alan Russell - Magic 3
Keith Parker - Demon
Greg Button - Storm
Paul Smith - Moonraker
Colin James - Super Scorpion
Bob Burton - Gyr

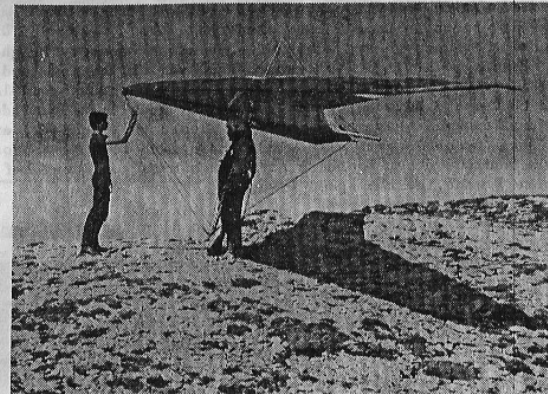
CONT'D

All went well and we arrived in Ager on the Monday afternoon and found things much as we had expected. The campsite is right next door to the landing field, the "road" to the top of the hill starts about a quarter of a mile away and as reported by Alan the natives were friendly and quite used to hang-glider pilots doing odd things, such as using the frame of the children's swings as a hang point to check harness adjustments.

The campsite, and the whole valley for that matter, is dominated by the ridge which runs along one side of the valley. The top of the ridge is over 3500 ft. above the valley floor, which makes the Dyke look like a pimple. The ridge stretches several miles in each direction from its central point where the take-off area is situated and it faces mainly Southerly, but there are places where it is possible to take off in a South-Westerly wind. As you will have gathered Ager is a bit different from any site you will find in Great Britain !

Despite its size, or maybe because of it, it does offer an almost unique opportunity for pilots of varying abilities to get experience of various aspects of the sport. For instance, Alan wanted to practice thermalling and was able to do so in the early afternoon, when the thermals were plentiful. Keith, who has had done some ridge soaring wanted to begin to find out what thermalling was all about without having to scratch around too much looking for them, and with plenty of space in which to experiment. At first, seeing the hill in the flesh and realising just how high 3500 ft. was, some of us began to wonder if we had done the right thing.

The next day we drove to the top bright and early. The "road" is quite acceptable as a means of getting there and even the VW van made it, albeit taking about 3/4 of an hour. After a while we got quite used to the sheer drop on one side, the ruts in the surface trying to push us over the edge and the possibility of meeting a bulldozer around every bend. As we rose higher hearts began to beat faster, palms sweated and conversation died as mouths dried up. All too soon we reached the top which is well equipped with a large windsock and a concrete take-off area facing all flyable directions. We rigged up (slowly) and Keith was somehow voted the first off. He was soon launched off into space and it was my turn next (I don't remember volunteering).



This brings me back to "What am I doing standing on the edge of this cliff 3500 ft above the landing area ?". Anyway, no turning back now. If Keith can do it, so can I. A last check of the glider, into the harness and helmet, do a hang check and no more excuses. Move nearer the edge, pick up the glider, turn into wind, ready, steady, and suddenly I hear myself say "release" and I am running over the edge. Into prone without any trouble, get the glider balanced and time to look around.

CONT'D
OVER...

CONT'D

DO I LIKE THIS ?

The answer is definitely YES

The height is no bother, in fact it's a great asset as you can't hit anything. Plenty of time to practice speed control, the response of the glider in roll and generally enjoy yourself for minutes on end with no fear of the ground coming up to meet you. At this time of the day (11.00 a.m) there is very little thermal activity, which is just what I needed. First priority on this flight is to get to the landing field with plenty of height in hand. No problem. Arriving over the field I do my first 360 ever whilst I look for the windsock to determine the wind direction. In these conditions 360's are easy. Light wind, no adjacent hill (the ridge is at least 1 mile behind me by now), and no thermals to knock me off course.

With so little wind I have difficulty in deciding which way to land as the windsock is nearly vertical but I get it worked out, set myself up, lose some height with some turns and do a perfect stand up landing in the centre of the field. Anyway, that was how the script read for the landing. In practice I was late getting out of prone, got my flare all wrong and dumped the glider into the ground bending an upright beyond repair ! Thank goodness we took spares !

The bent upright was of little consequence compared with the flight, which was all that I expected, and more. The others who flew down after me had similar flights, although most of them got their landings right, unlike me. During the next 9 days we managed to fly on 6 of them, and could have flown on at least 1 more, but we misjudged the weather and went for a drive in the mountains instead. All of us had a great time and those of us with very little airtime were able to increase it dramatically as a "top to bottom" took 20 minutes if you were careful with your speed. I certainly got what I wanted out of the trip, as I am sure did the others.

Would I recommend the site to others ?

The answer is yes, providing you have enough experience to assess the conditions, or someone with you who can give advice. The thermals can be huge during the afternoon in mid Summer and the locals, many of whom turned up to fly on the Sunday, have achieved good cross country flights, although route planning is vital to ensure the availability of landing fields. For someone with my experience, flying early mornings and late evenings it was all I could have hoped for. I am now much more confident of my glider's handling and have been able to learn this safely, even though I still have trouble with nil wind landings. I will approach flying at the Dyke and the other Southern sites much more confident of my ability to fly where I want, at the speed I want.

All in all the trip was a success and many thanks to Alan for arranging it and for fussing over us like a mother hen when we needed it.

Bob Burton

20th. October 1983

ED. ALAN SAYS HE IS PLANNING ANOTHER TRIP TO SPAIN NEXT YEAR. ANYONE INTERESTED ?



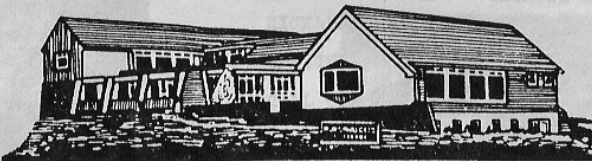
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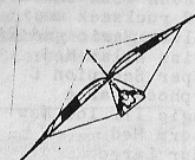
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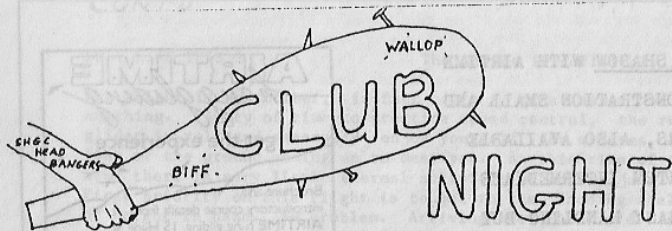
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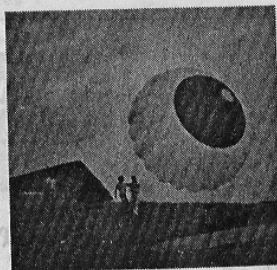


DEC 8 4



PARACHUTES

REMEMBER? THAT THING FLATTENED INTO A SOLID MASS BY YOU SITTING ON IT ALL SUMMER (NO NOT THE WIFE!) - ITS CONNECTED TO YOUR HARNESS. WELL, THEY NEED CHECKING, LIKE TIM IS DOING HERE AND REPACKING. IF YOU DO NOT KNOW HOW, COME TO THE NEXT CLUB NIGHT AND FIND OUT, FOR DETAILS - WATCH THIS SPACE



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