

E.T. at home with SKY SYSTEMS



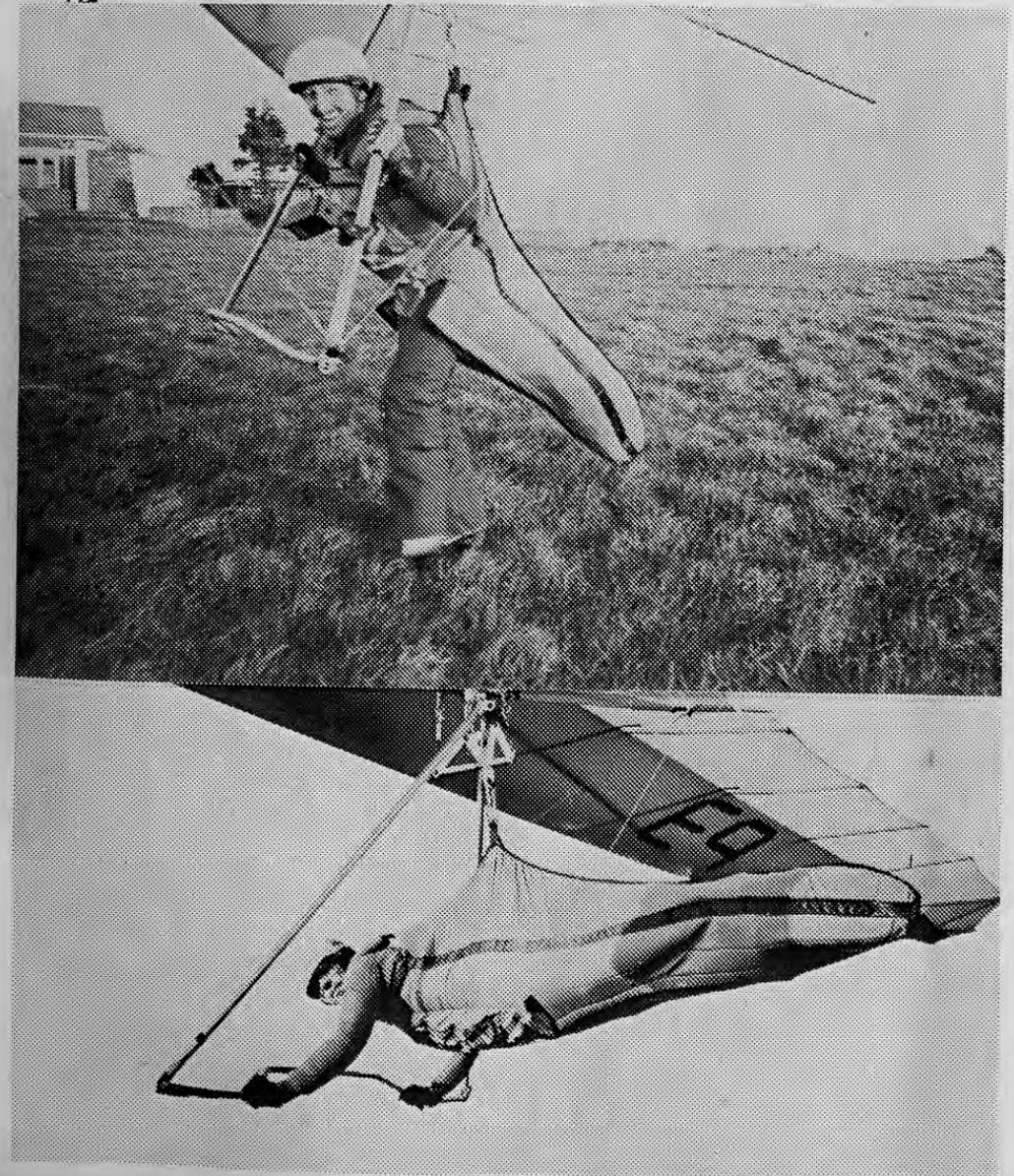
THE BRITISH LEADER IN
HANG GLIDING EQUIPMENT

143 Loder Road
BRIGHTON BN1 6PN
Tel: (0273) 505892 / 558284

AGENT FOR :



FEB '83



HAS J.C. GROWN A TAIL 2 MORE INSIDE

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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. BN1 4EB. 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 NORMALY POSTED ON THE 1st OF EACH MONTH.

ADDS

ADVERTIZING FOR MEMBERS PRIVATE ADDS (TO SELL GLIDERS, LOST&FOUND ETC) IS FREE .

ALL COMERCIAL 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 THE " SOUTHERN HANG GLIDING CLUB ".

THE **E.G.M.**

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

Saturday 16th April 1983

Devil's Dyke Cafe

Subject: Finances and the 1983/84 membership fee

At the A.G.M. last November it was resolved that; due to the membership year running from 1st May - 31st April now, it would be better to hold a special meeting in April after the full year's expenses had been met; and to then set the membership fee for the coming year.

As predicted, this debate was heated in November, but the membership voted the following:

1. NOT to reduce the full flying membership to £15/year
2. To raise the daily associated membership to £2.00/day, after publishing this in Wings.
3. To hold an E.G.M. in April 1983 to discuss whether the full flying membership fee should be either:
(i) Reduced to £20/year
(ii) Maintained at £25/year
(iii) Increased

So this will be the agenda for the meeting on 16th April. Any proposals should be put to the meeting.

I suggest before that date, members remind themselves of our basic costing by reading my article in last November's Windsock. If you need a copy please let me know.

Adrian Whitmarsh

FROM THE FRONT PAGE.

J. C.'s TAIL ? IT'S A NEW TYPE OF HARNESS,

COULD THIS BE THE HARNESS OF THE FUTURE? BOTH SKYSYSTEMS AND ULTRA SPORTS THINK SO. THE BEAUTY OF THIS TYPE OF HARNESS IS THAT IT IS EASIER THAN ANY OTHER TO LAUNCH WITH AND STREAMLINES YOUR BODY IN FLIGHT. BUT WHY IS MICHAELS VERSION CALLED THE "SUPP" ??

THE NEW EXPLORER

MICHAEL, JOHNNY, DAVE CLAYTON, AND DAVE RUSBRIDGE SKIPEd OF TO HIWAY LAND THE OTHER WEEKEND TO TRY OUT THE NEW EXPLORER. REPORT GOES AS FOLLOWS...

- 1/ MORE LIKE A RIGID WING
- 2/ LANDS EASILY.
- 3/ GOOD PERFORMANCE AGAINST COMETS ETC.

WE SHOULD SEE ONE SOON ON THE DOWNS AS ONE HAS BEEN ORDERED LOCALY.



THE CLUB NEEDS YOUR VOTE

B.H.G.A. A.G.M. March 1983



More hot air ! Should be some great blobs over this one !
Seriously though, important decisions can be made at the A.G.M. which effect all our flying freedoms.

In particular this year the issue of registrations of hang gliders is bound to come up and its one that we've all got strong feelings about.

So how can you make your views known to the A.G.M. ?

Well, you can of course go to it ! But maybe you can't or don't necessarily want to spend a weekend away from the hill. In this case you should give your proxy (NOT POXY !) vote to the Club who will be sending Committee representatives to the meeting and will use the Clubs block vote to put your views a cross.

Probably in the February edition of Wings there will be enclosed the A.G.M. voting slips. Provision is made on this for you to pass your proxy vote to your Club. FOLLOW THE INSTRUCTIONS CAREFULLY AND SEND YOUR FORM TO THE CLUB IN THE S.A.E. ENCLOSED WITH THIS WINDSOCK.

The S.H.G.C. now has over 120 members and last year it was pathetic how few proxy votes came in. Unless you send us your block vote (or go to the A.G.M. yourself) it means that your Club does not have a representative voice within the B.H.G.A. Looking at it another way, it means other clubs can sway decisions over flying in our area.

SO, HANG ON TO THIS S.A.E. AND WHEN YOU GET YOUR VOTING SLIP SEND IT TO US, IF YOU ARE NOT GOING TO THE B.H.G.A. A.G.M.

E. D.

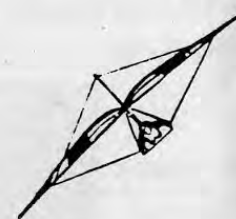
DO YOU WANT COMPULSORY GLIDER REGISTRATION ? THE CLUB COULD STOP IT WITH YOUR VOTE. GIVE US YOUR VOTE SO THAT WE CAN PROTECT OUR INTERESTS AT THE B.H.G.A. MEETING.

VINCE HALLAM'S SUSSEX COLLEGE OF H.G.

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

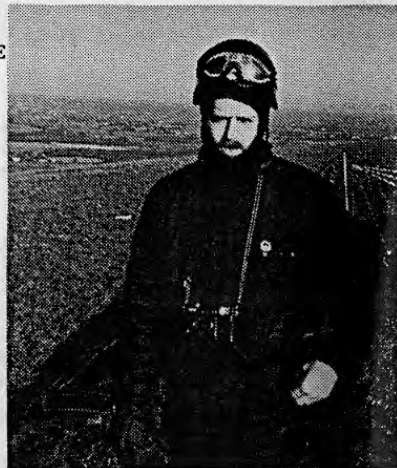
18b Queens Road (letters) and 16 Circus Street, Brighton (workshop)
Phone(0273)24151 ext 171 and 609925 - bleary eyed times only

(Nov '83)



EDITORIAL

YOUR ED HAD A SLIGHT WHOOPSIE AT THE DYKE THE OTHER DAY IT WAS A STRONG 25 mph WESTERLY AND SOARING WAS POSSIBLE ONLY IN THE OCCASIONAL GOOD LIFT THAT CAME THROUGH. (GOD HELP THOSE WHO WENT BELOW THE RIDGE). ANYWAY IT TURNED EVIL (YOU KNOW BAR TO THE KNEES DOING A WALTZ) SO YOURS TRULY DECIDED TO LAND.IT WAS NOT EASY BUT I DROPPED IN PERFECTLY IN THE NORMAL SPOT. IT WAS TOO GOOD TO BE TRUE AND IT FOOLED MOST WHO THOUGHT FRONT WIRE ASSISTANCE OBVIOUSLY WAS NOT NECESSARY. HAVE YOU EVER TRIED TO KEEP THE NOSE DOWN OF A COMET WHEN ITS STRONG? THAT DAM REFLEX WILLNOT LET YOU. INFACT THE REFLEX IN THE SAIL WORKS BRILLIANTLY IF YOU PITCH DOWN ON LANDING. IT WORKED AND I SPENT SEVERAL AGONISING MOMENTS SHOUTING GRAB THE NOSE (MUCH TO THE AMUSMENT OF THE PUNTERS) BEFORE MY KEEL DECIDED TO DIG IN AND ONE BACKWARD HOP LATER I AM ON THE ROAD WITH



GLIDER NOW COMPLETE WITH SOME BENT BATTONS AND STINGER. STILL COULD HAVE BEEN WORSE (ASK JOE 90 WERE HE LANDED THAT DAY) AND ASK J.C. ABOUT LOW LEVEL LOCKOUT 360°.

ANYWAY THE MORAL OF THE STORY IS THAT IF IT GETS .VERY STRONG WHILE PEOPLE ARE FLYING WATCH OUT FOR PILOTS LANDING, THEY WILL NEED FRONT WIRE ASSISTANCE EVEN IF ITS JUST TO UNCLIP. ALTHOUGH SOME MACHOS MIGHT NOT ADMIT IT.

CONTRIBUTIONS THIS MONTH FROM... RALPH, ERIC ASHTON, BILL NEWTON, ADRIAN,

D.T. J.C. AND EDDIE HORSEFIELD PLUS

ALL PHOTO KINDLY PROCESSED BY PEPE.

VIDEO FILM

THE CLUB IS TO MAKE A VIDEO OF HANG GLIDING. THE FILM WILL BE AIMED AT THE PUNTER MARKET. ANYBODY WHO WISHES TO HELP IN MAKING THE FILM SHOULD CONTACT CHRIS BARTRAM.

SITES NEWS

DEVILS DYKE. THERE IS A CROP IN THE BOTTOM FIELD PLEASE DO NOT LAND THERE
USE THE FIELD BEHIND THE BARN.

BEACHY. SEE "THE BEACHY SAGA" IN THIS WINDSOCK.

MITCHLING. BE CAREFUL OF THE SHEEP ON THE NORTH RIDGE DURING LAMBING SEASON(JAN/APR)

MILL HILL. PLEASE DONT FLY HERE, THE POLICE ARE TAKING NAMES. REMEMBER THE
BYELAW SAYS "NO TAKING OFF, NO LANDING (EXCEPT IN AN EMERGENCY).

FIRLE. AS NORMAL.

NEWHAVEN AS NORMAL.

HASTINGS. AS NORMAL, CONTACT PETER HARRIS IF YOU INTEND TO FLY HERE.

Letters

WHIP ROUND.

THE WHIP ROUND FOR SHARON TOTH,(EX DYKE BAR LADY). WAS WARMLY RECIEVED IN EARLY
DECEMBER. THE COLLECTION (DONE AT THE A.G.M.) PRODUCED £80.75p.

SHARON WHO IS NOW ALMOST TOTALLY BLIND WROTE TO SAY HOW TIMELY THE GIFT WAS AND
HOW SHE HOPED TO COME ONCE AGAIN TO THE DYKE FOR A DRINK WITH THE S.H.G.C.
MEMBERS.

TO ALL THOSE WHO CONTRIBUTED MANY THANKS.

STEVE GOAD .

TWO CARDS HAVE BEEN RECEIVED BY THE CLUB FROM CHARLIE STIMSONS RELATIVES....

FROM JEN BRUWNE (CHARLIES COMMON-LAW WIFE)

TO ALL OF YOU AND THANKS FOR SENDING FLOWERS TO CHARLIES FUNERAL. IT WAS A NICE
GESTURE.

JEN ALSO SAYS, SHE HAS SOME PHOTOS OF CHAS BARNES THAT HE COULD HAVE IF HE CONTACTS
HER, 81,ALEXANDRA RD, CROYDON. 01 656 3108.

ALSO FROM CHARLIES MUM&DAD , TO ALL CHARLIES FRIENDS THANK YOU FOR THE FLOWERS
AND REGARDS TO ALL.

STEVE GOAD RIGGING
HIS DIVER.



Letters

YOU SEND THEM, WE WILL PRINT THEM
THE GROUNDSEEDERS

FACT: An observer on the hill sees a glider flying with
an airspeed of 30 mph. into a 30 mph wind. It has no
groundspeed, and hence no kinetic energy (K.E.). During
6 seconds the pilot turns 180 degrees, the aircraft's ground
speed is now 60 mph., and it has about 36kJ of kinetic energy.
During those 6 seconds the glider was acquiring K.E. at the
rate of approx. 6kW (about 8.5 horse-power).

Where does this energy come from?

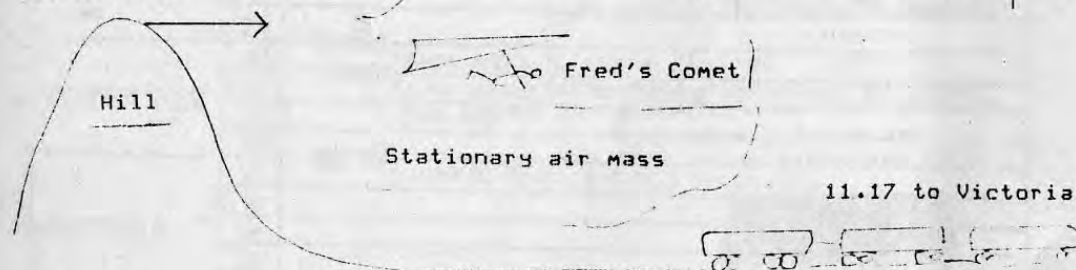
There are several ways of looking at an aircraft flying in
a moving airmass. All produce similar conclusions if processed
properly. Of the two mentioned here, the first is intuitive,
and no less valuable than the second, which can lead to
ludicrous results (as in a January 'Wings' article), if terms
like kinetic energy are bandied about without due care and
attention.

Most people are convinced by the first explanation. If
you really want to talk kinetic energy, hold tight ,but as they
say,If you can't stand the heat, get out of the kitchen.(or go
out and fly)

Method One (relativity and all that)

We consider all velocities relative to the airmass. The
glider flies through the air with a certain airspeed. The
ground is traveling through the airmass with an airspeed
called windspeed. Other gliders will each have their own
airspeeds. The effect of a hill rushing towards us through
the airmass is identical to that of another glider, or any
other moving object: Zero, no effect.(until it changes the
airflow, as in hill-soaring, or flying through a wake,
or deformation due to impact)

Hill moves in this
direction for good
soaring in stationary
airmasses.



All the objects in the diagram have different speeds relative
to the glider. Who if to say that groundspeed will influence
flight any more than sunspeed, or BRspeed? (same as groundspeed
95% of the time)

Method 2 ..Energy Conservation, Ground Reference

You can pick any object as your stationary point of reference, and if you insist on fixing the earth (you would have had lots of company in Galileo's time, and some today in the flat-earth society), consider the diagram below, with all velocities referred to the ground.

The first point to note is the megatons of air flowing over the ground, with enormous kinetic energy. (This is why it is easier to consider the air mass as reference!)

Lift is generated by deflecting air flowing over the wings. In position A (diagram) the unbanked glider deflects air downwards. At B, the glider is banked over in the turn, and some air is deflected outwards (against the wind). This causes a reduction in horizontal velocity of air around the glider, and a loss of K.E. in the air mass.

So this is where the 36kJ comes from. Although the glider is gaining K.E. in the downwind turn, the air mass is losing the same amount, and the only loss of height is that associated with normal profile and induced drag.

What about the experiment by Richard Baughen? If the K.E. is coming from height changes in the glider, as Peter Milard suggests, the aircraft would have to be yo-yoing up and down 400ft. each 360. This would give vario readings of up and down 1200 fpm, instead of the values found.

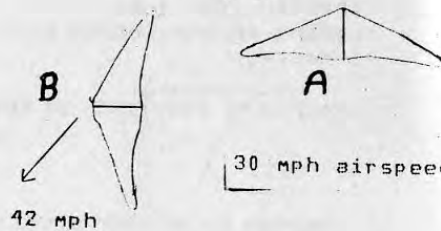
The tip on thermaling? Forget it. According to the groundspeeders, but putting in real numbers rather than 'approximate' ones, next time you do 45 degree banked 360's at 30 mph in a 30mph wind, your vario will peg at -1500 fpm downwind, and +1500 fpm upwind...without thermal activity!

Eric Atherton

K.E. at 60 mph, (in kilo-joules)
 $= 0.5M \times V \times V$, $V=26.8\text{m/s}$
 $=36\text{kJ}$ $M=100\text{kgs}$

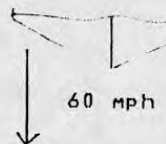
If this comes from height loss, change in potential energy, PE
 $=36\text{kJ}$
 $=HMg$ $g=9.81\text{ m/s/s}$
 Height loss, $H=36.7\text{m}$ (110 feet)
 Time for 180 turn at 45 degree bank, approx. 4.3 seconds
 Vario reading.. about 1500 fpm down.

0 groundspeed



30 mph airspeed

30 mph wind



60 mph



MICROPROCESSOR APPLICATIONS AND DIGITAL DESIGN

E. J. ATHERTON, M.A.

21 EAST LANE, DITCHLING, SUSSEX (07918) 6254

WEEK COMMENCING SUNDAY

1983 COMPETITION PROGRAMME BHGA

	2	
	9	
JANUARY	16	
	23	
	30	S.H.G.C. SAFETY EVENING 29TH (SAT) AT THE DYKE.
	6	
FEBRUARY	13	
	20	
	27	MANU. FLY-IN (5-6 MAR) SHEFFIELD
	6	1ST LEAGUE (12-14 MAR) PENNINE
MARCH	13	BAGA AGM (19-20 MAR)
	20	CLUB NIGHT DYKE SAT 26TH
	27	2ND LEAGUE (1ST-4TH APRIL) S.W. WALES
	3	
APRIL	10	
	17	POSS. E.G.M. OF SH.G.C. (REF FINANCES) 16TH.
	24	3RD LEAGUE (29TH APR - 2ND MAY) NEWTOWN
	1	
MAY	8	FOSTER'S BRIT. OPEN (8TH - 14TH MAY)
	15	BLERIOT CUP
	22	(21-28 MAY) AUSTRIAN MASTERS (22-29 MAY)
	29	
	5	
JUNE	12	WORLD CHAMPS, TEGELBERG (5TH - 19TH JUNE)
	19	SAT 25TH CLUB NIGHT
	26	
	3	OWENS XC CLASSIC (1-12 JULY) CELTIC CUP (2-4 JULY)
JULY	10	SCOTTISH OPEN (9-10 JULY)
	17	GROUSE MTN. (20-24 JULY)
	24	
	31	POSS. AGM. E.V.T.
	7	
AUGUST	14	
	21	HUNGARIAN NAT. (21-28 AUG)
	28	
	4	BHGA MERE (3-4 SEPT)
SEPTEMBER	11	4TH LEAGUE (9-11 SEPT) U.S. MASTERS (16-19 SEPT)
	18	(DALES)
	25	
	2	LEAGUE FINAL (1-3 OCT) SOUTHERN
OCTOBER	9	
	16	
	23	
	30	S.H.G.C. / POSS A.G.M. 5TH - 12TH NOV X.C. PRIZE GIVING
	6	
NOVEMBER	13	
	20	
	27	
	4	
DECEMBER	11	
	18	
	25	

NB. STILL PROVISIONAL AS DATES FOR VOGO, LARIANO, AND SANSICARIO UNKNOWN & 95TH LEAGUES WILL BE BROUGHT FWD. IF POSS TO FIT.

THE BEACHY SAGA

ONE STEP NEARER AT BEACHY

Eastbourne Council made a decision on 10 January at a meeting of the Health and Public Protection Committee (H & PPC) to recommend a permissive byelaw to the full Council (AGAIN). This byelaw will allow hang gliders to use the area, provided no nuisance or annoyance to others is created. It is more than likely that the whole question of flying at Beachy Head will be finally resolved at the next full Council meeting on 28 February, with the anticipated verdict being an endorsement of the thrice previously recommended byelaw - but to be too confident when considering the history of the subject is a little naive. As some of you know, there is a fierce lobby against hang gliding from a lot of high powered groups, eg Joint Amenity Societies; Ratepayers Ass'n(?); Commons, Open Spaces and Footpaths Ass'n; Councillors and Residents.

The S.H.G.C. have achieved considerable victories over the last few months, considering the opposition and the fact that elections may only be around the corner. So much for well versed criticism that the committee never does anything!

HISTORY

- November 1977 Resolution to ban flying, following Ardur move. Complications with Adur byelaw application - Eastbourne back off and goes quiet.
- June 1981 H & PPC recommend prohibitive byelaw, thinking Adur have valid prohibitive byelaw (but they've jumped the gun because they haven't).
- August 1981 Prohibitive byelaw proposal overturned by full Council in favour of trial 12 month period observing 'flying code of practice'. Agreement drawn up between Council, S.H.G.C. and Amenity Societies (during 12 month period, Adur byelaw is confirmed).
- October 1982 Downland Advisory Committee recommend permissive byelaw following strong lobbying by both sides.
- November 1982 H & PPC condone Downland Advisory Committee and recommend permissive byelaw to full Council. Both 'sides' represented at meeting. Bill Newton addresses Committee stating our case.

December 1982

Full Council refer item back to H & PPC following lobbying from a lot of people who don't like us.

January 1983

H & PPC again recommended permissive byelaw (see below).

February 1983

Full Council meeting.

PRESENT

Hang gliding was referred back to H & PPC by full Council because Bunny Owens (Chairman Amenity Society) made loud noises about another byelaw possibility - that of a 'discretionary byelaw'. This means 6 months ban during summer and 6 months permissive in winter. Obviously, the councillors could see this as the compromise and go for it - but S.H.G.C. chose to fight it in favour of the 12 month permissive byelaw. The S.H.G.C. compile 'Hang Gliding of Beachy Head Fact Sheet', contact councillors to discuss situation with the outcome that the club achieved a majority representation of councillor sympathisers - after considerable 'guidance and persuasion'.

THE H & PPC MEETING

Bunny Owens was asked to address committee, referring to document he distributed only hours earlier (see document) S.H.G.C. was asked if we had anything to say in reply to document (which was a little unreasonable as we only had the document an hour previously). But Bill Newton hits back hard, getting a bit personal and emotional towards Bunny - discarding most of his points quite effectively.

The subject was then offered to the committee for a decision. After considerable discussion it is quite obvious the Mayoress, the Chairman and Mrs. 'Red Baron' Williamson have no affection for us at all.

Total confusion became apparent with the meeting going completely out of control. Nobody know what was happening and we watched in amazement as all councillors start raising voices at each other. Then - someone proposes a prohibitive byelaw for microlights?????

After the vote, the chairman moves on to the next item, until a very astute councillor halts everything by announcing that no

vote was taken concerning hang gliding - which was the general objective. He then proposes a permissive byelaw (nice chap) - gets it seconded (another nice chap) and a vote is taken.

The Mayoress votes for us accidentally, the vote going 7-2 for the motion. The Council Chamber emits titters at Mayoress's action, who realizes she's done something wrong, and is heard to say - quote 'Well, what is a permissive byelaw?'

Please don't ban the hang gliders!

MUCH has been said by well meaning people against the sport of hang gliding, and now, even the Association of Ratepayers are at it.

Control it, yes! but please do not ban it. I have no doubt that our councillors are debating the only controversial aspect of this sport, safety for the pilots as well as spectators, and not, I hope, of a complete ban.

Pleasure

It is a pleasure for hundreds of us to watch these youngsters, who come from all over the country, making the most of our hills and capricious winds, of which we have an abundance.

How good it would be to see Eastbourne advertised as a Mecca for the hang gliding fraternity, attracting clubs from all over Europe in competition. Eastbourne has a hard fight in attracting a minimum share of a fast-dwindling holiday market. A complete ban on this spectator sport will not help. - L. T. W. Kent, Southcliff, Eastbourne.

E.D.

THE LATEST IS THAT OUR FRIEND!; BUNNY OWENS IS LOBBYING FOR THE FULL COUNCIL TO THROW OUT THE PERMISSIVE BYELAW. THE COMMITTEE IS TO COUNTER THIS WITH FURTHER WORK ON TALKING TO THE COUNCIL MEMBERS.

EASTBOURNE
GAZETTE
SAT 15TH JAN

GAZETTE 21/1/83

Don't ban the gliders!

HAVING seen the question of hang gliding rising up again, perhaps this fast growing sport can be accommodated instead of being banned. Why is it always the answer to ban something just because it's new?

There is always an element of danger in any sport, the fun run proved that, and the participants of hang gliding know that very well. So instead of banning why not look into ways of allowing the sport to continue, in a way as safe as possible to both onlookers and participants.

I have seen at first hand how stupid people can be, by actually seeing adults with their children standing right under the wings of hang gliders trying to take off and land.

Let's face it. If Hawaii can accommodate hang gliding, why not Eastbourne? The only difference I see is that one place accepts that young people like to try exciting sports and accommodates them, the other is far more hesitant.

I suggest that there be a meeting of all interested parties - the police, ambulance and coast guard representatives, also life-boat representative, to cover the local safety problems, the hang gliders themselves and the local council to negotiate a way of promoting the sport safely rather than forcing it to operate along.

Safety

They could put forward a number of issues that concern all - such as the following:

1 Hang gliders wishing to use Beachy Head belong to the club that accommodates hang gliders, where novices can learn the sport properly.

2 That the club and its members be insured against

public liability, accident and damage (much like a car).

3 That police and coast-guard be notified when the hang gliders are using the headland.

4 That the gliders carry a warning or distress system.

5 When gliders use the Downs a small safety area where the gliders take off and land, be cordoned off. And that notices are handed to onlookers advising a certain amount of caution.

6 That gliders themselves understand the unpredictability of the cliff face, that it has a tendency to give way under foot without warning.

I mean in its infancy even tennis was considered very risqué and just look at it now, so why not the same for hang gliding.

Surely all that is needed is good old British negotiation to make the sport safe for all. - Pauline Hall (Mrs), Royal Sussex Crescent, Eastbourne.

CLUB NIGHT

CLUB TRAINING EVENING TO BECOME REGULAR EVENT

Report by Adrian Whitmarsh

After the undoubted success of the evening held in the Devil's Dyke Cafe on Saturday 29th January, Club safety officer Dave Clayton is hoping to arrange more such sessions and make them at least bi-monthly.

Although attended by only about 30 pilots out of a total membership of over 120, this was probably due to the run of bad weekend weather we have been experiencing on the South Downs. The 29th was another blown-out westerly. With the spring coming it will only need a peachy Saturday at the Dyke to ensure future training evenings become increasingly popular.

After introducing himself for the benefit of newer members, Dave explained the reasons behind the meeting. These were to bring less experienced pilots together with some of the "old hands", to highlight P1 pilots problems, to discuss these, thereby contributing to safer flying and to further general club contact between members.

Dave then went on to discuss several flight problems which had been noticeable around our sites - things like wind gradient, turn control, landing approaches and how to centre in a "British Standard 22 Thermal".

Bill Newton (our Blob cartoonist and local-school physics teacher) then gave a talk on aerodynamics, graphically illustrated with his award-winning paper models! This topic highlighted the fact that whilst some of us take for granted an understanding of the fundamentals of flight theory, many pilots have only managed to grasp the very basics taught during their P1 course.

Michael Carnet followed with a discussion on aerodynamics as applied to his hang glider, take-off techniques (illustrated with outstretched arms!) and, as Club Coach encouraged pilots to seek advice on the hill from himself, Dave Clayton and other "wise old birds" on going XC, among other things.

Although video films had been arranged unfortunately we ran out of time, with the Landlord yawning in his nightcap in the background.

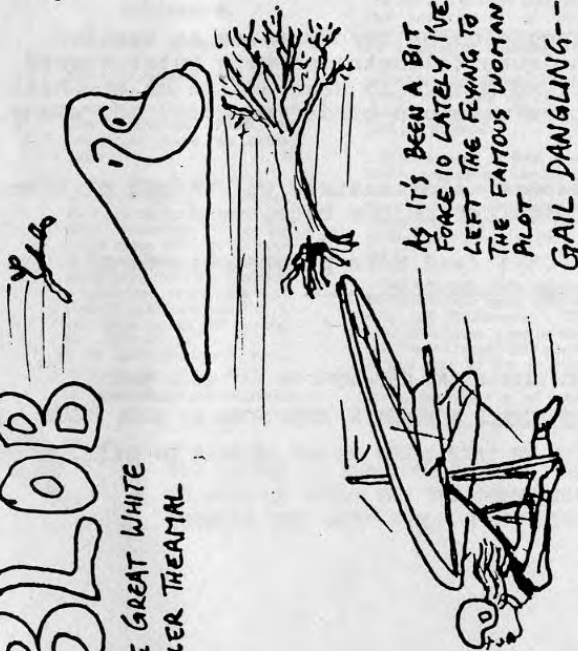
LET'S HAVE MORE OF THESE EVENINGS DAVE (and more pilots attending)

E.D.

NEXT "PISS UP" WHOOPS, SORRY CLUB NIGHT WILL BE AT THE DYKE ON SAT 26th MARCH. DAVE C AND MICHAEL WILL BE DOING THERE DOUBLE ACT AGAIN, SUPPORTED BY BILL (BLOB) NEWTON. ON THE NEXT ONE PILOTS WHO WISH TO TAKE THEIR P2 MAY BE ABLE TO DO IT. CONTACT EITHER MICHAEL OR DAVE C.

BLOB

THE GREAT WHITE
KILLER TREATMENT



AS IT'S BEEN A BIT
FOURTEEN LATELY I'VE
LEFT THE FLYING TO
THE FATIGUED WOMAN
PILOT
GAIL DANGLING--

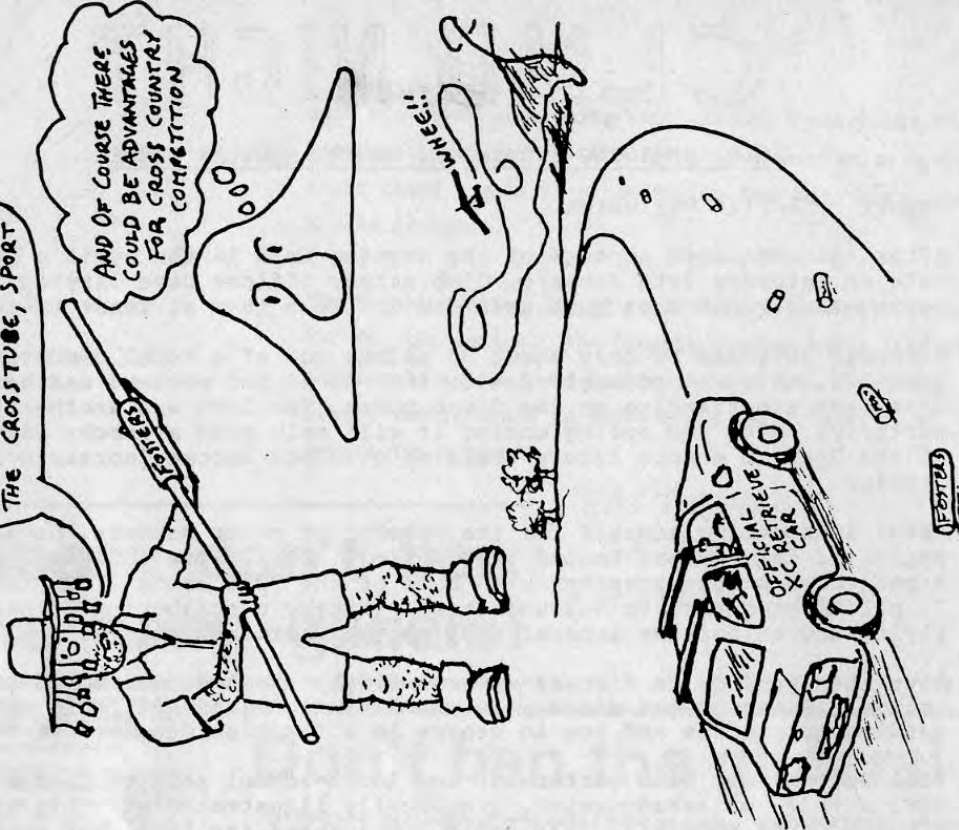
--AND I'VE BEEN READING THE LATEST COPY OF
"WINGE." THE MAGAZINE OF THE BRITISH
TEMPERANCE ASSOCIATION, WHERE DISAPPROVAL WAS
EXPRESSED OVER
THE CALIBRATION
OF S.H.G.C.
WIND METERS



WHAT I WANT TO KNOW IS, HOW COME FOSTERS WANT TO
SPONSOR COMPETITIONS IF WE ARE THAT SOBER?

WELL THE TORRES MAKE
GOOD STIFFENERS FOR
THE CROSS-TUBE, SPORT

AND OF COURSE THERE
COULD BE ADVANTAGES
FOR CROSS COUNTRY
COMPETITION



THE YEAR OF THE X.C.

THIS YEAR THE CLUB IS TO RUN AN OPEN XC (CROSS COUNTRY) COMPETITION. BEGINNING 1st MARCH, AND TILL THE 31st OCT 83, THE COMP WILL BE OPEN TO ALL S.H.G.C. MEMBERS (PLUS DAY MEMBERS) AND WILL OPERATE FROM ALL THE PRESENT (OR FUTURE) CLUB SITES. THE IDEA IS TO ENCOURAGE PEOPLE TO GO XC AND TO TRY FOR "LONG DISTANCE" AND "BEST AVERAGE". A DAVE CLAYTON XC SHIELD WILL BE PRESENTED FOR LONGEST DISTANCE PLUS MEDALS FOR 2nd 3rd RUNNERS UP. ALSO A CUP FOR BEST AVERAGE (2 FLIGHTS) PLUS MEDALS FOR RUNNERS UP. MONTHLY PRIZE MONIES/VOUCHERS/GOODS HOPEFULLY WILL BE AVAILABLE BY SPONSERSHIP. THE COMP IS TO BE RUN BY EDDIE HORSE FIELD AND PEPE MARTELLO.. EDDIE, 149, ECCLESBOURNE RD, THORNTON HEATH, SURREY. O1 684 4772. PEPE, 73, ST ANDREW RD, WEST WORTHING, SUSSEX. WORTHING 68780. TO ENTER SEND OR GIVE £1 TO EDDIE OR PEPE PLUS CARD BELOW, OR IF THIS IS NOT POSSIBLE SEND IN FORM /£1 WITH FIRST XC.

NAME

DATE

TAKE OFF SITE REF

LANDING AREA REF

WITNESS/NAME/ADDRESS/TEL

WITNESS/NAME/ADDRESS/TEL

APROX TIME

APROX TIME

SEND FORM TO EDDIE, 149a ECCLESBOURNE RD
THORNTON HEATH,
SURREY.
CR4 7BR
O1 684 4772

OR

PEPE MARTELLO
73, ST ANDREW ROAD,
WEST WORTHING,
SUSSEX.
WORTHING (68780

RULES WITNESSES NAME/ADDRESS/TEL FOR TAKE OFF AND LANDING REQUIRED, PLUS O.S. MAP REF, s
RULES OF THE AIR TO BE OBSERVED. "LAND OUTS" TO BE IN SAFE AREAS. FLIGHTS TO
BE NOTIFIED (USING FORM) TO EDDIE OR PEPE WITHIN 7 DAYS . MIN DISTANCE 5 KILOMETRES.
IN CASES OF ANY DISPUTE THE DECISION OF THE S.H.G.C. COMMITTEE WILL BE TAKEN
AS FINAL.

" GO FOR IT CONTEST "

JOHNNY CARR AND MICHAEL CARNET HAVE DECIDED TO INCREASE COMPETITION SPIRIT AMONG SOUTHERN PILOTS BY KEEPING A LOG OF ALL CROSS COUNTRY FLIGHTS DONE IN SUSSEX (Take off) DURING 1983. THE RULES WILL BE AS THE NATIONAL XC LEAGUE 83., WITH TWO TASKS, AVERAGE OF THREE FLIGHTS AND SINGLE OUT AND RETURN XC. TO QUALIFY ALL FLIGHTS MUST BE ACCEPTABLE TO THE NATIONAL XC LEAGUE. THE AIM OF THIS COMPETITION IS TO PUSH SOUTHERN PILOTS TO "GO FOR IT" AND PUT THE NAME SOUTHERN AS MANY TIMES AS POSSIBLE ON THE LIST OF 75 TOP PILOTS SHOWN EVERY MONTH IN WINGS. THE SUSSEX XC LEAGUE IS NOT LIMITED AND ANY PILOTS DOING AN XC WILL AUTOMATICALLY BE INSERTED IN THE LIST (TO BE RUN ON A COMPUTER). THIS COMPETITION STARTS MARCH 1ST AND WILL END OCTOBER 31ST. ALL FLIGHTS MUST BE REPORTED IN WRITING WITH IN 7 DAYS TO SKY SYSTEMS. THERE IS NO ENTRY FEE AND EVERY PILOT IS ELIGIBLE TO COMPETE. THERE WILL BE TROPHIES AND THE ORGANISERS ARE WORKING ON EVENTUAL PRIZE MONEY. MORE NEXT MONTH.

FLYABLE DAYS FROM 31/12/82..... 3/2/83

DATE	SITE	CONDITIONS	No FLYERS
SUN 2	DYKE	NOT VERY GOOD	6
SAT 8	DYKE	GOOD	15
SUN 9	DYKE	GOOD	2
THURS 13	DYKE	NOT VERY GOOD	4
SAT 15	DYKE	POOR	5
SUN 16	DYKE	NOT VERY GOOD	35
WED 19	DYKE	GOOD	25
SUN 23	BEACHY	VERY GOOD	25
MON 24	NEWHAVEN	NOT VERY GOOD	2
SAT 29	MILL H	good	1
WED 2	DYKE	GOOD	8
THURS	DYKE	V GOOD	25

12 FLYABLE DAYS OUT OF 35 = 34%

Adur plea for volunteers

SOUTHWICK people are being asked by Adur District Council to volunteer to serve on a Conservation Area Advisory Committee dealing with Kingston Buci and Southwick.

The committee, along with two more in other parts of Adur district, are being set up to encourage greater community involvement and to improve consultation on planning applications.

BRIGHTON & HOVE GAZETTE
FRIDAY FEB 4TH 83

ANY
VOLUNTEERS

FOR THE
ADUR PLEADERS

!!!!?

SEE. C. B.

WHIPSTALL WILLIE (THE FLYING ONE MAN DISASTER, HORROR SHOW)

WILLIE ARRIVES ON SITE.



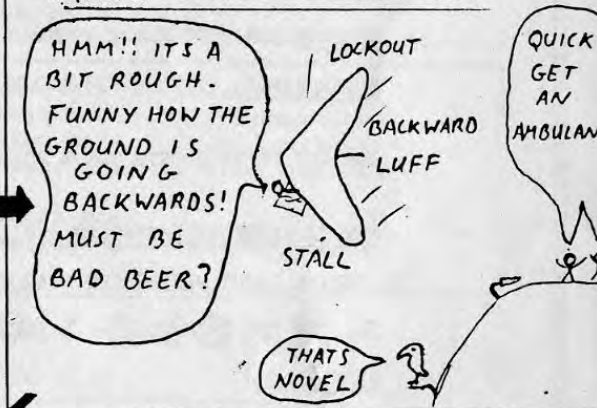
THE CLUB MAN TAKES WILLIE IN HAND.



AFTER RETIREING TO THE PUB WILLIE SURFACE'S 2HRS + 6PINTS LATER.



WILLIE TAKES TO THE AIR



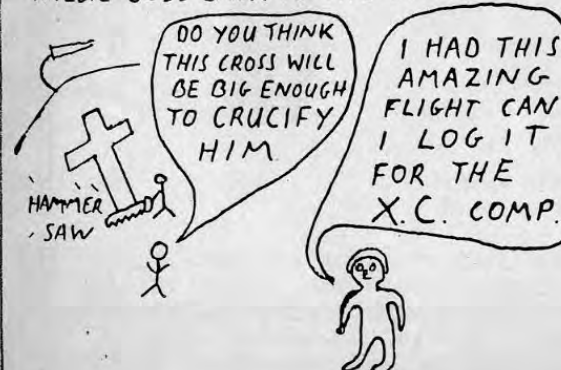
2 MINS LATER 1/2 MILE BEHIND THE RIDGE. WILLIES GLIDER DECIDES TO LAND HIM.



FARMER GILES ARRIVES



WILLIE GOES BACK TO THE SITE.



I SAY CHAPS WHATS THAT FUNNY LOOKING GLIDER!! CAN I TEST FLY IT?

WHAT WILL HAPPEN TO WILLIE? WILL OUR HERO MAKE IT TO THE NEXT ISSUE OF WINDSOCK WATCH THIS SPACE

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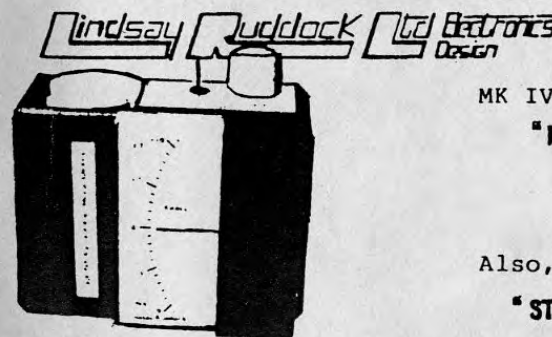
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JAN
83

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