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JAN '83

MAGAZINE OF THE  
SOUTHERN HANG GLIDING CLUB



EDDIE HORSFIELD FLYS FOR THE FIRST TIME SINCE HIS MISHAP. SEE REPORT INSIDE.

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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.

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

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

# EDITORIAL

Well the social got off to a cold start, (inside temps 10°C OUTSIDE -4°C) One of the coldest nights of the year. However after a short while everybody got up and had a good time. This was highlighted when Michael Carnet decided to dance on his hands!!! and others followed. There were no Firecracker type incidents and the whole night went off well.

Next club night is on Sat night 29th at the Dyke there will be a Safety Evening with some films.

BEACHY HEAD, by the time you get your Windsok the council (Eastbourne) will have voted on a Byelaw. The club has been making an all out effort to persuade the council to adopt a Permissive Byelaw if any. This campaign has been led by the clubs man on the spot Ralph Winsor plus myself, Dave Bluett, Adrian Witmarsh, Bill Newton, Peter Harris and others. We have been lobbying each member of the Eastbourne Health & Public Protection Committee who will decide on which Byelaw to go for. So if you fly Beachy Head in the near future please be on your best behaviour, there will almost certainly be an Eastbourne councillor up there watching us.

Thanks to all those who have contributed to the Mag this month ie Pepe & Jan Michael, D.T. Adrian Etc.

## SITES NEWS

DEVILS DYKE No Landing in Bottom Crop Fields. The farmers winter crop is in and anyone landing on it will be fined £10. Use the field behind the Barn or until early spring the ploughed field with grass triangle, on the right of the "behind the Barn field".

BEACHY Please remember to be on your best behaviour.

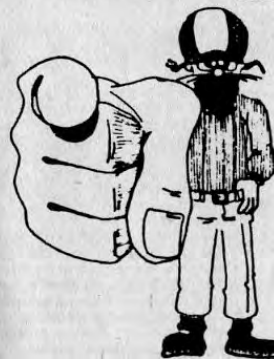
DITCHLING The LAMBING SEASON IS on, be careful of the sheep on top of the north ridge. Same goes for MOUNT CABOURN which should not be flown during the Lambing Season (Jan/April).

MILL HILL Some progress but no flying yet.

FIRLE As normal. Parking on top still ok until Summer.

NEWHAVEN As normal rules

HASTINGS As normal site rules.



**BE AT THE DYKE ON SAT 29<sup>TH</sup> JAN.  
FOR THE SAFETY EVENING.  
LECTURES ON TECHNIQUES,  
PARACHUTES, + FILMS ETC.  
STARTS ABOUT 7.30 PM.**

## BAN THE GLIDERS!

THE continued vacillation of the Eastbourne Borough Council in its attempt to control Hang Gliding at Beachy Head is deeply regretted by those amenity societies and individuals interested in preserving the Downsland from dispossession.

It is apparent that the views of some council members and officers have been influenced by the continual threat by the hang gliders of the consequential legal cost involved should the hang gliders press for a public inquiry and of more recent threats contained in a letter to the Council from the British Hang Gliding Association in which they state 'if they are denied this activity, some of them are likely to find their adventure in criminal activities - or that they may find some other activity which may be a greater risk to non-participants.'

A typical erroneous statement by Mr Charles Winsor of the Southern Hang Gliding Club when he said that 'Hang Gliding at Beachy Head had been used as an advertisement for Eastbourne in the recent Summertime TV series.' In fact, the activity was filmed at Bo Peep near Berwick!

During 1981 Eastbourne Borough Council deferred consideration on a Prohibitive Bye-Law for a full 12 months - specifically to enable council members, officers and all the interested parties to meet whilst the activity was in progress - the prime objec-

tive was to monitor the sport before any final decision was taken.

No such meeting was held and yet the health and public protection committee at their recent meeting decided to recommend the permissive bye-law, which will allow no control at all over the sport. Past experience has shown that a serious incident must occur before any action could be taken with this form of bye-law. Innocent members of the public have been involved in accidents at a number of sites in Sussex. Must such a serious incident occur before our Council awakens to the fact that hang gliding is just as dangerous to the non-participant as it is to the hang glider!!

Even the British Hang

Gliding Association and the Southern Hang Gliding Club recommend that hang gliding sites should be clear of all obstacles and that the general public should be excluded from them.

According to the East Sussex County Council there are 18 suitable sites which are apparently used for hang gliding in Sussex - is it asking too much for such a popular area as Beachy Head to be declared a safe zone free of hang gliders?

### Prohibitive

The Adur District Council considered that Mill Hill near Shoreham was not a suitable site for the activity and despite tremendous opposition from the hang gliders never waived from their original decision - 'that hang gliding did impose dangers to walkers and motorists and that no control would be possible unless a completely prohibitive bye-law was confirmed.'

It is hoped that our Eastbourne councillors will at least refer this item back to the appropriate committee in order that the interested parties can meet - as was previously minuted during the policy and resources committee meeting on July 22, 1981. - B. Owens, Chairman, Eastbourne Joint Amenities Committee, Angus Close, Willingdon.

EASTBOURNE  
HERALD  
31-12-82

GAZETTE  
8<sup>th</sup> DEC

### Mistake

The pilot in question had made a mistake and had been reprimanded by the club over the near-miss, said Mr Bluett.

Mr Winsor said they had no objection to the proposed by-law but the club would continue to keep a log of pilots using Beachy Head and exercise control over them.

If the council decided to go for a total ban the club would fight it and press for a public inquiry.

Each member of the club carried third party insurance up to £5m in the event of accidents but in over seven years of flying at Beachy Head although some pilots had suffered injuries no member of the public been involved.

He pointed out that hang gliding at Beachy Head had become a popular attraction for the public to watch and had been used as an advertisement for Eastbourne in the recent Summertime Special television series.

### DUAL FLYING

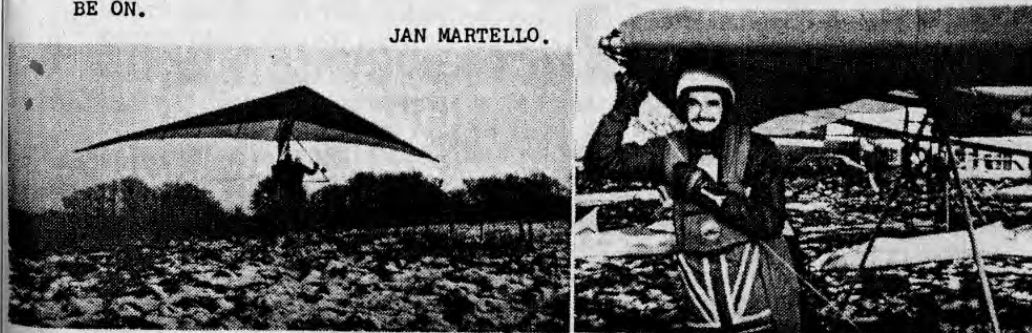
I AM ONE OF THOSE LONG-SUFFERING WIVES, SPECIFICALLY PEPE MORTELLO, S WIFE, WHO STAND ON THE HILL/CLIFF, WEEKEND AFTER WEEKEND LOOKING INTO THE SKY WATCHING MY HUSBAND FLY. I PROVIDE FOOD, HOT DRINKS AND ENCOURAGEMENT, NOT THAT PEPE NEEDS MUCH.

ONE SATURDAY IN DECEMBER (18th) I POPPED UP THE DYKE TO SEE PEPE AND MY WHOLE OUTLOOK ON HANG-GLIDING CHANGED.

DAVE CLAYTON HAD BEEN THREATENING FOR WEEKS TO TAKE ME "UP" BUT THE CONDITIONS NEVER SEEMED TO BE RIGHT. I COULD SEE THAT THE CONDITIONS NOW LOOKED VERY GOOD SO BEING BRAVE I ASKED DAVE TO TAKE ME UP DUAL. AND TO MY AMAZEMENT HE SAID "YES". BEFORE I KNEW IT I WAS IN THE HARNESS AND CLIPPED IN. NEXT, THING I KNEW WE WERE RUNNING AND THEN WE WERE IN THE AIR. WHAT A FANTASTIC FEELING "....." MY LEFT ARM WAS ON DAVE, S BACK THE OTHER ON THE CONTROL BAR, I DARE NOT MOVE INCASE I DID SOMETHING TO THE GLIDER. DAVE TOLD ME TO GET PRONE (Ed, DIRTY DEVIL) BUT AS HARD AS I TRIED MY FOOT KEPT SLIPPING OUT OF THE STIRRUP SO I JUST HUNG IN THERE! WE TURNED TO THE RIGHT AND STARTED TO SOAR THE RIDGE, WE GAINED HEIGHT FAIRLY QUICKLY. IT WAS AMAZING THE GREAT RUSH OF AIR AND THE GLIDER ABOVE FELT STRONG AND SECURE. (Ed, SHE'S OBVIOUSLY A NATURAL.)

DAVE WAS TELLING ME WHAT HE WAS DOING, I FELT REASSURED AND NOT THE LEAST BIT SCARED. I TRUSTED DAVE AS I KNEW HE WAS A GOOD PILOT. I TRIED AGAIN TO GET INTO THE STIRRUP, THIS TIME I DID IT AND RELAXED INTO THE HARNESS. WE WERE GOING UP AND UP AND I SAW GLIDERS BELOW ME, THEN.... WE HIT A BUMP, IT WAS FRIGHTENING BUT DAVE REASSURED ME. I MUST ADMIT IT WAS GETTING ROUGH, DAVE DECIDED WE OUGHT TO GET DOWN. SO HE TOLD ME TO GO FORWARD ON THE BAR, WE STARTED TO LOOSE HEIGHT AND WE MADE OUR APPROACH TO LAND. WE THEN DID THE MOST AMAZING 360° OVER THE LARGE BOWL AND THEN SWOOPED DOWN OVER THE OLD FORT, THAT REALY WAS THE BEST BIT!! DAVE AND I GOT OUT OF PRONE AND MADE A GOOD LANDING, I FELT MARVELLOUS WHAT AN EXPERIENCE. ONE OF THE CHAPS SAID I HAD A SMILE LIKE A CHESHIRE CAT ON MY FACE. WELL! I, D DONE IT HADN, T I OR RATHER DAVE HAD. I, D FLOWN A HANG-GLIDER. I HAVE EXPERIENCED THE SAME EXHLERATING FEELING THAT PEPE FEELS WHEN HE FLIES NOW I UNDERSTAND WHY THE DECORATING IS NOT DONE, WHY HE HAS TO DASH UP TO THE DYKE EVERYTIME A NORTH-WESTERLY BLOWS OR EVEN IF THERE IS A SLIGHT CHANCE IT MIGHT BE ON.

JAN MARTELLO.



THE DUO LANDING (SORRY ABOUT BAD LIGHT)

DAVE CLAYTON YOUR CLUB SAFETY OFFICER.

DAVE  
(WHO LIKES  
TO GET  
LADIES IN  
PRONE)  
CLAYTON

By STEPHEN TURNER

HANG GLIDER pilots have hit back at criticisms of their use of Beachy Head.

And they have pledged to fight any move by Eastbourne Borough Council to ban them completely from the cliff top.

Recently the borough health and public protection committee agreed to recommend the council to apply for a by-law which would permit flying from Beachy head providing they do not cause a nuisance to the public.

### Pilots

The decision came after a year when the pilots had flown from Beachy Head under the terms of a voluntary code of conduct agreed with the council and local amenity organisations.

But Ratton Liberal, Mrs Theresa Williamson, and chairman of the Eastbourne joint amenities societies committee. Mr Bunny Owens, want hang gliding totally banned from Beachy Head. Mr Owens also claims that



MR CHARLES WINSOR  
RALPH

he was struck by a hang glider while on the cliff top.

However, Mr Charles Winsor, a committee member of the Southern Hang Gliding Club, said the code of practice had worked 'very well'.

A register of fliers using Beachy Head was kept on each of the 15 flying days during the year and the club insisted that pilots should reach certain minimum standards before being allowed to fly from there.



MR DAVID BLUETT

Of the incident when Mr Owens said he was struck by hang glider, club chairman Mr David Bluett said no physical contact had actually occurred.

## Hang gliders: it's back to the drawing board

By SHARON DAVEY

EASTBOURNE Borough Council have agreed to refer the controversial issue of whether to allow hang gliding on the Downs back to the health and public protection committee for further discussion.

The chairman of the committee, Mr Albert Gripton (Cons, Meads) told Monday's council meeting that local amenity societies were worried about the proposed permissive by-law, which could give hang gliders almost free reign on the Downs.

### Societies

The council agreed without discussion to the reference back.

Representatives of local amenity societies and hang gliders were present at the meeting.

EASTBOURNE  
GAZETTE  
29/12/82

## CLUB COACH COLUMN



As you might know now, I have taken Dave CLAYTON'S job as S.H.G. Club coach.

My duty will be to assist intermediate pilots from the P1 level to the P2 exam, to advise pilots on any hang gliding matter and to make sure local schools are not teaching in unsuitable condition putting the students or the sites in danger.

Every post P1 pilot should come and see me on the site and introduce himself so that I can observe him flying - advise, criticise coach..ETC...

I will advise you as well on purchasing intermediate gliders. The ideal gliders are: Super Scorpions, Atlas, Mega - can I advise you not to buy Emus, Sigma II or 12M any kind of old Australian design (SK or Skydart type) Vegas, Midas, Safaris, Sunspot, Cloudbase etc... because of their difficulties to control, steer and land. If you have just bought one of them try to give it back to its owner especially if it's a school. There are different opinions about the Vortex, the Floater the Spectrum and the Stubby. I don't advise you to buy them. They can be O.K. but you will not progress as quickly as on a Super Scorpion or an Atlas. Remember - those two models were top competition gliders in their time but proved to be the easiest, most stable, and most compromised gliders.

Now, you have a proper glider, let's have a look at your equipment: HELMET. If you are a head-banger, just get a stronger one. Make sure you can see above you in the prone position. You must have as well a good hearing for the air speed appreciation.

WARNERS. Obviously it must be prone (stirrup or cocoon). If you don't fly prone yet, I advise you to return to your school to do a conversion. Very soon every school will have to teach prone which is safer and easier for the student. Remember! The longer you fly seated, the slower your progression will be. The more you learn seated, the more you will have to learn prone.

Now you have a glider, a helmet and a harness, what else do you need? A safety hang loop. Never fly with only one hang strap. The safety hang loop should be loose made of rope or what ever.

Another point: Never bend back an Up-right. Up-rights are the most critical tubes of a glider. They are working in compression and are designed to take 6G when they are new but not when they have been bent a couple of times. If you want to save Up-rights there is a solution which is Wheels. Yes ! Put some small wheels on your glider until you are able to land perfectly every time, when you are of P2 level. No you will not look like a "punter" with your wheels.

The wheels are made of wood. 1" minimum thickness about 4" OD drilled at the middle at the size of your control bar. To locate the wheels on the bar just use insulating tape on both sides. They should be small enough to fit in your bag ready to fly.

Now you are ready. It took you a week to get your P1, it should take you about 6 months now to get your P2. Yes ! 6 months. For that you need to fly as much as you can. Not just the same soaring, beer, soaring, beer etc .. but doing a new task each flight. If your imagination is running out for finding new tasks I'll find some for you. Just come and see me on the hill. If you don't know me yet I'm very easy to spot. I have got Union Jacks all over my flying gear.

See you in this column next month if you have not landed downwind by then yet.

Michael Carnet  
Observer No 552  
Instructor & Pilot 3

## FRANK TARJANYI LEAVES ULTRA SPORTS

Frank Tarjanyi has now left Ultra Sports for pastures new in engineering. Frank was the instigator of the trike concept in the U.K. and built the first trike in 1979 in his own time whilst working for Hiway, having seen a photo in Vol Libre Magazine of Veliplane's trike.

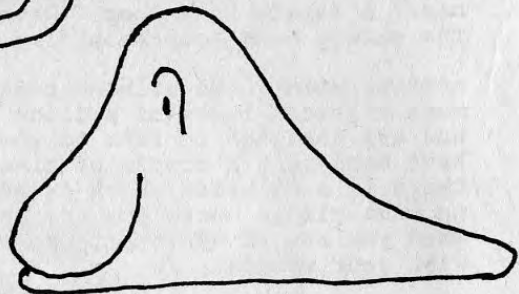
Frank's first trike utilised the monopole concept and was powered by a valmet 160cc. This was first flown publicly at the first Wellesborne meeting run by Paul Baker and Dave Garrison of Ultralight Aviation, when Frank and Gordon Faulkner flew from Hiway's factory at Tredegar, South Wales to Wellesborne refuelling at petrol stations on route. The first real microlight cross country in the U.K.

Hiway re-shaped Frank's original and came up with their production trike. Frank moved to Ultra Sports and immediately started work on his original design, the monopole trike which incorporated cable bracing and folding axles and has since become the most popular concept for powered hang gliders.

Ultra Sports would like to thank Frank for all his endeavours and innovative ideas that have led to the powered hang glider/weight shift microlight flying world that we all know and enjoy today.

# BLOB

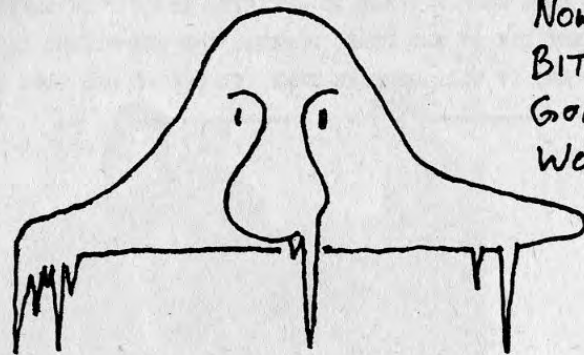
THE GREAT WHITE  
KILLER THERMAL



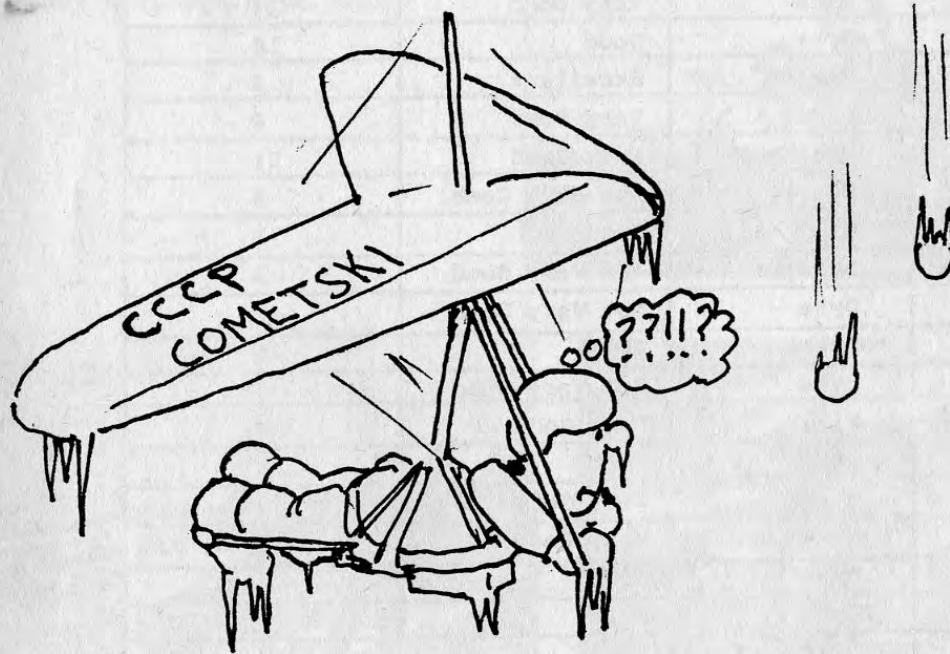
WITH THE NEW CROSS-COUNTRY  
COMPETITION I HEAR THAT OUT-AND-RETURNS WILL  
NOW COUNT



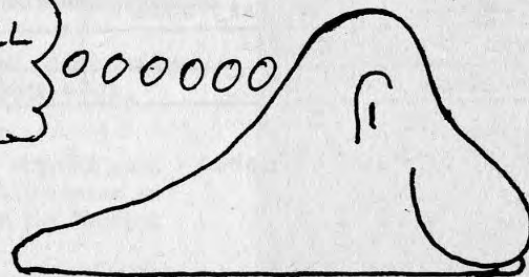
NOW, I KNOW IT SEEMS A  
BIT COLD TO TALK ABOUT  
GOING FOR IT, BUT IT'S  
WORSE IN SOME AREAS



IT'S SAID TO BE SO COLD IN RUSSIA AT THE MOMENT  
THAT IT'S LIKELY TO FREEZE ANDROPOV



HAVE A BALL  
IN 1983 000000



## EDDIE GETS HIS BOTTLE BACK

ABOUT 6 MONTHS AFTER HIS ACCIDENTAL PARACHUTE DEPLOYMENT IN WHICH EDDIE BROKE HIS LEG (AND A FEW OTHER BITS) OUR COOL COOKIE TAKES TO THE AIR. EDDIE FLEW USING DAVE CLAYTONS GLIDER ON AN EXCELLENT DAY AT THE DYKE. HOWEVER THE ONE FLIGHT IS ALL EDDIE INTENDED FOR THE MOMENT AND IT WILL BE SOME TIME YET BEFORE HE'S BACK WITH US.

### FLYABLE DAYS

from Wednesday 24th of November to Thursday 30th December 1983

DATE	SITE	CONDITIONS	NUMBER OF PILOTS
WED 24 Nov	Mill Hill	Good	2
SUN 28	Dyke	Very Good	25
MON 29	Dyke	Good	10
TUES 30	Firle	Excellent	5
WED 1 Dec	Firle	Very Good	6
SAT 4	Beachy Head	Very Good	25
MON 6	Dyke	Not Very Good	5
WED 8	Mill Hill	Good	1
THUR 9	Mill Hill	Not Very Good	3
FRI 10	Dyke	Not Very Good	1
SAT 11	Dyke	Good	25
SUN 12	Dyke	Not Very Good	6
MON 13	Firle	Very Good	15
FRI 17	Dyke	Good	10
SAT 18	Dyke	Very Good	40
TUES 21	Dyke	Very Good	1
WED 22	Dyke	Good	6
FRI 24	Dyke	Good	1
SAT 25	Dyke	Good	3
SUN 26	Mill Hill	Very Good	2
MON 27	Dyke	Not Very Good	1
TUES 28	Dyke	Good	10
THUR 30	Newhaven	Good	6

23 days flown out of 38 = 60.5% flyable

## DEC 18th AT THE DYKE



DAVE BLUETT OUR CHAIRMAN ON THE LEFT. TALKING TO BILL NEWTON (BLOB MAN). WITH DALE PULLING FUNNY FACES AT THE CAMERA.

DAVE CLAYTON THE SAFETY OFFICER WHO GRABED HOLD OF K. REYNOLDS (WREN) GIRLFRIEND. WHATS HE DOING WITH HIS HAND?

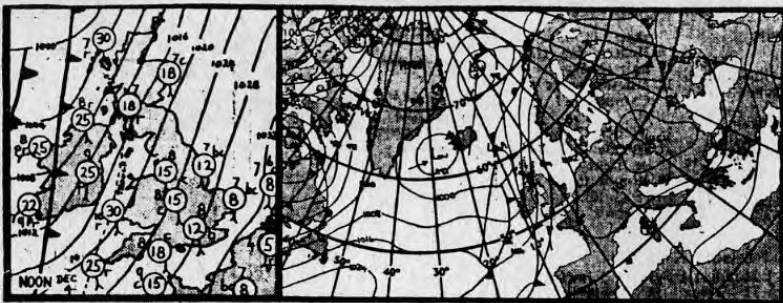


DAVE RUSBRIDGE ONE OF THE OBSERVERS ON THE HILL. FLYS A WHITE&BLUE MAGIC.



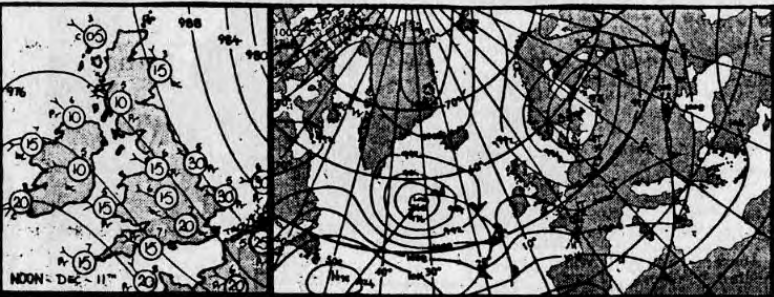
ON THE RIGHT THE WINTER PICTURE FROM THE AIR. Note people still insist on leaving their gliders in the landing area.

# WEATHER SPOT

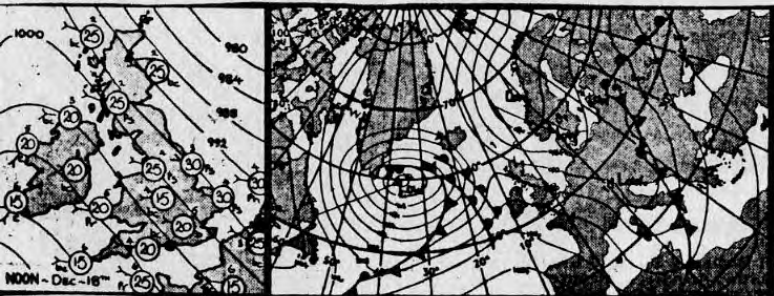


Warm front. Cold front. Occluded front. Isobars are drawn for every four millibars. Arrows on the smaller map show wind direction, figures in circles show wind speed. Figures outside circles show temperature. Letters show expected weather as follows: b, blue sky; bc, half-clouded; c, cloudy; o, overcast; f, fog; d, drizzle; h, hail; m, mist; r, rain; s, snow; th, thunderstorm; p, showers. Arrows on the larger map show direction of movement of pressure areas.

HIGH PRESSURE OVERCAST, LIGHT SOUTHERLY WIND, PICKING UP.  
 BOTH NEWHAVEN AND BEACHY HEAD FLYABLE. ROLAND AND TIM FROM BEACHY  
 FLY TO SEAFORD BUT ONLY ROLAND MAKES IT BACK AND TIM ENDS  
 UP IN THE SEA. HE CAME OFF WITH JUST A WRECKED GLIDER.



SLIGHTLY OFF TO THE WEST AT THE DYKE. ie WNW STRONG IN MORNING  
 (CLEAR) VERY LIGHT THERMIC ACTIVITY FROM 12pm ONWARDS. FEW WISPS  
 OF CLOUD.



COLD CLEAR LIGHT/MODERATE NW AT THE DYKE GENERALLY SMOOTH BUT WITH  
 OCCASSIONALLY SOME TURBULENCE. DAVE AND JAN DO DUAL FLIGHT.  
 SEE OTHER PICTURES. ALSO.

## THE WEATHER by DT

### December

The month started off with about a week of high pressure weather; clear skies, light winds and frosts at night. The centre of the anticyclone being over Eastern Europe meant that we were stuck in a generally light southerly flow. On the 4th (Sat) Beachy was on and Roland made it to Seaford and back, one other pilot landing in the sea on the return journey! Generally as high pressure centres drift across towards Russia the wind slowly picks up from the SW, but two days later it was on at the Dyke.

The second week in December was changeable as a series of strong lows passed, but the pressure built again on the Friday, when the Dyke was again on in the afternoon, though no one flew. The following day (Sat 11th) the weekend hopefuls turned up and were rewarded by a strong westerly becoming light and variable WNW. There was light thermic activity from about 12 onwards, though the ground everywhere was very wet and flooding could be seen across the Adur valley. Exactly how much this affects surface heating and thermal formation I don't know, though I expect any experienced pilot would, but in any case the sun is pretty low in the skies at this time of year. There was good cumulus development 10 miles out in the Channel though - is this where the warmest water is? It was sometimes soarable and sometimes not, so a decent amount of the mud in the bottom landing field was eventually transferred back up to the top.

The next day, Sunday (no map, though the phone said E/SE!) started off NE which became NW in the afternoon. The Dyke was well clagged in all morning, but this cleared from the west and cloudbase lifted to about 200ft ATO, with orographic cloud constantly forming about halfway up the face. The few who did take off had an eery flight just above the top, in and out of cloud which sometimes obscured the hill beneath them, though they were in sunlight themselves.

The Sat before Xmas saw a consistent NW'ly, and a fair crowd had a cold day's flying. A very deep depression sped in overnight though and Sunday was a southwesterly gale. Ah well.

I'm heading north for Xmas (minus kite) so won't be around until the end of January. However I wish everyone an unstable New Year!

# Letters

YOU SEND THEM, WE WILL PRINT THEM

## MY FIRST EXPERIENCE ! By Jane Hurdley

Anyone who has ever looked up into the sky, and watched the effortless gliding of a bird, must have felt at least slightly envious of its complete mastery of its element, and wondered what it would be like to feel such freedom. When I first saw someone hang gliding I realised that such an experience was not completely out of reach, and so I decided to learn myself.

I arrived for the first days training at Sussex College fairly uncertain what to expect, and had my first instructions on what a glider is, and what it does and some of the principles involved in the actual flight. Next came a period on a stimulator, where the first co-ordination problems set in, mostly from meeting so many unfamiliar concepts, and it was some time before I realised that I was familiar with the actions individually, and it was only their combination that was strange. Next came ground handling, which was fairly strenuous, but served to build up confidence in my ability to handle the glider, give me some idea of what take-off and landing would be like, and how I should go about controlling them.

The second day started with more ground training, this time on a steeper slope, so that the glider inflated and took its own weight, and I got some idea of how it would feel when I was airborne, although at this point there seemed to be so many things to think of at once, that the control of the glider was rather poor. As the day progressed, I found that my reactions became more instinctive, and so consequently I became more confident, so that when I first became airborne, although it was rather startling, I was aware that I knew what I was doing, and so could relax a little and enjoy the experience. My reactions at this point are difficult to pin down, - how do you describe doing something which had seemed so unattainable? My feeling was mostly one of exhilaration, that time had somehow slowed down and that I was floating weightless above the earth, and an almost indescribable feeling of pleasure and success, at actually being up in the air.

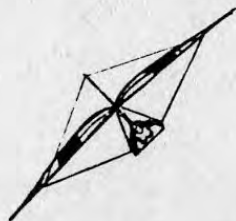
After such an experience there could be no question that this was only the first flight of many. Hopefully as time goes by, as I become more skillful and experienced I will be able to stay up for longer, and learn what it really feels to be able to fly on the wind. (October 1982)

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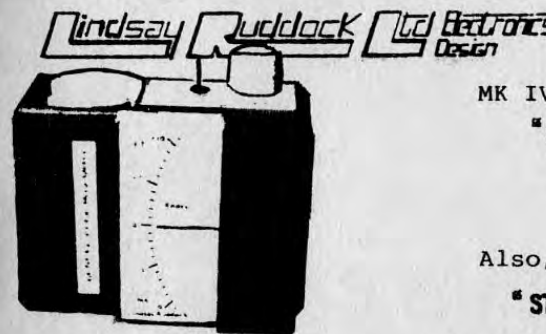
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