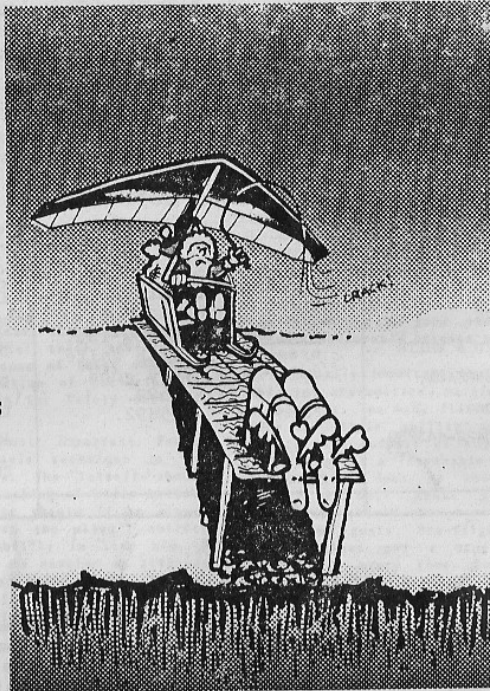
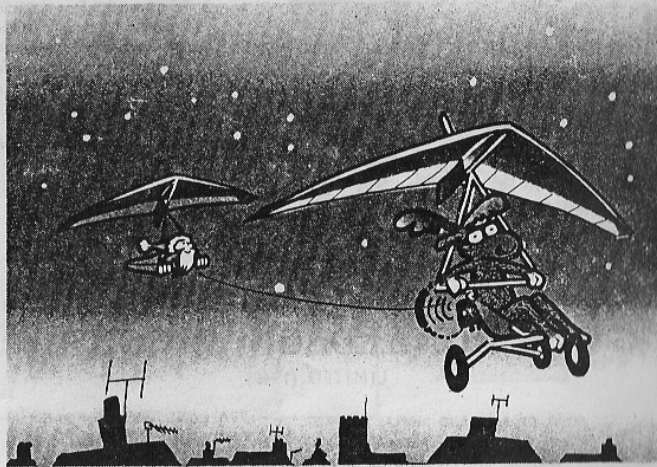


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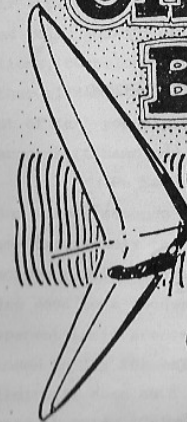


DEC 84

****BUMPER CHRISTMAS ISSUE****

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CONTRIBUTIONS

If you have an interesting story to tell or accident to report just write it down clearly and send or give with any photos to any of the editorial committee. Please send a S.A.E. if material is to be returned. All items must be in by the 25th of each month, for the following months' magazine.

ADVERTISING

Private advertisements for members (to sell gliders, lost and found etc.) are free.
All commercial advertisements are charged at the following rates:
1/6 of a page: £12 per year (in advance); 1/3 page: £22 per year (in advance); full page £45 per month, or £45 per year (in advance).

Editorial

When you're out driving your car about town or anywhere else, you don't turn first and then look. No, you look FIRST and then turn. Otherwise it can be very expensive. It's so basic to survival, it's instinctive. Most accidents happen very quickly whilst the driver is distracted for perhaps two seconds. Drivers in the air - pilots - are faced with even more possible distractions. Control of airspeed and roll, assessment of groundspeed and height, vertical accelerations and decelerations, turbulence of all kinds, the great view, the fantastic feeling of flight, other gliders. The list could go on. If you fail to look before you turn, nine times out of ten you might get away with it, but put a dozen or so gliders up in a low narrow lift band and your time could well be up.

On Saturday 17th. November in the afternoon, at the Dyke, two pilots came within seconds of that when they had a mid-air collision in the north bowl. Very fortunately for them both, the gliders did not lock together but spun around each other before separating. One was fully stalled but recovered in time, the other flew down to a good bottom landing. What stunned observers on the ground was the apparent indifference of one of the pilots to the incident. Unperturbed, he continued to fly for half an hour after the collision! Do you still wonder that hang gliding is seen as a dangerous activity, and not as a sport in its own right? I've heard it said, "Only lunatics would try that," come from a sailplane pilot when he was at the Dyke one day last year, watching a sky full of weaving hang gliders.

On a happier note, the Lee brothers, Mark and Gary, have given us permission to bottom land in a much wider choice of fields at the Dyke, stretching right over to Newtimber Hill. This is a very welcome gesture and will make for absolutely no excuses for landing in the crop fields. Study the map in this issue. Next time you are at the Dyke, have a good look down there and make a point of identifying all the okay fields. I think you'll agree it widens your options considerably, both for P1 pilots and for experienced pilots doing the Newtimber run. P1 pilots should note that to get across the road from the main north bowl they should leave the ridge not less than half way down, or else make their way along the NW face to the spur and then head across the road. That way you are more likely to conserve your height.

The AGM held on the 10th. November produced a new Club Chairman, Johnny Carr, and some other new faces. See Adrian's report inside. The mystery of Mount Caburn deepened further; this site is fast becoming a legend! If towing becomes established in this country, as it already is in Australia, then our dependence on such hills will diminish, just as it did for sailplanes many years ago.

Joe Hayler, newly elected Club Competitions officer, outlines his plans

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for next year's local comps in this issue. Anyone who has any other constructive ideas on the subject should contact him directly.

The 'Adopt-a-Pilot' scheme will come into effect in January to try to reduce the gap that still exists between leaving flying school with a P1 certificate and safely completing the first ten hours soaring. All Club pilots with less than this amount of experience will be allocated to a Club Observer, whose job it will be then to actively advise, help and encourage his adopted P1 pilot, ideally up to and through the P2 exam.

The best of luck to John Pendry and Michel Carnet over the next few weeks in Australia where they are competing as an official British team in the Mount Buffalo Classic and in the Australian Nationals. Blue Stratos (Australia) are sponsoring the Buffalo comp to the tune of A\$50,000, making it the most prestigious comp in the world.

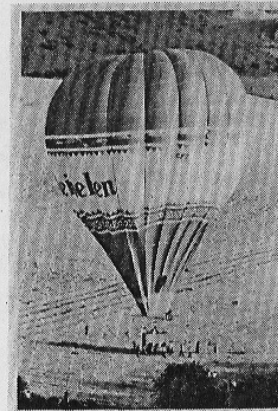
I have been roped into doing a Santa Claus publicity flight from the Dyke sometime in the next three weeks, so, for rehearsal's sake (very deep voice) "HAPPY CHRISTMAS TO YOU ALL!". Don't forget to book your tickets for the amazing Christmas Banquet on Saturday 15th. December at Devil's Dyke. Prizes for truly original outfits!

Snowy flying,

Ian Carrington Smith.

Dave 'Woolie' Woolford is leaving very soon for a new job in Tel Aviv, and invites everyone to a farewell ~~beers-up~~ drink on Friday 7th. December at the Sussex Yeoman pub, Guildford Road, near Brighton station, 7.30-ish.

Good luck Dave, don't forget your flak jacket, and 'affa good time!

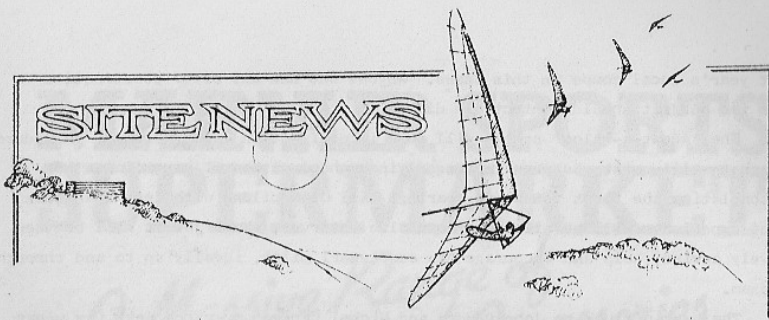


Dave Woolford, left.

left: this photo fills a space no other photo can. (never mind!)

right: Ian Carrington





DEVILS DYKE.

IT WOULD APPEAR THAT STILL SOME PILOTS CONTINUE TO LAND IN THE CROP FIELDS AT THE BOTTOM OF THE DYKE. THERE HAS ALSO BEEN A REPORT OF A SCHOOL SENDING OFF PILOTS TO LAND IN THE CROP FIELD. ALL PILOTS LANDING IN THE CROP FIELDS WILL BE FINED £10. FOR CONSISTANT OFFENDERS IF THIS IS NOT A DETERENT THEN THE CLUB IN CO-OPERATION WITH THE FARMERS WILL BE CONSIDERING TAKING MORE DIRECT ACTION AGAINST THE PEOPLE WHO CONTINUE TO JEOPODISE OUR SITES. PLEASE USE THE FIELDS ACROSS THE ROAD BEHIND THE BARN. IF YOU ARE FLYING AND FIND YOURSELF GOING BELOW THE RIDGE, HEAD OUT IMMEDIATELY. DON'T WAIT TILL YOU HAVE LOST TOO MUCH HIEGHT TO MAKE THE BOTTOM LANDING FIELD. INTERMEDIATE PILOTS, INEXPERIENCED AND EXPERIENCED PILOTS MAKE THIS SAME MISTAKE TIME AND TIME AGAIN. REMEMBER LEAVE THE RIDGE EARLY IF YOU ARE NOT STAYING UP. ITS NO DISGRACE TO BOTTOM LAND EVERYONE HAS TO DO IT. YOU WILL GET FAR MORE PROBLEMS (AND DISGRACE) IF YOU LAND IN THE CROP. ANYWAY NUFF SAID.

ON A DIFFERENT NOTE....

THE CHRISTMAS BANQUET IS PROVING TO BE POPULAR. IF YOU WANT TICKETS ORDER THEM NOW FIRST CLASS, DON'T WAIT TILL TOMOROW. THERE MAY HAVE TO BE A LIMIT ON NUMBERS. ALSO WE ARE THINKING OF HIRING A MINIBUS TO OPERATE A SHUTTLE SERVICE FROM THE DYKE TO LOCAL TRAIN AND BUS STATIONS. IF YOU WISH TO BE INCLUDED IN THE MINI BUS PLEASE RING ME NOW TO BOOK YOUR PLACE.

BEACHY HEAD..

THE LOG BOOK APPEARS TO HAVE GONE MISSING??? WILL ANYONE WHO RECENTLY USED THE LOG BOOK PLEASE CONTACT ME AS SOON AS POSSIBLE. FOR THOSE THAT MAY HAVE FORGOTTEN THE LOG BOOK IS FOR US ALL TO LOG DOWN OUR FLIGHTS AT BEACHY AND IS KEPT AT THE SIDE OF THE PUB.

HASTINGS..

TO ENCOURAGE GREATER CO-OPERATION WITH OTHER "LOCAL" CLUBS AND HOPEFULLY INCREASE OVERALL MEMBERSHIP. A NEW SCHEME OF AFFILIATION TO THE S.H.G.C. IS TO BE TRIED. WHAT THIS WILL MEAN IS, THAT FROM A CERTAIN GEOGRAPHICAL AREA eg HASTINGS/REXHILL MEMBERS WILL BE ACCEPTED ON A DUAL MEMBERSHIP BASIS i.e. PILOTS WILL PAY ASUM EQUAL TO THE MAXIMUM SINGLE CLUB FEE THAT THEY WOULD PAY, BUT THEY WOULD BECOME MEMBERS OF BOTH THE HASTINGS AND SOUTHERN CLUB. THE EFFECTIVE DISCOUNT ON JOINING THE SOUTHERN CLUB WILL ONLY BE IF THE PILOTS JOINS BOTH CLUBS AT THE SAME TIME. ALSO TO KEEP COSTS DOWN JOINT APPLICANTS WOULD ONLY HAVE FLYING MEMBERSHIP AND A WINDSOCK AND SITEGUIDE: ETC WOULD BE SENT THROUGH THEIR LOCAL CLUB. SOUTHERN MEMBERS WOULD ALSO HAVE THE BENEFIT OF BEING ABLE TO FLY HASTINGS SITES.

PLEASANT RISE FARM..

DAVE CLAYTON HAS TOLD ME THAT HE WANTS ALL SCHOOLS WHO CONTEMPLATE USING THIS SITE TO FIRST GET HIS APPROVAL AS CHAIRMAN OF THE B.H.G.A. TRAINING COMMITTEE.

P.S. NOTE ON THE CHRISTMAS BANQUET WEEKEND A FLY - IN WILL BE ORGANISED BY JOE & JOHNNY

Minutes of the SHGC AGM held on Saturday 10 November 1984
at the
Devil's Dyke Public House at 8p.m.

- 1/ Presentation of Club trophies preceded the main AGM business. All cups, medals and trophies won by Club members, both nationally and internationally, within the last year also provided an impressive display which was highly commended in a congratulations address from Derek Evans, BHGA Competitions Committee Chairman.



- 2/ Last year's minutes were circulated.
- 3/ Dave Bluett then opened the formal proceedings with a brief roundup of the years' achievements, pointing out that SHGC membership was increasing noticeably against the national trend. After thanking the Committee for their hard work through the year he explained that he felt it was time to hand over to someone else and so would not be standing for re-election..
- 4/ Peter Day gave the Treasurer's report (copy enclosed) which reflected the healthy membership in our current bank balance of £3151.44. Discussion took place on the various topics involved including the low figure of £20 collected in temporary site fees between 01 May and 31 October '84. Adrian Whitmarsh (Sec.) said that he felt this reflected the increased full membership of pilots flying our sites. Both Peter Banks and Richard Halpin expressed a desire to assist in ensuring non members paid temporary fees. Peter Day put forward a proposal that the AGM date be changed so that the financial year coincides with the membership year - i.e. be held in May. This was seconded and passed, after it was pointed out that this would entail an extraordinary general meeting in May '85 and that the committee elected tonight would stand for 18 months.
- 5/ Chris Bartram gave the sites report, during which Roy Venton-Waters (director of SouthDown Sailwings and not an SHGC member) put forward the theory that the Mill Hill Bye-law did not cover powered aircraft and that therefore by definition did not prevent a hang glider fitted with a lcc motor from flying there! Much doubt was voiced by Committee members who promised to recheck the Bye-law wording. Chris went on to remind pilots of the need to maintain the best possible regard for landowners, farmers and their land and property, including crops. Specific mention was made of Mount Caburn, which, it was suggested, could be discussed fully in Any Other Business.
- 6/ In his report of Club Safety matters Kelvin Wilson stressed the importance of reporting even minor incidents to avoid one persons incident becoming the next accident, although he felt this was slowly being understood. On the whole the SHGC record in the last year had been good with, thankfully, no fatalities.

- 7/ Club Coach, Dave Rusbridge, explained his disappointment that not enough new P1 members made use of the large amount of collective experience within the Club by saying that he had often found pilots turning up on site, rigging and flying without talking to any experienced pilots beforehand about conditions and their own experience level. He stressed that although the Club can hold P1 seminars etc., it was no use unless people made use of the facilities.
- 8/ Michael Carnet had incorporated his report on the Club XC league in the Presentations and had highlighted the success of Club pilots in their number of flights and distances flown.



Peter Day



Dave Rusbridge



above: Chris Bartram



Kelvin Wilson

- 9/ Jan Martello, who had been co-opted onto the Committee during the year to handle PR stressed the need to create a positive, good public image of hang gliding and that the achievements of XC and competition flying was one of the best ways of doing this. She said it was hoped to organise a "Santa Claus" publicity flight this Christmas from the Dyke, which the local media had already expressed an interest in.
- 10/ Chris Bartram covered the topic of Windsock by thanking the Editorial team who had helped considerably over the last few months and appealed for new contributions from all members. The improved standard of the magazine was noted and it was felt to be an important part of the Club's activities.
- 11/ Secretary, Adrian Whitmarsh, summed up by saying that he felt the Club was in a very good position numbers and thus finance wise and that providing we continued at this level we were in a unique position nationally in which to push the achievements of hang gliding. Notably in our potential to progress towards tow-launching and then possibly a permanent site, although this would require thoughtful use of our resources over the next few years and not a headlong rush just to spend money. However, it was vital that everyone appreciated the need to protect our present sites and that we should all work towards that. Adrian also appealed for more members to become involved in running the Club saying that the easiest way to get more out of our sport and learn more from and about the people in it was to get up and do something. For example, writing for Windsock didn't just mean articles by top competition pilots. It meant that the newest Club pilot should write about his/her favourite/latest flying experience. Also, the more help there is to run the Club the more that can be done.

- 12/ Dave Bluett then asked the '83/'84 Committee to stand down and called for nominations for the re-elections.

Elected

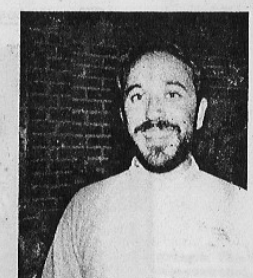
Chairman: Johnny Carr: p/D. Bluett s/A. Whitmarsh
 Treasurer: Peter Day: p/J. Hayler s/D. Bluett
 Safety Officer: Kelvin Wilson: p/C. Bartram s/D. Bluett
 Sites Officer: Chris Bartram: p/D. Bluett s/A. Whitmarsh
 Club Coach: Dave Rusbridge: p/P. Martello s/A. Whitmarsh
 Competitions
 Co-ordinator: Pepe Martello: p/J. Martello s/D. Rusbridge (Assist)
 Michael Carnet: p/A. Whitmarsh s/J. Carr (Assist)
 Joe Hayler: p/C. Bartram s/V. Hallam
 P.R: Jan Martello: p/D. Bluett s/D. Rusbridge
 Secretary & Membership: Adrian Whitmarsh: p/D. Bluett s/J. Carr
 Windsock Editorial: Ian Carrington-Smith: p/J. Carr s/P. Day
 Chris Bartram: p/I. Carrington s/P. Banks



Jan Martello



Johnny Carr



Adrian Whitmarsh

The result of this was that Ian decided he would assist Chris so they were both elected to the Committee!

Following his earlier expressed wish to monitor Club Memberships Richard Halpin was nominated to assist the Membership Secretary and duly voted in!

The '84/'85 Committee, having been elected and then after a break for food, progressed to A.O.B:

- 13/ Mount Caburn. Much concern was expressed over recent events surrounding this site. Adrian Whitmarsh explained the latest position of the landowner, Lord Hampden; which was that he did not want ANY further hang gliding to take place there due to the "incidents" previously advised of. Although the Committee had persisted in trying to get a meeting with Mr. Hampden he had refused. This lead Johnny Carr to ask the meeting that if anyone had any other information or influence to advise the Club

now. Vince Hallam was eventually prompted to remark that he had written permission to fly the site and that if anybody wanted to do so they had to seek his permission and would have to sign a "site rules" undertaking. In conclusion Johnny Carr pointed out that the Club could have no further say in the flying of Mount Caburn and that as we knew the farmer, Richard Brickell, had no objections, providing it did not interfere with him nor cause him any hassles, we could only leave it upto individuals to decide whether or not to visit the site knowing the situation.

- 14/ **Tow-launching.** After some discussion a proposal was put by Peter Bolton, and seconded by John Pendry, that the Committee take steps to investigate the possibilities, potentials, pitfalls and costs involved in this, with the eventual aim of setting up a suitable system for Club use.
- 15/ Following on the theme that the Club had the ability to invest resources in certain directions it was agreed that Dave Clayton should investigate the possibilities of the Club owning intermediate glider(s) for use of new members.
- 16/ Cecil Phillips seems to have created a tradition of presenting a bottle of sherry at each AGM, to be raffled, with the proceeds to Club funds. Adrian Whitmarsh thanked him for this and, tickets having been sold during the evening at 10p each, Gary Lee, one of the Dyke farmers, was asked to make the draw. Amongst cries of "fix", it was claimed by Diane - Johnny Carr's better half!
- 17/ The meeting was formally closed.

Some photos from the prizegiving at the AGM, given away by Den.



John Pendry receives his trophy for winning the Sussex XC League.



Michel Carnet receiving his Cup for winning the British Championship.



Johnny Carr wins a Cup for the best foreign competition result.



Johnny wins yet again, this time for the Out & Return league.

Prizegiving photos, (continued)



Tim Bardon receives his Cup (a welcome change from sports bags) for the best newcomer in competitions.



John Pendry wins the 'Pilot of the Year' award for his outstanding performances.

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Eddie Horsefield.

THE SUNDAY TIMES.

MONITOR

FLIGHT

Earth's biggest flapper

THE biggest reptile ever to terrorise the skies is to rise from the grave next year to shed some light on one of palaeontology's deepest mysteries - how on earth it managed to get airborne, let alone flourish for

140m years or so. And President Reagan should be among the first to know.

Next summer the pterodactyl *Quetzalcoatlus northropi* is scheduled to unfurl its huge 36ft wingspan - albeit only in mechanical reconstruction - for the first time in 70m years. It is planned to launch this life-size working model of "Big Q" above the Mall in Washington, right in front of the White House.

Studying its every flap will be its builders, a team of scientists from the US National Air and Space Museum, part of Washington's renowned Smithsonian Institute. Not even Brian Duff, the project's coordinator, knows how well such a gigantic prehistoric creature could fly. Scientists have long wondered about it, because all aerodynamic theory suggests it had no right to do so.

As Duff describes it, Big Q must have looked like a hang-gliding crocodile, with its

leathery skin, long neck and sharp beak. It weighed about 12 stone and, instead of having feathers on its "wings", flew with the aid of two membranes stretched between its body and a grossly elongated forelimb - something like the webbing between human fingers. Another thing that must have made genuine flight hard for it was the complete absence of a tail to steer with.

The scientists believe that many of the questions will be answered as they go through the aerodynamic and mechanical calculations needed to reconstruct their version of Big Q, which will be based on the impressive fossil found in Texas in 1971. Could such an ungainly creature actually flap its wings? Did it really just glide on the air currents?

Some latest aeronautical materials will be used in it, including carbon-fibre "composites" that combine lightness

with great strength. This Big Q will be radio-controlled, and have battery-powered motors to help it flap its wings, as well as an automatic pilot mechanism for it to make in-flight adjustments.

The go-ahead should be given on Wednesday, when the project feasibility study is expected to be favourable. The study has been done by Paul MacCready, the Californian aeronautical engineer who built the first human-powered flying machine in 1977. The idea for the project came from MacCready.

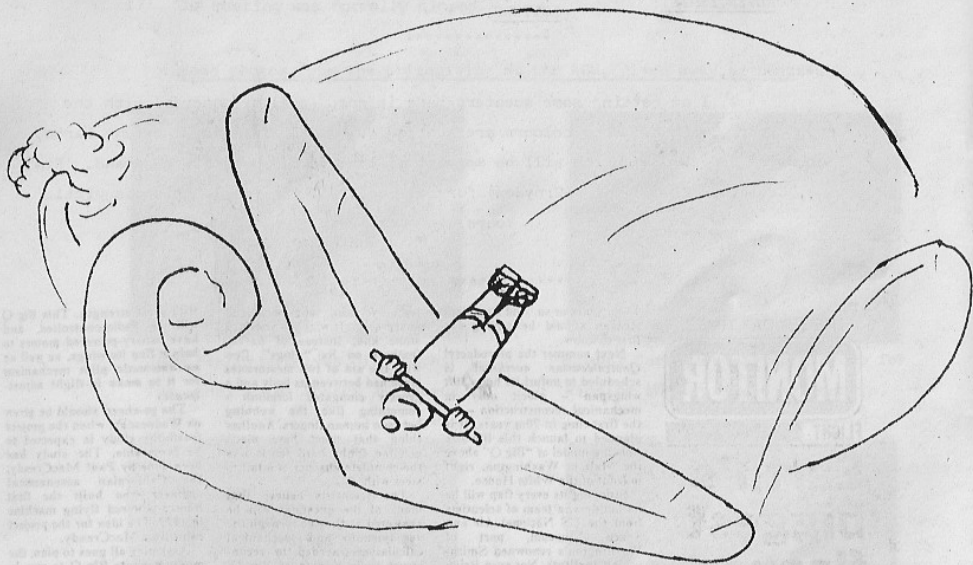
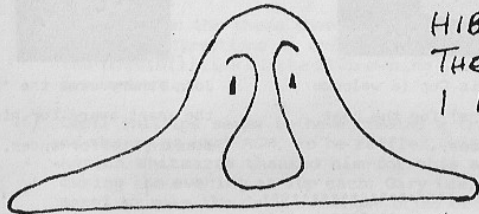
Assuming all goes to plan, the museum wants Big Q to star in an educational film on all aspects of flight. "We hope," says Duff, "that it will become the ET of scientific films." Given the current success of "creature" movies in the US, Big Q could also turn out to be big box-office.

Ian Williams

BLOB

THE GREAT WHITE KILLER THERMAL

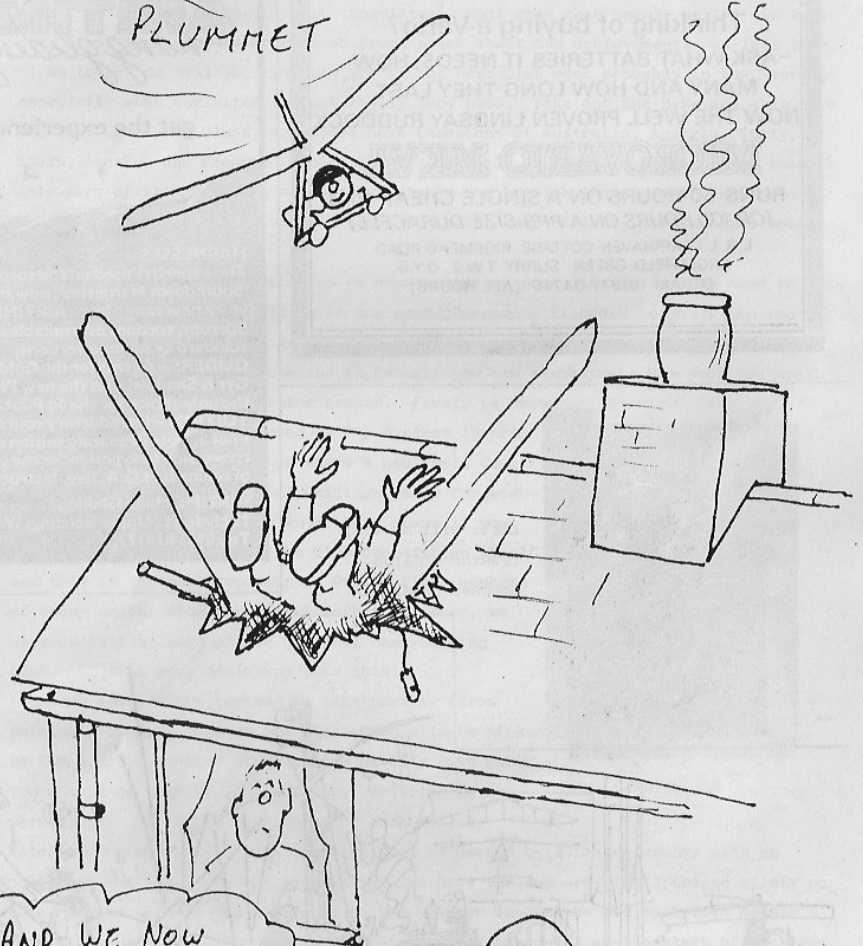
AS I GO IN TO
HIBERNATION FOR
THE COLD WEATHER
I NOTICE PEOPLE
DOING AEROBATICS
TO KEEP WARM



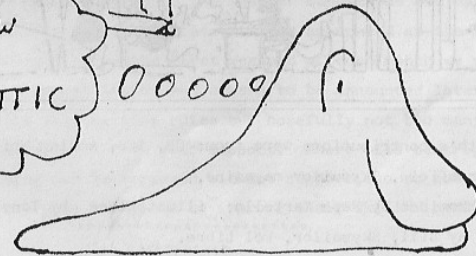
A QUICK ARCTIC ROLL ---

-- FOLLOWED BY A FALLING LEAF ---

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Left: Bill Newton,
 Creator of Blob,
 touches down!

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This month's contributions were from: CB, ICS, Adrian Whitmarsh, Spanish Joe,
 Eddie Horsefield, Skysailor magazine,;
 Photos, bromides by Pepe Martello; illustrations by Tony Payne.
 Cartoons by Bill, Skysailor, Vol Libre.
 Many thanks. Keep 'em coming!

CLUB COMPETITIONS FOR 1985 by Spanish Joe (Competitions Manager).

So I am on the S.H.G.C. Committee! What does that mean? Well I can tell you, I was very glad to hear Derek Evans speak about the achievements of last year. I am trying to tell you that you are in the best Club most probably in the world, especially when our sites are not really very good. Take out the Dyke and what have you got? How many Clubs can say we have Champions of Australia, Austria, Italy, Spain, America and France? Record holders of World, Europe and Britain, and that is only part of it! Only one man has ever taken the British Championship away from S.H.G.C., that was Bob Calvert. This Club is the envy of every club and you should be very proud.

Well, that was nice but we cannot live on past glories; now we have to plan for the future. Who amongst us is the next champion - it could be you - can you beat these old champions? We can help you but in return we need your help and enthusiasm. From the first weekend in February you can demonstrate how good you are; we kick off the new competition season. First, we have the Sussex XC League sponsored by Sky Systems (starts 1st. March 1985). Second, we start a new Cross Country competition sponsored by Kent Ceilings, only for weekend XC flights, but you can enter both comps if you want to. Thirdly, we have the Club Competition itself, and this is the most important. On the first weekend of every month, from February through to October, we will compete as part of the National Hang Gliding Club. It will work something like this:

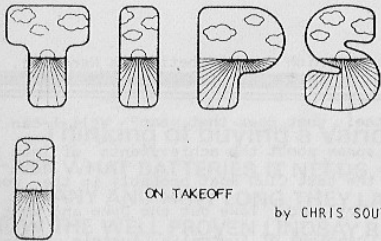


SPANISH JOE

ALL club members are invited to take part by first putting your name down on the list which will be pinned to the S.H.G.C. notice board inside Devil's Dyke pub. You should do this by 31st. January, or write to me personally. All those registered by then will be selected for the teams, each of which will be headed by a League member with an assistant for times when he is missing. We have the support of all League pilots on this. Tasks will be set according to the weather conditions and each team member's score will be pooled. The scoring systems will be announced at the start of the comp.

I can promise that on the first weekend of each month we will compete for the Club Trophy and National Trophy and others to be announced later. Now, like everything else, there will be some rules but hopefully not too many.

Please tell me if I have your support. There will be trips to other clubs and Europe, but nothing can be arranged without support, so do not let your team down and let's get everyone who wants to improve their skills involved.



ON TAKEOFF
by CHRIS SOUTH

It should be perfectly obvious to anyone that the act of taking off is the single most important part of any flight. In marginal conditions, the quality of the takeoff is often the difference between staying up and bombing out; and, of course, any sub-standard takeoff carries with it the horrifying prospect of loss of control close to the ground. Put simply, poor takeoff techniques can, and do, kill. It is therefore doubly distressing to find that, despite the obvious importance of takeoffs, despite recent advances in glider technology and despite the advent of highly-priced, professional tuition, large numbers of pilots (from novice to experienced) are still treating takeoffs with an amazing nonchalance. This article cannot hope to correct this disturbing slackness, but hopefully it may wake a few people up and maybe even help them to improve their takeoffs.

So, what makes a good takeoff? For the purposes of this article, I have split the takeoff into four stages: ground handling, running, liftoff and consolidation. Although I will look at these separately, it is important to realise that in practice, these stages are inseparable and mutually dependent. Takeoff is a process, not a series of isolated events.

GROUND HANDLING

If you are going to take off properly, it is essential that you have a strong and confident approach to ground handling. The only way of developing your ground handling technique is practice, and lots of it. You don't have to actually drive to a hill to practice ground handling; any open space large enough to provide fairly smooth air is good enough. All you have to do is get into your harness and carry the glider about, practice standing still and keeping the glider level in both roll and pitch, and then practice the initiation of your run.

RUNNING

There is only one correct way to hold your glider, from when you pick it up to when you are just about ready to lift off and that is by taking a fairly low grip on the A-frame uprights and allowing the uprights to rest against your forearms and, if possible, your shoulders. As you lean your body forward, as you must for a good run, the subsequent force

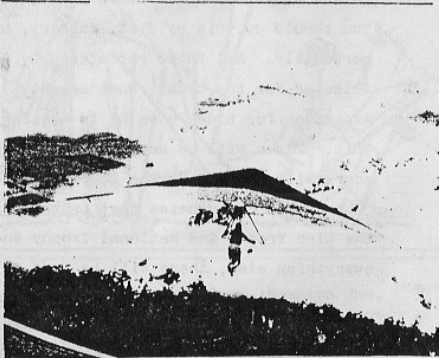
on the glider will be a downward pitching moment. This counteracts both the natural tail-heaviness of most gliders when at rest and the upward pitching moment that the acceleration during a run provides. If you don't make a conscious effort to hold the nose down during takeoff, the nose will pitch up, making it virtually impossible to run properly. As you pick up speed, this downward pitching force can be augmented by pushing down on the A-frame uprights, thus moving the centre of gravity forward. It's important to remember that the flying speed of an unladen glider is much less than the actual required flying speed with a pilot attached. So just because the glider is lifting, it doesn't automatically follow that it's ready to take off.

LIFTOFF

A smooth, controlled liftoff can only be achieved as a gradual progression as you allow the glider to fly and to lift you off the ground. This is best achieved by slowly releasing the downward pressure on the A-frame uprights as you gain speed. Depending on the prevailing conditions and the nature of the site, it may or may not be necessary to pull in slightly to gain extra speed. The most important thing at this stage is to get clear of any concentrated air, turbulence or wind gradient associated with the edge of the hill; and to get into your normal flying mode and rhythm as quickly as it is safe to do so.

CONSOLIDATION

If you follow these steps, you should have little trouble developing a safe, efficient and satisfying takeoff technique. But technique is only a part of the process. A perfect technique will still result in suspect takeoffs unless an attitude of total, single-minded commitment is achieved for every takeoff. When you are taking off, there should be only one thing in your mind -- getting off the ground well. Every takeoff should be approached as if your life depends on it... Because it does.



SKYSAILOR

POST- P1 CHRISTMAS PRIZE QUIZ compiled by ICS.

Open to all pilots having less than 5 hours total airtime. Choose the answer you think is the most correct.

- There is a low pressure system over the North Sea and an anticyclone over Ireland. At our Southern sites would you expect the wind to be mainly
 - Easterly
 - Southerly
 - Westerly
 - Northerly.
- During pre-flight inspection, what is the final check you should make before starting your take-off run?
 - Your leg loops are around your legs.
 - You are clipped into the glider.
 - The wind direction
 - There are no other gliders landing or taking-off.
- During your take-off run, with straps already tight, the right wingtip drops and the glider starts a right turn. Should you
 - Push out on the bar and stop running
 - Pull in on the bar and run harder
 - push out on the bar, lean left and stop running
 - pull in on the bar, lean left and run harder.
- When going prone after take-off, should you
 - look at the ground
 - look at the control bar
 - look up ahead
 - look at your stirrup.
- In soaring conditions, your first turn after take-off in a crossed wind should be
 - any direction
 - downwind
 - into wind
 - whatever everyone else is doing.
- You have the ridge on your left. Another glider is coming at you at your height. You should
 - Assume he will move and continue straight ahead
 - look left, turn left
 - look right, turn right
 - turn right, look right.
- You are turning and find another glider heading at you. Should you
 - Continue your turn
 - Stop your turn
 - Turn right
 - Take action to avoid a collision.
- You find yourself flying near the hill, unable to top land. Should you
 - Push the bar out to achieve minimum sinking speed.
 - fly fast as close to the hill as possible
 - stay at least 3 wingspans away from the hill, flying at minimum sink speed
 - stay at least 3 wingspans away from the hill, flying slightly faster than normal.
- You find yourself still losing height down the face of the hill. Should you consider
 - staying in the ridge lift at all costs
 - leaving the hill for the bottom landing field
 - getting closer to the hill
 - flying slower.

(continued)

(Quiz continued)

- 10) You see that you will not reach the proper bottom landing field from your height. Should you
- a) stay in ridge lift at all costs
 - b) fly straight ahead until the glider lands
 - c) stay out of crop fields at all costs
 - d) make a safe forced landing.
- 11) Santa Claus uses a compass needle when he goes home after Christmas. This will point him to
- a) the True North Pole
 - b) the Magnetic North Pole
 - c) the Grid North Pole
 - d) Ice Station Zebra.

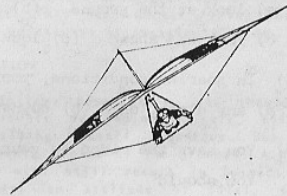
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Prizes awarded to the first two correct sets of answers, on postcards, received by 15th. December 1984. Send your entry with your total logged airtime to either of the Windsock editors. Why not tell us some of your flying adventures at the same time?

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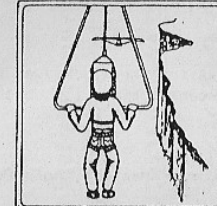
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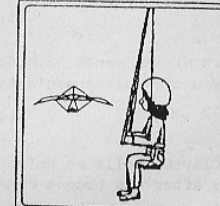


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1 Situation—
Both gliders approaching head-on in ridge lift and are in danger of collision.

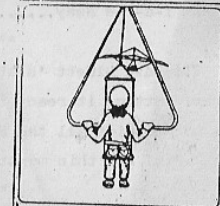
Remedy—
The glider with its right wing to the slope has ROW.



2 Situation—
One glider is approaching the other from his right.

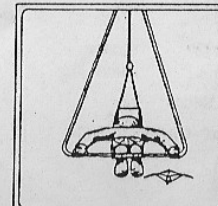
Remedy—
He must give way to his right.

The Rules of The Air



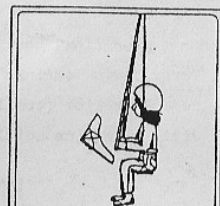
3 Situation—
Both gliders approaching head-on and danger of collision.

Remedy—
Both gliders must diverge to their right.



4 Situation—
The higher glider is approaching the lower glider.

Remedy—
The higher glider must give way.



5 Situation—
The faster glider is approaching the other.

Remedy—
The faster (or overtaking) glider must give way.

HILLSIDE GOSSIP.

by E. Dleifsröh.

" It could be a MAGIC year for Mick Mayer in '85"

" Wackers of the month: S.H.G.C Committee for saying the A.G.M. was on Nov. 3rd.; what was the weatherman's talk like at the recent social..... ha! ha!"

" Dave Clayton tells me he's having an Indian curry Xmas Day, he's fed up with turkey after the League Final. "

"There's no truth in the rumour that Barry Puckey has given up hang gliding."

" Saw Steve Goad a few days ago..... old hang glider pilots don't disappear, they just f-a-d-e away....."

" LOOK OUT!! Dave Bluett 's at it again! He recently bought another 4 litre Stingray. Getting it ready for the road, he tells me, Rubbish! He's really trying to memorise all the Esso filling stations in southern England. He'll need a P.P.L. for this monster!

" I am looking forward to meeting the Aussiefrog Champion next year!"

" Terry Davis hopped over the fence at the Dyke recently..... ouch!...tear...rip. He's now fitting a muscle box; it will make the landings a doddle!"

" The other league final you didn't hear about.....

- | | |
|--|------|
| 1. Terry Davis (drinks a pint in 5.2 secs) | SHGC |
| 2. Pepe Martello (trailed in second) | SHGC |
| 3. Jill (notice bottles of Pils at end of table) | SHGC |

" The '84 AGM got off to its usual late start. Quite a few points were raised, mainly by Ian Grayland. He gave a fair impression of the singer Joe Cocker..... Where do you get that stuff Ian?? "

" I hear Spanish Joe has gone in for power now....."

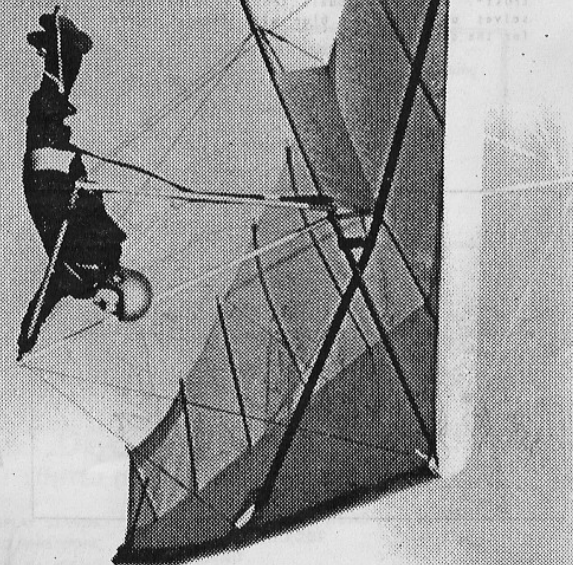
He's on the B.H.G.A. Competitions Committee and the S.H.G.C. Competitions Committee..."

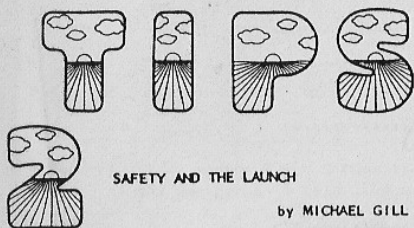
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SAFETY AND THE LAUNCH

by MICHAEL GILL

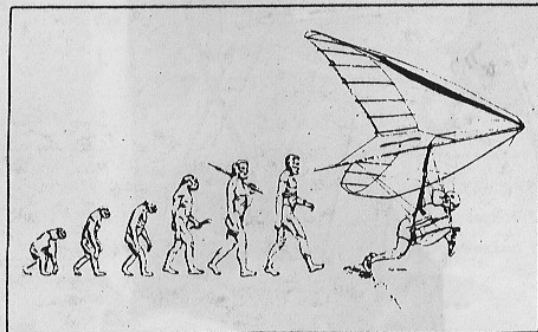
There are three main flying sites around Canberra which vary considerably in height, slope and the amount of ground cover. The most popular locality for westerly winds is Mount Spring while easterly conditions are catered for by Lake George and Pig Hill. At all three sites pilots have had heart stopping experiences during or just after their takeoff. In almost all cases the cause of these experiences has been a combination of factors which have reduced the margin for safety considerably.

Probably the single most important factor after mastering the basic technique is the pilot's mental attitude. The takeoff should not be regarded as a clashing of wills between Nature and the pilot nor should it be viewed as a competition between the pilot's ability to fly and Nature's ability to stop him. A number of pilots appear to develop an attitude which can best be described as "In God we trust". These individuals tend to fling themselves off into the blue with little regard for the conditions.

Good flying attitude has to be developed over time and, to some extent, by a variety of experiences. Initially, the pilot should have respect for the wind and its power and have an understanding of the limitations of his skill and that of his glider. Skills have to be developed and improved over time. Achieving a perfect takeoff on your first high launch doesn't necessarily mean that you can do it under all conditions or at all sites. All gliders have certain limitations as a result of design decisions during manufacture. Penetration is a good example of this and varied considerably between glider models.

It is vitally important that all pilots determine an appropriate margin for safety and stick to it. Too many fliers try to fly at the limit of their ability and that of their gliders. The purpose of a safety margin is to give the pilot a reasonable chance of survival if something does go wrong. Takeoff speed should be well above stall and weather conditions should be carefully studied for cycles and gusts. Pre-flight checking should be meticulous and a hang check should be carried out every time. Some pilots carry a small check list card which is tied to their harness. Similar to commercial pilots, the card is read and checked against all pre-flight activity.

Safe launching all!



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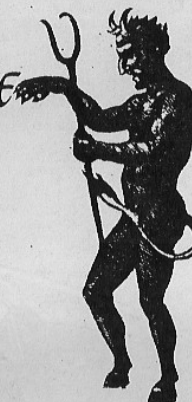
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