

# MAINAIR SPORTS SUPERMARKET

*A Massive Range of Flying Accessories*

## Instruments

No-one has a greater range  
 Litek Variometer  
 Arbee Variometer  
 Arbee Vario/Altimeter  
 Prizel Variometer  
 Makiki Variometer  
 Skydeck Vario/Altimeter  
 Ball 651 Vario/Altimeter  
 Ball 600 Variometer  
 Ball 620 Variometer  
 Thunderbird Variometer  
 Themmen Altimeter  
 Diplex Altimeter  
 Suunto Wrist Compass  
 Silva Stalk Compass  
 Silva Panel Compass  
 Winter A.S.I.

## Rucksacks and Bags

**Mainair Sherpa** — A voluminous curved top harness rucksack.  
**Mainair Grab Bag** — Tough, durable kit bag. No frills, just strength and capacity.  
**X.C. Bags** — Lightweight, and essential for cross-country flying

## Harnesses

Don't be limited in choice  
 Ultra Sports Cocoon  
 Ultra Sports Stirrup  
 Skyhook Cocoon  
 Skyhook Stirrup  
 Chiltern Bullet  
 Chiltern Cocoon  
 Hiway Stirrup  
 Ultra Sports Dart  
 Harnesses available with parachutes containers, or without — your choice.

## French Connections

Professionally manufactured, fully anodised. Aircraft bolts and nylon bushes to eliminate wear.

## Gliders

WE HAVE DELIVERY SLOTS WITH ALL THE MANUFACTURERS. WE WELCOME PART EXCHANGES

## Uprights

Full range of genuine manufacturers' spares from:  
 Solar  
 Airwave  
 Skyhook  
 Hiway  
 Southdown  
 Gold Marque  
 Flexiform  
 plus upright length 1 1/4" and 1" dia tube x 6ft long

## Parachutes

LIFE PAK — hundreds in use  
 The only system available in the U.K. made to T.S.O. standards.  
 24' 0" hand deployed  
 26' 0" hand deployed

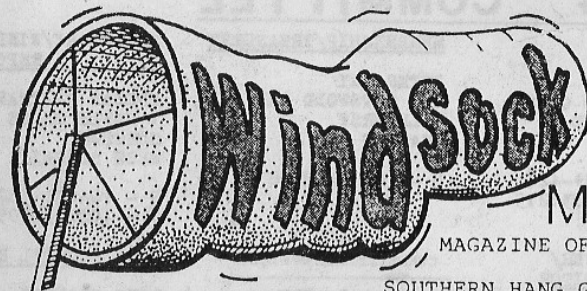
## Power Systems

Skymaster 22' 0"  
 Skymaster 32' 0"

BUY WITH YOUR CREDIT CARD ON OUR TELEPHONE ORDER SERVICE  
 GOODS IN STOCK CAN BE DESPATCHED THE SAME DAY

Mainair Sports Ltd. Shawclough Road Rochdale Lancashire OL 12 6LN  
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**OFFER**  
 FREE - POST THIS SLIP TO  
 MAINAIR SPORTS AND  
 RECEIVE A FREE  
 CATALOGUE



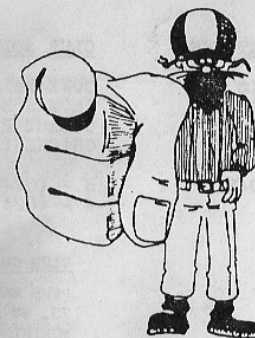
MAR 84

MAGAZINE OF THE

SOUTHERN HANG GLIDING CLUB

**THE CLUB NEEDS...**

**YOU!**



**YES, YOU!**

To Renew Your **MEMBERSHIP**

BY MAY 1<sup>st</sup>

# 83/84 COMMITTEE

## CHAIRMAN

DAVE BLUETT  
17 CONCORDE CLOSE  
PADDOCK WOOD  
TONBRIDGE

H - (089283)-4240  
W - (0622)-831215

## MEMBERSHIP/TREASURER

PETER DAY  
112 COTSWOLD WAY  
TILEHURST  
READING

H - (0734)-21481

## SECRETARY/WINDSOCK REPORTER

ADRIAN WHITMARSH  
1 MAPLE CLOSE  
HORSHAM  
WEST SUSSEX

H - (0403)-55761  
W - (0825)-5055

## SITES OFFICER/ WINDSOCK EDITOR

CHRIS BARTRAM  
80 TRAFALGAR STREET  
BRIGHTON  
SUSSEX

24 HRS (0273)-682499

## COMPETITIONS OFFICER

MICHAEL CARNET  
143 LODER RAAD  
BRIGHTON  
SUSSEX

(0273) 505892

## BHGA COUNCIL REP

DAVE CLAYTON  
9 HAWTHORNE COURT  
148 ST JAMES ROAD  
SUTTON  
SURREY

01 642 0630

## SAFETY OFFICER/ AREA ACCIDENT CO-ORDINATOR

KELVIN WILSON  
15 HYDE STREET  
UPPER BEEDING  
WEST SUSSEX

(0903) 814173

## PUBLIC RELATIONS

PETER HARRIS  
4 BURDETT PLACE  
HASTINGS  
SUSSEX

(0424)-432042

## CLUB SOLICITOR

TONY McLAREN  
THOMAS EGGAR & SON  
5 EAST PALLANT  
CHICHESTER

H - (0243) 773457  
W - (0243) 786111

## CLUB COACH

PEPE MARTELLO  
73, ST ANDREWS ROAD  
WORTHING  
SUSSEX.

WORTHING 68780

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

## ADS

ADVERTISING FOR MEMBERS PRIVATE ADS (TO SELL GLIDERS LOST AND FOUND ETC) IS FREE.

ALL COMMERCIAL ADS ARE CHARGED AT THE FOLLOWING RATES....

1/6th page= £12 per year (in advance). 1/3rd page £22 per year (in advance)

FULL PAGE, £5.00 per month or £45 per year (in advance).

CHEQUES SHOULD BE MADE PAYABLE TO " S. H. G. C. "

ALL ADS SHOULD BE SUPPLIED AT A4 SIZE READY FOR REDUCTION PHOTOCOPYING TO A5.

# EDITORIAL

\*  
WELL THE MAGS LATE THIS MONTH ALL OF YOU WILL RECEIVE MARCH'S ISSUE IN APRIL SORRY BUT LATE ARTICLES AND THE LOSS OF ONE OF MY HELPERS (EXPECTING A BABY) PLUS SOME APATHY ON MY PART CONSPIRED TO HOLD IT UP. LETS HOPE NEXT ISSUE CAN BE IMPROVED. IF ANYONE CAN HELP WITH TYPING, COLLATING ETC PLEASE LET ME KNOW. PREFERABLY IT SHOULD BE SOMEONE LOCAL BUT I AM NOT FUSSY. COMPUTER FORMS WERE ARE THEY??? ONLY 50 HAVE BEEN SENT BACK IN SO FAR. PLEASE SEND BACK IN YOUR FORMS NOW . IN THE LAST ISSUE OF WINDSOCK MICHAEL CARNET HAD A LETTER SAYING WHY HE WAS STANDING DOWN AS CLUB COACH. I WOULD LIKE TO POINT OUT THAT THIS WAS MICHAEL'S PERSONAL OPINION AND THAT IT DOES NOT NECESSARY REFLECT THE OPINION OF THE COMMITTEE AS A WHOLE. THE COMMITTEE SUPPORTS THE B.H.G.A. IN ITS ENDEAVOURS TO MAKE THE TRAINING SYSTEM WORK.. NOTE PEPE MARTELLO HAS NOW BEEN CO-OPTED CLUB COACH. IN THIS ISSUE I HAVE PRINTED A REPLY TO MICHAEL'S LETTER AND AS I HAVE ALWAYS SAID WILL TRY TO PRINT ALL THAT IS SENT TO ME . HOWEVER WINDSOCK IS PRIMARILY A NEWSLETTER HOPEFULLY AN INTERESTING ONE ,NOT A BATTLEGROUND, SO MUCH AS I WILL OF COURSE ALLOW RIGHT OF REPLY I HAVE NO WISH FOR WINDSOCK (OR ME) TO PLAY "PIGGY IN THE MIDDLE" TO RECIPROCATING LETTERS WHICH SERVE NO BENEFIT TO THE MAG, THE CLUB, AND ITS MEMBERS. ANYWAY ENOUGH SAID. THE B.H.G.A. AGM HAS BEEN AND GONE AS A CLUB WE ONLY HAD 36 VOTES WHILST OTHER CLUBS LIKE THE DALES, PENNINES HAD 70/80 VOTES. WHY? BECAUSE ONLY 36 OF YOU BOTHERED TO SEND IN YOUR VOTING SLIPS TO US. FULL REPORT IN NEXT ISSUE.

## COMPETITIONS

### Competition Programme 1984

The venue for the 4th League is now firm so this is the final list:-

<u>League</u>	<u>Pilots</u>	<u>International</u>	
	(2)	Australia	January
1 Dales			23/26 March
2 Pennines			20/23 April
3 Newtown (Eagle Hotels)			18/21 May
	(5)	Austrian Masters	26 May/3 June
	(9)	Bleriot Cup	17/22 June
	(6)	Lariano Triangle	June ?
	(5)	Eger Cup - Hungary	30 June/8 July
	(4)	Owens Valley	30 June/11 July
	(4)	Spanish XC	7/15 July
	(4)	European Championships, Norway	26 July/5 Aug.
4 Northumbria (Air Space Map Edition 7, Firth of Forth)			24/27 Aug.
5 Sheffield - FINAL			14/17 Sept.

(39)

Our ref: JJN/RT

Land Agent: Miss J.J.Norris BSc ARICS

5th January, 1984.

M. J. Robertson, Esq.,  
Secretary of the Southern Hang Gliding Club,  
25a, Surrenden Road,  
Brighton,  
Sussex.

Dear Mr. Robertson,

DITCHLING BEACON

You may recall I delayed the granting of a licence to the Southern Hang Gliding Club at Ditchling beacon because of the problems which were being experienced in the area by neighbouring landowners with hang-gliders who landed either in their fields which were stocked, or cropped, and causing a considerable nuisance to all concerned.

We employ two voluntary Wardens on the Beacon, who keep a reasonably close watch on the area, and they have reported back that there is simply not enough space at Ditchling Beacon for hang gliding to take place, and I am afraid it has been agreed that we must prohibit hang gliders from using our car park, or any of the surrounding land in the Trust's ownership, for hang gliding.

I realise this decision will come as a disappointment to the Association but I do not think the Trust or the adjoining landowners can tolerate the problems which this sport seems to entail any longer.


Yours sincerely,

J. J. Norris.

Copies sent to J. Tetley & H. Rowling, Wardens - for inf.

THIS IS A LETTER RECEIVED FROM THE NATIONAL TRUST TO WHICH I HAVE REPLIED SAYING I WOULD LIKE A MEETING TO DISCUSS IT WITH THEM SEE REPLY ...

C.B.

 The National Trust for Places of Historic Interest or Natural Beauty

The Estate Office, Scotney Castle, Lamberhurst, Tunbridge Wells, Kent, TN3 8JN  
Telephone: Lamberhurst (0892) 890651

REGIONAL OFFICE FOR KENT & EAST SUSSEX

Regional Director: W. A. Kingston FRICS

Our ref: JJN/RT

Land Agent: Miss J.J.Norris, BSc ARICS.

29th March, 1984.

C. Bartram, Esq.,  
Sites Officer,  
Southern Hang Gliding Club,  
80, Trafalgar St.,  
Brighton, Sussex.

Dear Mr. Bartram,

It is kind of you to suggest a meeting, and I am sure it is a good idea for you to keep in touch with landowners and so forth.

I enclose a copy of a letter I wrote to Mr. M. J. Robertson, dated 5th January, 1984, and in the light of this would suggest there is little point in our meeting. I am sorry the Trust had to take this step, but the problems over a long period have indicated that Ditchling Beacon is not a good site for hang gliding.

Yours sincerely,

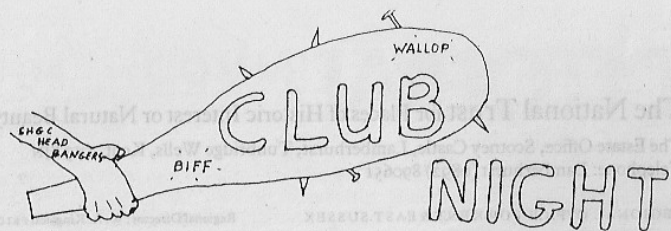
*Rita Lane*

pp JJN.  
J. J. Norris.

(Dictated by Miss Norris, but signed in her absence).

Enc.

E.D. I AM STILL TRYING TO GET A MEETING WITH THE NATIONAL TRUST BUT PLEASE BE WARNED YOU MAY GET HASSLE IF YOU PARK AT THE TOP OF DITCHLING BEACON AND FLY FROM THERE. NOTE WE HAVE EXCELLENT RELATIONS WITH THE FARMER FURTHER PAST THE NAT.TRUST AREA. I WOULD SUGGEST WE CONTINUE TO FLY FROM THAT AREA AND AVOID ANY CONFRONTATION.



CLUB NIGHTS ARE HELD ON THE FIRST SATURDAY OF EACH MONTH AND THE PROPOSED DATES FOR THIS YEAR ARE AS FOLLOWS....

7th MAY SATURDAY SAFETY EVENING (TALK ON FIRST AID)

2nd JUNE SAT SOCIAL EVENING (NO DEFINITE PLANS YET)

7th JULY SAT " " " " " "

4th AUG SAT BARBEQUE (PLUS HOST DAY FOR VISITING CLUBS)

1st SEPT SAT SOCIAL EVENING (NO DEFINITE PLANS)

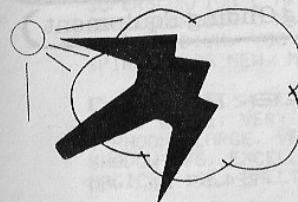
20th OCT SAT (IS NOT THE FIRST SATURDAY) DAY OF WEATHER SEMINAR

3rd NOV A.G.M.

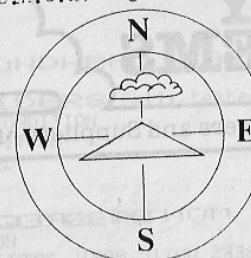
1st DECEMBER CHRISTMAS BANQUET AT THE DYKE.

IT IS INTENDED THAT WE OBTAIN MORE GOOD VIDEO FILMS WHICH OF COURSE WILL ALSO BE SHOWN AT CLUB NIGHT. THE EVENINGS ARE FOR THE MEMBERS AND THEIR GUESTS IT IS UP TO YOU THEREFORE TO SAY WHAT YOU MAY WISH TO SEE OR DO ON THE NIGHTS, SOCIAL NIGHTS HAVE SO FAR BEEN PILOTS COMING TOGETHER TO TALK ABOUT THE LAST 10 up thermal ETC AND SOME P1,s DOING THE P2 THEORY EXAM. ANYWAY SEE YOU AT THE NEXT CLUBNIGHT 7th MAY 8.00pm.

S/E AGENT FOR  
C + J  
SAILMAKERS



B.H.G.A. reg OBSERVER N° 383



B.H.G.A. reg INSTRUCTOR N° 3

**FOR SALE**

- \* VIDEOGRAPHY... VIDEOS MADE 166 MAGIC 9 MONTHS OLD £895
  - \* PHOTOGRAPHY.. EXTENSIVE EXPERIENCE IN HANG GLIDING PHOTOGRAPHY 166 MAGIC 9 MONTHS OLD, £895
  - \* HOLOGRAPHY 185 MAGIC 10 MONTHS OLD, RAINBOW FAIRED K/P, INSPECTION SLOTS £895
  - \* TRAINING FILMS 180 TYPHOON £650
  - \* PARACHUTES PACKED 175 LIGHTNING, EXCELLENT, ONLY £450
  - \* ADVICE ON SITE CONDITIO NS WEATHER ETC. COCOON HARNESS, EXCELLENT CONDITION D/GREEN, SUIT 5'8" PILOT £70
  - \* SAIL REPAIRS ETC. LINDSEY RUDDUCK VARIO/THOMMEN ALT LATEST SPEC £135
- EDDIE HORSFIELD.  
149a ECCLESBOURNE ROAD,  
THORNTON HEATH,  
SURREY. CR4 7BR
- SWEAT SHIRTS WITH NEW CLUB MOTIF £6-80

SEE ME ON THE HILL MOST FLYABLE WEEKENDS.

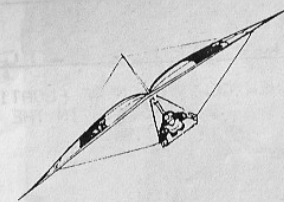
OR RING... 01 684 4772

DEC 84

VINCE HALLAMS, SUSSEX COLLEGE OF HANG GLIDING .

HAS THE SITES & THE TIME FOR BASIC, INTERMEDIATE & SOARING INSTRUCTION. SELLS GYR, SHADOW & NEW INTERMEDIATE CLUBMAN AND THE NEW SPACESHIP WARP 1 25 Kg, 90° PER SECOND, 60mph. NOT TO PRICEY. TRADES.. SSC GYR, ATLAS ETC ALSO SPARES REPAIRS HARNESSSES ETC.

INTERESTED!!!? PHONE Btn 24151 EXT 171 & 609925 EARLY OR LATE AS YOU LIKE.  
18 , QUEENS RD (LETTERS)  
16 , CIRCUS ST (WORKSHOP)



DEC 84

# SKY SYSTEMS

143 Loder Road,  
Brighton, BN1 6PN  
Tel (0273) 505892  
OS Ref: TQ 310068

Manufacturers and Suppliers of Quality Hang Gliding Equipment

## THIS MONTH SPECIAL OFFER!

TO SHGC MEMBERS UNTIL APRIL 30TH

**PROTEC FLYING SUITS** £24.99 INC. P&P

**PARACHUTES 22" & 24"** £239.00 INC. P&P

**T-SHIRTS & SWEATSHIRTS**  
"I SURVIVED HANG GLIDING SO FAR!"  
"EAGLE & HANG GLIDER"  
T-SHIRTS £4.99 SWEATS £6.99 INC. P&P

**T-SHIRTS**  
"I SURVIVED THE BRITISH LEAGUE SO FAR!"  
"OTTO LILIENTHAL"  
£3.99 INC. P&P

**UP-RIGHT TUBING**  
UNDRILLED, UNANODISED, HT30TE DRAWN SEAMLESS 1 1/8 16SWG £7.50

## SKY SYSTEMS NEW VARIOMETERS:

THE 10 UP! SERIES

MODEL 100: VARIO WITH SMALL METER.....£119.50  
MODEL 105: VARIO WITH LARGE METER.....£139.50  
MODEL 500: VARIO 105 + DIGITAL ALTIMETER.....£189.00

CALL US FOR A DEMONSTRATION OR A TRIAL

## NEW: THE "PITCHY" I

THE NEW GENERATION OF FLOATING HANG POINTS.  
3RD AND 4TH IN THE 1ST NATIONAL LEAGUE

## SKY SYSTEMS SECONDHAND MART

**INTERMEDIATE GLIDERS** (fully tested & tuned)  
SUPERSCORPION C Mk 1, AVERAGE CONDITION £195  
SUPERSCORPION C Mk 1, GOOD CONDITION £295  
ATLAS MEDIUM, VGC, MULTICOLOURED £399  
SPIRALE, AS NEW, MULTICOLOURED £499

**DOUBLE SURFACE GLIDERS**  
AZUR, LARGE, VERY GOOD CONDITION £650  
TYPHOON, LARGE, VERY GOOD CONDITION £650  
SHADOW 176, EXCELLENT CONDITION, MYLAR L.E. £750  
MAGIC 3 166, BALLTIPS, AUSTRALIAN NATIONALS WINNER £650

**EQUIPMENT**  
SOUTHDOWN STIRRUP, AS NEW £ 39  
SOUTHDOWN COCOON WITH CHUTE CONTAINER £ 49  
ULTRASPORTS DART, RED, 8 MONTHS £ 95  
"VARIOMASTER" VARIO, WITH STALK & BAG £ 85  
PARACHUTE 24", NEVER USED £159  
PLUS A FEW HELMETS

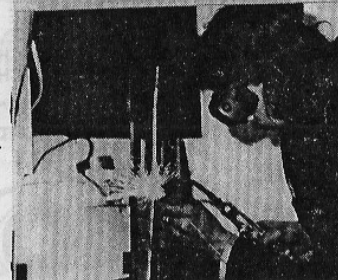
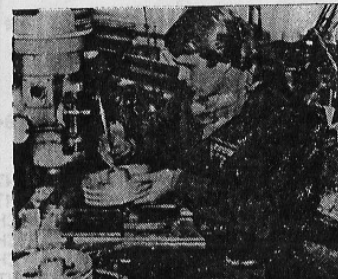
MOST OF THESE CAN BE SEEN AT SKY SYSTEMS' SHOWROOM:  
143, LODER ROAD, BRIGHTON, OR CALL BRIGHTON 505892.

**HUNTAIR** are pleased to announce that we can now offer most makes of Engine fitted with our well proven Reduction system and all ancillaries to suit both Tractor and Pusher installations. Custom built one offs for prototype and homebuilts a speciality.

All sizes of aluminium tube HT30, channel bar and plate.  
Hightensile steel stock.  
Plated hightensile steel bolts and fasteners - Large stock

Call  
**Fred Dorsett or Tom Knight**  
for a quotation

Huntair Limited, Truleigh Sands, Truleigh Manor Farm,  
Edburton, Henfield, West Sussex, BN5 9LL, England  
Telephone: Poynings (079 156) 599 Telex: 87323 FSI G ("For Huntair")



# SKY SYSTEMS

## SUSSEX XC LEAGUE 84

The XC season has started very well with about 20 cross countries, but only 14 flights qualify. So far the tendency seems to be going West (Hampshire, Wessex, Dorset, I.O.W.?)

Remember, the rules are the same as the National XC League but take off must be done in Sussex and the flights must be reported in WRITING within a week to M.CARNET 143 LODER Rd BRIGHTON BN1 6PN and within a month to the National XC League.

KENT CEILINGS' Joe Hayler (not KENT CIELING2 as seen on a sail) is generously offering two beautiful trophies worth a lot of money. One for the best in the XC task and the other for the best in the out & return task. Thanks Joe but please try to win one. If you want to see your name in the XC league but you don't want to go for it, just offer a trophy or prize money with your name or your company on it for the best novice flight or the longest flight etc... If you like the idea, please contact me.

The new Club badges are coming soon with the new logo black and gold; there are as well some XC badges with the same logo but dark blue and light blue with the extra word "XC" and will be given to anyone flying over 20 Ks in the SUSSEX XC LEAGUE.

So far three pilots are eligible for this XC badge: J.CARR, J.PENDRY & M.CARNET.

### LIST OF FLIGHTS AT 11/04/84

6 MAR	J.CARR	MOUNT HARRY TO POYNINGS	MAGIC DDR	12.0
9 MAR	M.CARNET	PLUMTON TO EARNLEY	MAGIC DDR	56.2
	G.MARTELLO	DITCHLING TO STEYNING	MAGIC DDR	14.7
	T.BARDON	DITCHLING TO SOMPTING	MAGIC DDR	18.2
	I.CARRINGTON	DITCHLING TO STEYNING	MAGIC DDR	15.7
18 MAR	J.CARR	MOUNT HARRY TO STEYNING	MAGIC DDR	19.7
30 MAR	G.MARTELLO	DYKE TO FALMER	MAGIC DDR	11.9
	J.CARR	DYKE TO HAILSHAM	MAGIC DDR	32.1
	J.PENDRY	DYKE TO BEDDINGHAM	MAGIC 166	19.3
2 APR	T.BARDON	DITCHLING TO SOMPTING	MAGIC DDR	18.2
	G.MARTELLO	DITCHLING TO LYPHPOLE HILL	MAGIC DDR	18.6
	J.PENDRY	DYKE TO BURY	MAGIC 166	24.5
7 APR	J.CARR	DYKE TO LITTLEHAMPTON	MAGIC DDR	26.7
10 APR	J.CARR	MOUNT HARRY TO STEYNING	MAGIC DDR	17.9

### OVERALL POSITIONS AT 11/04/84

		1	2	3	4	SUM KS	
1.	J.CARR	MAGIC 3 DDR	32.1	26.7	19.7	17.2	95.7
2.	M.CARNET	MAGIC 3 DDR	56.2				56.2
3.	G.MARTELLO	MAGIC 3 DDR	18.6	14.7	11.9		45.2
4.	J.PENDRY	MAGIC 3 166	24.5	19.3			43.8
5.	T.BARDON	MAGIC 3 DDR	18.2	18.2			36.4
6.	I.CARRINGTON	MAGIC 3 DDR	15.7				15.7
7.	THE REST OF THE CLUB						0.0

### RULES OF THE AIR

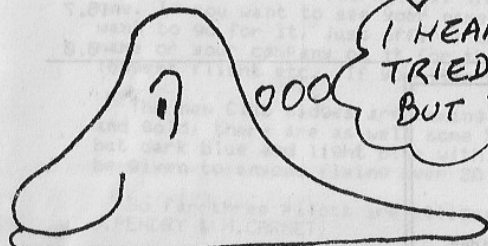
1. Meeting head-on; both turn right.
2. Converging courses; give way to the glider on your right.
3. Overtaking; pass on either side of other gliders. When slope soaring overtake on the hill side.
4. When landing give way to the glider lower than you.



# BLOB

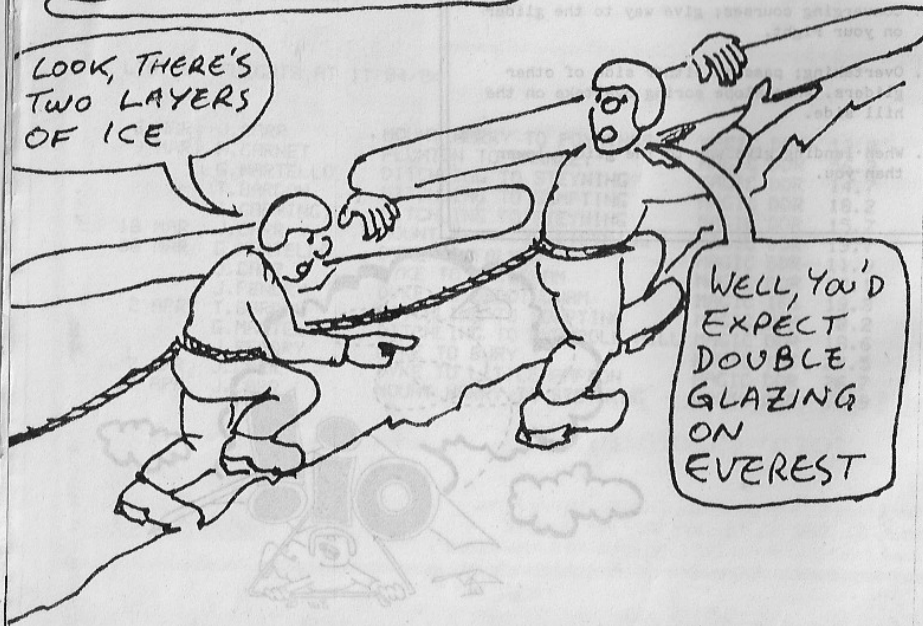
THE GREAT  
WHITE KILLER  
THERMAL

YES, WHITER THAN WHITE THIS MONTH.  
THE MIRACLE INGREDIENT IS "SNOW" IN  
THE HIMALAYAN HANG GLIDING RALLY  
(AS ADVERTISED IN THE LAST "WINDSHOCK")

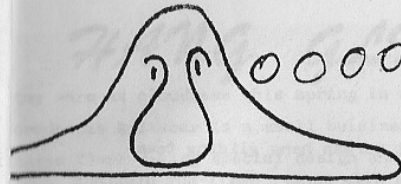


I HEAR DAVE CLAYTON  
TRIED SNOW SHOES  
BUT THEY MELTED

LOOK, THERE'S  
TWO LAYERS  
OF ICE

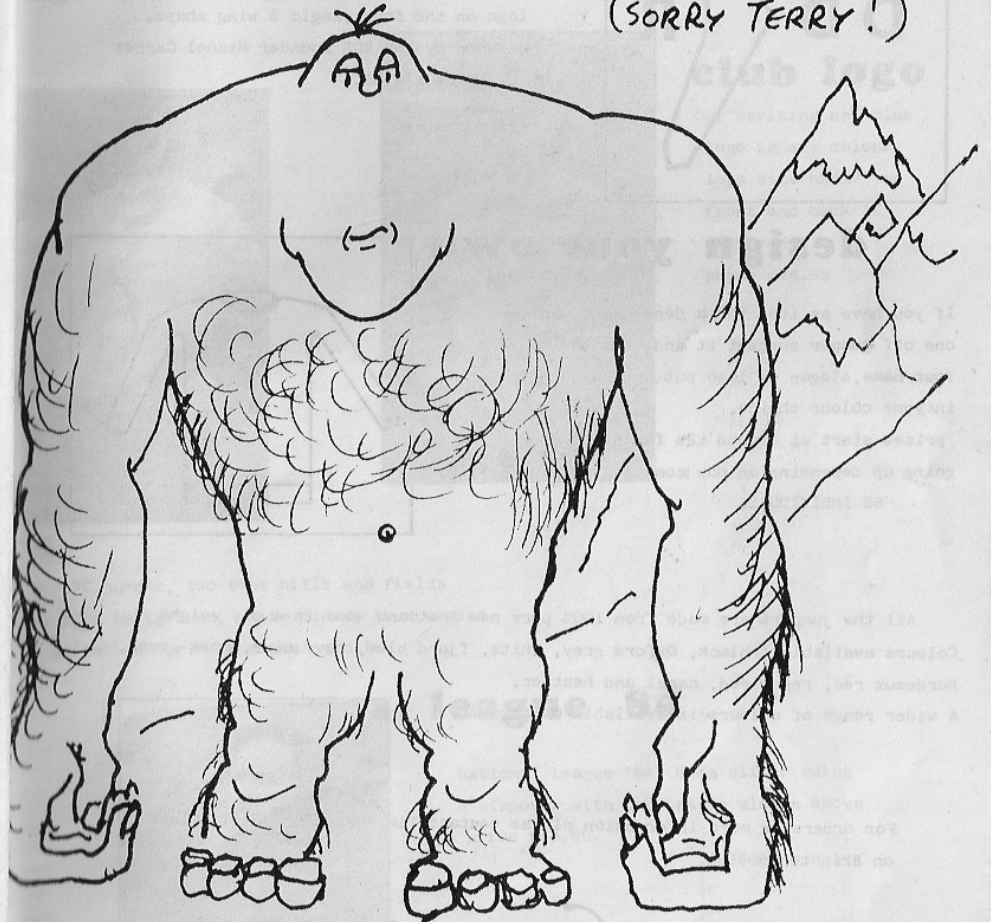


WELL, YOU'D  
EXPECT  
DOUBLE  
GLAZING  
ON  
EVEREST

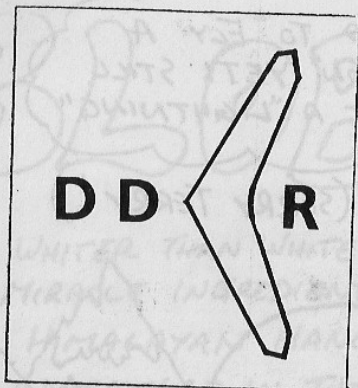


HE USED TO FLY A  
"GRIFFON" YETI STILL  
BOUGHT A "LIGHTNING"

(SORRY TERRY!)



YOU NEVER KNOW, YOU MIGHT MEET THE  
ABOMINABLE "LIGHTNING" PILOT

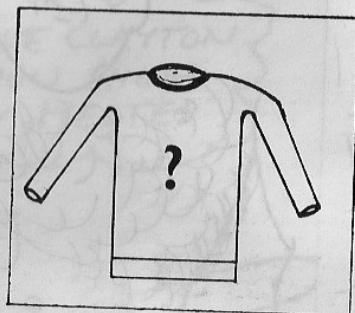


## DDR

Not the East German hang gliding team but a Devils Dyke Racer. Small but distinct logo on the front, Magic 3 wing shape, as worn by the DDR founder Michel Carnet price £24.95.

## design your own

If you have an idea for a design and want a one off jumper suggest it and we make it. Your name, slogan or logo put onto a jumper in your colour choice. prices start at around £25 for names etc going up depending on how complicated your design. BE INDIVIDUAL.



All the jumpers are made from 100% pure new Shetland wool in 4 ply weight Colours available, black, Oxford grey, white, fjord blue, navy blue, moss green, Bordeaux red, regal red, camel and heather. A wider range of colours is available on request

For orders or more information please contact Tim Bardon or Sheila Clark on Brighton 609166

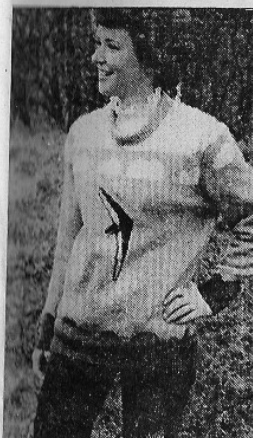
**Cornucopia**  
(Knitwear)

5 Bute Street  
Brighton  
Sussex BN2 2EH

**BRIGHTON 609166**

## HANG GLIDING JUMPERS

Stay warm at cloudbase this spring in a Hang Gliding jumper made from 100% wool Cornucopia knitwear is a small business recently started up by Tim Bardon and Sheila Clark making special design and personal jumpers, here are four Hang Gliding designs made by us or suggest your own.

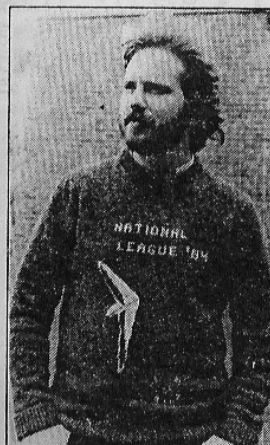


## club logo

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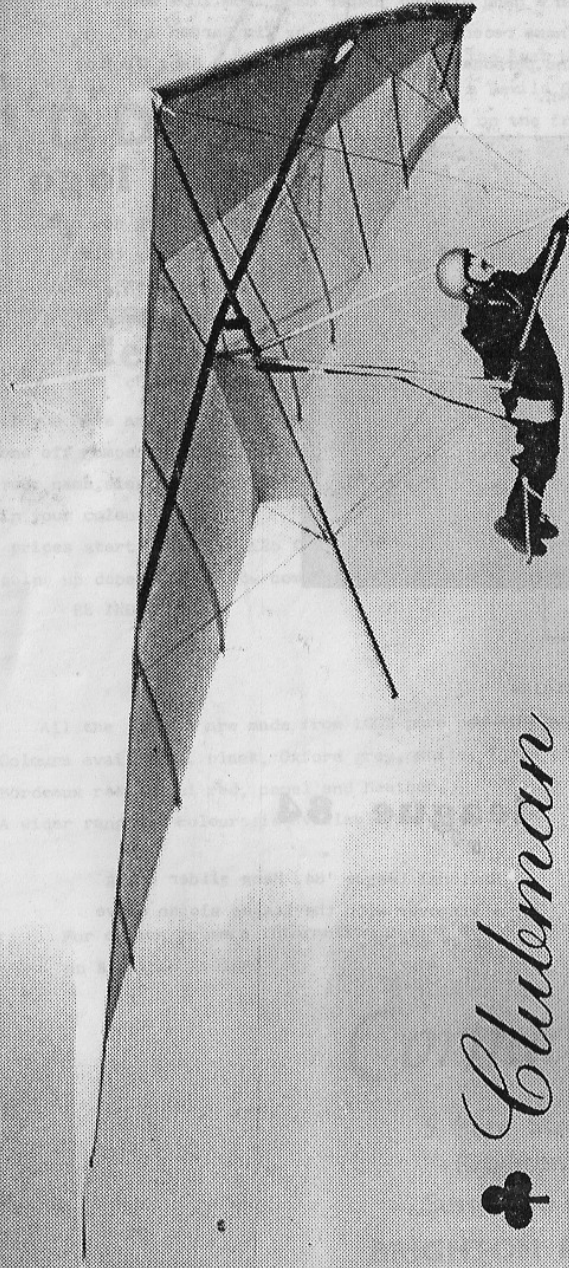
## XC

The XC jumper, two tone hills and fields sky blue background, white cloud, your choice of glider colour. price £25.95



## league 84

National League '84. Hang glider doing a wingover with the League slogan above price £24.95.



♣ *Clubman*

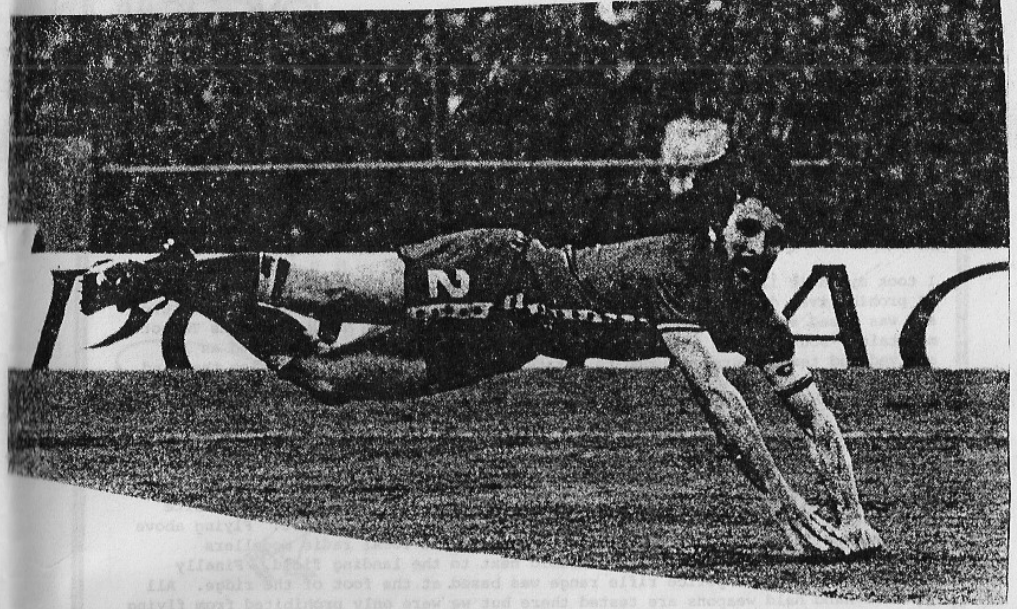
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A historic "first" took place at the Devil's Dyke recently, when GOLLY ROBERTSON made his first soaring hop on the unaided power of the human brain.

This exciting project has been going for some years now, and at first seemed destined for failure. The mental effort involved only produced severe adverse effects on the weather, without resulting in any noticeable altitude gains. However, all the problems seem to have been licked. On this attempt, before an admiring crowd (who had to be restrained by fences) a total altitude of 2" was obtained - despite the donning of lightweight garb, to reduce the strain.

However, now that we know it's possible, Golly hopes to rapidly develop his soaring powers, and long XC's are in prospect.

STOP PRESS

Airwave Gliders, Solar Wings, Hiway shares fall to record low as a result of this announcement....

10 April, 1984

Chris Bartram Esq.,  
80 Trafalgar Street,  
Brighton,  
Sussex

Gary S. Williams Esq.,  
13 Fremantle Street,  
Walworth,  
London SE17

Dear Chris,

Having returned to civilisation from the frozen wastes of the New England States of America, I thought it was about time to let everyone know of my adventures.

I took my Magic III with me since the price of an equivalent machine in the U.S. is prohibitive, due to the strength of the dollar. I had contacted the local club and was based about two miles from a four hundred feet N.W. ridge known as Talcott mountain - sounded like the perfect set up. However, winter had started as I arrived and temperatures dropped to a rather cool - 20°C, not to mention the wind chill - thermal underwear is a must! The cold weather and up to four feet of snow put a stop to flying for the first two months that I was there.

Eventually in early March temperatures soared to 15°C. All of the local pilots crept out of hibernation and arrived at Talcott. I was briefed of the sites hazards. Apart from the one mile climb of three hundred feet along snow and ice covered trails there were a few other things to be aware of. Firstly, the site was directly beneath the approach slope to an international airport. Flying above one thousand feet was not recommended. Secondly, the local radio modellers society flew powered aircraft from a field next to the landing field. Finally the Connecticut state police rifle range was based at the foot of the ridge. All types of hand held weapons are tested there but we were only prohibited from flying directly over the range or if M15's were being fired.

Armed with all of the rules of the site I was ready to go for it, the only problem being the lack of wind. Anyway a top-to-bottom feels great after two months of nothing but airline flights.

Two weeks later, my last weekend in the U.S., conditions greatly improved. On the Saturday we visited a two mile ridge which had a drive to the top!! This part of the U.S. is covered with trees and the take off area had been cut out of the densely wooded ridge. Needless to say there was no top landing. Unfortunately there was no safe bottom landing in front of the ridge either - sounds clever!! The object of the exercise was to take off and fly at least two miles behind the ridge to the first patch of clear ground - basically this is where you go cross country whether you want to or not!!

The thermals that were coming through were huge. I soon reached three thousand ATO but ended up being dumped at fifteen hundred FPM in a massive area of sink that I found totally impossible to get out of. I managed to scrape into an unwooded area about five miles behind take-off. Cross country flying is simply superb and I am looking forward to many more.

The following day I flew again at Talcott. We took off just after midday when the M15's stopped firing. A cliff launch on ice is very difficult. Nobody would be mad enough to take the nose wires, so my wire men were positioned at the wings and keel. After take off the flying was excellent. I managed to climb to the limit of one thousand ATO, but did not go XC since the nearest landing behind this ridge was seven miles. After about forty minutes my face had frozen so I landed. Two days later I returned to the UK leaving my glider in the US awaiting my return in September.

Although I didn't fly very many times in three months, I did go XC and I learnt how to ski.

This is your US correspondent signing off getting used to drinking English beer and flying again in the UK.

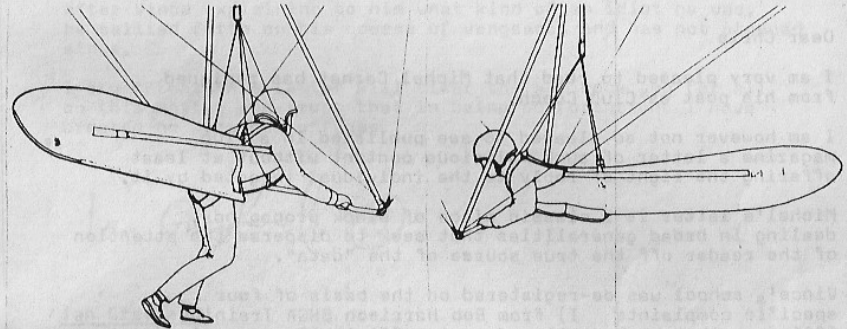
*Gary*

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## Letter:

Chris Bartram  
Editor - Windsock  
80 Trafalgar Street  
BRIGHTON

Aerial Arts  
16 Circus Street  
BRIGHTON  
BN2 2QF

3rd. March, 1984.

Dear Chris

I am very pleased to read that Michel Carnet has resigned from his post as Club Coach.

I am however not so pleased to see published in a club magazine a letter of such malicious content without at least offering the right of reply to the individual targeted by it.

Michel's letter is a classic piece of black propoganda, dealing in broad generalities that seek to disperse the attention of the reader off the true source of the "data".

Vince's school was de-registered on the basis of four specific complaints 1) from Bob Harrison BHGA Training Officer;- that he had allowed an insufficiently supervised Assistant Instructor of modest intellect to train pupils in a way which albeit not actually dangerous was not really advancing their abilities. (This instructor has long since been fired.)

2) From Dave Bluett Chairman SHGC:- that Vince had shown on "numerous occasions" an inability to judge wind conditions, citing three specific incidents where he had disagreed with Vince over weather conditions.

3) From a Hastings club pilot (not of my personal acquaintance and whose name I shall therefore omit): that Vince had wire launched a "pupil" at Beachy Head in a way which endangered the public.

At the BHGA Board of Appeal the "Pupil" turned up to give evidence and turned out to be an independant PI pilot, of considerable intelligence and very much responsible for his own actions.

4) From Michel Carnet an almost never ending stream of rumours, generalities and vicious scandal-mongering the extent of which was so great as to cause Dave Clayton BHGA Training Committee Chairman to state at the Board of Appeal " We have taken no notice whatsoever of anything said by Michel Carnet."

Following inspections of Vince's school, and a week of extensive examination of Vince's instruction techniques carried out at the Hiway School (Jim Bowyer) in Wales, Bob Harrison stated "I can find absolutely nothing wrong here." Vince's school was therefore re-registered and is still subject to the same close scrutiny given every BHGA registered school, by in my opinion highly concientious staff.

I have traced back to what appears to be the source of this conflict.

Some years ago Vince was rather over incensed by yet another complaint from Shoreham ATC that a hang glider was infringing their airspace. (Communication between Vince and ATC Shoreham is and always has been excellent, and it is to Vince that they complain when despite the red warning sign on the Control Tower they find a hang glider floating around in their landing pattern.)

The pilot on this occasion turned out to be Michel Carnet and after Vince explaining to him what kind of an idiot he was, he sallied forth on his course of vengeance and has not stopped since.

I trust that this letter will clear the air once and for all on this matter and trust that in being so forthright I have created no personal offense.

Ian Grayland

Ian Grayland

Aerial Arts

STOP PRESS....

JOHN PENDRY, IAN CARRINGTON SMITH AND MICHAEL CARNET FLY FROM THE DYKE TO MAIDSTONE, YES THATS MAIDSTONE IN KENT. THE FLIGHTS WERE DONE ON A VERY LIGHT WIND DAY (LAST THURSDAY) FULL REPORT NEXT WINDSOCK.

BRIGHTON 7/4/84

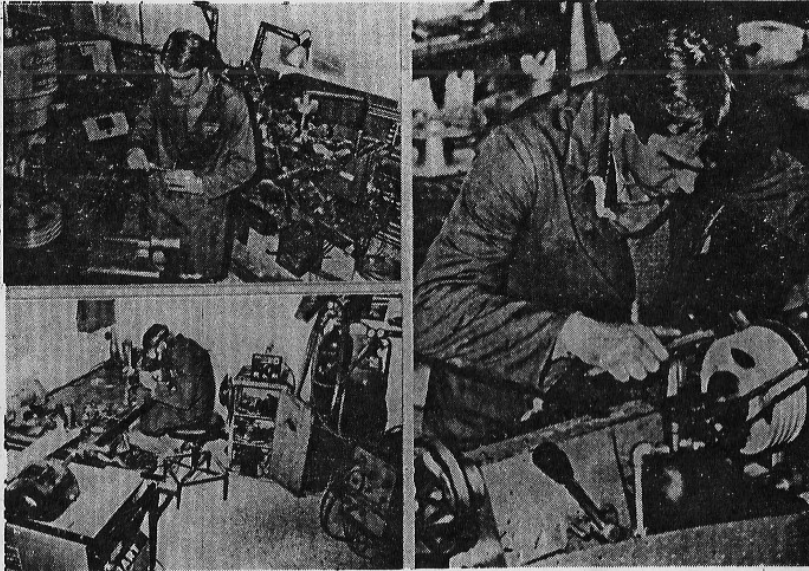
### Praise for a pioneer pilot

MICROLITE pilot and designer Steve Hunt, 34, who died when his mini-plane crashed in France in July, was described as a brave pioneer by East Sussex Coroner Edward Grace.

Australian-born Mr Hunt, of Mackle Avenue, Paicham, plunged to his death during a race at the foothills of the Pyrenees.

Recording a verdict of accidental death, Mr Grace said: "Mr Hunt was a pioneer in the field of microlite aircraft. Like many courageous pioneers before him he gave his life in the cause of progress."





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# Letters

YOU SEND THEM, WE WILL PRINT THEM

7, Sillwood Place,  
Brighton,

Dear Chris,

I thought that the letter of complaint to BBC Radio 4's '5pm' program on thurs. March 1st. declaiming the ability of country sportsmen, including hang glider pilots to organise themselves efficiently (mention was made of the spectator problem) warranted the following response, in which I took the liberty of mentioning the good name of the club. It was broadcast on tuesday 6th. March.

"... How daft it is to lump all users of the countryside together in this nuisance category.

If your correspondant would like to get in touch with us perhaps we would be able to explain to her the much finer and more profound relationship with the environment that it is possible to experience in a silent and pollution-free hang glider, the greater respect for and understanding of geology and geography that it is only possible to grasp fully from a high altitude and finally the exhilaration and sense of freedom that can be achieved by flying up and away from all the miserable old spoilsports that she typifies so sucessfully."

Yours

Bob Baldwin.

Ed. NICE ONE BOB!

## NEW

AERIAL ARTS ULTIMETER

Aerial Arts are pleased to announce the availability of the ULTIMETER miniature electronic digital altimeter/audio visual variometer. This tiny lightweight instrument is normally wrist mounted, and reads altitude to a resolution of one foot. It may be zeroed at take-off ( or local ground level or sea level as desired ). At the flick of a switch the ULTIMETER may be changed in flight to read Flight Level ( height referred to 1013 mB.) for cross country flying.

The variometer reads to +2000 Ft/Min with audio switch-able to up/off/up & down as required, and the threshold values at which the audio cuts in may be preset by the user.

In it's "Auto" mode the unit reads height until lift or sink strong enough to cut in the vario (preset) is encountered, when it switches to vario readout. Then every twenty seconds the audio cuts out for 2½ sec. and the ULTIMETER shows your height.

As the battery nears the end of it's long life (40 hours) the low battery indication on the display flashes, whilst the unit continues to function accurately for some hours.

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