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MAGAZINE OF THE SOUTHERN HANG GLIDING CLUB

A.G.M
NOV. 3rd
DYKE
7 P.M.

'84 COMMITTEE



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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.,) is free.
All commercial advertisements are charged at the following rates:
1/6th of a page: £12 per year (in advance); 1/3 page: £22 per year (in advance); full page £5 per month, or £45 per year (in advance).

Editorial

So, the Southern Club has done it again! Yes folks, we have another champion among us; this time in the shape of Michel Carnet, who has won the British League this year by a convincing margin of over 600 points from the runner-up, veteran league flier Bob Calvert. This is the fourth time that a Southern pilot has won the National Championships out of the eight years it has been running.

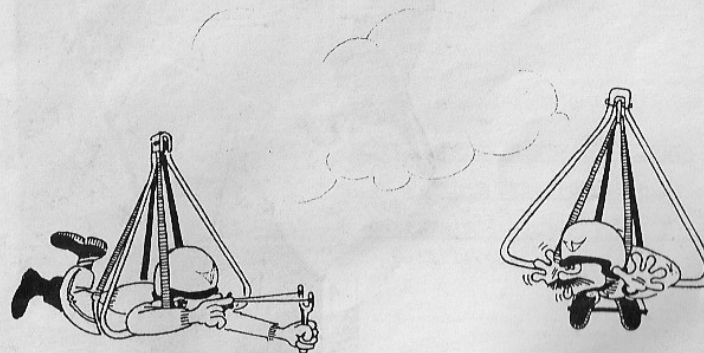
Previous winners have been in 1977 Brian Wood, in 1978 Keith Reynolds, in 1981 Johnny Carr, and now 1984 Michel Carnet. Congratulations!

It would seem that our sites, although small compared to other parts of the country, do breed some excellent pilots and that you don't need big hills or good weather all the time to progress to the top in our sport. For sheer variety of flying conditions throughout the year, the South Downs can probably not be beaten. The Club now has the British champion and the British Record distance. Not bad, eh?

Only one month away is the Club AGM, to be held on Saturday 3rd. November at the Devil's Dyke Pub, starting at 7 p.m. All of you who think that changes are needed in any area of the Club's activities, or who have suggestions to make, or criticisms to voice, should attend the meeting. Let's try to maintain the generally high standard of flying in the Club and sort out any ground based problems, for instance with sites, in public. Even if you don't have anything to say, come along and get stuck in!

Our new Club Coach, Dave Rusbridge, is busy on the details of the 'adopt-a-pilot' scheme, which we hope to publish next month.

It's a pity about the apparent trouble at Mt. Caburn, about which details are still rather hazy, but it was decided at the last Committee meeting to halt further flying until the root cause of the problem has been dealt with. You could say that we've hit some turbulence. See the sites news page.



WHERE TO WE STAND!!!

Sites are by far the most important issue in the Club. Without sites to fly from there would be no Club. It stands to reason then that we should look to protecting and developing sites and our relationships with land owners. This should be the responsibility of all Club Members. A sites officer can negotiate, co-ordinate, delegate etc, but we all share the fundamental responsibility for looking after/keeping sites. The reason I am saying all this is that some Club Members are not doing their bit. In fact, I would go as far to say that some Members are harming and destroying years of work put into site negotiations and owner relationships. To those people I would say think carefully. Hang gliding is still struggling to survive. We have enough pressures from outside that wish to ban us; please let's not put ammunition into their arguments. To those people who say I am going to fly and sod the rest, you are selfish people and if you get your own way we will end up with byelaws like the one at Mill Hill on all sites. Where will anyone fly peacefully then? The point is let's all work together on the sites issue. Protect hang gliding.

DEVILS DYKE

Bottom farmer Mike Lee died suddenly several weeks ago. Mike had been ill for some time. The Club has sent condolences. The farm will now be managed by the two sons Mark and Gary. No change in our agreement is expected.

On a happier note Den and Pam of the Dyke had their first year's anniversary this August. The Club arranged to send flowers and Den and Pam have expressed their thanks to all Club Members.

DITCHLING BEACON

The National Trust have now put up a "No Hang Gliding" Notice in the car park. This it would appear is because we have continued to fly Ditchling Beacon, but from other land not owned by the National Trust. (Although some people still insist on taking off from in front of the car park, which is dangerous). However the National Trust believes we are flying from their land still. The Club is to write to the Trust and fully explain the situation and hopefully get the sign sorted out. In the meantime please fly from past the Sussex Trust for Nature Conservation sign.

NOTE: Scrub conservation clearance work is to be undertaken soon; please contact me if you wish to help.

MOUNT CABURN

Will all members please cease flying Caburn for the time being. This is due to a direct request from the land owner following an incident of abuse of the flying agreement. Will anyone who has any information regarding recent flying at Caburn please contact the Committee immediately. A further update will be published when more information is available.

BEACHY HEAD

There have been reports this summer of pilots making serious errors when trying to top land. I am talking about serious errors and not just dropping the nose on landing. If you fly Beachy get your top landing right; if you cannot then fly down. Don't jeopardise a site for the sake of your own ego.

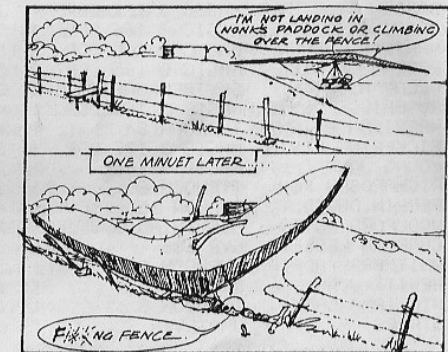
PLEASANT RISE FARM

A new S.W. site, please see sites guide insert with windsock.

FIRLE

Has not seen a lot of use this year. Note: We can now park up in the top car park for the winter.

CHRIS BARTRAM
SITES OFFICER



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SUSSEX XC LEAGUE 84 FLIGHTS FROM THE 06 SEP TO 03 OCT 84

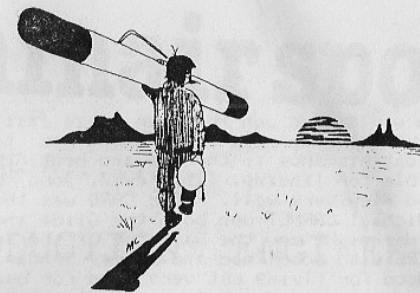
PILOT	DATE	DESCRIPTION	OS MAP References	DISTANCE
DELAY MICHAEL	06 SEP	DYKE / FINDON	TQ258114 TQ119104	13.9 Ks 8.7 Mls
RUSBRIDGE DAVID	08 SEP	DYKE/WOOD/CORNER	TQ257112 TQ672195	42.3 Ks 26.3 Mls
DELAY MICHAEL	16 SEP	DYKE/WINDMILL HT	TQ257112 TQ648119	39.1 Ks 24.3 Mls
RUSBRIDGE DAVID	16 SEP	DYKE/LENES	TQ257112 TQ416095	16.0 Ks 9.9 Mls
BARDON TIMOTHY	22 SEP	DYKE/BATTLE	TQ257112 TQ755163	50.1 Ks 31.1 Mls
CARRINGTON IAN	22 SEP	DYKE/LAUGHTON	TQ257112 TQ489142	23.4 Ks 14.5 Mls
DELAY MICHAEL	22 SEP	DYKE/COOKSBRIDGE	TQ257112 TQ402136	14.7 Ks 9.1 Mls
RUSBRIDGE DAVID	25 SEP	DYKE/BERWICK	TQ257112 TQ528072	27.4 Ks 17.0 Mls
DELAY MICHAEL	25 SEP	DYKE/BEDINGHAM	TQ257112 TQ463081	20.8 Ks 12.9 Mls

SUSSEX XC LEAGUE 84 OVERALL POSITIONS AT 03/10/84

PILOT	GLIDER	1	2	3	4	TOTAL
01 PENDRY JOHN	MAGIC 3 1668177	209.5	118.2	102.3	79.4	509.4 Ks
02 CARNET MICHAEL	MAGIC 3 166 DDR	82.3	71.0	56.2	44.3	253.8 Ks
03 CARR JOHNNY	MAGIC 3 166 DDR	76.7	57.4	55.5	39.1	228.7 Ks
04 BARDON TIMOTHY	MAGIC 3 177 DDR	71.3	50.1	48.9	24.5	194.8 Ks
05 CARRINGTON IAN	MAGIC 3 166 DDR	70.6	54.5	28.2	23.4	182.7 Ks
06 MARTELLO PEPE	MAGIC 3 166 DDR	59.5	48.9	37.9	33.0	179.3 Ks
07 ROBERTSON MIKE	MAGIC 3 165 DDR	56.4	37.7	27.9	0.0	122.0 Ks
08 DELAY MICHAEL	SKYTREK SABRE	39.1	20.8	17.2	14.7	91.7 Ks
09 RUSBRIDGE DAVID	MAGIC 3 166 DDR	42.3	27.4	16.0	0.0	85.7 Ks
10 HARRISON BRIAN	TYPHOON S4	45.1	27.0	0.0	0.0	72.9 Ks
11 PICKERING KEVIN	MAGIC 3 177 DDR	21.4	19.0	16.6	15.3	72.3 Ks
12 YOUNG JOHN	MAGIC 1 165	34.5	12.7	11.0	0.0	58.2 Ks
13 RICHARDSON RON	TYPHOON S	30.3	16.8	0.0	0.0	47.1 Ks
14 PERRIN DAVID	SHADOW 155	46.1	0.0	0.0	0.0	46.1 Ks
15 WOODFORD DAVID	LIGHTNING 190	20.2	13.9	0.0	0.0	34.1 Ks
16 CHAPMAN LESLEY	GYR 188	22.1	0.0	0.0	0.0	22.1 Ks
17 WHITMARSH ADRIA	TYPHOON S4	16.6	0.0	0.0	0.0	16.6 Ks
18 HEWITT JOHN	DEMON	14.6	0.0	0.0	0.0	14.6 Ks
19 WILLIAMS GARY	TYPHOON S	12.2	0.0	0.0	0.0	12.2 Ks
20 OTHERS	WHATEVER	0.0	0.0	0.0	0.0	0.0 Ks

SUSSEX XC LEAGUE 84 LIST OF TOP 15 FLIGHTS AT 03/10/84

PILOT	DATE	DESCRIPTION	OS MAP References	DISTANCE
PENDRY JOHN	01 MAY	DITCHL./DEVON	TQ332132 SY246943	209.5 Ks 130.2 Mls
PENDRY JOHN	09 MAY	DITCH/FORDINGBRI	TQ332132 SU150138	118.2 Ks 73.5 Mls
PENDRY JOHN	09 AUG	DITCHLING/I.O.W.	TQ336129 S2345877	102.3 Ks 63.5 Mls
CARNET MICHAEL	27 JUN	DYKE/NEW ROMNEY	TQ257112 TR067255	82.3 Ks 51.1 Mls
PENDRY JOHN	17 APR	DYKE/DRSETT	TQ257112 TQ634811	79.4 Ks 49.4 Mls
CARR JOHNNY	11 AUG	DYKE/WINCHESTER	TQ257112 SU521329	76.7 Ks 47.7 Mls
CARRINGTON IAN	12 APR	DYKE/EAST LENHAM	TQ257112 TQ908516	76.6 Ks 47.6 Mls
PENDRY JOHN	12 APR	DYKE/HARRIETSHAM	TQ257112 TQ872526	74.1 Ks 46.1 Mls
BARDON TIMOTHY	09 MAY	DITCH/MEONSTOKE	TQ333132 SU624205	71.3 Ks 44.3 Mls
CARNET MICHAEL	12 APR	DYKE/HEADCORN	TQ257112 TQ891431	71.0 Ks 44.1 Mls
MARTELLO PEPE	16 APR	DYKE/GUESTLING	TQ257112 TQ851144	59.5 Ks 37.0 Mls
CARR JOHNNY	09 AUG	DITCHL./S'BOURNE	TQ336129 SU767051	57.4 Ks 35.7 Mls
ROBERTSON MIKE	24 JUN	DYKE/HP HASTINGS	TQ257112 TQ819158	56.4 Ks 35.0 Mls
CARNET MICHAEL	09 MAR	PLUMTON/EARNLEY	TQ362129 S2823971	56.2 Ks 34.9 Mls
CARR JOHNNY	16 APR	DYKE/HASTINGS	TQ257112 TQ812129	55.5 Ks 34.5 Mls



SUSSEX XC LEAGUE 1984

Only 3 weeks left to go cross country before the end of October at which time the Sussex XC League 85 and the National XC League 85 begin.

Since last windsock, just a dozen cross countries have been done but only 9 were reported including 3 good ones from Mike DELAY, Dave RUSBRIDGE and Tim BARDON who flew 24, 26 and 31 miles respectively going East. Well done lads!

John PENDRY looks pretty safe in first position because number 2 Michael CARNET needs a 160 miles flight to beat him. But Johnny CARR cannot be guaranteed of his third place as Tim BARDON gets closer and closer, followed by Ian CARRINGTON and Pepe MARTELLO. It looks like the last week of October will be quite exciting if the weather permits, especially when Ian, Pepe and Dave RUSBRIDGE are desperate to join the NATIONAL BRITISH LEAGUE next year and therefore need to be near the top of the National XC League. The fact is that they live in the best part of Britain for XC flying so there should be no problem: good luck boys!

Talking about the British League, the 4th competition was held in Northumbria and saw 3 SHGC members in the top 4 with Michael CARNET second behind Bob "Turn & Slip" BAILEY, Tim BARDON 3rd and Johnny "177" CARR making his annual comeback. Tim was all excited to get his first League trophy and was even more excited to be presented with a cloth bag to protect it but almost cried when he found out the bag WAS the trophy. Michael increased his winning margin from 220 to 560 points with Bailey second.

The League final was held in the Peak District and was another SHGC exhibition when our boys brought back home 7 cups. Johnny CARR found there is some more space for silver on the shelf in his new house and decided to win that last League which put him in 4th place overall: 2 cups.

Tim BARDON, praying for a rucksack, got a 3rd place again but this time was presented with a silver tray: 1 trophy.

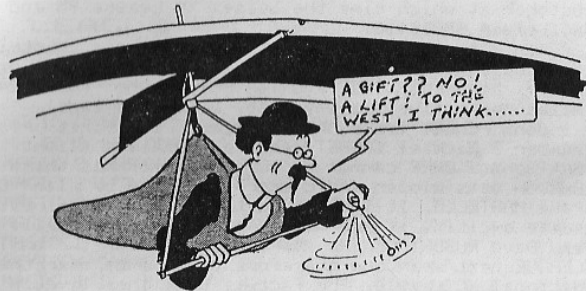
Michael CARNET 7th, collected the prestigious Alvin RUSSELL trophy for winning the 84 LEAGUE (Alvin was a nice guy who killed himself in 77 test-flying a prototype) and a beautiful bronze sun dial: 2 trophies.

John PENDRY got his 6th place overall cup plus the best newcomer trophy: 2 trophies. We hope that all the cups won by SHGC members this year will be displayed at the AGM.

Derek EVANS got some prizes as well for being the best competition runner of all time for the past and the future hopefully.

Here 84 was fun at least on the Saturday with 2 tasks being flown with a poor turn out by the Club, Ian CARRINGTON, Kevin PICKERING, Michael CARNET and Mike DELAY were the A team, Les CHAPMAN, John YOUNG, Peter CARD and Howard MEADES the B team.

Our A team would have won the team Prize easily if Mike DELAY hadn't given up half way after crashing a few times, forgotten to clip in, lost his shoe in the air and bent his leading edge on an impossible top landing. Ian, Kevin, John, Les and Howard tried hard and flew very well. Peter CARD was third in the Glide contest and Michael CARNET won both the Glide and Time Deviation events. Saturday night saw the Barbecue of the year, courtesy of AIRWAVE GLIDERS with good food and booze. Sunday was very windy and wet, no good for flying but very good for business as would agree a Brighton company which I cannot mention here, not to give unfair publicity to Sky Systems.



We have got Problems with one of our sites: Mt CABURN (see Chris BARTRAM's article. The Problem is mainly that a Club Member, Vince HALLAM to be Precise (without Prejudice), reckons the site belongs to him and even charges people to fly it (same as Beddingham). Who was foolish enough to pay him a Pound or a fiver in the last three years? Recently, after few years of negotiations, Chris BARTRAM, our beloved Sites Officer, included Mt CABURN in the Sites Guide so people could fly there officially at last (Mt CABURN is really ideal for Post P1 especially in summer sea-breezes). Vince Hallam, a Club member doesn't want this site to be a Club site for business or political reasons. We are obviously not recommended by Vince Hallam to the farmer or the Land Agent.

Vince started to claim this site at the time he was the Club Safety Officer. The Club Committee has decided to ask members not to fly there during further negotiations but in any case you should not pay Vince HALLAM in any circumstances. The farmer has said YES to the few pilots who have approached him personally like Rick DECKER the oldest Club Pilot. This matter will be discussed at the AGM in deepest details.

So a very successful year so far for the Club and now the winter has nearly arrived we would like to see the P1 and other intermediate Pilots come more often to fly whilst the bottom field of the Dyke is open and before the clocks go back. There is a lot of talent in our Club so please use it for Coaching purposes. See you next Post-frontal time.

mainair sports

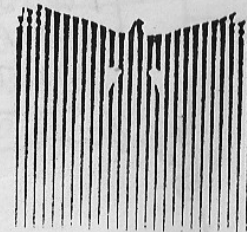
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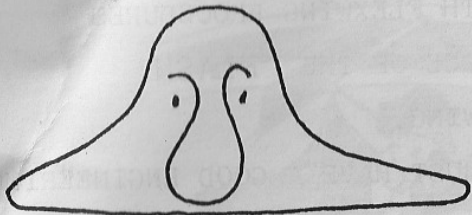


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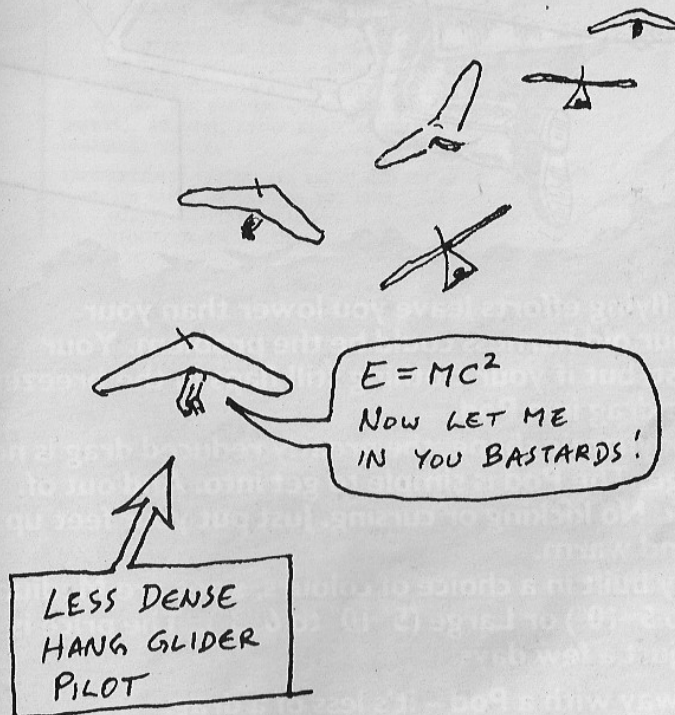
I'VE BEEN TRYING TO APPLY A SIMILAR RULE
TO HANG GLIDER PILOTS. DO DENSE HANG
GLIDER PILOTS SINK?



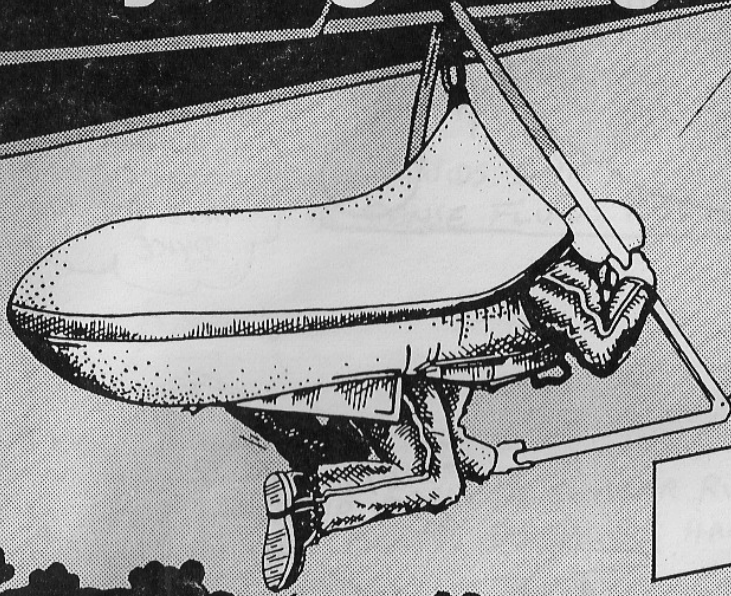
PERHAPS THAT'S WHAT THEY MEAN BY
"HIGH QUEUE"



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DRAUGHT GUINNESS
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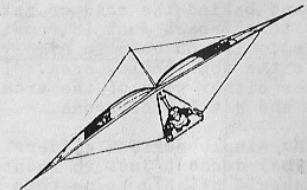


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OCT 84

FINSBURY HALL,
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EC1V 3PE.

Dear Windssock,

DUNSTABLE DOWNS

Those members of the club living near London and looking for somewhere to fly in W - SW winds may be tempted to pay a visit to Dunstable Hang Gliding Club to fly their prime site. Although many pilots reading this will already know more about the site than I do (and I am not an experienced pilot), I feel that any inexperienced pilots who have not flown there would benefit from this advice.

The main problem with the site is that the top landing area is small i.e. about 25 yards x 25 yards and its rear boundary is a fairly busy road. Behind that are a hedgerow and a golf course so it is not possible to land behind the road or make your approach over it. This means you have to approach just in front of the road (which is parallel to the ridge). If you come in high then you are still in lift when you are above the top landing area. If you come in low you risk hitting the bushes either side of the area and don't have much time to turn into wind and get out of prone.

On the single surface gliders the best way to make the landing is by a vertical descent just in front of the road. In moderate fresh winds you should be able to do this by pulling on speed whilst in "gorilla". The local experienced pilots on double surface gliders sometimes take over a minute to drop the last 30 feet or so as they can only pull on speed in the gusts without penetrating back out. They also crab from side to side parallel to the road in order to lose height. Some even try stalling but this is very dangerous (which is about all I know about the technique).

I was attempting to lose height by crosswind tracking parallel to the road when the wind was about 30 degrees off to the south and 18 mph. Unfortunately when tracking from south to north I was partially downwind and travelling fast. My opposite weightshift was not enough to counteract this and I was turned further downwind, the wing tip touched the ground and I was cartwheeled on to the edge of the road.

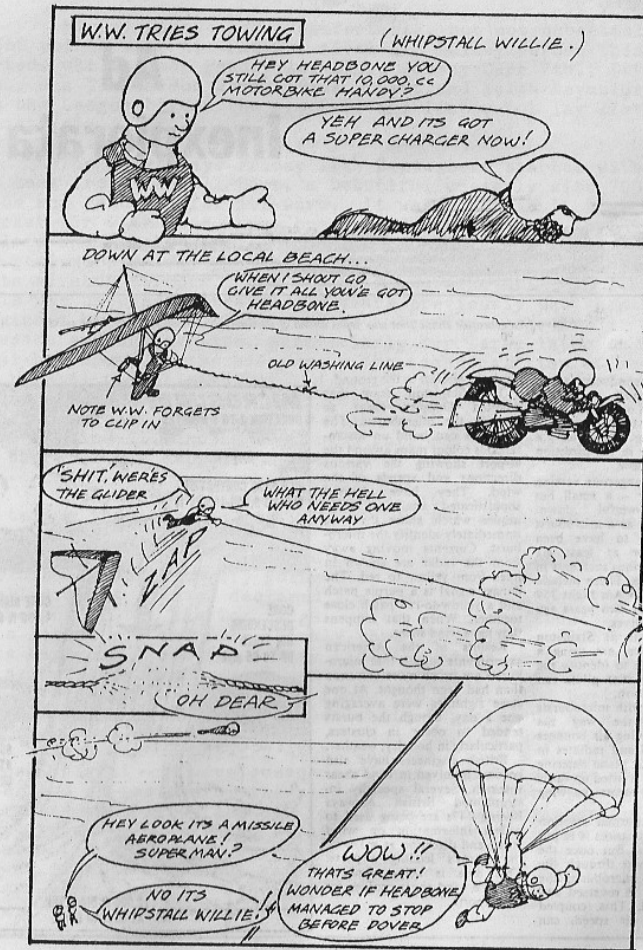
Top landing at the westerly at Dunstable is a totally different ball game from Firle or the Dyke (where I did my spot top-landing for P2). Even though I knew it was not going to be easy and watched other pilots doing it first, it still caught me out.

If in doubt, ask one of the local experienced fliers for advice - they have formed a marshal system for this purpose. The Dunstable club welcome visiting pilots as long as they introduce themselves to a Committee Member, who will instruct them on the site details and rules. The site fee is £1.

DHGC have a new Committee of which the Chairman is Chris Ellison and the Secretary is Robert Moffatt (Tel: 044-282/5086). Site Marshal is Alan Lane (Tel: 0582-598439).

When I was there the crop field had been harvested which would make the place a good site for a first soaring flight provided that the landing is a bottom landing with a low approach (to avoid the sailplanes). Visit the site by all means but please don't say I sent you. I don't want to spoil your chances.

Pete Bolton.





Ad Inexplorata

Above "An evocative shape that was years ahead of its time", Northrop's YB-49 flying wing

TESTS being conducted at an American airport may help pilots to avoid one of the most deadly dangers they face on take off or landing: wind shear, a sudden change in the direction or speed of airflow.

The most dangerous version of wind shear - a small but intensely powerful down-draught known as a microburst - is believed to have been responsible for at least six accidents or serious incidents in the past decade. These include the crash of Pan Am flight 759 in New Orleans two years ago, which cost 133 lives.

The scientists at Stapleton Airport, Denver, are using a radar technique to identify the microbursts so that pilots can take evasive action.

The danger with microbursts comes from the way the downward moving air bounces off the ground and radiates in all directions. A plane entering the microburst is lifted upwards as the airflow across the wing increases.

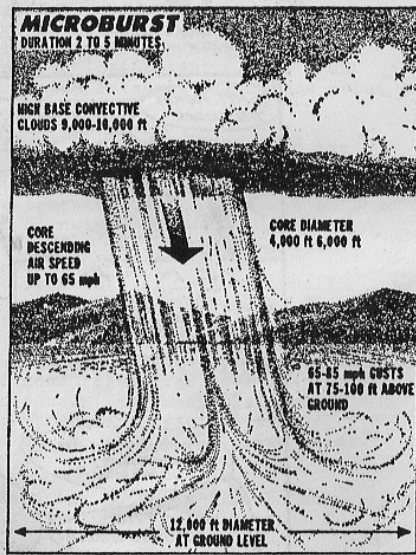
The pilot's normal reaction in those circumstances is to put the nose down. But once the plane has passed through the centre of the microburst, the wind direction is reversed and lift is reduced. This, coupled with reduced air speed, can

push the aircraft to the ground.

The Stapleton team has adapted Doppler radar to identify the microbursts. The engineers can build up instantaneous colour maps around the airport showing the various directions and speeds of the wind. They have devised sophisticated analytical techniques which allow them to immediately identify the microburst. Currents moving away from the radar are shown in hues from yellow to red. The danger signal is a purple patch and a yellow-to-red patch close together. When that happens they have wind shear.

Results of the American experiments suggest that microbursts are much more common than had been thought. At one stage sightings were averaging one a day, though the bursts tended to occur in clusters, particularly in hot, dry, weather.

British engineers have also become involved in wind shear research. Several specially instrumented British Airways Boeing 747s are being used to collect information on wind speed and direction at many of the world's leading airports. This data is being used to produce wind shear profiles for the airports.



LEAGUE FINAL 1984 - DERBYSHIRE PEAK DISTRICT.

The Club was well represented and supported at the final league competition of the year; amongst those competing were Johnny Carr, Michel Carnet, Dave Clayton, Tim Bardon, John Pendry and Mike Delay (as guest). Official wind-dummies for the comp were Dave Rusbridge and Pepe Martello, other supporters included Dave Bluett, Terry Davis, Eddie Horsfield, Peter Unwin, Keith Reynolds, Karen Stoner, Roland Delez, Richard Halpin and myself. Derek Evans was there of course as competition director while Spanish Joe was chief marshal. The Derby and Lancashire Gliding Club was our base for briefings and scoring compilation, but we also made good use of their clubhouse in the evenings and during the rainy spells.

Michel Carnet had a comfortable, but not unbeatable, lead of 560 points over his nearest rival Bob Bailey before this league started, whilst John Pendry lay 4th., Johnny Carr 7th., Dave Clayton 15th., and Tim Bardon 23rd. Dave Bluett and Keith Reynolds resigned from the League before the start of the final, but lay 41st and 33rd respectively.

The first day, Friday 14th September, started with a declared goal task from Bradwell Edge, a beautiful westerly site 700' top to bottom and renowned for its wave. It was a difficult task in mainly overcast air with some sunny breaks and with Cu-Nims in the afternoon.

Pilots who reached the goal area were perplexed by the total absence of a goal marker (day-glo strip), which at the last moment and with pilots already airborne, had had to be moved a mile and a half south.

This was unforeseen because two years previously the same farmer had not minded having his field used as a landing area, but it caused some confusion and aggravation, particularly for Derek later in the day. An appeal was heard in the evening on the technicalities of scoring under such unusual conditions, the end result of which placed Johnny 1st. with 500 points and Tim 2nd. Out of 40+ pilots attempting the task, only six reached goal. Tim even flew further than goal in his desperate search to find it, and he was given full points as he had flown directly over where it was supposed to be.

The second day was moderate NW at Lord's Seat, an impressive site to say the least as big wave clouds formed upwind, over, and downwind of the hilltop. A 24km XC turnpoint task was set but with a lowering cloudbase, rain showers, and pilots being sucked readily into the clag, nobody wanted to try going over the back in that. The task was cancelled and a shorter declared goal was chosen about 16km to the east, off the end of the Mam Tor ridge. With cloudbase about 200ft ATO, pilots lobbed off and were quickly lost from sight. After about 30 pilots had gone I spotted Johnny fiddling about near his glider, not looking terribly happy, so I went over to him, "Come on, Johnny" I said, "They've nearly all gone!" "I know" he said, "I'd better get a move on." So off he went into the gloom while I packed up my glider feeling pretty cold and wet.

Back at the gliding club, who has flown a blinder and beaten everyone to goal - you've guessed - Johnny Carr. Whilst other pilots hung around at the end of the ridge waiting and watching who would go next across the valley and how far, along comes Megastar in a hell of a hurry thinking he's late, straight off the end of the ridge with no hesitation. Bob Calvert, lurking nearby, sees what is happening and tries to catch Johnny, but he's too hot on his 177 for Calvert and makes goal one minute ahead. Other Southern boys to reach goal that day were

Tim Bardon, Pepe Martello and Dave Rusbridge, and Michel Carnet.

Sunday, the third day, was raining all morning. The competition was cancelled for the day at 1 o'clock but at 1.30 pm the skies cleared unexpectedly into bright sunshine. However, it was by then too late to recall everybody so most of the Southern fliers went to Bradwell Edge to see what was cooking. Not much, as it turned out, until 5.15 pm when, with a sailplane circling in lift over our heads, I launched on a hunch and fifteen minutes later was at cloudbase with John Pendry, Bob Calvert, Michel Carnet and Roland Delez. Being such an unexpected flight made it all the more enjoyable and when the four of us (Bob went back to the ridge) landed 9km away in the same pasture, it was with big smiles that we derigged our gliders. Many thanks to Hilary for a speedy retrieval.

In the evening the league party was held at a bistro in Bakewell (famous for its tarts!) which featured one arm wrestling and other feats of strength and agility between the Southerners and the Northerners. Needless to say but we won, of course.

The last day of the league started with rain, clearing to a dull overcast by 3 pm. The same task as on the first day was set, but as soon as Derek called the window open the wave lift, which had been apparent up until then, disappeared. With no chance of going XC, we finished up with a simple duration task for 100 points. So Michel, who had held onto his lead throughout the previous two days was safe at last, and by the end of the duration task had increased his lead to 609 points. The presentations were held in the gliding club, not only for the winners, but also for all those who had helped the league through the year.

Results:	Final League:	1st	Johnny Carr	1100 points (max)
		3rd	Tim Bardon	1008
		7th	Michel Carnet	839
		10th	Johnny Pendry	741
		22nd	Dave Clayton	

Overall League Positions 1984:

		points (6005 max)
1st	Michel Carnet	4965
2nd	Bob Calvert	4356
3rd	Bob Bailey	4130
4th	Johnny Carr	4035
5th	Phil Huddleston	3982
6th	John Pendry	3835
12th	Tim Bardon	

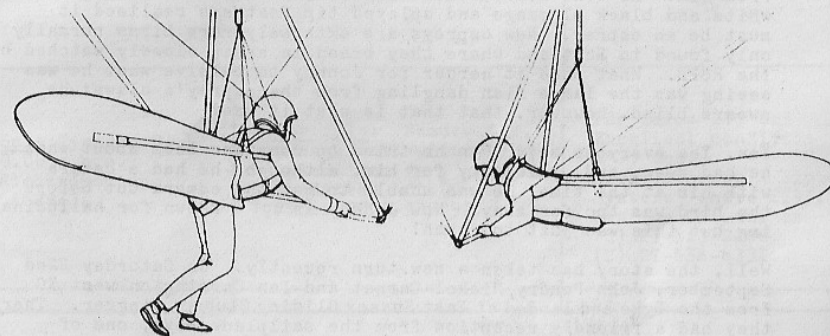
Congratulations to Michel on winning this year's league and becoming the National Champion. Also well done to John Pendry and Tim Bardon on their good flying in their first year in the league.

IAN CARRINGTON

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BIRDS, BIRDS, BIRDS.

In case some of you were wondering about the strange looking vulture which was at the end of Johnny Carr's article on Spain in last month's issue of WINDSOCK, here is the explanation.

One day in August Johnny was going for it at the Dyke, and on passing through 3 grand spotted what he took to be a buzzard circling not far from him. He went over to have a closer look and on seeing its white and black plumage and splayed tip feathers realised it must be an osprey. Now ospreys are extremely rare birds normally only found in Scotland where they breed in areas closely watched by the RSPB. What made it harder for Johnny to believe what he was seeing was the large fish dangling from the osprey's claws; he swears blind, however, that that is what it was!

Yea, Yea everyone said when he tried to convince them about what he had seen, and, unluckily for him, although he had a camera with him at the time, he was unable to get the camera out before the bird was too far away. Now Johnny is not known for hallucinating but this was just too much!

Well, the story has taken a new turn recently. On Saturday 22nd September, John Pendry, Michel Carnet and Ian Carrington went XC from the Dyke and landed at East Sussex Gliding Club at Ringmer. There they had a friendly reception from the sailplane boys, one of whom told how on Saturday 15th September he had flown west along the Downs to Petersfield and on returning was half way across the Steyning gap when suddenly he was joined by a large black and white soaring bird - an osprey - this time minus the fish. He circled several times with the bird which seemed to become more and more agitated because it raised its ruff (around its neck) in defiance at him. Perhaps it didn't think much of his thermalling technique. He thought it might be going to attack his sailplane so he flew on, but eventually had to land out at the bottom of the Dyke.

We now have a third sighting of the bird (or perhaps its mate?) on Sunday 23rd September, when Pepe Martello and Dave Rusbridge suddenly noticed an osprey about 100 feet above the Dyke around 3 p.m. but it quickly flew off downwind, apparently into the Dyke itself.

So if any more of you spot this rare bird or have a close encounter of the aerial kind, grab your camera and count yourself very lucky. WINDSOCK would very much like to hear from anyone who sees the osprey especially if you are flying at the time.

IAN CARRINGTON

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INTRODUCTION

PLEASANT RISE FARM

WSW-SSW

PLEASANT RISE FARM IS SITUATED IN A VALLEY JUST PAST ALFRISTON OFF THE ROAD FROM FIRLE TO HIGH & OVER. PRIMARILY A TRAINING SITE PLEASANT RISE FARM ALSO OFFERS A CHALLENGE FOR THE DEDICATED THERMAL PILOT.

SITE RATING

THIS SITE IS FOR EITHER PEOPLE UNDER STRICT SCHOOL SUPERVISION OR VERY EXPERIENCED PILOTS USED TO FLYING IN RESTRICTED AREAS. BEING A CLASSIC "HOLE IN THE GROUND" SITE IT IS MUCH LIKE STEYNING ONLY ABOUT HALF THE SIZE. HAVING NOT BEEN FLOWN MUCH YET, LITTLE IS KNOWN ABOUT HOW THE AIR BEHAVES HERE.

SITE DETAILS

THE FARM IS OWNED AND MANAGED BY THE SAVAGE FAMILY. BEFORE FLYING HERE SCHOOLS SHOULD FIRST CONTACT THE SITE OFFICER. INDIVIDUAL PILOTS SHOULD CONTACT RAY SAVAGE THE FARMER (RING 0323 870545).

THE SITE IS TOP DRIVABLE BUT THE ACCESS TO THE TOP FIELD IS A LOCKED GATE. THE COMBINATION TO THE LOCK MUST BE OBTAINED FROM THE FARMER. NO MORE THAN FOUR VEHICLES AT THE TOP AND PARK CLOSE TO THE HEDGE AWAY FROM THE TAKE OFF AREA.

NOTABLE SITE CONDITIONS

THERE ARE POWER LINES IN THE BOTTOM FIELD, WHICH IF YOU TRY AND SCAPE LOW YOU WILL HIT. DON'T SCRAPE LOW. REMEMBER THE WIND WILL BLOW ALONG THE VALLEY FLOOR ON BOTTOM LANDING. TREAT THIS SITE WITH UTMOST CAUTION.

Leisure Pursuits-

RIDING

Your own horse or pony can be accommodated at Pleasant Rise Farm or one suitable for any standard can be hired from local stables. There are many pleasant bridle paths on the Downs and in Friston Forest nearby in addition to the South Downs Way. It is unnecessary to use any public roads.

WALKING

Excellent and beautiful walks in all directions.

FISHING

Fresh and seawater—Seaford beaches are within 3 miles. Eastbourne 8 miles. The River Cuckmere is 300 yards from Pleasant Rise Farm

WATER SPORTS

Sailing, wind-surfing, canoeing water skiing from beaches, and there is a fine stretch of still water at the Seven Sisters Country Park 4 miles away.

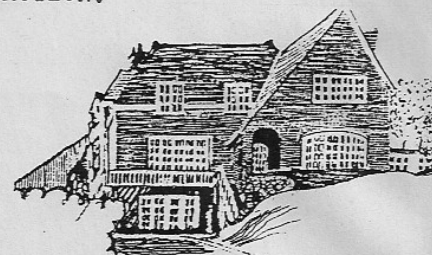
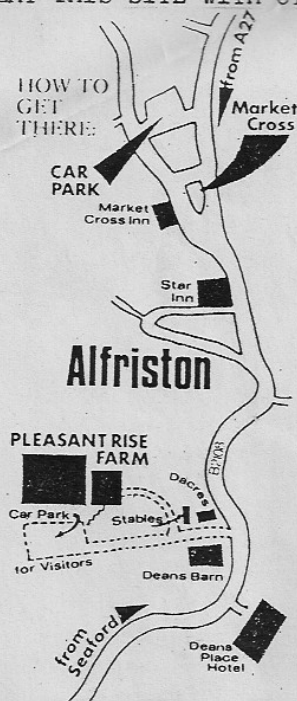
GOLF

Two 18-hole courses at Seaford and others at Eastbourne and Lewes.

TENNIS

Badminton and Cricket . . .

HOW TO GET THERE:



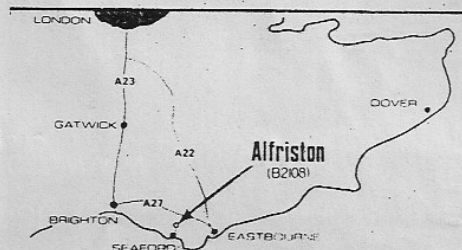
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