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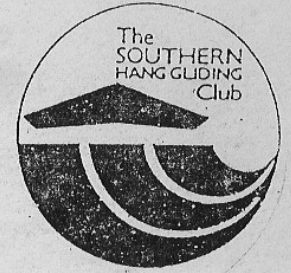
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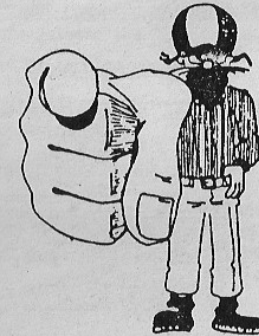


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CONTRIBUTIONS

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 £5 per month, or £45 per year (in advance).



Editorial

Digging deep into the Club's archives your Secretary, Adrian Whitmarsh, uncovered a piece of ancient history in the form of the document reproduced below. Apart from its historical and comic value (sorry Johnny), it also says something else: either membership of the Southern Club was very expensive in 1974, or membership today is very cheap, relatively speaking. Renewing your Club membership, at £20, must therefore be a bargain! With this issue of WINDSOCK you will find an envelope for you to return your membership renewal to Adrian, together with your proxy votes for the BHGA AGM which comes up on 20th/21st. April. If you have received your Wings! you should also have the appropriate voting slips.

Richard Halpin has been doing an excellent job as Membership Assistant by collaring people into joining the Club instead of freeloading at sites the rest of us have to pay for. He is also good at clobbering those who crop land.

S O U T H E R N H A N G G L I D I N G C L U B

APPLICATION FOR MEMBERSHIP

Name - JOHN WILLIAM CARR
Address - 145 Orchard Rd, Burgess Hill, Sx.
Flying experience 2 weeks Months/Years (delete as appropriate)
Longest flight to date - 5 mins
Make of glider - WASP Model - C.B, 240
Membership is £25 per annum or £7 per quarter and is subject to the rules of the club which are being drawn up and will be presented for discussion at a general meeting in the near future.
I agree to abide by the terms of the above club once agreed by the membership and enclose my Cheque/Money Order for £25-00 made payable to SOUTHERN HANG GLIDING CLUB.

Signed J. Carr

Dated 14 Aug 74

Chairman - D F Smith Secretary - J Ievers Treasurer - J M Handley

Editorial (continued)

Spring has got here at last, the first really good day for thermals at the Dyke was Thursday 14th. March. Moderate NW 'erly post cold frontal air augued well for some cross country flying but with instability up to 18000 ft perhaps it would get a bit out of hand. By 9.30 a.m. the first cycle was going with lovely (Kinnock) puffs of cloud dotting the sky. Dave Rusbridge was first at the Dyke and enjoyed an upwind out-and-return to the A23, so widespread was the lift early on. Second and third cycles followed in quick sucession. When I reached the Dyke it promptly overdeveloped with hints of snow falling out of the darkest clouds. At about this time two gliders ground-looped, though not too seriously, in the more gusty conditions. In the air it was bumpy near the hill but superbly buoyant above 500' ato, with quite a few pilots reaching 2000'. Two went for it over the back, Dave Perrin and Tony Payne, reaching Telscombe area soon afterwards, whilst others went upwind as far as possible, perhaps 1½ miles.

So while I and others were having such a nice time of it, others were not so lucky. The first one was under radio supervision at the time of his accident and appeared to be tipped by thermal activity into the hill. He was unconcious and not breathing when the first person reached him. Quick thinking and action by those on the scene stabilised the situation while the ambulance arrived. I had just landed after spending half an hour out of ridge lift and noticed upon returning to it how much more bumpy the air was below 300' ato. At 4 p.m. Southern Sound broadcast news of the crash all over Sussex in a burst of shock-horror syndrome just as the second accident happened. This took place in adverse P1 conditions. Cu-Nims were firing off to the east and west of the Dyke whilst 5 miles upwind another one was starting to brew. The wind switched off to the west, still light to moderate. Gliders were scatching, double surfaces and all. The unfortunate pilot was observed by those above him to be flying towards the main north bowl, close to the hill about 150' below the top, in the now westerly breeze. The next they knew he was into the hill. "Call an ambulance" came the cry; I could hardly believe it, but I couldn't afford not to. Many thanks to Den who came to help out at both accidents with a large blanket. This pilot was also knocked unconcious.

What was a very enjoyable day for most pilots was a disaster for two, both of whom found themselves flying in conditions outside of their limits. For P1 pilots this is a bit of a Catch 22 situation in that you don't know what your limits are until something goes wrong. Having 50' between you and the ground doesn't give you any time to sort things out either. The moral of this story is: DON'T fly your first soaring flights in thermic conditions; DON'T seratch near the hill when the wind is off; DO wait for calmer evening air; and DO swallow hard, BOTTOM LAND when the ridge lift breaks up.

Finally, I hope both pilots are recovered fully and enjoy reading the sequel to "The Hitch-hiker's Guide to the Galaxy" in this issue of WINDSOCK.

Ian CS.

IMPORTANT

Following the serious nature of the two recent accidents at the Dyke, the Club has obtained, through Vince Hallam, a large number of special plastic breathing tubes, for use either in artificial respiration or in order to maintain an open airway for the casualty victim. Believe me, this small device really does work, as both Tony Fuell and Vince Hallam can testify. The tube weighs next to nothing and can easily be carried in your harness pocket(s) or in your flying suit without getting in your way. All Club members can obtain one free of charge by sending a SAE (about 6" X 8") to Club Secretary Adrian Whitmarsh.

The airways are simple to use:

First check and listen for signs of breathing. If the patient is on his back, he should be turned onto his side so that the tongue is not blocking the back of the throat. Any blood, dirt or debris should be cleared from the mouth and the airway inserted over the tongue until the stop is against the teeth. This may even require a sharp knock if the patient is in spasm and is consequently clenching his teeth. This is quite common when the patient is unconcious.

Remember, with this little device, you can save a person's life - anywhere.

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CONTINGENCY PLAN VOTING SLIPS

Due to major difficulties with the printers and distributors of WINGS! and the potential postal strike it is necessary to arrange a contingency plan for voting slips for the AGM on April 20th.

The situation will be, if you do not receive a voting slip and March WINGS! prior to the AGM voting slips will be available at the AGM itself. For those who cannot be at the AGM to collect their slip and to vote, you should give your membership or a photostat of your card, or your number and signature to your Club Delegate who will be able to claim a voting slip on your behalf.

To assist the circulation of this contingency plan please inform as many members as you possibly can.

Percy Moss
BHGA Chairman

3.4.85.

BHGA A.G.M. & YOUR PROXY VOTE

Enclosed with this edition of Windsock you will find a stamped envelope, addressed to Club Secretary, Adrian Whitmarsh. If you are not going to the AGM personally then please ensure that you retain your voting rights by completing the voting paper received with your last copy of Wings! magazine and send it to Adrian in the enclosed envelope mentioned above.

THIS IS IMPORTANT. PLEASE DO IT NOW.

The BHGA AGM is being held on Saturday and Sunday 20th and 21st April at Rippon & York College, Yorkshire this year. (Details in December Wings!)

Many of you will not have been to an AGM before and perhaps you'd rather be out flying than gasing. Certainly the end of April seems like the wrong time of year to hold it since that's in the early part of prime flying season. It also clashes with the Bleriot Cup competition which is being held in Wales this year - seems bad planning!

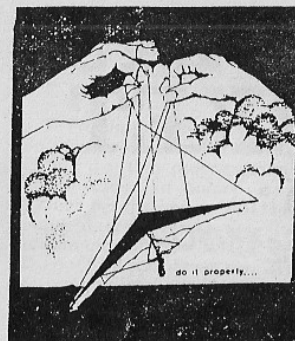
Basically the AGM is to take stock of the Associations activities, to re-elect the Council to run the BHGA and to debate and vote on any proposals put to the meeting. As the running of the BHGA and decisions made by Council can have a direct effect on our everyday flying it is important for members to take an active part in the AGM.

Now as its not practical for everybody to get to the meeting, all the Clubs in the country send delegates along to represent the views of their local members. That's why they also take their Club members' proxy votes with them - **so be sure your views are there even if you can't be, by returning your voting paper and any comments or points you want made.**

BHGA office sent us copies of the proposals received by about mid-March. These were from four letters received and included proposals on the alteration of procedures for de-registering instructors/schools, changing the AGM to October, November or December so as to attract more members to attend and changing the rules on voting at the AGM. Full details of these should be on your voting forms.

If anybody is interested in going please let Adrian Whitmarsh know as the Club will be sending delegates and arrangements could be made to share travelling and sort out accommodation.

Brainteaser: What do you get when you put peanuts and microchips into a bowl of spaghetti ?



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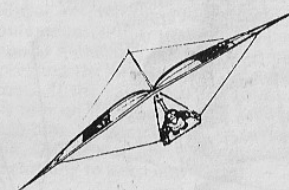
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First Aid

A basic guide to First Aid from the Dales Club magazine

- Prevention is better than cure. Every pilot should do the utmost to advise new pilots flying new sites to ensure that they progress safely. Remember that the major cause of injury is stalling on take-off. Remember this before YOU take-off and remind new pilots directly before they take off. The primary requirement if you wish to be a good pilot is discretion. Do not fly if you are not sure of the conditions. It is the responsibility of rated pilots to:
 - ADVISE where ignorance is apparent
 - ASSIST where necessary
 - EDUCATE where possible
 any pilots requiring individual attention.
- If the casualty is attached to a hang glider, detach him/her before he/she blows away, but without moving his/her head back, or limbs if there is any chance of bone damage. Avoid rotating or bending forward the neck or back.
- People must breathe. CHECK THIS FIRST. Loosen clothes around the neck, and if unconscious, see that nothing obstructs the nose and throat, including the tongue. If breathing has stopped, start artificial respiration by mouth-to-mouth or mouth-to-nose. Every pilot should attend a course on artificial respiration. These are often run at local swimming baths.
- Send for medical help as soon as possible if even partly unconscious; if there is bad bleeding; any broken bones; internal pain; difficulty in breathing; or if for any other reason you feel all is not well. Get to a telephone, dial 999, and ask for an ambulance; describe the injuries, and say where you are. Use the address in the telephone box. Wait for the ambulance there and guide them to the site.
- Where there are symptoms of shock such as cold or pale skin, sickness, semi-consciousness, shallow breathing etc., keep the casualty warm. Do not give anything to drink, and do NOT apply artificial heat. Do not make him/her too hot, and keep the sun of his/her face and head. Loosen the waistbelt and other tight clothing. If ankles are damaged, loosen boots but do not remove them. If the casualty is unconscious but is breathing, and injuries allow, lay on one side in the recovery position, i.e. Turn casualty on to one side to prevent blood or vomit being inhaled. Straighten underneath leg. Bend upper leg to prevent casualty rolling onto back. Monitor breathing continuously and get the casualty to hospital as soon as possible. If the casualty vomits you must clear his/her mouth to ensure a clear airway for breathing. If he vomits on his back he will choke to death. If consciousness returns, the casualty should still go to hospital for 24-hours observation, since unconsciousness often recurs. Remember that a crash helmet makes a good splint for head injuries.
- Reassure the casualty and be relaxed yourself. Observe carefully for signs of back injury and limb movement. Where SPINAL INJURIES are suspected, DO NOT MOVE THE CASUALTY. Drive away spectators and agitated friends. Give artificial respiration if breathing fails.
- If bleeding badly raise the affected limb, if it is not broken, and apply pressure with fingers on the heart side of the injury. If a first aid kit is available, put a sterile pad on or around the wound, and press that, also pushing the sides of the wound together. Use a tourniquet only as a last resort, and even then slacken it briefly every 20 minutes. Heads bleed readily, so try to slow the bleeding with the casualty horizontal.
- Do not give the casualty anything to eat or drink, if there is any possibility of head or internal injuries, otherwise he/she can be given a LITTLE water if he/she is thirsty.
- If no pulse is detected, it will be necessary to give artificial respiration and external cardiac massage simultaneously. Give mouth-to-mouth artificial respiration at a normal breathing rate and pump the chest depressing the breast bone a couple of inches every second. If the casualty starts to breathe on his own, turn him on his side into the recovery position, and watch him. He may be sick or he may stop breathing again. During this time, cover the casualty with protective clothing to keep him warm.
- Your observations will be helpful to the doctor. Note the time of the accident and time any change in the condition of the casualty. Note the pulse rate and breathing rate, and monitor this every 10 to 15 minutes.
- Never attempt to move the casualty with a broken bone or suspected broken bone, without first immobilising the injured part. Secure arms to body with slings. Tie an injured leg to the sound leg, or use a down tube or king-post as a splint with plenty of soft padding, provided by sweaters, vests etc. Check every 15 minutes to ensure that the tight bandaging has not affected the circulation.

Remember these essentials

- Restore and maintain breathing.
- Arrest severe bleeding.
- Immobilise and support any injured limb.
- Keep casualty warm and comfortable. Loosen any tight clothing.
- Give nothing to eat or drink by mouth to a person who is bleeding, unconscious, semi-conscious, shows signs of internal injury, or who is badly shocked. You may moisten the lips with water.
- Immediate treatment is necessary for every casualty, but the heat treatment for shock alone is to let him/her rest undisturbed and comfortable.

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RECEIVE A FREE
CATALOGUE

DEVILS AT THE DYKE !

Chris Bartram has asked me to write down the nasty bits at the Dyke. Most people don't realise what a nasty place it can be at times (fortunately not often).

Firstly in northerly winds moderate or fresh approx 15-20 mph and above and more noticeably on stable days, the normal landing area marked as position (1) can become very dodgie !

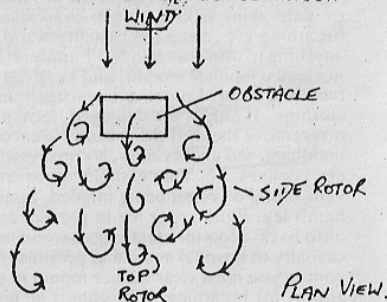
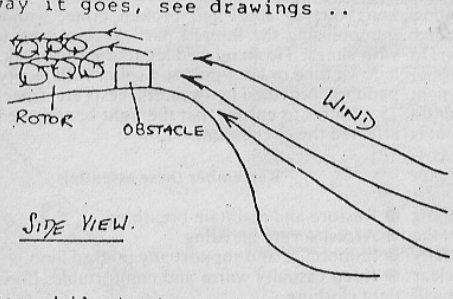
What happens is:- stable air doesn't like to be bent or deviated from its route, so if you alter it in some way it doesn't want to re-join again, now what happens on the Dyke? Northerly is just in shadow of the corner of the pub. This sets up a rotor which curls along the building and off across the rear part of the landing area. Because this stable air is unforgiving it stays lumpy long enough for you to land in it and suddenly get a yaw turn 90° or more to the west (left) usually. Even Johnny Carr had a near nasty in this one. So anyone can! Its there to be had !!

Answer:- land up towards the pub more, (2) i.e. in the clear air about level with the front of the pub or in "Nonks Paddock" or if very strong, in front of the monument to the right of the pub on the point position (3).

A good rough guide to rotor is look to the wind, if you can't see clear space from the direction it comes i.e. if a bush or obstruction is between you and the general direction of the wind, you're on to a good chance of a rotor.

Secondly, when flying in a westerly usually light as only a nutter or Colin Wills flies in a strong westerly (perhaps the Mere XC 1982 champ too!) anyway, as you near the west of "Nonks Paddock" the normal turn point (4) (Never !! go in the bowl in this direction) you may find yourself low and suddenly you dive at the hill, big weight shift masses of pull in etc, and it just comes around. What you have just survived is a condition called Side Rotor.

Rotor goes all ways:- along the top of the ground rolling, or side ways along the hill in fact depending on what sets it up as to which way it goes, see drawings ..



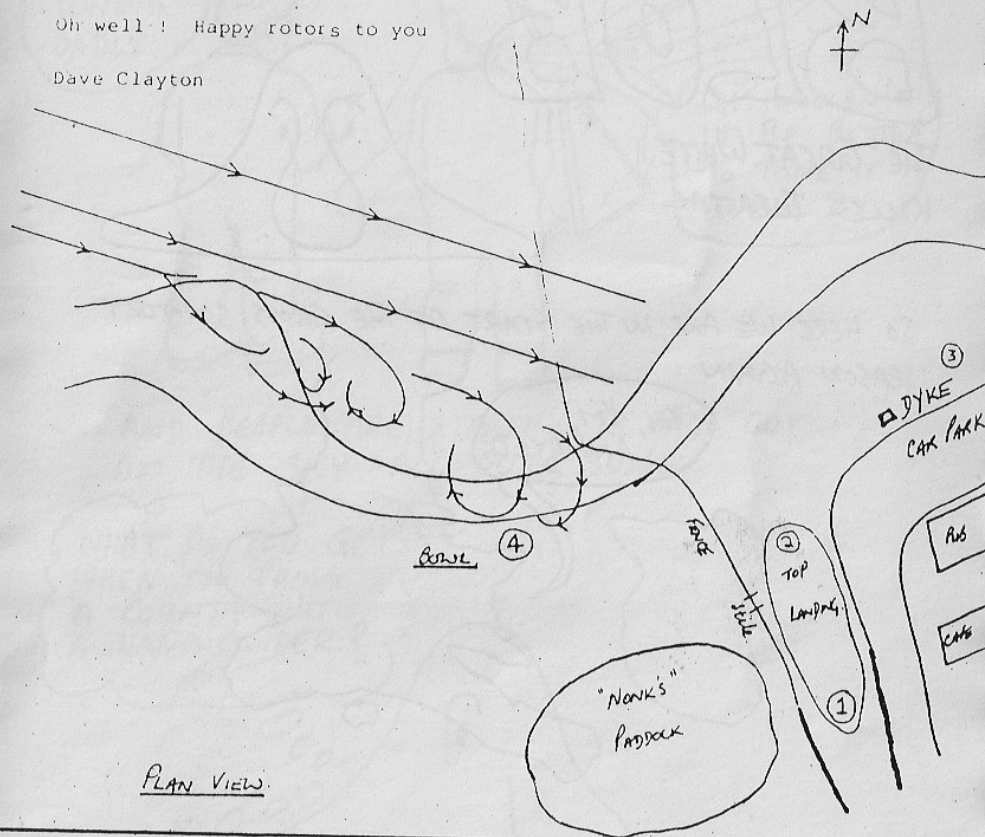
Meanwhile back on the hill ...

The wind comes along the right and curls into the Bowl, and curls off the point of the Bowl which rolls on along the hill, and into you.

It normally, stays around the point and close to the hill because after that the ridge is in clearer air, (look to the wind!) and so turbulence irons out.

Oh well! Happy rotors to you

Dave Clayton



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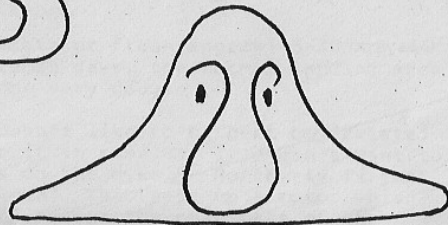
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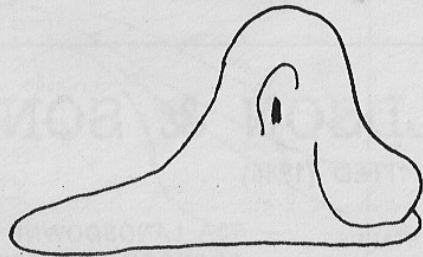
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SO HERE WE ARE, IN THE START OF THE CROSS COUNTRY
SEASON AGAIN

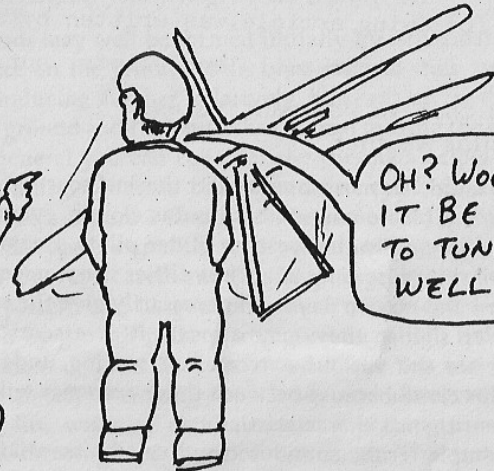


OH, I'M
ANNOYED!



THE "FAIR WEATHER
FLYERS" ARE
DRAGGING
THEIR
KITES
OUT---

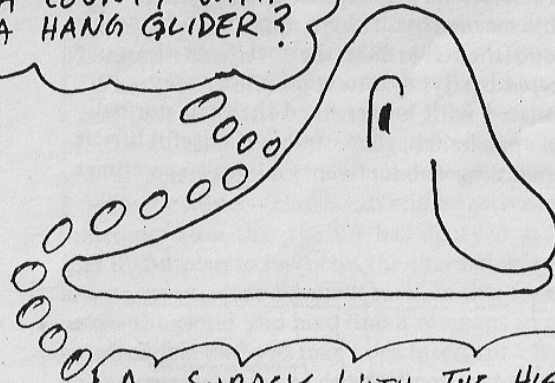
OF COURSE,
IT NEEDS
TUNING
BADLY



OH? WOULDN'T
IT BE BETTER
TO TUNE IT
WELL?

--- AND PEOPLE ARE STARTING TO FALL OUT
OF THE SKY ALL OVER SUSSEX

WHAT DO YOU GET
WHEN YOU CROSS
A COUNTY WITH
A HANG GLIDER?



A SURREY WITH THE HIGHEST
FRINGE ON TOP YOU'VE EVER SEEN

The following article was written by a sailplane pilot for other sailplane pilots, but it contains much that is relevant to us:

Cumulus weather

To my mind, the most sought-after thermal soaring conditions come with a sky blossoming with cumulus clouds, evenly spaced every mile or so. Surely the weather glider pilots dream about? But, as with all things, soaring in such weather is not necessarily straightforward and no two days will necessarily give the same conditions, however similar they may appear. It is essential, therefore, to appreciate the various extremes of soaring under conditions of cumulus cloud because between these extremes will be a myriad of different thermal characteristics.

In simple terms, cumulus cloud can be associated with 'short-life' or 'long-life' thermals. In essence, short-lived cumulus clouds are characterised by their small size and by their generally fragmented appearance. Short-life thermals associated with such clouds normally last for only a few minutes and are often linked with a particular thermal-producing source on the ground. Whilst their short duration can prove very troublesome – the thermal has gone by the time you get under the cloud – they have the advantage that the same ground source normally produces a steady series of thermals. In practice this means that if there appears to be no lift under your chosen cloud then the next thermal from the same source can often be located by flying into wind a little way.

Cumulus clouds associated with longer-lived thermals normally have a fairly substantial appearance; they can have a useful life, as regards lift-producing qualities; of about twenty minutes, sometimes

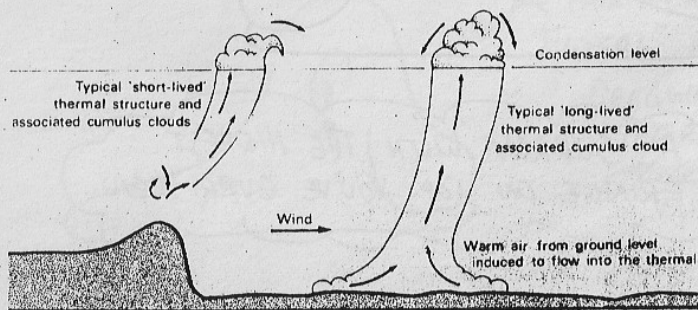


Figure 1. Diagram to illustrate the essential differences between 'short-lived' and 'long-lived' thermals and cumulus clouds

longer. Such clouds may well be formed initially by a thermal from an obvious source on the ground, but, once started, they sustain themselves by inducing further relatively buoyant air to break contact with the ground and flow into the thermal feeding the cloud in question. In general you can consider the thermals below such clouds to be columns, whereas the short-lived type should be thought of as bubbles. Figure 1 illustrates the essential differences.

Regardless of the type of cumulus, its lift-producing qualities can best be detected by very careful and painstaking observation of both its growth pattern and its general form. To be more specific as to what I mean by growth pattern, the give-away sign I always look for is movement or growth of the cloud itself. You can often see this best by closely watching the clouds and observing, on those producing lift, wisps of condensation displaying a rolling motion or at least showing clear signs of movement. This is not an infallible method but it normally works, especially for the smaller clouds. Large clouds tend to be easier to recognise for their lifting properties – the crisp-looking ones with solid-looking or firm dark bases are normally good but this generalisation does not always work and you therefore need to establish by trial and error a correlation between 'looks' as you perceive each cloud, and 'lift'. However, you can gain some comfort from the fact that even with large clouds, it is frequently possible to detect movement, particularly in their upper regions, and that this is often an indicator, though not an infallible one, of lift below their bases.

When you are flying it will often pay to operate somewhat below cloud base so that you can get a good perspective on possible lift-producing clouds, particularly their bases, because this will help you to better appreciate which ones are most likely to be active. Beware, however – clouds can still be active and lifting but you will sometimes find that the lift has decayed at the lower heights, so that if you plan to intercept the thermal related to such a cloud too low down you may be out of luck. In this case, by searching around below the cloud you may find a remnant to get you back up a few hundred feet and you may even intercept a fresh thermal travelling up the same path as the decayed one, but you must not rely on this.

When practising soaring under cumulus conditions I think the most important thing to aim for is to fly so as to gain an appreciation of the normal location of lift in relation to each particular type of cloud. In the case of very small clouds, particularly those which appear to have a rolling motion, the lift is often associated with the part of the cloud showing movement. But this will not always be the case and, therefore, you must go out to learn from experience

the significance of the detailed shape and movement of the cloud in relation to the associated lift. With larger clouds of longer duration the problem is really twofold. First you must learn to appreciate the tell-tale signs of a cloud's growth and decay and second, you must learn where the likely areas of lift are in relation to the cloud. Small clouds, with their relatively small horizontal dimensions don't present too great a problem, but the area to be searched under a larger cloud for the core of any thermal makes it imperative that you learn to find the lift as early as possible if you are not to waste height and time. Remember that in a competitive situation someone else who can locate such lift more quickly than you will have a substantial advantage.

The lift associated with cumulus on any one day often follows a pattern, the lift being located in a similar position with each successive cloud. As a broad generalisation you can consider that the thermal is normally found a little into wind of the cloud: this is invariably a reasonable assumption to use at the beginning of any one flight although you may need to modify it in the light of experience on the day in question. In England, it seems to me, the lift is generally on the sunny side of most clouds, but I suspect that this is more likely due to the sun being on the same bearing as the prevailing wind during the normal soaring period (that is, south west) than to any other cause.

There are many variations in the positioning and characteristics of thermals associated with cumulus clouds and there is, therefore, almost no end to the worthwhile experience you can gain whilst soaring locally.

Cloud streets

Clouds often form linked lines which we call cloud streets. There are many types of cloud street; the 'classic', the convergence, and the wave influenced are amongst those most commonly met.

By considering just the 'classic' type we will cover the principles of using the other types as well, as they are very similar. Generally speaking, 'classic' cloud streets occur with moderate to fresh winds and with an optimum depth of convection for the air mass in

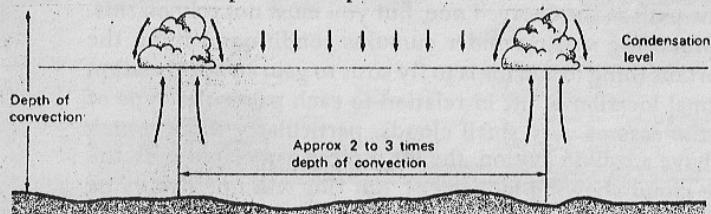


Figure 2. Cross section to show typical flow pattern around cloud streets (highly simplified)

question. Under these conditions they do not generally appear to originate from a particular source on the ground, but rather the cloud streets which result seem to be sustained by a larger scale flow within the convective layer and by the basic instability of the air mass itself. They may well be initiated in the first place by a series of ground sources but, as soon as any vertical development of the cloud takes place, the whole process becomes more or less self-sustaining. Figure 2 illustrates simply the type of large scale flow which is often associated with cloud streets.

Under 'streeting' conditions the relationship of the lift to the clouds can sometimes be confusing, especially when you are flying nearer to the ground than to the base of the cloud. Quite frequently under such conditions, the thermals will be choppy low down and distorted by the wind. Also, the lift may not be immediately below the bulk of the cloud street, but displaced to one side and forming apparently conventional thermal cells. Higher up, however, the lift normally becomes aligned with the cloud and is, therefore, easy to locate.

When practising local soaring, you will find it worthwhile to deliberately intercept the thermals associated with streets at different heights so that you can become familiar with the varied characteristics of such thermals.

I find that it sometimes pays to cruise under a street at less than the optimum speed to fly, as by so doing you can leave the street at maximum altitude, such as cloud base. This will be worth doing when conditions ahead look less straightforward than you would like and you believe that lift will be weak and perhaps difficult to find.

Once you have left your street you should bear in mind the likely air flow pattern (Figure 2) in transiting to your next lift source. Naturally, you should not forget the constraints of your local soaring practice flight as well, and some of what I have just described can be practised more readily on cross-country than on local flights. You must, however, make every effort to practise these techniques on local flights first.

Answer to Brainteaser:

1st. and 2nd. at the Bassano competition in Italy.

1st. prize: John 'Peanuts' Pendry

2nd. prize: Michel 'Microchips' Carnet.

Aerial Arts present

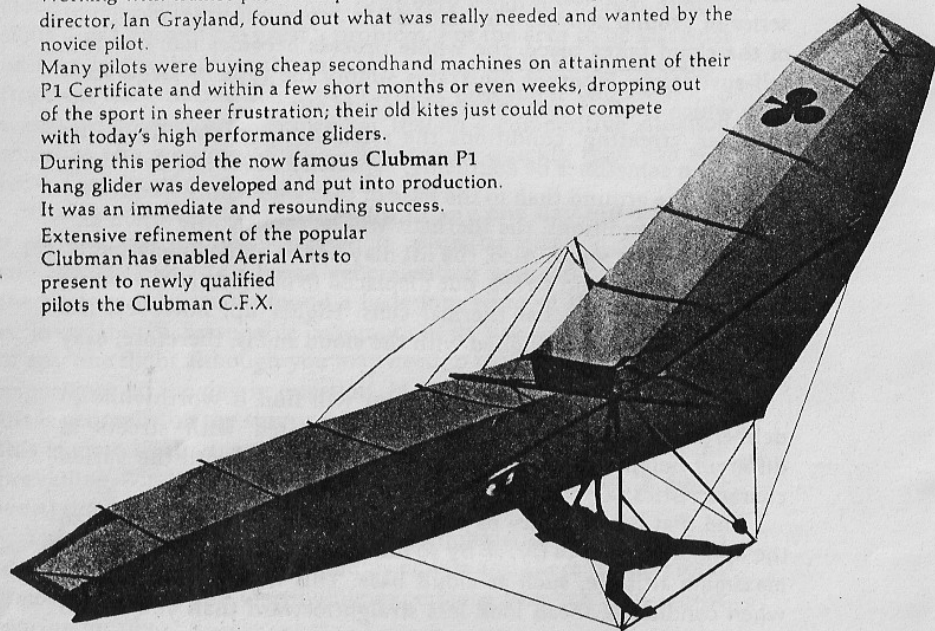
the Clubman C.F.X.

Working with trainee pilots in a professional school for nearly a year, Aerial Arts design director, Ian Grayland, found out what was really needed and wanted by the novice pilot.

Many pilots were buying cheap secondhand machines on attainment of their P1 Certificate and within a few short months or even weeks, dropping out of the sport in sheer frustration; their old kites just could not compete with today's high performance gliders.

During this period the now famous Clubman P1 hang glider was developed and put into production. It was an immediate and resounding success.

Extensive refinement of the popular Clubman has enabled Aerial Arts to present to newly qualified pilots the Clubman C.F.X.



For the first time, real performance and superb control have been combined at an easily affordable price.

You may buy a Clubman C.F.X. immediately on completion of your course to BHGA P1 Standard, confident in the knowledge that you have obtained the best deal ever made available to any newly qualified hang glider pilot. The same glider will carry you through rapidly from raw novice to fully-fledged cross-country pilot, with the only limitation on your flying being your own ability.

Contact Aerial Arts today to arrange a demonstration.

Specifications:-	C140	C160	C180
Wing area	136 sq. ft.	154 sq. ft.	176 sq. ft.
Wing span	29 ft.	29 ft.	30.5 ft.
Max. L/D	10:1	10:1	10:1
Min. sink rate	180ft/min	180ft/min	180ft/min
Optimum pilot weight (in socks)	110-150 lbs.	140-180 lbs.	170-210 lbs.
Empty weight	46 lbs.	47 lbs.	52 lbs.

Aerial Arts, 30 Sillwood Street, Brighton BN1 2PS Tel: (0273) 727033

S.H.G.C. CALENDAR

ALL CLUB NIGHTS TAKE PLACE AT DEVIL'S DYKE PUB.

MAY
17th
7pm

And THIS IS THE BIG ONE..... **Tony Hughes**
Twice EUROPEAN CHAMPION
will be demonstrating the art of **Aerotowing**
with a lecture and video films.
DON'T MISS this opportunity to see where our sport
might be headed in the years to come!! After all, sailplanes
have been launching like this for years. Why can't we?
Find out the state of the art in this exciting new branch
of hang gliding. Be there!

AUGUST SUMMER BARBEQUE

10th

Mark Woodhams is the Hiway representative in the south-east, living at 60 Compton Road, Brighton. Telephone Brighton (0273) 501 043. Excalibur 177 for sale. Rainbow undersurface and stinger, £900. Fantastic Vision demonstrator available for demo flights.



Left: Kevin Pickering completed the best XC in March flying 20 miles/35 kms from Ditchling Beacon to Ford areodrome. Nice one mate!

The
NEW LOOK

DEVIL'S DYKE

Public House

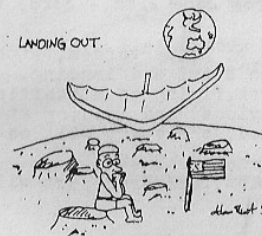
and Restaurant

(Sunday lunches our speciality)

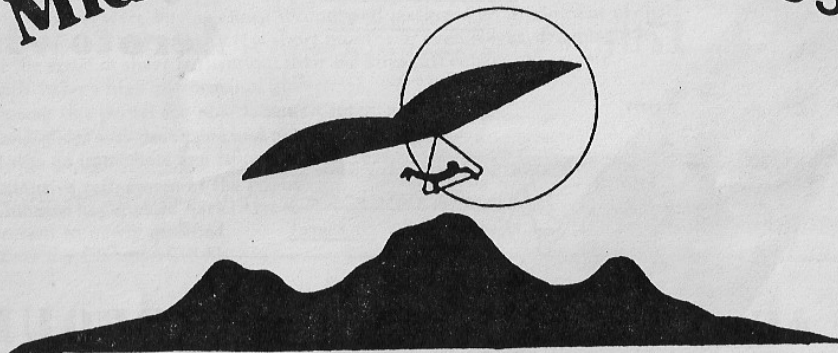
Come and See us
NOW!

Even Satan would be
impressed

Tel: POYNINGS 256



Midnatt Sol Cup 1985



21. JUNI - 23. JUNI 1985



Bodø Hang-glider Klubb

Again we have the pleasure of inviting you to the Hang-glider cup in Bodø. The club have 10 years celebration this year. This year the cup will be arranged from June 21th - 23rd, the

competition will as usual take place at Meiservarden, with a differens in height of 300 m between start and landing. The competitionform will be open start, flying to a starting point and then pointgiving marks (pylons) and landing at specific points, Bonuspoints for speed, the start will be open from 11am, to 6pm. every day.

There is a road up to the startingpoint, and transport will be arranged for pilots and gliders.

This is the 8th MIDNIGHT SUN CUP, which is being arranged. In 1984 we tried to arrange a meeting in the middle of July, but it was cancelled because of the heavy rain, the MSC will as usual be arranged during the last part of June, and of course we pray for nice weather this year.

There have always been a lot of flying and we have been able to count twentynine gliders up in the air at the same time and still Meiservarden has room for even more gliders. The landscape gives great possibilities for variety and challenging flying, on hang, termic or cross country, you can fly day or night because the sun never sets at this time of the year.

HOUSING.

Geitvågen camping is about 1 kilometre from the landingarea and has tentcamping, cabins and a cafe, there is also bodøsjeen camping near the town and for those who wish hotel or bed and breakfast there are a lot of possibilities.

Flatvoll student's home is being run as a yount hostel during the summer season and can be an alternative for staying over night it's not far from the landing area, please book as soon as possible as the cup is in the middle of the tourist season fill in the form not later than June 1st.

Send the form to: BODØ HANGGLIDER CLUB
POSTBOX 4093
8012 JENSVOLD, NORWAY

The startsubscription is 400 kroner and must be paid when signing up to postgiro account 3967826 or in a crossed cheque. Received signing ups will be informed with further information. NB" all pilots must have a parachute.

NAME:	GLIDER:
ADDRESS:	LICENSE:
COUNTRY:	

CAMPINGOFFER FROM GEITVÅGEN BAD & CMPING

Cabin with 4 beds Nkr. 125,-
Cabin with 2 beds Nkr. 60,-

Room with 2 beds Nkr. 50,-
Room with 4 beds Nkr. 100,-

For tent and housewagon the price is reduced with 15%.

Please book before June 1'st.
Send the form to: BODØ HANG GLIDER KLUBB
POSTBOX 4093
8012 JENSVOLD
NORWAY

We look forward to see you with us during the MIDNIGHT SUN CUP 1985.

BODØ HANG GLIDER KLUBB

SMALL ADS.

FREE TO ALL FULLY PAID UP MEMBERS BUT FOR NON MEMBERS A FEE OF £1 PER ADVERT WILL BE REQUIRED

FOR SALE: Magic 3 166 black l/e, light blue u/s with dark blue chevron; speedbar & faired kingpost, new May '83 but only 10 hrs airtime in '84 (honest!). Excellent condition. New ship in pipeline, hence £795 ono. Call Dave McRobert on 0392-862368

FOR SALE: Magic 3 166 aerofoil kingpost, ball tips, £895 ono. Phone Peter Unwin on 073782-2749. Also Ultra Sports Dart harness £95.

FOR SALE: Southern Airsports Cocoon II deluxe harness, blue, yellow flash. Lifepak cover, faired ballast cont., camera pocket. Excellent cond., very comfortable £95 ono. Mark Fisher, 01-393-6768.

FOR SALE: Magic 3 177 yellow mylar l/e with lime green u/s. Mylar sandwich cloth main-body. Call Johnny Carr on 0273-505892 or 04446-42324. £850ono

AIRTIME SALE
24 ft parachute Windhaven (Mainair) secondhand £175. S/n stirrup harness £30. Cocoon harness, suit pilot 6ft or over, only £45. Selection of secondhand various from £35.

FOR SALE: Gyr 188 Sky blue, £525 ono. Winhaven parachute £150. Lindsay Ruddock vario £75. Contact me on Seaford 890372

FOR SALE: MAGIC 165 green mylar l/e Flies like a bird going "cheep". Call John Young on 0959-71706.

FOR SALE: Magic 3 177 black l/e, gold u/s, well maintained throughout '84. An excellent buy for heavier pilots, about 12st. or over. Phone Kevin Pickering on 0293-885757 £800 ono.

FOR SALE: Typhoon S4 medium new May '84, low airtime, 1st. class condition, mylar l/e, sweet handling, now only £825 ono. Phone B.J. Harrison on 0273-698906.

FOR SALE: SuperScorpion C+ Mk 1. Excellent performance & handling. Ask anyone at the Dyke about large multicoloured 'Scorp! Will take any P1 High, £365 ono. Also Stirrup harness v.g.c. £30. Phone Richard on 0273-731640(days) or 0273-691800 (eves).

FOR SALE: RENAULT 4GTL White. 1980. Good condition. One owner. Low mileage. Regularly serviced. Sharp Stereo radio/cassette + Ladder-rack inc. £1195 ono. Tel. 01-761-0809 (evenings).

FOR SALE: Magic 3 135 gold leading edge with gold undersurface. Perfect condition, great handling & performance, £850. Phone Karen on 0273-505892.

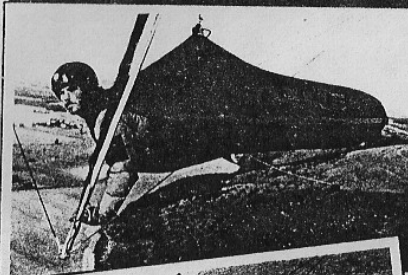
FOR SALE: Atlas 16 med as new, all light blue packable into 7 ft. Very good condition, 10 months old, £650 ono. Call Sky Systems on 0273-505892.

FOR SALE: Gyr 188 Purple with mylar inserts in l/e. Very good condition £595 ono. David Wilson, 36 Milner Flats, Brighton, Sussex BN2 2QG.

FOR SALE: Mainair Skydeck Vario/Altimeter. Bought 3/6/83, £250 ono. Phone Jim Dallard 01-650-8586.

FOR SALE: Typhoon S4 Special All mylar sail. Looks good, flies good. £705 ovno. Telephone Spanish Joe on 0732-357413.

When you're flying to faraway places



Don't get chilly in the nether regions

Winter flying needn't mean getting cold in certain places. You can keep warm and comfortable everywhere when you slide into a Pod harness.

With its aerodynamic shape, reduced drag and improved comfort are not the only advantages. It's simple to get into. There's no hitch, just put your feet up. It's a breeze. Beautifully built in a choice of sizes and colours, the price is £187. Delivery is usually just a few days. Phone now to hear where you can test fly a Pod.

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Softwear

15 Hyde Street, Upper Beeding, W. Sussex.
Tel: Steyning (0993) 614173.

Presenting The Sequel to.....

"The Hitch-hiker's Guide to the Galaxy."

There is an art, it says, or rather, a knack to flying. The knack lies in learning how to throw yourself at the ground and miss.

Pick a nice day, it suggests, and try it.

The first part is easy.

All it requires is simply the ability to throw yourself forward with all your weight, and the willingness not to mind that it's going to hurt.

That is, it's going to hurt if you fail to miss the ground.

Most people fail to miss the ground, and if they are really trying properly, the likelihood is that they will fail to miss it fairly hard.

Clearly, it is this second part, the missing, which presents the difficulties.

One problem is that you have to miss the ground accidentally. It's no good deliberately intending to miss the ground because you won't. You have to have your attention suddenly distracted by something else when you're halfway there, so that you are no longer thinking about falling, or about the ground, or about how much it's going to hurt if you fail to miss it.

It is notoriously difficult to raise your attention away from these three things during the split second you have at your disposal. Hence most people's failure, and their eventual disillusionment with this exhilarating and spectacular sport.

If, however, you are lucky enough to have your attention momentarily distracted at the crucial moment by, say, a gorgeous pair of legs (tentacles, pseudopodia, according to phyllum and/or personal inclination) or a bomb going off in your vicinity, or by suddenly spotting an extremely rare species of beetle crawling along a nearby twig, then in your astonishment you will miss the ground completely and remain bobbing just a few inches above it in what might seem to be a slightly foolish manner.

This is a moment for superb and delicate concentration.

Bob and float, float and bob.

Ignore all considerations of your own weight and simply let yourself waft higher.

Do not listen to what anybody says to you at this point because they are unlikely to say anything helpful.

They are most likely to say something along the lines of, 'Good God, you can't possibly be flying!'

It is vitally important not to believe them or they will suddenly be right.

Waft higher and higher.

Try a few swoops, gentle ones at first, then drift above the treetops breathing regularly.

DO NOT WAVE AT ANYBODY.

When you have done this a few times you will find the moment of distraction rapidly becomes easier and easier to achieve.

You will then learn all sorts of things about how to control your flight, your speed, your manoeuvrability, and the trick usually lies in not thinking too hard about whatever you want to do, but just allowing it to happen as if it was going to anyway.

You will also learn about how to land properly, which is something you will almost certainly cock up, and cock up badly, on your first attempt.

There are private flying clubs you can join which help you achieve the all-important moment of distraction. They hire people with surprising bodies or opinions to leap out from behind bushes and exhibit and/or explain them at the critical moments. Few genuine hitch-hikers will be able to afford to join these clubs, but some may be able to get temporary employment at them.