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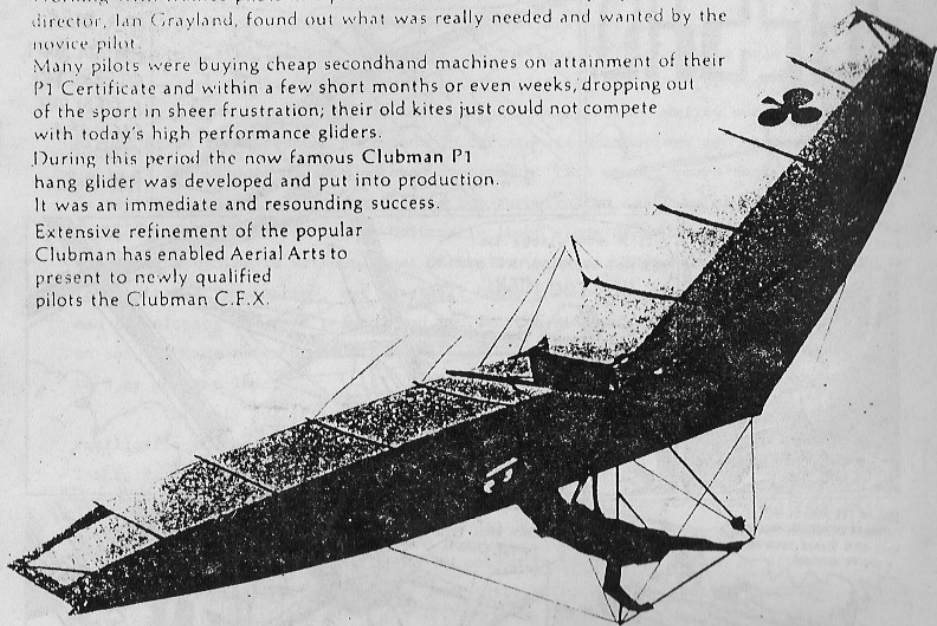
the Clubman C.F.X.

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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.

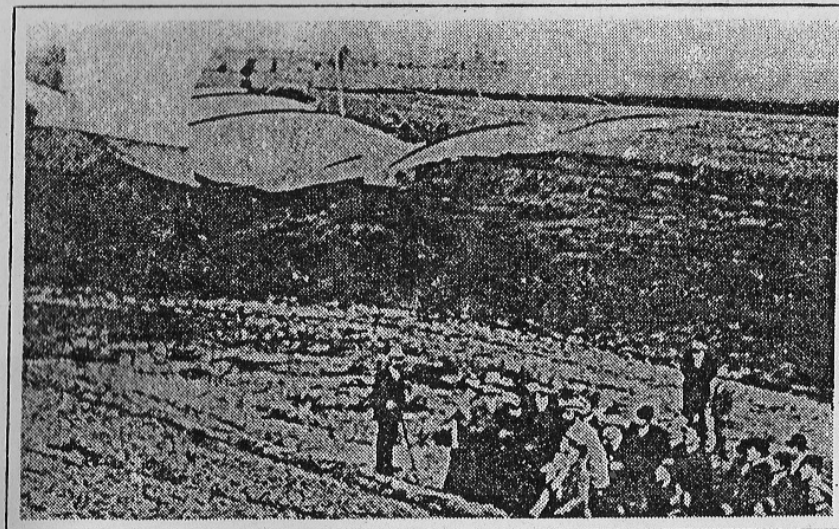
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JAN 85



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359128

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

ADVERTISING

Private advertisements for members (to sell gliders, lost and found etc.,) are free.

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

Editorial

For those of you who spotted last month's deliberate mistake, in this issue you will find a map showing the permissible landing fields at the bottom of the Dyke and those in which you should not land. If you do get your approach muddled or ill-thought out and there is absolutely no safe alternative to landing in a crop field, then for your own sake that is what you must do.

However, you will not only face hostile questioning and a fine from Mark and Gary Lee, the farmers, but will jeopardize the Club's relationship with them which Chris Bartram has established after the last spate of crop landings in November. So, to preserve the peace, think before you take-off about what you are going to do if the lift deserts you, about where you can land, and about how you are going to get there. Part of the art of becoming a safe and competent pilot is the ability to think ahead at all times whilst airborne. That's not to say that more experienced pilots never screw it up, they do!!

If you have made a flight recently where you've found yourself rushing through a series of decisions, usually relating to approach and landing sequences, then perhaps you should be aware that you may not be thinking ahead enough. At all times when in the air, you must consider what could happen next.

Whether it be taking off in a gusty crossed wind, or making an approach into an unfamiliar field, the competent pilot will be constantly anticipating and 'reading' the conditions ahead. This means things like having some extra airspeed in hand, or recognising the effects of wind shadow and wind gradient upon your approach, or spotting that concealed telephone cable before it spots you! All that is needed to land safely where you intend is the ability to plan your approach in plenty of time. This can only be done properly when you feel 'at home' in the air, and conditions can sometimes make experienced and inexperienced pilots feel very far from home. This is when most incidents occur.

Learning to retain clear thinking under such conditions is a valuable skill.

Moving to Saturday 15th. December 1984: this was the day arranged with TVS by Jan Martello to do the Santa flight, and naturally the wind that day was SSW with Cu-Nims producing heavy rain and hail in the morning. I bottled out of it (pressure of work, that kind of thing!) and so Pepe Martello finally graced the screens on the following Monday on TVS Coast to Coast program. With a write-up in the Argus, it was good to see a positive media image for a change.

Well done, mate! The Christmas party in the evening at the Dyke also went off very well with about 60 people attending, around 40 in fancy dress for

Editorial (continued)

which the best won prizes.

Now that Christmas is over we are into the coldest two months of the year with all that implies for pilots. Somebody called the Funky Flyer has a few tips in this issue which will help fight off the effects of cold. How often have you been asked by a punter on the hill how cold it 'must be' up there' when in fact it's warmer to be flying than standing about on the hilltop? Nevertheless you should take care to prevent excessive heat loss. Its insidious effects, quickened by a high chill factor, can dull a person's reactions to the point of incapability. Don't let it happen to you in the air or on the ground before take-off.

But at least the days are lengthening now; time to make sure all your flying gear is in tip-top condition for the new flying season which is just around the corner. If 1984 was anything to go by, 1985 will bring some equally exciting flying for Southern pilots, weather permitting. The main thing is to enjoy your flying and progress safely into the world of soaring. Times have changed, the sport has progressed; cross country flying is there for everyone to enjoy, given the time, weather and motivation.

Make 1985 your best flying year ever!

Crisp and even,

Ian CS.

Winner of the post-P1 prize Christmas Quiz was C.J.Howell. He was the only entrant to score eleven out of eleven and so qualifies for a prize. Correct answers were: 1)d ; 2)c ; 3)d ; 4)c ; 5)c ; 6)c ; 7)d ; 8)d ; 9)b; 10)d 11)b.

Thanks to all those of you who entered the quiz, the response was bigger than expected. Future prize quizzes will appear for various pilot levels as space allows.

It's still not too late to enter the Club Competition which starts the first weekend of February. It's open to everyone with soaring experience; so contact Joe Hayler on 0732 - 357413 now!

STOP PRESS!!!

Peanut-powered John Pendry has won the Mount Buffalo Classic in Australia. Michel Carnet came sixth in the same competition. Details next month.

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IF you thought Father Christmas travelled by sleigh, think again.

For in this modern day and age, he prefers hang-gliding, as a group of delighted youngsters discovered at Devil's Dyke at the weekend.

Stunt

After a crash-helmeted Santa — alias Pepe Martello, of St Andrew's Road, Worthing — had made the descent, he handed out gifts to a group of local children who gathered to watch.

Said Santa: "It was a wonderful hang-glide. I travel like this because you've got to keep up with the times and I wanted to give Rudolph a rest."

The stunt was arranged for Santa with the co-operation of the Southern Hanggliding Club, of which Mr Martello and his wife Jan are members.

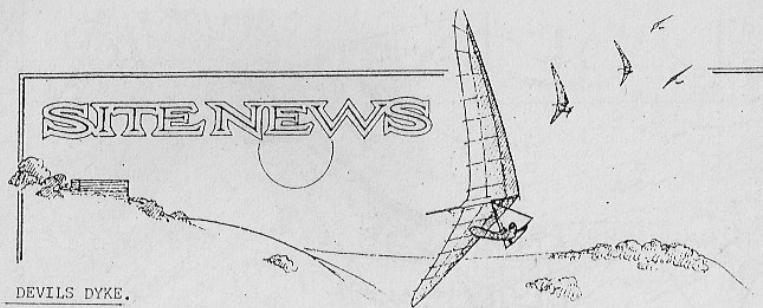
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SITE NEWS



DEVILS DYKE.

SEE ENCLOSED MAP, NOTE DEVILS DYKE HOTEL TAKE OFF AREA. IMMEDIATELY BELOW THE RIDGE HERE ARE ALL CROP FIELDS. THEY ARE MARKED WITH A GRID  PATTERN. DO NOT BOTTOM LAND THERE, OR ANY OTHER FIELDS MARKED WITH THE GRID PATTERN. THE FIELDS NOW OPEN ARE ALL MARKED WITH THE X SYMBOL. HOWEVER THE FIELDS MARKED X 1-2-3- WILL BE OUR REGULAR BOTTOM LANDING FIELDS. X 1 WICKHURST BARN THIS IS OUR STANDARD FIELD. FIELD NO 3 X IS A MUCH EASIER BET FOR POST P1 PILOTS ALTHOUGH ITS A LONGER WALK OUT. FIELD NO 2 X IS THE BOTTOM LANDING FOR NEW TIMBER IF YOU CANNOT MAKE IT BACK TO THE DYKE. FIELD NO 4 IS STRICTLY FOR EXPERIENCED PILOTS ONLY, BEING SURROUNDED COMPLETELY BY TREES AND HOUSES. DONOT TRY USING FIELD NO 4 FOR NORMAL BOTTOM LANDINGS. ITS MUCH HARDER TO LAND IN THAN WICKHURST FIELD NO 1.

STEYNING BOWL.

FOLLOWING THE AGREEMENT PASSED AT THE A.G.M. THE CLUB HAS NOW GAINED THE RIGHT TO FLY STEYNING FOR ITS MEMBERS WITHOUT PAYING ANY DAY FEE. STEYNING TAKES S-ENE(SEE ENCLOSED SITES GUIDE INSERT.

OTHER NEWS ... AUSTRALIAN NATIONALS COMPETITION, THE WORD IS THAT MICHAEL CARNET HAS COME 2nd JUST PIPED AT THE POST IN THE FINAL STAGES. JOHN (PEANUT) PENDRY CAME 4th MOYES CAME 3rd. WHO CAME 1st IS STILL NOT KNOWN.

DAVE WOOLFORD HAS WRITTEN TO SAY THAT HE HAS CHANGED HIS ADDRESS IN ISRAEL.

HIS NEW ADDRESS IS ... HOTEL MARGOA
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11, MUSKOURITE STREET,
ISRAEL.

DAVE WOULD LIKE TO HEAR FROM ANY OTHER CLUB MEMBERS, SO WRITE TO HIM.
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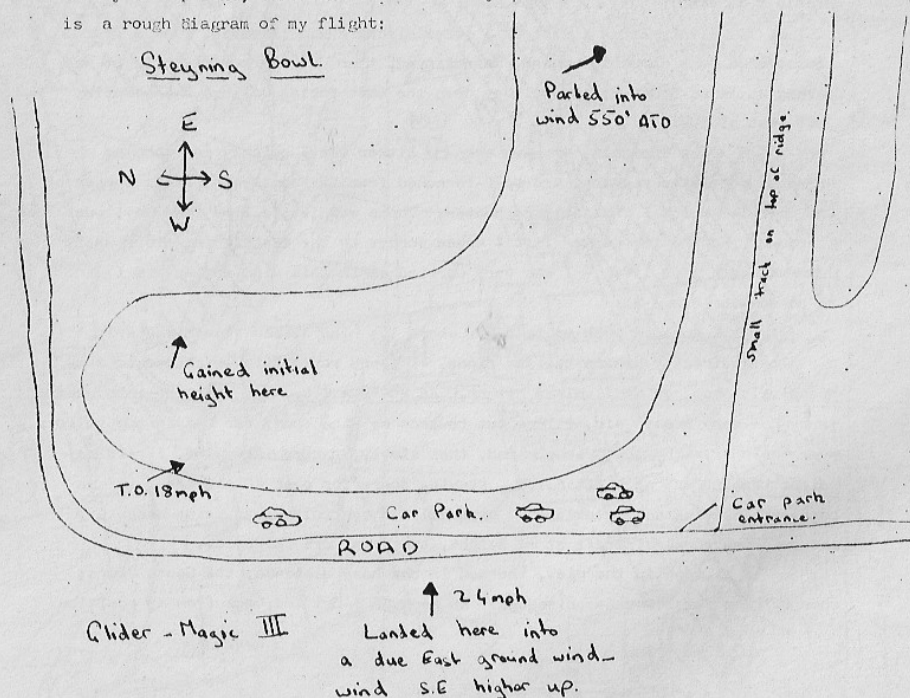
★ DON'T FORGET THE FIRST CLUB COMP IS DUE ON 2nd FEB, AND THE CLUB NIGHT IS THAT EVENING. WE HOPE TO HAVE AN AIRSPACE LECTURE FROM BOB HARRISON + VIDEOS.

Wave at Steyning? (continued)

there was strong sink and turbulence. Within two minutes I was again at ridge height and worried about going down - more worried as the wind seemed to have definitely increased.

After a few minutes of being thrown around at ridge height, I was able to repeat my lucky height gain, but this time after 15 minutes I turned downwind to top land. I flew behind the road in silky smooth air and descended in a now quite strong S.E. wind. Fifty feet above the ground I hit extreme turbulence, the wind suddenly seemed to be due east. I bounced from one corner of my control frame to the other but made a smooth zero-groundspeed landing - just. I dropped the nose, relaxed, and watched my wind dummy follow me into the field (the large lift model). He too descended smoothly until he hit the same turbulence caused by the wind shear.

Had I been flying in wave, or a weak stream of blue thermals, or, as I think more likely, a compressed form of ridge lift? I don't know, but it was the best flying I have had at any of our southerly facing sites. As a note to any inexperienced pilots who have learnt to fly at Steyning in light wind conditions - please, please do not try to soar this site; it is evil if you go down and often tricky to top land, turbulent and small if you are stuck at ridge level. Below is a rough diagram of my flight:



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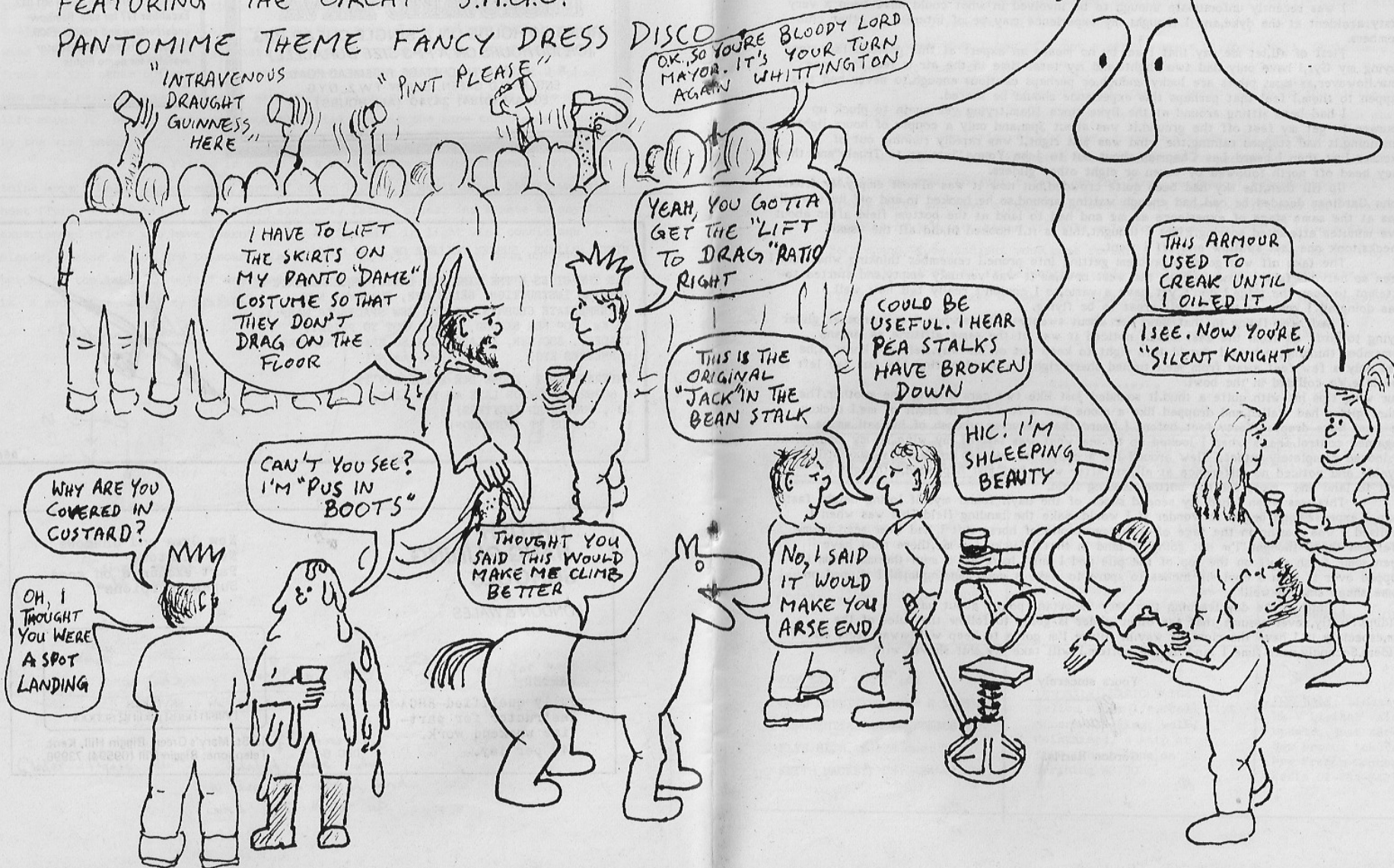
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THE DYKE



8th December 1984.

20, Fellbrook,
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Surrey.
01-948-5606.

Dear Windsock,

I was recently unfortunate enough to be involved in what could have been a very nasty accident at the dyke, and I thought my experience may be of interest to other club members.

First of all, let me say that I am by no means an expert at this game. In fact, since buying my Gyr, I have only had two flights, and my total time in the air is less than one hour. However, as most pilots are lucky enough, or perhaps cautious enough, to never have this happen to them, I feel that perhaps this experience should be shared.

I had been sitting around at the Dyke since 10am, trying yet again to pluck up courage to get my feet off the ground. It was about 3pm, and only a couple of hours light remaining. It had stopped raining, the wind was just right, I was rapidly running out of excuses. Just then I heard Les Chapman shout out to John Young, "lets go to Truely" and then they head off north followed by seven or eight other gliders.

Up till then, the sky had been quite crowded, but now it was almost empty. My friend John Gardiner decided he had had enough waiting around, so he hooked in, and off he went. He was at the same stage of experience as me and had to land at the bottom field after about five minutes attempted soaring. Right I thought, this is it. I hooked in, did all the usual checks, took one last swallow and off I went.

The take off was good, no problem getting into prone. I remember thinking what had I been so nervous for? I flew over to the west bowl, as it was virtually empty, and started to attempt to soar the ridge. I don't yet have a vario, so I couldn't really tell how well I was doing, all I knew as that it felt great to be flying.

I had been flying in that bowl for about twenty minutes, when I saw another glider flying towards me from the east bowl. I noticed it was at the same altitude as me, and remember thinking, perhaps I should turn right to keep out of his way. Before I knew it, he was only a few feet away from me. I turned sharp right to avoid hitting him but had left it too late. We collided in the bowl.

Our wing tips hit with quite a thud. It sounded just like two cars hitting one another. The other glider had stalled, and dropped like a stone just a few feet in front of me. I reckon he must have dropped forty feet before I heard the reassuring whoosh of his sail as he regained control. That's when I looked up to see what was left of my wing. To my amusement it looked completely intact, I flew around for a couple of minutes to see if it was still flyable and noticed no difference at all, but after what had just happened, I thought it best to land and made for the bottom landing field.

This was when I had my second shock of the day. I found myself losing height faster than I expected, and began to wonder if I would make the landing field. This was when I realised I was staring in the face of the biggest pile of horse shit I had ever seen in my life! Sod that, I thought, "I'm not going to land in that!" Lucky for me, there must have been some fresh stuff on the top of the pile and I must have hit a mini thermal from it. I hopped over it with a cool six inches to spare to make a good landing, until I slipped on some sheep shit. Oh well!

I finished the day learning two very important points about hang gliding. Firstly, never assume that the other glider is going to follow the rules of the air, especially if I have the right of way. In future I'm going to keep well away from all gliders. Secondly, next time I land at the bottom, I will take my shit shovel with me!

Yours sincerely

Gordon Harris.

A letter from Joe Hayler, the Club's Competitions Manager:

75 Beakin Leas
Tonbridge, Kent.

Dear Editor,

Well, lads and lassies, Christmas has finished, and looking at my stomach Thank Christ for that. Looking back, was it really worth getting drunk and fat, spending all your money (and Barclaycard), and on top of that, in the whole week that I had off, not a single day's flying. Well, Christmas, I'll see you next year.

Now you can start to prepare yourselves to do the little chores you want to do but never quite have time for, like changing the nose pin etc. etc.

Last time I was flying at the Dyke, I was surprised just how many people came to speak to me and ask questions about this Club Competition of ours. I don't have all the answers, so just turn up on the first weekend of February and we'll try the simple rules and have a good time, meeting all your good friends too. Become the Champion of S.H.G.C., even if it is only for one month! If we have a flying day beforehand, come and put your name forward; if not, just turn up on the day. We will only not fly if it is southwesterly or blowing a hooley; otherwise, we will definitely fly. We have a beautiful glass tankard with a hang glider engraved on it as a trophy. So come along and do your worst. See you then,

Joe.

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DRAG - AN OUTLINE

by General Aerodynamics

Chief of Aeronautics at the Dan Dare
School for Devils and Dykes.

Well since you've all read about Lift in a recent issue of Wings! I thought it time to look at the other side of the coin - Drag. With all this talk these days about 1/d or glide ratios, what is Drag made up of?

First of all, Drag depends on exactly the same factors as Lift, that is, air density, airspeed, wing area, angle of attack and airfoil shape. But unlike Lift which comes solely from the wing, Drag is produced by all parts of a hang glider: the wing, the pilot, cables, kingpost, 'a'-frame, and any other bits exposed to the airflow. There are various types of Drag which, combined, make up the Total Drag of the hang glider.

Induced Drag: this is Drag produced as a result of the wing producing lift. One cannot exist without the other. It is made up from the energy losses associated with the formation of wing tip vortices. These are the result of the way that high pressure air underneath the wing tries to flow to the area of lower pressure above the wing. Since the path of least resistance for this to happen is right at the wingtips, a spanwise flow is established, inwards above the wing and outwards below. At the tips the high pressure air curls up and around in its attempt to equalize the pressure difference. (See diagram on next page)

The size of the induced Drag depends upon the lift producing qualities of the wing, its aspect ratio, and its efficiency.

Aspect ratio is defined as the wingspan divided by the average wing chord, or more generally, the wing span squared divided by the wing area. Aspect ratio is therefore a measurement of a wing's slenderness. The higher the aspect ratio, the longer and narrower is the wing and the more efficient. Wing efficiency itself directly affects speeds for minimum sink and maximum glide. It depends primarily upon the wing taper ratio i.e. the tip chord divided by the root chord.

Paradoxically induced Drag is most noticeable by its reduction when flying within about one wingspan of the ground, which disturbs the formation of vortices and so leads to a stretched glide - the ground effect.

Profile Drag: this is Drag generated by the wing section itself and depends on its particular shape, and not on the lift produced by it. More specifically, it is the airfoil Drag at zero lift. Added to the Induced Drag, we get the Total Wing Drag. Profile Drag is broken down into two sections: Form Drag and Skin Friction Drag.

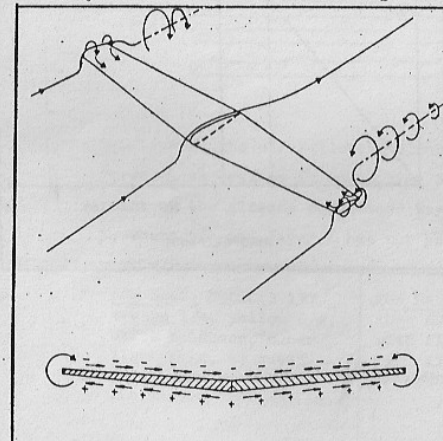
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Drag (continued)

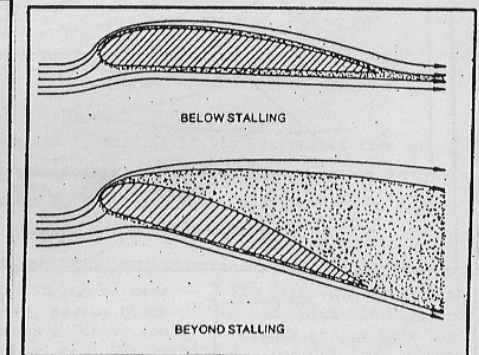
Form Drag: this is a force which acts to slow an airfoil's motion through the air.

Any object travelling through the air causes a flow separation at its nose; where the flow joins up again behind the object, it becomes turbulent, consisting of many small eddies or vortices. These energised packets of air make up part of the Profile Drag of the object; the more streamlined it is, the lower the Form Drag.

Skin Friction Drag: as its name suggests, this is Drag due to the friction of the air molecules as they pass near to the airfoil surface. Its size depends upon the total surface area and the smoothness of the surface. Air passing over the surface is slowed down increasingly the nearer it is to the surface itself. Air molecules right at the surface do not move at all because of the stickiness or 'viscosity' of air. Think of a drop of oil running over a piece of metal; most of the oil moves along the surface, but a small part is left sticking or running more slowly than the rest. The same thing happens to air but to a far lesser degree. The layer slowed in this way is called the 'boundary layer', and its depth depends upon the viscosity of the air and whether it is turbulent or laminar. Turbulent flow; not surprisingly, consists of eddies formed by the mixing of flying speed (or free stream) air molecules with those slower ones in the boundary layer. Laminar, or layered, airflow occurs where there is no such turbulent mixing and the air particles stay in their respective streamlines, due to the careful design of the airfoil section and its finish. Although laminar flow seems the more desirable of the two, it can be difficult to achieve in practice. In turbulent flow, although the Skin Friction Drag is up, the overall Profile Drag is lower because the mixing process forces the higher velocity air outside the boundary layer to follow the airfoil shape more closely, minimizing the Form Drag. In laminar flow any breakdown of the streamlining leads to increased wake or Form Drag.



Airflow over and around a three-dimensional wing.



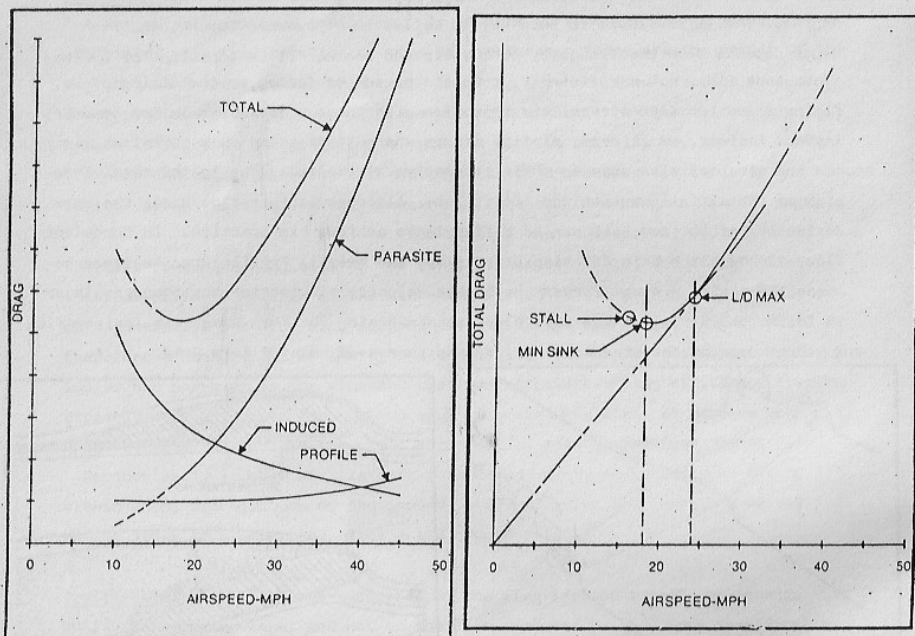
The boundary layer grows with increased angle of attack. It's huge at the stall.

Source: Hang Glider's Bible
by Michael A. Markowski.

Parasite Drag: apart from the wing, which produces Induced Drag and Profile Drag, other parts of a hang glider also produce Drag although they are not connected with the production of Lift. Hence the name Parasite Drag. The largest source is the pilot, in the case of a hang glider, and if we could do without him or her the performance of the current generation of gliders would jump a few points!

Rigging cables, 'A'-frame, Kingpost etc., all contribute their bit in reducing your glide angle, particularly where there are junctions such as where the kingpost enters the sail. At these points it is called Interference Drag, because of the mixing of different airflows.

So to find the Total Drag of a glider, we must add all these types of Drag together. Needless to say, the computations for this are complex and are really only of interest to designers and aerodynamicists. According to theory anyway, Induced Drag is equal to 50% of the Total Drag for any aircraft at its best glide angle, so you can see how important its reduction is in gliding. Ways of reduction include increasing the aspect ratio and the fitting of endplates i.e.



Explorer fashion.

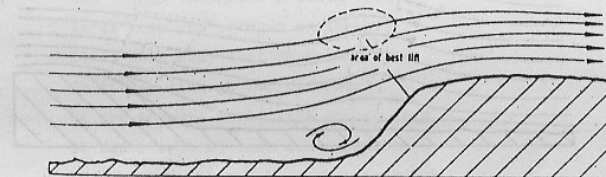
Well, that is briefly what Drag is about. It's a complex subject, and I have only scratched the surface outlines.

THE STANDING WAVE

An Alternative Explanation of Gary Hume's Steying Flight, by ICS.

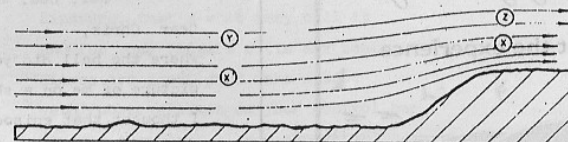
This is nothing to do with wave generated downwind of a slope or ridge of hills or mountains, but is a phenomenon that occurs in front of most slopes when the conditions are just right.

Air tends to behave rather differently at low speeds from the way it does at higher speeds. At fairly low speeds, it flows over hills in the conventional way:



The surrounding air adjusts to accommodate the rising air in the lift band.

At higher wind speeds however, the surrounding air itself resists being moved, due to its stability. Consider the next diagram. The layers of air at X, in rising over the hill, are becoming compressed and are, in turn, preventing the air following at Y from getting near to the contour of the hill. This follows the line of least resistance and rides upwards, also becoming somewhat compressed, and causing a further area of lift at Z:



Now, the air following along behind X, call it X', is restricted from going forwards as fast as it would like by the slope at X and from going upwards at this point by the already compressed layer at Z, so it starts to ride up further out at Y, where the top layer Z has not yet formed.

(continued)

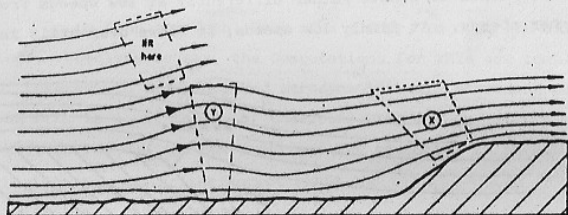
FOR SALE: MAGIC 3 177 orange l/e, yellow u/s, white mainbody, super light ship, no sweat t'fly, v.g.c. Call Tim Bardon 0273-609166.

FOR SALE: Cocoon harness 'UP' Europe, medium black with flashes + 'chute cont. vgc. £75 ono. Call Vladamir on 0689-32281 or 01-606-0902.

FOR SALE: GYR 186, black & red, plus S.A.S. prone harness and helmet. The lot for £625 ono. Phone Bill Ross on Odham 2134.

Standing Wave (cont)

Now the picture changes as shown below, with the main area of lift at X and another one at Y. In favourable conditions, this secondary bump of air will induce yet a further lift area, acting just like a slope itself! This is what is known - to radio modellers at least - as a standing wave, and it can form a considerable distance in front of the hillside, anything up to half a mile.



In view of Gary's observations about the behaviour of the large 11' 6" radio-controlled model aircraft, I thought this little article might provoke some thought amongst members who may have experienced similar flights or who may have found lift where they did not expect it to be, or which was inexplicably stronger than they expected. Air can certainly move in mysterious ways.

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LETTER

Ref: Dec. Windsock.

Dear Chris,
Where the hell did you get that picture of me on a skateboard?
I thought that episode had gone unrecorded! Where do these things come from? They'll be finding the 'Conqueror's navigation log next! Is nothing safe??

Yours,
Bill Newton.

FOR SALE: 'UP' Europe
cocoon harness, large size,
dark blue, excellent cond.,
'chute container + flash,
£85 ono. Phone Vladamir
Smrkovsky on 0689-32201.

WINTER WRAPPING by The Funky Flyer.

So now you feel it's cold outside
The weatherman he has not lied
It's time to set your fingers snapping
And get into some winter wrapping
First of all you will need a suit
And though they cost a lotta loot
It'll keep you warm up on the hill
It'll keep away that nasty chill
Or if you like go for underwear
Of the thermal sort, it's not so rare
It don't cost so much and at least
It takes the bite out of the northeast
Now for your feet you need thick socks
Or else those toes turn into blocks
A balaclava for your head
Or else your brain can turn to lead
The cold, you see, can make you blow it
And, strangest thing, you won't even know it
First your fingers and your toes
Next your ears and then your nose
All freezing up, numb and solid
Exposure, that's what they call it
And for your fingers mitts are best
Gloves are good, just make a test
With rubber sleeves on your control bar
You can even look like a superstar!
If it's really icy, eyes will water
And in that case you really oughta
Wear some goggles or a visor
Else you're flying blind and none the wiser
'Course at the Dyke it's nice and easy
Dive in for a cuppa when it's breezy
But take a hot flask when you go to Firle
Keep your intake up, now there's a pearl!
Next time you fly it might be snowy
With freezing wind sharp and blowy
So stop a second, set your fingers snapping
And get into some winter wrapping!

FLYING at STEYNING BOWL by Alan Russell.
(Reprinted from Wings! September 1983)

Recent accidents among new PI-holders at Steyning Bowl have aroused concern among staff of the two schools which use the site regularly.

These accidents have occurred when inexperienced pilots are flying, often for the first time, without the benefit of tuition. This is not the sole cause however - part of the problem is the unsuitability of the site for easy soaring.

Steyning is a difficult site to soar: being a small closed valley surrounded by higher hills it can become turbulent in certain wind directions and strengths.

The schools have found over a period of five or six years that if the site is soarable, then conditions are often too turbulent to teach safely. As an ab-initio training site for top-to-bottoms in light winds of south, south-southeast and east, Steyning is without equal on the South Downs. These are the only directions suitable for soaring, but the small beats enforced by the site's small size and the sloping top make soaring and top landing difficult. Obviously learning to soar is made safer and easier by selecting a site which is as easy as possible to soar and top land.

The only justifiable reason for post-PI students using Steyning is to familiarise themselves with gliders higher in performance than those on which they initially learned to fly. If they have purchased these gliders from reputable dealers, they should have had their first flights under the strict supervision of pilots with considerable experience, who are capable of assessing site conditions.

In summary, Steyning is not an easy site to judge. It can be affected by many meteorological factors and may look quite safe, when in fact it is not.

Steyning can be flown in:

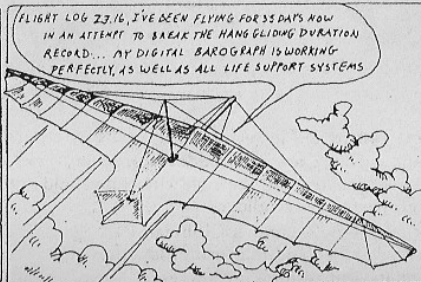
- SW - light winds only, top to bottom only.
- S-SE - best soaring directions.
- E - soarable.
- ENE - light winds only, top to bottom only.

Steyning should not be flown in westerly winds - although it looks possible it is extremely rough in this direction.

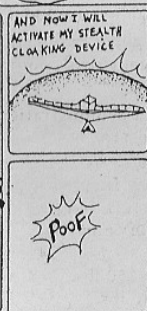
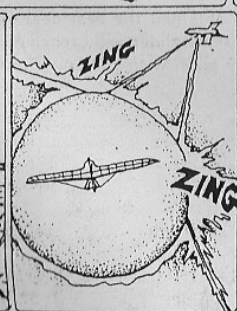
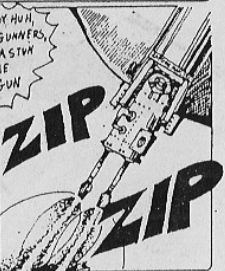
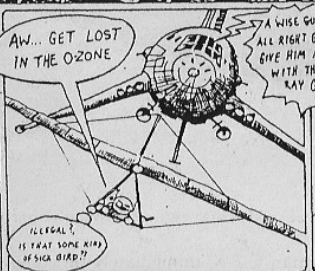
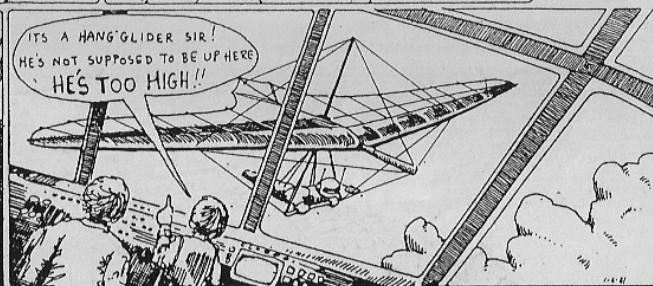
Steyning is a private site run by Free Flight and Airtime who charge a £2.00 per day site fee. The staff, when present, will be happy to advise novices on whether the site is safe to fly. If neither school is present, it is very likely that the site is not suitable for flying.

However, under a deal recently made between the Club and the schools that run the site, paid-up members of the Club are able to use Steyning free of charge when conditions are suitable for top to bottom, soaring, or as a launch for XC flying. The deal involves the Club contributing 10% of the annual site fee. The cost of retaining Steyning Bowl as a site for hang gliding is currently £2500 /year.

HANGGLIDING 2025 A.D.



MEANWHILE
IN THE CORNER
OF A DARK
CONTROL ROOM,
AN ERRIE FACE
IS LIT BY THE
GLOW OF A
CATHODE
RAY TUBE



STEYNING BOWL (NE-SSW)

Map reference:

OS sheet 198 165 095

Nearest phone:

Public call box in Steyning Village.

Access/Car park:

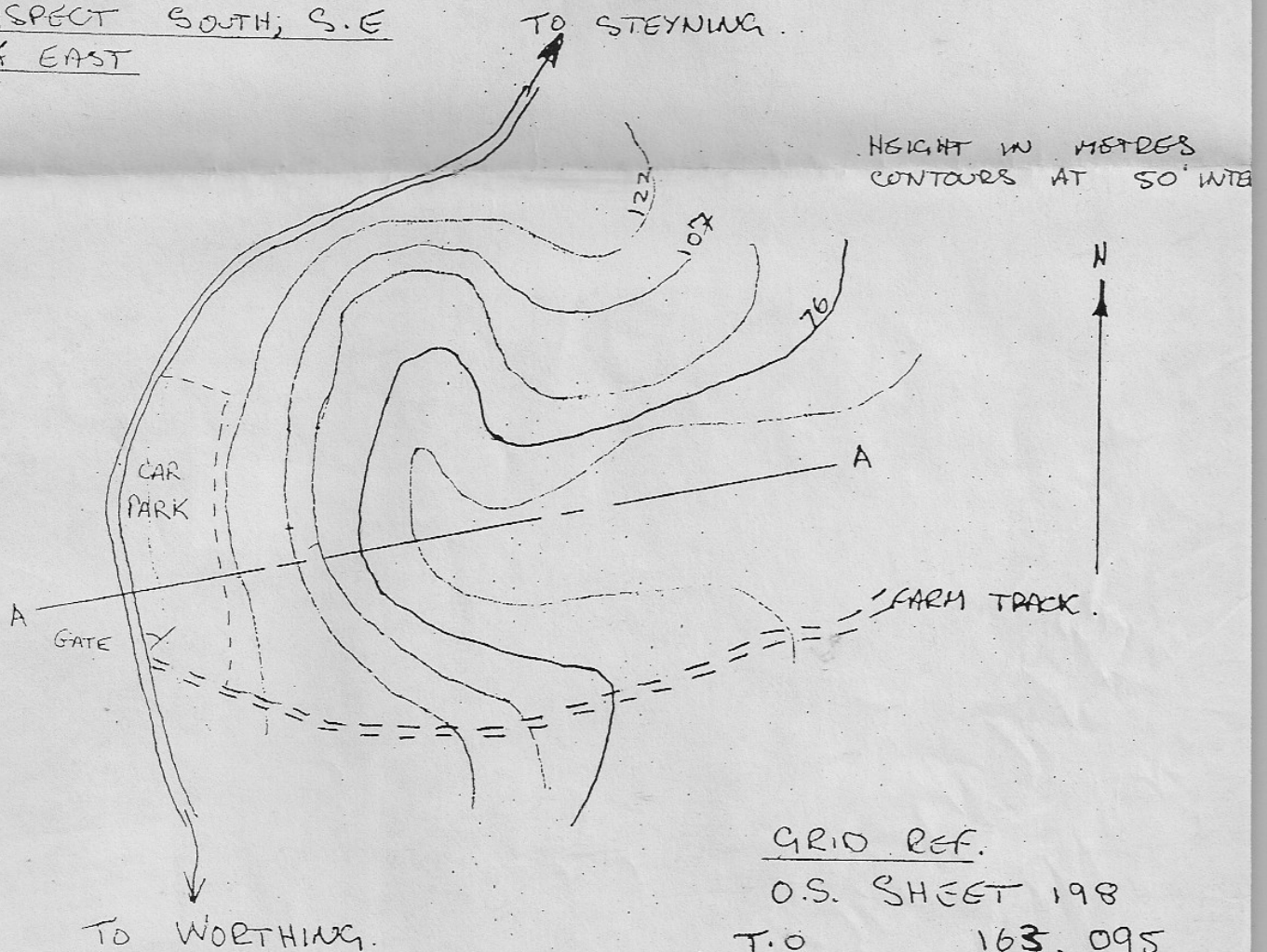
From Shoreham, through Bramber and turn left just before Steyning up Bostal Road. The road climbs for about one mile. Steyning bowl is on the left. A notice board is in the car park.

Flying:

Possible to fly in very light SW and NE winds. Soaring is possible in S, SE, and E winds. For the more advanced pilot Steyning is a thermal trap and good height gains have regularly been made.

STEYNING BOWL

ASPECT SOUTH, S.E
& EAST



GRID REF.

O.S. SHEET 198

T.O. 163.095

LANDING 166.095