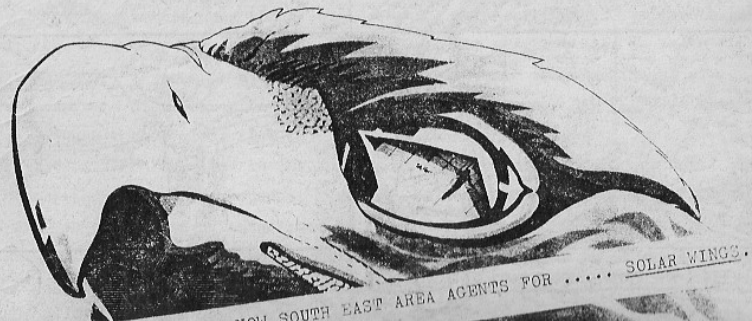


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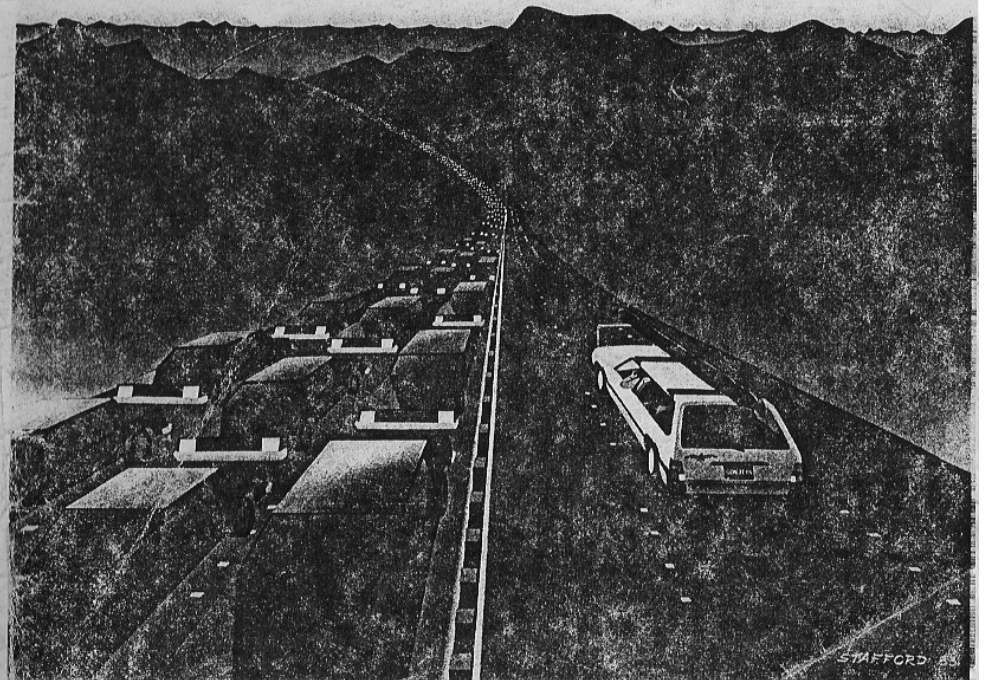
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MAY 85



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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

The 1985 Cross Country flying season finally arrived in our area in mid-April when, in a flurry of flights, new horizons and personal records were set.

New levels of pilot ability for a number of Club members were reached as pilots tried their hand at leaving the ridge. Congratulations to the following XC pilots on their excellent first Cross Countries:

Robert Sinclair	45 kms	from Ditchling Beacon	24th April,
Paul Ray	17 kms	also from Ditchling	24th April,
John Hewitt	25 kms	from Devil's Dyke	28th April,
Peter Rolinson	30 kms	from Devil's Dyke	1st May
Barry Puckey	25 kms	from Devil's Dyke	
Simon Cattlin	17 kms	from Devil's Dyke	28th April

The Club 20 km XC badge is therefore awarded to Robert Sinclair, John Hewitt, Peter Rolinson, and Barry Puckey. Also to Bob Marshall who, while not on his first XC, cracked the 20 km barrier from the Dyke on 1st May. Robert Sinclair's flight was particularly good as that day was almost completely blue with an invisible sea-breeze front just to make things complicated. I hear on the grapevine he's just ordered a Magic 4; I hope we'll be hearing a lot more of him.

With such good flying weather around it's not surprising that many other pilots have been up and about thermal hunting. The question posed on the cover of the March WINDSOCK has already been answered emphatically by John Pendry flying 103 miles from Ditchling Beacon to Dorchester on 24th April. Pepe Martello flew to Chichester the same day and all he would say about it was: "It's embarrassing!". John has started the season like he means to crack the 200 mile barrier; dare I ask when that will be?

Another blinder was flown by Brian 'BJ' Harrison on 1st May from Frocester to near Cowfold, within sight of the Dyke, a distance of 98 miles. His account is in this issue and is full of useful cross country flying tips. Nice one, BJ, your flight will inspire a lot of people. A new British distance record is definitely possible from Frocester; after all, if you can reach the Dyke in 5 hours, why stop there? The same day as BJ's flight Tim Bardon and Dave Rusbridge flew 49 and 46 miles respectively to Rye in the latter part of the afternoon.

Besides all the above flights there have been many other good XCs done, some 30, 40, 50, and 60+ milers by Southern pilots, notably Dave Rusbridge's 66 miles from Frocester and John Pendry and Michel Carnet's twin 58 mile flight to the New Forest from Ditchling. (And the National Trust are trying to tell us that site is not suitable for Hang Gliding!)

(over)

Editorial (continued)

As this issue is being put together three Club members have just left for Knossen, Austria, being part of the 8 man British team competing at the World Championships. They are John Pendry, Michel Carnet and Johnny Carr. Good luck! Other Club pilots representing Britain later in the summer are Tim Bardon and Dave Rusbridge at the Eger Cup in Hungary in June, and Pepe Martello and myself at a new competition in Czechoslovakia during August. John Pendry will also be at most of the other major overseas comps, notably Lariano, Owens Valley, U.S. Masters & U.S. Nationals etc.

Other news just received is that the special Club motif sweatshirts are now available. They are priced £7.50 each and can be obtained from any of the Committee members on the hill.

Tony Hughes was due to give us a talk about Aerotowing on Friday 17th May but was unable to do so at the last minute for business reasons. However he has promised us a new date: Friday 14th June. I hope as many of you as possible can attend. Tony presents his material very well, as I discovered when he showed the same program at the League final last year. Costs of arranging Club Nights are subsidised by the Club where necessary and we are very fortunate to be able to use the upper part of the Dyke pub for free, courtesy of Den. So long for now,
ICS.

S.H.G.C. CALENDAR

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

JUNE

14

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

ALL FLYING AT THE DYKE SUSPENDED UNTIL FURTHER NOTICE.

Not true (yet), but if we continue to tolerate lunatics flying dangerously at our prime site this could easily come true.

The day in question was Saturday 20th April and after a long spell of south westerly weekends a lot of flyers had come to enjoy a north westerly at the Dyke. In fact I counted over seventy gliders, forty of which were in the air at the same time. Everyone was enjoying themselves doing their own thing until the idiot in question decided to show off in front of his friends. After taking off on his outdated red Predator he immediately started to wally around in front of the take off area by doing a series of whipstalls, followed by climbing into the A frame and then making a number of low passes (20ft ATO) in front of the pub.

The last time he pulled this stunt back in 10/3/84 he crashed into the hill and ended up in hospital, (see Wings! Feb '85 p.13). The idiot flying in this one man flying circus now thought it would be funny to buzz his audience, so after making a fast low turn over the car park he pulled the bar to his knees and dived at the crowded rigging area, causing Club members and also, more importantly, members of the general public to dive for cover as he swooped over them just missing their heads. Wally thought this was really good fun and repeated the stunt several times.

When he landed I approached the 'hero' and warned the fool how dangerous these stunts were, only to be met with abuse and some silly remark that he had more experience than I. Now I must admit that with 220 hours I'm not yet an old timer at hang gliding but have you ever seen Johnny Carr or John Pendry fly like this?

We must all take an interest in promoting the image of hang gliding for the good and condemn the actions of the mindless minority who could jeopardize the sport for all. Alas, there was no senior member of the Club Committee on the hill that day, but I am sure they will look into this matter and together they will decide how to rid the Club of this type of very irresponsible person.

Good flying to you all,

Les Chapman.

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I'm sure many hang glider pilots have read so many articles about the perils of scratching in Wings! that they're sick to death of the subject. I used to think like that, thinking "You won't catch me stuffing the bar out close to the hill - I know all about wind gradient, turbulence, etc. I'm not ashamed of 'going down'." However, on Thursday 17th. March at the Dyke, two pilots attempted subterranean aviation. I was one of them and have a very sore head as a result!

The day started with typical post-cold front conditions - strong, unstable and very rough. Gradually things smoothed out and I had a magic hour and a half up there. After coming down for a quick bag and a bite to eat, the wind dropped off and went westerly. After an hour or so the wind suddenly came back to Northwest and picked up from just a puff to 15 - 13 mph bang-on. I was the third or fourth glider to lob off and was met with steady lift which was surprisingly smooth - at times you could fly 'hands-off'. After ten minutes everyone started to get lower, and from 200' at I was now down to ridge level. Not only this, the air became horribly rough. If the wind's dropped off, how come it's so rough? thought I. Of course the answer was simple - the wind had backed westerly again, making the easterly beat along the ridge seem so fast.

The next thing to happen was that about 6-8 gliders were left fighting for a very narrow and turbulent lift band. After being forced out of it and having gone well below take-off, I became so marked that I went in closer than I ever had before and managed to gain enough height to top land - then someone got in the way. I was forced into a tight turn out of the lift and was back again down below ridge level. Sod this, I thought, I could have top landed! No way am I going down now!

I went in close and remembered that Wings! article about how all the top pilots fly faster than max glide when scratching. A little voice in my head was saying "Speed is Safety." I pulled on a bit. But of course when you're fighting to stay up the natural thing is to fly at min sink - it's a natural urge that is difficult to resist. Everyone thinks they'll never push out close

to the hill, but be warned - it's an automatic reaction given the above circumstances. So if you ever find yourself in a similar situation and catch yourself thinking "No way am I going down", head straight for the bottom landing field, because with a mental attitude like that you are asking for trouble. Besides, if you lose too much height scratching, you'll end up in the dreaded crop field anyway. You also feel less of a pratt being the only one to bottom land than you do wandering about with concussion.

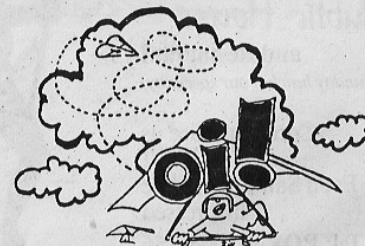
As to the actual prang itself, I remember the right wing being lifted by a gust, thermic blob, rotor, or whatever, the glider turning towards the hill, then waking up in hospital with someone saying "I think we'd better cut his harness off" - that soon brought me to my senses! After leaving hospital I spent half an hour in the dark in a very concussed state trying to find the glider - and in the process managed to lose its bag. If anyone sees a green and orange Solar Wings bag lying around, or a red balaclava, or a blue fibreglass batten, or any bits of my 10-UP vario which succeeded in absorbing most of the impact, I would be grateful for their return. Finally, my thanks to Adrian Whitmarsh, Den at the Dyke pub, and to all those who sweated carrying me and my glider up the hill and looked after my belongings.

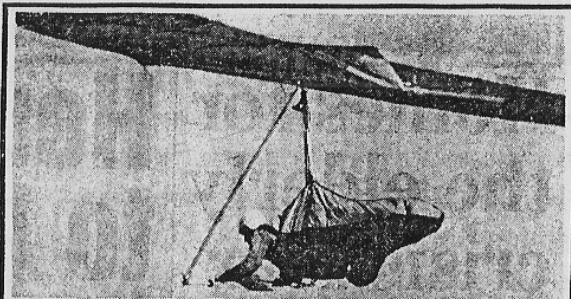
Flying is all about stuffing the bar out in a tight 360 thousands of feet up, not cutting the grass with your wingtips. My advice is, when conditions are scratchy, unless you really do know what you're doing, either do a straight top-to-bottom or don't flying - scratching's no fun anyway.

Happy flying (not at ridge level).

RULES OF THE AIR

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





Left: Poor coverage in the Evening Argus Friday 19th April.

Hang gliding captain Johnny Carr takes to the skies Glideaway for victory

HIGH-FLYING Hove business partners Michael Carnet and Johnny Carr next week compete in an international hang gliding competition.

Johnny, 35, (pictured) of Ferndale Road, Burgess Hill, is captain of the British team which aims to make it five victories in a row over the French in the annual Blierot Cup.

Last year French-born Michael, 24, of Loder Road, Brighton, was British captain when the match was held in France.

The competition runs from tomorrow for a week at Newtawn, in Powys, Wales.

The two captains will decide each day what the "task" for the teams of nine will be.

Michael, as reigning British champion, will open the com-

petition. "We will be judged on distance and speed," he said before leaving for the competition.

"We will be told to take off from a hill top and fly to a set landing area which could be as far as 70 miles away," he said.

The two teams will be hoping that the weather will be suitable for an attempt at a distance record.

Michael and Johnny, who run a hang gliding school and accessories business, Sky Systems Ltd., at Knoll Business Centre, together have won a host of top championships.

Michael, a naturalised Briton, last year won the national hang gliding league and came second in the Hungarian Nationals. Earlier this year he was second to the world champion in the Australian Nationals.

Johnny, who also runs a TV



erial business, has been British league champion, British open champion, won the Spanish cross-country championships and came second in the world championships. He is chairman of the Brighton-based Southern Hang Gliding Club.

Below: Evening Argus Thursday May 2nd.

High flyers meet Queen

Hang gliding champions from Sussex met the Queen and Prince Philip at an award ceremony in London.

World distance record holder John Pendry, 27, of Gladstone Terrace, Brighton, and former British champion Johnny Carr, 35, of Ferndale Road, Burgess Hill, are both members of the British hang glider team which won the world championship four times running.

The team were awarded the Prince of Wales Cup by the Queen at the Royal Aero Club in Whitehall.

Below: Brighton & Hove Leader 6th April

High flier

HANG gliding ace John Pendry has been included in a five-man team to represent Great Britain in the Bassano International in Italy this weekend.

John, who lives in Gladstone Terrace, Brighton, will also be taking part in events in Austria, Wales, United States, Canada and Scotland between now and September.

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BHGA MEMBERSHIP & THE S.H.G.C.

In various parts of the U.K. recently there have been problems with hang glider pilots not being covered by 3rd party liability insurance. This has been highlighted in Wings!

As the BHGA associate Club for the Sussex area, we are charged with the responsibility for the self-regulation of hang gliding on all sites in our area. Therefore our policy is to **INSIST** on full BHGA membership, or proof of 3rd party liability insurance cover, for all pilots. The cover provided automatically by BHGA membership is cheap - ask any microlight pilot what their costs are.

I checked all SHGC members with BHGA recently and they sent me a list of non-BHGA members, whom I have written to asking that they either join BHGA or provide details of their insurance cover. Additionally we have some people who are regularly flying our sites who are neither SHGC nor BHGA members. Therefore if you see any of the following people on our hills wanting to fly go and ask them for proof of BHGA and/or SHGC membership. **IF THEY HAVEN'T GOT INSURANCE COVER DON'T LET THEM FLY: IT COULD COST OUR CLUB MONEY IF THEY HAVE AN ACCIDENT.**

Non-BHGA, SHGC members:

J. Adherne
C. Boxall
P. Cutting

J. Lee
W. Newton

C. Smith
V. Smrkovski
P. J. Turner
R. Winser

Non-BHGA, Non-SHGC:

W. Paine
N. Edwards

In the case of Neil Edwards, this pilot is a **ROGUE FLYER**. He has continually refused to join the SHGC, although has claimed he is a member when asked; has continually flown in an irresponsible manner, including towards other flyers and to landing in the crop at the Dyke after flying dual in marginal conditions (1) then refusing to pay the fine (until his harness went "missing"); and is not a current BHGA member.

I have written to him advising that unless he is both a full BHGA and SHGA member he is not welcome on our sites.

IF YOU SEE HIM ATTEMPTING TO FLY PLEASE STOP HIM - PHYSICALLY IF NECESSARY - unless he can produce proof of both memberships. He flies a red Predator - a bowsprit design a bit like a Sigma, apparently.

Adrian Whitmarsh
Secretary

SMALL ADS.

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<p>FOR SALE: Medium Storm Recent factory inspection. £270 ono. Phone Richard on 0372-374242(home) or 0372-379050(daytime).</p>	<p>FOR SALE: Magic 3 166 aerofoil kingpost, ball tips, £395 ono. Phone Peter Unwin on 073762-2749. Also Ultra Sports Dart harness £95.</p>	<p>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, 01-393-0788.</p>
<p>FOR SALE: Magic 3 177 yellow mylar 1/e with lime green u/s. Mylar sandwich cloth main-body. Call Johnny Carr on 0273-505892 or 04446-42324. £850ono</p>	<p>AIRTIME SALE 24 ft parachute Hindhaven (Mainair) secondhand £175. s/h stirring harness £30. Cocoon harness, suit pilot 3ft or over, only £45. Selection of secondhand varies from £35.</p>	<p>FOR SALE: Gyr 188 Sky blue. £525 ono. Winhaven parachute £150. Lindsay Ruddock vario £75. Contact me on Seaford 890372</p>
<p>FOR SALE: MAGIC 166 Green mylar 1/e Flies like a bird going " cheep ". Call John Young on 0959-71706.</p>	<p>FOR SALE: Magic 3 177 black 1/e, gold u/s, well maintained throughout '84. An excellent buy for heavier pilots, about 12st. or over. Phone Kevin Pickering on 0293-885757</p>	<p>FOR SALE: Polaris Gamma 177 (Italian Magic copy) Brand new; unwanted prize, hence £950. Call John Pendry on 0273-600450.</p>
<p>FOR SALE: Magic 3 166 Dark blue 1/e, blue u/s, 18 months old, low airtime, good condition £795. Ring Kelvin (0903) 814173.</p>	<p>FOR SALE: RENAULT AGTL White. 1980. Good condition. One owner. Low mileage. Regularly serviced. Sharp Stereo radio/cassette + Ladder-rack inc. £1195 ono. Tel. 01-761-0809. (evenings).</p>	<p>FOR SALE: s/h Parachute, Advanced Air 24'. Good condition £165. Phone Brighton 416871.</p>
<p>FOR SALE: Atlas 16 met as new, all light blue packable into 7 ft. Very good condition, 10 months old, £650 ono. Call Sky Systems on 0273-505892.</p>	<p>FOR SALE: Gyr 188 Purple with mylar inserts in 1/e. Very good condition £595 ono. David Wilson, 36 Milner Flats, Brighton, Sussex BN2 2QG.</p>	<p>FOR SALE: Mainair Skydeck Vario/Altimeter. Bought 3/6/83, £250 ono. Phone Jim Dallard 01-650-8586.</p>
		<p>FOR SALE: Typhoon S4 Special All mylar sail. Looks good, flies good. £705 ovno. Telephone Spanish Joe on 0732-357413.</p>

MAY DAY

by BJ Harrison.

MONDAY APRIL 29th

The 6.30 Atlantic chart shows the prospect of good conditions for Wednesday, with a cold front due to cross the U.K. by Tuesday night and an unstable north west airstream following.

TUESDAY APRIL 30TH

I go into the Sky Systems workshop where Michel and Ian are also keeping a close eye on the situation. We agree to see the lunchtime chart and take it from there. All looks "go" so we settle on Procester in the Cotswolds for launch and arrange to meet at 8.00 a.m. the next morning. The three of us will fly and Michele's wife Karen will drive retrieval, with all four of us linked with some very natty radios.

WEDNESDAY MAY 1st

By 11.15 a.m. we are at Membury services on M4 and a quick call to RAF Upavon Met. Office confirms a 310° drift at 2000' at 20 knots and surface wind of 280°. They give their normal conservative cloud base altitude of 3000' and a stable layer capping the convection at 7000'.

We are cursing having not left earlier as the sky is at its freshest and we have another hour's drive to launch.

We are ready to launch by 12.30 p.m. and by now the cumulus upwind of take-off have chopped off most of the sun. Michel launches first and climbs out smoothly. I launch some ten minutes later and climb out in a smooth easy-to-work thermal topping out at 4000' A.S.L. some five miles behind launch. The sky directly downwind is blue so I decide to cut crosswind to the north before going east to stay at the edge of the cumulus system. Sitting at the eastern extreme of the cloud I spot another glider two miles downwind and 1500' below me climbing at a reasonable rate. I reach the lift he is working 200' below him and start to climb in not a very convincing thermal. At 3000' A.S.L. all I am doing now is drifting in zeros. There is high cloud moving in now to complicate matters and there is no way I have enough altitude to make the downwind side of Swindon where good lift must be a cert. I opt to stay with zeros until I can guarantee gliding to Cricklade, a small town north-west of Swindon, with enough altitude to work it. I turn into wind south-east of it at 1200' A.S.L. which feels low, and encounter rough air and sink; I zig-zag back and forth having to pull on to stay forward until I hit raggedy lift and work back to 3000' which I feel is enough height to glide to the east side of Swindon with.

The high cloud is now well established with no sun getting through anywhere, I hear Michel on the radio south of Swindon and he's well up. I reach Swindon with 1500' and track right down the east side perplexed at finding nothing. There are fields running the length of the outskirts of the city so all I have to do is turn into wind to land, I unzip my SUPP harness at 400' A.G.L. and keep tracking down wind. Just as I'm about to run out of easy fields to land and at 300' A.G.L. I hit lift, I cannot actually climb in it but I'm maintaining, I follow it for a mile and then it triggers off and I find myself climbing out in a steady 500' F.P.M. thermal.

(continued)

I'm back in business, but with no sun getting through and Michel having just radioed in to say he had landed at junction 14 on M4 motorway, The prospects of going much further look bleak. My drift is taking me down the M4 and by the time I reach Membury service station I have only 500' above the 1270' aerial there.

My tactics now are to just stay in the air, I work zeroes from Membury to junction 14 and then find lift I can climb in, I gain another 1000' before it turns back to zeroes and my drift is now taking me away from the M4 towards Newbury. I can see cumulus forming under the high cloud downwind of Newbury to the east and to the south good cumulus on the Combe Gibbet ridge system ten miles away. I keep drifting in the zeroes until I can make Newbury on glide with enough altitude to work, and set off with just under 3000'. I am amazed to encounter good lift before reaching Newbury and climb back to 3500' where the climb rate slows, with the clouds still looking good at Newbury I race there and climb back to cloud base admiring the Greenham Common cruise missile base. The sun is coming out 50 useless miles to the north west. The drift from Newbury is taking me into areas where the possibilities of lift look dubious so I opt to cut crosswind to a large industrial complex and town.

By now the sun is licking in over Reading 15 miles to the north-east and I feel if I can just stay in the air for another half hour things may get much better.

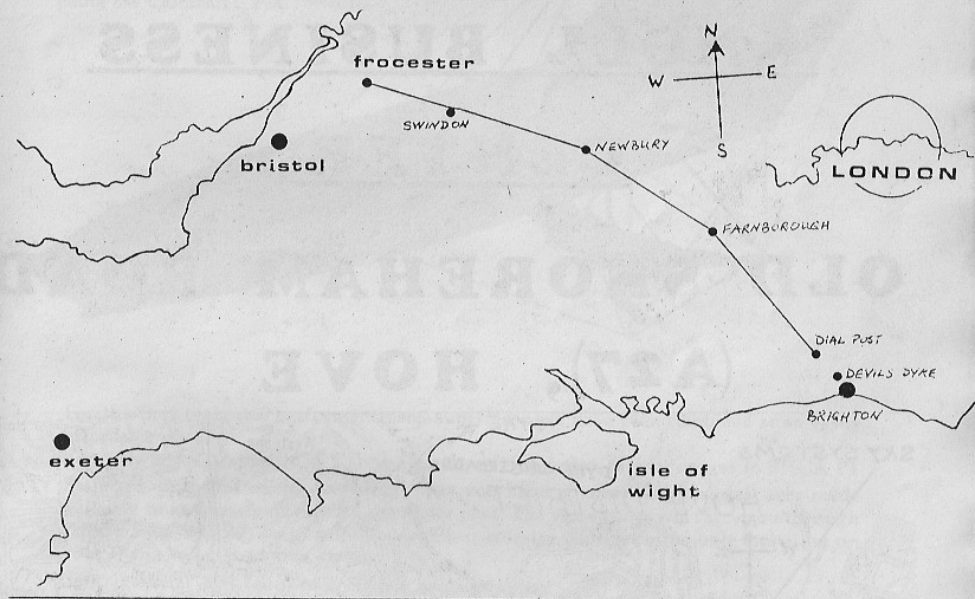
The industrial complex fails on me and cursing not having stayed with the drifting lift from Newbury I track south-east towards a small town with no real prospects of making it. Not even half way there and with only 800' left I hit sink and rough air followed by turbulent lift that I can maintain in, I drift with it until downwind of the town and, bingo, my scrappy thermal is joined by better lift I can climb fast in. I'm back at cloud base, 4500' and the sun is blazing on the town complexes of Aldershot, Farnborough and Farnham. I change tactics and start racing, I reach Farnborough with 2500' and immediately climb out in a 800 FPM thermal straight to cloud base, the skies starting to 'street' but I cannot follow it as I need to start cutting south to avoid Heathrow and Gatwick control zones. I reach Farnham and climb fast back to cloud base, the best sky is to the east of me where I cannot go and the sun never really got through again in South Surrey and West Sussex, so its time to stay high and move slow again.

I'm approaching the research base at Dunsfold and know I need to stay above 2500' to clear restricted airspace but I'm at 3500' and climbing in a handy 2-300 FPM thermal, I drift with this as far as I can but again have to start cutting south with Gatwick zone immediately to the east now.

I can see Chanctonbury Ring and the very familiar Devil's Dyke - Truleigh Ridge to the south and know one more climb would put me there. I'm not encountering any lift now and fly over small villages without any assistance, my final hope is Southwater, south of Horsham, but I get nothing and set up an approach over the edge of a wood with about 100' when I hit punchy lift, I know I'm just short of a 100 miles

and feel there is a definite chance of getting some altitude off this wood, I don't gain anything but I'm drifting across the wood and maintaining, I lose the lift and have to dash to reach the other side leaving me with a rough rotary landing in the lee of the woods, 200 yards from a farmer's house. He lets me use his 'phone and his family helps me de-rig. He runs me to the local pub where I just have time for a beef curry and a couple of pints of Tennants Extra before I am retrieved by Karen, Michel and Ian.

DISTANCE 98 MILES
FLIGHT TIME 5 HOURS
GLIDER MAGIC III



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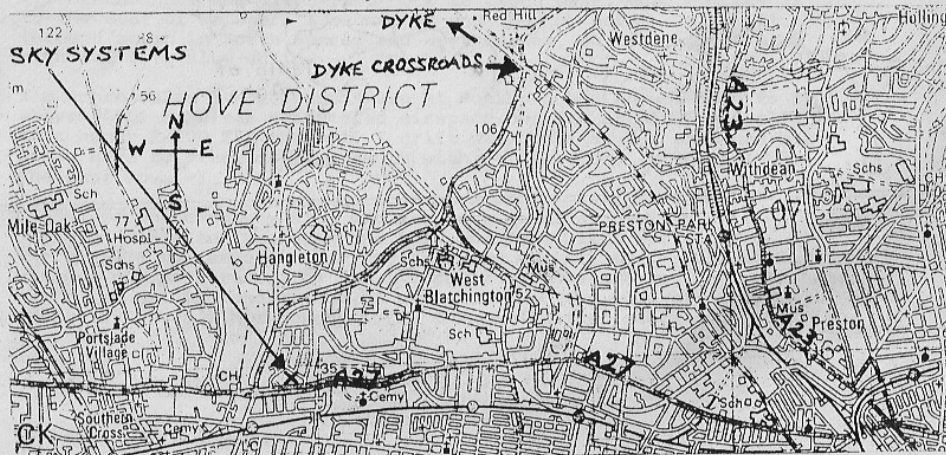
PREMISES AT THE

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BRIGHTON 423650

Aerial Arts present

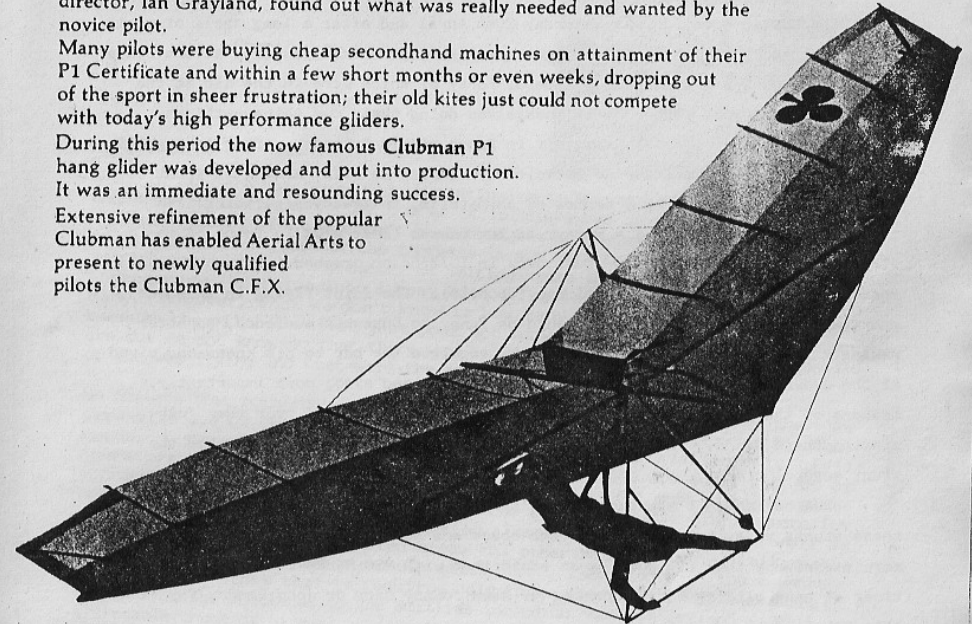
the **Clubman C.F.X.**

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.

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Empty weight	46 lbs.	47 lbs.	52 lbs.

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ALL FLYING AT THE DYKE SUSPENDED UNTIL FURTHER NOTICE.

Not true (yet), but if we continue to tolerate lunatics flying dangerously at our prime site this could easily come true.

The day in question was Saturday 20th April and after a long spell of south westerly weekends a lot of flyers had come to enjoy a north westerly at the Dyke.

In fact I counted over seventy gliders, forty of which were in the air at the same time. Everyone was enjoying themselves doing their own thing until the idiot in question decided to show off in front of his friends. After taking off on his outdated red Predator he immediately started to wally around in front of the take off area by doing a series of whipstalls, followed by climbing into the A frame and then making a number of low passes (20ft ATO) in front of the pub.

The last time he pulled this stunt back in 10/3/84 he crashed into the hill and ended up in hospital, (see Wings! Feb '85 p.13). The idiot flying in this one man flying circus now thought it would be funny to buzz his audience, so after making a fast low turn over the car park he pulled the bar to his knees and dived at the crowded rigging area, causing Club members and also, more importantly, members of the general public to dive for cover as he swooped over them just missing their heads. Wally thought this was really good fun and repeated the stunt several times.

When he landed I approached the 'hero' and warned the fool how dangerous these stunts were, only to be met with abuse and some silly remark that he had more experience than I. Now I must admit that with 220 hours I'm not yet an old timer at hang gliding but have you ever seen Johnny Carr or John Pendry fly like this?

We must all take an interest in promoting the image of hang gliding for the good and condemn the actions of the mindless minority who could jeopardize the sport for all. Alas, there was no senior member of the Club Committee on the hill that day, but I am sure they will look into this matter and together they will decide how to rid the Club of this type of very irresponsible person.

Good flying to you all,

Les Chapman.

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ARTICLE TAKEN FROM FLIGHT SAFETY BULLETIN SPRING '85

Compiled by Adrian Whitmarsh



A lot of concern has been, and is continuing to be, expressed recently about the apparent increase in the number of infringements of regulated airspace by various types of light aircraft that shouldn't be there. Although we have some reservations as to whether the increase is not more in the number of reports of infringements than in the number of infringements themselves, nevertheless one unnecessary incursion into a busy bit of regulated airspace can be one too many. However, what we don't know is how many of these infringements occur because the pilot involved just does not know where he or she is or how many are due to not knowing that there was a piece of restricted airspace where he or she was flying and what were the rules for penetrating it.

We believe that both these aspects could be improved if not solved by the more extensive use of up-to-date topographical aeronautical charts, or in other words, a map. As far as the UK is concerned, those available to civil operators are produced to two different scales, 1:500,000 and 1:250,000 or approximately 7mm and 3.5mm to the inch respectively. For most light aeroplane operators and some helicopter operators, the 1:500,000 series are adequate for most purposes. They have all regulated airspace marked on them as well as danger, restricted and prohibited areas and other hazards such as tall masts, gliding, hang gliding and parachute sites, etc. They also have the advantage for these operators that it requires only three sheets to cover the whole of the UK from the Shetlands to the Scillies including Northern Ireland as well as a sizeable chunk of Eire.

However, the 1:250,000 charts probably are the better ones for hang glider and microlight pilots as well as the pilots of balloons and other slow moving aircraft because they have much more topographical detail marked on them which makes navigation at low speeds much easier. On the other hand no regulated airspace above 3,000 feet ALT (i.e. above sea level) is marked on these charts and so they should not be used for flights above this altitude. Another slight disadvantage is that it takes 18 sheets to cover the UK. But we are not suggesting that every hang glider and microlight pilot should equip him or her self with all 18 sheets. Just those covering the areas over which they fly would do and, we would have thought, was essential equipment for all these pilots. Although some of these pilots may not be able to carry these charts with them in the air, at least they could refer to the appropriate chart before getting airborne.

The normal revision cycle for the 1:500,000 series is once every 1-2 years and the validity of the aeronautical information on the charts currently available is as follows:-

Chart Title	Edition	Date
2150 ABCD Scotland, Orkney & Shetland	8	24th May 1984
2171 AB N. England & N. Ireland	8	2nd February 1984
2171 CD S. England & Wales	10	6th December 1984

Continued

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Results up to 1st May 1985.

Position	Pilot	Total Distance(miles)
1st	John Pendry	191
2nd	Michel Carnet	56.6
3rd	B.J. Harrison	36
4th	Kevin Pickering	26
5th	Dave Perrin	19.8
6th	Tony Payne	17.9
7th	John Hewitt	15
8th	Kevin Turner	14.99
9th	Johnny Carr	12.5
10th	Les Chapman	7

Miles flown from Ditchling approx 287.

Miles flown from the Dyke approx 168.

Joe Hayler.



Above: Jan Martello who has been doing an excellent PR job for the Club.

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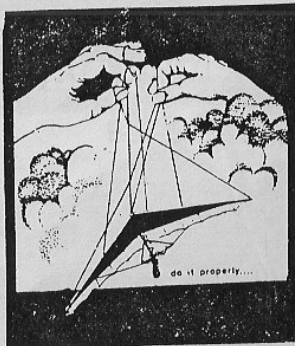


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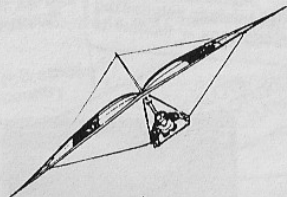


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Flight Safety Bulletin (continued)

The normal revision cycle for the 1:250,000 series is once every 2-3 years although the oldest at the moment is Sheet No. 2, N.W. Scotland, Edition 7 (i.e. Lewis, Harris, Uist, Barra, etc.) which is dated 24th December, 1981. But then, there have not been very many changes to regulated airspace up there and the majority of the other 17 sheets are dated 1983 or 1984.

Current editions of 1:250,000 charts are as follows:-

Sheet No.	Edition	Sheet No.	Edition
1	9	10	9
2	7	11	9
3	8	12	9
4	8	13	11
5	9	14	9
6	9	15	9
7	9	16	10
8	9	17	11
9	9	18	8

The present price per sheet for both the 1:500,000 and the 1:250,000 series is £5 without postage but the former are also available in a sort of waterproof variety (i.e. laminated) for £5.50. Postage and packing costs may vary according to who you buy the chart from but the CAA charge 50p for one or two charts if folded but if you want them flat it will cost you £1 if posted to an address in the UK (80p and £1.50 respectively to any other European destination). This charge is increased as the value of charts purchased increases until, when over a value of £105, the CAA will post them to you free.

To get charts from the CAA you telephone 01-379-7311 extension 2569 to check on the exact cost of what you want and then send the money to the CAA Chart Room, Room T308, CAA House, 45-59 Kingsway, London WC2B 6TE. Other chart agents are Edward Stanford Ltd, 12-14 Longacre, London WC2H 9LP (Tel: 01-836-1321), IAL Merchandising Service, Aeradio House, Hayes Road, Southall, Middlesex UB2 5NJ (Tel: 01-843-2411, extension 494), Airtour International, Elstree Aerodrome, Herts. WD6 3AW (Tel: 01-953-4870) and AOPA, 50a Cambridge Street, SW1V 4QQ (Tel: 01-834-5631).

(Editor's Note: Aircharts can also be obtained at Shoreham Airport and at Biggin Hill Airport.)

SMALL ADS (continued)

FOR SALE: Lindsey Ruddock digital vario Mk V. White case £30 update. Just checked in perfect condition throughout £110. Ring Eddie 01-684-7427 (Croydon).

FOR SALE: GYR 188. Good condition, with harness, vario and several books on hang gliding. £650 ono. Phone Chris 01-778-0796 (South London).

FOR SALE: Magic 3 155 Mylar l/e, light blue u/s, faired balltips, speedbar, good cond., goes as well as any 166, £775. Ring Dave, Brighton 416871.

FOR SALE: s/h Parachute, 24' Mainair Lifepak. Good condition, £175. Ring Dave, Brighton 416871.

FOR SALE: Cocoon Harness American, fully faired chute/ballast containers, very nice harness, £70. Ring Dave, Brighton 416871.

FOR SALE: Mairair Skydeck comprising Ball Vario with Thommen altimeter. Very good working order. £220 ono. Phone Pepe on Worthing 68760.

Our first inter-Club competition took place somewhat unexpectedly over the weekend of April 27th/28th between the Southern Club and the Dover & Folkestone Club. I was only told about the upcoming event midweek before, so there was no chance to publicise it to the rest of the Club. However a team was got together by Joe Hayler and with a fresh NW wind on 27th., flying was at last possible for a weekend competition. Joe set the task as open distance cross country, one point per kilometer flown. The strength of the wind intimidated most of the Dover & Folkestone team and they scored a big fat zero on Day 1, Saturday. Flying was hard work that day in the gusty and quite strong at times wind, but Ron Richardson, Simon Cattlin, John Hewitt and myself all managed to go over the back at some stage during the day. I don't know how the others got on, but I reached the north end of Iford Hill near Lewes and got thrashed for 45 minutes for my trouble. Never mind, it was scoring points against the Dover boys. So at the end of the first day the score was: Southern Club 36, Dover & Folkestone 0.

Sunday morning saw the rivals up at the Dyke early and desperate to go for it come what may. Well, it did and they went, all of them, most on their first XC attempt ever. Meanwhile nearly half the Southern team reckoned it was a walk-over anyway, and disappeared to do great things at Frocester. In fairness though, it really wasn't made clear that this was a National Inter-Club comp, and fortunately their efforts weren't needed in the end. John Hewitt made his personal best, and the competition's best XC distance, reaching 25.5 kms to Newhaven or beyond. I must confess that I was so interested in the unusual wave conditions that day, I completely forgot about the ongoing competition and never went for it at all. Simon Cattlin had done his stuff though and achieved his best XC so far with 12.8 kms. The best Dover & Folkestone could do was 14 kms by J. Almond. Almost all the others went down at the crossroads. So with only half a team scoring anything the Southern Club triumphed with the following results:

Southern Club		Sat.	Sun.	Dover & Folkestone Club		Sat.	Sun.
John Hewitt	4.1	25.5		M. Driscoll	0	11.8	
Ian Carrington Smith	12.5	0		K. May	0	7.2	
Pepe Martello	0	0		D. Austen	0	4.1	
Dave Rusbridge	0	0		S. Newport	0	4.1	
Tim Bardon	0	0		P. Mayhew	0	4.1	
Simon Cattlin	4.1	16.8		R. Paternder	0	5.0	
Jonathan Cattlin	4.1	0		P. Brenchley	0	5.0	
Ron Richardson	11.3	13.7		J. Almond	0	14.0	
TOTALS:	36.1	56.0		TOTALS:	0	55.3	

Individual winner: John Hewitt.

An engraved tankard, donated by Kent Ceilings, was the winning Trophy.

