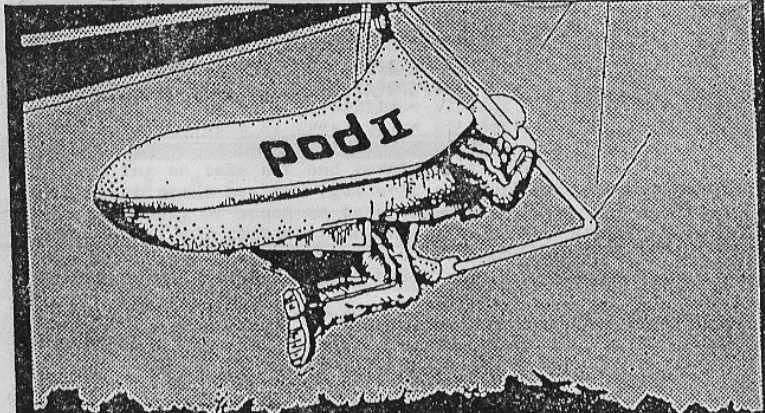


Steeley  
 & ALBERT close amp a twin to midwest  
 H.H. F.R. 444. Fri 10-11

NEWS FLASH,.... Airtime are moving to Portslade station.  
 Watch this space for further details.

Williams  
 20 Balcombe Rd N.H. 459775  
 Albert



**New**

**Sleek Pod II** — fully enclosed harness with integral parachute and ballast container, pockets for XC bag and camera, Velcro CB and camera mounts. Comes complete with front tow loops and deluxe zipped rucksack.

Beautifully built in a choice of colours and sizes — £198.00  
**Airtime Deluxe** stirrup harness — includes adjustable drop height, screw gate karabiner, fully faired chute/ballast container with large zipped pocket. Over 100 sold around the South.

Obvious choice for P1 pilot. Only £87.	Hang/back-up loops (Supertube)	
	10"	2.10
	14"	2.30
<b>Other equipment</b>	18"	2.50
O-zee suits (Thinsulate)	22"	2.70
Lightweight O-zee	XC bag	17.25
Twistlock karabiner	Leather-sided sunglasses	15.00
Screwgate karabiner	Deluxe zipped rucksack for Pod	15.00
Everoak helmets, size 0-4	Inner chute container for Pod	15.00

We also offer a full range of Lindsay Ruddock varrios from £138.00 and are agents for Solar Wings. Ring Dave or Kelvin to arrange a test flight. All prices include VAT and free post and package for orders over £50.00.

**AIRTIME**  
**Softwear**

15, Hyde Street, Upper Breding, West Sussex  
 Telephone: Steyning 814173



NOV 85

**1985**  
**CHRISTMAS**  
**PARTY**



**SAT 7<sup>th</sup> DEC**

AT

8pm till late

**DEVILS DYKE PUB**

**BUFFET**

**DISCO RAFFLE**  
**£3.50** inclu. buffet

PLUS 1985 S.H.G.C. AWARDS.

SHGC '84/85 COMMITTEE

CHAIRMAN

Johnny Carr, Tanglewood, 54 Ferndale Road, Burgess Hill, Sussex.  
H - (04446)42324

TREASURER

Peter Day, 112 Cotswold Way, Tilehurst, Reading, Berks. H-(0734)21481

MEMBERSHIP/SECRETARY

Adrian Whitmarsh, 1 Maple Close, Horsham, Sussex.  
H - (0403)55761 W - (0825)5055

MEMBERSHIP ASSISTANT

Richard Halpin, 19 Second Avenue, Newhaven, Sussex.  
H - (0273)516150 W - (0273)513434

SITES OFFICER

Chris Bartram, 80 Trafalgar Street, Brighton, Sx. H & W - (0273)682499

SAFETY OFFICER/ACCIDENT INVESTIGATIONS

Paul Ray, 166 Royal George Road, Burgess Hill, Sussex. (04446)47262

CLUB COACH

Dave Rusbridge, 9 Allington Rd, Worthing, Sx. (0903)31204

COMPETITIONS

Joe Hayler, 75 Deakin Leas, Tonbridge, Kent (0732) 357413

Pepe Martello, 73 St Andrew's Rd, Worthing, Sussex (0903) 68780

PUBLIC RELATIONS

Jan Martello, 73 St Andrew's Rd, Worthing, Sussex (0903) 68780

WINDSOCK EDITORS

Chris Bartram, 80 Trafalgar St., Brighton, Sussex (0273) 682499  
Ian Carrington-Smith, 36 Furze Croft, Hove, Sussex. (0273) 775114

B.H.G.A. COUNCIL REP.

Dave Clayton, 9 Hawthorn Court, 148 St James Road, Sutton, Surrey  
01-642-0630

CLUB SOLICITOR

Tony McLaren, Thomas Eggar & Son, 5 East Pallant, Chichester,  
Sussex. H - (0243)786111 W - (0243)773457

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 either of the editors. 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

Saturday november 2nd: a great day at the Dyke. Somebody said they counted 78 gliders on the ground or in the air; another reckoned around 100. Certainly at one point there were 15-20 gliders flying between 1 and 3 miles upwind of the Dyke, with another 40 or so on the ridge. The reason for all this activity? It was the first good forecast for a month after October's fairly static anticyclone and secondly, a big cloud street formed out of SW London, running all the way straight over the Dyke (for once!) and on over the sea. The lift was so good that one or two early P1 pilots found it impossible to lose height and were able to make beats over the road. More experienced pilots were frustrated by the English Channel; most elected to fly upwind as far as they dared. Many of them reached the A23 or beyond, some high, some only 700' ato. Most got back to the ridge on their improved downwind glide ratios but two or three had left it too late and landed out.

On the other side of the coin, there have been a number of accidents recently at the Dyke which the Club's new Safety Officer has been looking at. By publicising some of the details, hopefully other pilots can learn something more about flying, and so help reduce some of the more common types of accident. Your Chairman, Johnny Carr, leads the way in this issue with an account of his recent mishap at the Dyke, which shows these things can happen to any pilot, regardless of experience, if you let them. I found an article on flying attitudes which I hope will give food for thought over the next few months. If you think it will never happen to you, then you are already half way towards it; the price for complacency in flying can be high.

The Club Committee meets on December 1st and amongst the items for discussion are the SHGC awards for 1985. These will be presented at the Club's Christmas Party on Saturday December 7th. Don't forget to order your tickets, or get them from any Committee member on the hill. Inside the back cover of this issue is a ticket order form to make life easier.

Have fun and take care,  
fly safely,  
Ian CS.

# KENT CEILINGS and Partitions Ltd

88 PRIORY STREET TONBRIDGE  
KENT TN9 2AH (0732) 359128


suspended ceilings  
dry linings  
internal partitions

please reply to:-

75 Deakin Leas,  
Tonbridge,  
Kent.

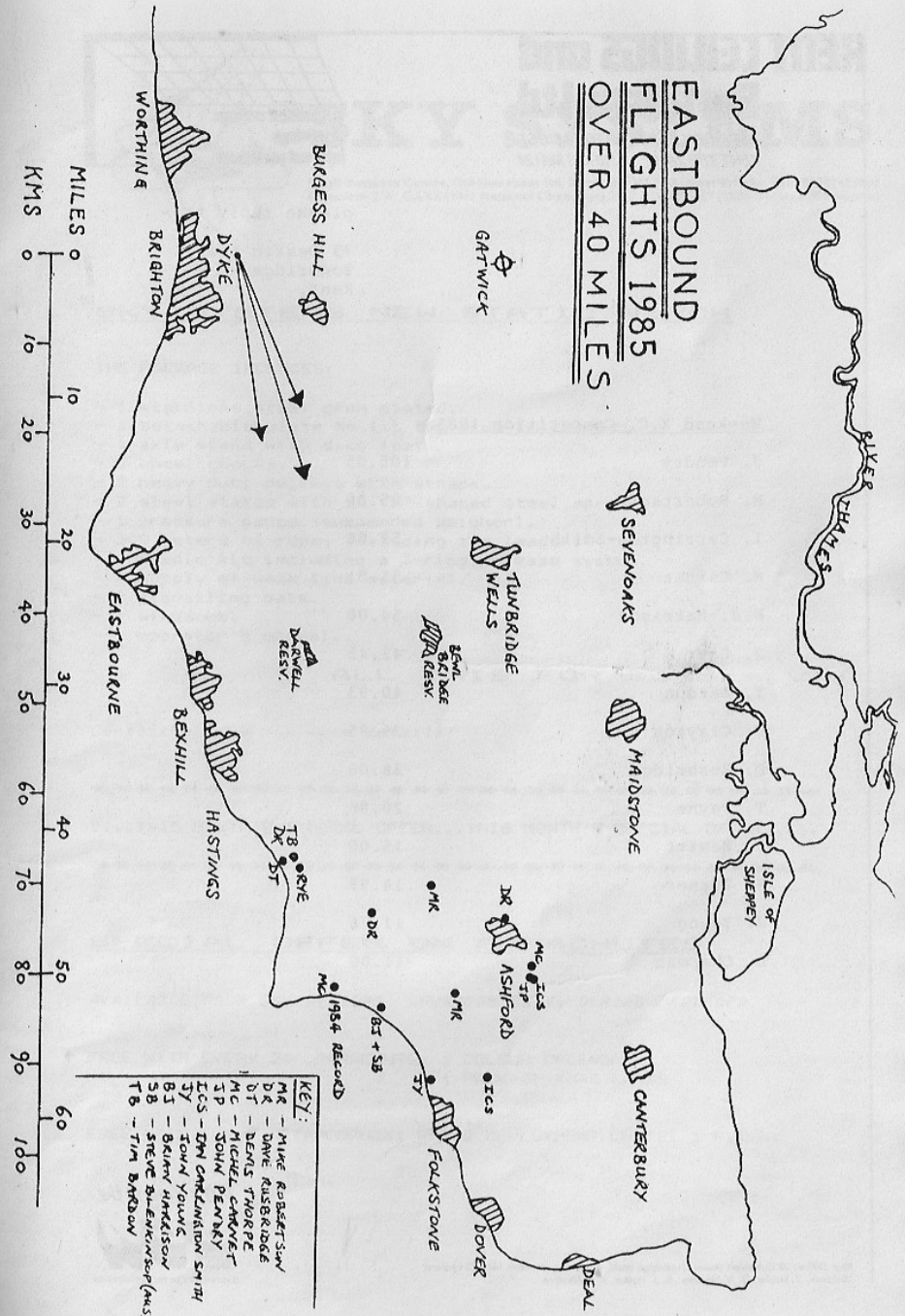
## S.H.G. CHAMPION X.C. 1985

J. Pendry	247.01	miles
M. Carnet	208.20	
D. Rusbridge	200.03	
T. Bardon	188.03	
M. Robertson	167.05	
I. Carrington-Smith	114.06	
B.J. Harrison	90.10	
Tony Payne	89.04	
J. Carr	82.05	
J. Young	68.14	
K. Pickering	52.00	
Simon Catling	41.50	
D. Clayton	39.95	
P. Rolinson	31.00	
D. Perrin	28.00	
J. Hewitt	18.00	
Les Chapman	15.07	
K. Turner	14.99	
T. Butler	13.00	

We belong to the  
  
SUSPENDED CEILING ASSOCIATION

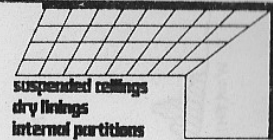
Reg. Office: 28 Culverden Down, Tunbridge Wells, Kent. Reg. Number 1448653 England  
Directors: J. Hayler, D. R. Menzies, S. J. Hayler, J. E. Menzies

## EASTBOUND FLIGHTS 1985 OVER 40 MILES



# KENT CEILINGS and Partitions Ltd

88 PRIORY STREET TONBRIDGE  
KENT TN9 2AH (0732) 359128



please reply to:-

75 Deakin Leas,  
Tonbridge,  
Kent.

## Weekend X.C. Competition 1985

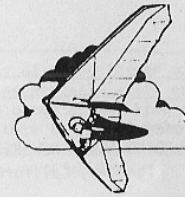
J. Pendry	105.05
M. Robertson	95.80
I. Carrington-Smith	59.66
M. Carnet	55.01
B.J. Harrison	54.00
J. Carr	42.45
T. Bardon	40.93
D. Clayton	39.95
D. Rusbridge	38.00
T. Payne	20.06
J. Hewitt	15.00
K. Turner	14.99
J. Young	11.76
L. Chapman	11.00

*We belong to the*



SUSPENDED CEILINGS ASSOCIATION

Reg. Office: 28 Culverden Down, Tunbridge Wells, Kent. Reg. Number 1448653 England  
Directors: J. Hayler, D. R. Menzies, S. J. Hayler, J. E. Menzies



# SKY SYSTEMS

Knoll Business Centre, Old Shoreham Rd, Brighton BN1 7GS Great Britain. Tel: (0273) 423650  
Directors: J.W. CARR (1981 National Champion), M.P.G. CARNET (1984 National Champion)

## SKY SYSTEMS NEW STATIC WINCH

THE PACKAGE INCLUDES:

- 1 stainless steel drum plated.
- 1 detachable plate to fit the drum to the hub.
- 1 axle stand with disc feet.
- 3 wheel chocks.
- 2 heavy duty pulleys with straps.
- 2 steel stakes with an "X" shaped steel spreader.
- 1 pressure gauge (suspended weigher).
- 500 meters of rope, including the leader.
- 1 bridle kit including a 3-ring release system.
- A supply of weak link material.
- 2 signalling bats.
- 1 windsock.
- 1 operator's manual.

ALL THIS FOR £395 + VAT

Contact us now for more details!

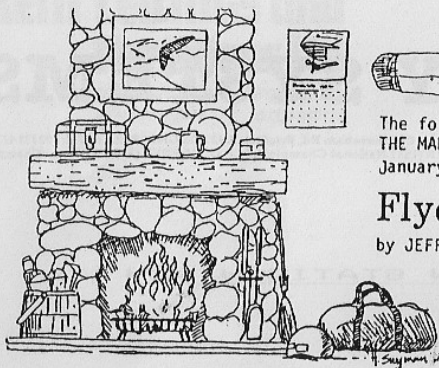
\*\*\*\*\*  
....THIS MONTH'S SPECIAL OFFER...THIS MONTH'S SPECIAL OFFER....  
\*\*\*\*\*

## SPECIAL OFFER ON PARACHUTES

AVAILABLE FROM SKY SYSTEMS' SHOWROOM ONLY, DURING DECEMBER.

FREE WITH EVERY 24' PARACHUTE: 1 COLOUR CALENDAR  
1 PACK OF XMAS CARDS

FREE WITH EVERY METAMORPHOSI RAPID DEPLOYMENT CHUTE: 1 PITCHY



The following Article comes from  
 THE MARIN COUNTY HANG GLIDING ASSN. NEWSLETTER  
 January 1982 Ignacio, California

## Flyerside Chat

by JEFF MOTT

In case you didn't notice, the winter months are here! With them have come the annual malady of hang glider pilots - the obsession for some air-time, or the "flying itches". You all know that the winds and rains really cut down on flyable conditions.

However, I feel there's a need for a discussion on the "Winter Psychology of Flying". Being an instructor, I've seen over the years the repairs necessary in the off-season; and just about all of them are due to rusty flying skills or attempted flights in adverse conditions.

Believe it or not, I'd say 35% to 40% of the repairs occur just from ground handling in high winds! And, along with the repair bills could come hospital bills for a pilot.

Skills only remain at a high level of proficiency with practice, no matter how experienced a pilot is. An individual usually doesn't forget the basics, but that added margin of safety sometimes depends on the subtleties such as knowing just how close to get that wing on the hill or ridge or when to commit yourself to a flare at a windy landing area. These subtle skills are learned and retained through repetition and experience. These abilities are also the first things lost when you're on the ground too long. It's not the pilot's fault - that's just the way things are.

Judgement also is often impaired or lacking in this season and you're liable to talk yourself into launching when you shouldn't.

Remember - you're flying! You can't decide to stop once your feet leave the ground.

Why do we do such things? Well, again, it's the sitting around that does it. Your mental sharpness goes as well - do you think you're as accurate judging conditions in the winter as you are in the summer? Probably not. There's an almost overpowering thought in your mind that is largely subconscious. It is simply, "I WANT TO FLY!" You'd be astonished at the ridiculous rationalizations pilots will make to talk themselves into flying. Sometimes it's funny, but it's almost always dangerous.

Maybe you just drove a couple of hours to get to the site and it's cold and getting dark. Or, maybe you're skipping lunch (and already missed breakfast) so that you can get in some flights before it's blown out. Or (and this is a classic), you camped out for two days, time is running out and the winds won't die but you'll be damned if you'll go home without flying. You won't waste your weekend.

Frustrations, frustrations. Life is not a bowl of cherries, and we all have to accept that. Think twice and sometimes three times before you take that glider off your car.

Maybe you're not sure of your ability to judge your ability. Perhaps these suggestions will help:

Look for signs of impatience or anxiousness. Are you dropping wingnuts and messing up your normal assembly procedures? Maybe you're finding things in your pre-flight you forgot to do correctly. Does your glider feel heavy? Are you more awkward? Maybe you're out of shape! Another good one is - are you tripping over your cables and tips? (That's one I always do when I'm a little spacey and it's a sure sign of "not being all there".)

Many of these things also apply to not being mentally alert enough to fly and can occur at any time of the year. But in this instance, it's usually caused simply by too much time since you last flew your glider.

Watch the hill - is anyone else flying? Don't be afraid to ask advice of another pilot. He may just tell you it's not worth it and you won't have to set up.

I could go on and on; a book could and should be written on proper flying Attitudes in hang gliding with a large section devoted to the winter months. I think that a good way to make the decision whether to fly or not is not to ask yourself "Is it worth it?" (because in a very perverted sense, it probably would be, even if you scared yourself to death), but ask yourself, "Will it be fun?" Most

pilots fly for recreation only, and if they remember that recreation is defined as "amusement or a pleasurable interest", then maybe the accident rates will subside a bit.

And, finally, cold air is much denser than your balmy breezes. It takes less velocity in the winter to get knocked around as much as in the summer.

If you're an experienced flyer, these suggestions especially apply to you. We're the ones that tend to take our skills for granted, not the beginners! As for the new pilots, try to decide if your instructor would agree with your decision to fly. If you don't think he would, go home and wait for another day.



### SHOC CHRISTMAS PARTY TICKET ORDER FORM

Secretary: ADRIAN WHITMARSH  
 1 MAPLE CLOSE  
 HORSHAM  
 WEST SUSSEX  
 RH12 4EZ  
 Telephone: Home (0403) 55761  
 Office (0825) 5055

Please send me \_\_\_\_\_ tickets at £3.50 each (including buffet). I enclose total of £\_\_\_\_\_. Cheques/Postal Orders made payable to Southern Hang Gliding Club. Please enclose a stamped addressed envelope.

NAME: \_\_\_\_\_ . TEL: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

POSTCODE: \_\_\_\_\_

Lightwing - the objective.

Gliding, since its inception and by its nature, has always been a participation sport - both from the point of view of safety and through the sheer size of the aircraft themselves. Four people are normally required present before flying can begin. This creates problems for individualists.

Lightwing was created to set about providing soaring flight to the individual who did not want to be dependent even to a single other person. Toward that end, much experimental work has been done through the evolution of six prototypes. Much experience has been gained, and an overall awareness of just what is involved in making this possible.

An airframe is currently being built which will revolutionize the whole attitude of the individual toward sport flying. By the use of jigs for construction, it is possible to build a very compact lightweight aircraft which can be transported without a cumbersome trailer, erected, and flown singlehandedly. The dependency on others, which has for so long provided unchangeable limitations for so many of us, will disappear. Just as hang-gliders are able, so also will conventional sailplanes be operated by individuals as and when they feel like it. Lightweight power units are being developed which would safely transform this ultralight sailplane into a powered glider, still free of government legislation. Lightwings aims were always directed away from the bureaucrats, with the aim of proving that ultimate light flight would always remain free, as free as the air should be to the enlightened individual, and that person would be so because of inevitable requirements both to rig and fly this machine. Experience in flying would be essential, and not difficult with this in prospect.

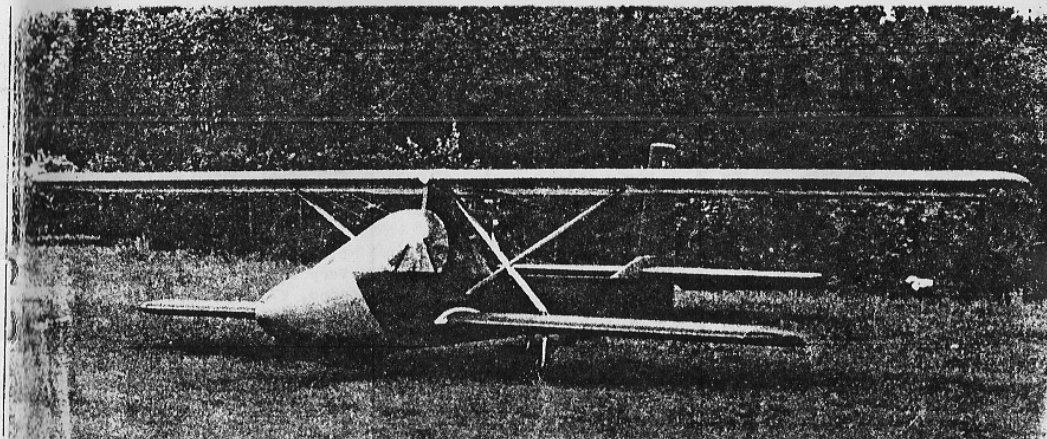
Groups of people could build these sailplanes from kit form, using the comprehensive workshop manual which I am currently writing. The success of this type of airframe would depend on the essential components being made on jigs to a high standard of quality. The secondary structure is neither too time-consuming nor so demanding of skill.

In this age of predictable plastic products there must be an increasing number of individuals who wish to preserve the notion of creativity providing satisfaction and stimulation. Modern technical analysis reveals interestingly that for the lightest of airframes, wood is still the most suitable material for construction.

## LIGHTWING

John Lee - WORTHING SS257B.

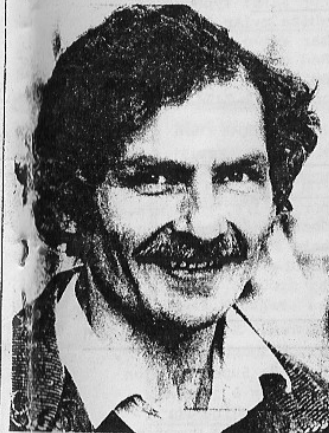
Get on the list of interested parties!



● Two of the six light aircraft built by Littlehampton Joiner Mr. John Lee (40), of Timberleys. Above is a biplane, below a glider in flight. Now he is now working on a seventh, an ultra-light machine that will weigh less than 80lb.!

# Joiner plans ultra-light aircraft

A Littlehampton man is working on an ultra-light aircraft which he claims will revolutionize flying. It will combine the hang-glider's ease of launching with the satisfaction of flying a normal aircraft, writes Robin Ait.



● Littlehampton Joiner Mr. John Lee, who is now building his seventh light aircraft. — Photo Sales No. 4306-1.

Mr. John Lee (40) has already built six aircraft, including a biplane and a two-seater. They are all helping him to develop the ultimate in lightweight, easily-assembled machines, capable of being launched by foot, like a hang-glider.

Now he is working on this final wooden model, and he expects it to be flying by the middle of next year. At the same time he is completing a workshop manual on building light wooden airframes.

"The pioneer glider pilots in the 1920s launched by foot, so it's a case of turning the clock back," he said this week.

Mr. Lee, who lives at Timberleys, said his aircraft are not affected by Government legislation because they are so light.

### JOINER

A joiner by trade, he said he first became interested in gliding because "an aircraft is the ultimate thing to make in wood. I was also

very fascinated in the history of gliding," he said.

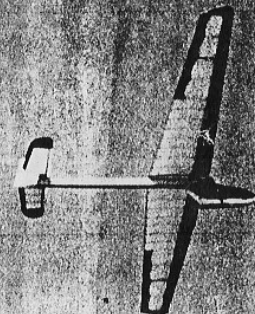
Mr. Lee believes the increasing cost of gliding these days prevents many young people from taking up the sport. "Flying is becoming more and more expensive and also getting more and more technical.

"But anyone will be able to afford my aircraft. They will be able to fly it on their own, just by asking a farmer's permission to use his field."

He took six months last year to build his last plane, the L6FS, which weighs 160lb.

His new aircraft will weigh less than 80lb. "It will be so much more buoyant than conventional gliders which weigh about 800lb., plus all their ballast.

"So it will be able to be launched on foot, with one person running along the ground. It will be an aircraft, but with the launching benefits of hang-gliding. There are no other aircraft like it anywhere."



He said it will fly at low speeds like 25 m.p.h., and land in a back garden. "Conventional aircraft are needing longer runways all the time, because their weight gives them that much more velocity."

Mr. Lee, who is now looking for a workshop in Littlehampton, plans to produce the plane in kit form for under £1,000. "Lightweight power packs now being developed will safely transform this ultralight plane into a powered glider, still free from bureaucratic legislation.

### COST

"The whole idea is to make flying available to young people who should be enjoying flying but can't afford it. Just joining a gliding club costs so much these days.

"My type of aircraft escaped natural evolution because technology took over. Hang-gliding is completely different, and doesn't always appeal to

people who enjoy aircraft. And my designs are based on well-tested conventional aircraft."

### HEMLOCK

Mr. Lee makes his planes out of hemlock, a North American wood, rather than the more expensive spruce, and plywood. "So all the materials are readily available."

He has not sold any of his six prototypes yet, but said he might sell the biplane soon to raise funds for the continuing development of his revolutionary design. "Modern technical analysis reveals, interestingly, that for the lightest of airframes, wood is still the most suitable material for construction.

"In this age of predictable plastic products, there must be an increasing number of individuals who wish to preserve the notion of creativity providing satisfaction and stimulation," he said.

## SMALL ADS.

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

PLEASE can the kind gentleman who gave me a lift to the top of Firle on 18th October phone Calvin on Eastbourne 766954 as I left my helmet and harness in your boot.

**FOR SALE:** Clubman CFX 160. Yellow sail, green 1/e. Virtually unused, £720. Airtime stirrup harness £45. Helmet £10. Offers taken on the lot. Phone Simon 0306-680553 (eves).

**FOR SALE:** Cocoon harness Southern Airsports deluxe cocoon 2 (list £144), faired camera/chute/ballast cont. Blue + yellow/orange flash. Very comfortable. Very good cond. £70 ono. Mark Fisher on 01-393-6788.

**FOR SALE:** Superscorpion IIC (sliding box type). £250 or would swap for good parachute. Dave Ashley, Epsom 40255.

**FOR SALE:** Magic 3 166 new March '85. VB, fully faired, mylar leading edge, low airtime. £1050 ono. Phone BJ Harrison on Brighton 698906.

**FOR SALE:** Superscorpion C+. Excellent condition, recently overhauled, £275 ono, including 2 spare uprights. Phone Laurie 0424-441596.

**FOR SALE:** Fantom (Atlas type). Excellent condition. £675 ono. Brighton 416671

**FOR SALE:** Thomanen Alti 55K. Voice activated Talkman two-way speakers (size of cig packet) PP3 batteries £40. Ideal for hang gliding, hiking. Eddie, 01-684-7427.

**FOR SALE:** My Typhoon S4 Racer, mylar 1/e, rainbow u/s, speed bar, 8 undersurface battens. 12 months old. Excellent condition throughout, £895. Eddie on 01-684-7427.

**FOR SALE:** MAGIC 3 166 dark green 1/e, light green u/s, aerofoil uprights & speedbar. 7 months old; very clean condition with fine handling; £995. Phone Ian Carrington Smith on 0273-775114.

**FOR SALE:** Choice of used Typhoons; various sizes and conditions. Phone AIRTIME for details. Brighton 416671.

**SELLING UP!!** - Comet 165 V.G.C. £490 ono. Skyhook stirrup, immaculate £45. Willis Vario £45. Dimplex alti £15. Venti, helmet, etc. £570 or offers for the lot! Phone Andy, 01-651-3501.

**FOR SALE:** Typhoon S4 white mylar 1/e, speed bar + two uprights. Red undersurface, £850 ono. Phone Ron on 01-462-3434.

**FOR SALE** Hiway Vision. 1 year old. Immaculate condition. Rainbow u/s. Speed bar. Suit P1 right through to XC pilot. £800. Mark Woodhams on Brighton 501043.

**LOST ON THE DYKE 2/11/85** Sky Systems Stirrup harness (dark blue with 2 lighter blue stripes on chute cover) and Life-Pak parachute. Ron Steadman, Redhill 65510.

**FOR SALE:** Red Azur, purple 1/e, gold u/s. Good condition, sensible £550. Ring Eddie on 01-684-7427.

**FOR SALE:** Demon 175, white 1/e, red mainsail. Flying this glider is a treat!!! Recently overhauled by Hiway. Gift £380. Phone (040381) 4320

**FOR SALE:** Gyr 188, mylar 1/e, speed bar, vgc, ideal intermediate glider £475. Phone Sean 01-662-5399 (home), 01-480-4374 (work).

**FOR SALE:** Superscorpion 2C. Yellow & green. Good P1 machine for pilot 11 stone upwards. £335. Phone Andy Webb on Forest Row 3162.

## SMALL ADS

**FOR SALE:** Clubman CFX 160 Gold sail, blue 1/e. 23hr airtime. Immaculate cond. superb handling. The best 1/2 glider available! Owner leaving the country in a hurry, hence only £600. Phone Jonathan Cattlin 01-693-2938(H) or 01-247-5901(F).

**FOR SALE:** SUPERSCORPION 2C Sliding box type. Yellow & green. Good condition. Ideal for P1 weighing 11 stones or more. Andy Hebb, Forest Row 3162.

**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:** Large Typhoon S4 Racer. Exponential undersurface. £900. Phone Airtime.

Mark Woodhams is the Hiway representative in the south east, living at 60 Compton Road, Brighton. Telephone Brighton (0273) 501 043.

**FOR SALE** Hiway Vision only 1 year old. Immaculate condition. Rainbow u/s. Speed bar. Suit P1 right through to XC pilot. £800. Mark Woodhams on Brighton 501043. Fantastic Vision demonstrator available for demo flights.

## club sweatshirts



AVAILABLE NOW FROM ALL COMMITTEE MEMBERS. THE NEW CLUB SWEATSHIRTS SEEN HERE ON DENIS'S GIRLFRIEND. ARE £7.50 EACH TO CLUB MEMBERS. THEY CAN BE MAIL ORDERED FROM JOHNNY CARR, PLEASE RING JOHNNY SHOULD YOU WISH TO ORDER OR SEE ANY COMMITTEE MEMBER ON THE HILL. SIZES ARE SMALL, MEDIUM, LARGE AND EXTRA LARGE. THE COLOUR IS LIGHT GREY AND THE CLUB BADGE IS IN THE CLUBS BLACK AND YELLOW STANDARD.

# A Blast from the Past.

This scurrilous piece of nonsense is thought to have been written about 1910 by some grouch by the name of A. Stoneham.

## A Summary of Air-Sailing.

The aeroplane is a match with gravity, which is used by adventurers as a short-cut into trouble.

Man has been fooling with aeroplanes ever since the calendar was invented. Historically, the machines are divided into three classes: Tumblers, Gliders and Flyers.

The Tumbler, the earliest type, was a mechanical nightmare with a foot at one end and a funeral at the other. It was the speediest of all models, attaining a speed of 16ft the first second and doubling it every succeeding second of flight. Unfortunately, it always flew straight downward.

The Glider, which was invented some few years ago, was a great improvement though it still proved quite fatal. The glider had no motive power, but was supposed to carry a man from the top of a high hill to the bottom. It was successful to a degree, but was so unexciting that there was to glory even in being killed by it.

The Flyer, is a glider, plus a gasoline engine. Like the early aeroplanes, it is modelled after the birds. Its slowness in development was due to the fact that the task of translating bird-power into mechanical power was beyond science till gasoline, the universal excitement producer, finally stepped into the breach.

It was then discovered that by mixing one part of gasoline with say, twenty five parts of common everyday air, a violence was produced second only to judicious mixture of President Roosevelt, Jack Johnson and a barrel of gunpowder. When this happened, the aeroplane flew. It had to. Aeroplanes now reach the speed of 80 m.p.h. in their struggle to get away from the gasoline motors which afflict them.

The history of flying is long and intensely interesting. The earlier chapters were compiled from ancient history, asylum records and old tombstones. From these it had gradually progressed to the scientific journals and the sporting pages. The first recorded aeronaut was Simon the Magician. He built a gigantic machine which looked like an owl. It flew from the top of a tall column, down in to the payment about 3ft. His widow was pensioned.

During the year 1177, a man in Constantinople constructed a machine which flew from the tower of the Hippodrome, imitating a ton of piglead perfectly. Owing to the great damage to the footpath, further experiments were forbidden in Constantinople. Late in the last century, inventors suddenly discovered their error. Instead of beginning at the top and trying to fly down, they began at the bottom and tried to fly up. This method proved a great success. For many years there were no accidents though a great many aeroplanes were built. Having been placed on the ground, these machines remained there with wonderful tenacity, thus permitting their inventors to work on them in perfect safety.

There are two prominent varieties, the monoplane and the biplane. There are also a great number of triplanes built by amateurs but these are not used so much for flying as for chicken coops. The aeroplane is now as easy to operate as a bicycle.

In 1899, Messrs. Gastambide and Meyer of France built an aeroplane which could run as fast as a hen and showed every inclination to get up in the air and perch on a tree though it never succeeded.

In 1906, Henri Farman of Paris, accomplished an aeroplane which skimmed along at an altitude of four feet, knocking down spectators left and right. Next year Santos Dumont invented one which looked like a gigantic mothmiller riding a bicycle. This machine flew a quarter of a mile and then rested for four years. The same year, 1907 Mr. Glen Curtiss of America built a machine which he called the June Bug and it accomplished the feat of flying for a whole minute, till a tree became confused and stepped fair in front of it with disastrous results.

In the summer of 1908 it was suddenly discovered that the Wright Bros. of Ohio had been going around the country, doing cross country work in an aeroplane during the past five years. They carried passengers, cut figure eights, chased sparrows and stayed up till lunch time, repeatedly coming down of their own accord - this being an absolutely novel feat.

The Wright Bros. were the first to carry passengers, the first to fly above 100 ft. and the first to stay aloft for over an hour. They were the first to take orders for 1908 clouster models equipped with head lights, sparrow fenders, brakes wind deflectors, shock absorbers.

The modern aeroplane is extremely simple. Anyone can build one with the aid of a few stout hickory sticks, some piano wires, canvas and the decision of the Supreme Court.

The aviator must first see that his engine is sparkling, carburettor feeding, lubricating cooling and synchronising correctly. This takes from ten minutes to three months. He must next choose a level field, free from trees, bulls and spectators. Then seating himself in the machine, he places his shoulders against the warping planes, puts his feet on the rudder lever and throttle, places his head against the tail waggon and attaches the string which controls the feed valve to his left ear. Then, seizing the steering wheel in both hands, he grasps the spark lever, the lubricating adjuster, the pump control and the fire extinguisher, cranks the engine with his teeth and mouths gaily aloft.

There's really nothing in it at all.

## SMALL ADS

FOR SALE: Secondhand 2' parachute, never used. Complete with new Life, outer bag, \$199. Tel: Sky Systems (0273)-423693.

FOR SALE: Magic IV 166 New March '65. Yellow 1/e, lime undersurface. VE & speedbar. VEC. \$1000 ono. Phone Pepp on Worthing 36790.

LOST ON THE DYER EARLY NOV One set of Lightning batteries. Contact Dave Rusbridge at Sky Systems (0273) 423693.

FOR SALE: Magic 1 165 As new, dark green, gold & white. Very little airtime. Best by incoons, has not flown for 2 years (half). Bargain at 2045 ono. Tel: (0273) 423693 (H) 423693 (H).

FOR SALE: Supercooior MK 2. Excellent condition. 2275. Multicoloured, spare uprights. Tel: (0273) 423693 (H) 423693 (H).

## PRESS RELEASE

### EXPANSION NEWS FROM AERIAL ARTS

Over this last year the Aerial Arts Clubman CFX has become widely recognised as the ideal intermediate hang glider. The fact that Aerial Arts have just had to move into larger premises, after only twelve months since their last such move, reflects a steadily increasing flow of newcomers to the sport.

It is also encouraging to observe that the vast majority of today's post-P1 pilots, who buy modern, high-performance intermediates like the Clubman, are progressing both faster and further in their flying than those, either less enlightened or less affluent novices, who end up with secondhand cast-offs, or wings which although new, nevertheless belong to a more primitive generation of glider design.

So what are they planning to do with the five-times-increased factory space, the two airstrips and all the locks, stocks, barrels and Tony Leaneys they have bought from Horizon Aerosails?

Well firstly they are very definitely going to keep producing Clubmans (or should that be Clubmen?). Due to a clever bit of marketing know-how, Aerial Arts seem to have the knack of keeping sales figures rising steadily regardless of the seasonal fluctuations that everyone expects Hang glider manufacturers to suffer from. (There is a theory that the only way a hang glider pilot has time to visit his bank manager is if it's unflyable!).

There is also the important matter of providing all these progressive Clubman pilots with a machine to progress onto. Making real competition-class high-performance gliders was not on at the old Sillwood Street factory; the increased wing span would have made it impossible to get the finished product down the stairs! Now with all this space to spare, Ian Grayland has run out of excuses for not coming up with a hotship design!

Having the use of two airstrips obviously opens up opportunities to get in on the latest craze; something to do with pulling up hang gliders on long pieces of string; and Ian has some interesting ideas mapped out on his drawing board in connection with this. In fact a prototype, purpose-built, two-man trainer, suitable for towing is being put together as I write!

The 130sx power wing (sx = Sawn-off, extra strong), the power version of the Clubman, designed especially for under 70kg microlights made its debut at Popham earlier this year and has already driven a firm wedge into this particular market. Based on this success, Ian has now produced a prototype high performance version coupled to his own trike unit. Initial flight tests have produced spectacular effects both on the test pilots and the observers! This weapon, to be called the 'Chaser' is strictly for the experienced pilot and will be going into production shortly.

Hang glider and microlight pilots alike are welcome to drop in at the new factory (grid reference: TQ 227127), microlight pilots are asked to ring first for local flying rules and met. For hang glider pilots a prize will be awarded to the first pilot to land within a stone's throw of the factory (please aim the stone at the more solid looking part of the building!). This should not present too difficult a task, as the factory is only a couple of miles upwind from Devils Dyke and can be clearly seen from there.

Aerial Arts New Address is:

**AERIAL ARTS**  
Manufacturers of Hang gliders  
& Microlight Aircraft  
Truleigh Sands  
Truleigh Manor Farm  
EDBURTON  
West Sussex  
BN5 9LL

Tel: Poynings (079 156) 236

Truleigh Sands  
Truleigh Manor Farm  
EDBURTON  
West Sussex  
BN5 9LL

Tel: Poynings (079 156) 236

Nick Minnion

ACCIDENT REPORT

Since taking this job last month, there have been four accidents, two of these accidents took place on Saturday 2nd November at Devils Dyke, which resulted in broken uprights and one broken arm ( get well soon joe ) and hurt pride.

The third accident happened on Sunday 10th November also at Devils Dyke. In this case it was a PI pilot with less than 10 hours flying time, experiencing scratchy conditions which resulted in him flying too close to the hill and landing in the top of the trees in the bowl. Luckily, for this pilot he got away with not seriously injuring himself.

Please note that if you are a PI pilot with little experience don't try and copy experience pilots in these conditions. If you are well below ridge height fly to the bottom landing field because after landing safely you can pack up and return to the top of the hill to continue flying.

The fourth accident at (yes you've guest it) Devils Dyke took place on the 12th November. As far as I know this was caused by stalling on take off and turning into the hill.

This pilot broke her arm (get well soon Sharon), please remember to have plenty of speed on take off.

Johnny Carr, our club chairman has very kindly written an account of what happened to him on November 2nd.

(EVEN THE CHAIRMAN MAKES MISTAKES).

Happy Flying & Safe Landings.....  
PAUL..(safty officer)

P.S Please excuse the typing it's my first attempt at this.

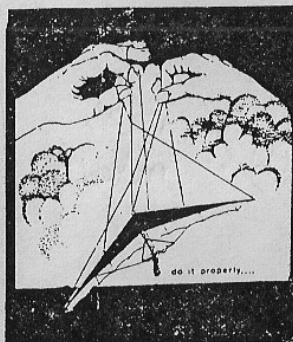
Accident.

Saturday 2nd November. Devils Dyke.  
Wind. NNW, unstable, about 15mph.

Johnny Carr.

It had been a great day for everybody at the Dyke, for a change it was at a weekend and a surprise considering it was in November. I swapped Gliders with Dave Clayton, his being a 177 Magic, and he was on my 166 Magic. The wind was dropping quite a bit now and it was hard work to get enough height in the north bowl to make a good approach on the normal landing strip along side the road. There were so many gliders I made sure I had reasonable height and came in over the paddock and turned into wind. I estimate I was about 50' and I was flying slowly because I did not want to overshoot the spot we were trying to land on. Everything at this stage seemed normal and smooth. I had been watching the windsock most of the afternoon and it always appeared to be NNW, I am usually very wary about rotor coming over the hotel if the wind is north, however, I did not give much thought to this because the wind always had some west in it. The accident started by the glider, at about 50' in level smooth flight, being yawed about 70° towards the hotel, facing N/E. I took action, pulled more air-speed and got the glider sort of flying again, and managed to manoeuvre it away from the hotel.

( continued over )



Why buy Duracells for your vario?

At £1.75 each!

NOW THE WELL PROVEN  
LINDSAY RUDDOCK

"MICROVARIO MK VA"

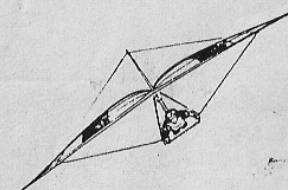
RUNS 50 HOURS ON A SINGLE CHEAP PP3

L.R.L. FAIRHAVEN COTTAGE, RIGEMead RD  
ENGLEFIELD GREEN, SURRY T.W.2. O.Y.G.  
EGHAM (0784) 34740 (ALL HOURS)

VINCE HALLAMS, SUSSEX COLLEGE OF HANG GLIDING .

HAS THE SITES & THE TIME FOR BASIC, INTERMEDIATE & SOARING INSTRUCTION. SELLS GYR, SHADOW & NEW INTERMEDIATE CLUBMAN AND THE NEW AERIAL ARTS HOTSHIP, EATS MAGICS. TRADES.. SSCORPION ETC ALSO SPARES REPAIRS HARNESSSES ETC.

INTERESTED!!? PHONE Btn 24151 EXT 171, 733914  
& 609925 EARLY OR LATE AS YOU LIKE.  
18 , QUEENS RD (LETTERS)  
16 , CIRCUS ST (WORKSHOP)



DEC 95

Johnny Carr (continued)

The glider was now facing S.W. about 6' off the ground, heading for the fence. I managed to get it over the fence but by this time it was totally stalled and I was too low to do anything about it. I ran as fast as my legs could take me but I ended up in a heap in the paddock with a broken upright and a red face (Sorry Dave) Just to add to it, a loose batten bungy from a folded glider got hooked round the Pip pin and dragged the glider along the ground a couple of feet.

Dave Clayton said that at the time of the incident the windsock very briefly went round to north, which would have caused rotor over the hotel.  
Lesson Learned.

- 1) If the wind is round to the north, land in the paddock. If you must use the normal strip, fly in with plenty of air-speed.

In my case it was a result of flying too slow and therefore vulnerable to any rotor that may appear.