

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 surrump 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
Other equipment	18"	2.50
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Lightweight O-ze	XC bag	17.25
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Screwgate karabiner	Deluxe zipped rucksack for Pod	15.00
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We also offer a full range of Lindsay Ruddock varies 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.

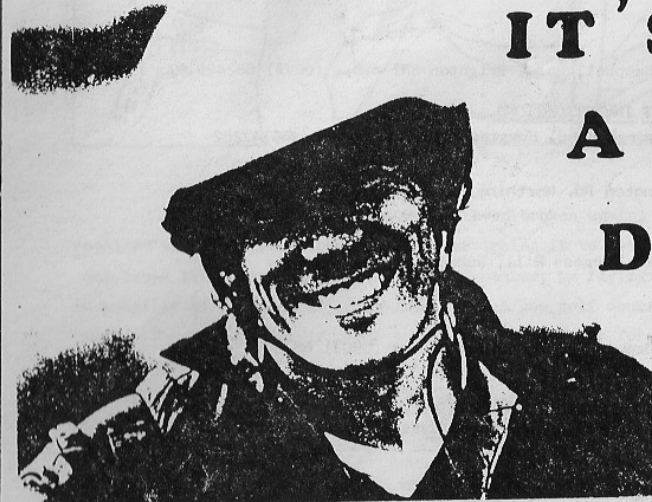
AIRTIME Softwear

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Telephone Brighton 424861

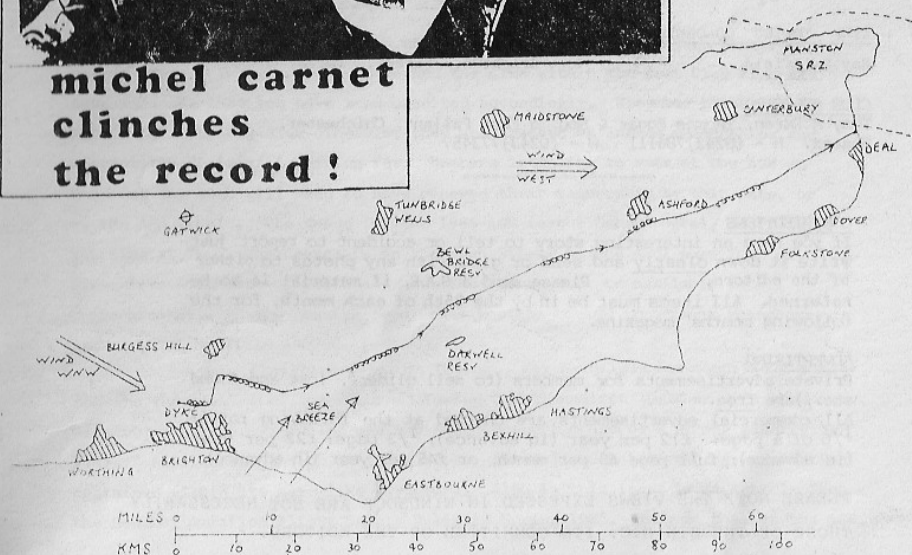


april 86

IT'S A DEAL!



**Michel Carnet
clinches
the record!**



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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 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).

PLEASE NOTE THE VIEWS EXPRESSED IN WINDSOCK ARE NOT NECESSARILY THOSE OF THE S.H.G.C. ITS COMMITTEE OR THE EDITORS.



The Dyke XC Record has been broken again! Michel Carnet has regained the title less than a year after losing it to a fellow SHGC pilot! And break it he has in a very convincing manner, by flying as far east as it is possible to go, some 74 miles, to land on the golf course at Deal on the Kent coast. The day was Tuesday 29th April when all the met forecasts had been for a southwesterly but it turned out to be a perfect WNW'ly/sea breeze combination. Congratulations, mon ami, now we'll have to spot land on a gas rig! The flight took about 4 hours and was made in part along a rapidly moving sea breeze front. More details next month.

With this issue of WINDSOCK you should find your Membership Renewal Form. Those of you who joined the Club within the last Club financial year will see that you have been credited accordingly. Remember that renewals should be in by May 31st otherwise they are treated as lapsed memberships and attract the £5 initial joining fee. Members intending to vote at the AGM on Saturday May 10th will need to have renewed their membership by that date, or at the AGM itself. The venue for the 1986 AGM is the George Hotel, Henfield, starting at 7pm. The George is in the High Street on the A281 some four or five miles northwest of Devil's Dyke. The Agenda will be available to all those present. If you require food, this must be booked in advance, the phone number being Henfield 492296.

Finally a note on Towing. Ray Swinfield has compiled a table showing the results of the returned Towing Questionnaires together with a summary. His table is a very detailed one and I recommend the use of a strong magnifying glass! Bewildering though it is at first, there is much interesting information contained within its maze-like structure. Also in this issue is an article from the General Aviation Flight Safety Bulletin Spring 1986. More on this at the AGM.

Flying regards, Ian CS.

SUSSEX XC LEAGUE 1986

positions as at 24/04/86

PILOT	GLIDER	1	2	3	4	TOTAL
01 PICKERING KEVIN	MAGIC 3 177	21.5	17.7	0.0	0.0	39.4Km
02 PAYNE TONY	MAGIC 1	20.9	0.0	0.0	0.0	20.9Km
03 MARNIER STEVE	MAGIC 1	12.5	0.0	0.0	0.0	12.5Km

SUSSEX XC LEAGUE 1986

FLIGHT DETAILS

PILOT	DATE	DESCRIPTION	OS MAP REFERENCE	DISTANCE	TOTAL
PICKERING KEVIN	21 MAR	DYKE/GIB.FARM	TQ257112 TQ470082	21.5K	13.4M1
PAYNE TONY	21 MAR	DYKE/S.HEIGHTON	TQ257112 TQ448027	20.9K	13.0M1
PICKERING KEVIN	01 APR	DYKE/BARC. MILL	TQ257112 TQ430149	17.7K	11.0M1
MARNIER STEVE	01 APR	DYKE/ASHCOMBE	TQ257112 TQ380091	12.5K	7.8M1

SUSSEX WEEKEND XC LEAGUE 1986

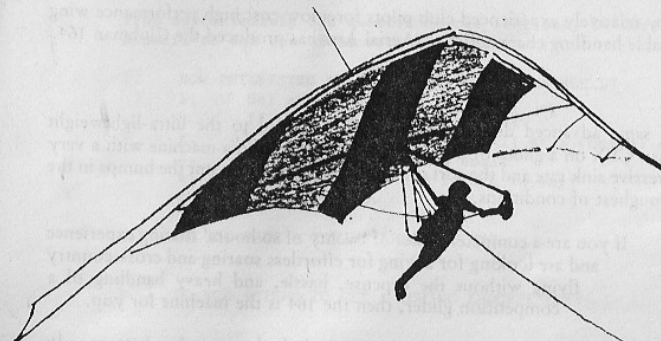
PILOT	GLIDER	1	2	3	4	TOTAL
?	?	?	?	?	?	?

WELL WHERE ARE THEY? ANYONE WOULD THINK THE WEATHER WAS TO BLAME!

DON'T FORGET, ANYONE GETTING MORE THAN 20Kms FOR THE FIRST TIME, IS ENTITLED TO THE COVETED BLUE S.H.G.C. XC CLOTH BADGE. JUST INDICATE THIS WHEN YOU SEND ME YOUR XC DETAILS. PLEASE SEND A S.A.E. ALSO.

ANDY WOOD

Beware Wire — Miles of It!



PROBABLY it was inevitable that, sooner or later, the hang gliding fraternity would re-discover winch launching as a means of getting airborne from a flat site. After all, it has been the standard method of launching sailplanes since the second World War years. But, whereas a sailplane usually needs the power of a purpose built winch, it seems that it is possible for a hang glider to be launched by almost any standard make of motor car by the simple process of jacking up one of the driven wheels and replacing it with a drum on which is wound several thousand feet of piano wire, sometimes as much as a mile long. Add a couple of pulleys, a strain gauge, a bridle on the end of the cable attached to a release mechanism on a harness worn by the pilot and, hey presto, a launching system that will get the pilot and aircraft up to a soarable height from almost any 100 acre flat field without the need of a hill, mountain or escarpment. Further, by the use of a technique called 'step towing' which is similar to the 'kiteing' procedure that has been used in the past to increase the height to which sailplanes can be winch launched, hang gliders have reached heights of 6,000 feet above the take-off level due largely to the light weight of the tow wire.

Of course this means that there could be a lot more than 6,000 feet of wire joining the hang glider pilot to the winch on the ground and, further, that the wire most probably will not be hanging vertically below the glider but may be waving around over quite a distance between the glider and the winch. As the wire used is only 1.2mm thick (by comparison the conventional glider tow cable is about 6mm thick and is a multi-strand wire), it is almost impossible for another pilot to see it until he is very close to it. Add to that a breaking strain of 200 kilograms and, although a Phantom, Tornado or a Jaguar might not be seriously affected by flying into this type of wire, the probable effect on a microlight or a balloon could be catastrophic. Even a Cessna 152 or a Piper Cherokee probably would suffer serious damage and no doubt any of these aircraft

would make the hang glider pilot's eyes water a bit on contacting the wire, if he was still attached to it — and just think of the 'twang'!

Fortunately the British Hang Gliding Association have realised the potential hazard to other airspace users that could result from this type of launching and have published a recommendation to their members to the effect that all tow launching activities under BHGA approval will now have a normal height limit of 2,000 feet above the launch point. If anyone wants to exceed this height, they must first apply in writing to the CAA (ODP4 in Aviation House, 129 Kingsway, London WC2B 6NN) at least two weeks before the proposed launching date so that a NOTAM can be issued. The BHGA point out that this is not a legal requirement — yet! But they warn that if the Association members do not regulate themselves in this respect, it soon could be a legal requirement, and probably one with a lower limit than 2,000 feet.

To help things along, we understand that the BHGA are compiling a register of all regularly used towing sites including those both on and off airfields and this will be passed to military aviators. We hope that it also will be made available to all other vulnerable airspace users. The BHGA also recommend that anyone towing on a non registered site should inform the RAF through the CANP Freephone 2230 telephone number but, although this may help the military to avoid tweaking the piano wire, it will not be of much help to other civilian aviators. So, if you see a hang glider climbing like a rocket (and they do climb very steeply when the winch is pulling but much less steeply when towards the top of the launch) don't fly in front of or below it. For that matter, don't fly behind and below it if it is pointing more or less in a downwind direction because it may be in the process of 'step towing' (i.e. repositioning itself before continuing the climb into wind on the wire). What a pity it is that hang gliders are so difficult for other aviators to see!

Aerial Arts present

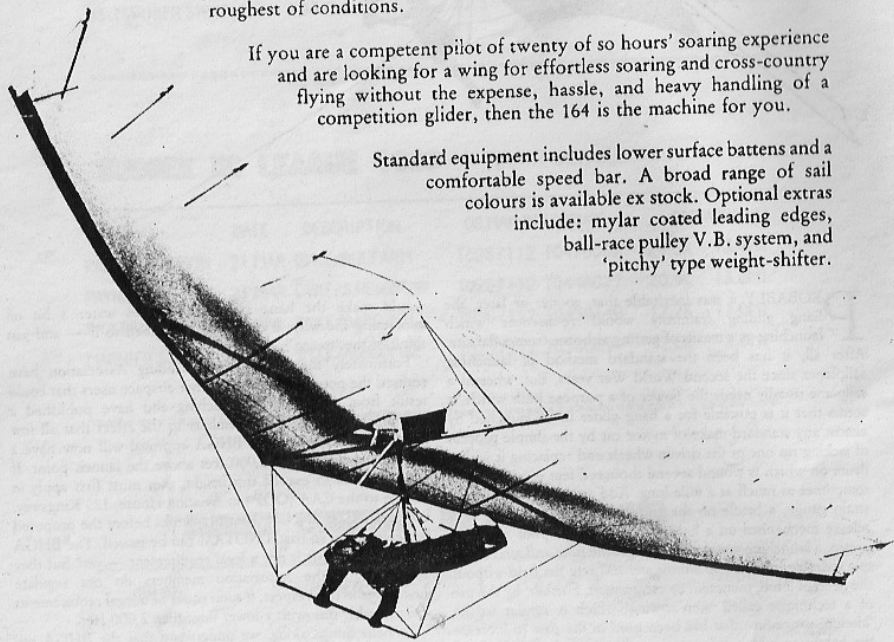
the Clubman 164

In response to demand by relatively experienced club pilots for a low cost high performance wing with reliable and predictable handling characteristics, Aerial Arts has produced the Clubman 164.

Using the same advanced design techniques which lead to the ultra-lightweight Clubman CFX on a glider of higher span, has resulted in a machine with a very impressive sink rate and the sort of handling that will iron out the bumps in the roughest of conditions.

If you are a competent pilot of twenty of so hours' soaring experience and are looking for a wing for effortless soaring and cross-country flying without the expense, hassle, and heavy handling of a competition glider, then the 164 is the machine for you.

Standard equipment includes lower surface battens and a comfortable speed bar. A broad range of sail colours is available ex stock. Optional extras include: mylar coated leading edges, ball-race pulley V.B. system, and 'pitchy' type weight-shifter.



Contact Aerial Arts today to arrange a demonstration.

Specifications:-

Wing area	164 sq. ft.
Wing span	32.5 ft.
Max L/D	10.5:1
Minimum sink rate	180 ft./min.
Optimum pilot weight	145-185 lbs.
Empty weight	56 lbs.

Aerial Arts,

Truleigh Sands, Truleigh Manor Farm, Edburton, W. Sussex, BN5 9LL
Tel: Poynings (079 156) 236

SUMMARY OF RETURNED TOWING QUESTIONNAIRES

From approximately 220 questionnaires sent out, 84 were returned.
Answers to the questions were as follows:-

- HOW INTERESTED ARE YOU IN BEING TOW LAUNCHED?
 - Not at all 1
 - If the wind is not on a hill 42
 - If the wind is not on a hill at a thermal site 39
 - Only if the costs are small 17
 - Would prefer to tow launch anyway 5
 - Any other view 17
- DO YOU HAVE A TOWING ENDORSEMENT? YES 9
NO 76
- DO YOU INTEND TO GET A TOWING ENDORSEMENT? YES 63
NO 8
- DO YOU INTEND TO WAIT UNTIL TOWING ENDORSEMENTS CAN BE DONE LOCALLY AND THEN DO ONE? YES 49
NO 21
PROBABLY 4
- DO YOU THINK THE CLUB SHOULD SPEND APPROX. £1000 ON TOWING FACILITIES? YES 65
NO 5
- DO YOU THINK THAT A SEPARATE TOWING SECTION SHOULD BE FORMED WITHIN THE CLUB (SO THAT NON-TOWING MEMBERS DO NOT SUBSIDISE THE EXPENSE OF TOWING)? YES 39
NO 35
PROBABLY 2
- HAVE YOU GOT A WINCHMAN ENDORSEMENT? YES 11
NO 84
SOON 1
- ARE YOU WILLING TO GET A WINCHMAN ENDORSEMENT? YES 35
NO 41
- ARE YOU WILLING TO SPEND THE NECESSARY TIME WAITING FOR YOUR TURN TO LAUNCH?
 - If it is 'on' at a hill thermal site 17
 - If it is only 'on' at a tow site 61
- ARE YOU WILLING TO HELP LAUNCH OTHER PILOTS? YES 80
NO 2
- SHOULD THE CLUB GO FOR A BIG SYSTEM (IE KOCH WINCH WINCH, FOR WHICH WE MAY GET A SPORTS COUNCIL SUBSIDY)? YES 48
NO 14
PROBABLY 2
- SHOULD THE CLUB GET ONE OR MORE SMALLER SYSTEMS SUCH AS THE SKY SYSTEMS WINCH? YES 28
NO 32
PROBABLY 1
- DO YOU INTEND TO BUY YOUR OWN SYSTEM? YES 5
NO 79
PROBABLY 1
- ANY OTHER COMMENTS 45

SAFETY REPORT

by Paul Ray, Safety Officer.

On 16th March the wind was blowing southeast. Since it seemed to be about the best day of the year so far, a lot of pilots turned up at Beachy Head. Only one problem: the air was very stable. Because of this the wind was blowing up both the SE bowl and the south facing cliffs - fine if you want to do top to bottoms. To cut a long story short, two pilots 'landed' at the bottom of the lower cliffs. These pilots were very lucky not to have recieved serious injuries; they managed to land between the rocks and the boulders with the tide almost high. To add to this incident the coastguard was called out and a rescue helicopter was scrambled. Fortunately the helicopter was cancelled before getting airborne. The pilots concerned have now learned the hard way that you don't fly Beachy Head cliffs in light stable conditions. Please note this well and don't be the next one to land in the sea. Read the SHGC Site Guide introduction 'Peachy Beachy - The Unseen Force' by Mike Robertson, it's a lot less scary and expensive.....

As I'm on the subject of flying conditions, I noticed a lot of pilots taking off at Devil's Dyke just ahead of a cumulonimbus a few Saturdays ago. This is precisely the time you ought to be landing, not taking off!! Some people discovered this when they were sucked up to cloudbase in 10 up lift and had great difficulty getting back down. While landing they were faced with rain, sleet, snow and best of all, winds gusting to 25 - 30 mph. One person who shall be nameless (Kevin!) snapped his leading edge and uprights trying to top land. Please, if you see this type of LARGE DARK CLOUD WITH STUFF FALLING OUT OF IT, approaching you, land early. It's much safer and a lot less tiring.

Happy flying and safe landings.

P.S. My lovely Magic 3 166 is still for sale, a snip at £780 'ono.

DON'T FORGET!!

SOUTHERN HANG GLIDING CLUB ANNUAL GENERAL MEETING 1986

SATURDAY 10th MAY

AT

THE GEORGE HOTEL, HENFIELD

7 pm

"GENERAL METEOROLOGY - CLOUDS"

We see and hear about clouds nearly every day of our lives. Clouds are perhaps the most visible part of our environment above the surface. All of us have spent some time staring at the white puffy-like structures as they move slowly across the sky.

Clouds can often illustrate the air motion that is taking place above the surface.

How do Clouds Form?

Warm air can hold more moisture than cold air. The moisture within warm air is in the form of water vapour. As air becomes warmer, its ability to hold more moisture becomes greater. As air cools, however, its ability to retain moisture becomes limited. We have all seen this happen with an ice cold glass on a hot sunny day. As warm moist air comes in contact with the cold glass, condensation occurs, forming water droplets on the outside of the glass. When air cools to the point where condensation occurs, the temperature of the air has reached its dew point temperature.

The dew point temperature is the temperature to which a parcel of air would have to be cooled in order to become saturated. One method of describing how close the air temperature may actually be to the dew point temperature is with the term relative humidity. Relative humidity routinely expresses the water content of the air in percent. How is the dew point is related to cloud formation within the troposphere?

In order for a parcel of air to reach saturation, moisture must

evaporate into it to increase its dew point temperature, or cool it down to its current dew point temperature, or both. The cooling process is the most important regarding cloud formation.

There are a number of ways air may cool. Cloud formation is mainly due to expansional cooling as it is lifted higher in altitude where atmospheric pressure is lower.

On average, temperatures in the troposphere decrease with height. Clouds may form within low pressure systems due to the lifting of air within the low. But there is still one more ingredient needed before condensation will actually occur.

In order for water vapour to change phase, there must be a suitable surface for the water vapour to condense. ie. condensation forming on cold glass. So what type of surface is in the atmosphere?

Air contains many microscopic particles called condensation nuclei that serve as just such a surface. These tiny particles are made up of salt, dust and combustible particles. Water vapour will condense on these tiny condensation nuclei and form liquid or ice particles. It is these liquid and ice particles that we actually see as a cloud.

A very complex growth process occurs within clouds to cause precipitation. Generally, the liquid or ice particles will grow in size and weight until they no longer can sustain themselves within the cloud. The particles themselves are suspended by the updrafts within the clouds. Clouds that do not have strong updrafts will generally produce lighter types of precipitation in a more continuous manner. This type of

(continued over)

General Meteorology

cloud is called stratus and usually produce overcast skies for extended periods of time.

Other types of clouds that have strong vertical currents can sustain liquid or ice particles for longer periods of time. Strong updrafts within these clouds can also carry a growing particle to great heights, allowing it to grow to a very large size before it exits the cloud. These clouds are of the cumulus type which generally bring localised heavy precipitation for short periods.

General Cloud Types

Cirrus clouds are generally found in the upper regions of the troposphere. They range in altitude from 17,000ft to 45,000ft. They are made up almost entirely of ice crystals and any that do fall never reach the ground. Cirrus clouds have a thin, wispy or streaky appearance as they are under the influence of faster moving wind in the upper troposphere. See figure A.

Stratus clouds can be found throughout the troposphere but are generally in the middle levels. They are made of both liquid or ice particles. When these particles grow large enough to form precipitation, it usually falls as light continuous precipitation for extended periods.

They are a grey sheet-like cloud, widespread and uniform in appearance. They contain very little turbulence and may be an indication of a stable, saturated layer. When stratus clouds form on the ground, we refer to them as fog or hill fog. See Fig. B.

Cumulus clouds are the clouds most hang glider pilots learn to love

and enjoy (and respect). Cumulus clouds form from ascending air, especially during the warm months. They generally signify instability and perhaps good thermal soaring weather.

Fair weather cumulus are generally small puffy white clouds that remain fairly small. They are characterised by flat bases with rounded shaped tops. Fair weather cumulus range in altitude from the lower to middle troposphere. They usually give no precipitation but may contain moderate turbulence. See Fig. C.

The towering cumulus indicates a deep layer of moist unstable air. It is characterised by a flat base and tall vertical development. This cloud contains considerable turbulence due to the strong up and down drafts within the cloud. Often it develops into a cumulonimbus (storm cloud). See Fig. D.

Cumulonimbus clouds are the result of the most unstable conditions in the atmosphere. While I always try to fly in unstable, rising air, I prefer to observe cumulonimbus clouds from a distance! These are the thunderstorm clouds. They are characterised by dark bases that look like they are rolling when viewed from directly underneath. The vertical development in immense, often extending to the troposphere. As one views the vertical development of a cumulonimbus, you can see the powerful, moisture-laden updrafts within the cloud. As the cloud reaches the top of the troposphere and interacts with strong upper level winds, the top of the cloud tends to flatten and a long cirrus 'anvil' may form. These clouds contain severe, violent turbulence that could cause severe structural

Cirrus clouds have a thin, wispy, or streaky appearance as they are under the influence of faster moving wind in the upper troposphere.

45,000 feet

20,000 feet



Fig. A Cirrus clouds

Stratus clouds are grey and sheet-like in appearance, widespread and uniform. When they form on the ground, we refer to them as fog.

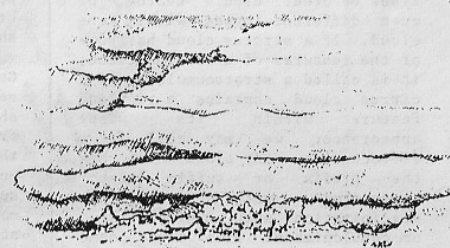


Fig. B Stratus clouds

Fair weather cumulus are characterized by flat bases with rounded shaped tops and are fairly small in size.

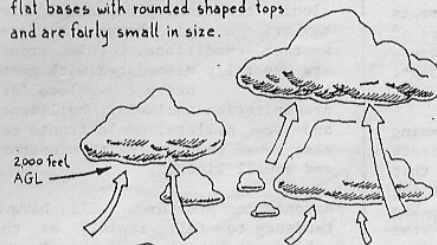


Fig. C Fair weather cumulus

Towering cumulus indicate a deep layer of moist unstable air. They are characterized by a flat base and tall vertical development.

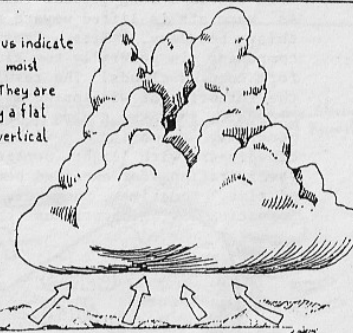


Fig. D Towering cumulus

(cont'd)

General Meteorology

damage to almost any aircraft. Storm clouds, as they are often called, produce heavy concentrated amounts of precipitation, strong gusty winds, hail and destructive tornadoes. See Fig. E.

Clouds in themselves are very seldom found without different types of other clouds nearby, or even different types within one cloud. If a stratus cloud has some of the features of a cumulus cloud, it is called a stratocumulus. If a cirrus cloud contains a rippling feature within its wispy appearance, we may call it a cirrocumulus. Any cloud which has the prefix or suffix 'nimbo' associated with it has precipitation, such as nimbostratus or cumulonimbus. If a cloud name contains the term 'alto', this refers to a cloud in the middle altitudes of the troposphere, such as altostratus.

Warm and Cold Fronts

Usually, warm and cold fronts extend outward from the centre of the low. Now let's look at a cross section of a typical warm front. See Fig. F.

Here the warm air is overrunning the cold air. The arrows indicate the airflow. Note carefully that the warm front aloft extends far beyond its surface position. The frontal boundary rises over the cold air in a long gradual fashion. As warm air is lifted upward along this boundary, its vertical component is generally too slow to form cumulus clouds. The result is the formation of widespread stratus clouds, and so warm fronts generally bring widespread cloudiness with light continuous precipitation for extended periods of time. Sometimes, however, the formation of nimbostratus can be

sufficiently active for heavy precipitation to occur.

As warm air is less dense than cold, barometric pressures have a tendency to fall unsteadily as the warm front surface position approaches. Once the warm front itself has passed entirely, pressures will generally remain steady. Pressure tendencies are shown in Figure F.

Cold fronts generally bring more severe weather. See Fig. G, which shows a cross section of a cold front. Again the arrows indicate the airflow. The cloud front is pushed from behind while the surface retards its forward movement. This results in a very steep frontal boundary. As warm moist air encounters the cold front, the warm air is forced upward rapidly in a strong, vertical fashion. This is especially true if the warm air is very unstable. The result is the formation of large cumulus clouds along the frontal boundary, which may bring a rapid change in local weather conditions. Cold fronts are generally associated with gusty winds, heavy localized precipitation including hailstones and ice pellets. Cold fronts can also cause fast moving thunderstorm and squall lines.

Barometric pressures will have a tendency to fall rapidly as the cold front approaches. This is due to the rapid lifting of air along the frontal boundary. Once the cold front has passed, barometric pressures will rise sharply as the cold dense air moves in. Between the passage of a warm or cold front, barometric pressures generally show only small fluctuations.

(cont'd)

General Meteorology (cont'd)

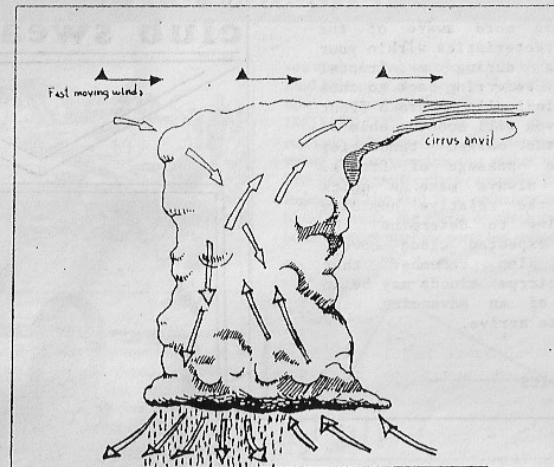


Fig. E Cumulonimbus clouds are the result of the most unstable conditions in the atmosphere. These are the thunderstorm clouds characterized by dark bases, tall vertical development and a cirrus anvil.

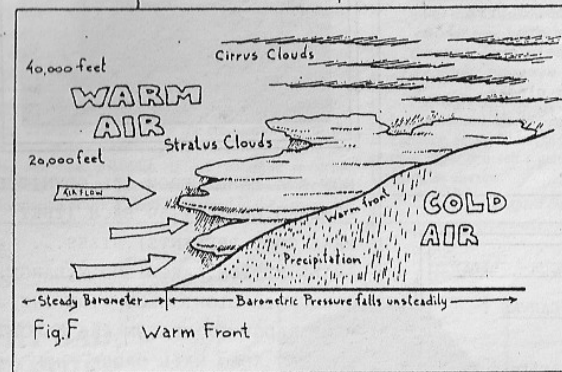


Fig. F Warm Front

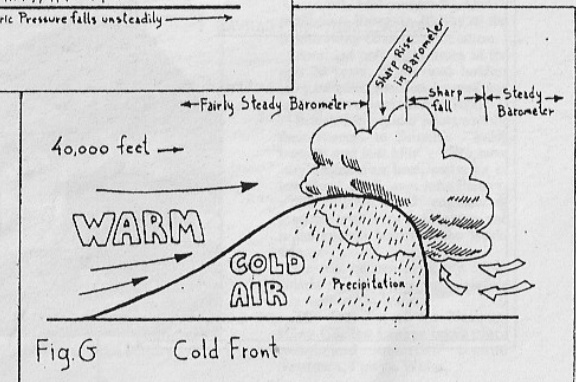


Fig. G Cold Front

Meteorology (cont'd)

Try to become more aware of the weather characteristics within your local area during a frontal passage. By referring back to this article periodically before a front moves in, you will soon be able to recognise the marked tendencies during the passage of fronts. Remember to always make a quick check of the relative humidity before trying to determine the amount of expected cloud cover. You might also remember that sometimes cirrus clouds may be an indication of an advancing warm front soon to arrive.

Compiled by ICS

HELP! HELP! HELP!

I have just been banned from driving and desperately need to find someone in London willing to transport me and my glider to flying sites. I will obviously share costs etc. If you can possibly help out and save me from the awesome prospect of no flying please contact me on 01 871 1858 (H) or 01 337 7050 x413 (W).

SEE YOURSELF and YOUR GLIDER

IMMORTALIZED on CANVAS!

Top Quality Flying Paintings by a Fellow Pilot.

Very Cheap Rates for Commission for SHGG Members.

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club sweatshirts



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FOR SALE: Arbee Vario with Diplo altimeter. Good condition, complete with Nicad batteries. £85 ono. Phone Kevin 0294-38737 or 0774-80480.

FOR SALE: Typhoon 100 Five 1/2, yellow u/s, red tips, speedbar. Excellent condition. £500 ono. Tel. John 0689-54034.

The following article is from the General Aviation Flight Safety Bulletin:

The Hangover



NO SESSION of 'hangar flying' is complete without some 'hero' describing the accomplishment of a terrific aeronautical feat while burdened by a massive hangover. Although the air regulations and company Operations Manuals outline the minimum time from bottle to throttle, little is said about the hazards of flying with a hangover. Studies have shown it can take up to 30 hours for body to rid itself of all alcohol and the residual symptoms of heavy drinking. (See Diagram on this page). In fact, hangovers can affect a pilot's performance just as much as drunkenness.

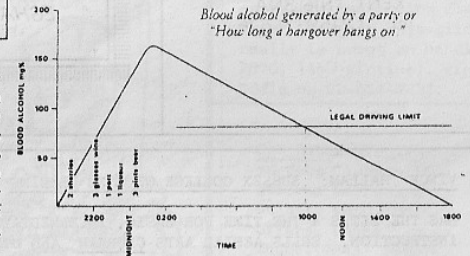
For those who are not already familiar with them, here are some of the effects that can linger 'the morning after':

FATIGUE - The body requires restful sleep, uninterrupted by the presence of foreign chemicals. For this reason a full night's sleep after a binge may not always be restful, even if you are convinced you slept well.

DEHYDRATION - You eliminate fluids often while getting drunk which explains the frequent visits to the 'Loo' during the early stages of a party and the dry feeling the next morning. If you continue to drink beyond the point of intoxication, your kidneys decrease the formation of urine, fluid is retained in the tissues and

you awake feeling waterlogged. In any case, your body's fluid balance is disrupted by drinking and many of its other functions are also affected.

IRRITABILITY - Initially when you drink you feel euphoric, but alcohol is really a depressant. It is also a strong cardiac stimulant that makes you feel like you have had too much coffee or are under stress. The 'hyper' feeling can also lead to a 'pounding pulse' and raised blood pressure, the effects of which can last up to 24 hours or more after the party has ended.



HEADACHE - The cause of alcohol-induced headaches is unclear, but one theory says that a drinker's retained fluids may dilate the blood vessels to the brain causing a 'vascular-type headache'. These symptoms worsen with altitude and can last much longer than 12 hours after the last drink.

The 'eight hours from bottle to throttle' rule is the regulatory bare minimum but in many cases it is not enough. So use your common sense. Either avoid going on benders or, if you must, then allow yourself a generous recovery period before you go flying as aircrew.

Adapted from Canadian "Aviation Safety Letter"

From The Sunday Telegraph Magazine 13th April 1986:

WHY BAD WEATHER HELPS OUR HANG-GLIDERS

Though they may be regarded by some as a bunch of daredevils with scant regard for human life (their own, that is), British hang-glider pilots are currently the best in the world and last year scored a rare double victory, winning both the individual and team World Hang-gilding Championships in Austria. The fact that British hang-gilding has finally come of age will be



World-beater John Pendry

marked next month when Prince Andrew, as President of The Royal Aero Club, will present the Club's prestigious Britannia Trophy to the British Hang-Gliding Association.

Awarded only eight times in the past 20 years, its previous holders have included the Red Arrows and courageous aviatrix Sheila Scott.

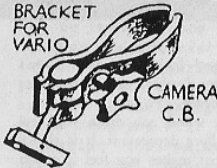
British hang-glider pilots ascribe their success to Britain's "lousy weather and low hills". "We have very unstable air here, and a lot of low cloud, too", says John Pendry, a 28-year-old civil engineering graduate who lives in Brighton and is the current holder of the world title.

He will be one of nearly 50 of Britain's best pilots hang-gilding this weekend in Wales.

The first leg of the National Hang-Gliding League takes place today and tomorrow around Newtown, Powys, Wales.

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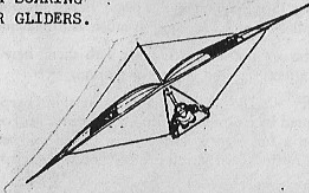
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