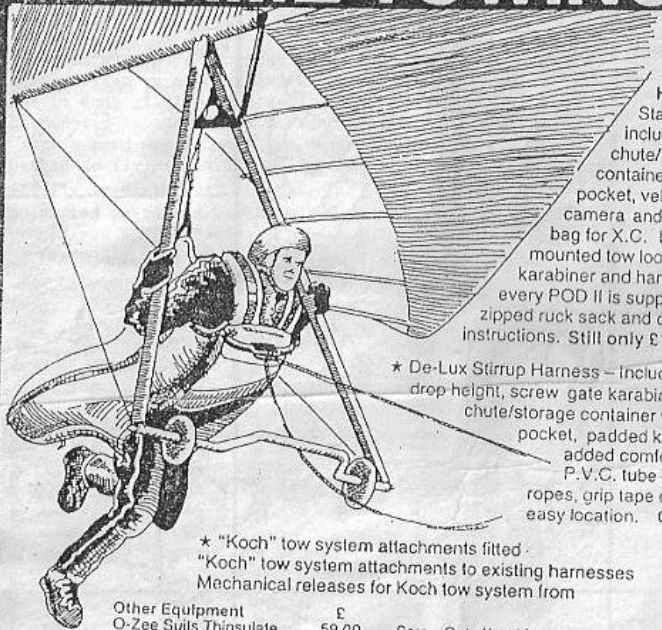


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DEC 86

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NEW YEAR



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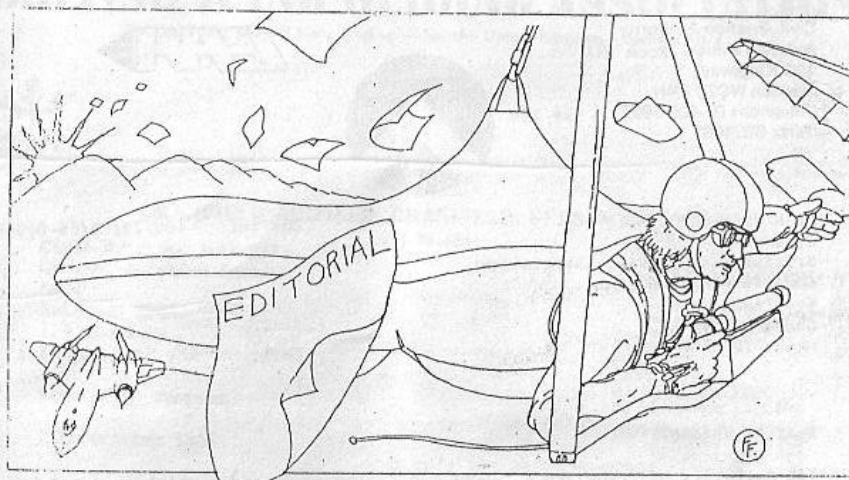
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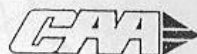
I don't expect this will reach you until the New Year, so here's hoping you all had a Merry Christmas and that you have a very Happy New Year. Let's hope the weather for flying in 1987 is a lot better than it was in 1986, for although there were some very good days for XC flyers, there weren't very many consistent ridge soaring ones for the less experienced pilots.

In November WINDSOCK I stated there would be minutes of the latest Committee meeting in this issue. Well, there aren't any because they consisted almost exclusively of discussions about who should win what at the annual prizegiving at the Christmas Party. Talking of which, it was a great success and you can read a report about it further on in this issue.

Finally, a word of warning about top landings at the Dyke when the wind is off to the west: if you make your approach in the same way you would if the wind were NW or N, then you are asking for trouble, as two pilots discovered recently when they landed in the trees at the back of the paddock. If you must approach from the west over the ruined fort you should not start your approach at a height below 50 ft above the top of the hill and you should realise that you will have to turn through nearly 180° in order to land into wind. Added to this is the wind gradient over the hill top and its associated turbulence, and you have a recipe for a crash landing. Please don't limit your options by leaving your final turn until you are forced to make it - if the glider does not respond immediately you will be in trouble.....

Well, that's enough doom and gloom, let's look forward to some really good safe flying during 1987, and perhaps the scribes amongst you can write in and tell us about your flying adventures. Thanks to all those who contributed to WINDSOCK in 1986. This typewriter is going haywire, bye, ICS.

General Aviation Section
OPD4
Civil Aviation Authority
Aviation House Room 614
129 Kingsway
London WC2B 6NN
Telephone 01-405 6922 Ext 368
Telex 892466



Mr N Whittall
Chairman
British Hang Gliding Association
Cranfield Airfield
Cranfield
Bedfordshire
MK43 0YR

Our ref: 10U/29/09/86-02906

Date: 17 October 1986

Dear Mr Whittall

The Authority has received a report concerning an incident which occurred south west of Southampton Airport on the 10th September 1986.

A scheduled airliner inbound to Southampton from the Channel Islands was on airway W17 at Flight 040 crossing the Isle of Wight and Southampton Approach Control passed traffic information on the contacts moving slowly south east. The Captain of the airliner did not see the traffic until the radar blips merged with his own return when the Captain reported seeing two hang gliders, one just above him approximately 100 feet higher and one well below him approaching a landing site. The contacts were observed on radar for some 5 minutes prior to the incident, and for some 15 minutes afterwards, but no further height information was available. The contact disappeared in position 188 degrees range 18 1/2 nautical miles from Southampton, and the Captain of the airliner reported that the hang glider was red/orange in colour, with the pilot in the prone position. The Captain further reported that the hang gliders seemed to be soaring in thermals. We note that the current ICAO topographical chart shows the existence of a hang gliding site some 3 miles ESE of Freshwater, Isle of Wight, and presume that this was probably the site concerned.

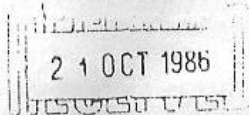
Within UK controlled airspace a glider may transit airways in VMC on a straight line crossing without circling for thermals. It would be much appreciated if you could draw the attention of hang glider pilots within the UK to this requirement when crossing airways in VMC. Particularly with recent developments in the efficiency of hang gliders and the development of thermal soaring technique, it may well be that this type of incident may become more frequent in future.

Your comments would be much appreciated, and if possible your reply should reach this Section by the 3rd November 1986.

Kind regards

Yours sincerely

B TEMPEST



BRITISH HANG GLIDING ASSOCIATION

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General Aviation Section
OPD4
Aviation House
129 Kingsway
London WC2B 6NN

please reply to:

BHGA

NOEL WHITTALL
PINE TREE
LAYTON LANE
RAWDON, Nr. LEEDS
W. YORKSHIRE LS19 6RQ
0532-504683

Attn Mr B. Tempest

25th October 1986

your ref: 10U/29/09/86-02906

Dear Mr Tempest

Thank you for your letter detailing the incident over the Isle of Wight. I do not know the identity of the pilot involved, but am endeavouring to find out. It would be most helpful if you could advise me of the time of day when the sighting was made. I would also appreciate information on the wind strength and direction in the area at the time, as this will help to establish where the flight was likely to have originated.

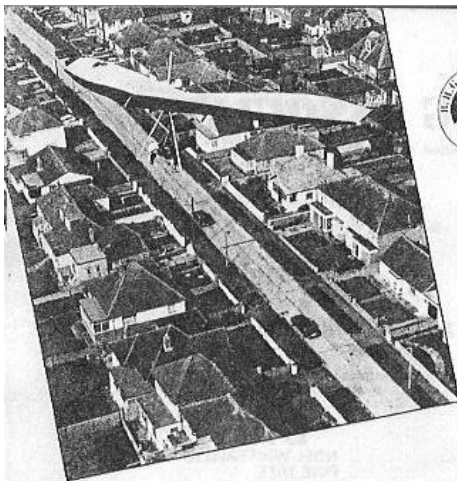
We are making every effort to see that pilot education keeps pace with the increase in glider performance, and have no intention of letting this type of incident become more frequent. We are happy to act whenever we are advised of airspace abuse. Our competition pilots are also required to set a perfect example, and know that the slightest infringement will disqualify the flight.

I am sending copies of your letter to the local clubs, with instructions for them to circulate it throughout their memberships. The Association is also taking the opportunity of further publicising the rules for crossing airways through the medium of our magazine, Wings!

Kind regards

Yours sincerely

Noel Whittall
Chairman

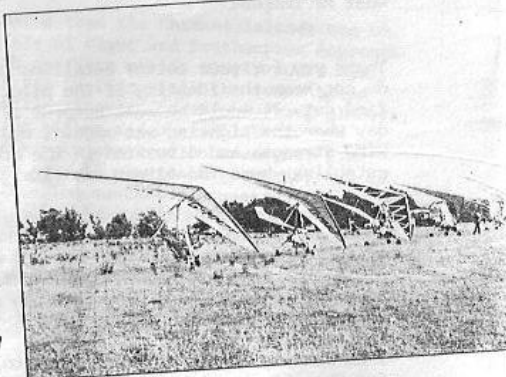


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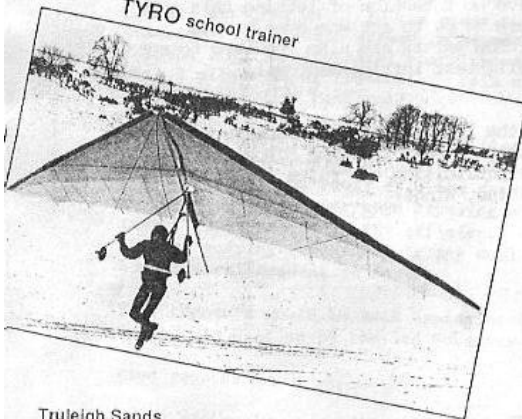
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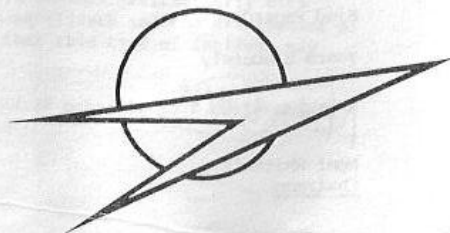


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Aerial Arts

CHRISTMAS PARTY 1986

Outside the wind blew cold and hard over the darkened slopes of the Dyke but inside the newly re-opened upstairs restaurant of the Inn at Devil's Dyke a cosy setting had been prepared. Place settings for sixty in the restaurant plus an extra 15 or so in the bar area meant that everyone could find a seat somewhere.

A buffet dinner was laid on by Fred Teague, the new landlord, and his staff which ranged from hot lasagne, chilli con carne and baked potatoes to cold beef, turkey, ham and quiches with assorted salads. The second course saw a selection of gateaux. Fred personally supervised all these proceedings and ensured there was enough food for everybody.

After dinner the prizegiving was compered by Andy Wood with his wife Jo presenting the trophies to the following lucky winners:

Best New Pilot	Jane Steadman	
Best Novice XC	Brian Webb	43 km Dyke/Brightling
Most Improved Pilot	Andy Hebb	
Sussex XC League	Michel Carnet	359 km
Sussex Weekend XC League	Johnny Carr	198 km
Devil's Dyke XC Record	Michel Carnet	120 km Dyke/Deal
Outstanding Achievement Award	John Pendry	

The Best New Pilot Award is a new award this year and goes to the pilot judged by the Committee to have made the best all round progress during his/her first year in the SHGC. Jane Steadman has been conspicuous all through the past year making steady and safe progress on her Clubman. John Pendry won the Outstanding Achievement award for adding the European and British championship titles to the World title he won last year. Meanwhile Andy Hebb has graduated from giving people heart attacks to giving himself electric shocks in the bottom landing field, a welcome improvement!

A raffle was held during the evening (thanks, Dave, for flogging all the tickets) and the prizes were entertainingly distributed by the famous Cattlin brothers, Simon and Joe. Around £36 for Club funds was raised by the raffle. Prizes were donated by Sky Systems and Airtime.

After the raffle the disco got into swing and people danced the night away until midnight when our time was up. Outside once again and the wind had dropped to a light northerly; tomorrow would be another flyable day.....

Many thanks to Sharon, our Social Secretary, for organising another successful Club social event. What's next ?!

ICS.

WINTER WRAPPING by The Funky Flyer.

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

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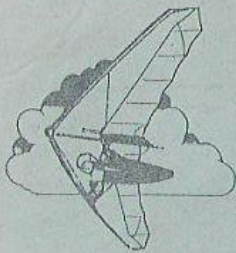
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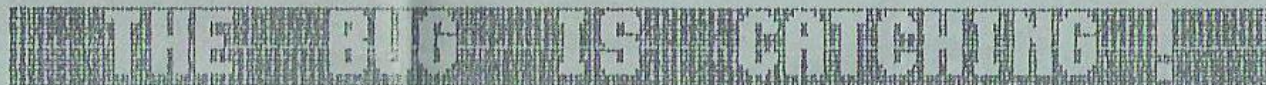
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MAGIC IV FR 155, 166, and 177 The MAGIC IV FULL RACE comes complete with: SAIL: 4.4oz dacron mainbody, intermediate battens and tip fairings. FRAME: Aerofoil uprights and kingpost, intermediate battens, ball tips and breakdown leading edges.	£1285.00	£1477.75
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4.4 Mainbody (IV only)	£39.24	£45.13
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Sandwich Main Body and Mylar Leading Edge Pocket (IV and IV FR)	£326.63	£375.62
Speed Bar (IV and IV FR)	£13.13	£15.10
Pitchy (IV and IV FR)	£34.45	£39.62
Magic Trimmer (IV and IV FR)	£43.88	£50.46
Spring Tip Battens and Tip Fairings (IV only)	£40.63	£46.72
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WINDSOCK CHRISTMAS PRIZE QUIZ

by Ian CS.

The prize will be a copy of 'The Right Stuff' by Tom Wolfe, the American writer, whose book will enthral all those who love flying, so have a go whilst digesting all those mince pies! Entries to me (see inside front cover) by 18th January 1987.

The winner will be the person with the highest number of correct answers received by that date. A tie-breaker will be used if necessary.

- 1) What do the initials NASA stand for?
- 2) Who was the first person to break the sound barrier in an aircraft?
- 3) Name the aircraft in which the sound barrier was first broken?
- 4) A manmade satellite first orbited the earth in which year?
- 5) What was the name of the first manmade satellite to orbit the earth?
- 6) Who was the first man to orbit the world?
- 7) Name the first woman to go into space?
- 8) Who was the first astronaut to walk in space?
- 9) Which American president declared his intention to put a man on the moon by the end of the 1960s?
- 10) What was the name of the American space programme to put a man on the moon?
- 11) Name two of the seven original American astronauts.
- 12) When did man first step onto the moon? (Day of month, month and year)
- 13) Who was the first man to walk on the moon and what was the name of the space vehicle that landed him on the surface?
- 14) Where on the moon did the first man set foot?
- 15) Who was the commander of the first Space Shuttle flight?
- 16) How many Space Shuttle missions have been launched to date?
- 17) What is the name of NASA's main launch site?
- 18) Name the NASA engineer who invented a steerable re-entry parachute from which the sport of hang gliding has grown?
- 19) Who flew over the Statue of Liberty in a hang glider on 4th July 1969?
- 20) Who holds the current world LANDSPEED record?

Happy hunting!!

HANG GLIDING WITH JOHNNY

Our intrepid Chairman, Johnny Carr, recently turned schoolmaster when he paid a visit to Hamsey County Primary School at Cooksbridge near Lewes. Here is a selection of the letters he received after his talk to the children:

Dear Mr. Carr.

I would like to say thankyou for coming to tell us about the history of hanggliding and showing us the slides. And thankyou for showing us how to steer a hangglider and the parachute and the buzzer. I don't think I will have a go hanggliding because I would like to fly a plane instead.

From Stuart Banfield Hamsey CP
Cooksbridge
14th November.

Dear Mr. Carr
Thank you for bringing your harness and showing us how to get in to it. The slides were good and the photos with Miss. Randolph got were amazing. I think your brave to go up on a Hang glider.
I wouldn't go in one
I'd go in a plane.

From Nick

Dear Mr Carr

I am writing this letter to say thankyou for coming in to show us how you hang glide and show us some of your slides. When I am older I don't think that I am going to have a go at hang gliding because I would not feel too good about it

from Andrew Dymond.

Dear Mr Carr
Thank you for bringing in your caterpillar suit and all those slides. I liked the slides and you know the one with fire on it well I used to live there. you looked really funny in the caterpillar suit.

By Lisa

Otto Lilienthal took off for the first time in 1896 when he built his first hangglider. The flight was remarkable for no one else had done this with wings like a bird. He had a lot of fun. The crowd were amazed at his flying feet.

By Martin and John.

GLOSSARY:

Caterpillar suit = Supp Harness.
Buzzer = Vario.

FOR SALE: Medium Atlas White, new bottom rigging. £350. Ideal machine for P1+. Speak to Gary on Poynings 235.

ACCOMMODATION: Cheap accommodation at Truleigh Sands Cottage, available beginning of March. If you are interested ring Gary on Poynings 235.

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OTTO LILIENTHAL UP IN THE AIR

Today a man flew for the first time. Otto Lil. A 48 year old invented a glider that carried one man into the air. It's made of a sort of cloth with a wooden frame that is not very strong. He flew for 1 min. It was very exciting for him and a small crowd that was watching.

Reported by Cheryl Hare and Tina Reed.

my name is Otto I am going to fly my glider. I run along and suddenly my feet take off. Sometimes my arms start aching. Sometimes my glider doesn't work. but later I get used to it. I crashed today broke my back and I died.

TO MR. CARR

This is a story I made about Otto.

MR. CARR

by Craig

Dear Mr Carr

Hamsey CP
Cooksbridge
14th November

Thank you for coming to see us Hamsey School. We learnt a lot from what you said to us about hang gliding. I was especially interested about the caterpillar suit, the way it all put out. When you are hang gliding have you ever had a crash into some trees? Have you ever ripped the hang glider? Thankyou for the slides you showed us, how do you take the photographs in the air.
From Naomi

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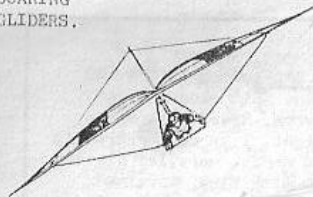
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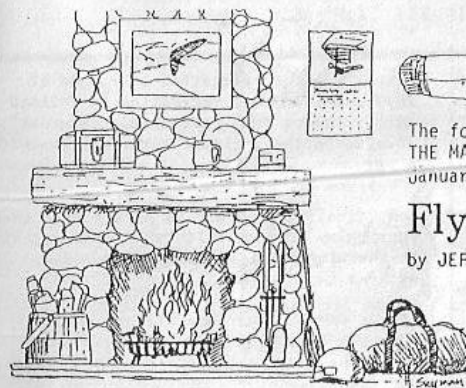
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The following Article comes from
THE MARTIN COUNTY HANG GLIDING ASSN. NEWSLETTER
January 1982 Ignacio, California

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".)

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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.

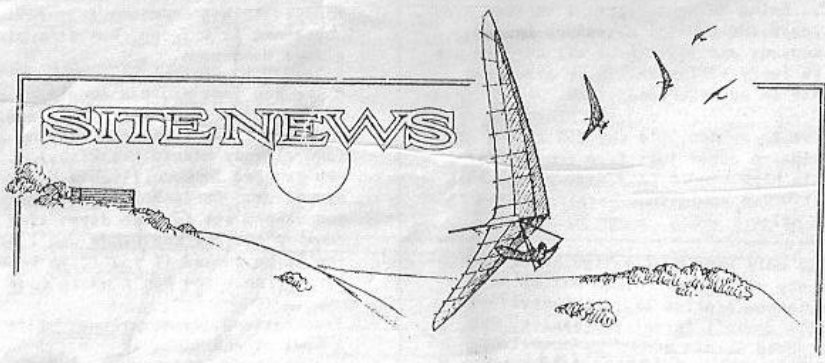
Watch the hill - is anyone else flying? Don't be afraid to ask advice of another pilot. He may just tell you it's not worth it and you won't have to set up.

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.



DEVIL'S DYKE

The bottom landing field on the hill side of the road is open for landings. Please take extreme care not to hit the ELECTRIC FENCE which may, or may not, be there. Look carefully before picking your spot.

STEYNING BOWL

The Club has agreed to increase its annual contribution for the retention of this site from the current 10% to 20% because one of the two schools operating this site is no longer teaching there. This will ensure that the site remains available to all Club members in the foreseeable future.

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

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LOST: One Airtime stirrup harness, red/black, & one white Everoak helmet (with name). Left in Dyke bottom landing field on Sunday 24.8.86 about 6.30 pm. Any information please call Peter Willis 0932-221447.

FOR SALE: My TYPHOON S4 Racer 180. Easy handling, speedbar, mylar 1/e, rainbow u/s, low airtime, excellent condition throughout £650 ono. New FX26 Thorren altimeter boxed (ideal gift) £79. Ring Eddie on 01-684-7427(Croydon).

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