

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**

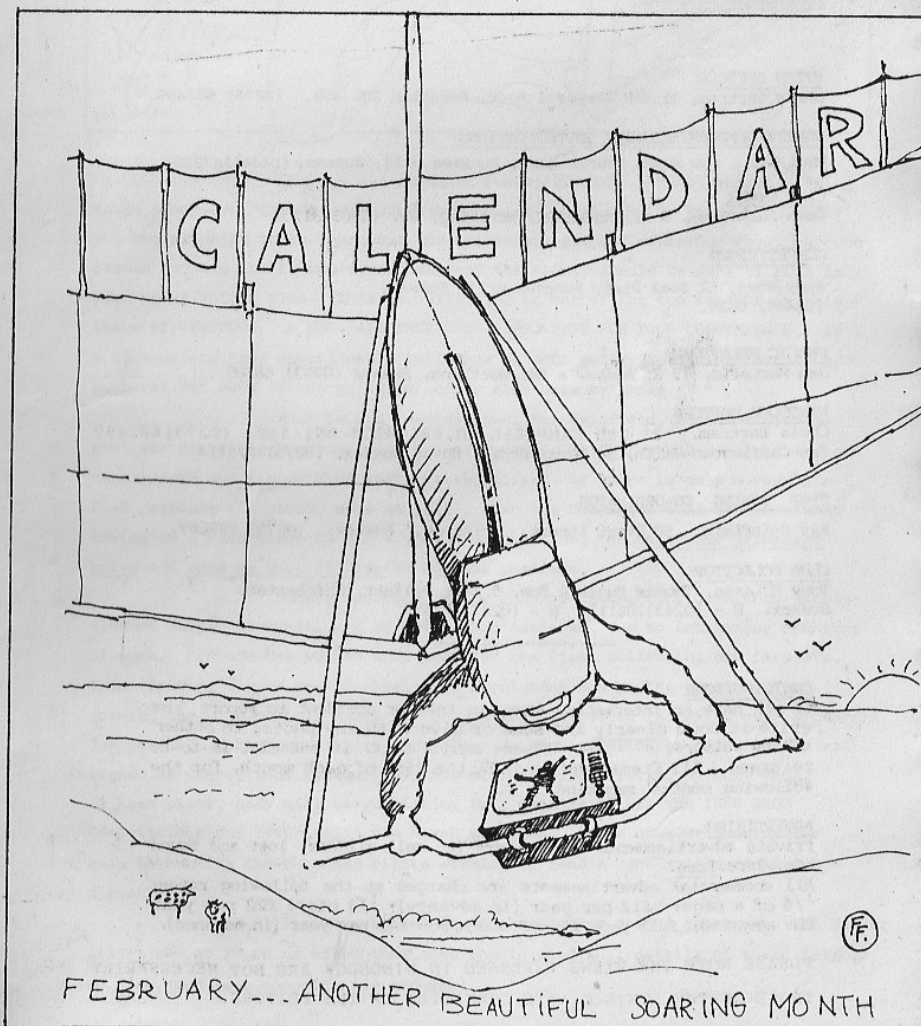
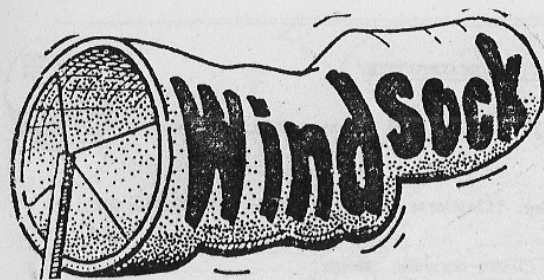
Airtime Deluxe stirrup harness — includes adjustable drop height, screw gate karabiner, fully faired chute/ballast container with large zipped pocket. Over 100 sold around the South.

Obvious choice for P1 pilot. Only £87.		Hang/back-up loops (Supertube)	
		10"	2.10
		14"	2.30
		18"	2.50
		22"	2.70
Other equipment	£	XC bag	17.25
O-zee suits (Thinsulate)	59.00	Leather-sided sunglasses	15.00
Lightweight O-zee	27.00	Deluxe zipped rucksack for Pod	15.00
Twistlock karabiner	7.00	Inner chute container for Pod	15.00
Screwgate karabiner	5.75		
Everoak helmets, size 0-4	27.00		

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**

PORTSLADE STATION, BOUNDARY ROAD, HOVE, 0273-424861



SHGC '85/86 COMMITTEE



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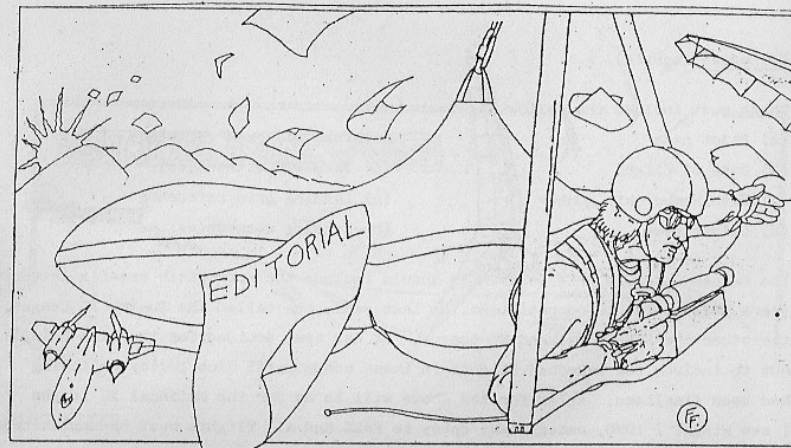
If you have an interesting story to tell or accident to report just write it down clearly and send or give with any photos to either of the editors. Please send a S.A.E. if material is to be returned. All items must be in by the 25th of each month, for the following months' magazine.

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.



As you are no doubt aware, the BHGA Annual General Meeting takes place over the weekend 8th/9th March at Crickhowell in Wales. Those of you not planning to be there but who are interested and concerned about current issues in, and the future development of the sport, should be sure to fill in your proxy voting slip. This you will find on one of the two inserts in this issue of WINDSOCK. A PRE-PAID ENVELOPE IS PROVIDED FOR YOUR CONVENIENCE. As a Club we can have considerable influence on BHGA policy (due to our weight of numbers) but only if you go in person or else vote by proxy.

Our Towing Co-ordinator, Ray Swinfield, has submitted two articles on towing together with a questionnaire, which I would urge all members to complete and return with their voting slips. If there is only a very limited response (or worse, none at all!), then the Committee will conclude that towing on a Club basis is not a viable proposition. So make your viewpoint known and send in your replies as soon as possible.

There have been a few changes on the Club Committee lately: Richard Halpin has resigned as Membership Assistant due to increasing pressure of work. Richard has worked very hard for the Club, collecting day fees etc. from visiting flyers and in chasing up persistent non-paying regulars into joining the Club as full members. If you are interested in taking over Richard's job you should contact either Johnny Carr or Adrian Whitmarsh. Joe Hayler resigned as Competitions Manager and his place has been filled by Andy Wood.

A keen pilot, Andy will be publishing full details of all the 1986 SHGC Competitions and Trophies in the March WINDSOCK. He is however looking for help in running the show and pilots wishing to lend a hand should contact him directly.

In the meantime the Cross Country season starts on 1st March; pilots who go XC on or after that date should send full details of their flights to Andy Wood (see opposite for address).

(cont'd)

Editorial (cont'd)

These must include the following:

- | | |
|----------------------------|-----------------------------|
| (a) Pilot name | (e) Take-off grid reference |
| (b) Date of flight | (f) Take-off witness(es) |
| (c) Club Membership number | (g) Landing grid reference |
| (d) Glider name | (h) Landing witness(es) |

The Ordnance Survey Grid References should include the appropriate pre-fix letters. There will be two XC competitions, as last year, one called the Sussex XC League, the other the Sussex Weekend XC League. It has been decided for the time being not to include tow launched flights in these comps until Club policy on towing has been finalised. Rules for the above will be as for the National XC League (see Wings!) 1986, except that entry is FREE and all flights must be registered with Andy Wood within one week. Weekend Club Competitions will be organised as the weather allows but provisional dates for these appear in the Year Planner in the center pages of this issue. Club Nights are planned for the Saturday evenings following the first day of a Club Comp.

Finally, those of you planning a flying holiday abroad might like to contact veteran SHGC member and now BHGA Overseas Travel Co-ordinator, Tony Fuell, at his new address: Rue d'Angoussart 18, 1301 Bierges, Belgium.

Contributions and/or letters to WINDSOCK are always welcome, so come on all you secret scribes, pull your ballpoints out and put pen to paper! (If you cannot think of anything to write about, try going XC or towing).

Have fun,
ICS.

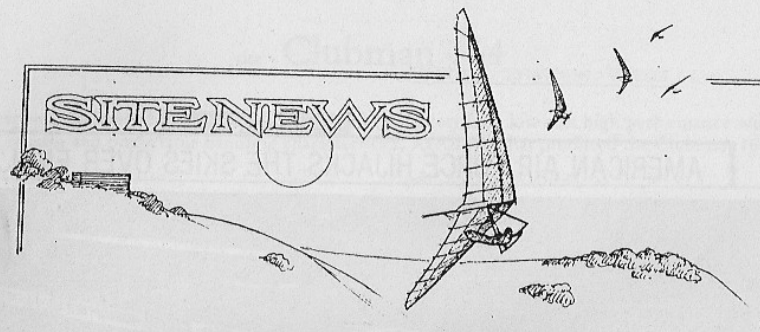
P.S. It doesn't matter if you are a very low airtime pilot and feel that you are not sufficiently experienced to comment on towing, we need to know the views of pilots of all levels; so please return the questionnaire even if you are just out of the training school. Your opinions are just as valid as, say, John Pendry's.

-----o-----
S.H.G.C. CALENDAR

ALL CLUB NIGHTS ARE HELD AT DEVIL'S DYKE PUB
UNLESS OTHERWISE STATED.

7 pm onwards

- SATURDAY 15th MARCH: " Parachute Repacking Session "
- SATURDAY 12th APRIL: " Advanced Meteorology "
- SATURDAY 10th MAY: S.H.G.C. ANNUAL GENERAL MEETING.
- SATURDAY 14th JUNE: " P2 Talk " & P2 Exam Session.



TOWING SITES

WE ARE STILL LOOKING FOR SITES TO DO SOME TOWING FROM. WE ESTIMATE THAT THE CLUB MAY NEED UP TO 3-4 PEHAPS 5 SITES, IN ORDER TO GIVE CONTINUEATY AND SECURITY IN TOWING. IF YOU KNOW OF A SITE EVEN A SMALL SITE ONLY SUITABLE FOR A FEW PEOPLE. PLEASE LET US KNOW. JUST DROP ME A LINE GIVING BRIEF DESCRIPTION OF LOCATION AND LANDOWNER DETAILS ETC.

B.H.G.A. A.G.M.

YET IT WOULD SEEM ANOTHER COCK-UP ON THE PART OF THE ORGANISERS. IT WOULD APPEAR THAT WHEN WINGS COMES OUT AND WE GET OUR VOTING SLIPS IT WILL BE MORE LIKELY ONLY 4-5 DAYS BEFORE THE A.G.M. SO IF THE S.H.G.C. MEMBERS WISH TO HAVE A SAY THROUGH THE BLOCK VOTE THEN YOU HAD BETTER SEND YOUR VOTES BACK QUICKLY. USE THE ENVELOPE SENT WITH THIS WINDSOCK.

NOTE FILM COMPETITION

THE B.H.G.A. IS HOLDING A FILM COMPETION AT THE A.G.M. FOR THE BEST HANG GLIDING FILM OR VIDEO. IF YOU HAVE A FILM OR VIDEO AND YOUR GOING TO THE A.G.M. TAKE IT. OR IF YOUR NOT GOING THAN WHY NOT LET ME TAKE IT FOR YOU? (NO COMMISSION).

IF ANYONE IS GOING TO THE A.G.M. PLEASE LET EITHER JOHNNY CARR OR MYSELF KNOW, IT WILL BE EASIER FOR US TO ORGANISE TRANSPORT TOGETHER.

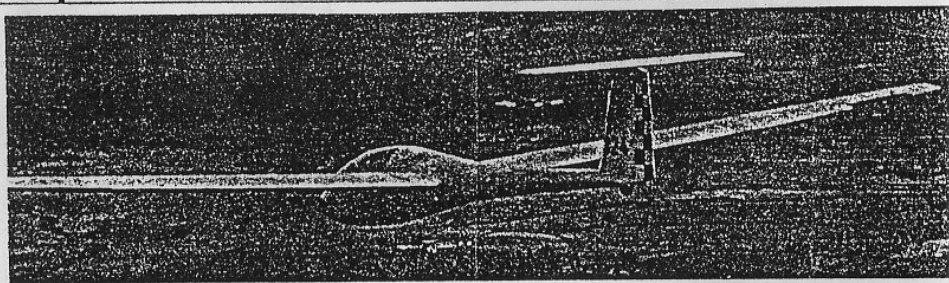
FANCY A HANG GLIDING JOB ?

THE B.H.G.A. IS ADVERTIZING FOR AN ASSISTANT TRAINING OFFICER . TO WORK WITH BOB HARRISON, THE APPLICANT MUST BE OF P2 STANDARD, AN INTSTRUCTOR AND OBSERVER. THE POST IS FULL TIME AND WOULD BE MAINLY FOR TOWING TRAINING, SO YOU SHOULD HAVE YOUR TOW ENDORSEMENT. APPLICATIONS MUST BE IN BEFORE 4th MARCH INTERVIEWS WILL BE AFTER THE A.G.M. ON THE 9th SUNDAY AT CRICKHOWELL. RING BOB HARRISON NOW.

RECENT NEWSPAPER CUTTINGS:

NEWS

AMERICAN AIR FORCE HIJACKS THE SKIES OVER ENGLAND



Two's a crowd: A glider's eye view of a USAF F-111 as it twists and turns in the skies above the American base at Upper Heyford, Oxfordshire.

COME April, this aerial view of England's green acres will be a forbidden sight.

With Ministry of Defence backing, the United States Air Force has declared its 'first, Falklands-style 'exclusion zone' in Britain — 200 square miles of it—in the skies above the Upper Heyford base in Oxfordshire.

It means that pleasure fliers, both light planes and gliders, will no longer be able to operate in the air space bounded by Oxford and Banbury without first receiving special clearance from American air traffic controllers.

The one-year trial exclusion period has been imposed by the National Air Traffic Services in the face of protests by weekend fliers.

It has been introduced 'on safety grounds but when I flew over the area with photographer Sue Adler in a glider from Booker, High Wycombe, Bucks, last week, the only alien sight and sound disturbing England's rolling countryside was an American F-111, whirling in the distance like a black devil.

Central southern England, which has several of Britain's best-supported gliding clubs at Booker, Lasham, Hants and Dunsstable, Beds, is the hub of the diminishing air space available to gliders. There are more than 10,000 members in 100 clubs up and down the country and on cross-country flights meet close the Heyford area.

Exclusion zones already ban them from the London Heathrow sector and the RAF's Brize Norton, also Oxfordshire. The Heyford zone will be the biggest created in British airspace around a military airfield and it is only slightly smaller than for Heathrow — the world's busiest airport.

Three squadrons of 100 supersonic nuclear-capable F-111 fighters are stationed at Heyford with the Twenty-sixth Tactical Fighter Wing. Pressure for the ban mounted after a visit to the base last year by MoD under-secretary Lord Treigars.

Christopher Rollings, who flies from Booker, is a member of the British Gliding Association team that argued against the exclusion zone with the Americans. The British had disputed claims that gliders created risks to the fast-flying F-111s. The Americans said there was an unacceptable risk, yet of five complaints in 15 years three were 'sighting reports' only.

Mr Rollings said he had produced a

paper supported by the professor of statistics at Toronto University that the risk of collision between a fighter and a glider was only one every 80 years.

The British Gliding Association believes the new airspace will not only place severe restrictions on gliding clubs in the zone but will also disrupt all sporting aviation in the south of England, an 'effect' which would eventually spread throughout the country.

Glider pilots would be forced into a narrow four-mile fenced corridor between the new zone and the nearby Brize Norton sector thus making a higher collision risk with aircraft from Kidlington airport just north of Oxford.

Civilian fliers will only be able to enter the new zone if radio contact is first made with Heyford control for clearance but very few gliders carry radios and many pilots will be unable to afford installation. Light aircraft equipped with radios would not have the same problem.

Mr Rollings commented: 'We have put on pressure through MPs but have found there is no appeal against the zones imposition for the trial period which almost certainly means it will be indefinite.'

'If the army tried to take over 200 square miles of the Lake District or the Navy a similar area off the coast you can imagine what the outcry would be. It would be fought all the way to the top but here the government recommends it. It will be a much higher up and we cannot appeal.'

Mr Rollings said the Americans had described the F-111s as being 'badly frustrated'. He said: 'If three squadrons find the middle of England to be over-crowded we can only ask if they are in the right place.'

A Ministry of Defence spokesman said that while there had never been collisions between F-111s, in the past two years the majority of near-misses had involved gliders. 'The whole object is to make life safer and a single death would be one too many in our view', he commented.

At Upper Heyford itself there was a reiteration of the safety sector. All other questions were referred to the MoD.

Arthur Cleman

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.

Right: Brighton & Hove Leader cutting. (Note: Graham Slater is the current British Champion.)

Pendry wins twice Down Under

BRIGHTON'S John Pendry, British and world hang gliding champion, soared into the lead against strong international competition to win the Lawrence Hargrave International held in Australia.

The event which took place at Stanwell Park, 30 miles south of Sydney over six days, follows John's recent triumph in the Australian National Championships.

The world championships are scheduled to be held in Australia in 1987.

John's next stop is a championship in Venezuela.

Aerial Arts present

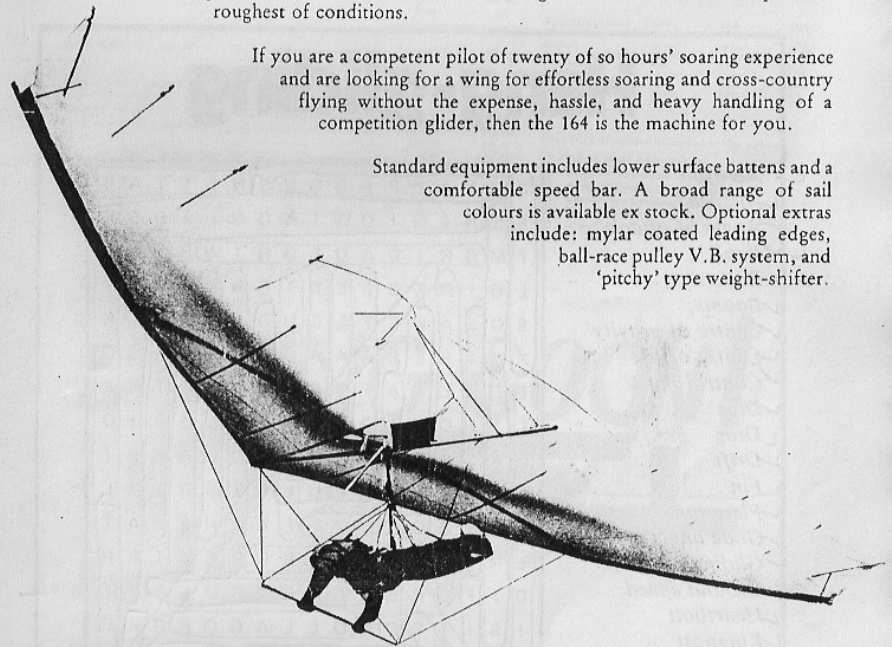
the Clubman 164

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,

30 Sillwood Street, Brighton BN1 2PS. Tel: (0273) 727033

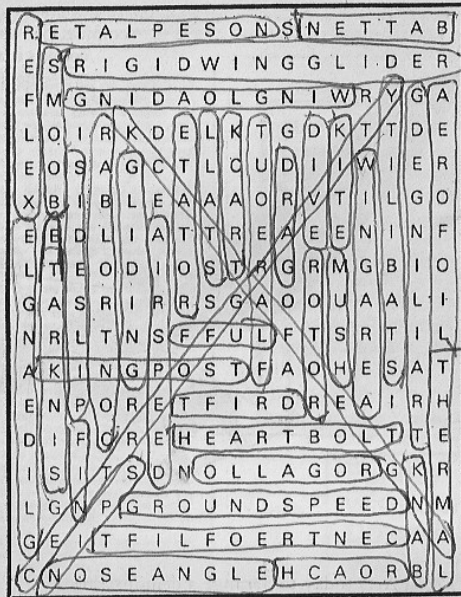
WORD SEARCH

Many thanks to Tony Payne for sending this puzzle to WINDSOCK.
 All the words listed can be found in the mass of letters in the rectangle.
 The words may be read in any direction but must be in a straight line.

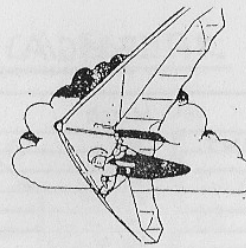
GOOD LUCK!

Hang-gliding

- ✓ Aerofoil
- ✓ Airspeed
- ✓ Angle of attack
- ✓ Bank
- ✓ Battens
- ✓ Booms.
- ✓ Centre of gravity
- ✓ Centre of lift
- ✓ Control-bar
- ✓ Dive
- ✓ Drag
- ✓ Drift
- ✓ Fin
- ✓ Flare out
- ✓ Glide angle
- ✓ Gliding
- ✓ Ground speed
- ✓ Heartbolt
- ✓ Kingpost
- ✓ Kite
- ✓ Luff
- ✓ Mush
- ✓ Nose angle
- ✓ Nose plate
- ✓ Reflex
- ✓ Rigid wing glider
- ✓ Roach
- ✓ Rogallo
- ✓ Rotate
- ✓ Rotor



- ✓ Sideslip
- ✓ Sink rate
- ✓ Spin
- ✓ Stability
- ✓ Stall
- ✓ Thermal
- ✓ Truck
- ✓ Trailing edge
- ✓ Wing area
- ✓ Wing loading



SKY SYSTEMS

Knoll Business Centre, Old Shoreham Rd, Hove, Brighton BN3 7GS Tel: (0273) 423650

EXCLUSIVE SOUTH-EAST AGENTS
FOR THE WORLD BEATER

MAGIC FOUR



GLIDER, PRICES MAGIC IV

Valid From 1st January 1986 To 24th December 1986

	Retail Price	Retail Inc VAT 15%	Specifications	177	166	155
Magic IV 155, 166, and 177	£1114.47	£1281.17	Sails area	16.6m ²	15.8m ²	14.5m ²
			Optimum Pilot Weight	78-90 kg	70-78 kg	63-73 kg
			Aspect Ratio	6.85	6.8	6.72
			Span	10.5m	10.4m	10.0m
			Length	6.2m	6.0m	5.9m
			Breakdown Length	3.95m	3.8m	3.6
			Weight	30kg	28kg	27kg
Optional Extras Fitted to Magic IV						
Speed Bar (fitted)	£13.12	£15.11				
Shiny Mylar Leading Edge Pocket	£37.68	£43.24				
4.1 Main Body	£39.24	£45.12				
Shiny Mylar Main Body and Leading Edge Pocket	£163.12	£187.59				
Sandwich Main Body and Shiny Mylar Leading Edge Pocket	£326.63	£375.42				
Pitchy (fitted)	£36.45	£41.42				
Magic Trimmer (fitted)	£43.88	£50.46				
Spring Tip Battens and Tip Fairings	£46.62	£53.62				
Custom Sail design, Advertising Loops		Prices on request				

Standard Features included in the price:

- 4.2 oz. Main Body (White)
- Rainbow or Striped Double Surface
- Aerofoil Uprights and Kingpost
- Breakdown Leading Edges
- Mk II Ball Tips
- Nose Cone

COMING SOON!

SUPP+

WATCH THIS SPACE NEXT MONTH


January

1W	
2T	MT. BUFFALO
3F	
4S	X-C CLASSIC
5S	
6M	
7T	
8W	
9T	AUSTRALIAN NATIONALS
10F	
11S	
12S	
13M	
14T	MT. BUFFALO
15W	
16T	
17F	
18S	
19S	
20W	
21T	
22F	
23F	
24S	
25S	
26S	
27M	LAW. HARGRAVE
28T	
29W	INT. STANWELL
30T	
31F	

February

1S	LAW. HARG. INT.
2S	
3M	
4T	
5W	
6T	
7F	
8S	
9S	
10M	
11T	
12W	
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

March

1S	
2S	
3M	
4T	
5W	
6T	
7F	
8S	B.H.G.A. A.G.M.
9S	
10M	
11T	
12W	
13T	
14F	
15S	CLUB NIGHT
16S	CLUB COMP
17M	
18T	
19W	
20T	
21F	
22S	
23S	
24M	
25T	
26W	
27T	
28F	
29S	
30S	BASSANO
31M	

April

1T	SEE NOTE 1
2W	
3T	
4F	
5S	1ST LEAGUE NEWTOWN
6S	
7M	
8T	
9W	BRITISH TRIANGLE CLUB NIGHT +COMP
10T	
11F	
12S	
13S	
14M	
15T	
16W	
17T	
18F	
19C	
20S	2ND LEAGUE S.E. WALES
21M	
22T	
23W	
24T	
25F	
26S	
27S	
28M	
29T	
30W	

May

1T	
2F	
3S	CLUB COMP
4S	
5M	
6T	
7W	
8T	
9F	
10S	SHGC AGM 7PM
11S	
12M	
13T	
14W	
15T	
16F	
17S	
18S	BLERIOT CUP
19M	
20T	
21W	
22T	
23F	
24S	
25S	
26M	3RD LEAGUE FRANCE
27T	
28W	
29T	
30F	
31S	


June

1S	
2M	
3T	LARIANO
4W	
5T	AUSTRIAN MASTERS
6F	
7S	SEE NOTE 2
8S	
9M	
10T	
11W	
12T	
13F	
14S	CLUB COMP + NIGHT
15S	
16M	
17T	FRENCH TRIANGLE
18W	
19T	
20F	
21S	
22S	
23M	
24T	
25W	
26T	
27F	
28S	
29S	
30M	

July

1T	
2W	
3T	
4F	
5S	
6S	
7M	
8T	
9W	EUROPEAN CHAMPS
10T	
11F	
12S	
13S	
14W	
15T	ITALIAN HUNGARY TRIANGLE
16F	
17S	
18S	CLUB NIGHT +COMP
19M	
20T	
21M	
22T	
23W	
24T	GROUSE MOUNTAIN
25F	
26S	
27S	
28M	
29T	
30W	
31F	

August

1F	
2S	
3S	AMERICAN CUP (CANADA)
4M	
5T	
6W	
7T	
8F	
9S	
10S	
11M	
12T	
13W	
14T	
15F	
16S	
17S	
18M	
19T	
20W	
21T	
22F	
23S	CLUB BARBEQUE +COMP
24S	
25M	
26T	
27W	
28T	
29F	
30S	
31S	B.H.G.A. MERE

September

1M	
2T	
3W	
4T	
5F	LEAGUE FINAL DATES
6S	
7S	U.S. MASTERS
8M	
9T	
10W	
11T	
12F	GRAND-FATHER MOUNTAIN
13S	
14S	
15M	
16T	
17W	
18T	
19F	
20S	CLUB NIGHT +COMP
21S	
22M	
23T	
24W	
25T	
26F	
27S	
28S	
29M	
30T	
31F	

October

1W	
2T	
3F	
4S	
5S	
6M	
7T	
8W	
9T	
10F	
11S	
12S	
13M	
14T	
15W	
16T	
17F	
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25S	
26S	
27M	
28T	
29W	
30T	
31F	

November

1S	
2S	
3M	
4T	
5W	
6T	
7F	
8S	
9S	
10M	
11T	
12W	
13T	
14F	
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16S	
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24M	
25T	
26W	
27T	
28F	
29S	
30S	

December

1M	
2T	
3W	
4T	
5F	
6S	NOTES:
7S	
8M	1ST LEAGUE TO ALLOW BASSANO PILOTS 2 DAYS TO RETURN.
9T	
10W	
11T	
12F	
13S	
14S	AUSTRIAN MASTERS CLASHES WITH LARIANO -MAY BE CHANGED.
15M	
16T	
17W	
18T	
19F	
20S	
21S	
22M	
23T	
24W	
25T	
26F	
27S	
28S	
29M	
30T	
31W	T.J.B.

T O W I N G N E W S - F E B . 1 9 8 6

The SHGC had a 'Towing Meet' on Sunday 19th Jan. at the Dyke Hotel (it was mentioned in the January Windsock).

Fortunately, it was just a 'talk meet'; just as well, because the wind outside was enough to tow buses into the air.

We had invited the big names in towing - Tony & Rona Webb, Mike McMillan and Graham Geary, but none were able to attend. We did however, get Bob Harrison (the BHGA Training Officer).

Bob gave a short talk on the types of systems available, including bridle systems and told us that the BHGA had officially endorsed towing and was keen to promote its growth.

Never mind the stickers on Magics stating 'No Towing'. This apparently does not invalidate anyone's BHGA insurance but Bob is looking into this anomaly to make sure.

Dave Perrin of Airtime Hang Gliding told of his experience, doing his towing endorsement with Mike McMillan on the I.O.W., explained the Koch winch system that Mike uses, and how Airtime were going to buy a Koch winch themselves!

Michel Carnet of Sky Systems gave a detailed account of bridle systems, especially his own, and described the Sky Systems Static Winch. This is one the SHGC may be able to use. (See my report of the BHGA Towing Meet in Lincolnshire).

The Sky Systems winch needs a motor car, and one of our members, Brian Webb, is willing to donate an old Mini-moke for towing. There is also the possibility of coming to some arrangement with Airtime over their Koch winch. Some members from the Dover and Folkestone club were present, and Derek talked a bit about the system they are developing and it seems it will be similar to a Koch winch.

Perhaps the most important need is a flat site. The estate agents I had contacted came up with some land for sale, but these plots were very expensive (2 good ones were £24,000 and £64,000 each). When Derek Evans gave his advice, we realised that buying land was too risky, especially when he pointed out that agricultural land is dropping in price at the moment. So we are looking for land on some other arrangement (perhaps renting). There is nothing definite, but we have a couple of possibilities in the pipeline. Also we have advertised in Farmers Weekly (Feb. 14th) and that may bring some possibilities in.

The meeting was concluded with the following proposals:-

1. To locate sites and advise use and cost.
2. Investigate all systems
3. Investigate Club liabilities
4. Should the Club pay for Coach Courses (Club Towing Coach)?
5. Find out numbers of SHGA members with Towing Endorsements
6. & the number of members who want to obtain one.

(cont'd)

T O W I N G (cont'd)

It was agreed that the committee would act on these and put forward proposals by the A.G.M.

We think we have a little over £1,000 available to spend towards towing. How (or is it 'if?') would you like to spend it?

That question leads us into points 5 & 6 above. Could members fill in the separate questionnaire and return it in the pre-paid envelope provided.

Many thanks,

Ray Swinfield.

REPORT ON THE B.H.G.A. TOW MEET

AT Barkstone Heath Airfield, Lincolnshire, on
25 & 26 Jan. 86
by Ray Swinfield.

I went up, crammed into a Johnny Carr, with the Sky Systems Magical Mystery Tour and Coach): Johnny Carr, Michel Carnet and Dave Rusbridge.

We arrived early on Saturday but there wasn't much doing at first.

The meeting got started at about 1pm with a lecture by Graham Geary (BHGA Towing Committee Chairman) on the aerodynamics of towed flight (more on that in next months' Windsock).

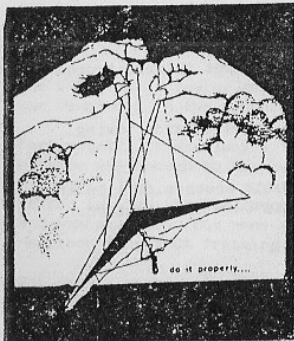
There was much discussion and argument, some of it quite heated. Then we went out to play, and to watch others playing with their pet toys. There was a lot of interest in the Sky Systems winch and Michel was kept busy demonstrating his bridle and the winch. Most of the systems there were the payout type (towed behind a car). There was one other static winch - a minute thing that looked more like a little petrol driven (electricity) generator. This apparently belonged to Len Gabriel and had been around for some years. I didn't see it in action.

I became more impressed with the Sky Systems winch. Greater heights were achieved for a given field length and that height was achieved in a shorter time than with a dynamic system. The dynamic systems were faster at getting the line back to the launch point after release.

In the evening we had a buffet and drinks, and discussions, stories, fairy tales and plots were had, told, spun and cooked. Some felt that the day had not been organised enough and a tighter ship was promised for the next day.

Sunday started with another discussion. This was very lively and heated. Some groups swore by certain procedures that others felt were horrifically dangerous. There was very often a split of opinion between the Sky Systems boys and the established dynamic winch operators. The main points and whether they were resolved or remained in contention are outlined at the end of this article. The discussion was very useful. Many of us learned a lot and some important points were resolved very satisfactorily.

(cont'd)



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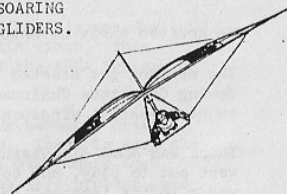
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TOWING (cont'd)

(3)

The flying that day was in low wind and clear blue sky with brilliant sunshine. Unfortunately, the affair had a clumsy feel about it. The standard of some of the airmanship, ground organisation and even flying was often poor. Sky Systems complained bitterly that established systems were being sloppily run with suspect procedures and I agree. They were particularly bitter because their system was not approved but was as good as the established systems, and certainly being run more competently.

There were two incidents during take off. One pilot dropped a wing which dragged for a while but the tow pulled him straight and the other was a lock-out just after take off. Both of these happened with the dynamic systems. These two incidents are very pertinent to one of the main points of contention - whether the winchman should attempt to pull a glider straight if it skews to the side.

I got a tow on Dave's Magic 4 with the Sky Systems winch at the end of the day. I had two false starts because I wasn't used to the radio but once off, all went well (with a little oscillation half way up), with the launch topping out 1000' from a 3000' line.

The Important Points

1. Several groups allowed so much control to the winchman that he would
 - a) Try to pull a skewed glider straight by applying more tension
 - b) Ignore a STOP signal if he felt the launch could be saved.

Sky Systems and myself were horrified about b) and spoke at length against it. We were able to describe situations where ignoring a STOP signal could well have been fatal. The point was taken. I think we convinced them and it seems they will drop that dangerous idea.

On point a) - Well, there was the lock-out while Ian Curran was being winchman. Some demonstrations of the safety of the two point bridle and its great stability were made, even with pilots trying to turn away from the line (though I don't know how hard they tried and this is not recommended practice). The majority were convinced by their experience that the winchman could straighten a skewed glider. Ian Curran tried but the glider went into a near lock-out and the pilot only just recovered in time - very lucky. This convinced Sky Systems that this practice didn't work. But then it emerged that the glider had been assembled wrongly and so was not, in fact, an authorised glider. Tony Webb had apparently been towing it with no problems - the debate goes on.

My opinion differs to Sky Systems. It must be recognised that in the dynamic system the winchman is much closer to the glider than with the static system. He can therefore see exactly what is happening with the glider and monitor this. There is a wealth of experience which has found that a turning glider can be straightened. They say it works, although the South Lincs. Tow Group (dynamic system) disagree with it. In fact, when Ian Curran applied the extra pressure and saw that the glider did not respond, he immediately released the tension, saving the pilot from a bad lock-out. The pilot did release, but rather late.

Of course, this scheme of action would not be possible on a static winch. This relates to the aerodynamics of towed flight which, it seems, nobody (except perhaps Percy Moss) understands yet.

(cont'd)

It is well accepted that if the glider starts to oscillate, pushing out will dampen the oscillations. Graham Geary stated that you should push out if the glider was wobbling because the launch was too slow. Many thought this was a ridiculous suggestion, and a dangerous one, but I think he may not have meant to say "too slow". It is difficult to stall on tow but I did see some gliders that looked damn near stalled being dragged through the air with a very low climb rate. I didn't fancy trying it!

On the misfortunes of Sky Systems with their lack of 'Approval', well, I feel that the basic system is excellent and ought to have approval. Johnny and Michel complained that no one had inspected their system but in fact, Mike Appleby spent some time watching it at the winch end. At the moment, the Towing Committee have doubts about the pulley fixture into the ground. They expressed their concern that this pulley fixture must not pull out of the ground. They wanted to be sure that it was perfectly safe. For myself, I think that as long as the ground is good and solid and the stakes are driven in properly, then it would take a tank to pull them out. The Towing Committee's other reservation was about the bridle. Being cable, they were worried that it might spring back if released under great tension, and smash the pilot in the face. This has happened on other systems and the fixed leg of the usual tow bridle overcomes this danger.

However, again, Michel assured us that it will not spring back, and I have seen no sign of it doing so.

I do have two reservations about the Sky Systems winch. One is about an aspect of the bridle, the other about procedure.

Firstly the bridle. The three ring release system used can only work if the cable is under some tension. The weight of a small part of the line is enough. However, there are certain situations where the line is completely slack. Like during a false start, when the pilot may overtake the cable and stop. This actually happened to me. I have not been able to envisage how something might go wrong and I could be wrong (Michel and Johnny assure me I'm a w---er) but a nagging doubt remains.

The other is the reliance on radio. Many other users will not have radios and so procedures that do not use radios should be practiced. The procedures exist and are well documented. The problem arises when procedures get mixed, as when I tried to launch. The old non-radio procedures were so well instilled in me that the radio was a handicap, and I had two false starts. However, the safety of the overall operation during those times was not in question. There was no danger because the winchman (Dave Rusbridge) and signaller (Michel Carnet) had their wits about them and acted very safely. Really, I should have been launched without the radio procedure. The other thing is that while launching on a certain tension and not using radio, the pilot has difficulty pulling off the tension for the release.

Anyway, I do recommend the Sky Systems winch. Michel has some inovative improvements in the pipeline and the BHGA are continuing to check it out. All in all a very useful and enjoyable meet. Quite an experience spending all that time with the dynamic duo who discussed and argued non-stop and had me in stitches.

(cont'd)

A point about Sites and NOTAMS: The BHGA is setting up a Register of Regular Towing Sites and this will go to Gareth James, the BHGA Airspace Co-ordinator. It is recommended that you use the Freephone NOTAM system, even if towing from a regular site. Perhaps even if there are fewer than 5 gliders but I'm not sure about that yet. If you are going to tow from a non-registered site, then definitely use the Freephone even for only one glider.

There is a height limit on tow of 2000'. If you want to tow any higher, you must write to the NOTAM office at least two weeks in advance, requesting permission and stating the required height. The address to write to will be in the next Wings!.

The next BHGA Tow Meet is on the weekend 26th/27th April at a site one mile southwest of York. Tony Webb, Mike McMillan, Uncle Tom and I will be there.

Ray Swinfield - Towing Co-ordinator.

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National League 1986.

The following SHGC pilots will be in this year's League Championship:

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Dave Rusbridge

Brian Harrison

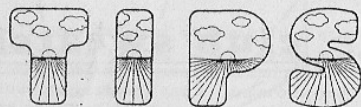
The Competition differs this year from others in that it is being run jointly by Percy Moss and John Dunkner and is holding an overseas extended 3rd League in Lachens, France. This is to allow all League pilots to taste Continental flying conditions before team selection for the major foreign competitions.

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LANDING TECHNIQUES:
LANDING IN TIGHT SPACES.

There are few things better in life than to be cruising along several thousand feet above the countryside, with no real plans to land, for a while yet, anyway. The miles click over slowly below you, the scenery changes, and sooner or later your idea of where you actually are, becomes decidedly foggy.

However all good things must come to an end, and eventually you start to think in terms of Devonshire Teas, cold beers and a hot dinner. The sun starts to go down and all of a sudden you find that you are only 500 ft. above a terrain that looks as though it has been dropped from a great height. Those tiny shrubs that looked so pretty from 10,000 ft. have merged into vast stands of towering eucalypts, and the whole area has become a veritable cats-cradle of power lines. The only available clear spaces appear impossibly small and, anyway, the approach into them are so hopelessly cluttered that only a fool would consider even attempting a landing there. Indeed, the only alternative seems to be to go off and crash quietly somewhere. Such situations have, in the past, been responsible for pilot responses ranging from religious conversions to soiled underpants. They also tend to sort out the well prepared cross-country pilot from the "soaring school pop-out".

Although landing in rough country amongst obstructions can present serious problems, there is no reason to expect the worst. Provided that you stay calm, assess the situation, and act decisively, a reasonable landing can be salvaged out of the tightest of situations. The important thing to remember is that you are in control of a very manoeuvrable aircraft capable of the most extraordinary stunts when necessary. Pick yourself a landing area and attack it in a positive manner. The biggest danger of all is hesitation.

Once you have decided which spot you will try to (gently) hit, the task is to get the glider in position so that you can dive into the field and make a strong flare. This usually means losing quite a bit of height in not very much space. While this was not a great problem with the gliders we were flying a few years ago, the improvements in efficiency made over the past few years have made the task of losing height quickly into a minor art form. It takes quite a bit of practice on coastal sites and in smooth inland conditions for a pilot to become a master of the art.

The easiest and most commonly used manoeuvre for losing height is the side-slip. The main advantage of this is that speed control can be maintained at a high level throughout the whole exercise. There are two different ways of inducing side slips, the most popular of which is to simply make a turn without pitching the glider around as much as usual. This has the effect of decreasing the rate of turn and therefore allowing the glider to slide sideways. Airspeed can be controlled by carefully balancing the angle of bank against the rate of turn. As stated before, it takes an awful lot of practice to get it right.

Another more radical method of inducing a sideslip is to "fall out" of a highly banked stall-turn. While this is an extremely effective way of losing height, the obvious dangers of pulling such a radical stunt close to the ground makes it an absolute last resort.

Unfortunately a large proportion of tight-field landing situations are complicated by abnormally steep wind gradients caused by the surrounding obstructions. This poses particular problems where the landing field is short, as the sudden decrease in headwind improves the glide angle of the

glider thus increasing the distance needed to stop the glider. In some cases, the obstructions to headwind cause a discontinuity in the wind gradient known as wind shear. Unless you are prepared for this, the sudden loss of airspeed will cause the glider to stall. Therefore, when approaching a landing area headwind, it's best to dive in steeply, levelling out close to the ground and burning off speed before flaring. Where the strip is very short, it is sometimes better to land crosswind, as this minimises the effect of wind shear and allows a shorter final glide.

Of course the worst possible scenario for a landing is where the only clear approach path is directly tailwind. Although it is impossible to make a "full stop" in such conditions, it is still possible to salvage a respectable landing provided that the wind is fairly light. All that is necessary is that a very high grip on the uprights just before flaring and push up, rather than out. This will effectively kill most of your airspeed, but you will still have some speed over the ground. If you try to stop as soon as you touch the ground, you will probably just fall over. Anyway, the tailwind will lift the trailing edge of the glider, causing a nose-in. This can be counteracted by running as hard as you can until the back of the keel hits the ground.

When the wind is strong, there is very little possibility of making a safe tailwind landing. In such situations it may be necessary to pick the softest spot possible and use the frame of the glider to absorb as much of the impact as possible. Fortunately such situations are extremely rare, provided that you leave yourself plenty of height to find a safe landing area.

END

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