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saturday  
may  
10th

**S**

venue to be  
announced  
next month

**H**

**A**

**G**

**M**

**C**

SHGC '85/86 COMMITTEE



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Johnny Carr, Tanglewood, 54 Ferndale Road, Burgess Hill, Sussex.  
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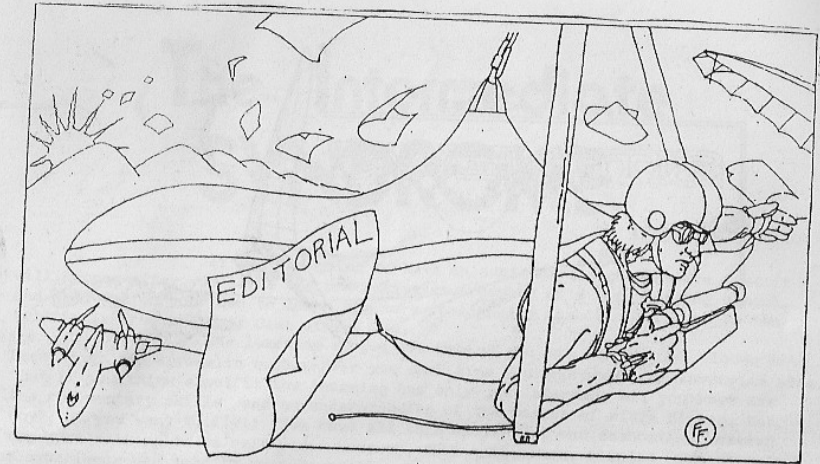
If you have an interesting story to tell or accident to report just write it down clearly and send or give with any photos to either of the editors. Please send a S.A.E. if material is to be returned. All items must be in by the 25th of each month, for the following months' magazine.

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.

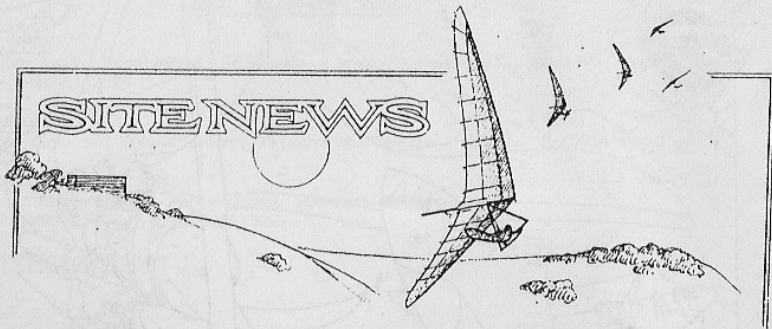


Thanks to those of you who promptly filled in and returned the towing questionnaire and/or the BHGA voting slips. Ray Swinfield will be analysing the results of the questionnaire and in next month's WINDSOCK we hope to bring you some concrete proposals and/or topics for discussion about towing and other matters of importance to the Club. Unless you were asleep when you first looked at WINDSOCK, you will be aware that our Annual General Meeting is coming up very soon - Saturday May 10th. There will be several vacant positions to be filled within the Club and more people are needed to volunteer their ideas and experience for the Club to function properly. No people = no organisation = no sites..... Need I go on. Having to 'rope' people in is never a good way to organise things because sooner or later their initial reluctance towards getting involved becomes apparent. Quite simply, the more people prepared to muck in, the less time they each have to spend doing their bit for the Club, or put another way, more hands make for less work. So come on, stick a toe into the water, it's quite warm!

At present there is a problem with finding a suitable alternative venue for future Club Nights, as those of you who arrived at the Dyke discovered recently at the March 15th Parachute Repacking session. Until an alternative is found, all future Club Nights will have to be put on ice. The exception to this is the Club AGM. The reason for this upset is the change of landlord at the Dyke, which until very recently was understood not to be a problem for the Club. However, the new landlord is not moving in for a couple of months and his plans for the Dyke are not clear at present.

See YOU at the AGM,

ICS.



#### DEVILS DYKE .

**NOTE** NO FURTHER CLUB NIGHTS CAN BE HELD AT THE DYKE UNTIL THE NEW OWNER MOVES IN. THIS COULD BE MONTHS YET SO WE ARE CHANGING THE A.G.M. VENUE. WE HAVE BOOKED THE GEORGE HOTEL IN HENFIELD. HENFIELD IS 5 MILES NORTH OF THE DYKE, ON THE A281. WE ARE USING THE UPSTAIRS FUNCTION ROOM. FOOD MUST BE BOOKED WELL BEFORE THE A.G.M. AND B&B £13 per NIGHT IS AVAILABLE. MORE INFO NEXT WINDSOCK.

THERE HAS BEEN A REPORT OF A NOVICE PILOT HITTING THE POWER CABLES AT THE BOTTOM LANDING FIELD. I AM INFORMED THAT THE PILOT ONLY SUFFERED MINOR INJURIES. COULD THE PILOT CONCERNED PLEASE MAKE A FULL ACCIDENT REPORT, TO PAUL RAY. PILOTS PLEASE NOTE IF THERE IS THE SLIGHTEST CHANGE OF YOU GETTING TOO CLOSE TO THE POWER LINES. LAND EITHER IN THE LARGER FIELDS FURTHER ON, OR AS A LAST RESORT THE FIELDS BEFORE THE ROAD

#### DITCHLING..

NOTE THAT LAMBING SEASON HAS BEGUN. PLEASE TAKE CARE IF SHEEP ARE ANY WERE NEAR BY. (THIS APPLYS TO ALL OUR SITES.

#### BEACH HEAD...

WE HAVE HAD TWO SEA DITCHINGS (ON THE SAME DAY IN THE SAME SPOT). CONDITIONS WERE SCRATCHY ON THE CLIFF. AN EXPERIENCED PILOT WAS HAVING PROBLEMS JUST STAYING UP AND HAD TO "SLOPE IT". YET IN THESE CONDITIONS TWO INEXPERIENCED PILOTS LAUNCHED HOPING TO SOAR!!! HAD THEY READ THE SITES-GUIDE ARTICLE "PEACHY BEACHY" I WONDER? OBVIOUSLY NOT. ONE PILOT WE KNOW WAS A VISITING SKY SURFERS CLUB MEMBER. PLEASE, PLEASE, EXPERIENCED PILOTS ONLY TO FLY BEACHY CLIFFS, READ THE SITES GUIDE. BEACHY IS NOT AN EASY PLACE TO FLY.

# The Intermediate SYNDROME

If you are going to have an accident the chances are that it will happen after you leave the protective environment of a hang gliding school, and head out on your own to learn the more challenging aspects of flight in the relatively free and easy Club atmosphere.

The learning slopes are behind you and the cumulus clouds are beckoning; the adrenalin rushes over you each time you approach your favourite site. But if you think about it the learning has only just started; all you have are the rudimentary skills and an understanding of the basics of ridge flying. But, boy!, do you want to fly!! You have all this excitement and enthusiasm bottled up, just waiting to be released. However, this enthusiasm, coupled with your lack of experience can lead to your downfall. The Intermediate Syndrome usually occurs just as you are starting into real flying and are frustrated by the weather, the lack of suitable sites for certain wind direction, and the difficulty of getting time off work to coincide with the good weather.

You can picture the scene: it's fairly light but one or two of the 'experts' are skying out. You rush to set up as more pilots are lobbing off. You haven't flown for a while but conditions look pretty good. A couple of steps and you're airborne - just. Some pilots on the hill cringe at the pilot taking off, "How he got away with that take-off, I don't know!" is a typical comment. There's the most amazing display of gymnastics as you struggle into your cocoon which has taken on a life all of its own. All the while the glider is yawing and rolling wildly as you head out from the ridge. By the time you are settled and can turn back towards the ridge, you are already a third of the way down the face, and are hellbent on getting back up. Scratch and scrape, scratch and scrape, the next beat could be the one to get you back up, and how you want to get above take-off! Landing is literally the furthest from your mind. With bushes or trees, or waves, beckoning enticingly, you push your luck too far this time and, oh dear, it's too late, you cannot avoid that tree.....

Perhaps that is overstating things too much but it serves to illustrate the over-confident attitude that can exist at the intermediate level:

pilots who exceed the limits of their knowledge and/or ability by flying at sites, or in conditions, that are much too difficult for them. A pilot with this tendency needs to learn a good deal about patience and to take a longer term view of his/her flying. If it's no good today, it possibly will be tomorrow. That is not a very long time to wait. His enthusiasm needs to be tempered by a more realistic appraisal of his own, and his glider's limitations. The consequences of not doing this are already described.

On the other hand there is also the intermediate pilot who is under-confident. When this pilot assesses the weather conditions he usually finds something wrong with them. It's a little too light for his weight (and who wants to go down anyway), or those thermals look a little too rough and gusty from the ground. Because of their lack of confidence in themselves and their gliders, they often place too greater limit on their flying. You might think this is a good thing in the early stages of ones flying career, or that too much caution cannot be considered a problem. The tendency however is for this type of pilot not to expose themselves to as wide a variety of sites and conditions and therefore their experience is severely limited. The fact also that they tend to fly in only the most ideal conditions means that they never extend their limits.

( cont'd inside  
back page )

GENERAL METEOROLOGY

FACTORS AFFECTING THE FORMATION OF HIGH AND LOW PRESSURE SYSTEMS

High pressure systems generally bring clear skies along with stable flying conditions due to the sinking motion of air. Low pressure systems generally bring cloudiness with some precipitation due to the lifting of air. In this article, we will learn how highs and lows appear on an upper level weather map.

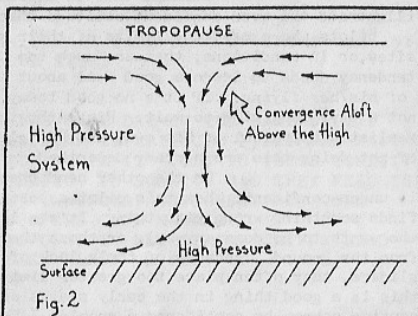
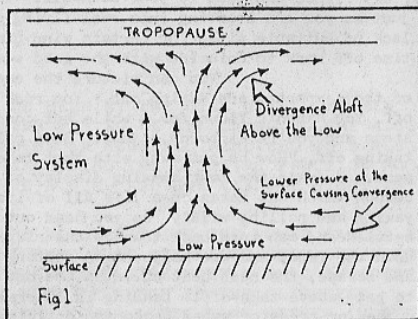
Once this material is understood, you will have a basic understanding of how a meteorologist forecasts the development of pressure systems.

The tropopause acts as a lid on the troposphere; it has the same general effect on the pressure systems as does the surface under it. Although the tropopause is mobile, it has a tendency to serve as a boundary of constraint. This causes the air close to the tropopause to move along it rather than through it. As low pressure systems generally cause convergence at the surface, divergence generally occurs aloft near the tropopause. See fig. 1.

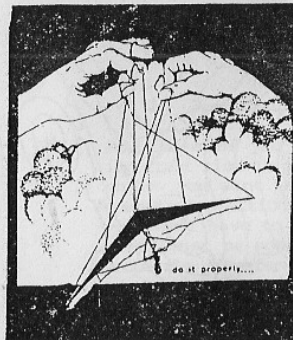
The motion of air is reversed within high pressure systems. See fig. 2. Here, convergence occurs aloft causing an accumulation of air in the upper regions of the troposphere. As the tropopause restricts the air from moving upward, the air must descend downward toward the surface. As the surface constrains the descending air, divergence occurs at the surface.

Convergence and divergence aloft will generally occur in the troposphere between 23,000 feet and

40,000 feet. It is this process of convergence and divergence aloft that is thought roughly to be the mechanism responsible for the development of high and low pressure systems. It is important that you are familiar with upper level weather maps before looking at how convergence and divergence occurs aloft.



(cont'd)



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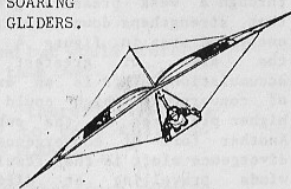
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Upper level weather maps depict the pressure patterns at certain specified levels. Upon these maps there are a number of solid lines called height contours. Their purpose is to illustrate the pressure gradient and general air flow around regions of high and low pressure. See fig. 3. As a topographical chart depicts height changes along the surface of the earth, contours illustrate height changes of particular pressure level on upper level weather maps. If this seems somewhat vague, think of the contours in figure 3 as steps rising to higher pressure or descending to lower pressure.

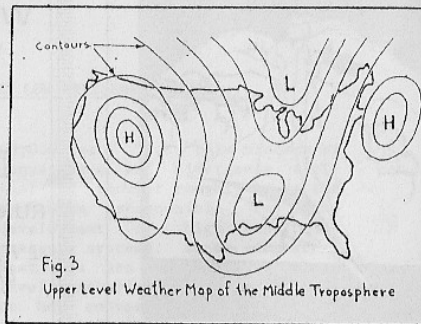


Fig. 3  
Upper Level Weather Map of the Middle Troposphere

Directional convergence is the result of wind blowing from wide contours into very narrow contours. An example of this is shown in fig. 4.

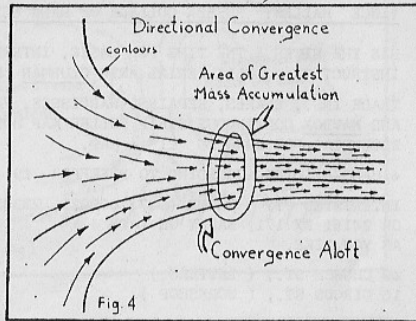


Fig 4

In this you can see wind blowing through a weak pressure gradient that strengthens down stream. The encircled area in figure 4 shows the area of greatest mass accumulation. This is an example of convergence which could cause higher pressures at the surface. Another form of convergence and divergence aloft is the result of winds travelling at different speeds through the contours. An example of this is shown in fig. 5.

Here you can see arrows illustrating the wind direction through the contours. The arrows with flags indicate wind speeds of 50 mph. Arrows without flags indicate slower moving air.

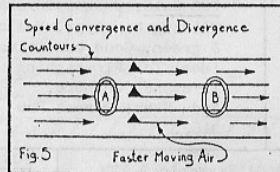


Fig. 5

Faster moving air is blowing from point A while slower air is entering point A. Obviously mass is being taken away from point A faster than it is being replaced. This is an indication of mass divergence, which may develop lower pressures at the surface below point A.

Now look at point B in figure 5. You will see that faster moving air is blowing from it. More mass is entering point B than is being taken away. This illustrates convergence, which may result in higher pressures at the surface.

1986 SHGC AGM

7pm. Saturday 10th May - Venue to be confirmed.

For those of you who haven't been to an AGM before its an important time to get together and air your views and suggestions on how you want the Club run, and who you want to run it. All committee positions are up for re-election. Anybody can stand, you don't have to be a 'super-ace' flyer. Anybody wishing to stand must be nominated and seconded, the same goes for any proposals. Preferably these should all be submitted in writing to the Club Secretary beforehand. Its 18 months since the last Club AGM because on that occasion it was decided to bring the AGM into line with the Club's financial year, which runs from 1st May to 30th April.

Since all your memberships are therefore due for renewal at the end of this April, don't forget that you must renew beforehand in order to be able to vote at the AGM. For those of you who joined since May last year you will have a credit towards your 86/87 membership. The renewal forms will be sent out with April Windssock and any credit will be taken into account.

The current committee members and their situations on re-election are:-

**CHAIRMAN:** Johnny Carr: Willing to re-stand but would prefer somebody else to take over.

**SECRETARY:** Adrian Whitmarsh: Retiring, therefore require somebody to take this on.  
**VOLUNTEERS PLEASE.**

**MEMBERSHIP:** Adrian Whitmarsh: Retiring, therefore require somebody to take this on.  
**VOLUNTEERS PLEASE.** Simon Cattlin has volunteered for nomination.

**TREASURER:** Peter Day: Would like somebody to take over since he has continued with this task in the absence of any other volunteers although he moved out of the area many years ago.  
**VOLUNTEERS PLEASE.**

**SITES OFFICER:** Chris Bartram: Standing for re-election.

**SAFETY OFFICER:** Paul Ray: Recently taken over from Kelvin Wilson and standing for election.

**CLUB COACH:** Dave Rusbridge: Will stand for re-election.

**COMPETITIONS CO-ORDINATOR:** Andy Wood: Recently taken over from Joe Hayler and standing for election.

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MEMBERSHIP ASSISTANT: Richard Halpin: Retiring. VOLUNTEERS PLEASE.

PUBLIC RELATIONS: JAN MARTELLO:(Pepe's wife)Willing to stand for re-election.

SOCIAL SECRETARY: Kevin Pickering: Would like to step down due to pressures of shift work. VOLUNTEERS PLEASE.

TOWING CO-ORDINATOR: Ray Swinfield: Standing for re-election.

WINDSOCK EDITORS: Ian Carrington-Smith: } Both Standing for  
Chris Bartram : } re-election.

Besides the posts listed above we need other people willing to help since there is a lot of work being done by too few people at present. With about 220 members in the Club we need some new enthusiastic people to join in. If you would like to know what's going on or to see more things happening please come along to the AGM and DO something to help. If you are willing and able (!) please ring me and offer me your body!.....

Adrian Whitmarsh.  
Secretary/Membership.

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

MYSELF, JOHNNY CARR, RICHARD HALPIN OF THE COMMITTEE ATTENDED PLUS DENIS THORPE AND NICK MINNION OF ARIEL ARTS WERE ALSO THERE. THE SHIT HITS THE FAN WHEN WE SUBMITTED OUR PROXY VOTES. OVER 50% WERE DISALLOWED!!! ie BECAUSE THE CLUB HAD TAKEN THE INITIATIVE WHEN WE REALISED THE B.G.H.A. HAD MADE ANOTHER BALLS UP, IN NOT ALLOWING SUFFICIENT TIME FOR MEMBERS TO RECIEVE THEIR VOTING SLIPS. WE ASKED YOU ALL TO SIGN A PROXY VOTE(IF YOU DID NOT GET YOUR VOTING SLIP IN TIME) OVER 50% OF YOU SENT BACK THE PROXY FORM.THE B.H.G.A. COMMITTEE HAD NOT MADE ANY PROVISION FOR THIS EVENT.PLUS THEY SAID IT WAS AGAINST THE CONSTITUTION OF THE B.H.G.A. OTHER CLUBS WERE IN THE SAME BOAT. ANYWAY JOHNNY CARR GOT UP AND TOLD THEM WHAT WE THOUGHT!! SO NEXT YEAR WE SHOULD HAVE TWO MONTHS NOTICE.

#### TOWING

THE GOOD NEWS IS THAT WE CAN USE B.H.GA APROAVED SYSTEMS AND WE WILL BE COVERED BY INSURANCE.THE BAD NEWS IS THAT THE C.A.A. IS ABOUT TO BAN TOWING??? IF THE SITE IS NOT REGISTERED AND THEY MAY EVEN NOT ALLOW FUTHER TOWING SITES.

#### LOONY FLYERS

THE S.H.G.C. SEEMS TO SUFFER BADLY FROM THIS.IE DANGEROUS FLYING. IT WAS DECIDED THAT THE CLUB COULD APPROACH THE C.A.A. THROUGH B.H.G.A TO INVESTIGATE GETTING A COURT INJUNCTION OR PROCECUTING DANGEROUS NON B.H.G.A. FLYERS.

NEW SPORTS PROGRAM . ON RADIO 4 STARTS 19th MARCH "ADVENTURE SPORTS" WEDNESDAY 21-30 to 21-45 (10WEEKS)ITS ON HANG GLIDING.PLEASE WRITE TO MICHAEL GILLIAM,RADIO 4 ,ROOM 6077, PORTLAND PLACE,LONDON W1A 1AA.

C.B.

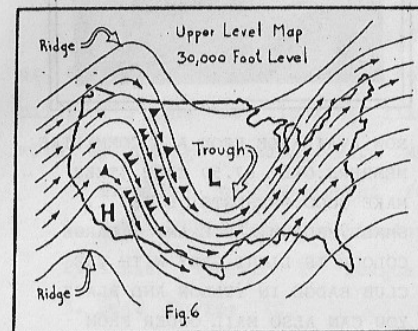
#### Meteorology

While speed and directional convergence and divergence are important contributors to the production of highs and lows, there are more significant and more complicated processes that need to be considered next.

In the upper regions of the troposphere there are many factors occurring simultaneously that play a part in causing divergence aloft.

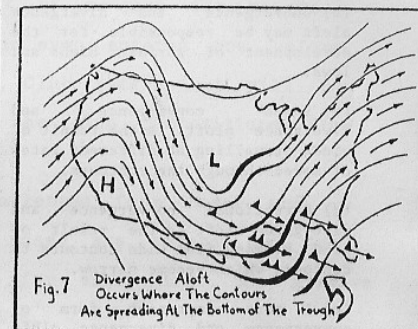
Upper level weather maps illustrate a number of important things like temperature, moisture, jet streams and areas of high and low pressure. The contours on upper level weather maps illustrate a low pressure area as a trough while a high pressure area is called a ridge. See fig. 6.

For simplicity, this upper level weather map of the USA at approximately 30,000 feet contains three important items to consider. First, we see a ridge over the Western United States shown by the anticyclonically curving contours extending northward into Canada.



Secondly, a trough over the Midwest, shown by the cyclonically curving contours is extending southward into Mexico. Thirdly, arrows illustrate the wind speed and direction through the contours; some arrows contain flags indicating wind speeds of 50mph. Some of these arrows have two flags indicating wind speeds of 100mph.

Consider this area of high speed wind to be the polar front jet stream: now look at what happens as the jet stream flows through the curve at the bottom of the trough. See fig. 7.



Here the jet is crossing the contours and exiting the trough to the southeast. As a race car skids to the outside of a curve because of centrifugal force, so the jet stream skids across the contours. The contours in figure 7 show a tendency to spread and follow the jet where it is overshooting the trough. This spreading of the contours indicates divergence aloft and is usually an excellent place for the formation of a low pressure system below. An upper level weather map may be the first place a meteorologist will look when preparing a forecast.

The main idea regarding these three examples of convergence and divergence aloft is to give a basic explanation of what takes place in the upper regions of the troposphere, causing the development of high and low pressure systems. You should remember that the atmosphere is a very complex system. There are many other factors which will determine the formation of high and low pressure systems. A meteorologist must consider each of these factors separately from six pressure levels at intervals of twelve hours in order to forecast the development of the weather.

(cont'd)

### Meteorology

To conclude:

(a) high and low pressure systems generally originate in the upper regions of the troposphere.

(b) Convergence and divergence aloft may be responsible for the development of surface highs and lows.

(c) Speed convergence and divergence aloft is the result of winds travelling at different rates of speed through the contours.

(d) Directional convergence and divergence aloft is the result of wind blowing from wide contours to contours which become narrow.

(e) A more important form of convergence and divergence aloft may often result from the overshooting of the jet stream around curved contours.

As hang glider pilots, we will always have something new to learn, while trying to determine the potential soaring conditions of each day.

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### CLUB LEAGUE AND COMPETITIONS

First to introduce myself as the new competitions officer, at least until the A.G.M. that is.

Although it may seem a bit of a joke for me to run the competitions, having never even entered one before, I feel I can cope with the X.C. Club League, but will be looking for help and advice for the club competitions from some of you SUPERSTARS.

At present we have had challenges from Dover and Folkstone and Avon Clubs, so if these are entered in the Inter-Club League, we can qualify for entry into the Airwave Challenge detailed in February WINGS.

This consists of a team of about 6 pilots who have not entered in the National League for the last two years. These pilots need not be the same ones that have entered in the qualifying Inter-Club competitions.

Meanwhile anyone interested in the Airwave Challenge or Club Competitions please contact me at home or on the hill. I'm the one looking like a flying Hi-lighter pen, with my orange leading edge Magic III and blue and gold Pod.

Trophies to be fought for this year are;

1. Sussex XC League Champion
2. Sussex Weekend XC League Champion
3. Best Novice XC
4. Most Improved Pilot
5. Outstanding Achievement Award

6. National League Award

7. Devils Dyke XC Record Award (presently standing at 59.6m)

Would you please send me details of your XCs of over 10km within one week. These should be made from ANYWHERE IN SUSSEX.

Please include details of the following:

- 1) Name and membership number
- ii) Glider
- iii) Date of flight
- iv) Map references of t.o. and landing
- v) Witness name and address
- vi) Distance
- vii) Any points of interest about the flight.

The best 5 flights will be included in the league. One of which may be an out and return or triangle, provided sufficient proof is given.

Unfortunately, it was felt that XCs from a tow should not be counted this year as access to a system wasn't generally available to everyone - maybe a point for discussion at the A.G.M. However, please still send me details of your towed XCs.

Weather permitting I shall organise an internal competition for the 12 / 13th April to get into the swing of things.

See you on the hill or better still, in the air.

Andy Wood.

*Aerial Arts* present

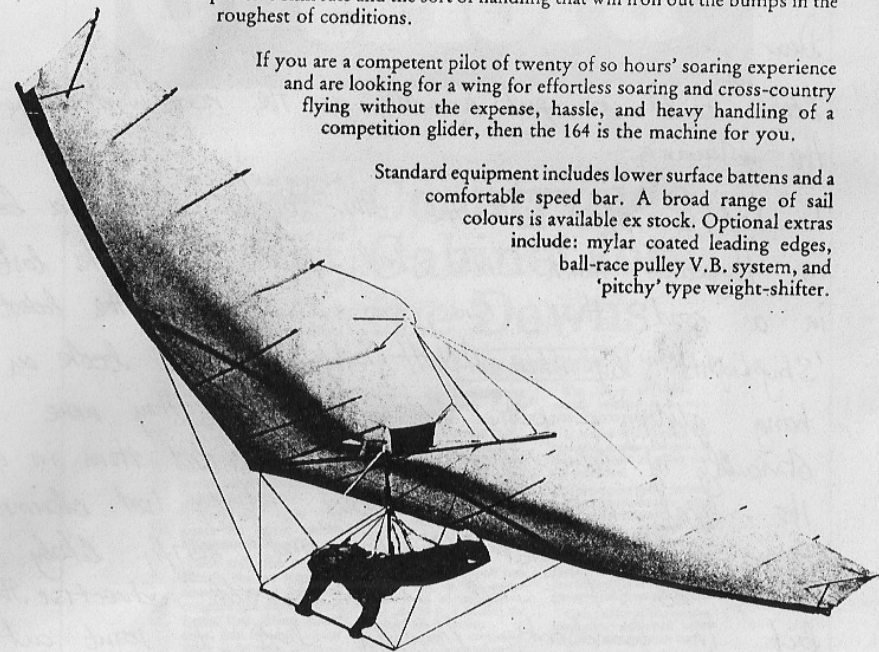
## the Clubman 164

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 or 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



Adrian Whitmarsh  
Secretary

2nd March 1986.

Dear Ian,

Please could you put a note in the next Windsock re the following:

I had a phone call the other evening from a lady in Haywards Heath who had found two books lost in a road there. One was a copy of the latest 'Sky Lights', by Stan Abbott, the other a book on hang gliding - both fairly new. As they were obviously of some value she had handed them in at the local Police Station but nobody had claimed them. She wanted to try and notify likely owners so I said we'd advertise the fact in Windsock. Probably best to point out that they were just two airspants books and if anybody lost them - about 4 to 6 weeks ago I think - to contact me about them.

Best regards, see you soon

Adrian

# Operation

# Overlord

THE Downs may be getting a Cabinet.

As with its Westminster namesake, its duties would be to co-ordinate, provide guidance and come up with creative ideas.

But that does not necessarily mean drastic change.

The main purpose would be the care and conservation of the Sussex Downs Area of Outstanding Natural Beauty.

A year ago the East and West Sussex County Councils jointly drew up a statement of intent with this object in view.

Now the time has come for intent to be translated into action.

Towards the end of March the environment committees of the two councils will discuss what forms this action could take, and later this year

there is to be a meeting of all local authorities responsible for downland areas.

There are 13 local planning authorities, including the two county councils.

One of the most important issues is the possible appointment of an advisory committee, the Cabinet.

It would comprise not only local councils but also conservation organisations. The Countryside Com-

## Countryside Cabinet for the Downs

by Den Darby

mission, the Government department which designates both beauty areas and national parks, would be likely to welcome this step.

The Sussex Downs beauty area covers about 380 square miles. It comprises the entire 35-mile range of chalk hills from Beachy Head to the Hampshire border and, in the north-west, a large tract of sandy heathland.

Black Down, a great sandstone hill, is the undisputed lord of this region, and at 919 ft. it is also the highest hill in Sussex.

The name is confusing. Why call it a down when it is nothing of the kind? The name derives from a Saxon word, "dan," which means hill. Mistakenly, we have come to associate down with the chalk hills exclusively.

Black Down is owned by the National Trust. It is well cared for and its future should be secure.

But the statement of intent reflects anxiety about the chalk downs, which are faced by threats from many quarters.

The finger of blame is usually levelled at agriculture. This is unfair.

It is true that farming has brought more changes to these hills than anything else for centuries.

But farmers were pressed by the Government to bring them into cultivation in the hungry days immediately after World War Two.

During the war the Downs were occupied by the troops for training. The ploughs followed the tanks.

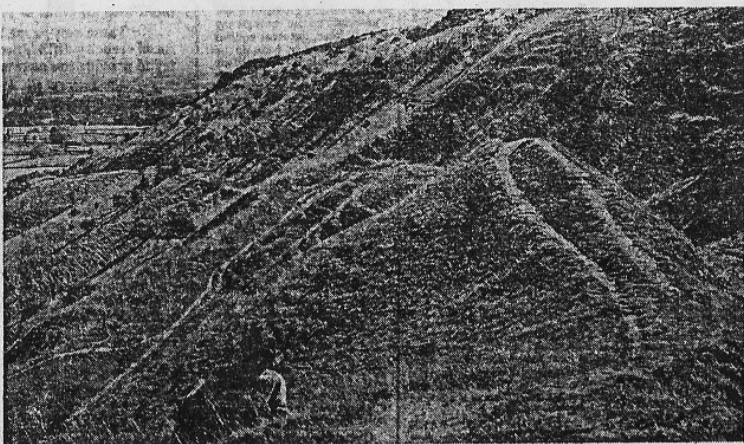
Great fields of flaxen corn succeeded unbroken miles of green and fragrant turf.

Sheep maintained the turf as a lawn-like texture, an ideal habitat for flowers which will grow only on chalk soil.

Little remains of the ancient turf apart from the steep escarpment facing the Weald, the ridge-way where the South Downs Way runs and areas too steep or awkward to plough.

These remains of the old turf amount to only four per cent of the total downland

Operation Overload



area, but they are still extensive in themselves, though now often rank and tangled and sometimes covered with scrub.

Measures to restore these areas are certain to be an early task for any co-ordinating downland body.

As the Downs are mostly privately owned, rescue work would require the co-operation of farmers and landowners, who would not be expected to be out of pocket in consequence.

Then there is the long term task of maintenance. Here, only sheep will do.

Cattle pull the grass, leaving it rough and dishevelled. Sheep bite it clean and even. Farmers are not likely to buy flocks specially for the purpose, however, but there are signs of help.

The Countryside Commission and Nature Conservancy Council have proposed the South Downs as one of the priority can-

didates for the new environmentally sensitive area status to be introduced later this year.

The Commission and the NCC are working out management schemes and grant levels which will encourage farmers to follow farming patterns which benefit the environment. Government and EEC approval will be needed.

In the meantime the Downs face perils. There is a continuing demand for structures like electricity pylons, radio masts and transmitters.

The greatest threat is the constant pressure for building development. The entrepreneurs, if given the chance, would soon replace the acres of corn with acres of bricks and mortar.

It is becoming increasingly clear that, in many respects, the price of downland conservation, like the price of liberty, is eternal vigilance.

The Intermediate Syndrome - cont'd

Their understanding and ability then plateaus at this intermediate level. The anxiety these pilots have about flying inhibits their enjoyment of their flying and can also lead to their making mistakes at critical moments as they generally don't think well under pressure.

These then, are obviously the extreme attitudes that exist at the intermediate level. There may be some pilots who fall distinctly into either category, but by far the majority are somewhere between the two, whilst having a tendency towards one extreme or the other. Take a look at yourself and your own flying. What is the depth of your experience? What are the strengths and weaknesses of your technical abilities? What are your preferences in terms of flying conditions? Does any aspect of your flying cause you apprehension? Maturing into a good pilot is as much a process of introspection as it is of practising the necessary skills. The need is for a gradual but steady progression. You must be consolidating a good foundation of skills and theoretical understanding which will allow you to negotiate safely the widest variety of flying with maximum enjoyment. So work hard, take the time to watch and question the more advanced fliers, be open to constructive criticism and above all, be patient.

Compiled from Skysailor Magazine.

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