

# AIRTIME

## pod *lite*

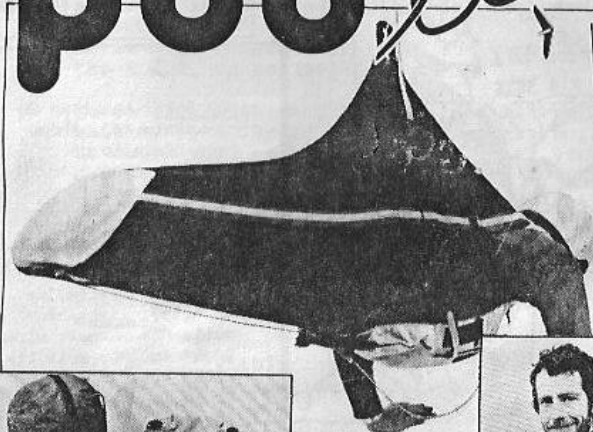
A leap forward in harness design and innovation, the Pod Lite has been designed to suit the needs of the modern hang glider pilot i.e. the need for a lightweight compact harness that does not compromise the attributes of the current enclosed harness design in any way. There are other lightweight harnesses available, but none that have not compromised

### What's special about the Pod Lite

- \* Tailor made to fit you
- \* No boards, battens tubes or foam.
- \* Super light 2.5kg
- \* New tough zip with panic pull for emergencies.
- \* Packs really small into back pack.
- \* Leather scuff pad.
- \* THE PRICE £195.00. inc.

**YOUR SAFETY or COMFORT** in some way with the addition of hardware (tubes or boards) or a reduction in functionality and comfort. AIRTIME have retained the legendary support and comfort of the POD II in a "Lite" weight compact harness that is passive (devoid of tubes or boards) and user friendly. The NEW POD Lite has to be the way ahead for the discerning safety conscious pilot at only £195.00. inc.

COMFORT in some way with the addition of hardware (tubes or boards) or a reduction in functionality and comfort. AIRTIME have retained the legendary support and comfort of the POD II in a "Lite" weight compact harness that is passive (devoid of tubes or boards) and user friendly. The NEW POD Lite has to be the way ahead for the discerning safety conscious pilot at only £195.00. inc.



The new, soft Pod Lite harness, 2.5kg including tough zip with "Panic Pull" for emergency zip removal, radio and camera bases, internal storage bag, tow attachments, leather scuff pad, hang loop, karabiner, new slimline faired container with map storage space, back pack and the smooth sculptured lines are tailor made to fit YOU . . .

### POD plus

Is the latest version of the Pod II. PLUS new slimline container, leather scuff pad for lasting durability, reversed spine seam for even cleaner lines subtle tailoring needs for improved support and comfort. The "POD Plus" is probably the finest harness you can buy and must also be the best value for money at an inclusive price of just £210.00

### De-Lux STIRRUP

The ultimate economy harness for new PI pilots or those of you who prefer to be closer to the elements. It has a fully faired container, adjustable drop height, anodised stirrup fitted with grip tape and is supplied with a screw gate karabiner for only £90.00 or £105.00 with back pack (see Pod lite).

### CLOTHING

Ozee thinsulate suits £59.00. Ozee thinsulate mittens £6.50. Bottom bar mitts £14.00. Leather sided sunglasses £17.00. NEW . . . SOLAR WINGS jackets with ACE logo £30.00. NEW . . . Available soon, lightweight suits from Ozee. ring for details.

## AIRTIME

### Software

Airtime Software, Portslade Station, Portland Road, Hove, Sussex BN3 5SG Telephone Brighton (0273) 424861

### INSTRUMENTS

Full range of L.R varies in stock from £195.00. Dipsex alti's from £29.00.

### QUALITY TEST FLOWN S/H GLIDERS

Ex Demo "ACE 160" Beautiful £1200.00. Medium TYPHOON £400.00. Magic III 650.00.

### THE SOLAR WINGS "ACE"

This brilliant glider continues to impress club and competition pilots alike and delivery times get subsequently longer. But AIRTIME have production slots instantly available so if you don't want to be left behind this season book your slot and a test flight NOW.

These are just a few of our other products. All prices include V.A.T. Postage and packing not included.

See the full range of our products - phone for our new catalogue now Brighton (0273) 424861 24 hrs.



April 1987



Johnny Carr

"Calling  
all  
club  
members..."

16<sup>th</sup> May

# A . G . M

Devil's Dyke Cafe 7.30 pm

★ CLUB NIGHT ★

★ SATURDAY 2nd MAY DEVIL'S DYKE CAFE 7.30 pm prompt ★

"Weather Interpretation & Cross Country Flying"

Tactics and Techniques by John Pendry, Johnny Carr, Michel Carnet, Ian Carrington-Smith, Dave Rusbridge, et al.

FOR SALE: Clubman 160  
CFX, 2 hrs airtime,  
excellent condition,  
£750. Deluxe stirrup  
harness £50. 2 spare  
uprights £20. Old  
R/B Vario £20. Offers  
considered on the lot.  
Phone Eric Jupp on  
01-857-7189.



FOR SALE: British TEAM  
Sweatshirts & Tee-shirts!  
1987 SWEATSHIRTS £11.  
1987 TEE-SHIRTS £6.  
Sizes: S, M, & L.  
Prices include P&P.  
All proceeds to British  
Hang Gliding Team Sponsor-  
ship. Cheques to 'British  
Hang Gliding' please.  
Available from Joe Hayler,  
75 Deakin Leas, Tonbridge,  
Kent.

SHGC COMMITTEE 1986/87

CHAIRMAN

Johnny Carr - 'Tillershaw', North Common Road, Wivelsfield Green, Sussex.  
(0444 84) 217

TREASURER

Peter Day - 112 Cotswold Way, Tilehurst, Reading, Berks. H - (0734) 421481

SECRETARY

Joe Cattlin - Norfolk House, 13 Norfolk Road, Thornton Heath, Surrey.  
01-653-5281

MEMBERSHIP

Simon Cattlin - 25 Rolfe Drive, Burgess Hill, W. Sussex. RH15 0LA.  
04446-44062

MEMBERSHIP ASSISTANT

Pepe Martello - 73 St. Andrew's Road, Worthing, Sussex.

SITES OFFICERS

Martin Young - 20 Pembroke Road, Pound Hill, Crawley, Sussex. (0293) 883158  
Chris Bartram - 21 G&H Campbell Road, Brighton BN1 4QD (0273) 682499

CLUB COACH

Dave Rusbridge - 9 Allington Road, Worthing, Sussex. (0903) 31204

SAFETY OFFICER / ACCIDENT INVESTIGATOR

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

AIRSPACE OFFICER

Kevin Pickering - 53 Matthey Place, Pound Hill, Crawley, Sx. (0293) 885757

COMPETITIONS

Andy Wood - 52 Noel Rise, Burgess Hill, Sx. (04446) 6636

PUBLIC RELATIONS

Jo Wood - 52 Noel Rise, Burgess Hill, Sussex. (04446) 6636

SOCIAL SECRETARY

Sharon Linskill - 36 Furze Croft, Furze Hill, Hove, BN3 1PB (0273) 775114

TOWING CO-ORDINATOR

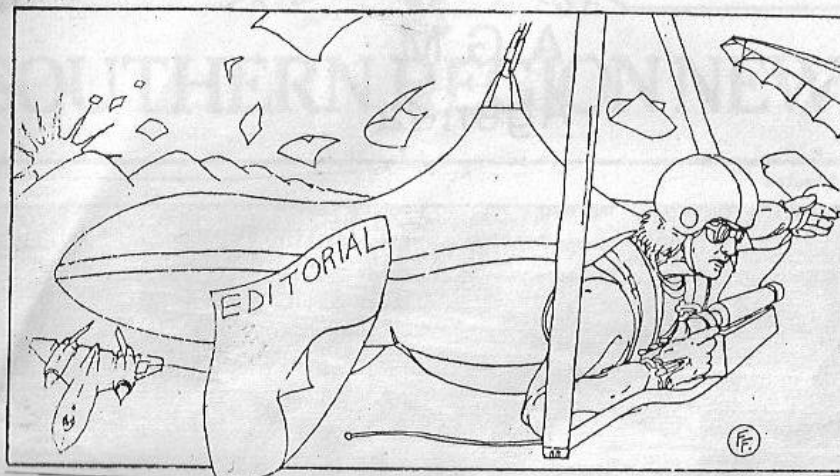
Ray Swinfield - c/o 21 Poynter Road, Hove, Sussex (0273) 773461

WINDSOCK EDITORS

Ian Carrington-Smith - 36 Furze Croft, Furze Hill, Hove, BN3 1PB (0273) 775114  
Chris Bartram - see Sites Officer

CLUB SOLICITOR

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



This will be the last edition of WINDSOCK before the Club Annual General Meeting on Saturday 16th May at the Devil's Dyke Cafe and is also the last issue that I will be putting together, as I will be standing down from the Committee at the AGM. If you would like to volunteer to take over then please drop either Joe Cattlin or myself a line or simply come to the AGM and stick your hand up at the appropriate moment. Similarly with any of the other Committee positions: if you want to stand, then be there! If you have any proposals you wish to make to the Committee, then write them down and be there. It can be a proposal about anything you like that the Club has control over or is responsible for. For instance, do you think the Club should have more, or less, Observers, or more Coaches, or spend more on WINDSOCK, or spend more or less on Towing, have more social events, have more competitions, spend less on trophies, spend more on sites etc? Any of these, and other topics can be raised. Now is your chance to say what you think and to get things changed, deleted or initiated. So come along and air your views.

Andy Wood tells me there is an Interclub Competition over the Bank Holiday weekend 2nd/3rd May against the Skysurfers (I.O.W.) Club. Interested pilots please ring Andy asap.

Finally, there has been some friction recently between some Club members and the new management at the Dyke pub. Justifiable it may or may not have been, but remember next time to think of the consequences of your action, which might include the Club losing its various noticeboards, venues, other facilities which we take for granted, not to mention further friction with the Council (remember Councillor Fitch last year?). Do we want bad PR at any price? Cheers, Ian CS.

A.G.M.  
Agenda

1) Minutes

2) Committee reports:

Chairman	Johnny Carr
Membership	Simon Cattlin
Treasurer	Peter Day
Sites	Chris Bartram / Martin Young
Coaching	Dave Rusbridge
Safety	Paul Ray
Airspace	Kevin Pickering
Competitions	Andy Wood
Towing	Ray Swinfield
Public Relations	Jo Wood
Social	Ann Carrington-Smith
Windsock	Ian Carrington-Smith

3) Committee stands down.

4) Election of new Committee:

Standing for re-election:

Treasurer	Peter Day	p. by Johnny Carr	s/c by Joe Cattlin
Secretary	Joe Cattlin	p. by Ian Carrington Smith	s/c by Paul Ray
Sites	Chris Bartram	p. by	s/c by
	Martin Young	p. by Simon Cattlin	s/c by
Safety	Paul Ray	p. by	s/c by
Airspace	Kevin Pickering	p. by Peter Day	s/c by Dave Rusbridge
Competitions	Andy Wood	p. by Paul Ray	s/c by Ann Carrington-Smith
Social	Ann C-Smith	p. by Joe Cattlin	s/c by Peter Day
Solicitor	T. McLaren	p. by	s/c by

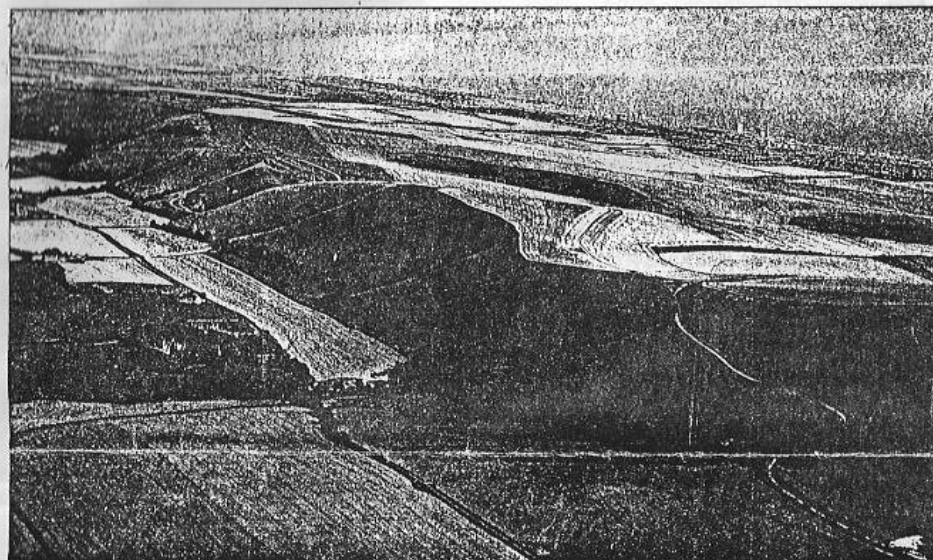
Vacant positions:

- Chairman
- Membership
- Membership Assistant
- Club Coach
- Public Relations
- Towing Officer
- Windsock Editor

5) Proposals

6) Any other business

SOUTHERN REGION NEWS



THE FULKING ESCARPMENT

The Fulking Escarpment is an outstandingly beautiful stretch of the South Downs.

The National Trust is in the process of acquiring 290 acres of spectacular unimproved downland. As indicated on the map, the area runs westwards from the Devil's Dyke, and is only 5 miles north of Brighton which can be seen in the distance in the photograph.

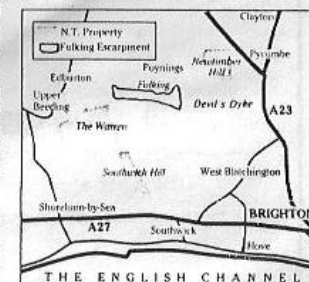
The South Downs Way runs along the top of the escarpment from which there are glorious panoramic views. To the north lie traditional Sussex villages with vernacular flint cottages and churches nestling in the valleys. To the south is the coast, and on either side the scarp face stretches as far as the eye can see, with Chanctonbury Ring prominent to the west and the Devil's Dyke and Newtimber Hill to the east.

Set in an Area of Outstanding Natural Beauty, the unimproved downland was designated a 'Site of Special Scientific

Interest' to protect its rich variety of wild flowers, butterflies and insects. This part of the South Downs has also recently been scheduled as one of only five 'Environmentally Sensitive Areas' in England. This government (EEC) designation highlights the importance of the downland habitat and the factors which now threaten the downland, particularly unsympathetic agricultural techniques.

The importance of continued sensitive management of this splendid landscape is indisputable. We are therefore yet again asking you, our members, and the general public to help us to acquire this lovely stretch of downland for permanent preservation by the National Trust.

Please visit the site if you can, and walk along the South Downs Way. Enjoy the expansive views and see for yourself the area we wish to preserve, and think what could happen if it is not acquired by the National Trust.



The cost of buying the Fulking Escarpment is \$86,000 after grants from the Countryside Commission and Nature Conservancy Council. We hope you will help us to raise this sum. Please send a donation, however small; just \$5 will buy 80 square feet. You will find an appeal donation form further on in the Newsletter.

# FLY WALES

## XC SOARING WEEKENDS

TRANSPORT FROM SUSSEX TO SITES,

ACCOMODATION AND FOOD ALL IN,

£45.00

NEXT DATE 25/26 APRIL,

23/24TH MAY

PHONE CRAWLEY 0293 510267

### BHGA AGM

Your Club Chairman, Johnny Carr, volunteered to attend the BHGA Annual General Meeting during the weekend 8th/9th March in order to represent our Club and to see what is brewing in and around the BHGA Council. Here is a briefresumé of some of the issues raised:

- 1) John Pendry has been awarded the top BHGA award for his outstanding competition results.
- 2) A member of the National Coaching Foundation gave a slide show and talk about their role in British sport and how they can help hang gliding competitors.
- 3) Bob Harrison wants to introduce new ideas to help pilots when they leave the schools to further their learning without going through the 'black hole syndrome'.
- 4) Towing: new legislation states that towing from any site other than a registered tow site is restricted to 200' AGL; 35 out of 90 ridgetsites are to be on a 'Trial Avoidance Scheme'; 48 Tow sites for 27 tow groups have been registered with the CAA.
- 5) Publicity/Promotion: everytime you see any media coverage of hang gliding, please tell Joan Lane (0221-66427), this most important. Try to find a Club PR person would like to liase with Joan.
- 6) The CAA want to bring in licences for towing and dual flying if any money changes hands.
- 7) Voting slips: Johnny Carr reminded Council of the proposal last year to remedy late delivery of proxy voting slips to BHGA members. This year Johnny had found out that about 20% of the SHGC membership had not received their voting slips in time for the BHGA AGM. He was told that unless someone challenges the Chair then he could only leave it to then (Council) to sort out. As no one could replace the Committee on this issue, he backed down a bit; he even offered to put the voting slips in all the Wings! magazines himself and send them off. This caused a few laughs but Johnny was serious.  
(Last year the SHGC issued voting slips via WINDSOCK because of the non-appearance of the official BHGA ones. When these were presented as proxy slips at the AGM, Council decided only half of them would count because they were not on the official pink piece of paper! So much for initiative by the SHGC Committee!) Hence Johnny's frustration at this year's BHGA AGM.  
A proposal that Council appoint a full-time secretary by the end of 1987 was carried unanimously.
- 8) A proposal that any experienced BHGA pilot flying a parawing of well tested design on a recognised BHGA site be covered by his/her BHGA Third Party Insurance was lost by 66 to 48.
- 9) Proposal 2 regarding increasing BHGA Membership fees without having to call another AGM was carried ( 2 against ).
- 10) Proposal 3 (the accountants remain the same) was carried unanimously.

\*\*\*\*\*

Ian CE.

# Essential reading for all NEW pilots

*In the past if you had just got your P1 and were looking around to get your first glider it would be very unlikely that you would have been pushed in the direction of Airwave Gliders.*

## The Airwave Calypso

*Introducing the Airwave Calypso has changed all that, now any pilot can buy a glider from the world's leading manufacturer safe in the knowledge that it will be just right for them.*

## A Totally New Glider

*What the Calypso isn't is a stripped down Magic, it is a totally new double surface glider which has been designed for pilots who want an excellent sink rate plus handling characteristics like easy roll, slow landings and a forgiving nature. Add to these features the fact that the Calypso is light yet robust, is easy to rig, and packs short. This is the glider which builds the confidence of those new to the sport and provides the ideal introduction to ridge soaring and thermalling.*

## Magic Similarities

*There are of course similarities with the Magic; the same craftsmanship, the use of aircraft standard materials, special construction techniques and ultra-high quality fittings. In fact all the features which have made Airwave Gliders the best in hang gliding.*

## Fly the Calypso

*But of course there is only one way to find out contact your nearest Airwave dealer and fly it.*



### SKY SYSTEMS

SKY SYSTEMS Ltd, Knoll Workshops, Bellingham Crescent, Old Shoreham Road, Hove, Brighton BN3 7GS. Tel: Brighton (0273) 423650 (3 lines)

### AIRWAVE GLIDERS

Airwave Gliders Limited, Elm Lane, Shalfleet, Newport, Isle of Wight PO30 4JY  
Telephone Calbourne (0983 78) 611 (3 lines)  
Telex 869188 Glider G

This glider has a USHGMA C of A, BHGA C of A will be sought shortly

TOWING NEWS. AIRTIME. TOWING NEWS.

## AIRTIME

Will commence towing operations at Chalvington as of the 1st May 1987.

Tow endorsement courses will take place on set dates during May & June.

The minimum pilot level required for entry onto a tow endorsement course being 5hrs soaring and at least 75 take offs on 4th or 5th generation gliders.

The pilots own glider should be used and must be fitted with wheels. A tow release can be supplied by Airtime for the endorsement flights, but it is the responsibility of the pilot to ensure that his/her harness has suitable attachment points fitted to accommodate the release mechanism.

The tow endorsement course can be completed in one day but, due to varying flying skills and the dreaded weather, may take two days.

The cost for the tow endorsement course, including third party insurance cover and a minimum of 10 tow launches, is £45-00 inc.

The tow courses have been scheduled for the following dates: May. 9th, 10th, 23rd, 24th. June. 6th, 7th, 20th, 21st.

I'm afraid its first come first served, a place can only be reserved upon receipt of a cheque for £45-00 made payable to AIRTIME. Please state a second choice in case of over booking.

For those of you who already have tow endorsements ring Airtime before 9am, any day after 1st May for details of towing.

NOTE: S.H.G.C committee and endorsed tow club members WINCHMAN COURSES AVAILABLE NOW. Ring for details.

AIRTIME. Portslade Station, Portland Road  
Hove, Sussex. BN3 5SG. Tel: (0273) 424861

## CONTRIBUTIONS

If you have an interesting story to tell or a comment to make, just write it down clearly and send or give, with any photos, to either of the editors. Please send a SAE if material is to be returned. Incident reports should be sent to the Safety Officer.

ADVERTISING: Private advertisements for members (to sell gliders, lost and found etc.) are free. All commercial advertisements are charged as follows: 1/6th page: £12 per year (in advance); 1/3rd page: £22 per year (in advance); full page: £5 per month, or £45 per year (in advance).

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Note: Views expressed in WINDSOCK are not necessarily those of the SHOC, its Committee, or the Editors.

## Airwave Challenge Series 1987

Dear Sir

By the time you receive this, many clubs will be organising their teams to compete against each other in the inter-club league and thus qualify themselves for the Airwave Challenge by sending in four results to Joe Hayler, 75 Deakin Leds, Tonbridge Wells, Kent.

This year the Airwave Challenge is to be much more broadly based and we hope many more clubs will be keen to take part after the great success of 1986. The provisional calendar of events is detailed below, with telephone numbers of local organisers for each venue.

### Semi Finals

Northumberland 4/5 July; John Wallis 0661 34413. Clive Bridges 0783 44987. Base expected to be Wooler.

Scotland 8/9 August; Heidi Fawcett 041 638 2104. Mike Armstrong 041 380 5831. Based on Tinto.

Southern H.G.C. 8/9 August; Johnny Carr 04448 4217. Joe Hayler 0732 357413. Based on Devil's Dyke - where else?

Malverns 15/16 August. Leo Jones 06845 60480. Andy Smart 0432 55935.

The Lakes club have come in with a welcome offer to host a comp; and we will use them this year as a backup in case of an avalanche of entries; this overflow competition will be run on 1/2 August in Keswick, but only if we are oversubscribed; Lakes contact Dave Foreman 04484 4074.

### Final 29/30/31 August (Bank Holiday)

On Sheffield Sites; contact Len Hull 0298 871289/Airwave Gliders 0983 78611. If your club intends to qualify a team for the 1987 Challenge, will you please call your local organiser and tell him which area semi your club prefers to attend and ensure that he has the telephone number of your club's competition secretary. Actual teams do not have to be notified until the first flying day of a competition.

Safe and successful flying to you all and let's all enjoy ourselves even more than we did last year!

LEN HULL

P.S: If you're not in the Challenge, your club is missing out!

## Clubman C.F.X. features

**Control** The Clubman C.F.X.'s unique light weight and low inertia promotes light and positive control. Co-ordination is automatic making your flying graceful right from the start with no complex tricks to learn.

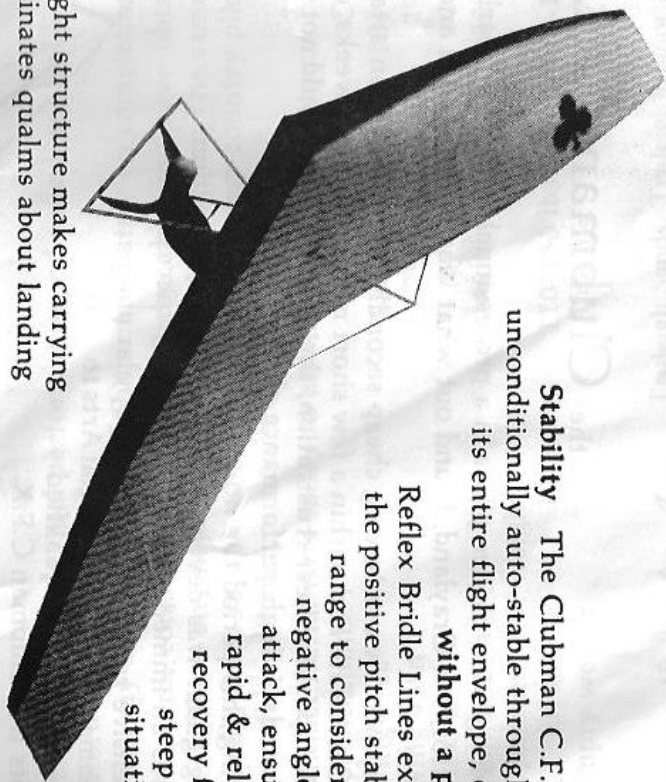
**Performance** Variable geometry cross-tubes may be tightened up reducing washout (wing-twist) as the pilot progresses and demands more performance for cross-country flight.

**Useability** The glider's lightweight structure makes carrying up steep hills a pleasure and eliminates qualms about landing out in the smallest of fields.

Microlink® airframe fittings are used for easy and reliable assembly and disassembly.

**Quality** Clearview® transparent inspection windows in the lower surface allow pre-flight inspection of internal airframe components. A Velcro closure at the nose reduces drag and prevents premature stalling of the centre of the wing.

Mylar leading edge inserts give a super-clean, accurately defined airfoil for high lift and minimum drag. whilst suspended batten pockets reduce important upper surface drag and



**Stability** The Clubman C.F.X. is unconditionally auto-stable throughout its entire flight envelope, even without a pilot!

Reflex Bridle Lines extend the positive pitch stability range to considerable negative angles of attack, ensuring rapid & reliable recovery from steep dive situations.

*Aerial Arts* present

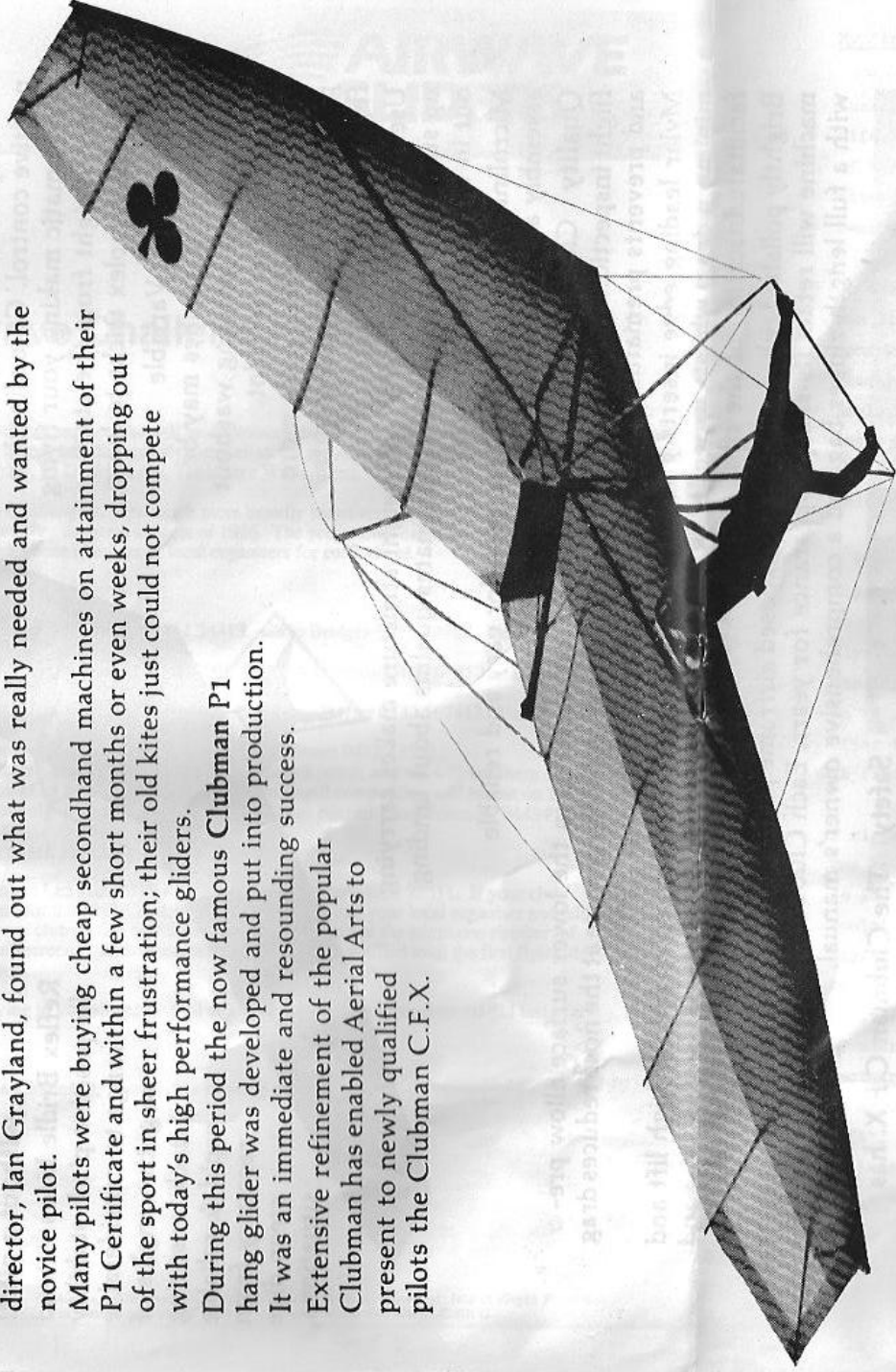
## the Clubman C.F.X.

Working with trainee pilots in a professional school for nearly a year, Aerial Arts design director, Ian Grayland, found out what was really needed and wanted by the novice pilot.

Many pilots were buying cheap secondhand machines on attainment of their P1 Certificate and within a few short months or even weeks, dropping out of the sport in sheer frustration; their old kites just could not compete with today's high performance gliders.

During this period the now famous **Clubman P1** hang glider was developed and put into production. It was an immediate and resounding success.

Extensive refinement of the popular Clubman has enabled Aerial Arts to present to newly qualified pilots the Clubman C.F.X.



For the first time, real performance and superb control have been combined at an easily affordable price.

You may buy a Clubman C.F.X. immediately on completion of your course to BHGA P1 Standard, confident in the knowledge that you have obtained the best deal ever made available to any newly qualified hang glider pilot. The same glider will carry you through rapidly from raw novice to fully-fledged cross-country pilot, with the only limitation on your flying being your own ability.

### Contact Aerial Arts today to arrange a demonstration.

Specifications:-	C140	C160	C180
Wing area	136 sq. ft.	154 sq. ft.	176 sq. ft.
Wing span	29 ft.	29 ft.	30.5 ft.
Max. L/D	10:1	10:1	10:1
Min. sink rate	180ft/min	180ft/min	180ft/min
Optimum pilot weight (in socks)	110-150 lbs.	140-180 lbs.	170-210 lbs.
Empty weight	46 lbs.	47 lbs.	52 lbs.

*Aerial Arts,*

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

### My first XC.

Tuesday the 24<sup>th</sup> of February looked like being pleasant; a day off work, the wife gave me breakfast in bed, and the sun was shining. I considered good use of the day would be a trip to Sky Systems to replace a broken upright that had attempted to plough up part of the South Downs the previous Sunday, and to soar Beachy Head as the forecast was for a southeast 15 mph wind.

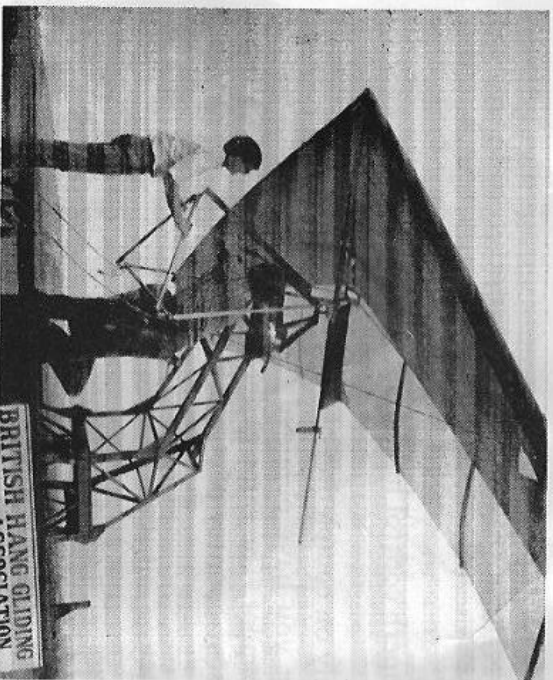
On the way to Brighton under a blue sky with little cloud, a light easterly wind was blowing, not much to get excited about. When I picked up the upright, the consensus of opinion from the people in the 'know' was that I should forget Beachy Head, as the wind was too easterly, instead that I should try Steyning Bowl. Steyning Bowl is a 'hole in the ground', with a reputation for being unpredictable, even though its best direction is east, I was reluctant to accept the advice as I had not flown there since my early training hops. Still, all things considered it was worth a look.

I arrived at the site at 12 noon, the wind was RCB about 14 mph, subject to variation in strength and direction due to thermal activity evident by the cumulus developing and beginning to form streets. I engaged a lone model glider flyer in conversation on the 'state of the air', which was unhelpful as it was the first time he had flown the thing for five years. Before deciding on whether to fly, I considered a session of bird watching and a cup of tea were called for. After two cups and watching a dozen gulls, which had entered the bowl and appeared to find clean lift before continuing their journeys. I decided to fly.

I rigged, and asked the model flyer to 'hold the nose' whilst I hang checked ect. The take off at 450 feet ASL, was uneventful, with smooth ridge lift taking me to 200 feet ATO, where I proceeded to explore the site, I almost immediately contacted a small rough thermal that I worked back, but lost it at 850 feet ATO. Flying forward and down to 500 feet ATO I proceeded to patrol the Bowl in beautiful smooth air. At this stage I started thinking to myself, Hon, be positive and 'go for it', nows the chance to get your moneys worth from that XC course with Len Hull last year. With that thought, I soon made contact with another thermal, which coincided with a cloud shadow over the Bowl. It started as a rough '7 up', I 360'd round saying to myself-'ignore the ground and fly the lift', as I got higher in the thermal it became smoother taking me to 2000 feet ASL. At this point I looked for the take off area, it had gone, the decision was made and I was on my way.

### facilitate insertion of the ribs.

Brightly polished tubes are used for exposed airframe parts and all tubes are anodised so the machine will retain its sharp appearance for years. Each Clubman C.F.X. comes complete with a full length zipper bag and a comprehensive owner's manual.



**Safety** The Clubman C.F.X. has been fully tested to the rigorous standards of the BHGA Airworthiness Approval Scheme and thoroughly proven in numerous hours of trouble-free soaring flight.

Every glider is test-flown and tuned by an experienced factory test pilot, prior to its release from the factory.

**Dealers** Your nearest Aerial Arts approved dealer is:-



**Help** Should you require any advice or assistance do not hesitate to contact Aerial Arts. All our staff fly hang gliders.

*Aerial Arts*,

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

Note new address: Free Flight Hang Gliding School, 274 New Church Road,  
Hove, Sussex. BN3 4EB. Tel: 0273-411239.

STEYNING BOWL

by Eddie Bilous.

The Free Flight Hang Gliding School has now taken over the lease for Steyning Bowl, Airtime Hang Gliding devoting their time to Software Manufacture and development of a Towing School. After negotiations with Mr. Bower it became clear that in order to keep Steyning Bowl open we had to come up with a fee of £2500 per annum. For one hang gliding school to pay this amount is obviously more than difficult; we therefore had to ask the Southern Club for an annual contribution of £500 to keep the site. This ensures that members of the Southern Hang Gliding Club can fly Steyning Bowl at any time free of charge.

Due to some not very nice people leaving dead animals, rubbish and old cars in the car park, the landowner has decided to lock the gate every evening. I have one key and two further keys will go to selected members of the Southern Club living close to the site. There is no problem because every day it's flyable at Steyning I will be teaching and unlocking the gate at about 10am.

Now for some information for those of you not familiar with the peculiarities of this site:

The only basic rule to follow is if we are not teaching - don't fly. If conditions are not suitable for training they are rarely suitable for any other form of aviation.

Steyning Bowl is an excellent site in the right conditions for ab-initio training and post PL consolidation. For more advanced pilots soaring is possible in south, southeast and easterly winds. Top landing is possible but very tricky.

If the wind has any west or north in it, or is over 15 mph, keep the glider in the bag. There are gremlins at bottom landing.

It is very rarely a smooth site, so pilots not familiar with the bowl come and have a chat with us before flying - information costs nothing.

For any inexperienced pilots having recently purchased a new or unfamiliar glider we will provide you with a set of training wheels which simply slide over the control bar. I can guarantee these will save the new pilot broken uprights and wrists! Don't turn what should be a pleasurable experience into a painful ordeal! Once again for the inexperienced pilot - if we are teaching on the Dyke or at Steyning and you are not familiar with these sites, come and have a chat with us before flying, we could help you out!

So that's about it chaps. We have expanded a bit with more instructors and more gliders and always have a good selection of secondhand gliders and kit in. As always in the past we are selling the amazing range of Airtime software and can provide you with and convert you onto the Vision or Clubman. If you don't know me, I'm the slightly coloured guy who flies a really wierd-looking glider with spoilers on it - very fast! That's the news chaps!

Safe flying.

I proceeded downwind to Sullington Hill arriving with 1500 feet AGL and looking for more lift, my prayers were answered with a '5up'. Concentrating on circling smoothly, I was rewarded with the haze of cloudbase at 3000 feet AGL. The South Downs far below seemed insignificant, except as a possible thermal source. I maintained my height in the NW drift, until hitting rough sink over the water meadows of the River Arun. Spotting a small ragged cloud to the south, I headed towards it looking for lift, nothing, the cloud was not working. By this time I was down to 2000 feet ASL, I noticed that the ground below was in shadow, and I decided to glide downwind making for the sunny ground, hoping for another thermal. The glide took me over the River Arun, and then the A29 to the north of Bury.

I was now getting low, and started looking for a landing field. Ahead lay Pignor Park, a large mansion house within spacious grounds, I considered that this would make a befitting landing site for my first 'real XC'. I approached the house from over a wood at 400 feet AGL, the glider lurched and the vario beeped, 'thermal', round I circled but the blob dissipated at 900 feet AGL. Flying over the mansion house I resumed the glide to the landing field, which had a picturesque thatched cottage in the corner. A shout to Mr Jarvis, who had been thatching the roof on my approach, secured a witness for my landing, just to the north of the village of Sutton in the Sussex Weald. My thanks go to the cottage owners, Mr and Mrs Beresford, for both the lunch, and the lift to Ford station.

Pilot : Ron Steadman.

Distance : 11.3 miles.

Equipment : Magic 4. I66. and PITCHIE.

SUPP Harness.

Lindsay Huddock vario / altimeter.

SITES NEWS

DEVIL'S DYKE:

May I remind all pilots that the Bottom Landing Field south of the road i.e. nearest the hill, is now IN CROP and is therefore out of bounds for the summer. Pilots landing in the crop must pay the farmers, Gary or Mark, a £10 fine.

FIRLE:

Work on the New Car Park is now imminent - please phone Chris Bartran or Martin Young for details. The work is likely to need carrying out between 5/6 May and 16/17 May. Volunteers required to make summertime parking hassles a thing of the past - our own car park!

CB

VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING

HAS THE SITES & THE TIME FOR BASIC, INTERMEDIATE & SOARING INSTRUCTION. SELLS AERIAL ARTS CLUBMAN AND OTHER GLIDERS.

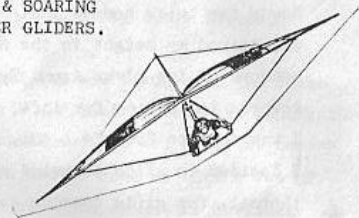
TRADE INS., SPARES, REPAIRS, HARNESSES, VARIOS; AND NAVBOX CONTINUOUS STRIP ROLLER MAP HOLDER ESSENTIAL FOR LONG XC £15 + MAP.

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INTERESTED ??? PHONE (0273)609925, 733914, OR 24151 EX 171 EARLY OR LATE AS YOU LIKE.

49 CHURCH ST., ( LETTERS )  
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DON'T PAY " AN ARM AND A LEG! -"  
GO SAFETY MINIWHEELBAR, (HIRE/BUY)  
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NOW AVAILABLE FROM ALL COMMITTEE MEMBERS. ONLY £7.50 EACH (THEY MAKE GOOD PRESENTS). SIZES... SMALL, MEDIUM, LARGE AND X. LARGE. COLOUR IS LIGHT GREY WITH THE CLUB BADGE IN YELLOW AND BLACK. YOU CAN ALSO MAIL ORDER FROM JOHNNY CARR. ORDER NOW....

SEE YOURSELF and YOUR GLIDER

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Top Quality Flying Paintings by  
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Very Cheap Rates for Commission  
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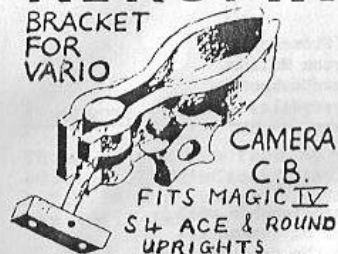
Ring Simon Cattlin on

FOR SALE: Alphasud 1.5 Ti,  
MoT Nov '87. Good running  
order + Typhoon 3 100,  
excellent condition. Both  
for £800. John Salmon  
0689-54834.

FOR SALE: Clubman CFX 100  
+ harness & 2 spare uprights,  
excellent condition, recent  
complete inspection & service  
by Aerial Arts, very low air-  
time. Yellow & red, ( for  
quick sale) £700. Phone Craig  
047-47-5223. (evenings)

FOR SALE: Typhoon S4 166  
Mylar l/e, speed bar, white  
with red/white undersurface.  
Bag tatty, hence £500. Ring  
Leatherhead's answer to John  
Pendry on 0372-374242.

## AEROFIX BRACKET FOR VARIO



CAMERA  
C.B.  
FITS MAGIC IV  
S4 ACE & ROUND  
UPRIGHTS  
SEND £15 PLUS 75p.p.p.  
To J YOUNG  
39 OLD TYE AVE.  
BIGGIN HILL,  
KENT, TN16 3NA  
Tel. 0959-71706

LOST: VARIO & GLOVES  
at Firle. If found  
please ring Graham  
Parker on 037831-  
2910. Thanks.

DON'T FORGET! Southern  
Club Annual General  
Meeting Saturday 16th  
May Devil's Dyke Cafe.

FOR SALE: Magic 3 100  
red l/e, blue u/s, speed-  
bar, £400 ono. Systek 2  
Vario, American mini-vario  
with trin batteries £90  
ono. Sigma Mini-Floater  
135, as new condition,  
£90 ono. Tel. Brighton  
723902.

FOR SALE: Polaris Delta  
165 (medium). Mauve &  
white, good condition,  
low airtime, ideal P1  
glider. £500. Phone  
01-592-8669

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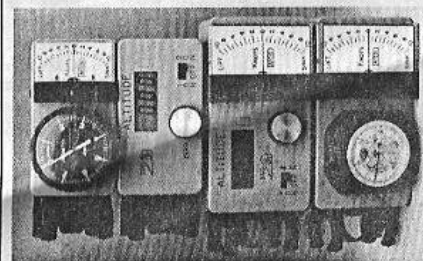
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Very compact, 240g  
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# LETTERS

25 Stoneholme,  
Turton Hollow,  
Crawshawbooth,  
Rossendale,  
Lancs BB4 8BD

Dear Club Secretary,

Please help! The Ladies British Hang Gliding Championship will take place from 1st - 4th May inclusive in Hawes, N. Yorkshire. This competition will to a certain extent choose the team for the Women's World Championships for July in France.

Have you a lady pilot in your club who hasn't entered? Please urge her to do so. The minimum amount of flying she should have is 10 hours. Please get them to write to the above address or phone 0906 216830 for details.

There is a lot of media interest in this competition so we need a good show of pilots. In fact this has to be the most enjoyable competition of the year. We lady pilots make it the most fun anyway.

So PLEASE, contact your lady pilots and get them to ring me and tell me if they are coming.

Yours sincerely,

Elizabeth M. Ward

**FOR SALE:** HIGHWAY VISION Medium, red 1/e, white mainsail, red/orange u/s, spare upright, low airtime, good condition, £685 ono. Phone Paul on 0992-715925 (evenings only).

**WANTED:** Interested, competitive pilots for Isle of Wight **INTERCLUB COMPETITION** on Bank Holiday Weekend 2nd/3rd May. Ring **NOW** Andy Wood on 04446-6636.

**FOR SALE:** Magic 4 177 Excellent condition, 20 hrs flying time, never pranged, blue & white with red double surface. New glider forces sale. £1000 ono. Phone Pete Unwin 0860-323777.

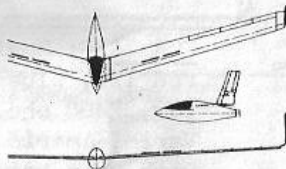
**FOR SALE:** Yeasu 2m Radio with charger & headset. Active use: 1 month in Australia. £225 or best offer. Phone 0748-818417.

**FOR SALE:** AUTOWIND CAMERA MIRANDA 35 AF Compact 35mm Autofocus, built-in flash. Ideal for hang gliding, £35. Pete Bolton 01-655-0072(home) or 01-686-5041 ext 338 (work, Croydon).

**FOR SALE:** Typhoon S4 Large, summer '84. Green & white, mylar 1/e, 8 undersurface battens, speedbar, £525 ono. Mark on 0273-832478.

**FOR SALE:** POD 2 (lge), red/silver, three months old, £139.95. (Buying a PODlite). Contact Dennis at Aerial Arts, Poyninga 256.

**LOST:** at Devil's Dyke on Monday 16th March, Hiway Stirrup Harness & Flight Design parachute. Reward for recovery. Steve Pugh 01-318-0320. Also: **WANTED:** Fully enclosed harness.



The SB-13, the most recent project of Akaflieg Braunschweig, is a tailless glider with a 15m swept wing. The wing tapers, having a chord width of 85cm at the root and 68cm at the tip. Large winglets are fitted to the tips on which the rudders are mounted. The outboard half of each span carries elevons split into three sections which deflect differentially to give both pitch and roll control. The airbrakes are fitted further inboard and emerge from the top surface only.

The Braunschweig students made a one-third scale radio-controlled model of the SB-13 last year which allowed them to evaluate the main flying characteristics of the glider, whose performance at the lower end of the speed range should be better than that of all the Standard Class gliders currently in production.

## AIRSPACE

### AERODROME TRAFFIC ZONES (A.T.Z.)

Those of you who read my article on A.T.Z.'s in the Aug/Sept edition of 'Windsock' may remember that I said the dimensions of A.T.Z.'s may change. This change will take place on the 9th April 1987 and Permanent Notam A107/1987 has all the details.

Just to recap for those of you new to Hang Gliding. At the moment most aerodromes are protected by an A.T.Z., which covers a volume of air within a distance of 1.5 nautical miles from the aerodrome boundary up to a height of 2000ft agl (above ground level).

It is illegal to enter an A.T.Z. without permission, and this can only be gained by communication with a 720 channel radio or by phone beforehand. All military zones have an A.T.Z. but after 9th April some of these will lose out!

As you can see the dimensions for an A.T.Z. result in an irregular size and shape unique to each aerodrome. The purpose of the new interpretation for an A.T.Z. is to create a standard shape with two alternative sizes which can be applied at all qualifying aerodromes.

The size of an aerodrome's new A.T.Z. is determined by the length of its longest runway. If the longest runway is 1850m or less, the zone is within an area bounded by a circle centred on the midpoint of the runway having a radius of 2 nautical miles. If the length of the longest runway is more than 1850m then the A.T.Z. will have a radius of 2.5nm. The vertical limit remains the same at 2000ft agl.

How does this affect us? Well, Shoreham's runway is 909m long so it has the smaller A.T.Z. radius of 2nm. This still increases the zone to north of the cement works in the valley and just stops short of the roundabout to the south of Upper Beeding. So make sure this new A.T.Z. boundary is clearly marked on your X.C. map.

### TOW SITES

Temporary Notam B29 has been issued listing all the registered, "Hang Gliders Launched By Cable" sites to date (54), along with their lat/long co-ordinates. Almost at the top of the list are Devils Dyke (site no.2), Truleigh Sands (3), Ringmer (4) and Chalvington (5).

The period of the Notam is "Daily to 30th April 1987", by which time the details should be incorporated into the relevant publications. I hope they're in big red letters!!!

(over)

AIRSPACE (continued)

HERSTMONCEUX CASTLE, HAILSHAM, EAST SUSSEX

The Royal Greenwich Observatory (RGO) are still carrying out trials using low powered laser pulses to track overflying satellites on an opportunity basis, day or night, during clear sky conditions only. The R.G.O. have advised that there is an optical hazard associated with viewing down the very narrow laser beam and consequently they will cease operations whenever an aircraft is observed approaching the beam.

Notam B517 requests that you avoid the area within 1nm radius of the R.G.O. up to 3000ft.

Personally I think I'll give it a bit more than a mile. I don't want my eyes zapped out by some crazy boffin playing star wars. It could ruin your X.C. especially if your vario hasn't got audio!

AIR CHARTS

The Topographical Air Chart for the South East (1:250,000) is at Edition 12, as is the 1:500,000 Air Chart for South England and Wales.

My 'moles' within the C.A.A. tell me that these two charts will be updated to Edition 13 during April and May.

The charts can be purchased from most flying clubs or direct from: The C.A.A. Chart Room, Third Floor, C.A.A. House, Kingsway, London, WC2B 6TE. Tel: 01 379 7311 Ext 2569.

The charts costs £6.50 or £7.00 laminated.

Everybody who intends to fly X.C. must have a current air chart and be familiar with local airspace. Do you know the max height you can legally fly above the Dyke? This upper ceiling drops down to 2500 asl north of the Dyke, do you know exactly where?

We must show that Hang Glider pilots are a responsible, self disciplined body of people. Too many airspace infringements will bring the wrath of Big Brother C.A.A. upon us. We could end up having to gain a Private Pilots License with full I.M.C. rating, just to do a top to bottom. You may laugh - as the microlight fraternity did several years ago.

The answers to the above questions are :

3500ft asl. This upper limit drops down to 2500ft asl along an imaginary line drawn between Henfield and Hassocks.

Fly safely, Fly legally.

Kevin Pickering  
Airspace Officer

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

FOR SALE: One Paralogic 16' pulled-down apex rapid deployment parachute. 4 months old, never used, VGC. £200. Contact Steve on Brighton 558576 or Poynings 236.

FOR SALE: Clubman CFX 160. White mainsail with blue chevron & blue mylar 1/e. Never used. Always stored under cover. Make me an offer on (0202)-823477.

FOR SALE: CLUBMAN CFX 160: ONLY 4 MONTHS OLD!! Red leading edge and undersurface, immaculate condition, £799. Dave Keepax 04446-45233.

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

FOR SALE: Typhoon GP Racer. Shiny mylar, the best! Speedbar, aerofoil uprights. Medium 166, white & green u/s. One yr old, VGC. £850. Tel. 0732-357413 Spanish Joe.

FOR SALE: Clubman CFX 180 yellow with blue 1/e and chevron. Speedbar + spare upright. 1 yr old, extremely good cond., very low airtime, £100 with blue 'Airtime' stirrup harness thrown in! See Chris Waggett on 01-6171 (work). Going to be, will buy new Moyes

**SMALL ADDS**

JOHNNY ROTOR LTD  
THIS MONTH:

JET 699 £  
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FOR SALE: Willis Gold Vario. Audio & Scale. Good working order with clamp. £35 ono. Phone Andy on 01-686-3974.

FOR SALE: MAGIC 1 165 4 years old, gold u/s, black 1/e & k/p. Low airtime, good condition £450 ovno. Tel. Martin on 01-628-4200 ext 330 (days) or at home on Crawley (0293) 804360.

FOR SALE: Magic 3 177 white mainsail, yellow mylar 1/e, green u/s. Full aerofoils, speed bar, VB. Recent AIR-WAVE inspection. £690 ovno. Tel. Kevin on 0293-685757.

FOR SALE: CLUBMAN 164 Better performance than any standard Clubman. High Aspect Ratio, mylar 1/e, speedbar, u/s battens Excellent cond., stored inside, suitable for P1. £850. Andy Hebb (034282)-3182 or (0892)-704415.

FOR SALE: American GQ parachute 24'. Phone Pepe Martello on Worthing 690358.

FOR SALE: Gyr 168 Dark blue 1/e (mylar inserts), light blue sail. New Mairair wires. Ideal for P1, suit 11+ stone pilot. £375. Phone John Gardner on (Byfleet) 09323-42919.

FOR SALE: Clubman 160 CFX including Airtime stirrup harness, all as new. White with orange & yellow panels, just one year old. New home forces sale. £795. Tel. Reigate 40816.

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 Thomen altimeter boxed (ideal gift) £79. Ring Eddie on 01-684-7427(Croydon).

FOR SALE: Red Airtime stirrup harness with parachute container, £50. Helmet £10. Phone Kin Gouldstone on 01-773-0495(eves) or 01-686-8251(days).