

DEC 87



Devils Dyke



## CHRISTMAS BANQUET

THE INN AT DEVILS DYKE

FRIDAY, 11TH DECEMBER 1987

7.30 for 8.00 pm - TICKETS £6.75



DISCO PRIZE-GIVING RAFFLE  
 STREAMERS  SQUEEKERS  
 CRACKERS

Please note: the Dyke Pub need to know the numbers attending two weeks prior to the event so THE DEADLINE FOR TICKETS HAS TO BE SATURDAY 29TH NOVEMBER.

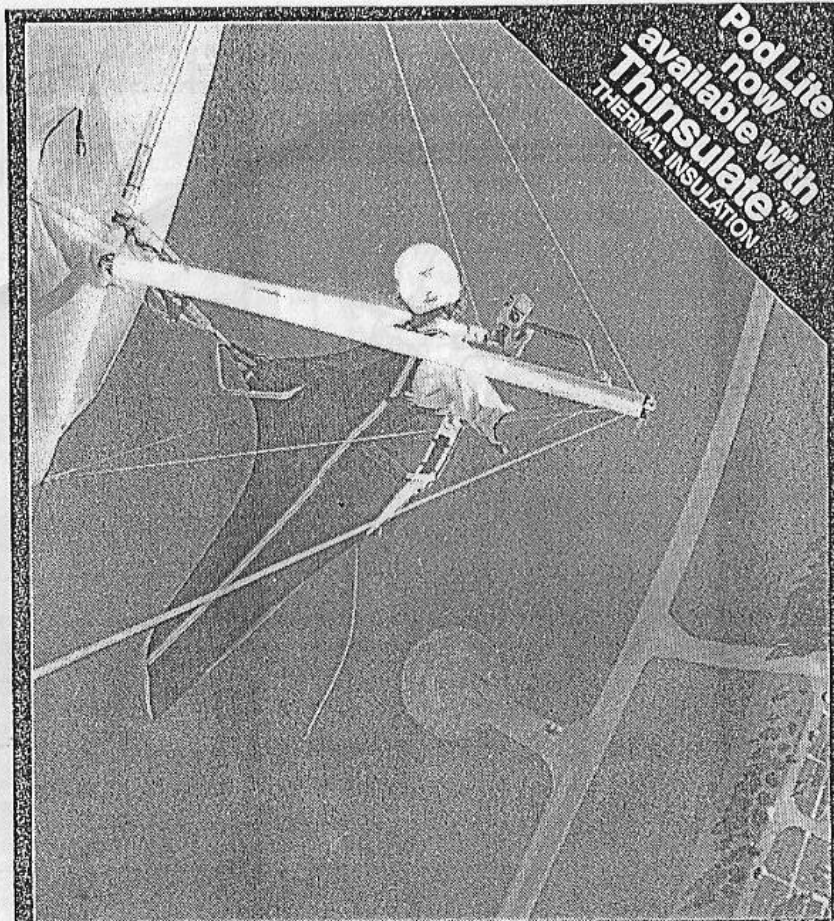
TICKETS AVBL FROM SOCIAL SECRETARY OR AVM COMMITTEE MEMBER

PLEASE NOTE FOR ALL THOSE THAT HAVE NOT BOOKED IT APPEARS THAT WE NOW HAVE 100 ALREADY BOOKED. SO FOR THOSE THAT HAVE NOT, PLEASE DO NOT EXPECT ANY FOOD. BUT COME ALONG ANYWAY AS YOU STILL CAN GET IN FOR A NOMINAL FEE £2.

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TREASURER

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SECRETARY

Joe Cattlin - Norfolk House, 13 Norfolk Rd, Thornton Heath, Surrey O1 653 5281

MEMBERSHIP

Mark Johns - 17 Blackthornes, Hurstpierpoint, W. Sussex. (0273) 834984

MEMBERSHIP ASSISTANT

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SITES OFFICERS

Martin Young - 9e Wilbury Road, Hove, East Sx BN3 3JJ (0273) 24648

Chris Bartram - 21 G&H Campbell Road, Brighton BN1 4QD. (0273) 682499

CLUB COACH

Eddie Bilson - FREEFLIGHT H/G SCHOOL, 274 Church New Road, Hove (0273) 411239

SAFETY OFFICER / ACCIDENT INVESTIGATOR

Paul Ray - The Spinney, Leyland Park, Burgess Hill, Sussex. (04446) 5531

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

PUBLIC RELATIONS

Martin Young - (see sites officer)

SOCIAL SECRETARY

Anne Carrington-Smith - 25 Balmoral Court, Nevill Rd, Hove (0273) 507582

TOWING CO-ORDINATOR

John Chadwick - 15 East St, Billingshurst W. Sx. H: 040381-4320 W:01 946 9111

WINDSOCK EDITORS

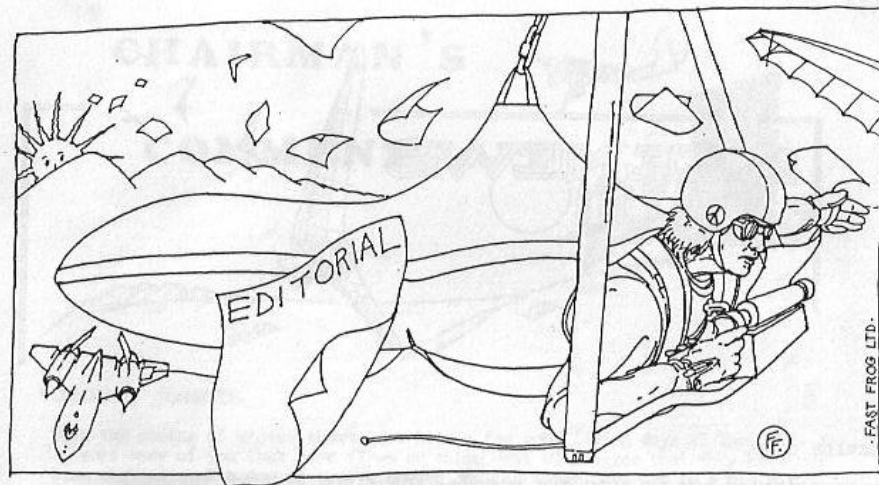
Mark Fisher - 66 Western Road, Hurstpierpoint, Sussex. (0273) 832478

Chris Bartram - (see sites officer)

CLUB SOLICITOR

Tony McLaren - Thomas Eggar & Son, 5 East Pallant, Chichester, Sx.

H - (0243) 786111 W - (0243) 773457



Since the last Windsock a lot has happened.

Firstly, there has been a spate of accidents, and lucky escapes which is causing great concern to the club. Problems that spring to mind include overcrowding, inexperience, overconfidence. The recent Committee meeting thrashed out a number of ideas, but it would be nice to hear your views. Should dealers be allowed to sell the latest hotships to complete beginners? Would you like to see more gliders on the dyke when it's crowded.... marshalls, set launch points, limit numbers, etc.? Some members would like to see this.

Secondly: PARAPENTE. European experience has shown that it can be successfully mixed on one site. But is the Dyke big enough? Remember we have agreed not to use the modeller's Bowl. Can the parapentes share the same take off area? One local pilot had a canopy collapse on his glider as he prepared to move to take off. Another collapsed three feet in front of my glider as I did the same thing. Two or three parapentes at ridge level could be a disaster for the 1000ft leaved pilot who happens to overshoot top landing. What if a canopy was inflated in front of a pilot committed to his take off run?? Have you seen how quickly they go up? To make matters more contentious, the parapente pilots were NON MEMBERS, largely! (Sat 21 Nov). My personal view is that we should accept the parapente community, but that the Dyke is too small for this type of mixing. Please write in with your views.

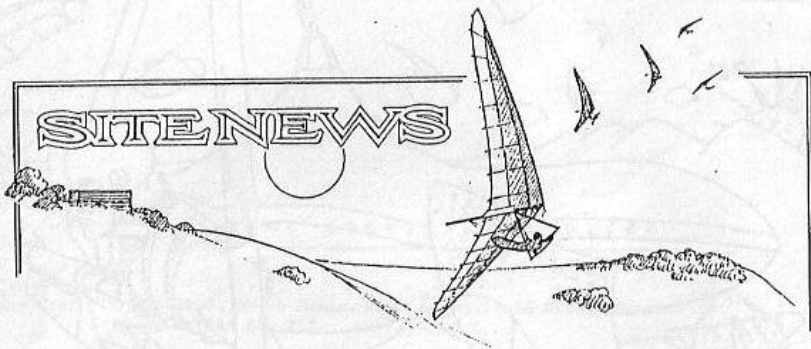
Thirdly, models. Last Saturday, I was flying towards the modellers bowl, when a huge model sailplane came at me, altering course in reasonable time, but to the LEFT!! Later I saw it crossing the agreed boundary almost as far as the paddock fence. I later spoke to the modellers, and one of them admitted it, apologised, and said that they were all very aware of the problem and of the agreement with our club. He also pointed out that some hang gliders had been into their bowl well below the agreed 250 feet. This was quite true, so what could I say? I think it is really important that we are seen to stick to our side of the bargain. After all it's our lives at stake, not theirs!

There is a lot of scope for discussion in my editorial, for a change. Let's hear your views .... I'll print all the letters I get.

See you at the Banquet, or in the air if there's room!

Safe flying,

Mark Fisher.



DEVILS DYKE.

PLEASE DO NOT NOW LAND IN THE BOTTOM CROP FIELD, BECAUSE THE CROP HAS BEEN REPLANTED AND LANDING THERE WILL MEAN A £10 FINE. NOTE ALSO THAT IN A FEW WEEKS TIME LAMBING SEASON WILL BEGIN. REMEMBER THAT IN THE FEB, MARCH, APRIL YOUNG LAMBS CAN EASILY BE FRIGHTENED .SO BEAR THIS IN MIND WHEN LANDING IN THE BOTTOM FIELDS,

MID AIR STRIKE

IT HAS BEEN NOTED AT THE LAST COMMITTEE MEETING THAT ONE PILOT HAS NOT EITHER MADE AN ACCIDENT REPORT OR MADE ANY ATTEMPT TO CONTACT THE SAFETY OFFICER. THIS PILOT MUST MAKE AN ACCIDENT REPORT BEFORE HE FLYS AGAIN.

TEAM CHALLENGE

THE FOLLOWING PILOTS HAVE FORMED A TEAM AND INVITE A CHALLENGE FROM ANY OTHER BUDDING TEAMS WITHIN THE CLUB.

ANDY NAPOLITAN TEL 0923 51488

MARK JOHNS TEL 0273 832984

BRAZILIAN RICHARD

mike millwood

DAVE KEEPAX

WILL ANY GROUP ie MORE THAN TWO PLEASE PHONE THE ABOVE TO ARRANGE A TIME AND PLACE.

## CHAIRMAN'S COMMENT



CHAIRMANS COMMENTS.

With the coming of Winter there have been a few good flying days at The Dyke. I am sure many of you that have flown on those days will agree that they have not been that enjoyable due to over crowding, one of those days led to a mid-air. Fortunately there were no serious injuries but we may not be so lucky next time. All this puts more pressure on our valuable site, if we do not want to lose it we must act now, some form of control is needed at take off.

During the thermal season when conditions are more variable I would find it difficult to expect Pilots not to take off when a good cycle comes. When its Winter and soaring is reliable it is the best time for our novis pilots to get the practice they have been longing for. As a thermal pilot in winter I would be only to willing to have a fly around and land to let the novis pilots have more air time, then help control the amount of pilots in the air at any one time if its looking crowded. Can I ask all the XC thermal wiz kids give me a hand to help our beginners and intermediate pilots fly in a safer sky.

Johnny Carr.

XMAS LEAP FROM DEVILS DYKE

AS MOST OF YOU MAY KNOW, I AM THROWING MYSELF OFF THE DYKE DRESSED UP AS SANTA TO HAND OUT PRESENTS TO THE KIDS OF POYNINGS AND FULKING. THIS IS TO REBUILD THE FAILING RELATIONSHIPS THAT THE CLUB HAS WITH THE LOCAL RESIDENTS. I WILL BE PERFORMING THIS NOBLE DEED ON MONDAY 21st DECEMBER AT APROX TWO O'CLOCK.

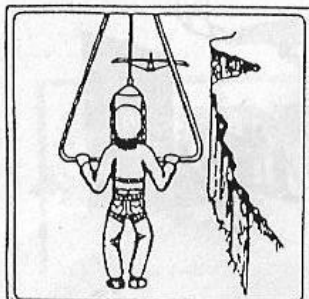
AT THE MOMENT I ONLY HAVE A FEW PEOPLE HELPING ME AND TO MAKE THE OCCASION SUCCESFUL WOULD LIKE TO HEAR FROM ANYONE WHO WOULD LIKE TO LEND A HAND.

SO IF YOU TO SEEK FAME AND INTERNATIONAL RECOGNITION PLEASE GIVE ME A RING NOW ON 0273 834984 AFTER 7.00pm.

I LOOK FORWARD TO HEARING FROM THOSE THAT CAN BE THERE.

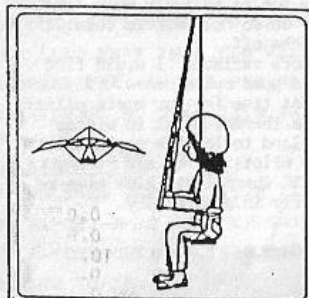
YOURS HOPEFULLY,

MARK JOHNS.

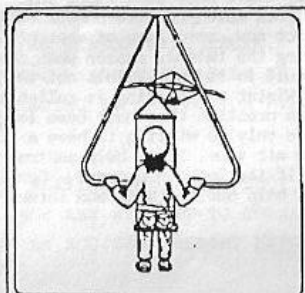


**1** Situation-  
Both gliders approaching head-on in ridge lift and are in danger of collision.  
Remedy-  
The glider with its right wing to the slope has R.O.M.

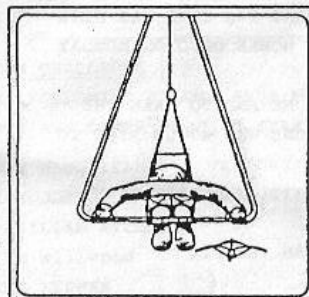
## The Rules of The Air



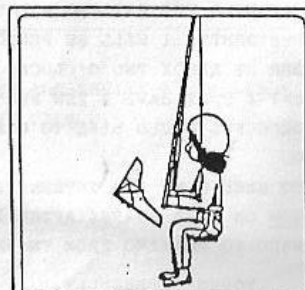
**2** Situation-  
One glider is approaching the other from his right.  
Remedy-  
He must give way to his right.



**3** Situation-  
Both gliders approaching head-on and in danger of collision.  
Remedy-  
Both gliders must diverge to their right.



**4** Situation-  
The higher glider is approaching the lower glider.  
Remedy-  
The higher glider must give way.



**5** Situation-  
The faster glider is approaching the other.  
Remedy-  
The faster (or overtaking) glider must give way.

### SUSSEX XC LEAGUE 1987

### POSITIONS AT 31/10/87

PILOT	GLIDER	01	02	03	04	05	TOTAL
01 RUSBRIDGE DAVE	MAGIC 4 166	112.7	95.3	0.0	0.0	0.0	208.0 KM
02 CARR JOHNNY	MAGIC 4	117.0	39.2	28.1	0.0	0.0	184.3 KM
03 KEEPAX DAVE	MAGIC 3 166	76.3	30.3	20.8	0.0	0.0	127.4 KM
04 BOLTON PETE	MAGIC 4	21.7*	20.5	17.6	13.9	10.4	84.1 KM
05 CARRINGTON IAN	MAGIC 4	33.6	28.1	18.5	0.0	0.0	80.2 KM
06 RAY PAUL	MAGIC 4 155	37.3	0.0	0.0	0.0	0.0	37.3 KM
07 LEVER RICHARD	MAGIC 4 166	36.3	0.0	0.0	0.0	0.0	36.3 KM
08 STEADMAN RON	MAGIC 4 166	19.4	10.8	0.0	0.0	0.0	30.2 KM
09 ROLFE RICHARD	MAGIC 4 166	29.0	0.0	0.0	0.0	0.0	29.0 KM
10 WOOD ANDY	MAGIC 4 166	25.3	0.0	0.0	0.0	0.0	25.3 KM
11 PICKERING KEVIN	MAGIC 4 177	20.0	0.0	0.0	0.0	0.0	20.0 KM
12 HUME GARY	MAGIC 4	15.0	0.0	0.0	0.0	0.0	15.0 KM
13 JOHNS MARK	SATIRE	14.6	0.0	0.0	0.0	0.0	14.6 KM

### SUSSEX WEEKEND XC LEAGUE 1987

PILOT	GLIDER	01	02	03	04	05	TOTAL
01 KEEPAX DAVE	MAGIC 3 166	76.3	30.3	0.0	0.0	0.0	106.6 KM
02 RUSBRIDGE DAVE	MAGIC 4	95.3	0.0	0.0	0.0	0.0	95.3 KM
03 BOLTON PETE	MAGIC 4	21.7*	20.5	17.6	13.9	10.4	84.1 KM
04 CARR JOHNNY	MAGIC 4	39.2	28.1	0.0	0.0	0.0	67.3 KM
05 CARRINGTON IAN	MAGIC 4	23.1	18.5	0.0	0.0	0.0	46.6 KM
06 RAY PAUL	MAGIC 4 155	37.3	0.0	0.0	0.0	0.0	37.3 KM
07 LEVER RICHARD	MAGIC 4 166	36.3	0.0	0.0	0.0	0.0	36.3 KM
08 ROLFE RICHARD	MAGIC 4 166	29.0	0.0	0.0	0.0	0.0	29.0 KM
09 HUME GARY	MAGIC 4	15.0	0.0	0.0	0.0	0.0	15.0 KM
10 JOHNS MARK	SATIRE	14.6	0.0	0.0	0.0	0.0	14.6 KM
11 STEADMAN RON	MAGIC 4 166	10.8	0.0	0.0	0.0	0.0	10.8 KM

\* - OUT AND RETURN

CONT'D

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SUSSEX XC LEAGUE 1987

FLIGHT DETAILS

PILOT	DATE	DESCRIPTION	OS MAP REFERENCE	DISTANCE
STEADMAN RON	24 FEB	STYNING/SUTTON	TQ164096 SU982162	19.4 KM 12.0 MLS
STEADMAN RON	28 FEB	DYKE/PLUMPTON	TQ257112 TQ363133	10.8 KM 6.7 MLS
ROLFE RICHARD	15 MAR	DYKE/CLUCKMERE	TQ257112 TQ521992	29.0 KM 18.0 MLS
BOLTON PETE	15 MAR	DYKE/PEACEHVN	TQ257112 TQ433015	17.6 KM 11.0 MLS
BOLTON PETE	22 MAR	N.HVN/BTN(O&R)	TQ447000 TQ343031	21.7 KM 13.5 MLS
BOLTON PETE	29 MAR	DYKE/NEWHAVEN	TQ257112 TQ436012	20.5 KM 12.7 MLS
CARR JOHNNY	02 MAY	DYKE/TURN GRN	TQ257112 TQ638205	39.2 KM 24.4 MLS
KEEPAX DAVE	10 MAY	DYKE/LONGMAN	TQ257112 TQ552044	30.3 KM 18.8 MLS
PICKERING KEVIN	13 MAY	DYKE/BEDNGHAM	TQ257112 TQ452068	20.0 KM 12.4 MLS
HUME GARY	31 MAY	DYKE/SALTDEAN	TQ257112 TQ385034	15.0 KM 9.3 MLS
BOLTON PETE	31 MAY	DYKE/ROTINGDNG	TQ257112 TQ365025	13.9 KM 8.6 MLS
CARR JOHNNY	20 JUN	DYKE/CHDDNGLY	TQ257112 TQ535151	28.1 KM 17.4 MLS
CARRINGTON IAN	20 JUN	DYKE/CHDDNGLY	TQ257112 TQ535151	28.1 KM 17.4 MLS
CARR JOHNNY	01 JUL	DYKE/DEAL	TQ257112 TQ358508	117.0 KM 72.7 MLS
RUSBRIDGE DAVE	01 JUL	DYKE/E.LANGDN	TQ257112 TQ324476	112.7 KM 70.1 MLS
WOOD ANDY	01 JUL	DYKE/FRAMFLD	TQ257112 TQ489212	25.3 KM 15.1 MLS
BOLTON PETE	05 JUL	FIRLE/KINGSTON	TQ497048 TQ397076	10.4 KM 6.5 MLS
JOHNS MARK	19 JUL	DYKE/OFFHAM	TQ257112 TQ402128	14.6 KM 9.1 MLS
RUSBRIDGE DAVE	26 JUL	DYKE/	TQ257112 TQ174373	95.3 KM 59.3 MLS
LEVER RICHARD	01 AUG	DYKE/B.HEAD	TQ257112 TQ588962	36.3 KM 22.6 MLS
KEEPAX DAVE	04 AUG	DYKE/NEWHAVEN	TQ257112 TQ447028	20.8 KM 12.9 MLS
KEEPAX DAVE	15 AUG	DYKE/SHADXHRT	TQ257112 TQ974373	76.3 KM 47.4 MLS
RAY PAUL	15 AUG	DYKE/BRODHURST	TQ257112 TQ412225	37.3 KM 23.2 MLS
CARRINGTON IAN	15 AUG	DYKE/BARCOMBE	TQ257112 TQ436159	18.5 KM 11.5 MLS
CARRINGTON IAN	30 SEP	STYNING/STEDHM	TQ164095 SU858233	33.6 KM 20.9 MLS

## ACCIDENT REPORT: No.1

By MARK JOHNS

This is a brief account of an accident I had whilst out in Ager.

It was the second day that we had been flying the site and I felt confident as I stood at the top of the ramp. Taking off from a ramp can be tricky and should be done with a lot of practice and care. You have to wait until the thermal activity triggers off an upslope wind, then launch strongly down the short concrete slab.

I had waited for about five minutes on this occasion and my impatience finally took over as I launched into a long fast run down the ramp. The glider took off at the very end of the ramp and I immediately thought that the airspeed was dangerously low. Everything seemed OK, so I transferred to the bottom bar. At this point the glider started to turn to the left, and despite all my efforts to correct it, continued to turn back towards the hill. The left wing tip started to clip the bushes, whilst the right wing described a graceful arc through the blue sky above. The flight came to an abrupt end as my glider flew headlong into some rocks.

I somehow managed to come out of it without a scratch, but my glider had a bent leading edge and both uprights were damaged. There were also some minor tears in the mylar leading edge.

The mistake? Firstly, impatience, then taking off in the wrong conditions.

I would like to say a big Thank You to both AIRTIME and SOLAR WINGS for supplying me with a replacement leading edge only two days after I contacted Kelvin at Airtime. Remember that I was 800 miles away in a remote village in Spain. What a service!

Well that is about it... just treat those ramps with respect. See you up there!

PS Special thanks to Andy "Hawk" Napolitan for capturing the moment on his camera! .... B\*\*\*\*\*d!

(If "Hawk" would care to supply the prints, there's always room in the Windsack for them next month! -- ED).



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# LETTERS

Dear Windsock,

Over the last year or so, I notice there have been a lot of new members joining the club straight from training school. I thought it may be of interest to tell them of my first few flights. Hopefully they wont make the same mistakes as I did.

## First flight: Rhossili.

I'll always remember the feeling I had of my stomach churning when I looked out over the sea from the top of Rhossili. I think its about seven hundred feet from the top to the bottom. A lovely view, But I hadn't driven two hundred miles and carried my brand new GYR all the way to the top of this place to admire the view. I'd come here to jump off it! An ideal place for my first flight, every body told me. But oh boy, what a view.

I spent all day sitting at the top talking to people, and trying to pluck up courage at the same time. It looked really easy. A couple of friends came over to me eventually and encouraged me to give it a try. I put on my harness (I had been taught to fly seated but only sissys fly seated) This was a prone harness. I hooked in and did my hang check. (I almost hoped that I would faint before I had to do it) They took me over to the edge. "Are you nervous? Oh you've never flown in prone before? and you've never flown this glider either, well you wont have any trouble, how about a prone launch?" OH MY GOD! WHAT AM I DOING HERE?

I didnt do a prone launch, but launch I did. He let go of the nose, I gritted my teeth and stepped into the unknown. I flew straight up about thirty feet. They shouted "More speed, more speed" So I pulled the bar to my belly, and dived down, almost on top of them. I just missed the side of the hill, and flew straight out for about fifty feet, and then charged up the ridge at full speed. Eventually I managed to get into prone and I felt really good. I couldn't understand why the glider was turning so erratically, and why I was the only one who was going down. Who was it that said you couldn't fail to go up at Rhossili? Anyway, about three minutes later I found myself turning into wind and landing on the beach. It wasn't until I started to push out the bar for landing that I realised that I had been flying far too fast. The landing was uneventful, except that I almost landed on top of the only topless girl on the beach. Oh well, It wasn't so bad down there after all.

After I had landed, and was safely on terra firma again I felt fantastic. Those three minutes in the air were worth every minute of the seven hours driving it took to get there and back, and every pint of sweat I shed carrying the glider up that hill.

## Second flight: The Dyke.

My second flight was a couple of weeks later, at the Dyke. The wind was coming straight on the hill, at about 18 mph. It was a bit too strong for me, so I waited around until about 6 pm, by which time it had dropped off to about 15 mph. Again I was nervous, but I didnt feel as bad as I did the first time.

I took off, and shot straight up to about 500 feet ATO. I couldn't honestly say that I was flying the glider, it was more of a case of it taking me for a ride. After about twenty minutes of just pointing into wind, I did a few 180s. It felt really good. I remember looking up and seeing a few gliders about a thousand feet higher than me, and wondering how they got up there. I thought back to my days at the school, and remembered someone saying "push the bar out to go up, and pull it in to go down" SO I PUSHED IT OUT! #\*\$%!!!!

The glider turned abruptly and flew down wind. Before I could regain any degree of control on it, I found myself in SEVERE turbulence as I flew into the Dyke. I actually knocked my head on the keel a couple of times, and went completely weightless as my glider fell into the Dyke. I hung on to the control

Then, just as quickly as this ordeal had begun, It stopped. I had flown right down into the Dyke, into completely still air. I took a few moments to regain my composure, and considered my options. I could fly to the end of the Dyke and land round the corner, but I didnt know what was round there, and God only knows what kind of rotor I could have found. No, that was out. I looked at the bottom, It didnt look wide enough to land. I imagined my wings scraping on each side of the hill, with me dangling in the middle. No, I didnt fancy that. Only one thing left to do, I had to land on one of the sides. Time was running out, as I was going down quite fast. I turned towards the hill, got out of prone, and increased speed a little. I felt surprisingly calm at this stage. God knows why! Anyway I flaired as hard as I could at the last moment, and did a perfect stand up landing. I marked that one down in my log book as my first top landing. I learnt a fair bit on that short flight.

## Third flight: The Dyke

If I had known what was going to happen to me this day I would never had got out of bed. As always there were plenty of gliders in the sky. I decided to keep away from the rest of the gliders by flying on my own in the large bowl. Every body else was making the most of the lift in the small bowl. I took off, no problems here. I felt quite good. I stayed in the large bowl for about ten minutes, just going up and down on my own. Then another glider flew over to join me. It turned out that it was his first flight from leaving school. The first thing I noticed about him was that he was exactly the same altitude as me. He was getting closer to me with every passing second. I thought, dont panic I have the hill on my right, so I had right of way, he will turn. HE DIDN'T!

A split second before we collided, I screamed at him "NO" and did a sharp turn to the right. He also turned sharp right. I heard a loud thud, very similar to the noise that two cars crashing together make. I was instantly turned towards the hill. Then the next thing I saw, was his glider fall three or four feet in front of me. We were lucky that we hadn't tangled together. After he had fallen about fourty feet, I heard the sound of his wing filling with air. He managed to regain control, and that was the last I saw of him until I landed. I looked up to my wing, fully expecting to see something hanging off, and started to brace myself for what I expected to happen next. I didnt have a parachute. (I do now!) Much to my relief, I could see no damage. I did a couple of turns to see if I was still in control of the glider. I was. So I turned immediately for the bottom field, and did a perfect stand up landing, just six feet in to the field. This was marked down in my log book as my first bottom landing.

It wasn't until a few days later that I realised how close I had come to killing myself. Ever since that incident I allways consider my safety as paramount. I very rarely fly the Dyke at weekends now. It's too crowded. If I see anyone flying towards me now, I move. I dont care who has right of way. I give way, even if it means losing that brill thermal. When it comes to landing, I pick the easiest spot, even if it means having to carry the glider a few hundred yards. I cant say that all my take off's have been perfect, I admit to the usual Southern club pilots typical take off. You know the one, Clip in and take a leisurely stroll down the hill until the glider leaves the ground, and then wonder why I'm back on it a few seconds later. Would you believe, The next flight I made, I made another cock up and flew under the power cables at the bottom landing field! Again I was lucky, there was no damage to myself, the glider, or the power cables.

I know what you're thinking, this bloke's a nutter, He should never be allowed to fly the dyke again! But all this happened three years ago. I am now the proud owner of a new magic 4. I consider myself to be a very safe pilot, I'm even swatting for my P2 at the moment.

I think the moral of this story has got to be, when you first leave training school, be carefull, dont take on too much at a time. If conditions are not right on a particular day, pack up and go home. There will always be another day. If you dont, you may not be as lucky as I was.

Happy flying.

Gordon Harris.

June/July 1987

**O**ne situation which causes much apprehension for the novice cross-country pilot is the prospect of blue skies - no obvious thermal markers. No one relishes this situation, and indeed, except in a competition, many club pilots in the UK will not contemplate a serious cross-country unless there are cumulus clouds to show them the way. In hotter, drier climates blue skies are the norm. World records are set in those countries when the cumulus are present, but the everyday experience is blue, blue all the way. How do they cope, and what can you do to broaden the spectrum of your soaring experience by tackling blue days with confidence?

You should first understand why there are no clouds. Basically it means that the thermals aren't going high enough to cool to the dewpoint temperature of the air within them. Warm air can hold more invisible water vapour than can cold, and air cools as it rises and expands. Dewpoint is the temperature at which some of the water vapour must condense out into the visible state - a cloud. (Or fog, or mist, depending on where it happens.) The height at which a cumulus cloud forms atop a thermal depends on the difference between the temperature of the air bubble and its dewpoint, as it leaves the ground.

If you have the Vomet frequency on your radio you can listen to constantly up-dated reports of temperatures and dewpoints (in °C) at major airports. If you multiply the difference by 400 you have the cloudbase in feet. For example, "London Heathrow ... Temperature 20, dewpoint 8 ..." will mean a cloudbase of (20-8) x 400 = 4800ft. Then follows a recitation of cloud amounts at different heights, always coded in akts, meaning heights of the sky. "Three akts at 4800ft" means 3/4 cover of what we know are cumulus! If the report doesn't mention clouds at or close to the height we have calculated it means that an inversion - a warmer layer of air already in the atmosphere - has prevented the thermal rising high enough to cool to its dewpoint and the day is blue. Just because thermals are not reaching condensation level doesn't necessarily mean they are not reaching a useful height. But they will be harder to find!

**Why it goes blue.** Let's examine a few reasons for the sky being, or becoming, blue. In the course of a typical soaring day in mid-summer.

**Too early.** It is usually quite cold near the ground during the night before a good soaring day, and an early morning launch in an open two-seater often reveals a markedly warmer layer at a 100ft or so. This overnight inversion has to be "broken" before useful thermals can develop. The sun warms the ground, which in turn warms the air above it, and mini-thermals carry this warmth upwards, until the temperature of the surface layer matches and exceeds that of the inversion layer. Then the real thermals can rise and the first tentative cumulus will form. How long the warming process takes depends on how cold it got during the night - clear skies mean greater loss by radiation - and how quickly the sun can get at the ground to warm it. So ask the Met man when he expects the inversion to be broken down, and don't set off too soon!

#### Too cool, too moist

The first cumulus will have formed over the hilly areas, the thermals rising from ground which is

## BLUE SKIES

In the last issue we pressed on, searching the sky ahead for clues to the whereabouts of the next thermal. But suppose it goes blue?

well drained and where well placed slopes bask in the morning sun. Adjacent flat, damp lands will not warm so readily and may take several hours longer to generate the sort of thermals needed to form cloud. The damper air will have a higher dewpoint so the cloud, when it does form, will have a lower general base, but it will have stayed blue over the fairs for quite some time after the hills became productive. So stay near the hills, and steer clear of cool areas, early in the day!

**Dunstable, 1976.** We launched, soared easily and quickly as the thermals developed and the forecast cumulus burgeoned over the Downs and the town. Crossing the startline at maximum height and *Vue*, we raced off towards the first TP - Calvert brickworks and chimneys, set in the heavy clay 15 miles north of Oxford. And nothing happened! It was completely blue! The anticipated three hour race transformed itself into an endless struggle in scrappy, weak, cloudless thermals, until the entire Nationals finally descended into two score fields spread out across the south Midlands. No one got back to Dunstable!

#### Too dry, too hot!

Ironically, the sky over the hot, dry hills may in turn become blue as the surface temperature climbs, while the flat lands keep their cumulus! Remember that the air has to cool to its dewpoint if a cloud is to form. Unsaturated air cools at a steady 2°C for every 1000ft it rises and, if the surface temperature has gone too high, in the course of a thermal may simply not have cooled enough before it comes up against an upper inversion. So the sky turns blue again, but this time vigorous thermals are still present, even though you can't see them. On such a day the temperature over even the flat lands may eventually rise too high and the skies turn blue all over.

**Swindon, 1957.** I first met and was fooled by this phenomenon whilst on my second try for Gold distance. Towed out from Lasham to release just off Farnborough's main runway, I was soon at 7500ft, tucked in under one of the first cumulus of the day, and this at 11am. It was to be 20 years before I flew in better conditions in the UK! My goal was St Davin's airfield on the far tip of South Wales and I flew on happily enough in the old Wethe (K-B performance) as far as Hungerford. And then, ahead, dreaded blue sky! In my innocence I lipped at the way across the high Cotswolds, anxiously taking every thermal I encountered up into the inversion, not daring to ignore a single one. I didn't once come below 5000ft! Fortunately the slow progress resulting

from my caution didn't matter much. The day was long and cumulus reappeared west of Gloucester in the Forest of Dean. After a scare in the mining valleys, where I was actually on downwind leg to land on the moor top heather, I finally got a high climb in a towering cumulus north of Swanses. We glided out in a clear blue sky, the entire south west corner of Wales swept clean by sea breezes.

#### Anticyclonic inversion

When a high pressure system forms, the soaring at first can be quite good. But the air in the anticyclones piles up, and gently descends, warming as it does so at 3°C/1000ft. This has the effect, after a day or two, of forming a distinct inversion which gets lower and more intense each day. Early in the process the skies have gone blue. Thermals are still generated from below, usually starting later each day, but are forced to a halt at ever decreasing height, until even the most stalwart glider pilot gives up and goes sailing instead! At least there should be an on-shore breeze to enjoy!

**Upavon, 1964.** Harvest time and the late August anticyclone had been with us for a couple of days already. Saturday, and my last weekend as CFI. A prospect of the UK goal and return record?

Declaring Swindon, south of Lincoln, as the TP, I set off in the Olympia 419 soon after 10am. Thermals would be strong but no cumulus were expected. What the heck! We would fly completely in the blue. There was no great problem. We rarely reach 4000ft except once when a big stubble fire hoisted us up to nearly 5000ft and into a smoky wisp of cumulus. Swindon was rounded on schedule and the trip back was uneventful until, with three miles to go, we were 300ft below maximum glide path. Just then a scream of swits invited us to share their feast of greenery and we got back - just! I don't think any one else bothered to go cross-country that day.

#### Sea breeze

Anywhere within 30 miles of the coast - further if the prevailing wind is on shore - you may see the sky go blue as cool air flows in from the sea to replace that which is lifted aloft in the thermals. The sea air is quite shallow - about 1000ft deep - and, being cooler than the air over the land, it undercuts the latter. A line of vigorous thermals often results at the junction of the sea and land air

masses, but after this junction has passed inland there is a very effective inversion at around 1000ft. Thermals are still generated below this and it is just possible, in a sprightly aircraft, to stay airborne. But the constant imminence of a field landing robs all but the most experienced pilots of the concentration required to soar these pint-sized bubbles, which amount to little more than turbulence. So, if you get trapped the wrong side of a sea breeze front you may as well give up, unless you can get back to the cumulus with at least 1500ft in hand.

**Exeter, 1956.** The high cliffs of the Dorset and South Devon coasts had inhibited the incursion of sea breezes and the Wethe and I flew in a wondrous cloud of dazzling cumulus several miles out to sea in the spring north-easterlies, heading for Truro and Gold badge. But, suddenly, ahead - blue sky. Angling in to the north and the now far distant cumulus, we tracked over the estuary of the Exe river in silk-smooth air. Lower and lower we went in the cold, clear air, with ice from an earlier but unnecessary cloud climb still encrusting the delicate profile of the scarlet wings. Finally, at 800ft, the first rough, turbulent thermals shook the ice clear and the struggle was on! For nearly an hour we bobbed about at less than 1000ft, slowly heading inland towards the receding cumulus. Sea breezes were still a bit of a mystery and I hadn't the faintest idea of what was going on. Then quite suddenly the drama was over and we were climbing in smooth strong lift to 4000-5000ft. But we had lost too much time and missed Truro by only eight miles...

#### Too late

Finally, usually around 6pm on a summer's day, the surface air cools so that the thermals and their cumulus clouds peter out altogether. The last thermal sources to give up their warmth will be those that were slowest to warm in the first place - typically woods, and corn fields in late summer. Unless you can find such a source, you are on final glide to a field landing.

**Greenham Common, 1967.** The flight had been hot and difficult and mostly without cumulus. Now the day was ending and each thermal was possibly the last. Most of the others had landed and the Dart and I were out in front. I knew Anne Burns was close behind but then she, too, radioed her landing message as we were

approaching Greenham Common's vast runway. The airfield was empty in those days. The B-52s had gone and cruise missiles hadn't been dreamed of. At only 400ft came a trickle, a surge! With 200 acres of concrete to land on I could risk a try. It worked, and the runway's last remnant of furnace-breath lifted us to twice the height needed to get to Lasham.

#### Coping in the blue

You have seen that there are several reasons for the sky to have gone blue but in many cases the thermals haven't stopped. You can still find them - indeed you often don't even have to look for them. If you just fly straight on course, responding to the sensations being fed through the seat of your pants, there is a better than even chance of flying into one. The mechanism of thermal formation still exists, and the presence of one thermal stimulates, through its adjacent complementary down-current, the formation of the next. This in turn helps trigger the next, and so on until an approximately cellular pattern of convection is formed.

**Hawaii, New Year's Day, 1973.** I had observed an almost unlimited expanse of cellular convection over a uniformly warmed surface - the Pacific Ocean - whilst enroute by Hercules from California the day before. Now I had the good fortune to sample this convection at first hand in a Schweizer 1-26 sailplane - a sort of lin Swallow. Each cell, as it arrived over the island, boosted the thermals by two or three knots, so eventually I set off to test my theory over the sea itself. Sure enough, at 1500ft, and two miles off shore, each cell had a smooth one knot at its heart. Presumably the convective pattern could have been followed right across the trade wind belt, day and night, all the way back to California, since there is virtually no diurnal variation to the temperature of the ocean. But there weren't enough fields for my liking and I aborted the trial after an hour!

A cellular structure will be strengthened at obvious hot-spots such as sunny slopes, towns and power-stations, and your search for thermals should clearly take this into account. If a wind of more than 15kt (at 2000ft) is present, the cellular structure will tend to line up into streets, directly up- and downwind, exactly as do cloud streets in

thanaal street conditions, of course, there will also be sink streets, so you must be prepared to turn obliquely across wind to get clear of prolonged sink, and back into wind on encountering the thermals again.

You must also learn that the spacing between thermals in a cellular structure is roughly proportional to the depth of the convective layer. In a shallow layer the thermals are closer together; in a deeper one they are further apart. But since your glider still has the same glide ratio in both conditions, you should encounter the same number of thermals on the glide from the top of a thermal down to the ground. This works against you if the layer is very deep, or very shallow. If it is very

*"when you miss three or four you begin to sweat."*

deep, as for example on a good day in Australia, the blue thermals may go to 10000ft, will be well organised and strong, but very far apart! If you miss one, it doesn't matter. If you miss two it is fairly worrying. When you miss three or four you begin to sweat. After five, and down to 2000ft, you are in bother! But if the layer is, say, only 3000ft to start with, the thermals in it are only two or three miles apart and you find yourself bumping into them every few minutes. Whether you dolphin through them, or stop and climb, is a matter of your choice. The disadvantage is, of course, that you are all the sooner down to your critical height for field selection so that in practice, as a novice, your choice of thermal is more limited in that you don't dare carry on as low as some experts. In the extreme example of the shallow layer to the seaward side of a sea breeze front the thermals are so close together that they become almost unusable.

And finally ... I hope I have shown you that cloudless days are not all bad, and that there can be a bit more scope for exciting soaring even if it is a bit more difficult. If you get good at it you might even relish the blue days, with your fellow members or syndicate partners being prepared to give up their turn to avoid having to tackle those blue skies!



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# TRAINING NEWS

from Eddie Bilous

I've a lot to write about and comment about since the last issue.

November and December (early) have been our wind down seasons as a school and apart from small courses I have been more involved with preparing the school for next year with new gliders and equipment.

A lot of time has been spend on flying, coaching and conversion courses.

Most of my flying has been dual (two up!) with Ella, soaring and top landing Steyning - yes, it can be done - and some flights off the Dyke, once again soaring and top landing. The 180 Typhoon is OK for this and a speed bar has made a useful addition to roll control. the take off and actual flight is easy though visibility is restricted on the passenger side. Landings - even in strong winds are always fast and the special Vince Hallam wheels work well! Aerial Arts are also adding a nose skid for us (just like the Tyro). Dual flying is no problem, but the landings always are! If you are contemplating dual flying it should not be undertaken lightly - it requires an enormous amount of skill and judgement, there is no room for mistakes. In other words - FORGET IT! I doubt if I shall be using this technique for training, the risk factor is enormous.

So, on to Coaching ...

Conditions for flying the Dyke and for continuation training to take place have only occurred lately at weekends obviously making it difficult and crowded for us all. However, we have managed to get many of our Pilot 1's soaring and bottom landing on either Visions or Clubmans at this site (note: all were club members).

I shall probably get a bit of flack for my next paragraph but it is something I feel strongly about.

It seems there is a opinion within a small contingency of the club that flying on the Dyke should become more and more restricted to the inexperienced Pilot, ie. only flying when the air is totally clear, when the wind is under 5kts and smack on the hill, and Pilots attempting aviation must have a minimum of 10 hours!!

Fortunately these views are only shared by a few selfish people who are only willing to air their ideas after at least five pints!

May I make the following points:

1. Whether you are like John Pendry or Mr. Nonk, everyone still pays the same club fee and therefore has the same right to fly.
2. I imagine that 85% of Pilots in the club are very experienced, having little or nothing to learn by flying in winter soaring conditions (although of course it is a good idea to 'keep your hand in', so I therefore ask experienced pilots to consider on a windless day to give the 'red ribbons' the opportunity to get into the air and to give them priority.

3. If this does not happen, how on earth (!) are new Pilots going to get any airtime in? We will end up with the situation of spring arriving, pilots unable to soar and lots of accidents, so lets do what we can to prevent this from happening and within the parameters of safety get these new pilots into the air. I welcome any constructive comments on this subject.

Unfortunately we have had our share on incidents at the Dyke - of the ones I know about, I have found out some of the reasons and the results of my enquiries are interesting.

One mid air collision and one near miss. These pilots had less than 7 hours airtime and had gone on to Magic 4's!! The problem with going on to an aircraft like this too soon is that it takes a long time to learn the techniques of turning efficiently in restricted airspace. If you are inexperienced and have a super-ship, please only fly with lots of room in the air until you have mastered the necessary skills. Apart from actually flying hang gliders when conditions permit one of the most important considerations is to keep your eyes and ears open at all times and never take for granted the other pilot's capabilities.

You should be looking around you every couple of seconds - still too many pilots look in one direction for too long.

Another incident occurred when a Pilot with many flights logged, had rigged his Vision incorrectly and piled into the hill. I remember last month reminding Pilots of the need to do preflight checks. May I emphasise that point again. PREFLIGHT CHECKS SAVE LIVES.

Accident No. 3 began with a lazy take off which turned into a short stalled flight then impact. Take offs whether the wind be light or moderate have to be COMMITTED and PERFECT every time. The take off is arguably the most dangerous part of the flight. 'nuff said.

Ella and I shall be off again to the jungles and mountains of South India from January 5th until March 10th, about 8 weeks. Not exactly a holiday with ten days on of teaching for four days off - recovering and thermalling off 6,000ft mountains. For those of you interested in a sun tan, diarrhea and superb flying, I also offer some details take from the Nilgiris Hang Gliding centre. A word of warning - flying down to the plain with a enormous change of temperature generates furious dust devils. I have been in the situation of landing into a 5 kt headwind which instantly changed into a 40 kt tailwind - it wasn't funny.

The gate to Steyning will be kept shut while I'm away so if you have to fly Steyning get in touch with Johnny Carr or Mick Perrin who have spare keys. But please ... preserve the site and lock the gate after you. This is essential, or better still - go to Beachy Head!!

By the way, one of the reasons we do not teach in England during this period is that conditions, as you well know, are usually horrible - and it's COLD!

Be seeing you soon - have a good winter - anybody want some curry powder?

Eddie Bilous

PS. I reckon that anyone going onto a super ship with less than 20 hours has a attitude problem.

CONT'D OVER

NILGIRIS HANG GLIDING CENTRE

INFORMATION FOR OUR VISITORS

I. CONDITIONS OF FLIGHT:

You have come a long way to have the pleasure of flying in an environment very different from your own; do not by over-confidence, transform a delightful holiday into a painful ordeal.

We feel compelled to emphasize the fact that Hang Gliding in South India and particularly in the Nilgiris/Yudumalai Wild Life Sanctuary involve a certain amount of risk for which some pilots might not be prepared. The conditions encountered here are extremely different from what European pilots are used to face in terms of sites and serology, and to put it short, DIFFICULT.

All sites are of high denivelation (1000 to 2000m+.) All flights will be performed over vast areas of jungle without any possibility of emergency landing besides the tree-tops. Landing areas are usually far away from the take-off point, sometime difficult to reach in case of strong wind or heavy sink. Landing areas are scarce, scattered in the jungle and usually small.

There will be no wind-rock where you land! The serology, like in all tropical countries, is extremely capricious; no assessment concerning the weather should be taken as a final statement.

The thermal activity is dominant and often VIOLENT.. Turbulance in approach and gradient at landing are ALWAYS pronounced.

There are some wild animals called Duet Devils. For all the above mentioned reasons it appears that this type of flight is reserved to very experienced pilots, having a thorough knowledge of cross country flight and being well acquainted with thermal flight and its inherent traps.

Any pilot who does not fulfill these standards will be potentially in danger, even when conditions seem to be innocent. If you find yourself standing at take-off with a doubt creeping through your mind, if you feel nervous or apprehensive without apparent reasons, listen to that small voice within yourself: "DO NOT TAKE - OFF".

And turn your mind towards something else: there are so many beautiful things to enjoy here! elephant rides, trekking through the jungle or in the hills, watching wild animals, etc.... If you are on the other hand your experience has been built up through many hours of thermal flight and through a variety of many different sites, if cross-country is what you call flying, then you will find a paradise of thermals in an alien environment which will be imprinted in your memory for ever....

And finally, in spite of the fact that we try to give you as much advice and information as possible on the site, do remember always the first law of hang gliding:

You are the pilot and it is your carefully made decision that counts.

II. VISITORS COMING WITH THEIR OWN GLIDERS:

We strongly recommended this alternative as the pilot will be familiar with the glider and will have to adjust only with site and conditions.

If a pilot comes with his glider via Bombay, our representative will help him to clear the customs. No custom duty will be charged; the equipment will be endorsed on the passport and will have to be re-exported within 6 months. It is more than advisable to have a glider which brakes-down to 4MT. or less to avoid transport complications. In case of a group carrying more than 100 kgs. of equipment, it is cheaper to send it as unaccompanied luggage.

The pilot is free to fly at his convenience, within the limits of our organization; we will provide a jeep-driver at the rates indicated below, and a pilot/guide experienced with the site to accompany and advise him at the beginning.

However we will not collaborate if it appears that the said pilot does not fulfill the appropriate standards of experience; at the worse we might prevent him firmly from flying.

III. VISITORS WITHOUT A GLIDER:

We offer the facility of renting gliders. These gliders are safe and well proven under Indian Conditions. They are always kept in a good state of air-worthiness. However they may not be of the type the pilot is used to flying, therefore:

If you are not happy with the glider: DO NOT FLY! These gliders will be rented on a daily basis and a cash guarantee deposit will be requested until the glider is returned in good condition. (See rates below)

Any damage will be at the charge of the pilot. No glider will be released to a pilot who does not fulfill the required standards of experience.

IV. LIABILITY:

Whether the pilot flies his own glider or a rented glider, he is fLYING AT HIS OWN RISKS. An indemnity bond will be signed

HANG-GLIDING

**Lack of funds could cost Britain title**

Britain's team is facing a desperate financial battle before they can be guaranteed a chance to defend their world championship crown next January in Australia (Ian Stafford writes).

The eight-man team have managed to raise £14,500 out of the £24,500 needed for transport, accommodation and their back-up team, but fear that, unless they can find a willing sponsor this month, they will be unable to compete.

Len Hull, a member of the British team, said: "We are favourites in a sport which we have monopolized in recent times. We do not want to lose our hold, especially by default."

One member of the squad, John Pendrey, intends to defend his world individual title in the mountains of Victoria. Judy Leden, the Britain's women's world individual champion, has been invited to compete in the men's event and could provide the stiffest challenge.

**OVERHEARD AT THE AIRWAVE FINAL....**

1st pilot - "When ah coom in t' land, ah only 'ad field, wi' bull at wun end, trees at t'other and barbed wire fence eether side."

2nd pilot - "Tha' was looky! When ah coom in t'land, ah 'ad cricket pitch wi' 'lectric kebles t' me left, chooch spier t' me raight - an' cricket bol coosin' street at me!"

3rd pilot - "Y' war looky! When ah coom in t' land, ah 'ad bowlin' green at end o' valley, wi' over-ed kebles t' me left, win'will t' me raight - an' wind be 'ind' me!"

4th pilot - "Tha' war noothin'! When ah coom in t' land, ah 'ad postage stamp on t' side of 'ill, scowt 'ut in front o' me, 'lectric kebles t' left, sine-field t' raight, wind be'ind me - an' zip o' me Supp broken, so ah couldn't ge' me feet out!"

1st pilot - "Aye! an' if y' wrote article fer t' Cloob mag, thed niver believe yer!"

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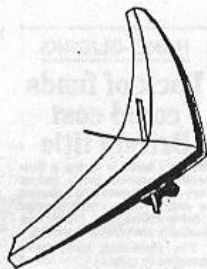


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# memorable flights

Flying Beachy Head in a North Westerly

By RICHARD LEVER



\*\*\*\*\*

The thing that prevents a lot of first time would-be XC pilots from achieving their dreams, is not so much their expertise or even the weather, but a kind of mental barrier. I've been suffering from this for years--- I'd get to about 1500 or 2000 feet over the golf course then all the nagging doubts would start. I'd have this vision of being pinned 200 feet above Brighton town centre, of being retored into some deep gully, of power lines, or the sea!

However on Saturday August 1st at about 11 o'clock my brain blew a fuse or I fell asleep in the air or something (I'd been working all the previous night) as I found myself 2500 feet above the outskirts of Brighton in a rather bitty 4 up thermal. To make matters worse, the thermal then disappeared. Oh no! I thought. The sky looks rubbish and it's only 11 o'clock! I am ashamed to say that at this point my normal over cautiousness returned and I made an attempt to get back to the Dyke... at least 3 miles in a 20 mph headwind! Ten seconds of this and I realised I was on my first cross country, so I may as well try to make it a good one. A quick 180 later and I was off into the great unknown.

Actually it wasn't Unknown as I've driven up & down Sussex hundreds of times and at 2500 feet you hardly need radar. As luck had it I caught up with my disappearing thermal, though by now it was only a zero. It's amazing how far you can travel just circling in a zero. Five minutes of this and I was still convinced I was over the outskirts of Brighton, when just downwind I noticed this rather large boat with Sealink painted on the side. Yahoo! I've made it to Newhaven already!

At this point I became aware of an ominous silence, and the magical boat seemed to be getting further away. A glance at the vario revealed that disaster had struck -- 8 down! Pull on and look for thermal sources, you may say. Well all the fields seemed the same colour green and the nearest cloud seemed bloody miles away! I was soon down to 600 feet ATO and the ground below seemed as flat as the Himalayas. My solution of pulling the VR on and crossing my fingers was just about exhausted and I was on the point of attempting a landing in a minor version of the Grand Canyon, when suddenly the air began to roughen and the vario uttered a bleep. A sudden 8 up surge, then nothing, then another surge, then nothing. Whatever size or shape this thermal was, I was clinging to it for grim death, but just couldn't find the centre. I tried the technique of increasing bank as lift decreased, and suddenly realised that if you weren't in a thermal in the first place, you'd end up spinning to the ground in ever tightening circles.

Anyway, I was now over the moon, or at least back to 2000 feet -- and before I knew it I was drifting over Birling Gap with Beachy Head in the distance. A good pilot would now be thinking of getting inland. I thought about this too, but my thermal had gone, and I was starting to get low again. Then I saw them -- landing witnesses... lots of them!

I overflew the Beachy pub and turned into wind with the intention of doing a really posy landing amongst all those beautiful landing witnesses. Thank God I didn't do this over the sea as I was confronted by what seemed like a 30 mph headwind. Anyway to cut a long story short the posy landing turned into me being thrashed around and finally dumped into the crop field behind the pub. I ran around inside the pub trying to find at least 30 witnesses, fought a 20 minute battle with British Telecom, got fined £10 (he wanted £20!) by the owner of the crop field and had a mammoth three hour bus journey back to the Dyke.

In conclusion, if I can manage 20 miles on a first XC pretty early (it was only 11-50 when I landed) on a posy day, I'm sure there's plenty of potential XC pilots in the club who can do better. I certainly intend to go XC whenever possible. Without a doubt the flight was the most exhilarating of my flying career so far... the moment I hit that thermal over Newhaven can only be described as pure ecstasy (no doubt a few people heard me shrieking up above) Next time, though, I will plan my route rather than just drift downwind with my fingers crossed.

I hope this goes to show that you don't have to be a League pilot to go XC. Hopefully next season will see lots of first time XC pilots doing some distance. Why porce about on the ridge when the whole sky can be yours?

See you in the air.

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ACCIDENT REPORT: No,3

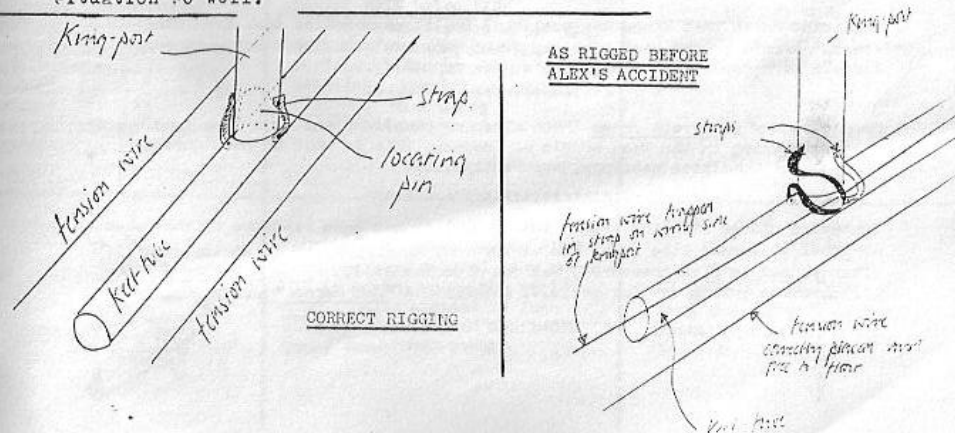
BY ALEX LINDSAY

Date of Accident: 14 Nov 1987  
 Time " " : 1700 hrs  
 Glider : Hiway Vision  
 Place : Devil's Dyke

Prior to the flight which resulted in the accident, I had soared for 15 minutes before bottom-landing. I had experienced no difficulties with the weather conditions. Whilst driving the glider back to the Dyke, the kingpost slipped down, nearly touching the bonnet of the car. As I was giving the glider it's pre-flight check prior to my second take-off, it was noticed that the kingpost had slipped off it's locating pin. The glider was de-tensioned and the kingpost relocated. However, as was noticed by Eddie Bilous after the accident, both tensioning wires were on the same side of the kingpost. (see diagram). HiWAY have devised a way to prevent this from happening. Two straps join, on either side of the kingpost, the kingpost to the keel tube. This should normally prevent the wires from switching sides. However, if the wire is drawn over the locating pin in the keel tube and the kingpost is then located in the pin, it is possible that the two wires not only remain on one side but that the wire that has crossed over will be trapped in the loop formed by the strap between the kingpost and the keeltube. This loop therefore does not allow the tensioning wire to travel freely up and down the kingpost therefore, as the other wire would do in flight. I would presume that this would therefore increase the tension in that wing, the right one ( from the pilot's point of view ) in my case. Another possibility is that the wire could be pinched between the kingpost and the keel-tube.

After a good launch, I turned left towards the small bowl. At the bowl I turned away from the hill to fly back up to the car-park area. As I picked up speed I felt the glider trying to turn to the left. I tried to prevent this but was unable to and very quickly I had turned 270 degrees and was heading towards the hill. Anxious to avoid this, I let the glider turn itself away and was grateful to have quickly circled another 180 degrees. The turning continued against my best efforts, which by then were fairly drastic, and in a few seconds I was flying towards the hill again. I encouraged the glider to continue it's turn, which it did, and yet again I was flying out from the hill again. The entire process was repeated again, with me literally outside the control frame in an attempt to bring the right wingtip down. It was either on the third or fourth involuntary 360 that I collided into the slope. At no time in the entire proceedings was I anywhere near stalling speed since I had made a very conscious effort to fly as fast as possible. I accept the entire responsibility for the accident and for the omission I made in the pre-flight check. No other glider was near me at the time. I do however think that the design of the kingpost straps should be very thoroughly looked into since as a safety feature it didn't exactly work for me. I am also curious as to how many pilots who took off on that Saturday afternoon were absolutely certain that their tensioning wires were placed correctly.

I would like to take this opportunity to express my thanks to all members of the SHCC who were present and who dealt with the situation so well.



# GRAPEVINE

Compiled by M,F,

Judy Leden and Robbie Stokes (Winch designer, & veteran of British hang gliding) are due to appear on TVS sometime in January. The program is in a series called 'A taste of the south', and apart from the flying, it will be featuring Robbie's buzzard called Wally!

\*\*\*\*\*

Bob Dear, editor of Tim Williams' favourite Club Newsletter, (Wessex Airmail) has been further honoured by the bestowal of life membership of the Wessex Club for his efforts.

\*\*\*\*\*

Grapevine hears that Airwave have obtained an Ace and taken it to pieces, to see how it works! They are rumoured to be coming up with something new early next year, after the Worlds....

\*\*\*\*\*

The mid air collision seems to be getting a popular aerobatic stunt in RAF circles ... only days after it was demonstrated by an RAF pilot at the Dyke (on a Magic), the Red Arrows showed us how to do it properly in Lincolnshire. Just touch wingtips, then touch the ejector seat button.....

\*\*\*\*\*

Grapevine notes that Mark Johns, the designated Flying Santa Claus, is not taking the job seriously.... He hasn't even started to grow the beard yet....

\*\*\*\*\*

Andy Hebb, last year's most improved pilot, is rumoured to have defected to the Germans. Wolfgang, as he prefers to be called now, admitted recently that he joined the German C team whilst out in Italy with the British team in August...

\*\*\*\*\*

Sun readers will be aware that there is an emergency phone now at the Dyke.... hopefully we don't have too many members in this category! The last two weekends have seen it put to good use, unfortunately. Make sure you know where it is for when you need it....

\*\*\*\*\*

Send me £100 and I will send you 78 US dollars. Sole Agent....

\*\*\*\*\*

Grapevine notes that Wings has published two items which he took from Windsock.. Wessex Airmail (voted best club mag last year) has asked permission to copy certain paragraphs from last month's Here report....

\*\*\*\*\*

Credit is due to Gareth James (ENCA Airspace chap) for the nice line drawings I have been using in the last couple of issues. This is what he does during Wessex Club Committee meetings, apparently.....

\*\*\*\*\*

Grapevine closes with the report that wave lift has been reported at the Dyke... At least it seemed like it... Two or three of us floated up in steady weak lift after sunset in high pressure, way out from the hill... Pete Rolinson and Hawk will back up this story for me ..... so will the "Mad Farmer" .....

\*\*\*\*\*

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