

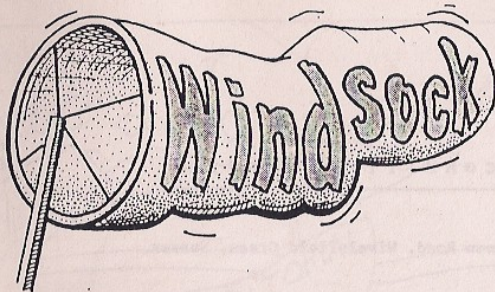
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The West Sussex Gazette



At home on the South Downs are the three Sussex hang-glider pilots who swept the board in the recent British Championships in Lancashire.

Pictured centre is French-born Michel Carnet (27), of Brighton, who won the championship for the second time, while on the right is former champion and current world champion John Pendry (30), of Brighton, who was second. Another previous British champion, Johnny Carr (left), of Wivelstfield Green, took third spot.

The trio, along with Ian Carrington-Smith, of Brighton, and Dave Rusbridge, of Worthing, won the team event.

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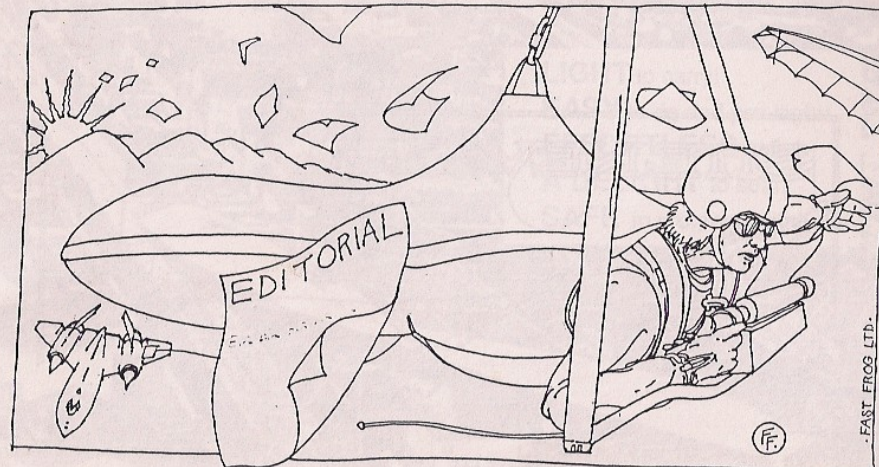
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As Windsock goes to press, we hear of the Southern Club's amazing coup in the League--- first three places to Southern pilots and others in very respectable positions.

The Airwave Challenge Final gave our team an overall fourth position out of nine. Not bad chaps, see Andy Wood's report on this event in the next issue. Congratulations to the team, and bad luck to those who didn't come upto free fly-- you missed some good flying!

Well, September is here, offering the last opportunities for summer soaring--- Time to squeeze in that XC flight before the winter grabs us...

Time to sample the delights of stubble fires and flying the Dyke till evening without the seabreeze calling time early....

Time to reflect on the year's flying and write a piece for Windsock! --- Send me your flying stories, letters, opinions, poems, photographs, cartoons, sites reports, complaints or anything of interest.... You send it in, I'll print it!

I thought a series of articles describing a memorable flight would be of some interest, especially to new pilots. This need not be an XC flight, and you do not have to be a 'hot shot' to do this... just write about a flight you have enjoyed. Another idea was to start a series of site reports for non SHGC sites flown by members. I am expecting to start this next month with a report on Ager (Spain). If I don't receive any offers for these ideas, I may have to bore you with a memorable flight of my own!

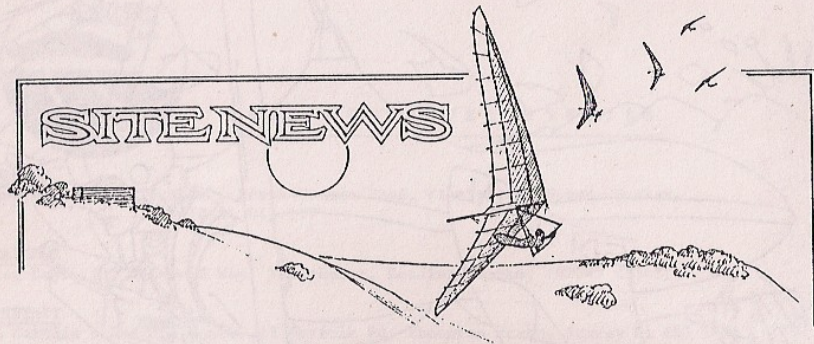
Well, that's all for this month's blurb... see you on the hill.

Cheers,

Mark Fisher

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Views expressed in Windsock are not necessarily those of the Editors or the SHGC Committee.



DEVILS DYKE

AS YOU CAN SEE FROM THE ENCLOSED WRITE UP. THE NATIONAL TRUST HAS PURCHASED SOME OF THE TOP AREAS OF THE DYKE. THIS MEANS THAT WE MUST KEEP THIS IN MIND IN OUR FUTURE FLYING AND USE OF THE DYKE. HOWEVER THE SITUATION OF LAND USE IS NOT EXPECTED TO CHANGE OVERNIGHT (IF MUCH AT ALL) AND OUR FARMER IS STILL THE "OVERSEER" OF THE LAND. CROPS ,THE NEW CROPS AT THE DYKE (BOTTOM AREA) ARE BEING PLANTED BUT IT WILL BE A FEW WEEKS BEFORE THEY COME THROUGH. PLEASE WHEN THE CROP SHOWS THROUGH DO NOT LAND ON IT, BECAUSE A £10 FINE WILL BE IN FORCE. NOT TO MENTION THE AGRO IT CAN CAUSE.

S.H.G.C . BARBEQUE....

HELD AT JOHNNY CARRS PLACE. THE WEATHER DURING THE DAY TURNED OUT TO BE A CLASSIC. BLOWING 30mph AND RAINING. HOWEVER ALTERNATIVE PLANS HAD BEEN MADE TO HOLD THE "BARBY" COMPLETELY UNDER COVER, AND ALSO TO USE JOHNNYS HOUSE (FOR WHICH I THINK THE CLUB SHOULD THANK JOHNNY AND DIA) AS IT TURNED OUT THE RAIN STOPPED THE WIND DROPPED AND CONDITIONS WERE O.K. INFACIT IT TURNED OUT A FANTASTIC PARTY. EVEN I WON A BOTTLE OF VODKA (WHICH WAS PROMPTLY CONSUMED). SO TO ALL THOSE THAT MISSED IT (BETTER LUCK NEXT YEAR)

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National League 1987

by Ian Carrington-Smith

This year the Southern Club fielded 5 pilots in the League, John Pendry, Michel Carnet, Johnny Carr, Dave Rusbridge and myself.

The first two Leagues were held in Wales and have already been reported in Wings! This brings us to the 3rd League held at St. Andre-les-Alps in southeast France, between Grenoble and Nice. The first three days had some superb flying conditions with a 130 km triangle set on the first day. About eight pilots completed this task in 6 hours flying. The second day saw another ambitious task set by the League Director John Dunker; flying 45 km north to the start of the race section, race back to launch, then fly south about 35 km to a turn point near Lachens and try to return again to St. Andre. This was a little over the top and about a dozen pilots reached the Lachens turn point and landed there, trapped by the encroaching sea breeze air. Another 6 hour flight for some of us!

The next day proved very interesting in that John Dunker decided to set a race around three turn points starting with an 'air start'. This was similar to a racing start at a regatta and proved quite a spectacle to those on the ground - imagine 65 gliders milling about between 1 - 3 grand ATO, then suddenly all of them turn tail as one and hurtle off down track to turnpoint 1. It was certainly a very exciting race, eventually won by Michel Carnet, just 25 seconds ahead of Jes Flynn after a 2 hour flight. I took a short cut between turn points 2 and 3 which worked well and finished the race fourth.

So, in only three days flying at St. Andre, I had amassed 14 hours in the air, more than I'd flown all year back in the UK. When it's good in the French Alps, it's very good! After those first three days the weather deteriorated and nothing of any real value was flown.

The 4th League, the Tow League, was held at RAF Hullavington, near Swindon. The scores obtained on the only day's flying were cancelled at a later date, after three pilots put in official appeals with complaints about some of the procedures at the meet. As a result the overall leader going into the 5th and final League was Michel Carnet, ahead of John Pendry by about 100 points.

The first two days of this League, at Clitheroe in Lancashire, were washed and blown out. The next two days produced one good and one mediocre day.

John was just 55 points behind Michel on the last day but due to the conditions no one flew very far, most pilots glided over the back of Pendle Hill to land around Burnley. Johnny Carr, meanwhile, had moved up from 4th to 3rd place the day before and thus the positions of the top three remained unchanged after the final task: 1st place and 1987 National Champion Michel Carnet, 2nd John Pendry, 3rd Johnny Carr - a grand slam by the Southern Club!

On top of all this success, the League had divided itself up into teams of five, and the 'Brighton Team' (alias the SHGC) won the Team prize in the Team competition which ran throughout the five meets.

Overall Individual Positions

1st	Michel Carnet	4048 points
2nd	John Pendry	3993
3rd	Johnny Carr	3849
4th	Darren Arkwright	3757
5th	Peter Harvey	3710
6th	Mark Haycraft	3580
7th	Bruce Goldsmith	3299
8th	Ian Carrington-Smith	3262
9th	Donnie Mackenzie	3233
10th	Jes Flynn	3218
17th	Dave Rusbridge	2895

Team Scores

1st	Brighton team	16523
2nd	'Ace' team	14648
3rd	Sheffield X team	12683
4th	Avon team	12232
5th	Flying Circus team	10903
6th	Thames Valley Sky Out team	9466
7th	Thames Valley Pig Out team	8443
8th	Sheffield Y team	8750
9th	The Dales team	8120

Congratulations to Michel on winning the League for the second time in four years.

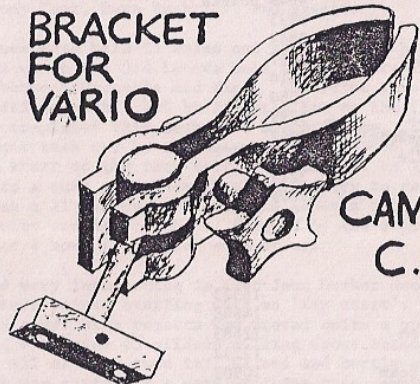
The new scoring system in use this year seemed to work well, including the use of data back camera to record individual pilot's start and finish times over the race sections of each task. The flexibility this gives to task setting means that on any particular day, simple or complex routes can be flown or changed during the day to suit the weather, without the need for marshals to hunt around for goal fields etc.

The world Championship Squad for Australia this winter lines up like this: Pendry, Carnet, Flynn, Arkwright, Slater, Hughes, Goldsmith and Hull. Good luck to them all, let's hope Britain wins the World Championship again!

So ended a highly enjoyable League which again proved to be as competitive and challenging as it was fun.

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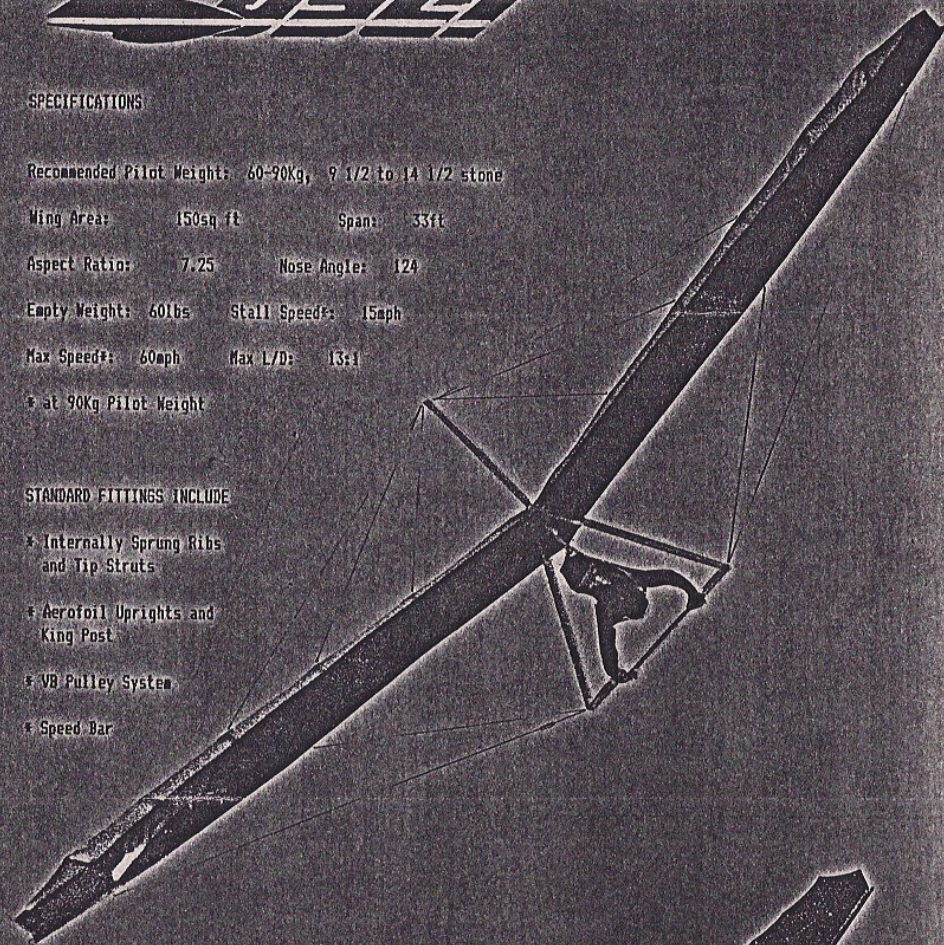
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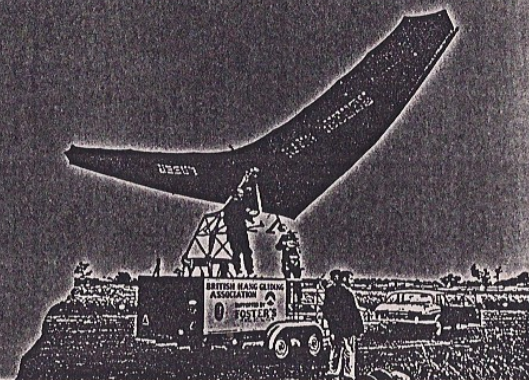
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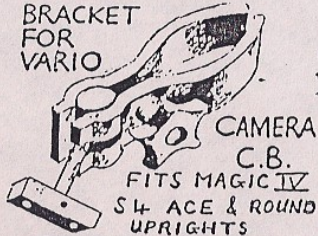
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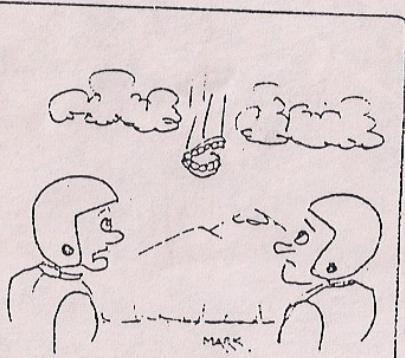


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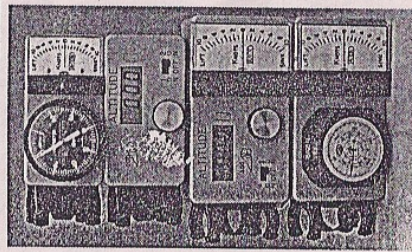
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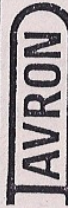
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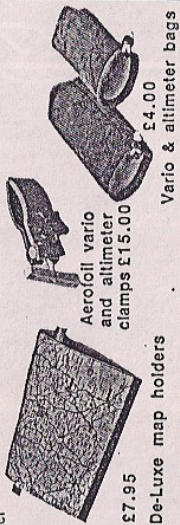
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10 UP

Well - that's me finished then !!!

On 1st October, Mark Johns takes over as S.H.G.C. Membership Secretary. The Membership Secretary job has grown a lot recently since he is responsible for all new P1 applications, all new experienced members applications and a great many queries and requests passed down from the B.H.G.A. and local schools.

The job also involves paying in and minuting all our membership funds and handling the annual task of the MAY membership renewals (which, believe me, is a real PISSER when you guy's don't cough up when requested!).

In short, I wish Mark all the best and hope the Club will extend to him the level of support that you have given me.

Whilst we are talking about the Club: as of 1st September we have 197 flying members which is now the lowest it ever seems to get. By Christmas I would guess we'll be back up to 230 again and by next April 270. We now enroll over 100 P1 pilots every year which explains why all of us on the committee are so paranoid about safety.

As my last act as Membership Secretary, I would like to remind everyone that 1) visitors are not allowed to fly the Dyke so make sure the guy rigging next to you is a member, and 2) that the continued improvement in communication between experienced pilots and P1's is vital if sites like Devils Dyke are going to remain open long term.

We are still "on trial" at the Dyke and it's up to ALL of us to uphold the good reputation we are trying to build.

Regards,

As from October 1st 87 I will be taking over the position of membership secretary for the Southern Hang Gliding Club.

For those of you who do not know me, I have been flying for approximately two and a half years, firstly on a Super Scorpion, then on the relatively unknown Aerial Arts Satyr, followed more recently by the long overdue Solar Wings ACE 150 RX (Magics beware!)...

I know that you will want to join me in thanking Simon Cattlin for the excellent and hard work he has put in during his time as Membership Secretary. It will certainly be a hard act to follow.

If you see me on the hill (my glider is all white on top with bright yellow undersurface) please come up and introduce yourself, as I would like to meet new members of the club and those of you that I have not had the chance to get to know yet.

See you on the hill,

MARK JOHNS

TRAINING NEWS

Well, another busy summer has passed away, though I doubt if 'summer' is the correct word to use!

With the prominent N to NW winds we've had of late, the pimple field at the bottom of the Dyke has come into its own for low solos, but we've still had our fair share of days at Steyning and have managed to pass a few more students onto their Pilot One ratings. Congratulations to the following new pilots:

Martin Brooks
Lloyd Callaghan
Phil Ellis
Tony Hudson
Jamie Moodie
Gareth Buckley

and last but not least, Leigh Harris, who works for Aerial Arts, and is our first woman pilot for a long, long time.

All of these pilots have gone onto Visions or Clubmans and approximately 50 per cent have decided to join the Club.

Talking of gliders, the new Vision now has a more normal rigging pattern, making life more simple. Been doing a lot of flying on Clubmans and was so impressed with the ease of handling etc., I got one for myself! Makes a change from the usual fast planks!

Continuation training has been good with new pilots gaining experience at Steyning and Crete Road before attempting to fly the Dyke. Recently we took a group to Wales with the intention of progressing inexperienced pilots. However the weather being mostly against us only a couple managed to get high flights in.

Coaching has been very busy though most of the work has been hidden from your eyes (Thank God! — Who said that!). In the last couple of months the number of raw pilots coming up and seeking advice, information and guidance has at least doubled and that's good news. The Club's most important asset is that experienced pilots are now more than ever willing to help and it's working — so, let's keep it up chaps!

The SHGC recently had an Observers Meeting, which I chaired. Unfortunately not many Observers turned up but we did get members from both ends of the spectrum attending and representatives from the Dover & Folkestone Club, the Skyriders and Free Flight. A few ideas and suggestions were thrashed out and it soon became obvious that most of our long established members were not aware of the amount of effort which clubs, schools and the BHGA put into making a pilot a progressive experience. It also became apparent that most new P1's were loath to leave the sheltering wings of their Instructors and in fact expected continuation training to be provided as part of the Pilot One Package! A very important and practical point was brought forward by the Dover & Folkestone: the suggestion being that initially a P1 evening should be oriented towards pilots fresh from school meeting as an informed peer group and talking about their first high flights,

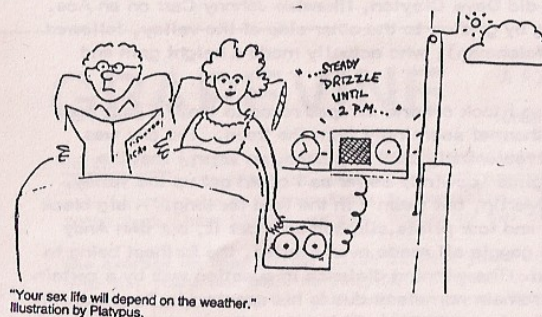
sites they have used, different techniques they have tried out, etc. Sounds like a good idea to me, so... I'll try to organise something. Could be quite productive! We'll probably send out a letter to the 4 schools and through Windssock, and get an evening sorted out. Soon. After that it's on to more advanced evenings hopefully full of useful info and guidance. ANYONE who would like to contribute their experience and skills get in touch with me— PLEASE!

Standards of safety seem to have improved with most pilots on a downer after making the decision to land in the big fields over the road at the Dyke. Certainly seen a marked improvement while teaching at the bottom. Good news for all pilots — the crops are out at the bottom of the Dyke. However, remember it is SHGC Policy that all pilots flying at the Dyke should be fully paid up members and that all new pilots should approach an Observer or experienced club pilot before taking off.

The club is now also encouraging the use of log books by new pilots— this gives the Observer an insight into the pilot's previous flying experience.

Just to finish off— the Airwave CALYPSO is coming on the market very soon, when I've had a chance to fly it I'll give an informal flight test report. Had a go in a POD-LITE in Wales— not as difficult to get in & out as it seems. Certainly very light, and compact, but colder round the knees than the Pod PLUS. Also been using a new Sky Hawk radio— a bit bulky but robust and a good range.

That's all for nowEDDIE BILLOUS. (CLUB COACH)



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The event for the weekend was an inter - club competition against the SE Wales and Mercian clubs. We fielded a strong - looking team of 8 including Johnny Carr, Dave Clayton and Kevin Pickering. The forecast was promising, with light - mod northerlies and well - broken cloud.

At 9am on Saturday morning in Crickhowell car park, we could not believe we were in Wales since it was warm and sunny, with puffy cumulus drifting by. After a quick briefing, we scuttled off to the day's venue - the Biorenge - which overlooks Abergavenny. For those of you who haven't been there, the Biorenge has one of the biggest top-to-bottoms in the country - approx 1500ft. It also has one of the longest walk-ups in the country (over 1km) unless you have a four wheel drive. It so happened that there were a few 4WDs in our entourage and their owners (Richard Halpin being one) never realised they had so many friends.

On top of the hill at about 11am in a light NNE, the conditions looked so good that there was talk of setting a British record triangle (50 miles) as a task. However, since it was only a club comp, we plumped instead for open XC along the A40 towards Brecon and Llandovery.

The window opened at 11.30 but there was a Dyke-style scramble not to be first off, due to the very light wind and the fairly early hour for thermals. All attempts at wind-ups failed to produce a wind dummy and half an hour later, it started to over-develop. By 12.30, my patience had run out and as soon as there was an increase in the wind, I was off. After an epic two-minute flight, I landed on the side of the hill half way down and decided it somehow wasn't a record-breaking day. After a long stagger up, I could see that my efforts had permanently dissuaded anyone else from taking off (except the parascenders, who are into that sort of thing).

Eventually, Judy Leden was press-ganged into flying since she wasn't in the comp. She went down. Soon after, so did Dave Clayton, likewise Johnny Carr on an Ace. Bob Harrison got the comp going by gliding to the other side of the valley, followed by Martin Pingel (another SE Welshman), who actually made a height gain and landed about 2½ miles away.

The wind went round to the NW so I took off and scraped round to the NW face and managed to soar it, aided by a thermal seemingly from the trees. The sky was completely overdeveloped and threateningly dark in places, so when I lost the thermal at 800'ato I went for a glide (upwind) as far as I could get up the valley. I made about 3 miles, beating Martin, but wasn't in the lead for long. A big black cloud formed in front of the hill and four pilots climbed up under it, our own Andy Wood reaching cloudbase. This gaggle all made over 4 miles, the furthest being to the army camp at Cwrt-y-gollen. The winning distance in question was by a certain League safety officer who shall remain nameless due to his spectacular "landing" 50ft up an oak tree. He escaped without a scratch, but his glider didn't survive the rescue tactics of the Crickhowell Fire Brigade. Kevin and Andy were in the leading pack and I was next behind that, but somehow SE Wales reckon they won the day.

The venue for the evening's bar soaring was The Bear in Crickhowell, only a short stagger from the "posh" campsite (approx £2/night) or a long stagger from the cheap "campsite" (£1/night).

Sunday dawned dull and windless, so the same venue was picked again. The task was goal at Crickhowell (race). Luckily a bit of wind did pick up from the N and Bob Harrison and Dave Clayton got away in weak thermals, gliding 3/4 of the way to Crick and just short of the teeth of an approaching storm. When the storm

arrived, it was mean: torrential rain, thunder, hail stones, the lot and we scrambled for shelter under our wings or in anyone's vehicle we could find.

After the traditional Welsh weather had ceased, I went for a max glide off the NW face and made it to the football pitch at Gilwern - 3.4km. Several others followed, most of whom also had height to spare but could not find a suitable further field. The best glide was 4.2km by Paul Haines of the Mercian club on a mylar Magic. However, he flew a straight course into an unobstructed landing field on the lowest ground near the River. Next best were our own Ron Richardson with 4.1km (using his glide angle vario) and Russ Crowley on a Magic "half race".

The football pitch was now thronging with people, notably hordes of over-helpful kids from the village. This was to provide an unwelcome audience for the last unfortunate pilot from the SE Wales club. He made his approach too high for a nil-wind landing and ended up running out of space and wedging the nose of his glider inbetween the goal posts on landing. The sickening crunch as his glider impacted was accompanied by a cruel shout of "Goal!" by an onlooker.

The best glide angle achieved only worked out at 9:1 and the headwind cannot have been more than 2mph, thus it would seem that our max L/D is still less than 10:1 despite various higher claims.

So, that was it for the weekend's flying and comp. Not a lot of airtime and mainly "MickeyMouse" type attempts at tasks. What made matters worse was that SE Wales ended up the victors somehow, with us second and Mercian 3rd. I would put it down to home advantage (well, I had to think of some excuse).

At least the result was not really important. This comp was a fore-runner to the Airwave Challenge Series and in the preliminary rounds, you just have to compete in order to qualify for the "semi-final". Good job too, since it's going to be on our sites!

Pete Bolton.

GRAPEVINE

A ROUND UP OF THE LATEST NEWS

Compiled by M.F.

Colin Rider of the Dales Mang Gliding Club flying an Ace RX has beaten the unofficial British height gain record with an incredible 13600 feet ATO in wave on 4th July at Wether Fell, N. Yorkshire. The previous record of 10600 feet (John Stirk) was also beaten by two other pilots on the same day.

The average US hang glider pilot is 34.4 years old, has 233 flying hours over 6.7 years and made 43 flights last year totalling 28 hours. 48 per cent are married and 6.3 per cent are women. They fly Wills Wings or UP gliders and only 5 per cent fly Airwave.

Joe "Hang Czech" Bostik sets a new unofficial 227.69 mile distance record in the Owens Valley.

Who is the up and coming pilot who likes to be known as Hawk?

Brian Wilton takes the height gain record for Crete Road (Folkestone) with 2000 feet ATO in seabreeze convergence (sic) on 1st July. I expect this is the unofficial record too as barographs are not often seen at this site.

There is no flying at Hollingbourne (D&F) yet while negotiations take place.

You think the top landing at Firlie is big? well the top landing area at Wether Fell is actually the size of Bradford. Amazing eh?

SUSSEX XC LEAGUE 1987

POSITIONS AT 13/09/87

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	28.1	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 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	28.1	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

REPORT BY ANDY WOOD. (WHO BY THE WAY HAS JUST BECOME A DAD)
 CONGRATULATIONS TO ANDY AND JO,
 AND WELCOME MATHEW, TO THE NEW WORLD.

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/ROTNGDNG	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/BRDHURST	TQ257112 TQ612225	37.3 KM 23.2 MLS
CARRINGTON IAN	15 AUG	DYKE/BARCOMBE	TQ257112 TQ436159	18.5 KM 11.5 MLS

FOR SALE

"HANG GLIDER FOR SALE"

£200 phone Heathfield 2715.

LETTER TO WINDSOCK....

Dear Chris,

Could you please put the following in the next windsock..

FOUND AT FIRLE
 SET OF BATTENS IN BLUE BAG WITH AM-687.305 WRITTEN ON OUTSIDE.
 PHONE MARTIN ON... DOWNLAND 55805

Martin Leonard.

(Reprinted from Sailplane and Gliding, Feb/March 1987)

COME SOARING

John starts his series of articles, intended to help you get more out of gliding, by concentrating on soaring techniques.

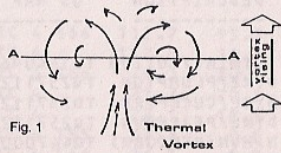
Basic Thermalling. Every glider pilot, from Sunday doodler to hyped-up hot-rod, wants to soar. To climb away in lazy spirals, up towards the clouds, challenging gravity, one with the birds. Not all are motivated to use their precious height particularly efficiently, content to wander around the sky enjoying the view. And the occasional twinge of excitement when they look back apprehensively, from the apogee of their orbit around the base airfield, to see it rather closer to their horizon than usual. But most do want to progress, and the very first step is to learn to use your thermal.

The Skill. The actual skill required to fly a glider is not great. Relatively simple co-ordination of hands and feet to make clean, smooth bank and attitude changes is the core skill. Recognising the feel of your craft in a well banked turn, flown close but not too close to the stall, is another. Knowing how to ride the rough air of a boisterous thermal without losing your balance is the culminating skill. And then these skills must be brought together in the art of soaring. That is your starting point.

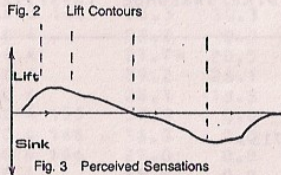
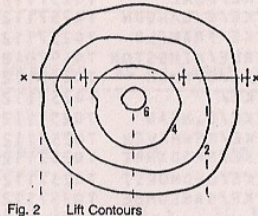
"There is a Law of Learning which states that the initial experience is likely to have the deepest roots."

When learning any skill I believe it is important to learn the right way, first time. There is a Law of Learning - the Law of Primacy - which states that the initial experience is likely to have the deepest roots. First impressions generate habits. Bad habits are hard to break. So it is important to learn the most effective way of centring your thermal right from the start. I am going to invite you to put down your text book and look at the problem my way.

The Thermal. First you should understand



what a thermal is. It is a mass of air, warmed by contact with the heated ground, in which one spot - the trigger spot - becomes much more heated than its neighbours and is therefore buoyant. It rises, and as it does it draws in superheated surface air - to a depth of maybe a couple of feet - from all around. Maybe up to half a mile away. If it acquires sufficient mass - a typical English thermal weighs tens of thousands of tons! - and is rising sufficiently



quickly, it will drag against the surrounding air and set up a circulation within itself. (Fig. 1.) The bubble is fed at its centre so that the internal circulation, seen in side view, is like a huge, invisible smoke ring, with the core rising faster than the whole. Experience suggests that it develops this vortex form by the time it gets to 1500ft or so. It is this smoke ring effect that gives the "feel" to a good thermal, the feel that you must learn to interpret so as to get into the heart of the core as quickly as you may.

If you take a plan view cross-section across the smoke ring (A-A) it will look like Fig 2, with air rising faster in the centre where it is being fed from below, and slower round the edges where the drag with its surroundings is greatest. To visualise it more readily make a model for yourself. Cut the largest paper plate you can find from edge to middle; overlap the two cut edges and secure with a paper clip; draw concentric circles on the resulting flat cone. You are now ready to "fly" your hand round and over a model thermal. **The Sensations.** I have used the word "feel" several times already. It is what you should feel in

your thermal that leads you quickly into the fast rising core. Let's examine these feelings. First, you can't, unless you are a freak or your eustachian tubes are badly blocked, feel how fast you are rising. But you can readily feel when you are being accelerated upwards. Acceleration is the state of change of speed - in this case the speed of the glider upwards. "Fly" your hand over the model. Which direction will give maximum change of vertical speed? Directly from edge to centre, of course, at right angles to the "contour" circles you have drawn on the model. Do it again. Convince yourself! If you fly at any other angle to the circles (at the same "speed") the upward acceleration will be less. And if you fly past the edge of the core (x-x) the feeling of lift will change according to which part of the thermal you are in at any moment. (Fig 3.) It will increase to a maximum half way in towards the core, fall to zero as you come alongside, then change to a downwards acceleration - a feeling of sink, although you are still actually going up!

"No matter what expensive gimmicks your rivals can afford, you've got the beating of them right inside you..."

Now examine the other feeling available to you - tilt. You will recognise the tendency to be tipped up by the faster rising air to one side. Banked thus you will soon be turned away from the core. Ignore this warning and you have lost your thermal! No. Keep the wings level and feel the tipping tendency; analyse it; combine with it the feelings of lift and you have the makings of the world's best thermal centring device - the seat of your pants! Absolutely free, built in, infallible! Just needs to be learned. No matter what expensive gimmicks your rivals can afford, you've got the beating of them right inside you, at least as far as thermal centring is concerned. Most so-called thermal centring devices or methods call for one or more accurate circles to be flown while you (or it) assess the lift and decide which way to straighten up to get closer to the elusive core. By using the seat of your pants you can make corrections instantly on the basis of the lift and tilts as you feel them. No waiting for analysis and assessment.

So it's time to study the combination. First take the case of a fly-by about half way between the edge and core at 50ft. (Fig 4, a-a.) This is the perfect approach! Tilt starts moderate, builds to a maximum. Lift starts moderate, peaks momentarily then fades to nothing or to a feeling of sink. At maximum tilt and minimum lift you are immediately alongside the core. Swing quickly into a 45° banked turn towards the rising wing. You are in. Hole in one! But look at the timing required! Two seconds late and you are past the best bit. Three seconds after that and you are half in and half out of the lift. Three seconds more and you've lost it.

Next, fly through the outer edge of the thermal. (Fig 4, b-b.) Plenty of lift but little lift. Remedy, turn through 30° or so towards the rising wing and await results. You should have converted your fly-by into a perfect approach. Hole in two! Finally, fly straight at the core. (Fig 4, c-c.) Bags

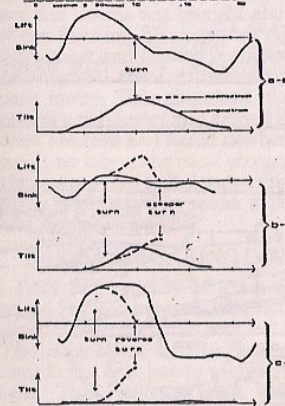
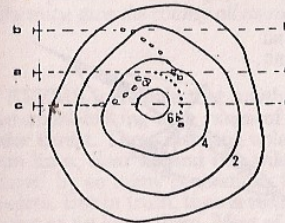


Fig. 4 Thermal Centring
of lift but no tilt. Which side is it? Answer - it isn't. It's straight ahead. So don't hesitate. Turn one way to convert to the perfect approach, then reverse your turn at the maximum tilt, minimum lift point. Hole in two! And now, for the first time, I'll let you look at your variometer, but only to confirm that you are well centred. If you can keep that up all day you'll soon be Champion!

The Turn. You may well need to vary the bank to optimise your radius of turn to the particular core you have located. Generally no thermal turn should be banked less than 40 or more than 60°. Your early training turns were probably less than 30°. Time to unlearn that bad habit. You may not find it easy. And slow down a bit. Your radius of

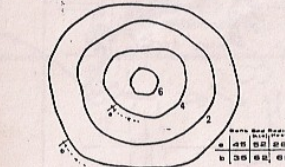


Fig. 5 Glider Bank & Speed

turn is critical now, and goes up in leaps and bounds if you fly too fast. Ten knots too much and ten degrees of bank too little and your radius of turn doubles. (Fig 5) and the "thermal" turns into a vague burbling mess of turbulence instead of a solid four knots up. So practise your basic skills until they become second nature. And relax until they can concentrate on the feelings. Make no mistake, they can be elusive, especially as you pull up and wave the ailerons about, masking the relatively small forces trying to guide you.

Re-centring. Assume you did it right and got centred. Now the trigger source way below shifts a bit and a new burst of energy pulses into your

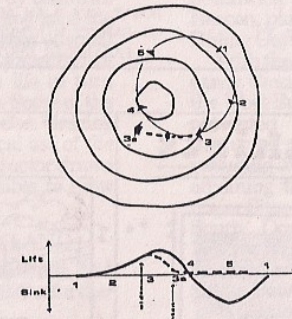


Fig. 6 Re-centring
thermal, a bit to one side of your core. (Fig 6.) No longer centred, are you! Never mind, the seat of your pants will soon put that right. As you circle watch out for any increase in "lift". Try it on the model, with your circle a little off centre, and imagine where you would feel lift - that is, where you are crossing contour lines in the direction of the core. As the feeling of lift increases you should be straightening up a little, or at least widening your turn. As the "lift" dies - you are now coming back into the core - you should tighten up and resume your 45° banked turn. When you next get the chance to share a thermal with a real expert you will notice him making frequent small adjustments to his circle. He is constantly responding to the feelings I have described above. And he is probably out-climbing you as a result!

Pressing On. As you get better at it you may find the lift decreasing in spite of your efforts to re-centre. This is possibly because you are now sitting on top of your vortex ring, being drifted outwards by the circulation. Time to straighten up, press on and find a better thermal on course. Having successfully risen through the core in the best of the lift, no point in tolerating a slower climb by sitting on top of the fountain while it rises relatively slowly!

In my next article we will discover what happens when we have pressed on, and how we might optimise our progress cross-country. ☐

1936 HANG GLIDER

Reprinted from Wind Rider, publication of the Maryland Hang Gliding Assn.

A press release from the Associated Press, May 5, 1936 (accompanied by a photo of a Chanute-type contraption) reads as follows: "Redondo Beach, California - After four years of experimental work, Bob Morse, a 28-year-old pilot, has completed what he calls a 'Hang Glider'. It weighs 90 pounds with a wing spread of 22 feet and is designed to take off after a run by the pilot."

INTERESTING FACTS ABOUT BIRDS

Reprinted from the newsletter of the High Ten Tree Toppers, Oklahoma City, OK.

Highest Flier. Geese have been seen over the Himalaya in Asia at a height of more than 29,000 feet, the highest reported for a bird in flight. A condor in South America once collided with an airplane at 20,000 feet. Most birds seldom fly higher than 3,000 feet. In migrating, they usually stay under the lowest clouds.

Fastest Flier. Common swifts of Europe and Asia can fly as fast as 200 miles an hour for short periods.

Airplanes have followed duck hawks and golden eagles swooping down in dives at 180 mph. Some geese and ducks can fly as fast as 70 mph.

Largest Bird. The male African ostrich may grow 8 feet tall. A large ostrich may weigh 300 pounds. The South American condor is the largest flying bird. It is about 4-1/2 feet long, and has a wingspread of about 9 feet. The whooping crane, towering 5 feet high, is the tallest bird in the United States.

Smallest Bird. The Cuban fairy hummingbird. It is about two inches long and weighs about one tenth of an ounce. The nest of the Cuban fairy hummingbird is the size of half a walnut shell.

Greatest Wingspread. The wandering albatross has the greatest wingspread. The wings of this bird stretch 11-1/2 feet from tip to tip. It can soar for many hours, but is not a fast flier.

First Bird. Scientists have found the fossil remains of a reptilelike bird that lived about 125,000,000 years ago. This bird is called *Archaeopteryx*, which means ancient one with wings.

Greatest Traveler. The Arctic tern flies farther than any other from the Arctic to the Arctic in August months in Antarctica by mid-June.

VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING

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

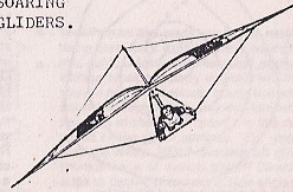
TRADE INS., SPARES, REPAIRS, HARNESSSES, VARIOS; AND NAVBOX CONTINUOUS STRIP ROLLER MAP HOLDER ESSENTIAL FOR LONG XC £15 + MAP.

+ HANG GLIDING ACCORDING TO PFIEMER £9.

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

49 CHURCH ST., (LETTERS)
16 CIRCUS ST., (WORKSHOP).

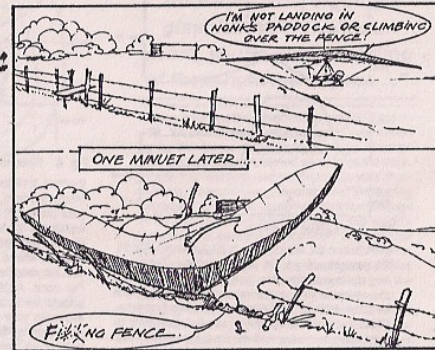
DON'T PAY " AN ARM AND A LEG! "
GO SAFETY HINIWHEELBAR, (HIRE/BUY)
+ PARALOGIC CHUTES IN STOCK, + THE £100 VARIO.



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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....



'Sussex is Sussex on account of the South Downs. Their peculiar landscape, their soil, their uniformity, give the county all its meaning.'

HILAIRE BELLOC

IT SEEMS incredible that anything so big and permanent-looking as a range of hills could be under threat. These inspiring uplands with their clean lines, clear air and rich wildlife have been enjoyed by so many generations that they seem timeless. But in truth, time is running out for the Downs as we know them. Most of what is special about the Downs was brought about by centuries of sheep farming. The constant nibbling kept the grasses short and allowed many varieties of small plants to grow - there can be over thirty species in a square metre. This abundant plant life in turn supports a rich insect and animal life. Some of the species are rare and found nowhere else. Grazing sheep is no longer the most economical use of the Downs as modern techniques using tractor drawn ploughs and fertilizers make it possible to grow winter barley and wheat.

THE DISAPPEARING DOWNLAND

By 1966 the majority of grass downlands had disappeared and between 1966 and 1980 a further quarter of the remainder was lost.

The land taken by the plough on the South Downs is not only lost to wildlife, it is also lost to people. The National Trust believes that the

Downs are rightly regarded as a place for relaxation and recreation, especially for those people living in the built up areas along the South Coast.

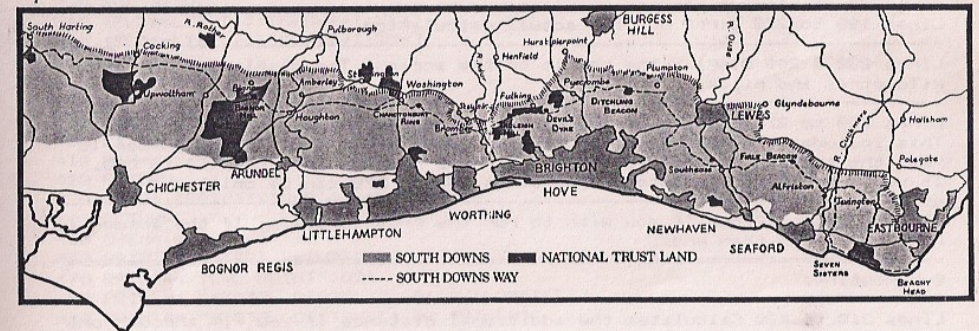
The urgent need for positive action has recently been recognised by the EEC which has designated the South Downs as one of only five Environmentally Sensitive Areas in England.

THE NATIONAL TRUST AND THE SOUTH DOWNS

The Trust already owns and looks after important pieces of land along the South Downs including Cissbury Ring, Newtimber Hill, High Down Hill, Southwick Hill, land at Beeding Hill, Ditchling Beacon, part of the Seven Sisters at Crowlink, and Birling Gap.

With the help of grants from the Nature Conservancy Council, the Countryside Commission and the West Sussex County Council the Trust is now presented with the opportunity to purchase further areas which are of special importance including 290 acres of the Fulking Escarpment, adjoining the Devil's Dyke, which is one of the major Sites of Special Scientific Interest within the South Downs Area of Outstanding Natural Beauty. Negotiations are under way to buy several hundred acres of the Downs escarpment along the South Downs Way.

Will you answer our appeal for funds to cover these purchases and create a reserve with which to save more of this precious countryside as it becomes available?



PROGRAM FOR CALCULATING CROSS COUNTRY DISTANCES FROM O.S. MAP REFERENCES

By Chris 'Leg Loops' Jones.

Those of You who have made it away from the hill may find the attached Program listing of use. For the rest of us, at least we can dream constructively.

These notes are intended to assist You in transferring the Program to Your own home computer. The Program was originally written to run on a Commodore VIC 20, but with the exception of lines 450 to 500, I have trimmed it down to lowest common denominator BASIC, so You should have little trouble in converting it to run on Your system.

For the actual mathematical basis for the calculation, I refer You to 'UNCLE JIM'S MATHS LESSON' by Jim Whitworth in the October 1986 edition of Wings.

Now for a description of the Program:-

Lines 20 to 80 Initiallise the variables.
This includes an array holding the letter values of each O.S. Map square in Britain.

Line 90 Prints a heading.

Lines 100 to 170 Require the input of the map references of the start and finish

points of Your cross-country flight. Both these references are then split up into three sections each, the letter section, the Westings and the Northings.

Line 180 Compares the letter section of Your two references if they are not the same, the Program is diverted to the sub-routine in lines 320 to 420.

Lines 190 to 220 Carry out the actual calculation.

Lines 230 & 240 Display the result on the screen. The display is in both Kilometres and miles.

Lines 250 to 270 Enquire if You wish to send the result to Your Printer. This includes the YES/NO sub-routine in lines 430 & 440. If the answer is Yes, the Program diverts to the Printer sub-routine in lines 450 to 500. If You don't have a Printer, then lines 250 to 270 can be omitted

Lines 280 to 310 Ask if You wish to run the Program again. If the answer is no the Program then ends.

Sub-Routines

Lines 310 to 420 Calculates the additional distance if You fly through one or more different O.S. Map letter squares.

Lines 430 to 440 Require the input of a YES or No answer.

Lines 450 to 510 The Printer sub-routine. These lines are specific to Commodore machines and should be re-written to suit Your own computer. If You haven't got a Printer then these lines may be omitted.

Lines 520 to 620 The O.S. Map letter information for Britain. This is set into an array in lines 20 to 70.

Line 630 End Of Program.

10 REM PROGRAM TO CALCULATE DISTANCES FROM MAP REFERENCES 14/06/87

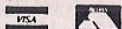
```
20 DIMLT$(7,11)
30 FORJ=1TO11
40 FORI=1TO7
50 READLT$(I,J)
60 NEXTI
70 NEXTJ
80 NCX=0:ECX=0
90 PRINT"CROSS COUNTRY DISTANCE":PRINT:PRINT
100 PRINT:PRINT"ENTER START GRID POINT"
110 INPUT"(FORMAT AA 000 000) ";G1$
120 L1$=LEFT$(G1$,2):E1X=VAL(MID$(G1$,4,3))
130 N1X=VAL(RIGHT$(G1$,3))
140 PRINT:PRINT"ENTER END GRID POINT"
150 INPUT"(FORMAT AA 000 000) ";G2$
160 L2$=LEFT$(G2$,2):E2X=VAL(MID$(G2$,4,3))
170 N2X=VAL(RIGHT$(G2$,3))
180 IF L1$<>L2$ THEN GOSUB 320
190 EDX=E1X-E2X
200 NDY=N1X-N2X
210 D1=(SQR(EDX^2+NDY^2))/10
220 D2=(SQR(EDX^2+NDY^2))*0.6621
230 PRINT:PRINT"DISTANCE =";D1;" KM"
240 PRINT"DISTANCE =";D2;" MILES"
250 PRINT:PRINT"DO YOU WANT A PRINT Y/N"
260 GOSUB430
270 IF Q$="Y"THENGOSUB450
280 PRINT:PRINT"ANOTHER RUN ? Y/N"
290 GOSUB430
300 IFQ$="Y"THENGOTO80
310 END
320 FORJ=1TO11
330 FORI=1TO7
340 IFL1$=LT$(I,J)THENY1=I:X1=J
350 IFL2$=LT$(I,J)THENY2=I:X2=J
360 NEXTI
370 NEXTJ
380 ECX=1000*(Y2-Y1)
390 NCX=1000*(X2-X1)
400 E1X=E1X+ECX
410 N1X=N1X+NCX
420 RETURN
430 GETQ$:IFQ$<>"Y"ANDQ$<>"N"THEN430
440 RETURN
450 OPEN4,4
460 PRINT#4,"START POINT";G1$
470 PRINT#4,"END POINT";G2$
480 PRINT#4,"TOTAL DISTANCE";D1;"KILOMETRES"
490 PRINT#4,"TOTAL DISTANCE";D2;"MILES"
500 CLOSE4
510 RETURN
520 DATAW,HW,HX,HY,HZ,00,00
530 DATANA,NB,NC,ND,NE,00,00
540 DATANF,NG,NH,NJ,NK,00,00
550 DATAHL,NM,NN,NO,NP,00,00
560 DATANO,NR,NS,NT,NU,00,00
570 DATANV,NW,NX,NY,NZ,00,00
580 DATASA,SB,SC,SD,SE,TA,TE
590 DATASF,SG,SH,SJ,SK,TF,TG
600 DATASL,SM,SN,SO,SP,TL,TM
610 DATASQ,SR,SS,ST,SU,TQ,TR
620 DATASV,SW, SX,SY,SZ,TV,TW
630 END
```



SKY SYSTEMS

Sky Systems Ltd, Knoll Workshops, Bellingham Crescent, Old Shoreham Road, Hove, Brighton, BN3 7GS, Great Britain. Tel: Brighton (0273) 423650 (3 lines).

OPENING HOURS:
MONDAY TO FRIDAY
8.30am to 5.30pm
SATURDAY
10am to 4pm



BALL VARIOMETERS

Long established American firm BALL VARIOMETERS of Colorado have, for many years, been leaders in the manufacture of flight instruments for gliding and hang gliding.

Their wide range starts with the M20 wrist mounted vario at £180, very light and compact, which can also come fitted to a BALL CLAMP at £195; tremendous value for money.

The next step up is the famous BALL 651 vario and digital altimeter. World, European and British champion, retailing at £390. 2 PP3 batteries, audio up & down or up only, temperature compensated silicon pressure transducer (-40C to 150C), 0-20,000 ft. altimeter, etc.

A DELUXE version of the BALL 651 at £430, offers the extra features of a dual-vario scale (6 up and 15 up), a RF shielding for flying near transmitters, a blank speed-to-fly ring for McReady fans and an earphone socket.

The next model is the BALL 652 which has all the normal 651 features plus an airspeed indicator in the form of a shrouded wind-driven dc generator with an electric meter indicator. A complete flight instrument retailing at £450.

The BALL 652 DELUXE at £480 includes the extra DELUXE features as listed above.

All BALL 651 and 652 models come complete with drawing bag and a BALL CLAMP with aerofoil adaptor, although they can be fitted with the new SKY SYSTEM'S SUPERMOUNT if preferred for an extra £5. For the gimmick collector there is the option of a Total Energy probe for all models including the M20.

BALL 652
£450



BALL 651
DELUXE
£430



BALL 651
£390

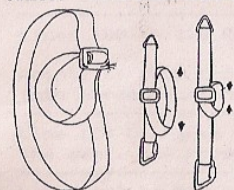


BALL M20 & CLAMP
£195



BALL
M20
WRIST
MOUNTED
£180

NEW! THE AUTOLOOP



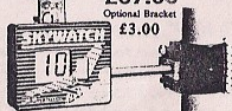
Adjustable hang loop made of 1" rainbow climbing tape and heavy duty 3-bar buckle. 3 sizes: Max 12", 20", 30" £5.00

SKYWATCH

ELECTRONIC WIRELESS
AIRSPEED INDICATOR

£67.00

Optional Bracket
£3.00



State-of-the-art airspeed indicator allowing an infinite number of mounting positions to ensure accurate readings. Comes in mph or Km/h with rigid velcro type fasteners.

CLOCKS

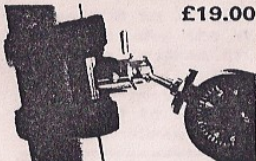


Choice of 2 designs.
Free standing
8" x 8" £10.00



NEW! THE SUPERMOUNT

£19.00

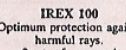


- Heavy duty ball and socket head
- Elasticated velcro fasteners
- Fits all sizes of round and aerofoil tubing
- Blank plate can be drilled to fit any vario
- Standard thread for fitting cameras & videos

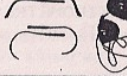
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OWENS VALLEY
Leather shades.
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Optimum protection against
harmful rays.
2 sets of arms and
detachable accessories.
£35 inc. soft case.



AIRWAVE GLIDERS



Since January SKY SYSTEMS have sold over 45 MAGICS (6 months) and are hoping to reach their target of 100 gliders in '87.

SKY SYSTEMS are AIRWAVE's fastest moving agent and the MAGIC 4 is again the "Best glider of the year" for the third time, still winning all major competitions.

And if this was not enough, AIRWAVE are now producing the amazing CALYPSO in order to compete in the PI and intermediate market against the Aerial Arts Clubman and the Solar Wings Ace.

For a stock MAGIC or a quick delivery slot, Brighton is the place and SKY SYSTEMS is the name.

A comprehensive range of spares is also in stock.

If you already own a MAGIC, contact us for the best part exchange deals in the UK, but if you are not flying with a MAGIC or CALYPSO yet, call us now for your free coloured AIRWAVE brochure.

NEW BOOK!



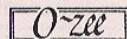
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SILVA COMPASS



3" Gimbals with wonderclamp as used by most of the League.
£42.00

Wrist compass
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FLYING SUITS

- O-ZEE THINSULATE SUIT Navy, Royal, Red £60
- NEW COTTON SUIT "PROTEC LOOK-ALIKE" Grey/Yellow £34.50

Both models come in 2 lengths and 4 widths.

ROGER

Chris Jones
P2 39 Hours Experience
Magic IV
Pod Harness
Windhaven Parachute
Litek Vario
Diplex Altimeter

This summer's holiday to Ager in Spain was very eventful for me, unfortunately not in the ways that I would have preferred. The quality of my flying was the poorest that I have done in years. If you have read Rob's account of the trip you will probably agree with that statement, so I am writing this article to narrate the dumbest, most suicidally stupid mistake of my flying career and to describe how I survived in the hope that my experience may save someone else's life.

I'll just describe the events, since I still cannot explain why it happened. Perhaps I was a little short on sleep, I had been woken at somewhere between 2 and 4 O'clock in the morning by drunken pilots returning to their tents, but at the time I was not aware of any exhaustion.

Anyway, we were flying a site called Querolt about 68 miles North-East of Ager. I was rigged flight checked and ready to go. I climbed into my harness checking the leg loops. At that point Ben asked me to nose man for him, so I climbed out of my harness and saw him to a good take off.

I then returned to my own take off. I climbed in back from the ridge and had a hang check. We walked the glider to the edge where a second Nose Man took over from the first. I am usually nervous before take off, but for once I felt at ease and even joked about my lack of fear.

I got my wings level shouted 'RELEASE' and with my usual cathartic Yell I made a good clean take off. Then things started to go wrong. I tried to kick into Prone, but the back of my Pod felt too high up. Earlier in the holiday one of my door flaps had got jammed behind my back and my first thought was that this had happened again, so I felt behind to clear it, but it was already free. At that point I think that the thought that went through my head was:-

"OHMYGOD I HAVEN'T GOT MY LEG LOOPS ON!"

Quickly followed by:-

"Nah that can't be it."

But with a sinking feeling I realised that I had actually succeeded in taking off with my legs not in my leg loops. So there I was with something like 3000 feet of empty air between myself and some of the most spectacular scenery it has been my privilege to fly over and I didn't have time to enjoy it, since the only thing holding me in my harness was my armpits.

At this stage I can't recall whether I had converted to the bottom bar or whether I had stayed on the uprights throughout (I think I had stayed on the uprights). I was certainly on the uprights as I tried to climb into the 'R' frame. Once I had got my left foot onto the bottom bar I felt I was no longer in danger of falling out, but I was still in danger of crashing. With both hands on the uprights and one foot on the base bar my weight was well over to the left and further forward than I have ever flown, even on a speed run. This meant that the glider kept trying to turn and dive into the side of the mountain. I could control it, but I felt that this unstable equilibrium had only bought me breathing space. Now that I was up in the 'R' frame, the back of my POD had dropped lower, so with my right foot I was able to find the stirrup and having done that transfer my left foot from the 'R' frame to its normal flying position.

Now that I was safely in Prone (without leg loops of course, but held in by the stirrup), the glider trimmed out normally and for the first time, I had time to realise that I might actually survive the flight. I had lost about

1000 feet in perhaps 45 seconds, so I headed straight for the landing field. I deliberately did not ZIP UP MY harness, as I felt that the UNZIPPING Process could be hazardous and if anything went wrong on MY landing approach I would have no time to recover.

By the time I arrived over the landing I felt I had things sussed out pretty well. I had got there with about 1500 feet to play with and I had remembered to check that both my towing wheels were free, they sometimes have a tendency to stick. On the other side of the valley, just beside the landing field, the last of the evening sun was shining on a bare rock face. Above it I managed to catch a weak thermal of 1's and 0's which I stayed with for ten minutes looking at the landing field and trying to decide my best landing procedure. When I had sunk low enough I said a quick prayer and started my approach. My experience in Britain has lead me to expect wind shear and sink over landing fields, which in general means that I prefer a high fast approach. I had already learnt at A&S earlier in the holiday that this is not the best method if you are likely to encounter thermals on that final approach, but I was aware that I was still fighting my conditioning in this respect.

I S¹ turned down wind of the landing field to loose height and then straightened into my final approach. As soon as I got over the field, I knew that I was still too high and had to do a final S¹ turn over the field itself. Again I thought that I was low enough and straightened down the field. I didn't fancy a fully prone landing, so I rotated onto the uprights and dangled one foot off the stirrup to increase the drag. I was still almost caught out, with not being fully out of prone I had less drag than normal and the glider did not want to land until the very end of the field. I flew down to ground level where I let my other foot out of the harness and started running off the speed.

With no leg loops I had nothing to push against so I could not flare properly. Any push would only have slid me out of the harness. The field was only just long enough as the glider ended with its nose up, actually against the hedge at the end with no damage done to it (I only later realised that I had cut my knee, this prevented me flying the next day). UNDER

The feeling of exhilaration on getting down safely after such a flight was total and the others must have thought that I had flipped on hearing my whoops of delight over what would have appeared to them to be a very poor landing indeed.

As I said at the outset of this article, I cannot explain how I came to make such an idiotic mistake. My standard procedure, which is unchanged since before this incident includes:-

- 1) Check of leg loops as I climb into the harness.
- 2) Second check of my leg loops with my hand check.
- 3) Should I miss checking the leg loops during my hand check, I expect my nose man to enquire about them.

In this case all three checks got missed. Whilst I don't believe that anything in this world is 100% certain, from what I have learnt I consider it very unlikely indeed that I will let this ever happen to me again. Can you be certain that it won't happen to you?

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MYLAR L/E LIGHT BLUE
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Digital, white case, with
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Both instruments in perfect
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Yellow POD-LITE. Suit
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