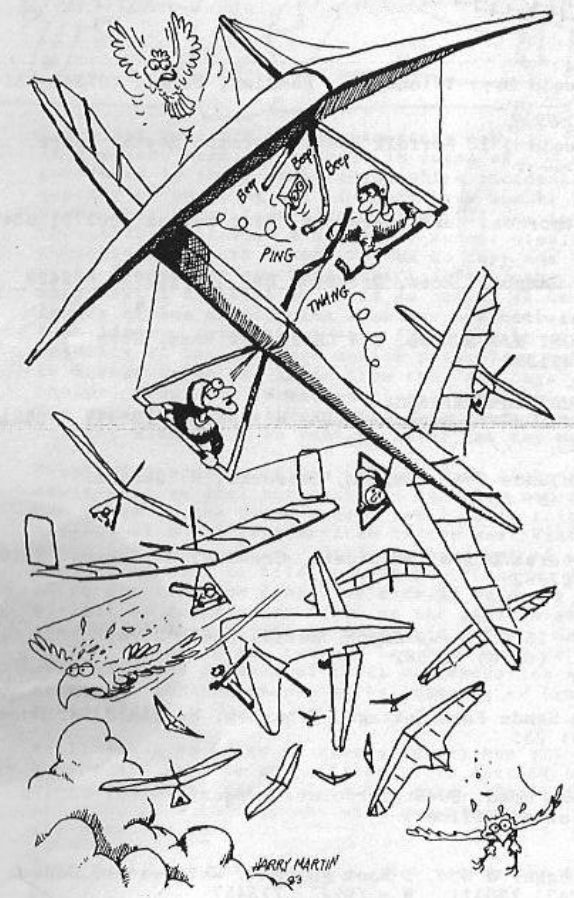




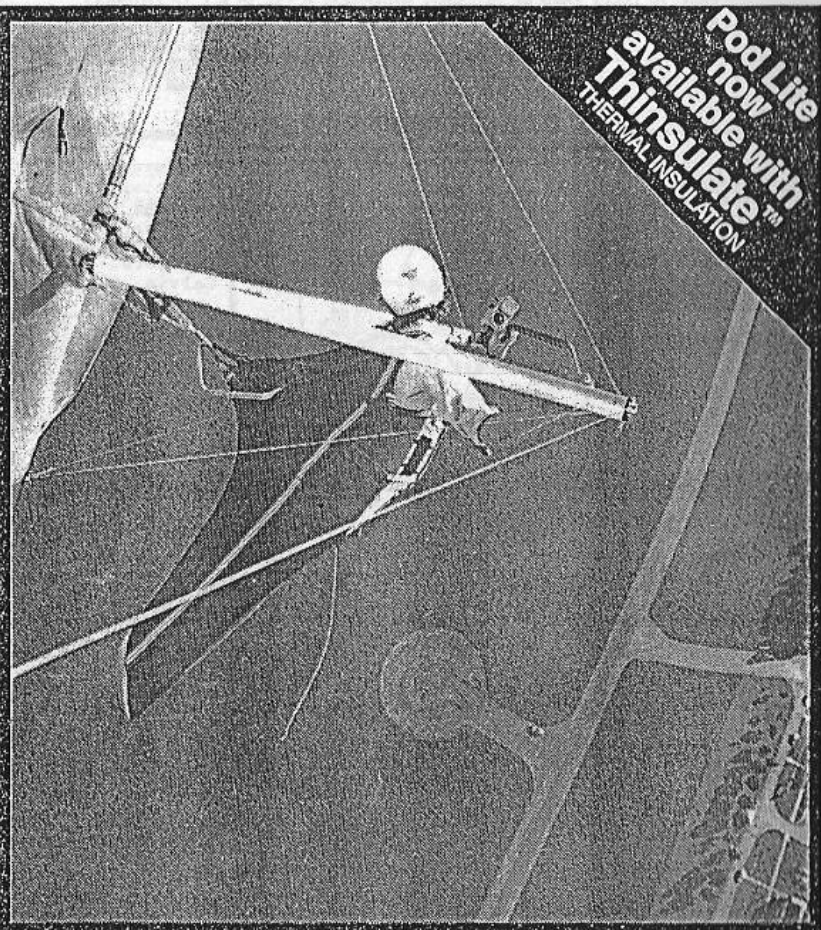
JULY 1988

A TYPICAL DAY AT THE DYKE??? Maybe not, but it's not too far off the truth, is it? When it is like this at the Dyke, follow the example of the more experienced pilots .... STAY ON THE GROUND!!!



**INSIDE THIS ISSUE...**  
 Cautionary tales..  
 How we thrashed 4 clubs in one weekend...  
 What happened to the red flag???  
 What happened to the club notice board???  
 Committee news...  
 Sites news....  
 Summer Barn BBQ...  
 ETC, ETC....

Pod Lite  
 available now  
**Thinsulate™**  
 THERMAL INSULATION



**MORE AND MORE ARE SEEING THE LITE**  
*Are you?*  
*lite*



For all your hang gliding needs, including production slots for the new Ace, contact us now.

**AIRTIME**  
 Airtime, Portslade Station, Portland Road, Hove, Sussex BN3 5SG.  
 Telephone Brighton 0273 424861.



SHGC COMMITTEE 1987/88

Chairman

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

Treasurer

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

Secretary

Joe Cattlin - Norfolk House, 13 Norfolk Road, Thornton Heath, Surry.  
(01 653 5281)

Membership

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

Sites Officer

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

Club Coach

Eddie Bilous - FREEFLIGHT H/G SCHOOL, 274 Churh New Road, Hove.  
(0273) 411239

Safety Officer / Accident Investigator

Simon Cattlin - 25 Relfe Drive, Burgess Hill, W. Sussex. (04446 44062)

Airspace Officer

Kevin Pickering - 9 Oldlands Ave., Keymer, Hassocks, W. Sussex.  
(079 18) 6319

Competitions

Andy Kirkham - 73 Wakehurst Drive, Southgate, Crawley, W. Sussex. RH10 6DU  
(0293) 27662

Social Secretary

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

Towing Co-ordinator

Mick Perrin - Truleigh Sands Farm Cottage, Edburton, Henfield, W. Sussex  
(079 156) 235

Windssock Editors

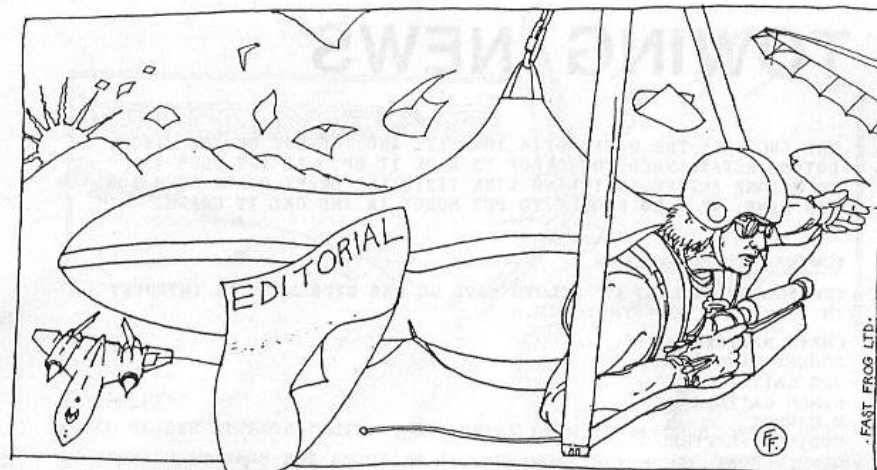
Mark Fisher - 66 Western Road, Hurstpierpoint, Sussex. (0273) 832478  
Chris Bartram - (see sites officer)

Club Solicitor

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

Paragliding Rep

Brian Web - 31 Highcliff Court, Rottingdean, East Sussex 0273 34644



I've just received my complimentary copy of the Wessex Airmail.. It's a good read, with about 16 pages of almost solid text, all generated by their membership, which incidentally is less than a quarter of ours, at 60. I don't know how he gets them to do this maybe they spend less time flying than our lot... Bob does, very thoughtfully provide a number of decent drawings in the mag, sketched by Gareth James, for me to copy and fill the Windsock with. I admit to pinching articles from other club mags, published mags, but I do think we could do better if we could rely on a steady stream of articles from our own membership. To give you some ideas; write about your first flight or XC (remember the majority of the club are newish pilots), a new site; your hols in Europe or Wales; Tales from the "old days"; news and views; photos, drawings; poems; gossip; letters; blackmail; scandal; You send it in, I'll print it! We cannot have too much stuff for the Windsock. In fact we never get too much...

Despite my account of how we beat four clubs at once, I have to admit that we lost our next one in Wales recently. Andy has not given me the final score, but I don't think it will be the subject of a jubilant article in the next Windsock! Pride comes before a fall... Still no news yet of when the Airwave semi final will be held, but it has to be in August sometime. If we get into the final, or even if we don't I can recommend a visit to the Airwave final on the Bank Holiday Weekend at the end of August, on the Sheffield sites. Good time guaranteed. If you decide to go, contact Len Hull on 0298 871845 and he will give you details of cheap accommodation which has been arranged for the event, either camping or hostel type, whichever you prefer.

Well, again as we go to press, nobody has yet done the Dyke to Beachy run for the competition... in fact it hasn't been very good in general for XC from the Dyke. Don't forget to send in all your XC's to Andy who will compile the XC tables that we all know and love...

That's all for this month.... See you on the hill somewhere..

Safe flying,

MARK FISHER

# TOWING NEWS

THE SHGC HAS THE OFFER OF A TOW SITE AND THE USE OF THE WINCH, BUT NO ESTABLISHED TOW GROUP TO BACK IT UP. IF THE CLUB IS TO BECOME ACTIVE IN TOWING LIKE VIRTUALLY EVERY OTHER CLUB YOU CAN NAME, WE NEED PEOPLE TO PUT MONEY IN AND GET IT GOING.

## TOWING MICK PERRIN

THE FOLLOWING LIST OF PILOTS HAVE SO FAR EXPRESSED AN INTEREST IN FORMING A TOW SYNDICATE.

CHRIS BARTRAM  
JOHNNY CARR  
JOE CATLIN  
SIMON CATTLIN  
M. CARNET  
EDDIE HORSEFIELD  
DAVE KEEPAX  
RICHARD LEVER  
MIKE MILLWOOD  
MICK PERRIN  
KEVIN PICKERING  
P. ROLLINSON  
C. CRAIG

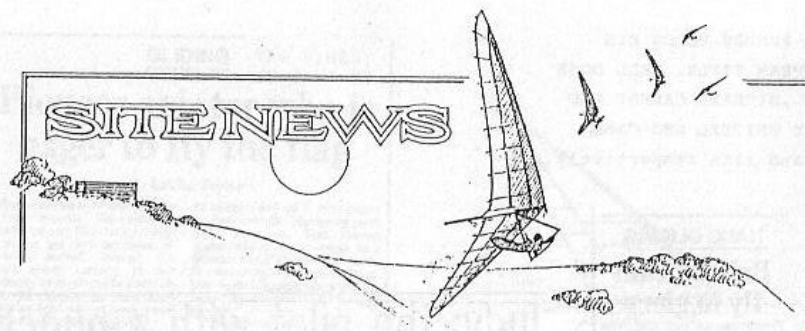
APOLOGIES FOR ANY OMISSIONS, IF YOU ARE NOT ON THIS LIST AND WANT TO BE, RING ME ON, POYNINGS 235 or BTN 424861 day DON'T DELAY ,ITS MID SEASON ALREADY AND THE GRASS HAS NOW BEEN CUT.

## MICHAEL "WHAT HURRICANE" FISH

The Southern Club is about to score another First by having the famous and well respected Weatherman Michael Fish along to give a talk at one of our Club evenings... He will give a talk and then answer people's questions... We will have to make a small charge for this one, to cover his fee and expenses, but it should be a good evening... Watch out for further details. Rumour has it that he does a discount if we promise NOT to mention the Hurricane.... so nobody blow it OK??!..

## THE RED FLAG

As reported last Windsock some punter has nicked our red flag... This means that we cannot warn people not to land in the small paddock when the wind is off to the north. A new flag is being made and will be fixed permanently in position, but a "sock" will be used to cover the flag when it is not needed. As a matter of course you should land in the large paddock anyway, except perhaps in light to moderate north westerlies at the end of the day to save you the ten yard walk!! Ask Richard Lever about this one if you are in any doubt....



## DEVILS DYKE

A NEW GLIDER STORAGE FACILITY AT DEVILS DYKE IS PLANNED. WE HOPE TO PROVIDE STORAGE FOR ABOUT 10 GLIDERS (POSSIBLY MORE). THE FACILITY WILL CONSIST OF INDIVIDUAL GLIDER BOX,S WITH INDIVIDUAL LOCKS PROVIDED. PILOTS WOULD PROVIDE THIER OWN INSURANCE THROUGH B.H.G.A. INSURERS. AND A NOMINAL YEARLY RENT WOULD BE PAYABLE. THOSE PILOTS WHO ARE INTERESTED SHOULD CONTACT CHRIS BARTRAM ON 0273 682499

## WINDSOCK

AS SOME OF YOU MAY HAVE NOTICED THE PRINT OF WINDSOCK HAS BEEN IMPROVED. THIS IS DUE MAINLY TO THE FACT THAT WE HAVE JUST TRADED IN THE OLD CLUB TYPEWRITER (WHICH WAS KNACKED) FOR A NEW ONE. WE HOPE ALSO TO FURTHER IMPROVE THE QUALITY AND ALSO TO BE ABLE TO DO MORE OTHER CLUB WORK WITH THE ACQUIREMENT OF A COMPUTER, WHICH CAN DO WORD PROCESSING , CLUB MAIL LIST, DESK TOP PUBLISHING ETC

## WEATHER

ACCORDING TO THE EXPERTS THE EARTH IS HEATING UP GRADUALLY BY GREEN HOUSE EFFECT . HOWEVER THIS DOES NOT SEEM TO HAVE IMPROVED THE THERMALS SO FAR THIS YEAR. THIS MEANS THAT IN THE PAST 8 weeks NOT ONE PERSON HAS MADE IT TO THE BEACHY HEAD PUB FROM DEVILS DYKE. CAN WE BLAME THIS ON THE EXPERTS ? !!

JOHN PENDRY HOLDS HIS EUROPEAN TITLE. WELL DONE JOHN, MICHAEL CARNET AND ROBBY WHITTAL WHO CAME 6th and 11th respectively,

### HANG GLIDING

#### British team fly to glory

Thunderstorms and the Pope have brought the sixth European championships to a premature end (a Special Correspondent writes).

Held in the Dolomites and the Veneto mountains of north-east Italy, the competition finished a day early because security requires empty skies for the Pope's summer holidays.

John Pendry, of Brighton, retained his European champion title despite having to fly one-handed.

A broken arm has left him with damaged tendons and little movement in his right hand.

The British pilots swept the board taking the individual gold, silver and bronze medals and beating 16 other European teams to take the team gold.

RESULTS (GB unless stated): 1. J. Pendry, 29,800; 2. B. Golden, 28,555; 3. J. Perry, 28,388; 4. U. Blankenhorn (FRG), 28,350; 5. S. Brown (GB), 28,073; 6. M. Carnet, 27,268. Teams: 1. Britain, 12 pts; 2. Germany 46; 3. Italy, 60.

## Judy: the pilot with a punch

FITTINGLY, Judy Leden of Camberley lives just a few miles from the Bracknell Met Office, and indeed she probably has a more intimate knowledge of weather behaviour than any of the professionals up the road. She's a hang-glider pilot. Right now she's studying weather patterns particularly anxiously; she's waiting to attempt a crossing of the Channel and she's been given a time window by the Civil Aviation Authority which runs out on August 6.

If she succeeds, Judy will be only the second pilot to achieve the feat and the first woman. She will also be the first pilot to cross at the Channel's widest point, 35 miles.

The conditions she needs had materialised by this weekend but she was dismayed to find that no helicopter was available for hire yesterday, and she must still wait.

Meanwhile, Judy has been nominated for The Sunday Times Sportswomen of The Year awards. The application was submitted by Brian Milton, the microlight pilot who made an eventual flight to Australia and who is also a hang-gilding veteran.

Judy dominates women's



competition but also competes on equal terms against the men. She's the women's world champion and also holds the women's distance record, a flight of 145.6 miles from California to Nevada in 1983.

More significantly, she is the first woman to earn a place in the British League of 45 pilots, the pool for representative teams. She was selected in a squad of 12 for the last world championships and although she didn't make it into the final eight Brian Milton says she soon will.

Judy has certainly been pushing the men for some time now, occasionally to their embarrassment. In a Himalayan World Rally event she triumphed in a celebrated battle with one of the world's leading pilots, Larry Tudor. In head-

to-head competition the art lies in trying to lead one's opponent in the wrong direction, before escaping from a current which puts the opponent on the ground. Judy did just that to Larry. In finishing third in the competition, she placed above the then-world-champion, Steve Moyes.

Now 28, she may have to wait at least four years before her ability, and her sport, attracts a worldwide audience. Hang-gilding has received Olympic recognition but the best it can expect to be is a demonstration sport in 1992, and a competitive sport later.

● Judy is one of 20 women and schoolgirls who have so far been put forward for the awards. Her nomination is in the British International Sportswomen category, but there are five other categories covering a wide spectrum of women's sport.

Candidates may be nominated by themselves or by others. Forms can be obtained from Sunday Times Sportswomen of the Year Awards, PO Box 480, London E1 9DN. Nominations can be made up to September 30.

Norman Harris



Judy Leden: a champion who is pushing the men

GLIDING The TIMES  
20 June 88

## Pioneer aviator who is eager to fly the flag

By Louise Taylor

When it comes to aviation, Sally King boasts formidable qualifications. Not content with devoting her working hours to guiding aircraft through the skies above London in her capacity as an air traffic controller, she spends her free time piloting light aircraft and, when the weather permits, gliding.

Soaring above the Gloucestershire countryside on Sunday, she became only the second woman to win a national gliding championship following the flight path of Anne Burns, who made history in 1964.

King's triumph not only marked the fulfilment of a dream first nurtured when she took up the sport 13 years ago at the age of 17, but placed her ahead of four members of the present British team.

"It was terrific; I'm still in a bit of a whirl," she said. "I just went for it and it worked. It was very satisfying."

Logically her new ambition is a place in that hitherto all-male British team. However, money,

or rather a lack of it, may prove an impenetrable barrier to such lofty elevation. The Discus glider which she co-owns cost around £25,000, and she lacks the resources to finance the trips that would furnish her with the vital experience of foreign terrain.

"It's impractical to think that I could be considered for next year's world championships in Austria because I just don't have the experience of those sort of mountains," she said. Sponsorship would change all that.

The desire to fly overseas is all the more potent because until recently the money she invested in gliding precluded foreign travel. "For the first few years I had no new clothes and no holidays."

Even ascendancy to national champion has failed to convey much in the way of material benefits. "I won a silver tray, a very large cup and some wine.

There's absolutely no money in gliding, it's something you do purely for love of the sport."



ADVANCE WARNING -- XMAS PARTY -- ADVANCE WARNING -- XMAS PARTY---

The SHGC Xmas party is to be held on the 17th DECEMBER, at the Dyke. The numbers will be limited strictly this year, because last year we were a bit too trusting and let people in to drink only..... This resulted in some people getting a free meal and the club made a loss ... They know who they are, and this year it won't happen again. You can make your reservation now if you like as long as you pay up when the tickets are available. CONTACT SHARON, OUR SOCIAL SECRETARY FOR FURTHER INFORMATION...

VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING

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

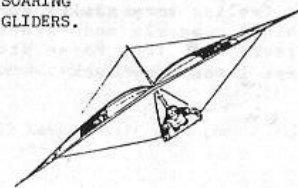
TRADE INS., SPARES, REPAIRS, HARNESSES, VARIOS; AND NAVBOX CONTINUOUS STRIP ROLLER MAP HOLDER ESSENTIAL FOR LONG XC £15 + MAP.

+ HANG GLIDING ACCORDING TO PFIEMMER £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 KIMBLEBAR, (HIRE/BUY)  
+ PARALOGIC CHUTES IN STOCK, + THE £100 VARIO.



# ACCIDENT REPORT.

By Richard Lever.

In the interests of public safety I feel duty bound to air my sins. This unfortunate incident happened on the 23 June at the Dyke on a fairly thermic day. The wind was about 10 knots NE to N. Thermals were small and punchy low down and very cyclic, with strong patches of sink. Despite some real nailbiting stuff low down, I managed to gain about 2000' ATO.

After some time I began losing some height and was eventually down to about 400' ATO. When you've been fairly high 300 to 400 feet looks more like 100' and since I seemed unable to escape the constant 4 down, I became somewhat paranoid about ending up at the bottom. The gliders below me seemed to be really really low (they always do don't they?) And I thought how nice it would be to be a real smug bastard and top land telling everyone who hadn't flown yet how good it was at two grand while watching all the other poor sods heading for the bottom field. As a consequence of all this Mr Smug came in to land with far too much height....

In fairness to myself I did take a pretty wide approach across the top landing area. Trouble was, half of this was in lift. I ended up over the fence by the pub with about 60 to 80 feet AGL. At this point it dawned on me how unsmug it would be to overshoot and end up with all the others in the sheep pooh. A rational decision would now have been to track back across the paddock and land there. However, a  $\frac{1}{4}$  second glance somewhere in the general direction of the windsock convinced me it was safe to land by the pub...

I flitted over the fence with about 60' still hoping to get down (I'd probably have overshoot on a Stubby...) However... not wishing to go down.... I made sure that... I wasn't flying too fast (cringe!!)... At a height of about 30' I was out of prone and on the uprights when the inevitable happened. The glider banked sharply to the right and by the time the wings came level, it was heading straight towards a parked single decker bus. In the sudden realisation that some form of accident was now inevitable, I somehow managed to convert over the bus using that speed was left, only to be confronted by the even more horrific sight of the cafe window. For a brief second I had this vision of all those nice people in there eating their cream buns being showered by flying glass and bits of hang glider. By some miracle, though, the left wingtip hit the top of the bus, and as the glider was now totally stalled, this resulted in the right wingtip hitting the cafe wall, breaking the leading edge, cross tube, upright, kingpost, etc....

I was feeling very guilty as I emerged from the wreckage unscathed. Surely such stupidity merited some form of mutilation? Two years ago, Tony Payne did a similar thing and was sadly killed. I guess I was very lucky.

.....Cont'd

/ Accident cont'd...

Anyway, forget about me. Imagine what would happen if a hang glider ploughed into the cafe or the pub. Imagine if members of the public were injured. What would the Argus say? What would Brighton Council do? Would we still be flying the Dyke in six months time? Last year some guy landed on the pub roof (!) a pilotless glider got stuck in the aerial.... what next??

So, if the wind is off to the north, do not land near the pub. A mistake like mine could land you in the hospital --- and make you the most unpopular person in Sussex.



Drawing by Gareth James (Wessex Club)

Can anyone in our club draw? All efforts welcome!

## COMPETITIONS

At the AGM last month I'm pleased to announce that someone else's quick reactions gave me the position of Competitions Officer. (well I wanted it anyway! )

It was also mentioned at the AGM that a fixtures list should be published in Windsock. Well see below:

JULY 23/24 SHGC v. Wessex and Avon clubs (our sites).

(3 fixtures omitted from list as they have already taken place as I type this! — ED)

At all the competitions there will be more than two club teams fighting it out! but the fixture list is only for reference (What's he on about??? --ED).

Anyone who is interested in flying for the team or for details of Comps which are away, can contact me on 0293 27662.

I hope soon to be arranging more comps, but you'll have to wait till the next Windsock for details.

Cheers for now

ANDY

NEW CLUB SECRETARY REQUIRED

Due to personal commitments, I shall be stepping down as Club Secretary from the end of August.

The Committee therefore needs someone interested in giving a few hours each week to take over.

Apart from organising and minuting the Club Committee meetings, other activities are liaising between the Club and the BHGA, and basically using your imagination to make the club better organised and more fun to belong to!

If you're interested in contributing to the sport that you've got so much out of, and playing a part in the most successful hang gliding club in the country, then give me a ring on:

01-653-5281

Happy landings,

JOE CATTLIN.

THE FOLLOWING DRAWING HAS BEEN PUT FORWARD BY ONE OF OUR MEMBERS AS A POSSIBLE NEW CLUB LOGO... IT WOULD MAKE AN INTERESTING CLOTH BADGE I MUST ADMIT. ANY COMMENTS???



**WANTED**

**ARTICLES**

*Cartoons*

your views and  
experiences

If you can not write or type,  
Tell us, we will do the rest.

**GET YOUR NAME  
IN PRINT**

We will draw your  
Cartoon Ideas &  
Technical diagrams

# Cloud and fudge factors

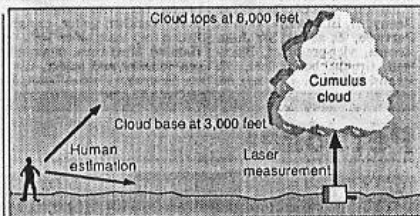
Dick Fie  
London Weather Centre

For meteorologists, there are two alternative tests which can be applied to his understanding of the atmosphere. An interest in practical applications of meteorology leads to understandings based on the ability to forecast development of cloud formations. An inclination towards physics and theory means the acid test will be the ability to produce a computer model which mimics atmospheric processes.

A perfect numerical model of a cloud sheet would include all the physical processes which affect that cloud sheet. Validity of the model would be proved because it ties in with scientific observations of the real atmosphere.

Unfortunately, with the high cost of meteorological research aircraft and airborne equipment, it is difficult to collect large amounts of data. The UK Met Research Flight has just one converted Hercules aircraft, affectionately known as "Snoopy" on account of the shape of its nose.

If we wish to study the structure of a stratocumulus sheet in great detail we might make sev-



Accurate measurement of cloud height, using laser equipment, has to be vertical.

eral aircraft flights and many extra balloon launches.

Let us imagine a sheet of stratocumulus cloud with its base 3,000 feet above ground. What processes are going on at the base of the cloud? Weak convection currents rising from the ground may be reaching their condensation point at the cloud base. Conversely, downward-moving air will carry evaporating droplets, thus naturally maintaining a reasonably level base.

Heat radiated from the Earth's surface will be absorbed at or near the bottom of the cloud keeping it relatively warm. Within the cloud layer itself vertical air currents will

be carrying minute droplets up and down. (The micro-processes around a cloud droplet cannot be modelled on the same scale and will have to be allowed for by "fudge factors").

Two processes help maintain a lower temperature at the upper surface of the cloud than at the base. One is the long-wave radiation being emitted from the cloud top into space; the other is the natural decrease of pressure upwards which means that rising air parcels are, *de facto*, expanding and therefore cooling.

These processes are well known to scientists but to assign accurate values to all of them is another matter.

## lost

LOST ON FIRLE:

- \* PITCHY Contact Andy Napolitan 0923 51488.
- \* SPEED BAR Contact Dafne 01 398 6222 before 12 August please!

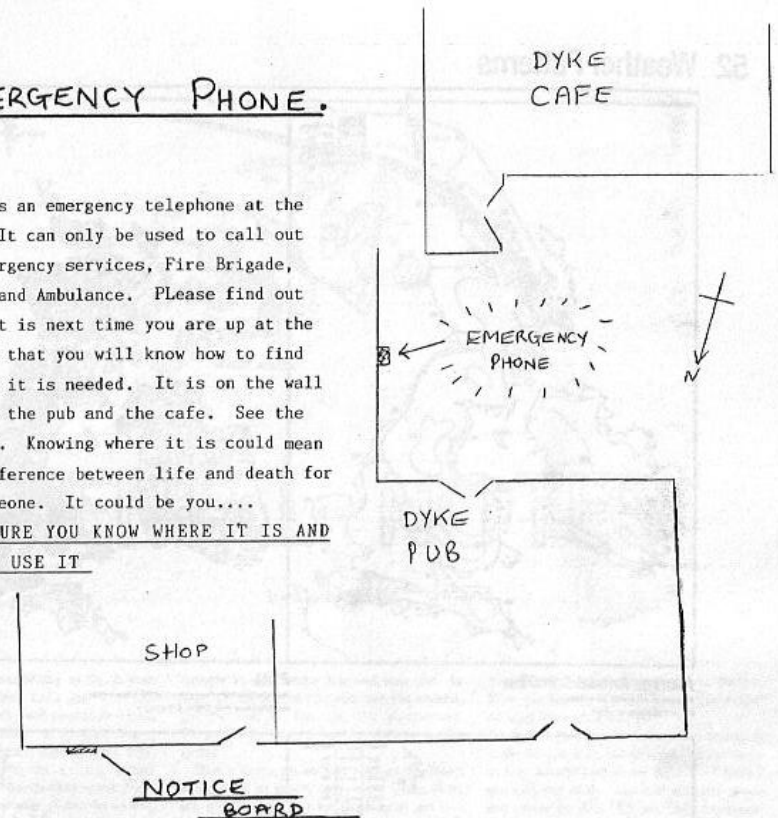
LOST ON DYKE:

- \*SILVA COMPASS Contact Steve Walker 0342 716113.

## EMERGENCY PHONE.

There is an emergency telephone at the Dyke. It can only be used to call out the emergency services, Fire Brigade, Police and Ambulance. Please find out where it is next time you are up at the Dyke so that you will know how to find it when it is needed. It is on the wall between the pub and the cafe. See the diagram. Knowing where it is could mean the difference between life and death for someone. It could be you....

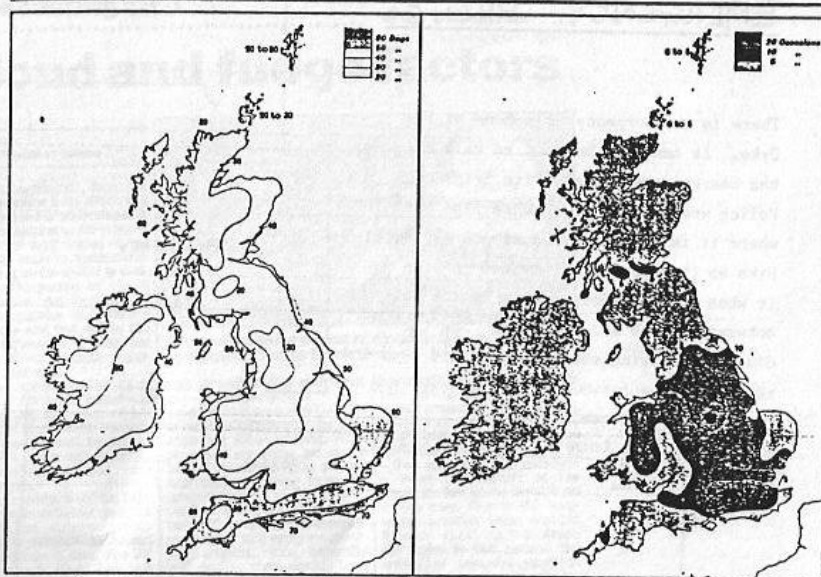
MAKE SURE YOU KNOW WHERE IT IS AND HOW TO USE IT



## NOTICE BOARD

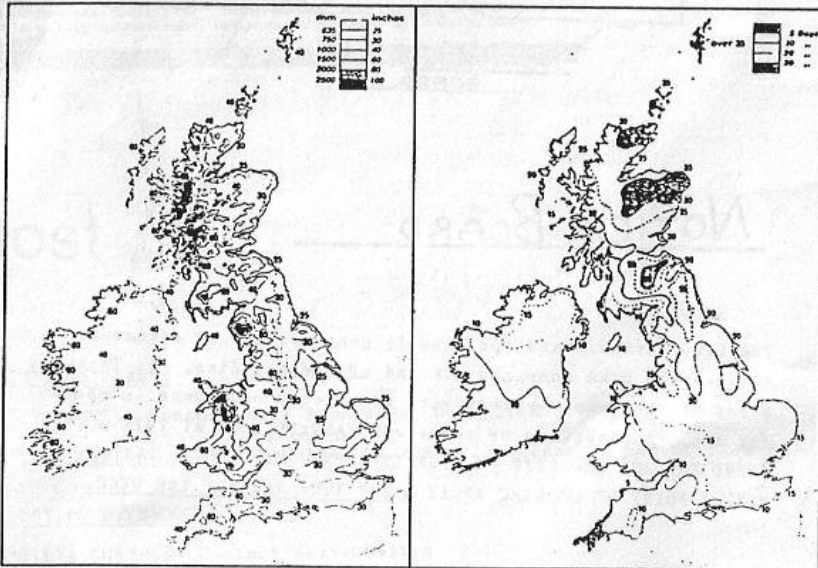
The Club Notice Board has finally gone up, and is situated between the Dyke shop and the end of the building. It features a map of the Dyke together with site rules and there is space for any other notices as required. ALWAYS LOOK AT THIS NOTICE BOARD FOR ANY NEW SITE OR CLUB INFORMATION. MAKE A POINT OF LOOKING AT IT EVERY TIME YOU FLY THE DYKE.

The Sunday Times  
 Your Guide to the British Isles  
 © John Bartholomew & Son Ltd.



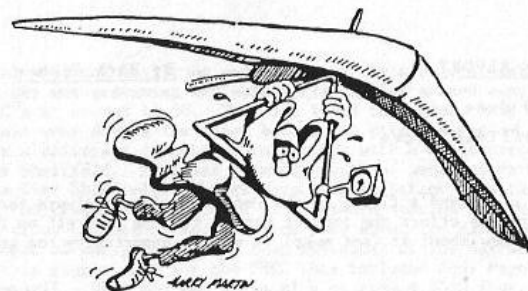
**Average Annual Sunshine**  
 Number of days with more than  
 1 hour of bright sunshine

**FOG**  
 Average number of occasions of thick fog a year  
 (visibility less than 200 m or 1/2 mi.)



**Average Annual Rainfall**  
 The Figures indicate the Precipitation in Inches

**Snow Cover**  
 Average number of days a year with snow  
 falling on low ground (0-60 m)



# MENTAL NOTES

by Dave Butz

Wow, what a beautiful day to fly, it even looks a little soarable. Let's see, I've pre-flighted the glider, but I still need to do a hang check. I don't want this backpack flight bag to interfere with the harness support lines. Hey, Dick, could you give me a hang check? Thanks. Look good? Seems okay to me, but I have been flying fixed wing gliders for so long I'm not really cued into these cocoon harnesses yet. Looks okay to you? Good, I guess I'll get up to launch.

Boy, am I nervous, it's been a while since I've flown the Peak. Wind looks perfect, 5-7 mph straight in. Should be a good launch. Well guys, I guess, it's now or never... oh, okay Bob, you're right, now or later. Okay guys, see you later. Okay Dave, run your ass off!

I'm off!! Oh, no! What's happening? My harness is bunching up around my chest. Oh, my God, I forgot to step through the leg straps. Damn, get into the control bar, it's my only hope! Great! I'm in, glad I was still on the uprights. Damn, the glider is flying fast, and yawing like hell. I'm high also, 500 - 1,000 feet already. Maybe I should deploy my chute? NO WAY!! I'm not completely in the harness. I'm gonna die. NO YOU'RE NOT!

I'm already nearing the Cathedral, gotta slow down and find trim position. God, I'm exhausted! Lean back and slow this baby down, don't lose your grip, you'll die! It's slowing down, good, maybe I can stand

upright in the control bar and step into the boot. Go for it. I'm up, unbunch the harness, get the foot in. Oh, no, I'm sideslipping. Forget the harness for now, straighten out the glider.


Slow it down, oh no, not a wingover. Don't overcontrol so much, easy, easy. Okay, okay, it's approaching another stall now, get forward, keep it smooth. Crap, what am I doing, I have no real definite control. I'm going to die anyway, might as well drop out and get it over with. NO WAY! Don't think that way! Okay. I'm okay. Alright, glider's smoothing out again, but I have to lean back so far and hang on. I'm exhausted. What a stupid situation I put myself in. If I screw up further it's really going to ruin my friends' day.

Let's see, where am I really heading. I don't want to go for Cater landing area, too many houses and power lines even though it's closer. I need to head toward Cienagitas landing area, it's more open. Don't know if I can make it, but gotta try.

Ge, getting pretty low over Ontare Hill. There is no way around it, I have to get into the boot if I am to get any kind of acceptable control. Think Dave, the bar is raked forward. Every time I get low in the bar, the glider speeds up, so if I stand up slowly, it will effectively move my weight back. Try it. It's working, but slowing down too much. Try upper torso and arms through the front, butt out back, feet wide. It worked! Gotta get into the

boot. Slowly, inch the harness down, that's it. Now get foot in boot; I got it! Go prone! Alright! Now glide this sucker.

I'm over the last spine now, it's a clear glide to the landing area, but no turns, I'll just make it. May have to land on my belly, but I think I can kick out of the boot and still stay prone and rotate on flare. Oh no, may overshoot, speed up. Good, right on target. Flare, feet down, I'm down, oops, dropped the nose, but I'm down safely. Damn, what a stupid thing to have done. Maybe I ought to write about it to make others aware, so they don't make the same mistake.



**Para  
Publishing**

Books by Dan Poynter  
 Post Office Box 4232-314  
 Santa Barbara, Ca 93103  
 Telephone: (805) 968-7277

Send For  
FREE Brochure

## COMPETITION REPORT

By Mark Fisher

Date: 18/19 June

Venue: Sheffield Sites

The chance of a weekend's flying in the Peak District is always tempting, and a friendly comp offers the perfect excuse to drag yourself up there. For those who knew about it (not many) it was an opportunity too good to miss.

The competition was to be based on the Sheffield Sites, in the High Peak District. For those who do not know the area they have sites for all wind directions within a few miles. Three sites even have the same car park!

The forecast on the Friday night offered little in the way of help to the undecided, since high pressure prevailed and arrows were pointing all over the place. On the Saturday morning the wind was so light that it was hardly noticeable. A crowd of hopefuls carried over to Bradwell Edge and rigged up. Smoke on the cement works showed an occasional North Westerly drift (the site takes West).

The Southern mob consisted of Mark Johns, Ron Richardson, Mark Chick, Mike Millwood, Kevin Pickering, Mark Fisher, Rob Sinclair, Andy Napolitan, and a non flying captain, Andy Kirkham. Andy received a lot of stick over this and it was alleged that he had just bought the Ozee suit and badges for posing purposes! The fact that he didn't have a glider with him didn't help when he tried to deny it! It was decided that all of us would attempt the tasks but only the top four or five would score. This gave us a better chance as we had more pilots than the other clubs. The other clubs in the comp were the Sheffield Club, the Peaks Club, Cumbria and Norfolk.

Tasks were to be set by agreement between the captains, and the early riggers were all ready to go when they decided to move to another site, Lord's Seat, a Northerly. Andy Napolitan and Mark Johns decided to fly down, and hurriedly dived off, setting several site records in the process (fastest top to bottom, worst landing approach, etc.)

Ten minutes later, before anyone had made a move, or derigged, the wind came on the hill, someone took off and stayed up for ten minutes! Forget about Lord's Seat...

The task was set as open XC, with a spot landing on top if the XC was not activated.

A good day's soaring was had by all, and in the early evening a weak wave system set up. Best height gains in this were about 1200 ATO. Several pilots took the opportunity of diving over the back to activate the task and score, whilst others completely forgot the competition. A rough scoring in the pub that evening gave the lead to the SHGC.

A good evening was had by all in the Peak Tavern at Castleton, except for Mark Johns, whose meal somehow never arrived, and he had to make do with left over sandwiches because the kitchen had closed! Whilst everyone else tucked into steaming hot meals...

Sunday morning dawned brilliant and blue, and the site was again Bradwell Edge. The sky was promising and some early cumulus sucked away the first batch of XC's at around 11.30. This lot lived to regret their hastiness, when they all went down a few miles behind the site. A second lot of gliders went off in a different direction, connecting with a cloud street that was heading for Sheffield. Wind was slightly south of west and Mark Chick radioed that he was over Sheffield. Things were looking better. As the blue hole in front of us developed, at around 1.30 gliders started getting higher; A big dark cloud approached and hovered away about ten gliders, including at least three of our pilots. The best distances of the day were made by pilots in this gaggle, and for the SHGC this included Andy Napolitan, Mark Johns and myself. Progress was quite slow at around 3500 feet, and the drift seemed to be taking us towards Chesterfield rather than Sheffield. When we reached Chesterfield most gliders were at around 4500 feet, near cloudbase, but the sky had overdeveloped and the wind died down to almost nothing.

Best distances took pilots beyond the M1, scattered between Bolsover and Mansfield. Ron Richardson's wife (in London) was then bombarded with calls to arrange pickups, while pilots derigged and waited for their lifts.

All in all an excellent weekend!

The results were:

1. Southern	2881.6
2. Sheffield	1704.5
3. Cumbria	1492.5
4. Peak	1486.3
5. Norfolk	No flight details submitted

Individual winners:

Day 1 Ron Richardson and Ed Cleasby (Cumbria)  
Day 2 Graham Bell (Peak)

Overall Andy Napolitan

SHGC SCORES:

	<u>Day 1</u>	<u>Day 2</u>	<u>Total</u>
Andy Napolitan	260.3	416.2	676.5
Kevin Pickering	271.6	267.1	538.7
Mark Johns	-	485.1	485.1
Ron Richardson	300	93.3	393.3
Mark Fisher	-	307.1	307.1
Rob Sinclair	-	267.1	267.1
Mark Chick	213.8	No details submitted	213.8

29 June 1988

### SAFETY REPORT

by Simon (I've got the bandaids) Cattlin

Over the past four weeks we have had THREE potential fatalities, two at Newhaven and one at Devils Dyke.

#### 1) NEWHAVEN

In the space of one week, two pilots crashed here, both P1s, both with low airtime, both flying in a S.E. wind. Both required ambulances and hospital treatment for cuts, bruises, concussion, back injuries, broken bones etc.

The first pilot crashed into the hill after a downwind 180° to face into wind turned into a rotor induced tip stall. He was badly injured and unconscious on a ledge ON THE CLIFF FACE and was only saved from a 100 foot tumble to the stone beach by the timely presence of two senior club pilots who held onto him until emergency services arrived.

The second pilot crashed on take off from in front of the coast guards station as a result of turbulence/dead air. He received the usual arm, wrist and head injuries associated with high speed impacts into terra firma which prompted the coast guard to scramble a search and rescue helicopter, although in the event the ambulance was sufficient.

#### 2) DEVILS DYKE

On Thursday 23rd June, a club pilot of some years standing qualified as the LUCKIEST MAN ALIVE. The pilot approached for a top landing the Pub side of the fence in a moderate northerly. The glider passed within a severe lee side rotor and consequently ended up as a tangled wreck after it stubbed itself out right in front of the cafe. I understand the only reason the glider did not hit the cafe was that a van and a double decker bus (open top) broke its fall !! The pilot walked away sadder and wiser, but otherwise unhurt.

### LESSONS TO BE LEARNED

- 1) DO NOT fly at Newhaven if you are not a P2 or have at least 25 to 30 hours experience.

This site is not for inexperienced pilots and should be treated with respect.

- 2) DO NOT land the Pub side of the fence at the Dyke in anything else than a north west.

Two years ago Tony Payne was killed trying to land beside the cafe in a northerly. We now have a new red flag that should be put up if the wind is northerly, but all of us should keep a vigilant watch on wind direction prior to a landing approach. Thermal activity can and does switch the wind round during the summer months.

The other big danger of the Dyke top landing is flying too slowly on approach. If you are too high, overshoot and go round again, don't muck it in.

Safe flying.

Regards,



Simon Cattlin  
Safety Officer

#### SUMMER SAFARIS to EUROPE

Pilots willing to camp and share with 6 others, while enjoying lots of excellent FLYING are invited.

AGER IN THE PYRENEES  
Trips leave on Friday  
1st on 17th June,  
2nd on 8th July and  
3rd on 17th September

ANNIECY IN THE FRENCH ALPS  
Leaves on 5th August

LOCAL TRIPS  
Long weekends to South Wales,  
2nd to 6th June. We are doing our best to get you flying, with your support trips being arranged so you will have company midweek, on those lonely unflyable days when the wind is peachy, but you dare not self-launch and fly alone.

TOWING GETS YOU HIGH



Phone 0328 701602  
or 0836 236050

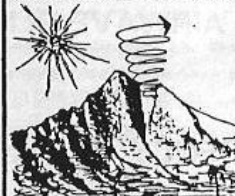
'SHETLAND', Chapel Lane, Beeston, King's Lynn, Norfolk PE32 2NG

IN STOCK  
Tee-shirts £7.00 · Sweat shirts £11.00  
'TOWING GETS YOU HIGH'  
CLOTHING & MAGS

**MOTRONICS**

'XL' Vario/Altimeter

#### HOLIDAY FLYING



#### IN THE CANARY ISLANDS

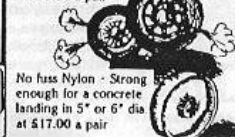
We are repeating the venture  
Anybody interested in 2 to 3 weeks away from the British winter weather during mid-November to Feb

Contact Tony and Ron for details.  
Photo and examples, this is the place to play outdoors.

Flight, accommodation, assistance and tuition in Hang Gliding, Windsurfing, Water Skiing and Parascending can be arranged.  
A good family holiday was had by many.

#### WHEELS

Special pneumatics, 8" or 10" dia.  
Slim, Lightweight  
at \$36.50 a pair



No fuss Nylon - Strong enough for a concrete landing in 5" or 6" dia  
at \$17.00 a pair

#### LEARN TO FLY

The convenient way...  
the first TOW SCHOOL IN BRITAIN  
New teaching techniques, 4th and 5th generation gliders and a gradual advancement programme to move you towards flying circuits at over 500 feet of altitude.  
Advanced training to include flying manoeuvres, thermalling and spot landings.

IN STOCK  
ALL GLIDING GEAR

Phone 0328 701602  
or 0836 236050

**MOTRONICS**

'XL' Vario/Altimeter  
The Motronics 'XL' Vario/Altimeter is a compact but comprehensive instrument providing audio and visual indication of climb or descent to + or - 1000ft/min and a digital display of altitude to 20,000 ft.

#### FEATURES

- Low battery indication
- Dual altitude ranges
- User adjustable audio
- Temperature compensated at all altitudes
- Interval modulated audio using a solid state pressure transducer, giving excellent reliability and sensitivity

£225.00 inc VAT plus £2.00 p&p  
'XC' VARIO only £199.00 inc. VAT plus £2.00 p&p

Both units supplied with universal fitting clamp. Options include an anodized bracket, RFI suppression & black or grey finish (XL only). Available through your dealer or directly from:

'SHETLAND', Chapel Lane, Beeston, King's Lynn, Norfolk PE32 2NG  
Tel: 0328 701602



# LINDSAY RUDDOCK - VARIOS/ALTIMETERS

S./E AGENT - EDDIE HORSFIELD.

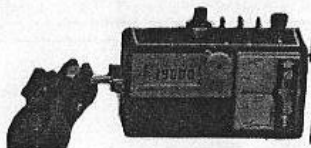
★ FAST SERVICE

★ TOP TECHNOLOGY ELECTRONICS

WHAT THEY SAID ABOUT  
THE MODEL LR 2 .....

DENNIS PAGEN

ONE OF THE MOST  
PRECISE INSTRUMENTS I  
FLOWN WITH.



L. RUDDOCK... THE BEST HANG-GLIDING  
INSTRUMENT AVAILABLE  
ANYWHERE

ALAN DANIELS... TOP AUSSIE PILOT HEAD  
& SHOULDERS ABOVE THE BALL

MOST POPULAR VARIO IN THE LEAGUE & THE 1988 U.K.  
WORLD TEAM.

SEE ME ON THE  
HILL MOST FLYABLE  
DAYS AND TRY A  
LINDSAY RUDDOCK VARIO

EDDIE HORSFIELD

01 689 2076

LR2 - £349

LR1 - £220

LRO - £195.  
(ANALOG)



## WORLD CHAMPIONSHIPS '88 IN AUSTRALIA: THE BUG IS WORLD CHAMPION!

Ricky DUNCAN und clips his Sky Systems BUG harness, seconds after becoming the new World Champion. Well done Ricky!

For the second time in a row, Sky Systems have clinched the Gold Medal in the Worlds, with J. Pendry winning in '85 in Australia.

**AIRWAVE GLIDERS** The CALYPSO, the high quality intermediate glider which is taking Europe by storm, is also available from stock. At last new pilots can have the joy and privilege of owning an AIRWAVE glider.

## EMERGENCY PARACHUTE SYSTEMS

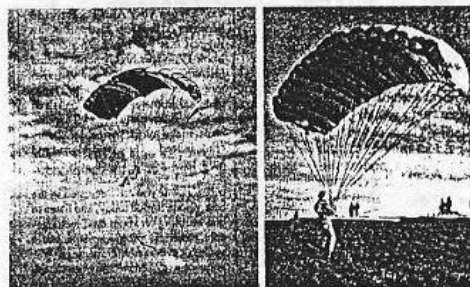
### PARAPENTE PARAGLIDING



This is a new way of hang gliding which is lots of fun and what's more, it is much easier. Sky Systems are the UK importers of the winning ITV parapentes.

#### SKY SYSTEMS SHOP AND MAIL ORDER

We stock and supply all hang gliding and parapente equipment, catering for the newcomer up to the World Champion. Come and see our stock of harnesses, instruments, accessories, clothing, helmets, books, posters, stickers etc. Use our mail and telephone order service and your credit card for instant despatch.



## SKY SYSTEMS

Sky Systems Ltd, Knoll Workshops, Bellingham Crescent, Old Shoreham Road, Hove, Brighton, BN3 7GS, Great Britain  
Tel: Brighton (0273) 423650 13 lines. Fax 423675

# LETTERS

Dear Windsock,

I am a pilot of only about 14 hours and realise that I am more likely than some others to encounter unexpected situations where safety equipment would be useful.

However, although it is a question of individual choice, I was dismayed to see a new pilot joining the old "mad" school on the pretext that a bone dome is not going to save you in the circumstances of most crashes. As I've never seen an unconscious pilot deploying a parachute, the only logical reason I can find for not wearing protective headgear is that of 'style'. (Perhaps some feel a coffin would suit them better...).

So come on Andy, whilst real Hawks may not wear helmets and real men may not wear condoms, you can show us that a really good pilot does not set a bad example.

Yours faithfully,

D. R. WILLIAMSON

15 Ewhurst Road,  
Brighton  
Sussex.

### LAVERACK IN HANG GLIDING FIRE!!

Vegetarian-Kung Fu Hang gliding pilot Andy Laverack from Leeds suddenly found himself engulfed in smoke while inside his double surface on Semerwater.

"It was horrendous I could hardly breathe and there was no escape!" says Andy a keen Zen Buddhist who has been seen to levitate in the Lotus position over Wether Fell.

Strangely the smoke was accompanied by laughing and giggles. Mr Laverack is therefore offering £10.00 reward for information leading to a conviction. !!

## JOIN THE S.A.S.

For 7 Days

The Special Activity Service  
Hang Gliding, Paragliding, Canoeing,  
Abseiling, Dingy sailing, Hiking,

All Wind directions can be flown.  
All Transport provided.  
All Food provided.  
All Accommodation provided.  
All taking place in The Lake District.

All details from Eddie Bilous on 0273 411239

S.A.S. is an affiliation of Eagle Quest & Free Flight.

# GRAPEVINE

By 'McRAKER'

Well, as promised, the names of the recalcitrant crop landers... One of them decided to cough up, so he can't be exposed, but the other one, a famous league pilot, and Frenchman, can... But Muckraker is a reasonable sort of chap, so he will delay the final disclosure a further month...

\*\*\*\*\*

Ex member Peter "I'm a civil engineer just like my hero John Pendry" Bolton, launches another ill considered attack on the wonderful Bonfore Detector, in a thinly disguised attempt to get his name in Wings again.... Well it certainly fooled the editor of that worthy organ...

\*\*\*\*\*

Rumour has it that Richard Lever has discovered a new method of stopping a bus. He stumbled accidentally on it one day whilst attempting to drop in at a cafe for a quick cup of tea...

\*\*\*\*\*

Another member has distinguished himself by entangling his parapente so badly in a bush that he virtually destroyed the bush in the two hours it took to cut himself free....

\*\*\*\*\*

Same member seen at Firlie at twilight trying desperately to smash the steering lock of his car having lost his keys....

\*\*\*\*\*

Further incontrovertible evidence that Tim Williams has got it in for the SHGC... Failure to publish important sites info about visiting pilots to the Dyke... Can we now take him seriously when he bleats on about all contributions being welcome? We'll give him one more chance, before launching the Bring Back Stan Campaign...

\*\*\*\*\*

Seen at the Dyke recently... The new Airwave machine, called, for reasons best known to Airwave, the KISS... A very small glider, at 154 sq.ft. in a horrible shade of pink, it reportedly failed to impress Johnny Carr who expressed preference for the Australian version called the FOIL... Tintin and his entourage have apparently won the European championship on the thing, though...

\*\*\*\*\*

All snippets for Grapevine welcome... Why do I have to do all the work every month??? Grapevine has at least two fans, so what about it??

\*\*\*\*\*

FREE TO FULLY PAID UP MEMBERS, OTHERWISE A FEE OF £1 IS PAYABLE.  
ALL ADS WILL BE RUN FOR 3 MONTHS ONLY UNLESS RENEWED.

## SMALL ADS

ACE 150:excellent condition. £980  
Johnny Carr  
044484 217

Ruddock LR/2 VARIO  
Total energy, QNE, barometer. 1 yr old, new cond. £295.00  
EDDIE: 01 689 2076

CLUBMAN 160: ten months old. speed bar, 2 spare uprights  
Exc. cond. £850 ono  
KEVIN 01 767 7897.

AFRO 8000 Owens Valley. Varo alti T/E, ASI, stopwatch, McReady Ring, feet or metres, dual sensitivity, cost £365. Two yrs old. £220 ono  
Gordon: 01 948 5606.

HIWAY DEMON: (med)  
Red,yellow,black sail  
VGC, new lower rigging  
£300 ono  
Rob 01 464 8416.

STIRRUP HARNESS:  
£30.00 ono  
Goeff Allen:  
0883 49590

MAGIC 4 166 Mylar 1/e  
4.4 cloth, trimmer,  
20 hours only. Airwave  
check Dec 87. Blue,  
orange u/s. Pilot  
emigrated. £1200  
Simon Cattlin:  
04446 44062.

WANTED: £100 offered  
for 3rd Gen glider.  
Also seated & prone  
harnesses wanted.  
Dave 0273 29041  
63 Preston St, B'lon.  
RN1 2HF.

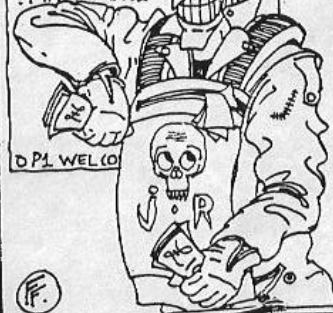
JOHNNY ROTOR LTD

THIS MONTH:

JET 699 £  
ONO

EXOCET  
MINT CON. 499 £

MARIA 389 £



MAGIC 4 177 FR : very good condition.  
£950 KEVIN  
07918 6319

Supp Harness yellow.  
Exc.cond. Suit pilot over 5'8". Personally recommended by SHGC safety officer. £95. Simon  
04446 44062

CLUBMAN 140. Small A frame for pilot 5'3" to 5'6".  
Pneumatic wheels, 6 hours  
airtime only. £850  
Sharon : 0273 507582.

TYPHOON S3 166: under 100 hours. good cond. £350 ono  
Steve Pugh 01 318 0320  
(24 hours)

SOLAR STORM. Blue & yellow & orange sail. Good cond.  
£180 ono. Rob 01 464 8416.

CLUBMAN 160  
White, Blue chevron.  
Kept under cover. + two uprights. £700  
Calvin 037253464.

WILLIS Vario: Will do as first vario. With mount for round tube. £25

Dunster stirrup harness:  
£25

Rod Lees 0273 300328.

HELP!!! Pilot stranded in Purley with no means of transport. Anyone willing to share transport and fuel costs.  
Contact Steve  
01 660 2160.

	MAGIC 4 ,166 RECENT	/
	COMPLETE AIRWAVE	-
	OVERHAUL, HIGH	-
	PERFORMANCE GLIDER	-
	(JOHN PENDRY USED THIS GLIDER TO WIN THE WORLD CHAMPIONSHIPS)	-
	£1098 ono phone CHRIS	/
	ON 0273 682499	/