

**MORE
AND MORE
PILOTS
ARE
SEEING
THE LIFE**

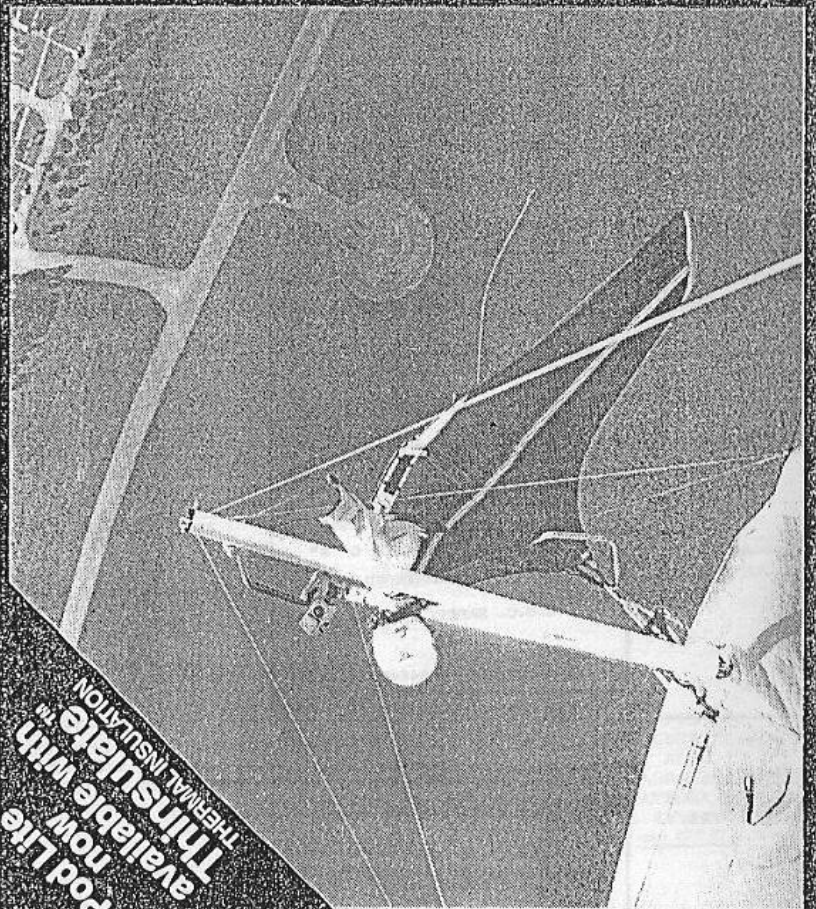
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MAY/JUNE 1988



**Challenge for
charity cash**

LIFT-OFF! Hang gliding champions John Pendry and Judy Leden have launched a new challenge in the skies.

Throughout June fliers will be racing from Devil's Dyke to Beachy Head to raise money for Chalkley Heritage.

Every pilot entered for the Charrington Hang Gliding Challenge has

raised £60 in sponsorship for the charity.

Their times will be recorded and the fastest in each class will win hang gliding equipment worth £500.

European and former world champion Pendry, of Sillwood Road, Brighton, said: "This is a great challenge to the pilots and raising the money for charity is an added bonus."

JOHN PENDRY MADE IT TO RIPE WITH DAVE RUSBRIDGE THAT WEEKEND. SO THATS THE BEST DISTANCE SO FAR ALMOST TWO THIRDS THE WAY. IF YOU CAN DO BETTER THEN YOU COULD WIN FIRST PRIZE, BUT DON'T FORGET TO HAVE LANDING WITNESSES AND ALSO TO CLOCK IN THAT DAY AT BEACHY HEAD.



SHGC COMMITTEE 1987/88

CHAIRMAN

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

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MEMBERSHIP ASSISTANT

vacant position

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AIRSPACE OFFICER

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COMPETITIONS

ANDY KIRKHAM 73, WAKEHURST DRIVE SOUTHGATE, CRAWLEY. 0293 27662

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TOWING CO-ORDINATOR

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

WINDSOCK EDITORS

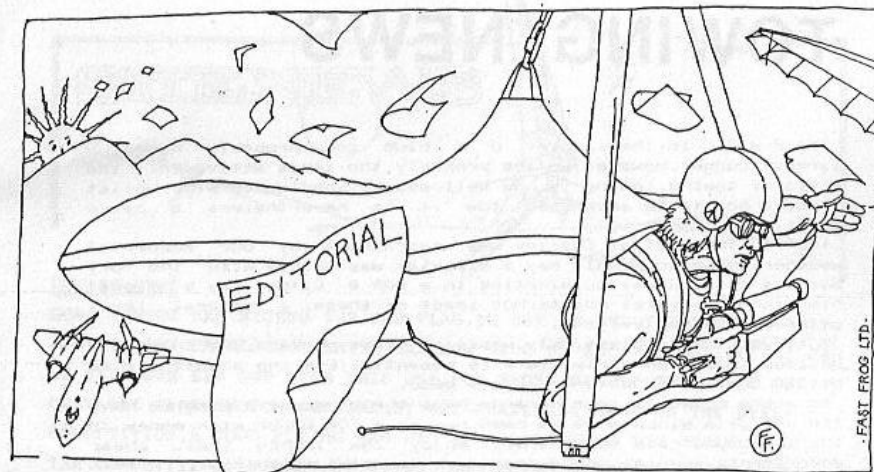
Mark Fisher - 66 Western Road, Hurstpierpoint, Sussex. (0273) 832478

Chris Bartram - (see sites officer)

CLUB SOLICITOR

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

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



Hello chaps, its me again... voted back for another years hard labour. I hope you'll all help me out again by supplying me with articles and other items for the Windsock. Don't forget the magazine is what you make it. If nothing comes in then it gets a bit thin... One young member complained at the AGM that Windsock was not including enough local news about the club and its members. Well, he's never sent anything in so it's a bit of an own goal really. As I've said before, I'll publish anything you send in to me, within reason!

By now the Charrington Challenge will be well under way... no reports of any successful flights as Windsock goes to press, but hopefully that will change by the time you get the mag.

Other things to look out for are the inter club competitions, several have been arranged. If you're interested, phone our new Comps Officer, Andy for details.

If you havent renewed yet please do it now or you will not get another Windsock and will have to pay the full 25 pounds!

Thats enough for this month I think...

Safe flying,

Mark Fisher.

CONTRIBUTIONS: These are always welcome. Please write clearly, or if possible, type single spaced on A4. Please enclose SAE if any material is to be returned. Send to Mark Fisher (address at front of Windsock). If writing an article, a small photo of you would be useful.

Advertising: Members ads are free. All commercial ads are charged as follows: 1/6 page £12 per year; 1/3 page £22 per year; Full page £5 per issue, or £45 per year.

VIEWES EXPRESSED IN WINDSOCK ARE NOT NECESSARILY THOSE OF THE SHGC COMMITTEE OR

TOWING NEWS

The S H G C is the largest U K club and probably has the largest budget. However we are probably the least active in the field of towing. Towing is now well established world wide. Whilst I would not force anyone to tow it is nevertheless a basic skill.

The IHE TOW MEET at Chailey was cut short by our wonderful weather. However a full day's activity was shared with the Sky Surfers on Saturday, culminating in a BAR B Q. The day's events highlighted several points. Not least of these, a general level of rustiness was evident.

Whatever the problems, only practice makes perfect. One thing is obvious though, an early start is essential! Everyone should aim to get in one launch before it gets good.

So where do we go from here? We have the offer of a site, we have the use of a winch. What we need now is a TOW GROUP with money in the bank. Syndicate members will enjoy low launch fees, cheap endorsements, special endorsement days (possibly evenings).

INTERESTED? PUT YOUR MONEY WHERE YOUR MOUTH IS AND FILL OUT THE FORM!

NAME	PILOT	RATEING	TOW	ENDORSMENT	?
------	-------	---------	-----	------------	---

SEND TO > MICK FERRIN C/O AIRTIME, PORTSLADE STN, HOVE

CUT OUT

ED> FOR ALL THOSE PILOTS THAT WERE NOT THERE TOUGH LUCK, YOU MISSED A GOOD DAY ON SATURDAY. AND A GOOD PISS UP/ BARBEQUE IN THE EVENING. SO WATCH OUT FOR MICKS NEXT WRITE UP IN WINDSOCK AND DON'T MISS THE NEXT ONE. CHRIS B.

CLUB ITEMS...

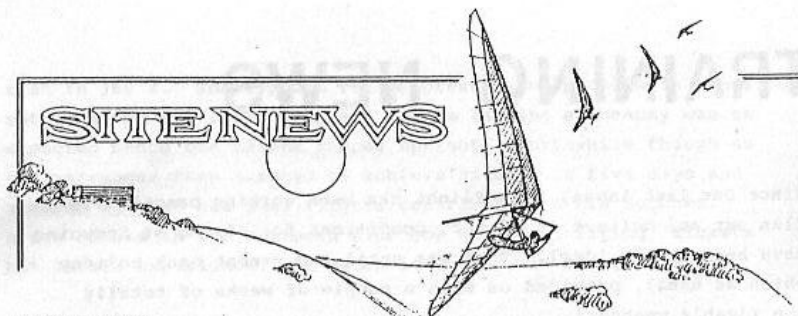
PLEASE NOTE THAT THE CLUB DOES HAVE SEVERAL ITEMS WHICH ARE AVAILABLE FOR ALL CLUB MEMBERS TO USE, PROVIDING YOU LOOK AFTER THEM AND RETURN THEM AFTER USE.. THESE ITEMS ARE AS FOLLOWS.....

- 1/ BARAGRAPH (FLIGHT RECORDS) CONTACT DAVE RUSBRIDGE 0903 31204
- 2/ CHAINSAW, (SCRUB CLEARANCE) CONTACT CHRIS BARTRAM 0273 682499
- 3/ TYPEWRITER, (WINDSOCK) CONTACT EITHER MARK FISHER OR C.B. (0273 832478)

AGER...

COMMENCING 5th Sept FOR 3 WEEKS, IS ANYONE INTERESTED IN A TRIP TO FLY THE PYRENEES, FOR PART OR ALL OF THE 3 WEEKS? CONTACT...

DAVE KEEPAX 04446 45233, GIRLFIENDS/WIVES WELCOME.



DEVILS DYKE

SOME PUNTER HAS NICKED THE RED FLAG, IN USE AT THE TOP LANDING AREA. HOWEVER IAN CARRINGTON SMITH HAS NOW MADE US ANOTHER ONE. PLEASE CAN WE KEEP OUR EYE OUT OVER THIS ONE. FOR THOSE PEOPLE THAT WERE OUT OVER THE CHARRINGTON WEEKEND (IT WAS AMAZINGLY SMAK ON THE DYKE) COMPETITION, A GOOD FLYING WAS HAD BY ALL. HOWEVER THE BEGINING OF THE COMPETITION, FILMED BY T.V.S. AND BEING RECORDED BY ALL THE MEDIA WAS ALMOST A DISASTER WHEN ONE PILOT DECIDED TO LAUNCH WITHOUT CLIPPING IN HIS HARNES. THANKFULLY NO ONE WAS HURT, AND NO DAMAGE WAS DONE.

NOTE THAT PILOTS CAN STILL TAKE PART IN THE CHARRINGTONS COMP. NOTE ALSO THAT ON JULY 3rd THERE WILL BE A BIG PARTY AT BEACHY HEAD ON THE FINISH, TICKETS FROM JOE CATTLIN PHONE 01 653 5281. (A BALLON DROP IS ALSO PLANNED ON THE EVENING)

NEWHAVEN

ONE PILOT RECENTLY LAUNCHED FROM THE VERY TOP AREA IN A STRONG WIND. THIS PILOT WAS CEROMONIOSLY DUMPED AT THE CLIFF EDGE. PLEASE IN STRONG WINDS USE THE CLIFF EDGE LAUNCH AREA WHICH IS FREE FROM ROTORS.

FIRLE

AS YOU CAN SEE FROM RICHARD HALPINS LETTER, WE ARE HAVING PROBLEMS WITH PEOPLE PARKING IN THE TOP CAR PARK. NOTE WE SHOULD ONLY PARK THERE FROM SEPT TILL APRIL, UNTIL WE HAVE OUR OWN TOP CAR PARK, NO PARKING.

WESTBURY [AVON SITE]

There is no automatic clearance for downwind XC s over the ranges. If you are flying Westbury check with an Avon Club committee member for clearance. The firing ranges are often used at weekends.

Also please note there is no bottom landing at this site.

Abuse of these rules will lose the site.

If you cannot find the number to ring in the Wings club list, phone Rod Lees on 0273 300328 who will tell you the number.

TRAINING NEWS

Since our last issue, Free Flight has been working practically flat out as, believe it or not, conditions for flying at Steyning have been mostly ideal. That was until the recent bank holiday which as usual, provided us with a couple of weeks of totally non flyable weather!

The following Pilots have achieved Pilot 1 rating with us this year, all have purchased either Visions or Clubmans and some have joined the Southern Club.

Trevor Ackroyd	-	Worthing
Harold Barnett	-	Chertsey
Sue Brooks	-	Brighton area
Neil Garner	-	London
Kate Goosey	-	London
Matthew Jackson	-	Lancashire
Duncan Lyon	-	Devon
Alastair Mair	-	Crawley
Andy O'Shea	-	Kingston-on-Thames
Jocky Sanderson	-	Cumbria

CONGRATULATIONS are in order 'cos as always, Steyning is not the most perfect of sites to train on and conditions (as you all remember) are usually against you!

Steyning bowl fulfilled everything expected of it on the 22nd May, a Sunday, with wind blowing 18 mph East. Unfortunately I was 'tethering' but watched Southern Club Pilots climb easily to what I'm sure was 3,000 ft. I'm pretty certain that about four Pilots 'went for it' to achieve distances of between seventeen and twenty four miles. That's about the fourth time this year Steyning has excelled itself. At the beginning of May I found myself at a low cloudbase with wisps of cloud passing by. However, I wasn't very happy about this as I was in a Stubby complete with semi-prone harness and nearly castrated myself as it took a good half hour to get down!

More tales of two-up flying

As an experiment, I took a total novice up at Beachy head for two one hour soaring flights in light to moderate SE winds.

Take offs and flying no probs - the passenger even managed to get in and out of prone easily and was able to control the aircraft

even in 360's. The Typhoon really presents no problem in handling but landings are fast. Top and bottom landing at Beachy was as expected hence one banana shaped upright! Worthwhile though as the passenger then managed to achieve Pilot 1 in five days and assured me that his dual flights contributed to his success. A few Pilots in the Southern Club now have dual flying 'tickets' but little experience. So watch it chaps - it can get nasty!

A word of advice to our new Pilots wishing to fly the Dyke at this time of year. Get there, rigged and ready to take off early. Don't waste time if conditions are suitable. With Sea Breezes, the wind can change from a light NW to a strong SW in seconds, and as early as 10.30 am. Some experienced Pilots wait for these conditions but for a P1 it can be frightening and probably dangerous. If clouds start building up, always ask advice before attempting aviation.

Our recent club night went very well, a lot of people turned up and I feel the lecture on first aid was worthwhile. Hopefully we will never have to use it but now at least more of us know how to save a life than we did before and lets face it - Hang Gliding can be dangerous! Contributions to St. John's Ambulance amounted to more than £25 which is great.

The Cross Country lecture was also very good - it's a difficult subject to talk about and I for one admit to learning a hell of a lot. Well done Kevin Pickering for such a well prepared and presented talk.

The SHGC Committee this year has put a lot into the Club and as you can see from the training edition of WINGS! (March), our club is now the one for others to follow.

There are so many Pilots coming into the Club now we need help from everyone and I'm really chuffed that in fact, everyone IS helping out! In the last two years I've noticed a definite positive attitude towards newcomers, with all experienced Pilots offering help, advice and information. Lets keep it up. The nice thing is that our new Pilots with ten hours plus, are the ones who can really communicate with fledglings. Obviously the experience is not there but at least the effort is. Please don't knock it - giving skilled tuition is as important as being positive in an enthusiastic manner -

even if you only have the basic skills.

We had a P2 evening at the flat late April and three more Pilots now have this qualification. Any observer/coach who wishes to invigilate, please contact me as the P2 written test is now different to last year. I can get you a copy of the valid one.

By the time this has been printed we hopefully will have had some of our instructors and observers attend and pass a BHGA Coaches Course. This is a new scheme and will open the door for many more courses to be run by the club. Apparently, there will soon be no observers, just coaches who before gaining this appointment will have been on a two day course and therefore the service they offer should be more structured and professional. Club Coaches will be organised by a Regional Coach and this year it will be myself! Lets hope it works.

A word about Para-Gliders

I am allowing para-gliders to fly at Steyning when I am teaching as long as they ask before they fly and give our hang gliding instructors a shout before they inflate canopies. We have one in the school and it's great fun - I've even soared Steyning myself in light winds - it really is brilliant.

The same rules as usual apply to flying hang gliders at Steyning. Please ask before you fly - we can advise you about conditions. Two guys turned up the other day and flew against my advice. I asked them to hold on until conditions smoothed out. They did not. RESULT - One practically demolished Clubman and one with a broken upright. Please accept our advice - it's free!

The Clubman now has a new nose catch assembly and is looking very nice. The Vision has a different control frame fork system and is also looking very clean.

The Beach Head Challenge will be all stations go by now - I wish you all luck - take it easy.

Eddie Bilous
Club Coach

LETTER TO WINDSOCK

R. Halpin,
19 Second Avenue,
Newhaven,
Sussex.

27/5/88

Dear Chris,
As promised a list of offending cars parked on the top of Firle.

OGN 247 V	YFS 570 W	BTN 114 V	WAP 142 S
NOQ 263 M	B 938 WBV	KYP 326 T	KPO 372 P
DLO 525 T	E 219 ETF	ECL 579 T	UJT 422 S
LVS 236 V	YAC 293 X	RFP 430 W	GVV 643 T
UPG 60 X	SOX 713 Y	E 188 NMG	A 798 NKR
UKO 873 X	JUU 252 K	ELD 527 T	CRR 340 T
D 953 VPL**	E 894 AWV	FHJ 96 Y	PBY 971 L
E 121 XKN	E 79 AAP	B 950 MDC	FON 492 V
OGN 818 V	E 72 KYP		

** This car parked in such a manner so as to stop all cars from entering or leaving the car park.
Sorry for the delay but work comes first.

Regards, Richard Halpin.

PS: I wonder how many are members?

ED: HOPEFULLY, AFTER THE NEXT FEW WEEKS, WE WILL HAVE OUR LONG PROMISED CARPARK. C.B.
BUT IN THE MEANWHILE DON,T PARK IN THE TOP.

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LETTERS

STANDARDIZED SIGNALS

Dear Editor,

I am surprised that there still remains confusion over how to successfully indicate wind direction from the ground to a pilot. The standardized and recognized international signal is as follows:

- 1) Stand with your back to the wind.
- 2) Extend your arms straight out horizontally in front of you, palms up.
- 3) Flex your arms at the elbows bringing your hands up to your head. Do this decisively.
- 4) Extend your arms straight out in front of you horizontally again and repeat.
- 5) Look the pilot directly in the eyes.

You've all seen this at airports as traffic is directed by ground crews. Do the same at your landing fields.

Fred Wilson, BCHGA
Vernon, BC Canada

Dear Mark

Please find enclosed a short piece for "WINDSOCK" in a series in which I shall describe childhood/teen experiences of an aircraft and flying nature over a number of years, leading up to meeting Eddie at Steyning and gaining P1, having taken up hang-gliding somewhere in between times.

Thanks for WINDSOCK. I love the touches like the flying-typewriter editor and "Johnny Rotor" drawings.

Regards

Steve

club sweatshirts



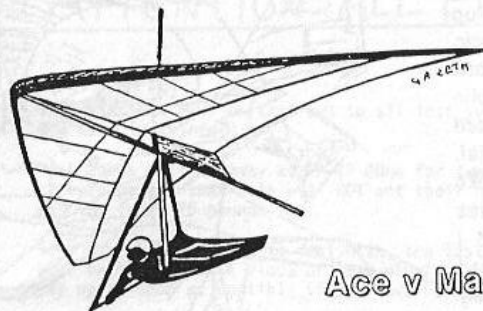
ANSWER TO APRIL PUZZLE.

NAME	COLOUR	GLIDER	LOCATION
Bruce Silver	Yellow	Magic 166	Pandy
Mark Hayloft	Red	Magic 155FR	Milk Hill
Simon Purple	Gold	Magic 166FR	Pendle
Spud Murphy	Blue	Magic 155	Hay Bluff
Steve Splint	Green	Magic 177	Bell Hill

(Don't worry - I haven't worked it out yet either...Ed.)

////////////////////

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Ace v Magic
No Contest!

My first Airwave Glider was a Magic I. This after a Cherokee was a revelation. In it's day, I felt the Cherokee was a good glider, but such is progress.

From the very first flight (1982?) to date, I have never had a single moment of worry that was attributable to any Magic that I have flown. I have been in some very tight situations; the surefooted Magic has seen me through. Safe predicable handling with the bonus of a high quality of finish and fittings, which ensure long life and good resale value.

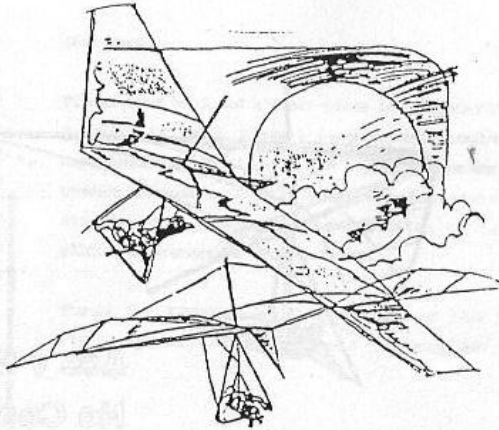
The main points of interest from a flying point of view are easy handling and good pitch roll coordination, which the Magic has to perfection. During 1987 I started flying with a pitchy, which I found a useful aid. After such a long association with Airwave I felt it was time to look around to see what else was on offer. The Solar Wings Ace was now starting to be seen in prototype.

You may remember the Ace from several years ago 'sans keel pocket'. I remember Colin Lark getting thrashed to the bottom of Spencers, not very impressive. This was replaced with the keel pocketed, semi-double surface. It was this machine that I began to take an interest in.

I flew a Streak in America which had 90% double surface and was very impressed with its performance. It puzzled me why Solar Wings opted for the partial double surface, (perhaps it was a computer brainchild).

My first flight was at the rifle range at Mere, in fairly strong and roughish conditions, during which the Ace showed a slight advantage in sink rate, and I was impressed with its handling. However I was concerned with its pitch stability. Nothing actually happen in the air, but waiting to take off the Ace wanted to pitch down (a tendency which my present RX still has).

My next encounter with the Ace was a rather amusing one. A certain Colin Graham travelled up from Devon with a full race Magic IV to meet Colin Lark at Mere (actually Cowards Bowl). Colin Lark had three Aces - a standard 160, a 160 RX and a special, "you've never seen anything like this!", he said. Mark Haycraft was also interested in the Ace, and I wanted to see if any advances had been made. The day was a lovely sunny high, with no wind and no thermal activity.



After an abortive attempt to soar by Bob Calvert, it was decided to have a glide-angle competition. Some discussion followed, with me elected to fly the full race Magic IV, Colin Lark to fly my Magic III, Colin Graham on the Ace supership, Mark Haycraft on the Ace RX and **** on the standard Ace.

Colin Lark led off, landing about 3/4 the way across the bottom field. **** went next, but much too close behind Colin, getting a lot of turbulent air. I don't think he made the half way mark.

I waited a good minute to let the air settle. Take-off was nil wind, and so easy it flattered my ability. I passed **** and Colin with ease and found myself heading for the next field, so I started some S-turns to shorten my distance, and even then I had to stall from about 15-20ft, recover and land (perfect stand-up). Not bad for a full race glider!

Colin Graham was next, landing short of Colin Lark and Mark Haycraft just behind. Not the result we had come to see.

I wonder what happened to the supership?

That was in early 86 and it was not until early 87 that I had a chance meeting with the Solar Wings test team at Westbury. They had three Aces, a 150, 160 and 170. I flew all three on this day. The 160 was the best, but all three showed a marked tendency to tighten up in 360's. Incidentally I was given the 150 to fly with the hang strap much too far back. It went up like a bat out of hell, but was almost impossible to fly in straight line.

ATTENTION ALL PILOTS

This WINDSOCK will be sent out to all last years club members as well as those who who have just joined.

Mark Johns will be away after 27 June for two weeks, and anyone who has not renewed before that date will NOT get their next Windsock AND will have to pay the full 25 pounds fee.

With over 250 renewals to deal with, the last thing he wants just before he goes on holiday is a flood of last minute renewals to deal with, so please pay up as soon as possible if you have not already done it...

MF

SUMMER SAFARIS to EUROPE

Flyers 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
ANNECY 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.

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HOLIDAY FLYING



IN THE CANARY ISLANDS

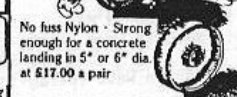
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 Anybody interested in 2 to 3 weeks
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CONT'D OVER

Colin had suggested that the 150 would be the one for me to fly. (He claimed the 170 would be too much of a handful. Funny, I thought the Ace was supposed to have exceptional handling?). After a few days with the 150 I decided to go for a 160 RX. Colin Lark offered a 160 for test, but when I arrived at the factory I was told it was not available. I asked how long it would be before I could have a new one. They told me 6 months. I laughed and said, "Don't bother, I'll buy a Magic". As I walked out someone suggested I contact Simon White, as he had slots booked.

This I did and was told two weeks and I could have a new 160 Rx. Six weeks later I received it. Well most of it was new. The king post looked like an old A-frame side and the bottom bar was very second hand, the rubber grips were rotting away. Pencil marks adorned the sail. The fitting at the tips looked like it was done at the local butcher shop (sorry local butcher). The mylar leading edge material looked like reject. A former Solar Wings employee said he thought it was a sail they had been experimenting on.

What about how it flies? Well nearly as good as a Magic IV. Occasionally goes into negative bar pressure dives. A bit of a challenge really.

It's a pity that a good basic design could not be better turned out.

Bill Niblett

*Sorry about the **** but I couldn't read Bill's writing.*

REPRINTED FROM 'NOVA' THE AVON CLUB MAG.

NEW COMMITTEE

FOR SHGC

The new committee was elected at the AGM on 14 May. Due to general apathy, only a few turned up and only 2 new members were voted in.

Welcome to Andy Kirkham (comps) and Brian Webb (paragliding rep).

MF

FORTHCOMING EVENTS

SUMMER BARBECUE - (provisionally 20 Aug)

Unfortunate for us but fortunate for Johnny Carr, Diane (and zoo), they have now got their new house rather more 'together' than the last two summers and it is not possible for us to hold the barbecue there this year but other possible places are being investigated. We are looking for a site that will accommodate 70 - 90 people, preferably with somewhere to get out of the rain if necessary. Any ideas please?

PARACHUTE DEPLOYMENT & REPACKING - (possibly 24th September)

We hope to set this up as a proper training event with facilities available to hang pilots from a high ceiling in simulated flying position to practice throwing chutes, followed by instruction in repacking. This will be at the Broadbridge Heath Sports Centre, Horsham, in their indoor 70 meter running track. The date is dependent upon finding instructors and a block and tackle.

AEROMART - October (depending on finding suitable site)

This I am trying to organise as a kind of 'Hang Gliding Bring and Buy Sale' where anyone who has anything they want to sell or who has been thinking maybe they would like to update some of their equipment (but hadn't got around to it) can bring their gear along - and anyone who wants to buy anything secondhand but hasn't yet found one advertised etc can come along and see what's on offer. We shall probably involve other local hang gliding clubs as well.

METEOROLOGY TALK

A letter has been sent to the London Weather Centre asking for anything they've got to offer on any aspect of weather forecasting, interpretation etc, or if anyone is available to come and give a talk on this subject, we are awaiting a reply.

QUIZ NIGHT

Apparently Mark Dale, from West Yorkshire has a 'Quiz package' which makes a good, entertaining evening. I am trying to contact him by phone to find out more. Probably a good club night for a dark, winter evening?

CHRISTMAS PARTY - (provisionally Sat 17 December)

I'm waiting confirmation from the Devil's Dyke Inn Manager that 17th December is OK but in previous years, Saturdays were not possible as they prefer to keep the restaurant open on that day but we have been able to use this venue on Fridays. If any members would prefer this doo elsewhere and can come up with another equally good place, please let me know soon. We cannot book too early!!

Sorry nothing is definite yet but there are a lot of possibilities in the pipeline. If anyone wants to help YES PLEASE.

Anne Carrington-Smith
Social Sec.

Acid rain shocker

Hang-glider pilot Mr Peter Hargreaves has found out all about acid rain — the hard way.

Mr Hargreaves, 38, of Millfields, Aycliffe Village, flew into the plume from Drax power station during a cross-country flight and got the fright of his life.

"I was getting a bit low so I decided to look for lift above the power station," said Mr Hargreaves, a chief engineer with GEC-Plessey Telecom at Newton Aycliffe.

"I was a few hundred feet above the chimney and there was brown stuff coming out.

"I got the shock of my life. It was really strong acid. It burned my eyes and my lungs. I was completely out of control for ten seconds as it whistled me up at a phenomenal rate.

"Even when I reached cloudbase it was stinging my eyes. It's amazing stuff they chuck out there — I wouldn't be surprised if the glider dissolved!" he said.

Mr Hargreaves went on to record his second best distance ever in Britain, 110 miles from Carlton-in-Cleveland to Melton Mowbray in Leicestershire.

The flight took a long seven hours because, despite strong thermal currents, there was only a light following wind. He did not land until 6.40 p.m. and only arrived home at 3 a.m., still suffering from mild frostbite as the air temperature was only 10C at cloudbase.

He was one of three North-East pilots recording big distances last Saturday. Mr Trevor Birkbeck from Grewelthorpe, near Ripon, flew 95 miles to Newark, while Mr Nick Palm, from Hutton Henry, near Hartlepool, flew 75 miles to East Retford.

The British Women's Hang Gliding Championships take place in Hawes from April 29 to May 2 when competitors will include the World Women's Champion Judy Leden, medical representative Liz Ward from Grewelthorpe and bank worker Louise Anderton, from Tollereton, near Thrusk.

FROM BLACKBURN BEVERLEYS TO BILOUS

By Steve Boalch, Dover and Folkestone HGC,
Southern HGC

1. Blackburn Beverleys and worse.

My first memory of seeing an aircraft would be in 1957-58, probably '57. It must have been about this time of year (ah me! how they do go by — reminisce, reminisce) (Must you? — Ed.). We often used to go and stay with my grandparents who lived near Oxford. I was 6, my sister was 9. When Grandmother and/or my parents thought it would be nice to have us out of the way for a while, my grandfather would start up the Ford Prefect and take us to see the planes at RAF Abingdon. The sight and sound of the large transports lumbering into the air was most impressive, and helped to resolve a mystery which had puzzled me for some time: in films with scenes of aircraft taking off, you saw someone getting into an aircraft and taxiing away, and the next second they were careering along above the clouds. However, we were to discover there was an intervening process — the take-off run and climb. When the aircraft at Abingdon released its brakes at the other end of the runway, it was a well-nigh invisible speck, a 4-engined tadpole. When it roared over our viewpoint by the perimeter fence, it was all of 150 feet up but nonetheless looked massive. So flying was not really magic. It was a laborious effort, and not always a successful one when I tried to fly my rubber-powered Frog Wyvern at the age of 8. The thing would not fly straight and level. The instructions for making these tiny balsa sheet models were quite clear to any adult. You were meant to "score" the wings for dihedral. To the mind of a child, however, scoring was something you

did at football; and the recommended procedure for obtaining "dihedral", whatever that might be, was rightly mistrusted as placing a whole wing at risk. You had to score the sheet wing, bend it, glue the break top and bottom and stabilise until set — too much for an 8-year-old. Eventually I bought a Piper Cub from the same Frog series. That had struts which would not fit on [in the prescribed length] unless you had scored, bent and glued the wings for dihedral. So it had to be, and stable flight resulted. We may gloss over the intervening period, as there was no comparable jump in knowledge from making [however enjoyably] larger and more sophisticated rubber-powered, control-line and free-flight glow-plug models, or even in riding in real aircraft.

My introduction to actual flight was in a silky-smooth DC8; other flights were not so enjoyable, such as the one inflicted on me by a mad Frenchman in a four-seater, apparently intent on getting the inside of his cockpit lined with diced carrots. He swooped about the sky in a series of manoeuvres which were totally unambitious — merely stalling and pulling out again — but very sickening. I was seated immediately behind the pilot, hugging myself as hard as I could in order not to lose what had been a most enjoyable South-of-France lunch. I now greatly regret showing such restraint, as the natural result of that "pilot's" lurching would have steadied us both up something wonderful.

Next month (WHA-A-AT?? after that twaddle? — Ed.):

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EVENING GAZETTE,
Thursday, March 16, 1988

Hang gliders clash

HANG gliding enthusiasts will be battling it out in the North Yorkshire skies this weekend — weather permitting.

Members of the Sailing Club based at Carlton Bank will be taking on the Newcastle-based Northumbria Gliding Club in the first of a series of competitions which they hope will lead them to national glory.

One of the most popular challenges is expected to be the open distance flight — the national record currently standing at 138 miles.

Said club member Ben Humphreys: "At least six of our best pilots are taking part and we hope this will encourage others to join in."

The Sailing Club was formed about 15 years ago and has around 70 members, mainly from the Cleveland area.

NOTE

COMPETITIONS ARE PLANNED ON 18/19 25/26 JUNE ALSO 9/10 JULY FOR FURTHER INFO CONTACT ANDY KIRKHAM ON 0293 27662

Flyer's power shock



Peter Hargreaves - flew into smoke plume

HANG-GLIDER pilot Peter Hargreaves found all about acid rain - the hard way.

Peter, 36, of Millfields, Aycliffe Village, flew into the smoke plume above Drax Power Station near Selby during a cross country flight.

"I was getting a bit low so I decided to look for lift above the power station," said Peter, a chief engineer with GEC-Plessey Telecom at Newton Aycliffe.

"I was a few hundred feet above the chimney and there was brown stuff coming out. I got the shock of my life - it was really strong acid. It burnt my eyes and my lungs."

"I was completely out of control for 10 seconds as it whistled me up at a phenomenal rate."

Peter went on to record his second best distance ever in Britain - 110 miles from Carlton in Cleveland to Melton Mowbray, in Leicestershire.

The two Drax power stations are in line to be fitted with plant to cut the emissions of sulphur dioxide, linked with acid rain.

Peter was one of three North-East pilots recording big distances from Carlton on Saturday. Trevor Birkbeck, from Grewelthorpe, near Ripon, flew 95 miles to Newark, while Nick Pain from Hutton Henry, near Hartlepool, flew 75 miles to East Retford.

HANG GLIDER CHAMP SEARS STUNSONS

Louise goes sky-high to soar with the eagles

by TONY HARDISTY

LOUISE ANDERTON has conquered her fear of heights - by becoming a hang glider pilot... one of the best in the world.

For the 26-year-old, blue-eyed farmer's daughter from Tollerton near York helped Britain to win the world championships in France last year and next weekend will be one of the favourites to take the British individual title at Hawes in North Yorkshire.

She originally wanted to be an RAF pilot—but they won't take women.

Now a bank clerk, Louise told me of her scariest moment—thousands of feet above Australia.

"This huge wedge-tailed eagle decided I was invading its territory. Fortunately, it just chased me away."

"That's the kind of adventure you have. The sport tends to take you over."

"My parents gave me money for a house on my 21st birthday and weren't too pleased when I spent it all on hang gliding. But now they understand my obsession."

It was this obsession that led Louise to head for Australia just for the thrill of flying off Mount Buffalo. That trip highlighted her courage.

"When I crawled along the ledge to gauge the 3,000 feet drop I was like jelly. But as soon as I was strapped to the glider all my nerves disappeared."

Now she has set her sights

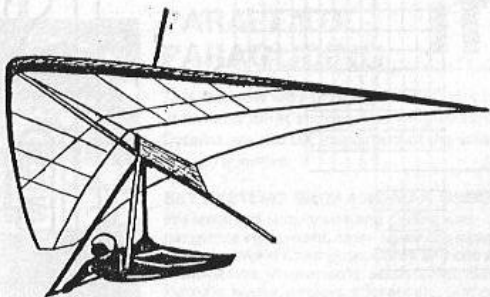


on breaking the men's record of 137 miles. Fortunately, her boyfriend is also a flyer, so he understands her obsession.

Victory at Hawes could be her passport to much needed sponsorship. "You need a new glider (cost £2,000) every year. So £20,000 a year would be an enormous help," she says.

As soon as I was securely strapped in, all my nerves vanished

—hang glider Louise Anderton



TAKEN FROM "AIRWAVES"

Sea Breeze Fronts

by Peter Nethercot

Peter Nethercot is about 50 years old and has used his time well. He has many hair-raising stories to tell about his exploits flying all sorts of aircraft—from sailplanes through commercial airliners to F86 Sabres. In 1983 he took up hang gliding and no longer seems to need any other form of aviation. Still very ambitious, Peter has armed himself with a Full Race Magic Four and intends to compete for a place in the British League.

Although the Sea Breeze Front is a very common phenomenon near many coastlines it is very rare for a hang glider pilot to use one successfully. Some of the very best pilots will admit to having no experience, and very limited theoretical understanding, of how to fly them.

Let us then examine the SBF, evaluate its cause, and discuss how we can use its effect. A SBF is like any other front, the junction of two air masses with different average temperatures. What brings these two air masses together? The answer is of course the sun. The sun heats the earth, which in turn warms the air above it, this air rises, and colder heavier air flows in to take its place. Along the coast this air is supplied from the cold air flying over the sea.

The whole sea air mass starts slowly to move inland and when it encounters the warm air of the land it pushes underneath it causing large vertical air speeds along its interface. The amount of lift is almost directly proportional to the temperature difference between the two air masses.

front i.e. area covered by a light unstable North Westerly airflow. Next, the prevailing warm sector should not have produced much precipitation leaving a lot of water to be evaporated before convection can be started. Finally the colder the sea temperature is the better. This will make the sea airmass nice and cold and heavy, and the subsequent temperature differential good and wide. The key word to remember inland is convection, and remember this is unlikely if we are covered by an area of high pressure, despite the attendant sunshine, as high pressure is caused by descending cold air. So ideally we want a light offshore pressure-wind in an unstable airstream, not more than 12

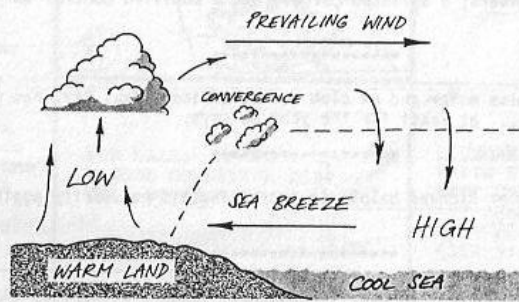
You must be airborne by the time this happens, because once the cold airmass is on you, it's too late to go. Remember the ground edge gets to you before the cloud edge, so get your timing right. The best window is only about ten minutes wide, and SBF's rarely arrive before midday.

Rule 2. If your first thermal fades out early, fly towards the front as the convection will be stronger on its edge. Be careful not to fly through the front, as there is no lift on the seaward side.

Rule 3. When safely near cloud base, move seaward to the very edge of the cloud line. There you will find a band of smooth strong lift about 150 yards wide which runs along the edge of the front. This is the stuff to work, just leave the VB up tight, pull the bar in and go while the goings good.

Rule 4. DO NOT mix it with the big cumulus just behind the front. They are real vacuum cleaners and are likely to give you cause for an immediate change of your underwear.

Rule 5. These systems have a nasty habit of unzipping quite frequently if they are well developed. The ensuing rain although heavy does not usually last more than about ten minutes. If you should arrive at an area of precipitation, hang back and wait for it to stop. The amount of down in these areas is very strong and we do not have the sort of performance to jump across.



Sea breeze flying.

The reasons behind the cause therefore are reasonably simple to understand. How can we recognise this phenomena? It is simple when the front is well defined, because we have the usual scattering of cumulus on the landward side of the front, a thicker line of cumulus along the line of the front and blue sky on the seaward side. When such a front is weak or ill defined, recognition is not so easy. There will not be a thicker line of cumulus marking the edge, but in the other respects the signs are the same although not so marked. It should also be remembered that the edge of the front slopes forward at about 60 degrees down from the horizontal under the edge of the cloud line.

OK! So now we know why it happens and how to recognise it when we see it. When should we expect it, or how can we reasonably forecast it locally? Firstly, we want a lot of convection inland. This is usually found after the passage of a cold

mph, with land/sea temperature differentials at maximum. The wind should be generally offshore, but sea breeze fronts will form even when fairly oblique angles are involved.

Now we have absorbed all this theory, how can we use it? True theory is no good on its own, so let's use what we know to develop some rules for flying this phenomena to our advantage.

The Rules

Rule 1. Do not be in too much of a hurry to get airborne, especially if the thermals do not appear to be very strong, and the wind strength is marginal. On some days you could go down waiting for the sea breeze. As the sea airmass punches up to you, those weak thermals will turn into real vario wailers.

That's about it really, except for one other little pointer. Firstly, remember when flight planning, that the system will probably move inland at about 5 mph. In time you will begin to appreciate the normal characteristics for your area, and that will be where the fun starts. Sea Breeze Fronts offer exceptional opportunities for long, fast cross-country, whilst also allowing plenty of time for the pilot to take in the spectacular views.

GRAPEVINE

BY MUCKRAKER

Grapevine hears that a number of paraglider crop landing fees are still owing after several months, despite the culprits being billed on their renewal forms! Pay up chaps and set a good example like our Chairman Johnny Carr did last weekend... otherwise names will be published...

Mr so called Hawk Napolitan declared his task on the 4th June as a loop... But we understand he bottled out....

Congratulations to Alan Smith, a Wessex pilot confined to a wheelchair after a landing accident in 1984. Alan has now started flying again with the help of his fellow members, a splinted harness and a modified control bar with special grips...

Sky systems harness maker and ex club safety officer, Paul Ray, has given up hang gliding!!!... at least for the year he says.

Ex committee member Richard Halpin is increasing his popularity again by taking up car spotting....

The secret of the Thermal Snooper is out... It appears to work by simply detecting the presence of Swallows below you on the ridge and is in fact nothing at all to do with bonfires after all....

Small white dog required by young club member. Photo appreciated. Apply to Tintin, c/o Muckraker. all offers considered...

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