

OCT 88

**A MET GUIDE ... FROM MICHAEL FISH.** (HURRICANE)  
FAME

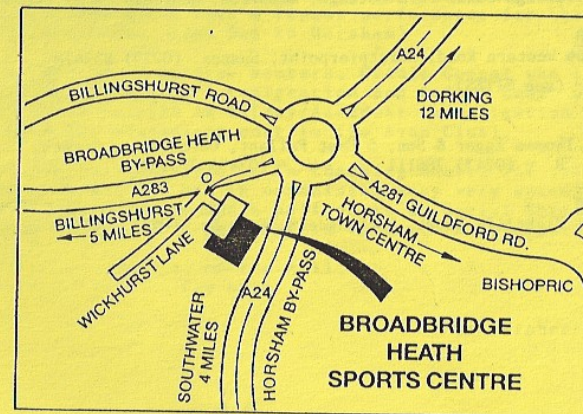
AT

Broadbridge Heath Sports Centre  
Wickhurst Lane  
Broadbridge Heath,  
HORSHAM

(tel 211311)

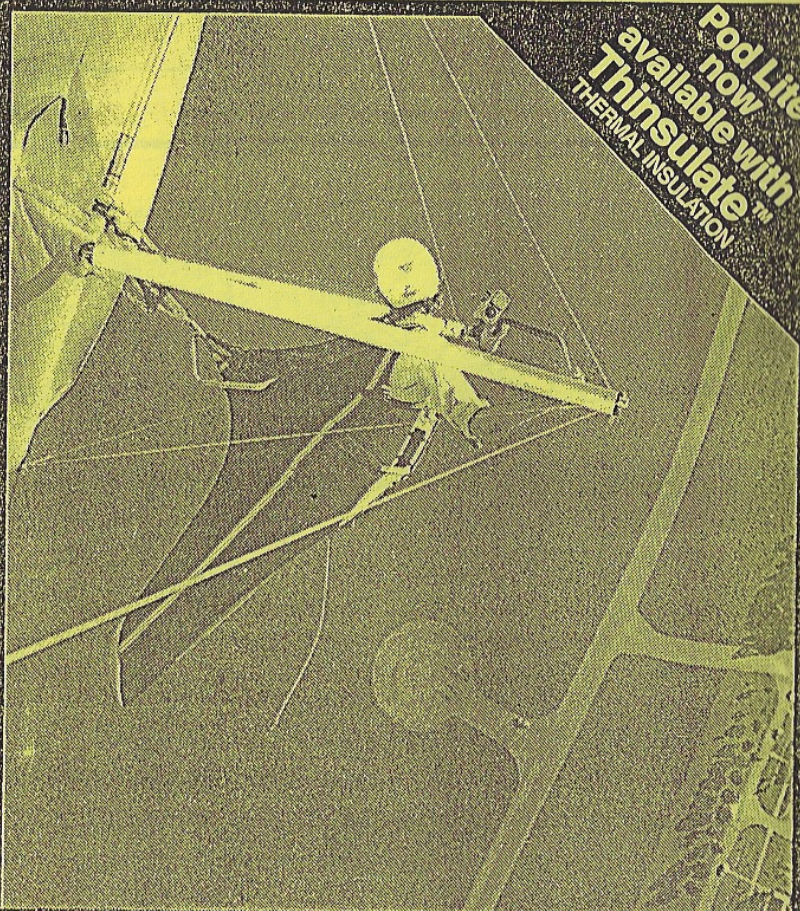
STARTS 7-30/ 8-00pm

*(SEE INSIDE FOR DETAILS.)*



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Airtime, Portlode Station, Portlode  
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SHGC COMMITTEE  
1988

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

SECRETARY

Oriole Goepel - 180 Hangleton Valley Drive, Hove, Sx. (0273) 419645

MEMBERSHIP

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

SITES OFFICER

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

COACH

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

SAFETY / ACCIDENT INVESTIGATOR

Rodney Lees - 22 Hempstead Road, Saltdean, Brighton BN2 8QD (0273) 300328

AIRSPACE

Kevin Pickering - 9 Oldlands Avenue, Keymer, Hassocks, W Sx. (079 18) 6319

COMPETITIONS

Andy Kirkham - 73 Wakehurst Drive, Southgate, Crawley, W Sx. (0293) 27662

SOCIAL

(vacant)

TOWING

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

WINDSOCK EDITOR

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

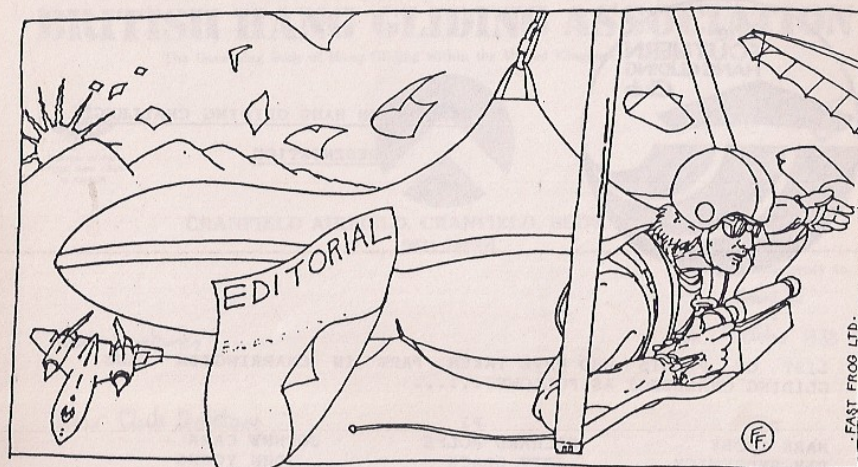
Chris Bartram - (see SITES)

CLUB SOLICITOR

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

PARAGLIDING REP

Brian Webb - 31 Highcliff Court, Rottingdean, East Sx. (0273) 34644



EDITORIAL

Another WINDSOCK hot off the press, and the flying is now well into cold season. You may have noticed that the last Windsock was September and before that, July. This is due to total apathy on the part of most of our members, who seem to be incapable of putting down a few words for the entertainment/education of the rest of us.

If it weren't for Muck Raker and his informants, this "newsletter" might be a monthly collection of adverts .... Perhaps my bleatings have some effect though - after moaning about the poor attendance at the BBQ (last Windsock), I am pleased to report a MASSIVE turnout for the Parachute Packing evening recently. Brilliant! At least 60 people turned up and they hopefully learned a lot as well as making their parachutes more reliable. Please let's have a repeat performance for the MICHAEL FISH evening! (2nd Dec in Horsham)

Welcome to two new Committee members; Oriole Goepel who is helping out following Jo Cattlin's resignation and Rodney Lees, who takes over from Simon Cattlin as Safety/Accident Investigation Officer (he has held the equivalent post in the Avon Club).

I am sure you will all join me in thanking Sharon for all the very hard work she has put in organising many very successful events over the past two and a half years as Social Secretary. She has now resigned and the post is vacant. Any volunteers??

See you on the hill,  
Fly safe

Mark Fisher



CHARRINGTON HANG GLIDING CHALLENGE

PRESENTATION

LIST OF PILOTS WHO HAVE TAKEN PART IN CHARRINGTON HANG GLIDING CHALLENGE AS FOLLOWS.....

P1	P2	P3
MARK TOOBY	RICHARD ROLFE	JOHNNY CARR
RAY SEDGWICK	JETT BLACK	JOHN YOUNG
DOUG MAYNARD	ANDY NAPOLITAN (1)	RON RICHARDSON
BEN STEVENS	RICHARD SHEPPARD	IAN CHARRINGTON-SMITH
SIMON KAY	CHRIS BARTRAM	BRAIN WEBB
MARK LAVENDER	MARK JOHN	MICHAEL CARNET (1)
JOHN PAKULSKI	SIMON CATTLIN	DAVE PERRIN
CRAIG DOLWIN	JOE CATTLIN	JOHN PENDRY
CALVIN PARTRIDGE	DAVE GOEPEL	DAVE RUSBRIDGE
MONIQUE AMMANN	GORDON HARRIS	TOTAL 9 PILOTS
RICHIE YOUNG	RICHARD LEVER (3)	
KELVIN CRAY	CHRIS JONES	
KEN RICKETTS	RICHARD HALPIN	
TOTAL 13 PILOTS	ROB SINCLAIR	
	DAVE KEEPAX	
	MICK PERRIN (4)	
	PHILIP PASK	
	BILL JONGENEEL	
	MARK FISHER	
	STEWART PETERS	
	STEVE MARNIER	
	KEVIN PICKERING (2)	
	MIKE MILLWOOD	
	EDDIE HORSEFIELD	
	ALISTAIR AULD	
	ALAN ROBERTS	
	TOTL 26 PILOTS	

COULD ALL THE ABOVE PILOTS PLEASE CONFIRM ALL THE SPONSOR MONEY THEY HAVE RAISED . PLEASE PHONE ME ON 0273 682499 ALL PILOTS WILL BE GETTING THEIR INVITES TO THE CHRISTMAS BANQUET AND PRESENTATION WERE ALL COMPETITORS WILL RECEIVE SOMETHING. NOTE ALSO THAT TICKETS FOR ALL COMPETITORS WILL BE FREE WHICH WILL INCLUDE THEIR SPOUSE.

CHRIS BARTRAM

# BRITISH HANG GLIDING ASSOCIATION

The Governing Body of Hang Gliding within the United Kingdom - founded 1974



CRANFIELD AIRFIELD, CRANFIELD, BEDS. MK43 0YR  
0234 751688

please reply to:

Cranfield

11th October 1988

Club Secretaries

Dear Club Secretary,

## YOUR MONEY

You will probably have read that an overseas move on business means I have to give up the reins as BHGA Treasurer. Unfortunately, I have yet to locate a willing volunteer to take over from me. I write, therefore to see whether - as I can't get round the whole of the UK - anyone in your club might be able to help.

What I am after is NOT a replacement Treasurer necessarily, but rather someone who may be willing to stand in as a deputy and look after things as a caretaker until the next AGM in March - only 6 months away. I will re-emphasise that the job is NOTHING like being a Club Treasurer, fiddling with cheque books and 10p pieces; Mandy in the office does that painful bit! The BHGA does, however, badly need a sort of Fund Manager to keep an eye on the overall situation (bank balances) and advise Council accordingly.

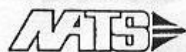
Believe me, please, when I say that when Tom Beese asked me ages ago to be Treasurer I didn't think I had the ability, time or interest to do it either.

Perhaps you will circulate my plea by word of mouth or in your next Newsletter. Interested parties can make anonymous calls for further information from the Office or any Council Member.

Don't forget - it's your money that needs managing!

Safe flying  
Dave Orme

C(G)5  
National Air Traffic Services  
CAA House Room T811  
45-59 Kingsway  
(main entrance Kemble Street)  
London WC2B 6TE  
Telephone 01-328 7311xxx 832-5108  
Telex 883092



Mr T Hardie  
Burnbank  
Rafford  
Forres  
Morayshire  
Scotland IV36 ORT

19th - September 1988

Dear Mr Hardie,

FREQUENCIES FOR USE BY HANG GLIDERS

First of all I must apologise that frequent absences from the office have delayed this promised letter to confirm our telephone conversation.

A number of frequencies are assigned for use by gliders which I am informed would also include the hang glider variant. These are:-

- (a) 130.100MHz, 130.125MHz and 130.400MHz used for air to ground communication between gliders and a mobile aeronautical ground station.
- (b) 129.975MHz used for air to ground communications between gliders and fixed glider sites. May also be used for communication between powered aircraft and such glider sites in association with gliding activities. However it should be not be used as a general A/G frequency in support of powered aircraft.
- (c) 129.90MHz which is a general sporting frequency which may be used by ground teams to aid in the recovery of gliders.

All equipment used in gliders requires the approval of the Safety Regulation Group of CAA at Gatwick Airport. If that equipment is capable of selecting other than the above channels from the front panel or controller the glider pilot requires an R/T operators certificate (this forms part of a PPL). Similarly all ground stations require the approval of the Telecommunications Inspections and Approvals Section of the CAA. Also all require a licence from the Department of Trade and Industry.

I hope this meets your requirements. If not please contact me again.

Sincerely yours

*L Hardwick*  
L HARDWICK  
Head of Frequency Management  
A joint Civil Aviation Authority - Ministry of Defence Service

Attachment - List of Useful Addresses

# BRITISH HANG GLIDING ASSOCIATION

The Governing Body of Hang Gliding within the United Kingdom - founded 1974



CRANFIELD AIRFIELD, CRANFIELD, BEDS. MK43 0YR  
0234 751688

PAGE 1 OF 5

Tom Hardie, please reply to:  
Burnbank,  
Rafford,  
FORRES  
Moray  
IV36 ORT  
Forres (0309) 30798 (W)  
Forres (0309) 73912 (H, 24hr)

23 September 1988

AMENDMENT 1 TO "RADIOS - THE LEGALITIES FOR HANG GLIDING".

Because of the letter of confirmation that I received a few days ago from the Head of Frequency Management at the CAA (see the new Appendix G) I can now confirm that as hang glider pilots we are permitted to use the "gliding" frequencies giving us a total of 5.

Therefore please carry out the following amendments to the copy of "Radios - The Legalities for Hang Gliding" that was sent to you/your Club in August this year:

1. Page 1, 1st paragraph, 3rd line; replace "four" by "five" and "6" by "7".
2. Page 1, 1st paragraph, 2nd sentence; replace "... licences and part IV personnel licences." by "... licences, part IV personnel licences and part V frequencies."
3. Page 3; replace Page 3 by the new one enclosed,
4. Add the new Appendix G enclosed to the rear of the document.

*Tom Hardie*

Tom Hardie,  
Airspace Officer.

Due to the recent purchase of my Fournier RF4 I am reluctantly forced to offer the following:-

1) MAGIC 4 - 166. 4.4oz Sail. Yellow mylar L/E. Yellow/Sky Blue U/S. Yellow keel pocket. Aerofoil uprights/Kingpost, V.B., Speedbar, Pitchy. Only 75 hours flown and 12 since major Airwave Service. Never damaged and in excellent condition. Very friendly glider.

£215

2) PDDLITE (Thinsulate). Suit any pilot 5' 10" to 6' 0". Yellow with pink footpad. Sold with tow release mechanism and mounts. Only used 4 or 5 times since new. Fabulous condition.

£200

(With 24' parachute if required at £150 extra)

3) Davron 500/10 up VARIO-ALTIMETER. Good condition with new Aerofoil mount.

£125

All these items make an excellent package for a progressing PI pilot.

Call Simon Cattlin 0446 45062 after 7pm. or  
04652 9277. (Work)

IV. PERSONNEL LICENCES

Provided hang glider pilots only use the frequencies that the CAA has allocated to gliding (and the set in use cannot be reset in flight to any frequencies other than those allocated) they do not need to hold a Flight Radiotelephony Operator's Licence Restricted Licence (R/T Licence).

For those pilots with sets capable of more than the allocated frequencies and with no locking facility an R/T Licence is required. The R/T Licence is not difficult to obtain; the minimum age is 17 years, a short course of evening classes with an exam to pass which is run by many flying clubs and the R/T Licence costs £33.00 for 10 years validity. It is not necessary to hold any other pilot's licence as well.

V. FREQUENCIES

There are five frequencies allocated to gliding, see Appendix G, and all are Amplitude Modulated (AM). Note that 129.975MHz is for fixed site operation and therefore not for air to air type operations, it is known as the "common glider field frequency". Clubs will be allowed one fixed ground installation per airfield upon application to the CAA and the frequency will be limited to use within a height of 3000ft above the airfield and a 10nm range, it would be ideal for use by Tow Groups at their sites. Remember that we share all these frequencies with gliding clubs and 129.9MHz also with other sporting aviation such as Ballooning, Parachuting etc. Below I have reproduced the British Gliding Association's guidelines on how they recommend each frequencies be used, in makes sense that we should all follow the same guidelines:-

- 129.9MHz - Ground to ground only, retrieve recovery
- 129.975MHz - Ground to air and air to ground only. Airfield control and advisory service
- 130.1MHz - PRIMARY USE Competition start and finish lines, local and other flying  
SECONDARY USE Training (lead and follow)
- 130.125MHz - PRIMARY USE Training (lead and follow). Other cross-country location messages  
SECONDARY USE Local and other flying. Competition start and finish lines
- 130.4MHz - Cloud flying and relating cross-country location messages only

The remainder of the frequencies in the "airband" are allocated to air traffic units and must not be used by anyone unless they are trying to contact that unit - it does not matter that everything appears silent. The correct use of these frequencies can provide in-flight permission to enter airspace otherwise denied to us.

The International Distress Frequency of 121.5MHz probably provides the biggest potential boost to safety for cross country pilots. This frequency is continually monitored by large numbers of aircraft flying all over the world so if the worst does happen and you crash in the middle of nowhere it does not matter if it is at the bottom of a deep valley a call on 121.5MHz will be picked up and activate the Emergency Services fast and efficiently. In the British Isles a high proportion of the Rescue Aircraft have homing equipment designed to rapidly locate someone calling on 121.5MHz.

NO OTHER RADIO EQUIPMENT/FREQUENCY WILL PROVIDE THIS FACILITY.

*Tom Hardie*

KNOW YOUR PARACHUTE

The following article has been extracted from a longer article written by Chris Price, a well known and experienced US pilot, in July 1979 in "Hang Gliding".

In the intervening years, changes in technology have occurred and our experience has increased. However, the basic thrust of the article and the 'tips' he offers are as relevant today as they were nine years ago.

WHEN IN DOUBT, WHIP IT OUT

When pilots practice deploying their chutes, they do some stupid things. At the SCSHG seminar we asked a pilot to throw out his reserve into the only clear air, which was designated to be behind him. John Lake and I grabbed his control bar and pushed it under him until he was standing on his head, simulating a straight down dive. The pilot tried to grab at the control bar to get himself into a level attitude before throwing out his reserve. He had forgotten what the priorities are. The number priority is "When in doubt, whip it out".

Price's article recommends a 6 step procedure to successful deployment. It is vital that all pilots have these steps firmly imprinted in their brain, so that if the worst happens and you have to deploy, your body will function automatically, leaving your mind free to plan ahead and sort out any other problems which may develop.

STEPS 1 & 2: LOOK / REACH

When flying with your reserve, after having been checked out in a simulator making a number of practice deployments, you should each and every flight, practice the LOOK/REACH segment of the deployment. After making sure you will not fly back into the hill or get into a midair, you should look down at the reserve handle, reach, and think about pulling it out. By practicing every flight, when the day comes you will have firmly imprinted into your brain the LOOK/REACH part of the parachute deployment sequence.

Price is making the point here that you have to first look for the handle because if you are twisted in your harness, the handle may not be where it is normally.

STEPS 3 - 5: PULL / PUSH / THROW

When flying with a reserve a pilot should maintain a constant check on his altitude. If a pilot is close to the ground and something should happen, (midair for example) he should LOOK/REACH/PULL and then push the broken glider out of the way for a clean throw as quickly as possible. If a pilot is at 3,000 ft and he is still attached to the glider, he has as much as a minute before he will hit the ground: with that much time the pilot can afford to wait until he can throw the parachute clear of the glider. The best guess going is that below 600 ft, deploy immediately. Speed is the only hope. For every 100 ft above 600 ft, a pilot will have one second to fool around and look for clean air. When in doubt about the altitude, LOOK/REACH/PULL/PUSH/THROW and then redeploy immediately.

In a freefall dive from straight and level flight, the pilot will only fall 64 ft in the first two seconds. After that, the altitude really starts to rack up. If a glider does something wierd under 600 ft above the ground don't wait to see if it will pull out. If the glider is not going to pull out the pilot's only chance is to get the reserve out immediately.

Assuming you have the time and altitude to figure it out, and the glider is not in a spin, throw the chute to clear air, down wind (the relative wind you are flying or falling through) to the horizon. If the glider is spinning, throw the chute straight down. Most pilots who have broken their gliders in midair and have spun to the ground have walked away without a chute. If a pilot throws the chute out to the side, in a spin, the glider will just come around on the next turn and grab it, preventing it from inflating. In a spin the chute should be thrown straight down, into the centre of the spin, giving the chute the best chance of getting all straightened out and inflating before the spinning glider gets to it. Once it inflates, the bridle should stop the glider from spinning before the chute can be messed up by the glider. Once the chute inflates, even if it does get caught up in the glider, it will create some drag to slow the glider down.

STEP 6: REDEPLOY

All hang glider reserves on the market today have some kind of staged deployment. Rather than letting the chute deploy in any random order, they all try first to achieve bridle stretch, then line stretch, then canopy stretch and finally, inflation. In order to achieve this 4 stage deployment sequence they have rubber bands or elastic loops that break or let go in the proper order. If a pilot does not throw the bag hard enough, or for any reason one of the rubber bands does not let go, he must try to redeploy the chute. He would also want to redeploy it if the chute had become lodged in part of his glider. One pilot threw his reserve into his rear wires and never tried to redeploy it.

Redeployment is not something a pilot waits to see if he needs to do. Immediately after throwing the chute find the bridle and start pulling the chute back in. The easiest way and the only sure way to find the bridle is to look and reach for it at the carabiner where the harness and chute are hooked into the glider. When redeploying, grab as much bridle as possible and jerk it back in. The jerk will break any rubber bands that did not let go and will speed the chute up, causing it to have a higher air speed and inflate faster. Odds are the chute will inflate before a pilot will get it back into his arms. Some pilots who have used their reserves have jerked on their bridles but did not get the parachute back in their arms before it inflated. If a pilot should get the whole thing back into his arms he should throw it back out again.

POST DEPLOYMENT

Once the chute is out, try to get the glider back under control. The chute will let the glider down at about 10 - 12 miles per hour (see your manual for your type of chute). If the glider has any shape left to it at all the pilot can climb into the glider and effectively control the glider with about a one to one glide angle. Once the pilot has figured out how much control he has he should fly the glider upwind or downwind to determine wind drift and look for a landing spot clear of rocks, power lines, and tall trees. The softest landings have been into tall brush. Just as the glider hits the ground he should try to flare. If he cannot control the glider he should climb up into it, keeping as much of the glider as possible between him and the ground. Then as he hits the ground he should keep his ankles and knees pressed together with his legs slightly bent, leg muscles taut to absorb the shock of the landing. He should not stick out his arms to break the fall.

CONCLUSION

You have practiced deploying your chute on the ground and know how it works.

You have practiced the LOOK / REACH / THINK ABOUT PULLING sequence on every flight.

You keep track of your altitude at all times.

Your number is up and you have to use your parachute. Your glider is tumbling 600 ft above the ground.

LOOK You look at the handle.  
Since you are tumbling the harness is not on your body in the same place that it usually is.  
You would never have found the handle unless you had looked for it.

REACH Easy

PULL The bag is out of the container.

PUSH You push the mess of the glider away from you in order to get the best possible shot at clear air.

THROW Everything is a blur as you tumble end over end except for one clear area off to the side.  
Throw.  
The chute speeds for clear air.  
You see the bridle stretch, line stretch and the bag comes off.

REDEPLOY Reach for the bridle behind you at the carabiner.

The chute jerks open. You get the glider under control by climbing up into the control frame and leaning to one side. You turn into wind and effectively steer the glider between two trees and power lines and do a stand up landing by using the glider to help you flare.(!!).

If you do not have a chute, buy one. Every night after you have kissed your loved one goodnight and said your prayers, say to yourself "Look, reach, pull, push, throw, redeploy".

Finally, it cannot be stressed enough how important PRACTICE is. All pilots should practice deploying regularly whilst hanging from a tree, a beam in the garage, or whatever. An assistant should jolt you (or the A-frame, if available) around so as to simulate as far as possible, a pitch-over, spinning etc. Also, as Price recommends, pilots should practice the LOOK/REACH steps every time they fly.

\* \* \* \* \*

SOME OF YOU WILL HAVE NOTICED THE COLOUR FRONT OF WINDSOCK. THIS ALONG WITH OTHER SMALL IMPROVEMENTS ARE SOMETHING WE WANT TO CONTINUE. BUT WE WOULD LIKE ANY HELPFUL SUGGESTIONS FROM YOU .P.S. FOR THOSE THAT DON,T KNOW THE FRONT COVER IS IN THE CLUBS COLOUR. C.B.



## SHGC CHRISTMAS PARTY

Arrangements which were in hand for the party at the Dyke on 17th December have now been cancelled by Charringtons because they wanted to give out competition prizes at this event and insisted on Beachy Head as the venue.

This, coupled with Sharon's resignation as social secretary means that the whole event is now in the hands of Charringtons.

The date is the same (17th Dec) but the venue is now the Beachy Head Pub. SAT.

The committee will of course arrange the usual Club prizes, which will also be presented at the party.

Details of how/where/when tickets will be available will be published as soon as Charringtons give us the information.

MF

## JOHN PENDRY FLIES INTO TROUBLE !!!

THREE SUNDAYS PAST AND WE WERE FLYING FIRLE. IT WAS A VERY MARGINAL DAY AND SOME PILOTS WENT DOWN. JOHN IN HIS USUAL STYLE MANAGED TO GET AWAY AND FLEW TO THE OTHER SIDE OF BRIGHTON. (I THINK THIS IS A CLUB RECORD FROM FIRLE)

ANYWAY JOHN ENDED UP LANDING OUT AT BRIGHTON BEACH, JUST OPPOSITE THE GRAND HOTEL. THIS IN ITSELF SHOULD BE NO PROBLEM. HOWEVER IT HAPPENED TO BE TWO DAYS BEFORE THE CONSERVATIVE CONFERENCE, WHICH MEANT THAT AS SOON AS JOHN LANDED HE WAS POUNCED ON BY THE S.A.S. IT TOOK SOME TIME BEFORE THEY "VETTED" HIM.

## Computers and clouds

Desk File  
London Weather Centre

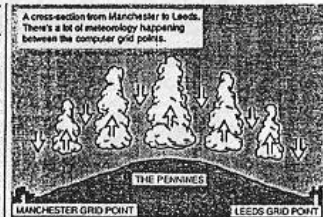
WHEN we look at the sky we sometimes see cumulus clouds arranged in lines or "streets" along the direction of the wind.

Cumulus streets raise the question of whether the warm bubble of rising air which formed the cumulus was a one-off "puff" of warm air or whether it is better to consider the thermal as a continuous rising stream of warm air from a particular source. This might be the classic south-facing slope or small tarmac-rich town.

Another possibility is that something upward (a hill, perhaps) has started the air rotating in an elongated vortex with the rising air evidenced by a street of cloud and the descending air cloud-free.

Cumulus development is very complex and varies from day to day and from place to place. Its time scale is short. An individual cloud sometimes lasts only a few minutes. The horizontal scale is small - often only a kilometre or so. Thus it is quite beyond the scope of a global computer model which has its grid points around 100 kilometres apart.

The computer, for instance,



describes the state of the atmosphere at a Manchester grid point and it does the same at Leeds. But the computer cannot show every cloud. Does this deficiency matter? Unfortunately the answer is yes.

The thermals are not just creating cumulus clouds which form then disperse. There are lots of knock-on effects. The rising air carries moisture and energy with it from the surface to the middle levels of the atmosphere. Also, however transient the cumulus may be, when considered en masse they reduce the amount of the sun's heat

reaching the ground. In the tropics especially, the cumulus and cumulonimbus clouds are just about the most important thing happening, so to leave them out of our computer models is a major omission.

The solution is a system called "parameterisation" where the results of convection are included without modelling individual clouds. This is achieved by introducing what the unkind critic would call "fudge factors" to simulate the vertical flow of heat and moisture. Not perfect, but the best we can do at present.

## ACCIDENT REPORT

by Mark Fisher

Site: Devil's Dyke  
Date: 12.9.88  
Conditions: 15 NW post cold front  
Pilot experience: 6 - 7 years; 255 hours  
Cause of accident: pilot error, overconfidence.

In the hope that someone might learn something, I am putting this incident down on paper. Perhaps it might encourage others to do the same, and not worry about appearing stupid for having an accident.

I took off about 7.15 pm into a moderate NW, the front having only just cleared. Air was very bubbly but full of holes and gusts. I enjoyed flying around for a few minutes but got fed up after a while. Being alone in the sky, I decided to throw a few steep 360's, spiral-like. Each time, I went back up to about 200' ATO and started again. Looking back on it, it was a bit low to do this, given the lumpiness of the air, and of course I was courting disaster doing high bank turns in this sort of air anyway ...

I was coming out of my second left-hand 360, intending to fly along the ridge towards the large bowl, but I seemed to get tipped towards the hill. I was quite low at this point so I had to decide what to do pretty quickly. I tried to continue the turn but it wouldn't go! I instantly realised that I could be stalled (perhaps by a gust?) and after a split second's frozen horror, I pulled on speed towards the hill. When I thought the moment was right, I did a steep 180 and came out about 10 ft (!) above the take off, with wings level and thought for a microsecond that I had got away with it. No such luck. As quickly as it had levelled out, the left wing tip dropped and hit the ground, followed by a turn through 90 degrees and a ground loop. I went up in a swift arc and was smartly deposited in a heap onto (and through) the keel of my inverted glider. I was convinced whilst the glider was turning round and over that I was going to be seriously hurt, as I seemed to be moving so fast. I still thought I was flying downwind and went into rubber mode when I realised I had lost the control frame, just before I hit the deck.

Brian Webb, who had been listening to the "Archers" in his car, leaped out and unclipped what he thought was an ex-pilot. To his and my amazement, I got up and proclaimed myself unscathed!

I will admit to mild shock and double vision for a few seconds. I wandered around in a bit of a daze, repeating myself and rambling a bit according to Brian, and then I helped them de-rig the wreck. I really couldn't believe that I was still walking around after such a crash.

The glider suffered serious airframe damage but fortunately the sail was unscathed. I would have happily have seen it as a total write-off when I discovered that my body was intact!

Thanks are due to Brian Webb for his help at the time and for taking the glider to Airwave for me. Thanks also to Chris Johnson of Airwave, who fixed the glider within three days of Brian taking it over. Great service! Thanks also to my Co-op Visa card for taking the pain out of the bill!

I hope this report will make other pilots think and perhaps learn from my experience; and also encourage others to write accounts of their accidents instead of keeping quite about them!

\* \* \* \* \*



# SAFARI IN LANZAROTE

WINTER HANG GLIDING SAFARI IN LANZAROTE.

Dates: 1 or 2 weeks in January/February 1989.

**Accommodation:** will be the comfortable self-catering apartments situated in the top resort of Puerto Del Carmen. The apartments are on the beach side of the road, the garden gate giving access directly onto the sands of Los Pocillos beach!

**Cost:**

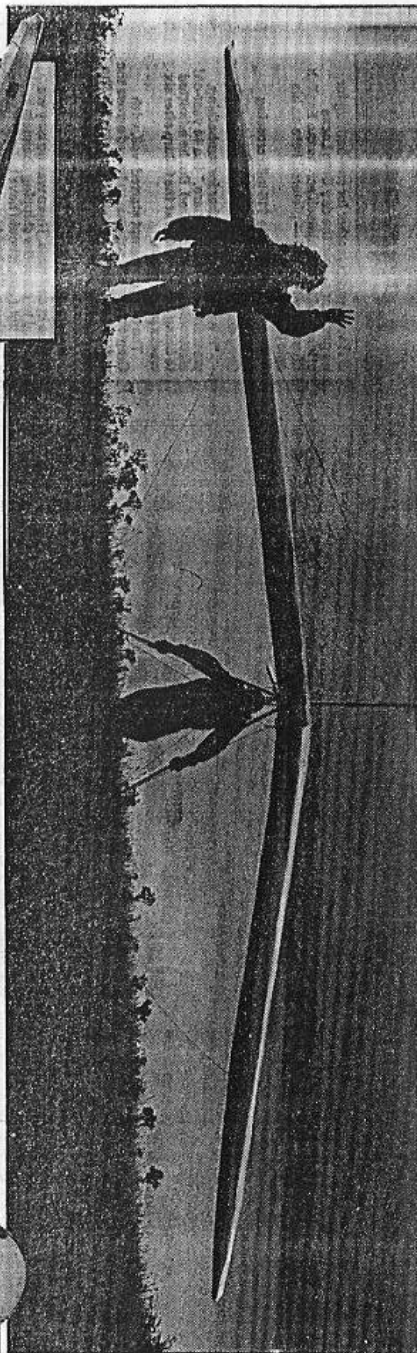
To give the greatest flexibility we are offering three options.

	7 NIGHTS	14 NIGHTS
(a) Beginners course.		
Return flight, apartment, island transport, beginners tuition on our equipment for several days . . . . .	£395.00.	£489.00
(b) Intermediate (Pilot One holders and above only)		
Return flight from Gatwick only including own glider, apartment, site guidance. . . . .	£325.00.	£355.00
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Return flight, apartment. . . . .	£295.00.	£325.00

Insurance will be an extra charge of £12.00 for one weeks cover, and for two weeks, £13.00.

FLIGHTS FROM MANCHESTER INTERNATIONAL OR LONDON GATWICK.

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0422 834989 / 0836 270242**



## Kiss of the champion

By Cliff Taylor/Pictures by Mark Dimmock

SOARING on a wing and not much else in a gale over Devon's Dyke, 19-year-old hang-glider pilot Robert Whittall shows why he is one of the world's best fliers.

His fragile Kias wing kites through the air sound- ing like a diving aeroplane as he steers it by instinct, with sudden loops and a series of back loops and tight turns.

Even his friend world class pilot Michel Carrel is impressed. He calls Robert's ability "superhuman". After only 10 years he has become the youngest ever British cham- pion and has already beaten the European and World champions in the air.

He has the go for it, sit- tude, speed and grace which make him a pilot to watch which helps him. He is very aggressive - has the will to win.

Last winter when the world championship was held in Australia he rang a hang-

Originally from Leeds, Robert learned the art of hang-glidering from his father.

The sport's legal age is 16 and he took his first flight on his 16th birthday.

Since then he has flown straight to the top, adapting to flying literally like a bird. He won the first of the British championships across the world in 1985 when he won the World Cham- pionship preparation tourna-

ment. As he is a champion he keeps the right company, working for Michel Carrel's Sky Systems hang-glider school in Devon with European champion John Perry.

Robert rides the wind down across the Dyke and lands out of sight. Minutes later he is back on the air, soaring along a hill path.

It is a shame to being sur- prised at his championship win after only three years' experience. After following his

father's passion for the sport during childhood he feels it was "implanted" at an early age.

"I'd been around the sport so long, I didn't need to get to school. I just had to get the hang of it."

"You have to commit yourself completely. It has to be your life. But you have to love it as well."

"I would love to win but there is also a lot of luck involved as well. There are eight other guys as good as myself and mental edge" a phrase which he repeats a lot.

After that? He doesn't know - maybe an attempt on the 245 mile distance record. "As long as it's got a good risk of danger I will give it a go."



**SOCIAL SCENE**

Well, what an absolutely incredible turnout of club members to the Parachute Packing evening last week. Even though we had the use of a seven lane wide, 70 meter long indoor running track for chucking 'chutes around in, as more and more people arrived, I was beginning to wonder whether we had enough room! Around 60 safety concious pilots attended. Thanks to everyone for coming.

Ian Carrington-Smith and Andy Napolitan (who monkeyed it up a pillar to the ceiling girders) set up the pulley system and several pilots experimented with deploying their parachutes. The most important discovery made by the pilots who tried it was just how much force is needed to throw the parachute clear of the glider area. Many pilots who have not had to think about deploying their 'chutes are unaware of the best method. Please read the article in this issue of Windsock - you may learn something which will save your life.

A couple of pilots, when they actually looked carefully at their deployed chutes discovered that they had previously been packed inside-out!! I don't know if there are any reports on the effectiveness of an inside-out parachute??

Thanks goes to all those who helped others repack and decipher vague repacking instructions in worn out manuals and also many thanks to Michel Carnet and Robbie Whittall who apparently drove like a couple of maniacs down from Nottingham (after attending the BAPC AGM) to arrive around 9.30 pm and help pack some of the more uncommon types of parachutes.

If any pilots are not able to repack their own parachutes, Michel Carnet (Sky Systems) can do them at his workshop at the Knoll Business Centre in Hove (for a small fee).

A total of £17.15p was collected to help cover the cost of hiring the hall (expect to be around £24 - when they send the invoice ...)

\* \* \* \* \*

**MICHAEL FISH EVENING**

2ND DECEMBER 1988

at THE BROADBRIDGE HEATH SPORTS CENTRE, HORSHAM.

This event will cost the club about £200 to put on, so assuming that around 100 club members and friends etc want to come, a charge of £2 per head will be charged at the door.

Please support your club. Michael and I will be very unhappy if nobody comes!!

See you there,

ACS

PS: there will be a licenced bar in the hall we are hiring.

**SUMMER SAFARIS to EUROPE**

Pilots willing to camp and share with 6 others, while enjoying bits of excellent FLYING are invited.  
**AGES IN THE PYRENEES**  
 Trips leave on Friday  
 1st on 17th June,  
 2nd on 8th July and  
 3rd on 17th September  
**ANNÉEZY 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 lovely unbusy days when the wind is peachy, but you dare not self-launch and fly alone.

**TOWING GETS YOU HIGH**



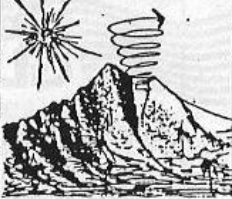
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**IN THE CANARY ISLANDS**

We are repeating the venture  
 Anybody interested in 2 to 3 weeks away from the British winter weather during mid-September to Feb.  
 Contact Tony and Ron for details.  
 Pilots and non-pilots, this is the place to play out doors.  
 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



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 The Motronics 'XL' Vario/Alti is a compact but comprehensive instrument providing audio and visual indication of climb or descent to +/- 1,000ft/min and a digital display of altitude to 20,000 ft.  
**FEATURES**  
 \* Low battery indication  
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 \* User adjustable audio  
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 £325.00 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 anodized brackets, SEI suppression & black or grey finish (XL only). Available through your dealer or directly from:

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 30hrs AIRTIME ,GARAGED,IMMACULATE £700 INCLUDING BAR MITTS AND XC BAG . ALSO BENNET PARACHUTE &HIWAY HARNESS LINDSAY RUDDUCK VARIO,THOMMEN ALTIMETER £150 WILL SPLIT ,PHONE DAVE,023376217

**VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING**

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

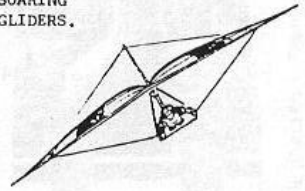
TRADE INS., SPARES, REPAIRS, HARNESES, VARIOS; AND NAVROX CONTINUOUS STRIP ROLLER MAP HOLDER ESSENTIAL FOR LONG XC £15 + MAP.

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DON'T PAY " AN ABE AND A LEG " GO SAFETY EQUIPMENT, (TIE/BUY) + PARALOGIC CHUTES IN STOCK, + THE C100 VARIO.



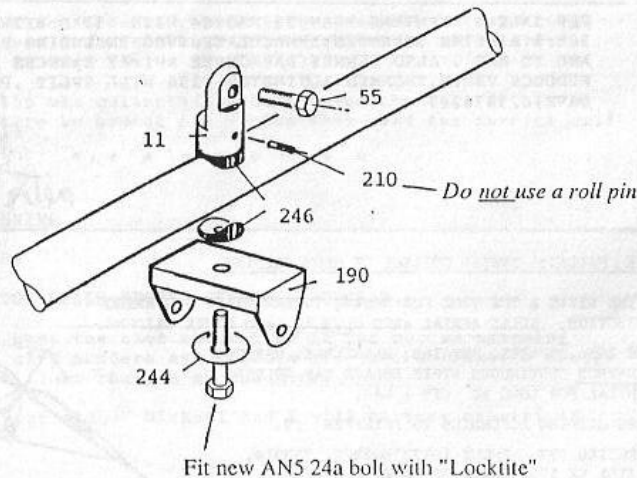
metre

# AIRWAVE GLIDERS

## Attention all owners of Magic I, II, and IIIs Fatigue failure of Heart Bolt

Airwave Gliders stopped making the Magic I, Magic II, and Magic III Gliders in 1984. These gliders are now between 4 and 8 years old and may have a problem with the kingpost base/ heartbolt connection. The heart bolt on some gliders has fatigued either side of the roll pin hole.

*All gliders should be checked immediately and a new AN5 24a bolt fitted and secured with "Locktite" and not with a roll pin.*



Airwave Gliders Limited, Elm Lane, Shaftesbury, Newport, Isle of Wight PO30 4JY.  
Tel: Calbourne (0983 78) 611 (3 lines) Telex: 869188 GLIDER G

### CLIFF HANGER

Hang glider pilot Andrew Schooler, 26, narrowly missed smashing into cliffs while landing at Beachy Head, Sussex. He was slightly hurt.

↑  
DOES ANYONE KNOW OF THIS PILOT? HE DOES NOT APPEAR TO BE A CLUB MEMBER AND REPORTS ARE THAT A PILOT TUMBLED AT BEACHY HEAD. PLEASE CONTACT THE CLUB SAFETY OFFICER IF YOU CAN HELP.

C. B.

## Birds – a big hit

Stephen Young

**B**IRDS are generally regarded as flawless flying machines, so it comes as something of a shock to learn just how fallible they are. Telltale signs, such as bone fractures, can be remarkably common. In one study of Viennese blackbirds, for example, 53 per cent had broken a bone at some time during their flying careers. Clearly, the birds' system of air traffic control leaves something to be desired.

Many fractures can be put down to collisions with cars, overhead wires and window panes — an explanation that has the merit of preserving the average bird's reputation as a flying ace. After all, evolution could scarcely have prepared it for an encounter with a Ford Escort or the national grid.

Yet a nagging question remains. How many bones would get broken if those confusing human artefacts were lacking? When the University of Michigan mounted an expedition to remotest Paraguay, two zoologists, S. M. Goodman and C. Glynn, saw a perfect opportunity to answer that

question. In the event they were able to examine more than 1,000 skeletons of all kinds of birds from isolated areas.

Their survey showed no fewer than 68 of the specimens had been in the wars at some time or other, as indicated by healed fractures. Most of the injured had broken a bone in the shoulder, probably as a result of a collision brought on by faulty navigation.

Some birds are more accident-prone than others. Hawks and owls are among the clumsiest, presumably because they tend to become too confident while in hot pursuit of prey. Owls species that fly by day hardly ever break any bones, but their nocturnal counterparts are much more vulnerable. Nightjars also suffer heavy casualties.

As well as providing an insight into the general airworthiness of birds, these findings will be of special interest to archaeologists uncovering bird remains at digs. If the pattern of fractures in those bones departs from the norm established by the new research, then human interference will be suspected. (Journal of Zoology vol. 214, p.167).



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## VARIOS AND ALTIMETERS

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- Auto Zero Vario
- Adjustable threshold on Audio
- Dual Batteries

### Extra's

- Round or Aerofoil Clamp £15
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- Total Energy Head £20
- Map Holders £8-50
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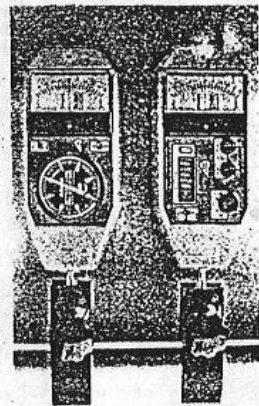
### 105 Vario Only

Sound on up or up and down space on front for Duplex or Thommen Altimeter £150 plus Clamp

### 500+ Vario Altimeter Dual Zero

Set Points & Standard Pressure Sealing sound up or up and down 0-20,000 '10' steps £275 plus Clamp

500 0-6,000 £250 plus clamp



Available direct from: Davron Electronics, 1 Church Road, Keston, Kent BR2 6HT. Tel: 0689 56723 or dealer's: Simon White, Andy Buchan, Pennine Hang Gliding Centre, Flight Gear, Len Hill, Freeflight, Airwave, Cloudbase, Air Supplies, Welsh Hang Gliding Centre, Mick Fawcett, Richcroft Engineering. Please add £2.50 p/p and £10 for Clamp if required. State Glider type.

### GRAPEVINE

by Muckraker

It is revealed to Muckraker, somewhat enigmatically by a local aluminium bender, that Robbie Whittall's burning ambition is to become a qualified balloonist .... (Ed: what is this?)

-----  
An ex Aerial Arts test pilot, best known for his incoherent burlings under the influence of alcohol (sometimes known as gabble-juice) has recently admitted that he has managed to evade membership fees for 18 months ...

-----  
News from the Bleriot Cup ... Andy the Hawk makes a dreadful start to the comp and is then soundly beaten by a woman pilot! And why not? ... Another task saw him reaching goal but forgetting to cross the line ...

-----  
Romour says that the power mad Carnet is putting in a bid for the Dyke Inn. A sum of 350 grand is mentioned and solicitors are under instruction ...

-----  
Club members Dave Keepax and Tony Henderson were very keen to get to the parachute packing ..... So keen in fact that they went along on the 29th Sept, one month early!

-----  
Muckraker hears that a certain Windsock editor has been seen performing aerobatics at the Dyke, finishing up with a cartwheel across the take off area and an expensive trip to Airwave ...

-----  
Seen at the Horsham Leisure Centre ... one Mr Robbie "I want to feel the world go by" Whittall being persuaded to perform a backward somersault onto the mattress after the parachute packing ...

### XC LEAGUE 1989

The National XC League will have a minimum entrance requirement of P2 from January 1989.

### SOCIAL SECRETARY - URGENT

Anne (Sharon) Carrington-Smith has resigned from the SHGC Committee after two and a half years of hard work. If anyone is interested in taking on this important position in the Club please contact any committee member to discuss the matter.

Sharon says she will be willing to help the new incumbent to 'settle in' if they want to know how things have been done in the past etc.

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  
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Ruddock LR/2 VARIO  
Total energy, QNE,  
barometer. 1 yr old,  
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CLUBMAN 160: ten months old. speed bar, 2 spare uprights  
Exc. cond. £850 ono  
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MAGIC 4 Racer . very special. won 88 Leagu  
5 months old.  
£1200 ono.  
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Red,yellow,black sail  
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SYSTEK 2 VARIO.  
Twin batteries audio up adjustable vol., battery test, adjustable zero and threshold. £75  
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WANTED: £100 offered for 3rd Gen glider. Also seated & prone harnesses wanted.  
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BN1 2HE.



MAGIC 4 177 FR : very good condition.  
£950 KEVIN  
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Supp Harness yellow.  
Exc.cond. Suit pilot over 5'8". Personally recommended by SHGC safety officer. £95. Simon  
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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  
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all white. 6 months old. Airwave challenge winner! Going back to Australia. Must sell. Immaculate glider. £1350 no offers.  
Brian Webb.  
0273 34644.

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

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Recent full overhaul at Airwave. High performance glider  
John Pendry won World Champs on this glider.  
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Blue mylar 1/e, 4.4 cloth. light blue u/s  
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