

Airspace Update

by Kevin Pickering

Cross-Channel Special Routes Airspace

On 6th April 1989 the overland portion of the cross-channel special rules area was reduced in size by a substantial amount (see diagram). This means that we have a lot less regulated airspace to worry about on the easterly XC run to Deal.

However, there is still a portion of the Special Rules area to the East of a line running from the Western edge of Deal to the coast SW of Dover.

Visual flight rules apply in this area - ie. remain at at least one nautical mile hori-

zontally and 1000ft vertically from cloud and in a flight visibility of 5 miles.

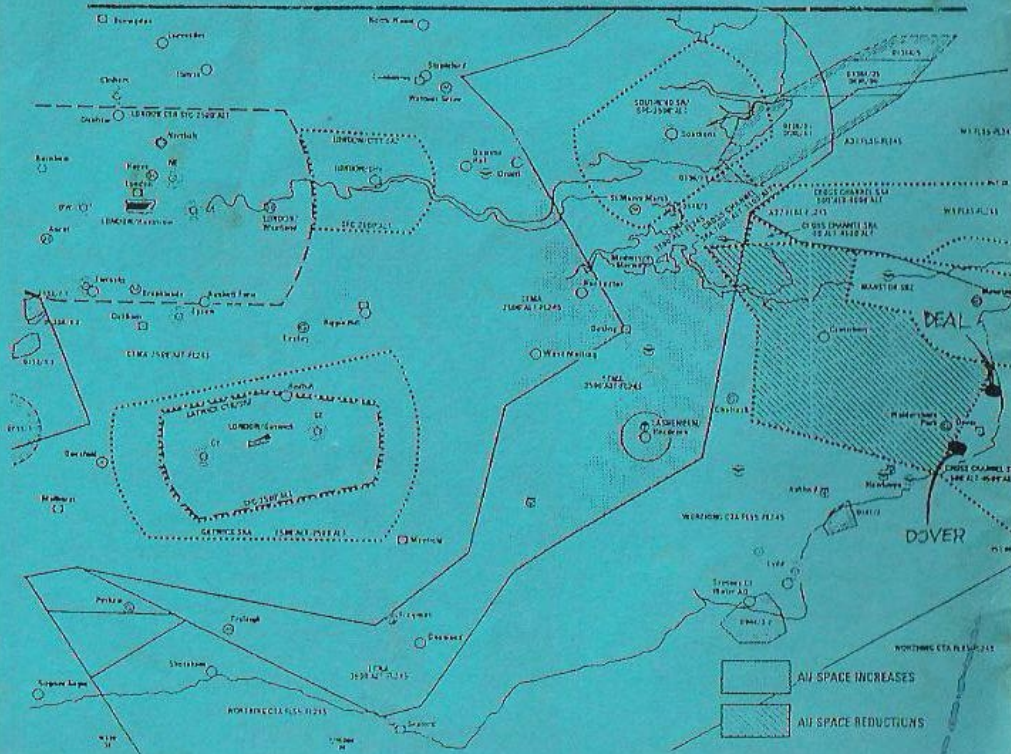
London Terminal Control Area (TMA) South East

And now for the bad news... the London TMA has been extended to the East by several miles (see diagram). Two parts of the TMA are affected, one with its base at 3,500ft, the other with a 2,500ft base. This is going to make the Northeast XC route from Caburn a little bit more tricky with the lower base to contend with. Still, I'm sure that Michel Cornette's record-breaking flight from this site (98 miles) will soon be broken.

Chart Update

The 1:500,000 Chart for Southern England and Wales is now at edition 15. The 1:250,000 Chart for SW England is now at edition 11.

LTMA SOUTH EAST - AIRSPACE CHANGES

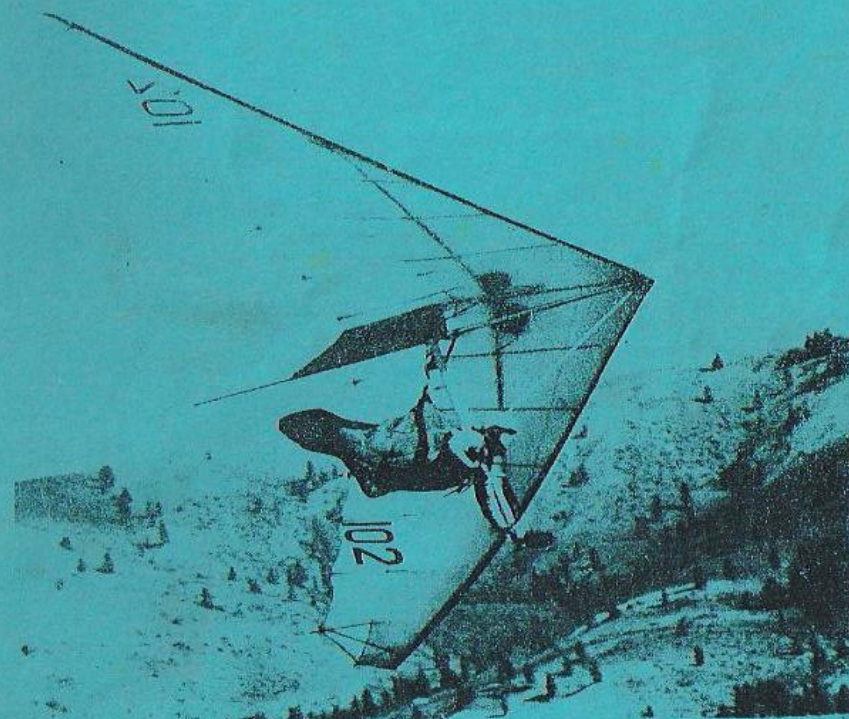


THE MAGAZINE OF THE
SOUTHERN
HANG GLIDING CLUB



JUNE 1989.
FREE TO MEMBERS

Wind SOCK



INSIDE THIS MONTH'S WINDSOCK!

SEA BREEZES - TRAINING -
RUMOURS - CLUBMANS - GOSSIP
AND MORE

IT'S ALL IN YOUR SUPER, SOARAWAY
WINDSOCK

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THIS YEAR'S MODEL - PUT 'EM IN YOUR DIARY NOW

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MICHEL CARNET

(as above)

**NOT FORGETTING THE PRESIDENT
(El Presidente to you) - the one and only
Mr. Johnny Carr**



Letter from the Editor

by Andy Napolitan

As one half of the new Windsock editorial team I'd like to start by thanking last year's models, Mark and Chris for the hard work they have put into keeping the magazine on its feet. So... thanks!

I am going to be away for the next two months or so at various hang gliding and paragliding competitions which means that Gary Cook (the other half of the team) will be producing the mag on

his todd. So, apologies from me and a reminder to all of you that Gary is an editor, not a journalist, so he edits the articles that YOU send in... so send something in. If every member sent one article, we would have twenty articles in each issue! So don't sit there wingeing - if you think the mag's crap, write some of it yourselves.

**Back soon, in the meantime...
stuff the bar out**



Chairman's Letter

by Mark Johns

Chairman's Letter!?? Well - you could have been at the AGM and prevented this disaster!

Yes, much to everyone's horror, yours truly has taken on the Chairman's position. After many years of hard work, Johnny Carr has stepped down - I think everyone will join me in thanking him for the contribution he has given to the Southern Hang Gliding Club and to Hang Gliding in general. The Club has formally asked Johnny to be our Honorary President, and I am pleased to say that he has accepted.

On the committee front, there have been some changes that you can read about elsewhere in this edition of

WINDSOCK. For myself, I am handing over the job of Membership Secretary to Trevor "Upright" Arkwright. This is indeed a brave man. I hope you will give Trevor all the help you gave me when I first took on the Membership job. Don't forget that if you haven't paid your membership by now it is WELL OVERDUE - beware!

This coming year looks to be an eventful one with negotiations of bottom landings at the Dyke, increased Social events, etc., so in closing I would like to encourage you to make an effort to attend Club evenings etc. and put a little bit back into the sport that you get so much out of.

See you up there!

STOP PRESS:

BRITISH PARAGLIDING NATIONAL:

First of 3 events, 9th-12th July 89 at Merthyr Tydfil, Wales.

1st Andy Napolitan Falhawk 20.5 Kms

New British Record ***

2nd Michel Carnet Falhawk 17 Kms

3rd Mike Millwood Falhawk 13.2 Kms

4th Jocky Sanderson Falhawk 11.5 Kms

5th Alison Syrett Falhawk 10.1 Kms

New British Female Record ***

All five pilots are members of the Southern Hang Gliding Club. The SHGC/Sky Systems Paragliding Club also won the Team prize.

A rough guide to sea breeze fronts

by Mike Robertson

There seems to be a degree of mystery relating to sea breeze fronts, with whose effects we have become very familiar. I will try to provide an insight into soaring these fronts, and provide a simple guide to the skills required for their use.

To the majority of pilots, the arrival of the sea breeze front stops the flying for the day, as it kills the ridge lift, by causing the wind direction to swing from a northerly, ie coming from inland, to a southerly direction, coming from the sea.

To a lucky few, the arrival of such a front provides quite literally a stairway to heaven, though it is not always the same pilots that succeed in this way, as I often find to my cost!

The story centres around the narrow, but sometimes powerful band of lift that exists at the join between the warm inland northerly breeze, and the cool air being drawn off the sea, to replace the air that is being moving up with the thermals inland, which form on the sort of days that we like to go flying. It is easiest reach a front by working a thermal whilst ridge soaring, before the front arrives, and following the thermal back until it joins the front. The transition between 'normal thermalling' and working the front is difficult to tell, but some of the signs showing that you are in a front are outlined later in the article.

It is quite possible that many of you have done this, only to fly back to the site and top land, without realising it, later to claim that they have never been in a sea breeze front! The real problem is how to connect with a front at or near take off. This is very difficult indeed, as you usually find that the ridge lift present earlier in the morning at the site has disappeared since the wind will drop as

the front approaches. Often the wind will drop to nothing before the arrival of the front. This means that the timing of your take-off is critical. You need to see real evidence of a thermal in front of you, in the form of a group of swifts darting around, or perhaps a crow or buzzard thermalling within reach of launch, or even a model doing better than expected.

From now on it is a gamble, as the duration of the 'launch window' can be limited to a period of less than a minute, and you will probably only get one chance to work the lift if you get into it. Sometimes you will only know it has arrived when the wind changes direction, and starts to blow down the hill, and it can be worth taking off at that stage, but the problem then is launching with a crosswind/tailwind component, a feat to be attempted only by the very experienced! You should in that case head straight out from the hill, whilst flying at best glide speed, or faster, NOT at min sink, and avoid turning back towards the hill until you encounter lift, when you should circle in it, or turn into wind to land.

The lift may well be over 200 to 500 yards out in front of the hill, making it difficult to reach but it can be well established in such conditions. If you do succeed, you will probably be drawn up into the front over the top of the hill. The problem can be to distinguish the front from a thermal. Often it feels just the same as working a small powerful thermal, except that you will often be buffeted by what feel like 'headwinds' coming from several different directions, and these are a result of sharp gradients occurring in the front itself, which represents a mixing zone of two colliding air masses, the land breeze and sea breeze respectively.

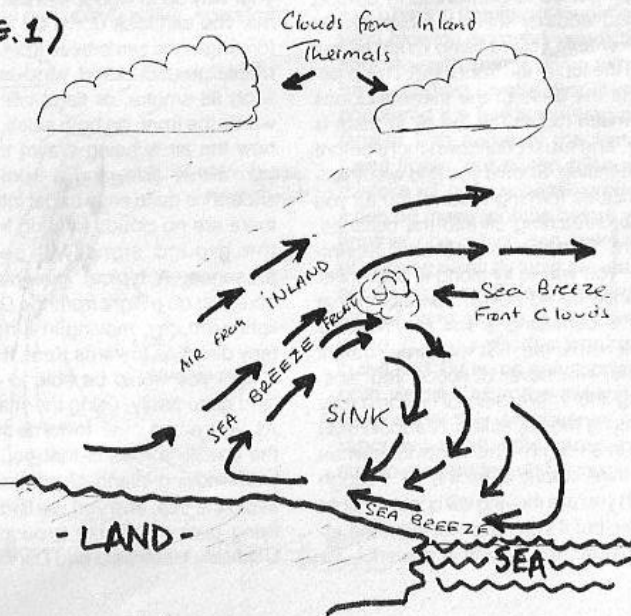
This contrasts with the experience of 'normal' thermalling, in that the gradients in the thermal are usually aligned with the wind direction, such that you feel the nose rise as you move upwind, and drop as you turn downwind, at any rate if you are less than say 400 feet. This is a result of the thermal circulation interacting with the wind as it drives its way up through the wind gradient found above and in front of a wind blown ridge. Another sure sign is that the air in the sea breeze can be quite hazy, and you can sometimes see the front as a line of slightly misty air lined up roughly parallel to the coastline, and moving inland as a wedge. If you see this while you are soaring around, you can confidently head towards it, as you will actually be able to see where the lift should be, and concentrate your efforts there. Often the wedge is topped by wispy curling clouds showing the condensation of the marine air as it is driven upwards in the front, and this will be lower than the rest of the clouds at the

top of the thermals. Whilst the front is still just a few miles from the sea, is often slanted at an angle back towards the sea, as the wedge of cold air from the sea pushes inwards over the land. This is often the case as it passes our sites, which are all close to the sea, making it very difficult to work. (Fig 1).

A result of this is that if you fall out of the lift, it is necessary to fly quite a bit inland in order to re-connect with the front, such that if you fall out of it and lose 200 feet, you will have to fly perhaps 600 feet or so inland to reconnect with the front in the case of it having a 3/1 gradient. You may be in strong sink while you try to find the front again, so you will have to fly even further to compensate for this, and you'll lose height all the time until you reach the front, unless you reach the ground first!

As in the case of most thermals, the front usually opens out and becomes easier to work the higher you get, but this is not always the case, particularly near the coast. However there comes

FIG. 1)



a time when you will reach the top of the front, and you will not gain much more height, but will drift out towards the sea as you move into the land breeze blowing over the top of the front, rather like the horizontal air found over the top of a ridge soaring site. It is essential either to move along the front, below the top of it, and on the inland side, or move directly inland, as to drift over the sea breeze side for any distance is a big mistake. This is because that there are often no thermals on the sea breeze side, and you will have to fly inland through a region of strong sink to re-connect with the front, having lost literally thousands of feet in the process if you drift too far towards the coastline. It is important to realise that the front itself can be very unreliable, as sometimes it will disappear very quickly, only to re-appear some distance away, ie a mile or so further inland, leaving you stranded in the sea breeze air with all the problems mentioned above.

If you are not sure of the front it is much better to move inland using the height gained in the front to fly upwind to find another thermal which would then enable you to climb much higher than the top of the front itself. This is because the base of the thermal clouds are much higher, as the air in them is drier, and must cool down more before condensing. Should you find wispy rolling clouds forming around you as you climb, stretching off into the distance, the front may be established sufficiently for you to fly along it, and cover distance by so doing. Something that can be confusing is that as you enter these wisps, the mist will come straight at you, whichever direction you face, giving the impression of a constantly changing wind direction, of about 20-30 mph in strength. This is obvious when you think about it, as the air through which you are moving will come straight at you, but if you have not seen the effect before, the illusion is powerful. To

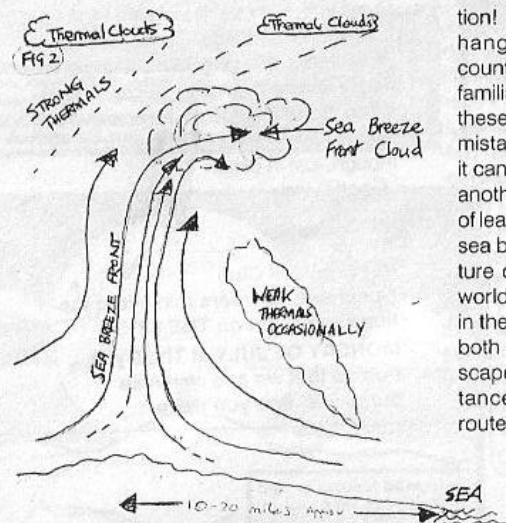
check the actual wind strength and direction, simply look down at the cloud shadows, and see how they drift over the ground. At cloudbase, it is difficult to see other clouds, as they will be hidden by the cloud you are under.

Further inland, the front will become much wider, and is much more vertical in its arrangement. (Fig 2). You may encounter this sort of front during an XC flight, when you may have moved inland and your route merges with the front, which itself has moved inland from a different facing coast. You will find that you can move in and out of these sort of fronts at will, gaining and losing height to order, treating it rather like an invisible hill in the sky. Often the front will position itself permanently for the afternoon along the line of higher ground, as the rising ground acts as a barrier, inhibiting further movement of the front inland. A front like this usually has a large bank of cloud topping it off. The base of these clouds is lower than that of the rest of the clouds for reasons explained earlier, so if you have worked your way up to cloudbase using a thermal you can look down on the clouds forming in the sea breeze front. Furthermore, ground-based wind indicators, such as smoke, or flags will point towards the front, on both sides, showing how the air is being drawn towards it from either side, and a front like this should be quite easy to get into, even if there are no clouds forming from it, as the ground signs will betray its presence. A typical example of this could be on a flight from the Dyke on a light wind day, moving in a north easterly direction towards Kent. If the wind is light you would be able to move inland quite easily, using thermals alone. As you move over towards Hastings, the coastline means that you have to keep moving inland all the time just to avoid the sea, and you will find yourself flying over the higher ground around Uckfield, Heathfield and Darwell reser-

voir, which is 8 miles north of Bexhill. A well defined front often forms, which will be easy to work, and this front will often run uninterrupted as far as Tenterden, or even Ashford and beyond, allowing you to move rapidly and comparatively easily along its length, as it acts as a trigger to thermal development along its course, and explains how some pilots have flown as far as Folkestone and Deal. This is not to say that the front is always like a motorway in the sky, sometimes it is more like a cloud street with big gaps in it, requiring quite a bit of thermalling to get back up to the optimum height, ie just below the clouds of the sea breeze front. Needless to say, the problem is to reach this area in the first place, and you have to do by moving upwind/inland constantly as you move east, which is easier to do on a light wind day, as a strong or even moderate northerly component will prove too much to overcome. A note of caution here, these fronts can become extremely powerful in the summer months, and can often feed directly into large cumulus clouds, even Cu-Nims if the day is particularly active. Apart from

the darkness of the clouds above those of the sea breeze clouds, there may little to suggest the ultimate size of these clouds, so extreme caution is needed if you find yourself spiralling up a front at over 1000 fpm, which is not unusual for an established front.

It is wise to at least fly out the side of the front from time to time to check that you can get out of this sort of lift, otherwise you may find yourself being sucked into a cloud which turns out to be very much bigger than you had imagined, with obvious consequences. The power of some fronts has to be experienced in order to grasp how strong they can be, though fortunately it is easy to pull out of them, provided you do it before you reach cloudbase, and then re-enter the front when you have lost a bit of height. This article hardly rates as a comprehensive guide to soaring sea breeze fronts, and it would probably take a book to do justice to the subject. However, I hope this will help you recognise when you are actually in a front, rather than realising it only when you land into a southerly wind, having previously launched into a wind blowing from the opposite direction! As with many other aspects of hang-gliding, once you have encountered it a few times, you become familiar with some of the features of these fronts, but all too often a single mistake will put you on the ground, and it can be many months before you find another one, which can make the rate of learning painfully slow. Nevertheless, sea breeze fronts are an important feature of hang-gliding in this part of the world, and your efforts will be rewarded in the end, by some spectacular flying, both visually, from the swirling cloudscapes that you will observe, and distance-wise, as new cross country routes are opened up to you.



THE FIRST MONDAY IN EVERY MONTH WILL BE CLUB NIGHT AT THE DYKE PUB.

We'll meet at about 8pm for a chat and a few drinks. Please note that these evenings are informal, and a FUN NIGHT - the more of you that come along, the more like a regular Club the SHGC will be. See you there!

Coaching Department

by Gary Mitchell

For those people lucky enough not to know me, I'll introduce myself as the Club Coach for this year - my name's Gary Mitchell, I've been flying for eleven years, and have bent my air share of aluminium in all the usual ways.

I see the job of Club Coach as being mainly in helping the communications between Club members. The only way to improve your flying is to read the right books - I recommend Noel Whittall's "Starting Soaring", The Dennis Pagen volumes and the many books aimed at the Sailplane pilot. The bi-monthly "Sailplane & Gliding" is also an excellent magazine.

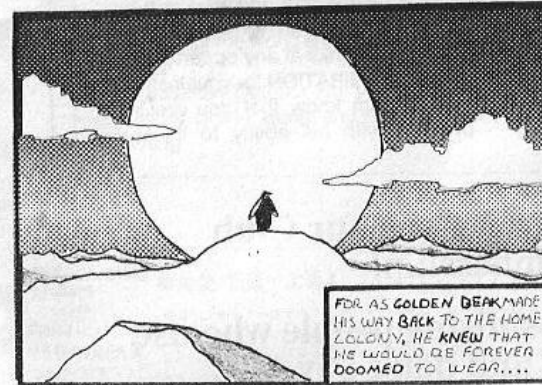
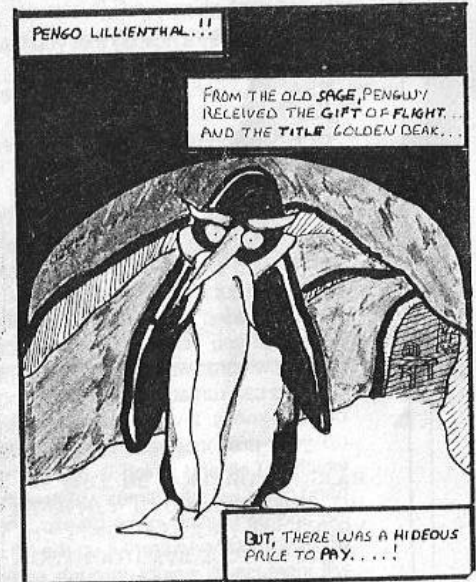
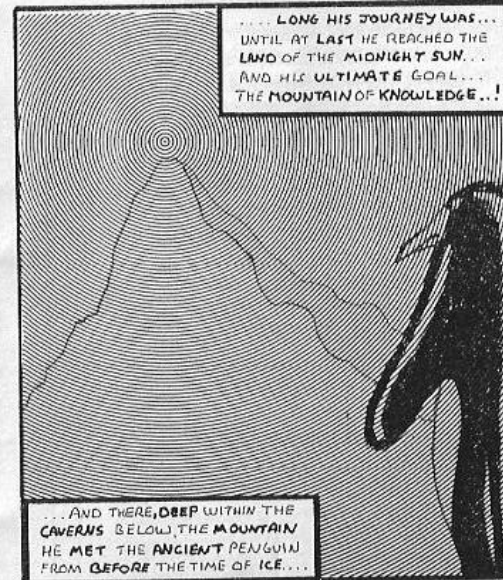
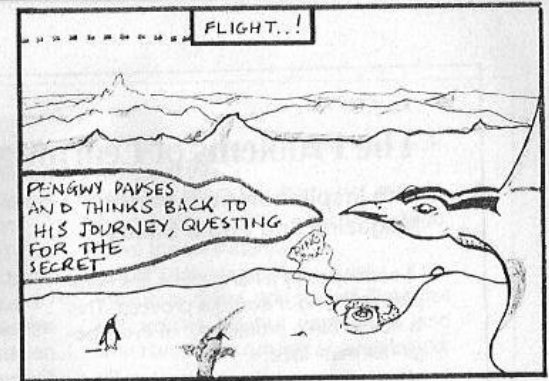
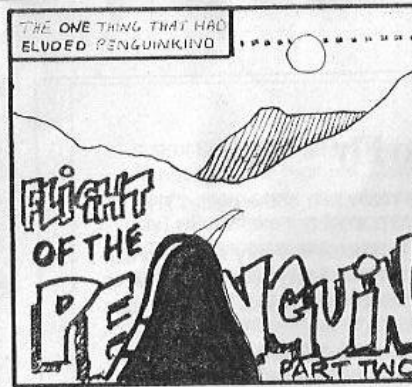
The other great must is for you to ask questions - nobody is going to just come up to you and offer advice cold. What you must do is to latch on to an experienced pilot or club coach that lives in your area and organise, where possible, that you go flying together. If nothing else it splits the petrol costs!

Try to avoid doing all your flying and socialising with pilots of your own ability. Make an effort and most pilots are happy to pass on their experience (buy them a beer). If you're not prepared to do all the above and you want to improve, you'll probably end up getting hurt and in the end leave the sport. It's up to you. End of sermon.

As a Senior Instructor, I'm quite happy to go out to Steyning when it's light East to South and offer advice and help you out of any bad habits that have crept in, or the important basics of light wind takeoffs and landings. I'll be available most weekends, so give me a ring on a Friday evening (during social hours) when there's a good forecast. You should have wheels fitted to your glider, though, just in case!

Good flying...

PS. Could all Club Coaches/Observers make it to the first Club Night on THE FIRST MONDAY OF JULY at The Dyke Pub so that we can organise ourselves. See you there.



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REPRODUCED HERE & ON FACING PAGE.
LETTERS A) TO SKYWINGS! FROM US & B) TO US FROM
EASTBOURNE COUNCIL RE. BEACHY. PLEASE NOTE CONTENTS

Tim Williams
Skywings
Trefenter
Aberystwyth
Dyfed
SY23 4HL

(A)

Dave Keepax
S.H.G.C. Secretary

PROBLEMS AT BEACHY HEAD

Dear Tim,
The Southern Hang Gliding Club currently have a serious problem at Beachy Head. We have an agreement which for various reasons has been suspended. We are now in a trial period with Eastbourne Council.

We need the co-operation and help of every pilot who wishes to fly this beautiful site. It is imperative that we adhere to all of the rules and regulations which the Club has agreed with Eastbourne Council.

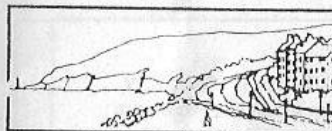
These are the rules for all pilots.

1. As always, talk to any Southern Club Member before flying. He will direct you to the Site Marshall.
2. If you are first on the site;
Place the warning flags as stipulated.
3. The site marshall will be identified by an arm band. He/She will be responsible for landing and takeoff areas and the safety of the public.
4. All pilots must sign in the log book.
5. Park your vehicle at the back of the car park.

Inside the log book, you will find a site guide showing flag positions, details of site rules, information on Marshalls armbands and log book. PLEASE READ THEM!
We do not intend to lose this, one of our premier sites. You are welcome to fly Beachy Head, but you must help us to keep this a hang gliding site and enjoy the beauty of Beachy, by obeying the rules.

Dave Keepax
Secretary S.H.G.C.

COPY OF THIS WINDSOCK HAS BEEN SENT TO
THE COUNCIL AS PROMISED.



Eastbourne

Planning and Technical Services

Director: G. WILLIAMS CEng MICE DipFP FRIP

68 GROVE ROAD, EASTBOURNE, EAST SUSSEX BN21 1DF.

(B)

TELEPHONE: (0323) 410000

Fax (0323) 410322

This matter is being dealt with by: Amenity & Common Services Manager

Ext: 5229

My ref: TW/JMW/DF/1/5

Your ref:

Date 19th April 1989

Dear Mr Carr

HANG GLIDING/PARA-GLIDING BEACHY HEAD

Following the meeting at Beachy Head the matter has been discussed with the Chairman of the Downland Advisory Committee and it has been agreed that para-gliding will be allowed for a trial period. The matter will be reported to the Committee cycle commencing in June.

The items discussed and agreed at our meeting apply both to hand gliding and to para-gliding and I must advise you that breaches will cause the Council to reconsider its decision to allow this activity to take place on its property.

The items are as follows:-

1. The conditions contained in the code of practice will be re-emphasised and be drawn to the attention of both sections of your association.
2. A complimentary copy of your magazine displaying this notice will be sent to me at the address in the heading of this letter.
3. All flying will be adequately marshalled by one of your experienced members who will enforce the disciplines of the code of practice.
4. The Marshall will be readily identifiable by use of an armband or other such method.
5. Hovering and low flying in areas of public use will be avoided.
6. Equipment will be marshalled to avoid interference to other users of the Downs.

Yours sincerely

DIRECTOR OF PLANNING AND TECHNICAL SERVICES

Mr. J. Carr
Chairman
Southern Hang Gliding Association
Tillershaw
North Common Road
WIVELSFIELD GREEN
Sussex
LRH17 7RJ

Training News

by Eddie Bilous

Time to write again about what's been happening in the training regime. Although we've been busy, it's been a lot quieter than last year. We have only put ONE of our students into the Southern HG Club this year - the final tests of the CPC being so difficult to achieve on the South Downs.

Already I can see less and less new Hang Glider Pilots taking up the sport - in the training circuit it's just taking too long to achieve and therefore proving too expensive for students.

We are passing plenty of EPC's, though, as the tests are rather easier - only then comes the huge stopgap before the CPC.

The new FreeFlight Team now consists of myself, Trevor Upright and Zoe Humphries - now you know why we don't get many students!

Steyning Bowl has been used rather a lot in the last month. Our major problem has been pilots blocking farm access with their cars when the gate is closed, causing me to have arguments with Pilots and Farmers which I really don't need. I shouldn't have to remind you of the Country Code - it's your site and you have every right to enforce these rules on behalf of the Club. Again - please do not climb over ANY gates or fences or the answer is simple - Steyning will become a private site again - please heed my warning!

We have had a few accidents/incidents at the bowl, namely:

1 fractured wrist - Paraglider flying in gusty conditions.

2 Clubman accidents - lots of damage attempting upslope landings.

1 Magic 3 demolished - inexperienced pilot flying in gusty conditions - against advice.

Lots of bent uprights, caused mainly by Clubman/Vision/Calypso pilots practising upslope landings.

Not so bad in the school - so far no broken bones or gliders, though I'm sure we will have our first one soon - standards of flying have been good apart from a rather mature lady who took off from 50 ft, wouldn't turn and nearly demolished three Stubbys, a Clubman and a Calypso - phew!

I have received the test sheets for the Advanced Pilots Certificate and the Cross Country Pilots Certificate. Quite honestly I will be very surprised if anybody passes! They are very, very difficult.

Inexperienced pilots flying the Dyke please remember to get there early - with a light NW and warm air, blue skies, it normally sea breezes by 11 am which makes your journey a waste of time and money.

We are now shipping and checking Clubmans and Visions - we have the spares and the skill, but some of the bits we have found to be "not serviceable" - people actually fly with bent leading edges! Stripdown with test flight and retune costs £45 plus parts. Good value - it's over a day's work.



Well, that's about all for now - any rumours or tales about me and members of the opposite sex are totally unfounded and have no truth in them whatsoever.

Everybody has been taking the piss out of my new super-slick hairstyle, so

I'm off to the barber's for a super-short crewcut.

See you soon, and safe flying...

Safety News

by Rod Lees

Firstly, I am still awaiting accident reports from:

19/5, John - Firl. Hope recovery is still going well.

14/4, Geoff Allen - Parachute Deployment.

04/6, Spanish Joe - The Dyke.

In one of my previous literary pieces, I suggested that you took the time to do a good pre-flight check. Thank goodness one of our Club members did last weekend. He found that the nut on the bolt that joins the leading edge with the crosstube was just about to drop off. I think control would have been difficult if it had dropped out just after take off. Please learn a lesson from others - this is what accident reporting is all about.

Which of our members are certain about the rules of the air? Whilst flying at the Dyke last weekend it became ap-

parent that some of you aren't, so please refresh your memories and abide by the rules. We don't want mid-air collisions, or any accidents at all.

Approaching head-on: BOTH TURN RIGHT.

Converging courses: The one with the other on the right gives way.

Overtaking: Pass the other on the right, except when ridge soaring - a glider must overtake between the glider and hill so that the slower glider can turn out from the hill safely.

Landing: Give way to gliders that are lower than you.

Air Law also states that it is the responsibility of every pilot to avoid a collision. Note also that these rules apply equally to ALL pilots, not just the readers of Windsock - if someone's doing something wrong, tell 'em.

Please send me a report for ANY accident/incident, however minor it may seem. We can learn many lessons from them, and avoid repeating the same mistake twice.

●THERE IS NO ADVERTISING (APART FROM THE SMALL-ADS) IN THIS WINDSOCK - PLEASE CONTACT THE EDITOR FOR DETAILS OF ADVERTISING RATES AND DEADLINES IF YOU WANT TO PLACE ADS IN FUTURE EDITIONS.

●ALSO... A LETTERS PAGE WOULD BE NICE... GET WRITING!
●WE NEED PHOTOGRAPHS! SEND 'EM IN!

FOR SALE: MAGIC IV 155 FR £1250 (1 yr, 6 hours only), BALL & S2 DELUXE VARIO £350, METAMORPHOSI CHUTE £225, POD HARNESS £100(5'10, 40" chest), plus bits - SILVA COMPASS, XC BAG PITCHY, MAP HOLDER. PHONE STEVE WALKER ON 0542 716133 W SUSSEX

Return of the Clubman

Steve Elkins recently took over the manufacture of the Clubman, often called "the perfect post-P1 hang glider". Here Steve explains why ...

I was often being asked by P1 pilots for my advice about gliders. I always felt that I had to recommend the Clubman above all others - it was so much lighter to carry, and I felt it was easier to handle than all the others available. Its forgiving performance seemed to cater for and give confidence to a wide range of pilots (Robbie Whittall did over 100 hours on his Clubman - everything including XC's. The experience certainly stood him in good stead).

Aerial Arts (the original manufacturer) started to specialise in their successful microlight and the clubman became more and more difficult to get hold of.

Personally, I sold a few Calypsos - a nice finish and superb advertising and marketing granted, but from the pilot's point of view I really didn't think it was as good as the Clubman... I went to see Aerial Arts and, after negotiations, came away with the rights to the glider.

I have to say that quite a bit needed doing to the design. The finish was rather poor and outdated, and the sail was not as clean as it could be. I set about remedying all this but kept the flying characteristics virtually identical. The task took a lot longer and proved harder than I had imagined it would...

We have changed the cut of the sail slightly to get rid of the wrinkles and flaps. The glider now comes with "smart and easy-to-clean" mylar leading edge and a nose-cone as well as being available in brighter, more modern colours. The sail is manufactured by the best sailboard manufacturer in the UK.

The battens have been changed and now keep their profile better and have all-new and much smarter ends and fittings second-to-none. The airframe has numerous modifications, including an aerofoil kingpost, a proper nose catch and pip pin. It is also much easier and neater to tension - altogether smarter.

I think we have produced the best P1 intermediate Hang Glider thanks to a lot of helpful suggestions from enthusiastic Clubman Pilots.

lovely to fly. £850. Phone 0737 768203 or 0249 658763. Also a **Demon "175"** ideal post-P1 stored indoors.

2 plastic wheels for Boltom Bar (magic sized) £5. 1 round upright (magic 1 etc) £15. Contact Rodney Lees, Brighton 300328 evenings.

LOST & FOUND

FOUND - 1 altimeter at Firl, weekend 27/28 May. Contact Rod Lees as above.

FOUND - 1 altimeter at Firl (another one? - ed). Contact Andy Napolitan, c/o Windsock.

Rumour has It...

by Dave Keepax

Well, it all started when I stopped smoking in November last year and found that I had taste buds and an ever-increasing sense of smell. Suddenly everything tasted better and it seemed obvious that instead of a smoke, eating was the answer. So, through the winter months the weight went on and I increased by two stone. Doesn't sound like much if you say it fast, but it really makes a difference to the way your glider flies.

Since I wanted to stay in the "new glider market" anyway, my 14 month old Magic 4 FR was now to be sold against a new Kiss or a Rumour (which was not yet available and was just that... a rumour). The big question was: Will the new small superships carry 190 lbs? - and if they won't, do I lead a life of constant dieting, or go for a Magic 177 FR.

Well, I flew the Kiss twice, once in Ager, Spain and once at the Dyke in mid-January. I must say it performed beautifully, although I am told that the hang point must be perfect for optimum performance. It was flying slow for me and was a little hard to turn, but nothing much to worry about. Another test flight was a must before I made up my mind.

Michel Carnet was informed of my interest in a new glider, in spite of repeated visits to Sky Systems I never did get another test flight on the Kiss...

Michel can never be accused of being a high-pressure salesman.

In the meantime I was also pressing Dave Perrin at Airtime for a flight on the new Rumour when it eventually arrived, and I must confess, being a confirmed Magic man I did not seriously consider that I might end up buying one. I just wanted to fly it for a comparison before I bought the Kiss.

Eventually, Dave arrived at Firl with the Rumour on the 6th May. It was a "classic" day with large cumulus development, extremely thermic and with the threat of a later sea breeze. Dave rigged and flew the Rumour and found it hard to turn (he weighs 10.5 stone - or maybe the hangpoint is as critical as the Kiss).

Anyway, as soon as he landed I clipped in and took off into the bowl. The left wing moved upward violently, heavy weight shift to the left, speed and push out. The Rumour stood on a wing tip and connected with a steady 4-6 up. I found to my delight that having centered the thermal that the glider was solid and stable and required no further effort from me.

I arrived at cloudbase at what may have been the edge of the sea breeze. Pulled on some speed to see how it would go - very fast and without yawing - great!

The great standing joke at Firl, "Race you to the reservoir and back". Well, I for one have never done it although I have tried many times. I pulled on and headed for it, got to the road and nor-

CONTINUED...

Contact Ray Sedgwick for details of up-coming competition events. Remember, they are open to all, and Ray is looking for team members.

mally around this point someone takes the lift away. Not this time - I arrived and stayed on the windward side of the reservoir, got level with it and then flew almost to the back of it. It was at this point that the man who takes the lift away arrived in a big way.

Heading back for the ridge it looks a long way and it is when the figure 6 appears in the down window. Flying fast through the sink and maximising the lift, the Rumour arrived at the ridge with height to spare.

SOLD! Sold before I got my feet back on the ground. Landing was a dream, those little gusts easy to control, the glider extremely responsive and forgiving. I decided to take "that" particular glider because of the differences between high performance gliders. I did the deal with Dave immediately.

This deprived a lot of pilots from experiencing the thrill of flying a truly exciting glider. Sorry guys, but Dave has ordered another one, so start the queue now.

To date I have had eight hours on the Rumour, and providing you don't push the bar out too quickly in a turn it performs brilliantly. Even with 13.5 stone on it, it allows me to do my favourite flying, min. sinking in minimal lift at the end of the day.

My last flight is a warning to "the overconfident don't do a pre-flight check

anymore" types. I have of course an excuse of the finest calibre for not completing mine!

Anyway, there I was, rigging my new Rumour, and just about to finish when onto the hill with a whoop came paraglider pilot Andy Napolitan carrying a glider (honest I ain't joking - I know what you must think but it's the truth). I told you it was a good excuse!

Anyway, this completely floored me and I did not complete my checks before taking off. Everything was OK except for the undersurface battens. They have elastics to hold them in, the left side didn't have the elastics on and gradually worked themselves out during the flight, which was in 20 mph and rough as a bear's tutu.

At the end of the flight, which was the time that I noticed that the battens were falling out, I was flying in the right corner of the A-frame. The bugger would not turn right.

Anyway I learned a lesson in complacency and in being sidetracked, and I was lucky. I won't do that again.

If this article seems over the top and you get the impression that I am in love with this glider, you would be right. But don't take my word for it - one man's meat and all that. Try it and see.

Coombe Gibbett

This is to act as an amendment to the article I wrote in Volplane concerning the farmers threat to close Coombe Gibbett if one more glider went down into the Oil Seed Rape. Well to cut a long story short that is exactly what has happened and the site is now CLOSED. Yesterday (4th June) there were no less than 60 pilots on the hill and I pleaded with all I could see to pass the word around that the Rape field should be avoided at all costs and to land on the track in the next field if absolutely necessary. The farm Gamekeeper came up to watch for 20 minutes and reported to his boss that during that time 2 gliders went into the Rape. That it happened cannot be denied by the evidence of big swathes of flattened Rape and the trackway through it made by the offending pilots. I didn't see it and don't know who it was but I hope whoever was responsible is pleased with themselves.

However, it is not all doom and gloom and the site will re-open after harvest, anticipated around the beginning of August. Ironically, I had a long chat yesterday evening with the farm manager and handing over the fees collected assured him that no-one had landed in the Rape. I also put some proposals to him regarding a permanent landing site and he will put those proposals to the estate meeting at the end of the month. If acceptable, we will have 2 acres of grass put down for a bottom landing all year round. It was quite a shock to me this morning when he called me at my office to say he was closing the site because of yesterdays episode.

So, that is the situation. There are no exceptions to this and the site must not be flown by any Hang Glider or Parapente until these negotiations are finalised and the crop has been cut. Any militants among you who feel this doesn't apply to you must realise that the hill is privately owned and laws of trespass apply, plus the fact that if faced with blatant abuse, the estate will close it for good.

Please bear with us and I'm certain we will come out of this in August with a firm agreement and all parties happy. I have given my word to the estate manager that we will conform, please don't drop me in it, again!

PILOT HILL.

It has now reached the time of year when there are crops growing abundantly in both bottom and top landing areas, therefore this site too is closed until harvest.

NEIL MAW, SITES COORDINATOR, THAMES VALLEY CLUB.
TEL NO. 0793 782960 (HOME) 0793 618877 (WORK)

MUCKRABE W

SCANDAL: SHGC Club Coach and Committee Member GARY MITCHELL took part in the recent SkySurfers comp and flew for the opposition... next time there's a club comp, we expect him with the rest of the SHGC team in the pub clocking up the pints...

Spanish Joe again seen crunching into the small (banned) paddock in a very unstable Northerly... What's the cost of two Kiss uprights, Joe??

Dave Clayton on the same day wisely landing in the big paddock...

There is apparently little truth in the malicious gossip that Eddie "Victor Mature" Bilous has bought shares in the Grecian 2000 company...

Muckraker receives a strange anonymous call on his answerphone... Apparently the SkySurfers gave a severe trouncing to the SHGC team in a club comp at Fittle! All 5 SkySurfers got to goal at Telscombe Cliffs... one even made it back... The SHGC team were apparently soaring the bar in the Barley Mow. Final score: Sky-Surfers 500 points (max), SHGC 15 pints...

Does "BW" stand for Big Wednesday or Brain in Wallet??

Overheard at the Dyke... "her approach always looks really good and then it turns into a cabaret act". No, it wasn't Judy.

DO YOU REALLY WANT TO KNOW.

I would like to thank those of you who took the trouble to attend the A.G.M. and vote for those unfortunates who sacrificed themselves on the altar of committeeism: For those of you who do not know, Yours truly is now Club secretary. Keeping up with what the committee is doing is almost impossible (even if you're on it) So I thought I would do a regular condensed version of the minutes of the meeting. I hope you find them enlightening. Or at the worst, something to doze off to. Lets hear from you if you feel strongly about anything.

Regards

Dave Keepax S.H.G.C. Secretary

MINUTES OF MONTHLY MEETING at Devils Dyke Pub. 07 JUNE 1989:

Apologies:

Absent M Perrin

- A Napolitan: comp in France
- M Carnet : comp in France
- P Day

A.G.M. Minutes accepted as being a true record:

1. B.H.G.A. GRAND DRAW

The B.H.G.A. Grand Draw was held at Devils Dyke on Sunday 4th June. Elkie Brooks was unable to attend. The draw was performed by Mike Collis Secretary of the B.H.G.A.

2. OPEN DAY/CHARRINGTON'S

The Brighton air races are to be organised with Charringtons for next year 1990. A figure for prize money was expected to be around £13,000.00 Chris Bartram said. Ray Sedgewick is to contact John Pendry who has already had discussions about format etc.
CB/RS/DK/J.PENDRY RS.

3. BEACHY HEAD

Due to the serious situation at Beachy Head with the Eastbourne Council, who have given the Club a trial period to prove we can fly the site safely. It is imperative that we move now to facilitate the various rules and regulations which the Club has agreed to adhere to with Eastbourne Council.
Johnny Carr has an article for Windsock about Beachy Head. This will be printed in Windsock and sent to the Council along with a copy of Skywings. Gary Cooke will post this as soon as Windsock is off the press. GC.
Johnny Carr is to telephone the Eastbourne Council as a follow up to the receipt of Windsock and Skywings.
Implementation of scrub clearance to move the launch area to the left, is to be delayed until the Council are satisfied, and we again have a concrete agreement to fly Beachy Head.
The A.G.M. proposal of a sites Guide on view on the Pub wall to ensure that all pilots know the rules will also be held. CB.
Michel Carnet agreed to make the marshalls arm bands. action now.MC.
Tony Turner is to provide the log book required and this is to be kept with the warning flags to the left of the Pub TT.
A site guide showing flag positions, details of site rules, information on Marshalls armbands and log book is currently being done by Chris Bartram. CB.
Dave Keepax is to send a letter to Wings reference the situation at Beachy Head. DK.

4. FOREIGN PILOTS. SHORT TERM FLYING

Foreign pilots will be able to fly S.H.G.C. sites free if they are on a short holiday. However if in the area for 2 months or more a full membership should be asked for at reduced rates. Mark Johns will suggest what rates. MJ

6. BOTTOM LANDING AREA IN GRASS

The proposal by Michel Carnet to purchase the field at the bottom of the Dyke for landings Etc. Negotiations are in hand with the local Council and local Farmers. CB.MC.

7. SULLINGTON

Chris Bartram has successfully negotiated the flying rights to Sullington. The site takes NW - NNE: A large NE spur makes for very unpleasant flying conditions due to rotor from the spur. NW is the best direction.

Top landings are still to be proven safe !!
This is a site for very experienced pilots only !!
DO NOT FLY UNTIL ADVISED IN WINDSOCK:

8. FIRLE

Parking for S.H.G.C. members. We may have to provide a gate and a combination lock, and perhaps some fencing. A meeting with the Farmer is to be arranged as soon as possible. MJ. TT. CB.

9. S.H.G.C. SITES GUIDE

Chris Bartram will update the sites guide, which will be finished on A4. CB.

10. C.P.C. PROBLEMS

Gary Mitchell says that there are problems with C.P.C.s. Gary will contact the Southern schools and report back. G.M.

11. CLUB COACH

All Club Coaches recently installed by the B.H.G.A. are to have a get together organised by Gary, to thrash out the way to operate on the hill. GM.

12. INFORMAL CLUB NIGHT

An informal club night will be organised on a regular basis. Club members will be able to quiz Committee members who would be on hand to assist with queeries. The first Monday in each month at the Dyke. OG.GM.

14. CLUB TROPHIES

Dave Keepax to organise which trophies with Ray Sedgewick and John Pendry.
DK to arrange purchase and engraving et. DK.

15. SOCIAL EVENTS

- First Aid night at the Dyke :12 August
- Weather night at the Dyke : 9 September
- Video Competition at the Dyke : 7 October
- Christmas party at the Dyke : 9 December

17. X.C. TABLES INTERCLUB

Ray Sedgewick will now be responsible for these. All flight details will now be forwarded to Ray.

18. COMPETITION

SHEFFIELD 17th June: Ray to select the team.

19. INTERCLUB COMPETITIONS

Ray Sedgewick will organise on the day comps. for all classes of pilots; Spot landings, Goals, Triangles.

MEETING CLOSED

DJ. 10.06.1989.

Competition News

by Ray Sedgwick

First of all, results of two recent competitions:

May 13th/14th. Clubs competing: Southern, Thames Valley, Dunstable, Wessex.

SATURDAY 13th:

Take off: Milk Hill, SU101644

Landing: White Horse Hill, SU299863

Distance: 30 km

Despite the lack of workable thermals, two pilots - Ron Richardson and Colin Smedley (Wessex Club) managed to get away. The rest of the team left later on with any lift they could find or down the ridge. Distances of 1 to 3 km don't sound very good, but every 1 km is one more for the final team score.

SUNDAY 14th:

Ridge Run against the clock and top-land.

Only six pilots managed to get in on top before the wind dropped off, so only six scored.

Team Results:

Southern: 16.59 miles

Wessex: 18.6 miles

May 27th/28th. Clubs competing: Southern, Skysurfers.

Presidents Comments.

Dear Members,

I would like to thank you all for making me honorary President of the club, I was very touched and am proud to accept the position. I was a founder member of the club and have been a member since its birth in 1974. The changes in our sport since then have been many, from early Rogallo wings which just fluttered down to the bottom of the hill. Records then were for how long you could stay in the air, to modern day gliders which are capable of 100 mile flights. Records are now how far you can fly, out and return, triangle course flights and goal tasks at speed many miles from launch. We really do have a wonderful sport and it is so important that we preserve it for ourselves and future generations.

Thanks to the work of the British Hanggliding Association and member clubs throughout the country, the cooperation of farmers, councils, The National Trust and not forgetting the enormous success of the British Hang Gliding team that can boast a World Champion and European Champions. Hang gliding has moved from the lunatic image to the respected sport we now are. I have seen the sport from the beginning and how hard it has been to get where we are now. Lets all keep the good work going, always be polite, respect other users of the hills, fly sensibly and safely. -JOHNNY CARR

SATURDAY 27th

Saturday was blown out - no pilot from either team flew until late evening, when three or four of our own pilots went for some gale dangling after the day was abandoned.

SUNDAY 28th

The task was set at 10 km from Firl to Tel-scombe Cliffs, TQ402028. All five of the Skysurfers pilots took off and went over the back - their whole team making goal and scoring maximum points.

Congratulations to DAVE MATTHEWS - the only Southern Club pilot to make goal, and PAUL RANKIN, who managed 7.5 km very late in the day.

UPCOMING COMPETITIONS PLANNED FOR JUNE AND JULY

17th/18th June: Sheffield, Cumbria, Dales.

Meet at Mam-Tor car park at 10 am on 17.06.89

24th/25th June: North Wales

8th/9th July: SE Wales

15th/16th July: Dales

EVERYONE PLEASE NOTE!

We need more competitive pilots of ALL ratings, from P1 upwards. Please contact me on 0689 41407 if you're interested in flying as part of the team.

News from the Sites...

by Tony Turner

At the recent AGM I was elected "Assistant Sites Officer" to Chris Bartram.

I have been flying since 1978, having trained with "UltraSports" in the good old fly seated days. Unfortunately, in recent years my commitments have very much restricted my time spent airborne, and after 10 years I am still a P-1.

I fly a white and purple 166 Typhoon - it still has Michel's 1981 No. 36 League number on the sail. I drive a red Cortina Estate VAV 98X.

What have I done so far? I was asked to provide a new Beachy Head logbook, which is in the usual place with windsock and flags. Thanks are due to the pilot who provided a BHGA logbook as a temporary measure.

It is hoped to collect some "Marshall" armbands from Michel. If you are first at Beachy, fill in the attendance log and don an arm band - this can then be passed on as others arrive, or more than one person can wear them. It is important that the ranger at Beachy should be able to observe that someone is in control there. Place the windsock and the landing area flags in position as in the past.

At Firl, every effort is being made to provide Summer parking at the top, remember, the same rules apply here with regard to crop landings as at the Dyke. Don't!

Sullington: Being near on the 8th June, I took the opportunity to acquaint myself with this site. It's a NNW-NE "hole in the ground", with take off over trees and no easy landings - it's definitely for the more skilful pilot.

That's enough waffle for now...

Mark Fisher is giving away his old Socks - Free

I have the Club collection of a large number of back issues of WINDSOCK going back to 1978. There are multiple copies of many issues which make quite interesting reading - especially the older ones.

If any members would like to be the proud owner of a set of old socks, please contact me as I would like to get shot of them.

Mark Fisher 0273-832478

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