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WINDSOCK

OCTOBER/NOVEMBER 1994

The Magazine of the Southern Hang Gliding Club

STOP PRESS!!

3rd December

**CHRISTMAS
DINNER**

To be held at the Pepper Mill

details on social calendar page

**THE SOUTHERN
HANG GLIDING CLUB
P.O. BOX 1359
BRIGHTON
EAST SUSSEX BN1 4QX**

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President

Johnny Carr 0444 84667
(W) 0444 84217

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(W) 0273 745513

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Peter Day 0734 421481
(W) 071 928 5151 (x30193)

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Anthony Turner 0825 2969

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Club Coach

Adrian Caple 081 660 0824

Airspace Officer

Tim Cox 0273 888113
(W) 0273 609925/507794

Competitions Officer

Mark Turner 0903-812504
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**THE SHGC supports the aims
and ideals of the British Hang
Gliding & Paragliding Asscn.**

CLUB COACHES - Updated June 1994

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Francis Cracknell PG	Isleworth	081 568 4184
Nigel Gibson PG	Feltham	081 890 7476
Harry Greene PG	Orpington	071 482 4927
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Dave Keepax HG	Burgess Hill	0444 245233
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**THE ABOVE COACHES ARE HERE TO GIVE HELP
AND ASSISTANCE TO NEW MEMBERS AND THOSE
NEW TO OUR SITES - SO USE THEIR EXPERIENCE.**

**IF THEY ARE NOT READILY IDENTIFIABLE BY A
'CLUB COACH' ARMBAND, ASK SOMEONE ON
THE HILL TO POINT THEM OUT TO YOU - THEY
ARE THERE SOMEWHERE.**



MARSHALLING ROTA

Lest You Forget.....

Date	Forename	Surname	TelHome	TelWork
11/12/94	Laurence	Ying	081 672 8199	071 410 3347
17/12/94	Michel	Carnel	0850 504564	0273 857700
17/12/94	Terry	Sloper	0903 205714	0903 239219
17/12/94	Gordon	Chapman	081 767 7105	-
18/12/94	Laurence	Adey	0424 434093	-
18/12/94	Philip	Laidler	071 704 1259	071 334 0088
18/12/94	Jack	Hobbs	0323 490371	0323 898660
31/12/94	Mike	Backhouse	0279 506896	071 324 7176
31/12/94	Steven	Cook	0903 725724	-
31/12/94	Michael	Stevens	0273 515341	0800 592801
01/01/95	Robert	Banfield	0323 720872	-
01/01/95	Peter	Leaback	0923 854624	-
01/01/95	John	Upton	0705 269932	-
02/01/95	Nick	Ames	0959 574844	071 480 2400
02/01/95	Alastair	Auld	0483 417087	0483 463410
02/01/95	Martin	Pool	0444 892414	-
07/01/95	Richard	Carter	-	0273 857700
07/01/95	Chris	Crawley	0424 436769	0424 439145
07/01/95	David	Winchester	0702 205537	0702 354764
08/01/95	Robert	Harvey	0420 23986	0836 778467
08/01/95	Arthur	Williams	0702 541892	-
08/01/95	Carrie	Tiltman	0424 444503	0424 720105

Chairman's Letter

Dear All,

Here we are with another monthly issue of Windsock. Having tried to function as Chairman for a short while without it appearing regularly, I know only too well how vital it is as a medium for communicating with the membership. I sure you will join me in congratulating Gail on the excellent magazines she is producing for us. Sincere thanks are also due to those who have been contributing including Dave Williamson who has also been enveloping and dispatching them.

Unfortunately, we do need a steady flow of contributions and these seem to tailing off at the moment. Let us know about your experiences as an expert or as a new member trying to find your way in the Club. Have you had any particularly rewarding flights lately? Some of the new hang glider designs have been generating more interest than I've seen for a long time. If you've had a go on one, what do you think about the Ram Air, the Blade or the Xtralite? How much better are they really? Perhaps you have some suggestions for making improvements within the Club - don't keep them to yourselves. You may just want to share some ideas in a letter rather than a complete article; that's fine. From what I've been hearing, quite a number of you have had memorable flying holidays. Let's hear about them.

Well, I don't know about you but my holiday seems all too long ago. Unfortunately the glider didn't come with us this time. Next year I really must be more organised and get some time in at Laragne. On return to Blighty, I heard that Mike Milly had flown his paraglider from the Dyke to Rye and Dave Williamson to beyond Deal on his Santana. Both of these are new records. Dave is also the only person to make Deal twice. Congratulations to both of you on your brilliant efforts. It shows that you don't have to go to France or wherever, to put up good distances and heights. For us lesser mortals, it certainly does help though!

As we all know, the continent can offer spectacular flying but it is different to what most of us are generally used to and so has to be treated with caution. One example is the need for radios when flying cross country in the Alps. Keep an eye out for the (long awaited) article by Chris Bere.

Another consideration is the need to be insured. When Johnny Carr injured his ankle in Laragne a couple of years ago he had to be helicoptered off the mountain. He was extremely grateful he had insurance, without which, he would have been confronted by a very large bill. You will be aware that one of our members, Paul Dmytrasz who was not insured, tragically died in an accident on the continent earlier in the year. It's always easy to be wise after the event, but I would ask you to be as generous as possible in supporting the appeal publicised in last month's Windsock, giving some small measure of help to Paul's family.

On a happier note, arrangements are shaping up well for the Christmas Bash. There is a reasonable number of tickets but the supply is not inexhaustible so get in quickly to avoid disappointment as the saying goes. Before that, we'll be having a talk from Airwave on hang glider and paraglider design and manufacture which, as well as shedding light on state of the art wings, can serve as a good practice session for Christmas.

Hope to see you there,

Martin Brady

SWAPS ARE OK - Just plan it in advance.

TELEPHONE other marshalls of the day to make arrangements

CHASING RAINBOWS

BY JAMES GURNEY.

For the potential superpilot, possessing an ego the size of his glider, the promise of glory at the 3rd Leg of the Nationals in Piedrahita could not be ignored.

By mid-July my season had proved disappointing. Reconciled by a series of excuses:- Bad Weather, Bad Luck, Lack of availability etc ... I can admit to just one meagre cross country flight and only a couple of height gains to cloud base. At this time I should have been happy with my achievements ...

The story starts at Mount Caburn a week before the 3rd Leg of the Nationals. Stewart Swanton and Mike Millwood had already booked flights to Spain, and mentioned to me, the 3rd Leg was an open competition eligible for all 'Pilot' qualified individuals, providing they possessed the mandatory FAI Licence, Reserve Parachute, Cameras and appropriate Insurance. I needed a change of scene - instead of the 'cold sea breeze soaring' of Mount Caburn I imagined the strong hot thermals of the Spanish desert ...

Due to the miracle of my thermalling skills which continue to astound me - my inflated and now soaring confidence tricked me into entering the competition. I was going to Chase Rainbows.

So after booking flights to Madrid and, after a chance meeting at Gatwick with Howard Travers, Jocky Sanderson and two other pilots, I also managed to arrange a lift in a hired Ford Fiesta from Madrid to Piedrahita. At the time of making this arrangement it did not occur to us that we may have a problem squeezing five PG's, Five bags and ourselves into one car. Anyway after collecting the car with a roof rack, and after trying many different formations, we eventually succeeded. Similarly, on our arrival in Piedrahita, it did not occur to us that we would have to enlist the help of others to extricate ourselves from the Ford without causing injury!

We stayed at The Residencia; a cheap government owned hostel providing basic communal amenities which proved adequately comfortable. In the town there are several Hotels to choose from - some have rooms with en suite discotheques! We opted for the cheapest accommodation but, I think, got the best value - a quiet night's sleep when we required it ... with breakfast included.

- 2 -

Piedrahita is a village situated approximately 100 miles North West of Madrid, possessing typical, semi-medieval charm with narrow streets, central square and friendly people. Piedrahita is dominated on one side by mountains (Pena Negra) and on the other, by the vast open plains of the hot Spanish interior, which can generate strong thermals resulting in impressive height gains (6000' - 8000' ATO) and occasionally, when mixed with equally strong breezes from the lee of the mountain, resulting in huge Dust Devils. Mark Watts commented on the scale of the landscape - gliding across the flatlands to a building cumulus may initially seem like 10km, until you realise the distance to your intended destination could be as much as 30km as the cloud appears much larger than first anticipated.

The average competition day started at 8.30 a.m. with 'Recovery from the night before', followed at 9.00 a.m. by breakfast. At 11.30 a.m. - a briefing for all competitors, maps were distributed, the task for the day was outlined, safety instructions were provided which included warnings of landing out in the extreme heat, carrying enough water to avoid dehydration during the often long walk to the nearest road for retrieval (2-3 hours). Every pilot required a radio and was given the competition frequencies for Flying, Retrieval and Accidents. We were also given a series of statements in Spanish in order to communicate with the locals should the need arise.

The set tasks were difficult for most pilots - impossible for me. Monday - comprised a 75 km race to goal via a single turnpoint at Avila. John Silvester won ahead of Judy Leden, Robbie Whittal and Pat Holmes - I made the start gate! After the window had closed I gained 3000' above take off giving me a cool 9200' above sea level - 5600' above Piedrahita. Tuesday's task was a straight 100 km race to goal - I bombed out twice! Wednesday's task was a 50km triangle with the goal field just beyond Piedrahita town. I soared for hours trying to get up eventually managing 2000' ATO - the window had closed so I streamlined my flying position - very supine, tucked elbows in, pushed out slightly on the speed bar and started my glide, from 4600' into a strong headwind toward Piedrahita. I landed just short of the goal field and witnessed Sarah Fenwick breaking the Ladies triangle record - I was privileged to sign the paperwork!!

Unfortunately on Thursday I did not get past the recovery stage having suffered during the night from severe food poisoning followed by hallucinations! In fear of my life I spent the following day being nursed back to health with fruit and yoghurt supplied by the kind daughter of the manager of the Residencia.

Disappointed at my appalling performance I decided to employ a 'follow and copy' strategy to ensure my arrival at goal. The sky seemed full of Rainbows for Friday's task which comprised a 25km race to goal - the queues behind Rob Whittal, John Silvester and Judy Leden were too long, so I followed Pat Holmes! I should have realised my ill conceived strategy was never going to succeed whilst they out climbed and out glided me as if they had the support of The Deity!

During the early evening I consoled myself with a drink in The Vineyard Bar and reflected on an exciting week in the company of the top Nationals Pilots - I did not break any personal bests but learned to be patient and to regard XC competition tasks as a series of stages where you glide for short distances, wait and gain height, glide again, and then wait until the conditions are strong before setting off again. I remember gliding on my speed bar into a headwind and gaining height at the same time over a distance of about 5km!

Later that evening was the final party at the Factorie Bar and I was looking forward to my date. I should explain that earlier in the day I asked a certain Senorita to accompany me to the Party - Her reply was "Siempre Hay Esperanza" - from the sound of her voice and the smile on her face - I concluded her reply was positive. Later on, in the Vineyard Bar, whilst boasting of my success, I realised it might be prudent to elicit a translation of her phrase. Ralph Smith, a Spanish speaking English League Pilot informed our table the phrase meant:- "There is always hope"!!!

The moral of the story: There is only ever hope when you go chasing Rainbows ...



GET YOUR DIARIES OUT

Saturday, 7th January - Parachute Repacking Evening
Make the most of this opportunity during non-flying weather to deploy and repack your reserve. We will endeavour to arrange for proficient people to be there to help and supervise. Miss this at your peril!

SOCIAL CALENDAR

Well, there have been two social nights since the last edition of Windsock. Thanks to the members who braved what always appears to be the awful weather on social nights to attend!

In October we had the video competition night. Congratulations go to John Young who won the free membership for one year for the best entry.

Following on from that, on 5th November we had a very successful night when Bruce Goldsmith came along representing Airwave to give a talk on glider design and manufacture (apologies to the hang glider pilots as the evening turned out to be biased towards paragliders), and I hope everybody learned something from what I thought was a very interesting presentation.

So, the big event of the year is now upon us with the annual Christmas Dinner and Prize Giving - I hope to see you all there. For those who can't find the last edition of Windsock, all the relevant information is repeated below:-

STEVE BREWER

 * 3RD DEC Christmas Dinner/Prize Giving *
 * * * * *
 * This year the dinner is being held at the Pepper Mill, *
 * situated in Dial Post, owned by Colin and Dee Morley, *
 * two new pilots. This is situated just off the A24 at *
 * Dial Post, approx half way between Horsham and Worthing. *
 * * * * *
 * Full Christmas fare will be provided, with the option *
 * of a vegetarian meal (please state when ordering your *
 * tickets if you require this, for planning purposes). *
 * * * * *
 * A disco will follow the meal and prize-giving, and all *
 * this at an incredible £12.00 per head! *
 * * * * *
 * Tickets can be obtained by sending a cheque payable to *
 * SHGC to:- *
 * * * * *
 * Steve Brewer *
 * Tanglewood *
 * Brighton Road *
 * Shermanbury *
 * West Sussex RH13 8HQ *
 * * * * *
 * Please include an SAE, and remember to add whether you *
 * require a vegetarian meal. *
 * * * * *
 * Tickets are now also available from Sky Systems shop. *
 * * * * *

SEABREEZE: ORIGINAL AUTHOR REPLIES

Dave's articles on sea breezes raised a number of issues that as the original author of the first article I feel I ought to answer.

I wasn't credited with the original article due to an oversight on my part. Now, down to the nitty gritty or my excuses, depending on your point of view.

First of all, the target audience. This year whilst watching other people flying I've had a number of discussions with the newer club members about sea breeze phenomena. The article was an attempt to condense for them the ideas around the sea breeze arrival on site. It wasn't directed at the XC flier.

Secondly, the issue of stability. An airmass is unstable when it has a lapse rate greater than the adiabatic lapse rate for air of the same humidity. At this point, any heated air starting to rise will cool slower than the air surrounding it and will continue to rise. Stable air on the other hand will if heated above the temperature of the surrounding air on starting to rise will cool faster than the surrounding air and will not rise very far before its excess temperature is lost and it stops rising. Significant convection is required for a sea breeze and this will mostly require an unstable airmass. With reference to the above paragraph, an oversimplification was used to aid clarity of the overall explanation.

Dave has done an excellent article (far better than mine) but I feel I must disagree with two points it makes. About the different quality of sea breeze fronts in stable and unstable airmasses he's quite right (and has a far better track record than me of soaring them) but the arrival of them is open to debate. The sea breeze is a result of convection inland; the stronger the convection inland the stronger the sea breeze. The earlier convection starts the earlier the sea breeze will arrive. Both these factors are attributable to the instability of the airmass. This is borne out by observation at Firle. Light NE wind in an inversion, I found a light sea breeze that arrived well after midday. On a light unstable NE, the sea breeze arrived at 11:30ish one day, strong enough to ground loop two gliders, tearing the sail of one of them. The arrival of the front is a function of macrometeorological factors, not micro ones.

The second point concerns the the last diagram in the article; land and sea breeze are shown on the same diagram. This is incorrect, as the land breeze and sea breeze are caused by conditions diametrically opposed to each other. It should read "Prevailing wind".

Having got those little points out of the way, Congratulations, Dave on a good article and an even better season of sea breeze front soaring and XC flying.

Steve U.

PS. Land breeze happens at night as the air in contact with the land cools faster than the air in contact with the sea. The subsidence inland leads to the air blowing out to sea, displacing upwards the air above the sea which is warmer (than the land air). PPS

.....PPS. Two unrelated issues to resolve here, first of all I've been out of hang gliding for over a year now and thus the bent upright trophy can go to someone else. I'd nominate Steve Cook or Tony Luchessi for trashing their Santanas at Pierdrahita!

Secondly, can the punters blowing up the roof landing story try and stick to the truth. The last time I was told the story it involved sliding off a three story house, crashing through the conservatory and landing in the middle of a table at which a family were having tea. None of you were there ok and I was. If you need to hear the truth mine's a pint!

All Out Towing weekend.

The ALL OUT! towing weekend was held on September 11th and 12th at Northrepps Airfield near Cromer in Norfolk. Situated in the flatlands of East Anglia very near the coast, the venue was a last minute change from the previously advertised Swansea Airport in Wales. The last minute change of venue was forced upon the Association by circumstances beyond its control.

Leading up to the event the previous week's weather saw a series of depressions cross the UK, and the forecast for the weekend was variable. Both days had moderate to fresh winds forecast, with a risk of Cu-nimbs on the Saturday. On both days the weather was kinder than forecast, so hang gliders were able to fly all weekend barring a couple of showers on the Saturday afternoon and earlier on Saturday when winds were too strong. It was not possible for paragliders to fly given the wind strength. Despite the pessimism of the weather forecast, there was a good turnout.

Four marquees of various sizes had been set up, with stalls from some of the more well known manufacturers and distributors. Steve Elkins, from Avian had Amour demonstrators available which pilots were invited to test. Both sizes of Amour remain the lightest gliders in their class at 57 and 63 lbs. Graeme Malone, Aeros UK distributor had 12 and 14m Stalkers available for demo as well. The short pack (2m) bag was shown, which takes hang gliders to new levels of portability. These gliders have just

obtained UK C of A. Sky Systems with director Michel Carnet were demonstrating their new paragliding harness the Probe. Colin Lark's Hang Gliding and Paragliding Hut, the UK Solar Wings distributor had samples of the Solar hang gliding harness, The Edge. Trekking and Harley both had stands promoting their respective ranges of paragliding equipment. Simon Murphy, another UK distributor for several manufacturers had a stall with his range of accessories. Airtrak

the Wills Wing UK agents were on site as were O-Zee and Mercury, both flying suit manufacturers. Ron Richardson of Davron had a number of the new 800 series vario available which now has FAI approval as a barograph with the later software. He was also able to demonstrate the battery charger after some of them were left on over Saturday night!! One marquee played host to the barbeque and the bar, and acted as a center for the morning briefings and for the Barn dance on the Saturday night.

Three winches were available on the tow field, giving a total of six lines. With a quad bike available to pull out four lines from the Norfolk/Lejair winches, turn round was fast and there were no long queues for flights. Tony Webb of Lejair took several people up on dual flights on Pacific Airwave Double Vision. Tony has developed a trolley to allow the V2 to take off on the tow with both pilots already in prone. The landing speed on the gliders own wheels proved to be very slow and after the first flight some of the spectators who were low airtime pilots or had been

out of the sport awhile jumped eagerly at the offer of a dual flight with Tony.

The Swift put in a brief appearance on Aerotow. Generally there was not much aerotowing, given the weather meant a lack of XC opportunity. A competition was set on both days, with the Saturday competition being won by Dave McEwen and the top four places going to members of the Suffolk Coastal Floaters, the tow club from a neighbouring county.

A great meet, with the opportunity to renew old acquaintances and make new friends. The meet passed off with no incidents except 4 bent uprights, two of which were alleged to belong to Skywings Editor Joe Schofield....

STEVE U.

I Found a Better Way of Spending a Sunday Afternoon.

It was a warm and wet night in the city. The noise of cars swishing past lay far below outside the blacked out window of a smoke-filled room. In a single pool of light in the middle of the room a group of burly figures in sharp suits were gathered round a table. The silence was broken by the fluttering sound of a large moth's wings against the green glass lampshade. Swiftly, one of the men pulled a .44 Magnum from under his jacket and blasted the insect into the surrounding darkness.

"Aaw," a sad looking man exclaimed. "What'da ya do dat for, boss?"

"He was enjoying his flying too much," the marksman barked back. "Now listen up: Those guys down at the E.H.G.A. are trying to muscle in on our territory on the lower east side and I say that we let 'em take it."

"But boss, da CAA have controlled dat area for years," the sad man interjected, "Look what happened when we let da Nigerians into Wales an' da aluminium started to hit the streets."

"Yeah, sure it was like a battlefield to start with but they've pulled out now an' it's all quiet again. Anyways, the Cross Channel route is just a dark alley that no one wants to go down, only to find Belgium at the other end. Take a look at the balance sheet; it's showing less returns than a kamikaze airbase!"

"— O.K. boss, me an' da boys is right behind you; we'll pull out of Kent for good."

And so, early in 1993, Manston Cross Channel SRZ was removed, making it legal to fly north of Deal and beat Michel Carnet's six year old record, flying east from Devil's Dyke. The furthest point you can get to is North Foreland, the other side of R.A.F. Manston. Rod Lees said that he'd been up there and that the coastline is pretty inhospitable, so I consulted the O.S. map and saw that there is a golf course which affords plenty of landing possibilities.

When you've used all your allocation of sick days up for the year, due to flying, you have a problem with cross countries, viz. you dare not fly too far away in case you can't get back home in time for the night shift at work. Sunday the 28th. August 1994 was a Bank Holiday weekend and so I didn't have to go into work that night. I hadn't seen a weather forecast and arrived at the Dyke at 9:00 a.m. to see cumulus already beginning to form. There had been cumulus out over the sea all night and they were still there. I presume that the forecast had said that it was going to be blown out as there was no one else there apart from Trevor Ackroyd, who arrived at 10:00 a.m., by which time I was rigged. It was blowing moderate to fresh westerly and looking good with cloudbase a bit low, but it was still early. I hadn't seen a single bird thermalling (could it have been that the drift was too strong to make it attractive to them)? I postulated that it would overdevelop but Trevor, although he hadn't seen a forecast either, said that he had a feeling that it wouldn't. In fact, there was a low over the Hebrides pulling cold, dry air down quickly from Alaska, over Ireland and across the south of England from a westerly direction.

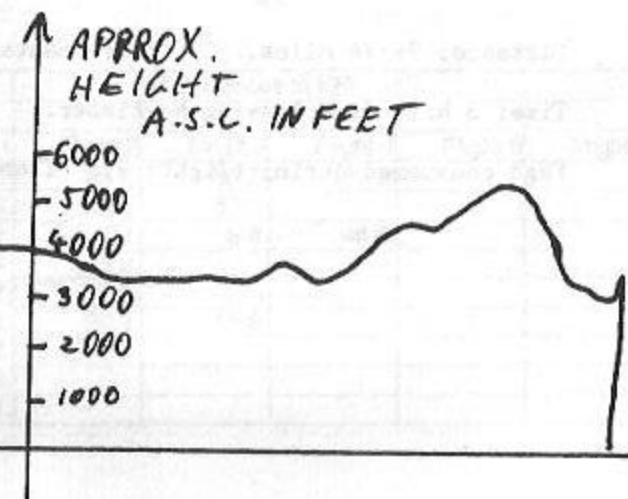
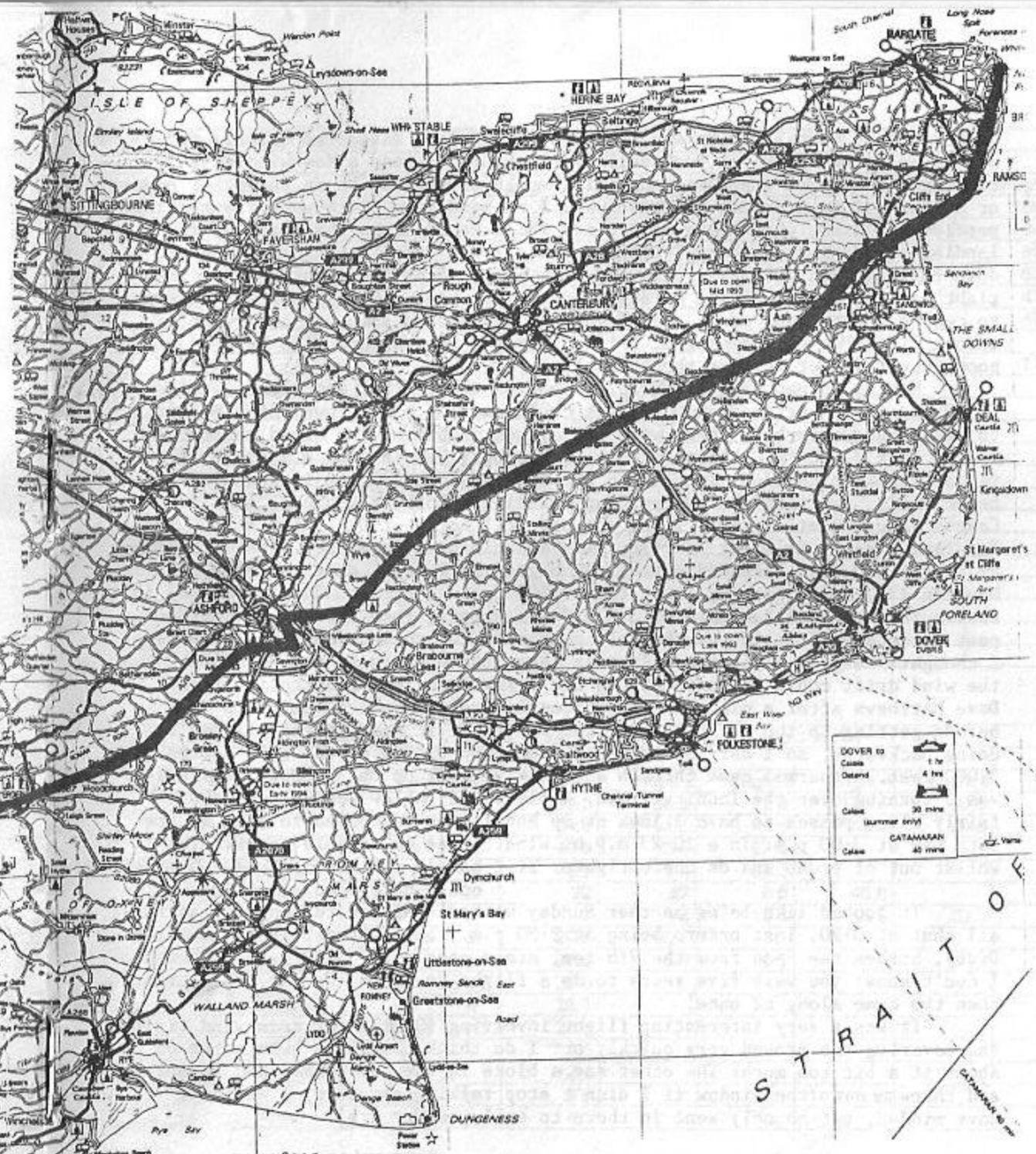
I took off at 11:00 a.m. into weak lift and flew straight over to Newtimber. At 11:15 I took a rough thermal up to 2,200 ft. but it stopped there, so I pulled back into wind to Newtimber. It was getting very rough in the thermals: At one point I rolled about 90° before I even had time to put a correction in. Trevor took off and came over to join me. We more or less stayed at opposite ends of the ridge and he says that the first thermal he flew through made him go weightless six times! We got loads of thermals, but nothing that we managed to climb in until 11:58 when we went over the back, topping out at 2,400 ft. This was no better than the one that I'd had 45 mins. earlier, but what the heck!

I was drifting back quickly in a 0-2 up when Trevor came towards me from the south and slotted in fifty feet below. I was just maintaining height but Trevor was gradually getting lower and headed off downwind towards Lewes. He got no lift all the way and landed at Offham. I stuck with my zero thermal until it became sink and then headed due south, at 90° to the direction Trevor had gone, towards a sharply defined sea breeze front on the coast. I found another 0-2 up thermal long before I got to the sea breeze and stayed with that, drifting over Lewes. I noted that it had taken less than 25 mins. to get to Lewes and, as the lift was better, I started working my way northwards and passed just north of Ringmer. There was a sailplane a long way to the south which looked like it was steaming along the sea breeze. Having drifted south of the Heathfield aerial and over Heathfield town I started working my way north again as I passed south of Ticehurst lakes. When I got south-east of the lakes I thought: "This is silly: I'm keeping myself in the 3,500 ft. limit and cloudbase is now way up high," so I drifted with a good thermal, flying a wide circle round the edge of it to keep down to 3,500 ft. This was too much hard work, as being on the edge made the thermal tip me away from it all the time, so I went for the easier technique for keeping low, thus:

Fly away from the thermal core in an upwind direction (the upwind edge always seems to have the sharpest definition between lift and sink). As you enter sink start counting whilst maintaining your heading. After eight seconds turn 180° and head downwind counting ten seconds. If you are not in the lift again by then, search both ways along a line at 90° to the downwind direction and you should find the lift. Climb until back at the airspace limit and repeat by heading upwind into sink, etc.

This is a lot less strenuous on the arms!

Once over the boundary I climbed up to 5,500 ft. going over Tenterden and was on the north edge of a 1½ mile wide cloud street which had the sea breeze on it's south side. From just north of Woodchurch I could see that the cloud street was absolutely solid all the way to Dover (visibility was 40 miles from the air)! It was tempting to follow this as there would have been little chance of going down, but that would have meant turning north after Dover and having no option to then work weak thermals because I would be getting blown out to sea. I decided to try to pass Ashford on the west side to give me a chance of breaking the Dyke record. With hindsight I had left this decision too late because leaving the lift and heading due north to the next cloud gave me a north-easterly drift, which meant that I got under the cloud directly over



LONGITUDINAL DISPLACEMENT →

Ashford (just what I was trying to avoid)! The cloud dissolved quickly and I was in 8-10 down sink, as per usual over Ashford. I made a downwind dive towards the M20 but there was no visible sign of habitation on the other side, or of bridges back across the motorway. I changed to a north-westerly heading, partly into wind, which gave me a glide which would cross the motorway for a landing at Kennington where I could see a cricket match taking place. I was down to less than 600 ft. a.g.l. and just approaching the motorway when the right wing kicked up. Going straight into right hand 360s without any attempt to centre the thermal meant that I got chucked around going in and out of strong lift, but gained height! Drifting over a sewage farm also gave me a good incentive not to lose the thermal.

Having gained about 1000 ft. I centred the thermal and climbed up to 5,500 ft. whilst drifting past a large chalk carving of a crown. Heading north to get round Canterbury there were two clouds inbetween the cloud streets and I only lost 2,000 ft. getting across. Canterbury was in shadow apart from one ray of sunlight shining directly on the cathedral and making it stand out beautifully, dwarfing the surrounding buildings. Looking south I could see Calais about 33 miles away. I was by now well north of Deal with North Foreland clearly in sight 10 miles away and clouds everywhere, with cloudbase at over 6,000 ft.! I headed north, which gave me a drift over the edge of Manston ATZ, never getting lower than 4,000 feet. I crossed 3 miles of sea to arrive just east of Ramsgate at 3,000 feet. Hopping from thermal to thermal past Brodstairs I could see the golf course on the coast at North Foreland. I thought: "Hang on a minute. It's only taken three hours to fly 80 miles; the wind drift could be quite strong and I may have less penetration than Dave Matthews after a night on the Newcastle Brown!" So I turned into wind before getting to the coast and checked my drift. It was alright: I wasn't going backwards, so I carried on and turned into wind over the golf course at 3,000 feet. A thermal came through and took me back up to 3,500 ft. while I was S-turning over the landing field. A black and yellow Cessna made three fairly close passes to have a look at me and I then descended to land by the 14th tee at 3:00 p.m. in a 20-23 m.p.h. wind. I had no trouble penetrating whilst out of prone and on the uprights. If I hadn't run out of land, 140 miles could have been possible.

It looked like being another Sunday without getting to 'church' as they all shut at 3:20, last orders being at 2:50 p.m., but fortunately the Captain Digby, across the road from the 7th tee, stays open until 5:00 p.m. on Sundays. I don't know; you wait five years to do a flight to the other side of Kent and then two come along at once!

It was a very interesting flight involving 40 miles of crosswind flying and covering the ground very quickly but I do think that I've been going on about it a bit too much: The other day a bloke in the pub threatened to nut me and throw me out of the window if I didn't stop talking about it; I wouldn't have minded, but he only went in there to sell the War Cry!

DAVE WILLIAMSON.

Distance: 79.74 miles. Glider: Santana SRC. Vario: Davron 200.

Time: 3 hrs. from leaving Newtimber. Harness: CJ Stirrup.

Fags consumed during flight: 2. Thanks to Trevor for the retrieve: many.

Southern Club Martini League as at				6.10.94		All Distances in KM			
Position	Pilot	Total	H or P	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	R Carter	519.1	p	101.0	163.9	55.9	46.3	45.9	106.1
2	D Williamson	458.0	h	119.5	66.2	72.3	128.3	36.8	34.9
3	W Simonsen	372.2	h	50.0	49.7	81.7	50.1	51.2	89.5
4	M Millwood	308.7	p	47.6	32.1	74.1	40.8	46.8	67.3
4	S Cook	291.7	h	24.6	51.7	46.6	70.1	55.5	43.2
5	M Turner	237.8	p	36.6	32.1	22.8	74.1	25.2	47.0
6	D Matthews	158.6	h	42.9	40.0	42.4	33.3		
7	D Watts	95.8	p	8.0	14.8	19.8	15.8	20.3	17.1
8	M Allen	66.0	p	36.3	29.7				
9	M Watts	50.7	p	50.7					
10	S Purdie	40.5	p	20.2	5.3	6.5	8.5		
11	K Grey	36.4	h	36.4					
12	J Carr	30.8	Swift	30.8					
13	R Richardson	26.1	h	26.1					
14	K Harland	14.1	p	8.8	5.3				
15	M Stansby	13.6	p	13.6					
16	S Uzochukwu	12.4	p	12.4					
17	J Gurney	11.9	p	11.9					
18	S Oliphant	8.8	p	8.8					
19	I Lewis	6.8	p	6.8					
20	J Hardiman	4.1	p	4.1					

Southern Club Sussex League as at				6.10.94		All Distances in KM			
Position	Pilot	Total	H or P	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	D Williamson	458	h	119.5	66.2	72.3	128.3	36.8	34.9
1	S Cook	185.9	h	24.6	51.7	46.6	42.2	20.8	
2	M Millwood	124.7	p	40.8	16.6	67.3			
3	D Matthews	118.6	h	42.9	42.4	33.3			
4	W Simonsen	99.6	h	22	22	6.8	48.8		
5	D Watts	95.8	p	8	14.8	19.8	15.8	20.3	17.1
6	M Watts	71.5	p	20.8	50.7				
7	S Purdie	40.5	p	20.2	5.3	6.5	8.5		
8	J Carr	30.8	Swift	30.8					
9	R Richardson	26.1	h	26.1					
10	R Carter	24.6	p	24.6					
11	M Stansby	13.6	p	13.6					
12	S Uzochukwu	12.4	p	12.4					
13	I Lewis	6.8	p	6.8					
14	J Hardiman	4.1	p	4.1					

Southern Club Sussex Weekend League as at				6.10.94		All Distances in KM			
Position	Pilot	Total	H or P	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	D Williamson	350.8	h	119.5	36.8	66.2	128.3		
2	D Matthews	118.6	h	42.9	42.4	33.3			
3	W Simonsen	99.6	h	22	22	6.8	48.8		
1	S Cook	89.8	h	46.6	43.2				
2	M Millwood	57.4	p	40.8	16.6				
3	D Watts	53.2	p	17.1	20.3	15.8			
4	M Watts	50.7	p	50.7					
5	I Lewis	6.8	p	6.8					
6	J Hardiman	4.1	p	4.1					

The Moyes issue from a pilots view.

Before you read this I would like to state.

1. I am not a sick manufacturer wishing to bolster my sales by kicking Bill Moyes in the teeth.
2. I do not fly a Moyes glider.
3. I am not part of FSC (Flight & safety committee).
4. I am not on the executive council.
5. I am not a member of Simon Murphys flying circus.

I reckon that makes me pretty unbiased in this debate.

The first time I heard that there were going to be fireworks over Moyes gliders and the BHPA flight safety committee was at the league final in Piedrahita. It was put to me that the BHPA were not giving airworthiness certificates to any more Xtralite gliders, and that all Xtralite pilots in Britain had been sent a letter stating that they should not fly them any more because Moyes Xtralite gliders were dangerous.

Having only heard one side of the argument my immediate reaction was one of anger, and sympathy, sympathy for the poor pilots who had just gone out and purchased one and anger for the way it appeared Moyes gliders as a company were being treated. I have an immense amount of respect for Bill Moyes and I could not believe that the integrity of one of the worlds longest surviving manufacturers if not the longest was in question. I have met Bill Moyes on several occasions and had many conversations with him. I know his attitude on safety and his safety record speaks for itself including the Xtralite. I know of no time that Moyes have put a glider on the market and had to have it recalled, or have retrofit kits fitted to make the glider safe, I personally would fly a Moyes glider and trust its safety.

Where does this leave the poor old flight & safety committee.

As I have already stated, I know Bill Moyes, many pilots who are new to our sport don't. Its on their, and all our behalfts that the FSC can't take any chances. I have a lot of respect for the job the flight safety committee are trying to do. They know that many years ago there was a problem with a batch of seamed tubing. This particular batch had flaws in the welding which caused the tubes to split during flexing.

With this knowledge, how can the FSC possibly grant an airworthiness certificate without question. It does not seem unreasonable to me for the FSC to ask how the problem that occurred in the old days has been addressed. Heaven forbid an accident happened as a result of seamed tubing, our association would be in serious trouble.

The solution.

As I have already said Moyes Gliders have a fine reputation and safety record. I am sure its just a matter of communication. Convince Moyes Gliders that they urgently need to prove to our FSC that the seamed tubing they use is airworthy and how they can ensure a bad batch never reaches the production line and the problem is solved. Surly this will be in Moyes interest given the current situation. If, as I am sure it will be proved that seamed tubing can be safe, maybe other manufacturers will use it and bring the cost of hang gliding down a bit. This will surly benefit us all.

Fly high, fly safe, fly far.

Johnny Carr.

NEWS 1.9

Lloyds suspends manager in probe

A SENIOR manager at Lloyds Bank has been suspended during an internal investigation

DOES YOUR BANK MANAGER SHOP AT SKY SYSTEMS?

MINUTES OF THE SHGC COMMITTEE MEETING 14.9.94

PRESENT: C. Bere, M. Brady, T.Cox, G. Hopkins, G. Cook, *A. Caple*
F.Kennedy, N.Gibson, J.Carr, D. Williamson.

APOLOGIES: P.Day, A. Turner, S. Brewer,
A.Chisholm, M.Turner, M.Woodhams,

1.0 MINUTES OF PREVIOUS MEETING:

1.1 CARRIED OVER: (8.4.94) 2.5 F.K
(4.5.94) 4.1 M.B
(7.6.94) 12.3 J.C
(6.8.94) 2.5
2.0 C.B
4.0 G.C
7.0 C.B
1.2 ON GOING: 1.3(7.6.94) Notice board
5.0 Christmas Dinner S.B

2.0 SPONSORSHIP LETTER:

MB has prepared a letter. Everyone is to consider sponsorship opportunities to cater for all financial levels. Also ideas of who to approach. Discuss at next meeting. ALL

3.0 PAUL DMYTRASZ:

A £50.00 donation will be made on behalf of the SHGC.

M. BRADY

4.0 MEMBERSHIP:

Approx.: 360. Non- renewal about the same as last year.

5.0 CLUB COACHING COURSE:

To be arranged on the 10th - 11th December. Up to 30 people can be accepted. A. CAPLE

6.0 WEST FURLONG:

Tony Crowley has a north facing site which is to be test flown by arrangement, with a view to possible future use. Invitation to do so may

appear in Windssock after F.Kennedy has contacted T. Crowley. F.KENNEDY

7.0 WEST FIRLE:

7.1 The fence at West Firle is to be lowered. The farmer is to be consulted. F. KENNEDY
7.2 Will Hole wishes to come to an arrangement for the use of the landing strip/launch at the bottom west of Firle. £300 pa has been mentioned. T.Cox is to visit and offer £200 pa. T.COX

8.0 HARD-CORE AT FIRLE:

£100 has been paid to a contractor for putting hard-core in the car park. M.BRADY

9.0 SUSSEX DOWNS CONSERVATION BOARD:

The SHGC is now on the SDCB planning committee, and we will be attending the next meeting. We have also been invited to the next two. A. TURNER

10.0 DITCHLING:

A letter was sent to the South Downs Conservation Trust concerning the lowering of the fence at Ditchling. The response received questioned our right to use the Beacon as a site. Situation to be followed up. M.BRADY

11.0 BUYING SITES:

The importance of buying sites to provide launch, landing and access rights was discussed again. A quiet investigation via estate agents is to be made. F.KENNEDY

12.0 NEXT MEETING:

6.10.94 - 7.30PM at Devil's Dyke Hotel.

MINUTES OF THE SHGC COMMITTEE MEETING 6.10.94

PRESENT: C.Bere, M.Brady, G.Hopkins, D.Williamson, A.Caple, S.Brewer, A.Chisholm, M.Turner

APOLOGUES: P.Day, A.Turner, M.Woodhams, T.Cox, G.Cook, N.Gibson, J.Carr, F.Kennedy.

1.0 MINUTES OF PREVIOUS MEETING:

1.1 CARRIED OVER:

- 2.0 Sponsorship. All
M.B to contact clothing companies, TSP and Whitbread M.B
7.1 Fence at West Firle F.K
11.0 Buying sites F.K
1.2 FROM 7.6.94:
Voice box M.T
1.3 ON GOING:
7.2 Will Hole T.C
10.0 Ditchling M.B

9.0 SDCB- J.Carr attended the meeting on 6.10.94.

2.0 WINDSOCK:

- 2.1 Airwave Challenge-Report to be written, especially to encourage new pilots to enter competitions M.Turner -
2.2 Club member are to be asked if they would be interested in attending theory lectures. A.Caple -
2.3 Christmas dinner- notification of where to buy tickets S.Brewer/ G.Hopkins
2.4 An appeal for members to send in articles. G.Hopkins
2.5 Notice to ask cup holders to return the Club Trophies. M.Turner
2.6 Basic marshalling guidelines. N. Gibson -

3.0 AIRWAVE CHALLENGE:

A letter is to be sent to the organiser commenting on the organisation of the challenge. M.Turner

4.0 TIM KING would like permission to use the Southern club sights for teaching and club coaching. His letter is to be sent to M.Woodhams. A.Chisholm

5.0 INCIDENT:

Concerning the incident at Devil's Dyke on 17.9.94, where a pilot was reported for dangerous flying. The pilot concerned has been spoken to by the safety officer. He now understands that he was flying too close, and will give more space in the future.

6.0 SOCIAL EVENTS:

6.1 Flying videos: Many thanks to those club members who brought videos to show, and to those who came to see them. Two prizes are to be awarded. S.Brewer

6.2 Christmas dinner: The venue has been booked and a deposit paid. The tickets will be available from Steve Brewer and Sky Systems.

7.0 T-SHIRTS:

Prices are being looked into. Sky systems is to give a price for a small print run. S.Brewer/G.Cook

8.0 D.FLETCHER is to be contacted and offered free dual flights on a hang glider and a paraglider. S.Brewer

9.0 CLUB TROPHIES:

- 9.1 The trophies need to be collected back from last year's winners. M.Turner
9.2 New tankards are to be organised. M.Turner

10.0 MARSHALLING:

Basic guidelines for Devil's Dyke are to be in windsock. They are also to be placed on the marshalling board. N. Gibson

11.00 NEXT MEETING:

1.11.94 - 7.30PM at Devil's Dyke Hotel.

CLUB COACHING COURSE

This years club coach course has been arranged to be held on the 10th and 11th of December.

So far I have 12 people booked so there are still places for a few more. Give me a call on 081 660 0824.

The course is being held at Sky Systems and we aim to start at 9.30.

The programme is:

Day One	10.00 - 10.10 Staff Introductions
	10.10 - 10.15 Course Introduction
	10.15 - 10.45 Attendees Introduction
	10.45 - 11.15 Housekeeping and tea break
	11.15 - 11.45 Learning
	11.45 - 12.25 Communication
	12.25 - 13.00 Basic Flight Analysis
	13.00 - 14.00 Lunch
	14.00 - 14.30 Assesment
	14.30 - 15.15 Basic Flight analysis
	15.15 - 15.30 Tea Break
	15.30 - 16.30 Airmanship and Mixed Flying
	16.30 - 16.50 BHPA/FSC
	16.50 - 17.00 Days Conclusion
Day Two	9.30 - 9.40 Resetting the Scene
	9.40 - 10.30 The Psychological Plot
	10.00 - 11.00 Accident Analysis
	11.00 - 11.15 Tea Break
	11.15 - 11.45 Accident Analysis
	11.45 - 12.15 Dealing with a Major Accident
	12.15 - 13.00 Flying Conditions
	13.00 - 14.00 Lunch
	14.00 - 14.45 Problem Member Scenario
	14.45 - 15.00 Coaches Roles and Responsibilities
	15.00 - 15.15 Tea Break
	15.00 - 15.30 Mike and John
	15.30 - 16.00 Conclusion

There will be a small fee of £10 towards the cost of the course.

I look forward to seeing you there.

Adrian Caple

NOTICEBOARD

K4 less than 10 hrs, as new, £1700 ovno
HIWAY POD AND AIRWAVE
RESERVE 5'10", as new, £400
Tel: 0303-272272/0935-825270 w/ends

AIRWAVE TANGO DUAL
PARAGLIDER, 2.5hrs airtime, squeeky
clean, as new. £1500 ovno
Tel. numbers as above

BLACK MAGIC MK2 medium,
custom colours, new. **P2 HARNESS**
£500 Tel: numbers as above

FLYTEC VARIOS
1 x 3005 - new shape
1 x 3010 - new shape
Both £200 ovno
Tel: Amy 0983-531498 (home)
0983-290436 (work)

FOUND

Ballast container on the dyke
Phone Dave 01403-268601 (eves)

SKY SYSTEMS now
have an INTERNET e-mail
number - any product
feedback or requests, orders
etc. Can be posted there.

The number can also be used
to send your articles to
WINDSOCK.

The address is (all lower
case):-
muffin @ pavilion.co.uk

SCHOOLS LIASON OFFICER REQUIRED

TO JOIN THE COMMITTEE.

MARK WOODHAMS IS STANDING DOWN
AFTER HIS LONG INVOLVEMENT IN
THE CLUB - THANKS MARK.
ANYONE INTERESTED IN WEARING HIS
SHOES, CONTACT THE CLUB SECRETARY

NOTICEBOARD

IF ANYONE HAS AN OLD SCHOOL LOCKER, OR SIMILAR, WHICH THE CLUB CAN USE IN THE STOREROOM AT THE DYKE, WOULD THEY PLEASE CONTACT MARTIN BRADY. THANKS.

LARGE PARATECH P40, speed risers, not much airtime. Back plate, reserve, harness. £2000
Tel: 0273-844279 Martin

TREKKING MIURA XLARGE.

24hrs airtime, in vgc.
Also harness, backplate, reserve, vario in flight deck.
Glider - £1800, Harness etc - £450 or all for £2200.
Tel: Rob 0850-697533

MAGIC IV 166 (C of A).

Maroon and white sail and speedbar - all in good condition.

Suit pilot circa 11.5 to 12 stone £550.

DAVRON 500TEC alti/vario in working order £155

FLYING GLOVES, small, £10 (reserve and harness already sold)

WHO WANTS A BARGAIN?

Tel: Peter Myers 0273-687336

STIRRUP HARNESS £50

Matthew 0903-821956

RUMOUR 1, 14.5M

Excellent handling. Buying new glider forces sale. £600.
Tel: Dave 0444-245233/0836-560368

SOLAR WINGS EDGE

HARNESS. Brand new, suits 6ft person. Cost £465, sell £400 ono
DAVRON 200 VARIO. One year old. £50.

Tel: Jack 0323-490371 (Home)
0323-898660 (Work)

FLIGHT DESIGN HOT DREAM B2

24 (med), 30hrs, just serviced.
SAS HARNESS 2yrs old, 20hrs. £800 total, view locally
Phil 0860-256809

AVIAN AMOUR 139. Good condition, about 2 yrs old. As easy to fly as a Clubman with the performance or a Magic IV £1100
tel: Richard 071-480-2685 (day)
071-737-0459 (eve)

TROPHIES - PLEASE RETURN ALL TROPHIES TO MARK TURNER FOR THE 1994 PRESENTATION.

WINDSOCK

Send contributions, gossip etc, etc, to:

WINDSOCK

c/o P.O. Box 1359

Brighton

East Sussex BN1 4QX

(This is your mag - help to make it interesting)

COPY FOR WINDSOCK

- Handwritten clearly (my eyesight's fading)
- Typed - onto A4 (if poss., reduced to A5 size - I'm as lazy as you are)
- On a floppy (disk), readable by WORD
Thanks!

All and any (well, most) contributions welcome - Any ideas you have are welcome - they may be ignored, but they are welcome. Give yourselves something more interesting to read than the minutes of the last committee meeting. Overseas trips, memorable XC's, ideas for Club events, advice etc, etc, etc.

ADVERTISING DISPLAY RATES

No. Issues	1	3	6	12
quarter page	£7	£13	£24	£42
half page	£12	£21	£37	£65
full page	£21	£37	£66	£105
back page	£31	£48	£75	£125

SMALL ADS:

Small Ads are free to members or £2 each to non-members. They will appear for 3 issues of Windsock before being removed

PAYMENT FOR AD

Cheques and postal orders (no cash) should be made payable to The Southern Hang Gliding Club and sent in with your copy.

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WEATHER MACHINE

Devil's Dyke:

0273 857002

See notices in Windsock for updated services.