

**SKY**  
**SYSTEMS**

**probe**  
by SKY SYSTEMS

Sky Systems' new paragliding harness - reaching new dimensions of design & function...  
Comfort: Unique ergonomic bucket seat with rigid back for the ultimate in upper body support. Soft

lining and luxurious padding throughout. A simple adjustment system allows easy fine-tuning of your flying position

**IMPACT PROTECTION SYSTEMS:** A 4-layer sandwich system combines 2 layers of 2mm polyprop armour plating with 2 different grades of 25mm aviation-quality Confor™ slow-recovery foam.

Every PROBE has integral side impact protection, with additional SKIDS BodyArmour panels available separately.

**FEATURES:** Floating shoulder straps and an articulated seat, which solve the twin problems of restricted movement while ground handling and the often awkward transition to a comfortable flying position after launch.

Every PROBE incorporates as standard: 2-pin colverleaf parachute container designed to accommodate all current rescue systems - Quick-action X-bracing - Large in-flight accessible side pockets - Shielded parachute bridles - Camelbak facility - Water-ballast compatibility - Speed system pulleys - Durable Cordura construction - Quick-lock leg buckles - Alloy hang point karabiners.

The PROBE is designed and manufactured in the UK by pilots

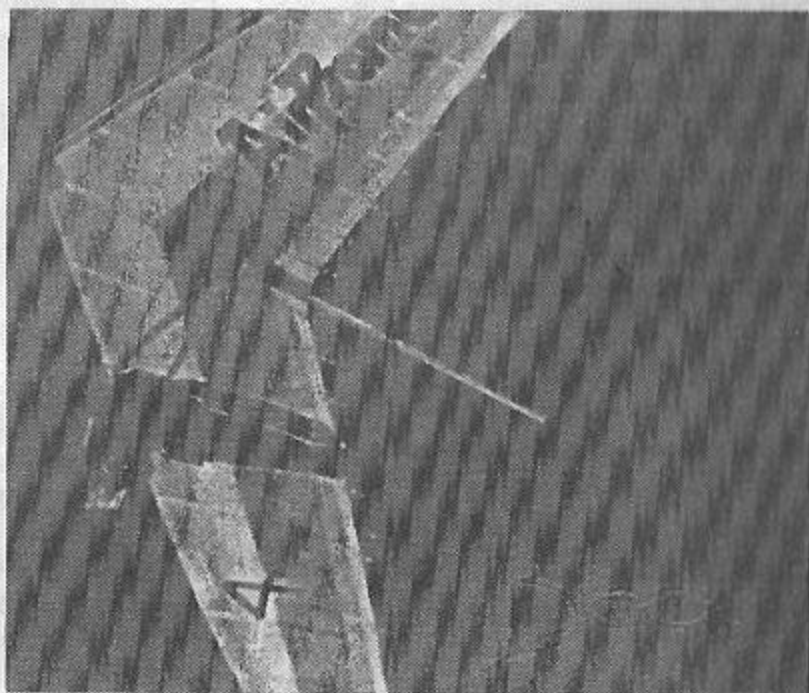


**AirBorne Blade:** *Defined Flex. Tapered Composite. Leading Edge Technology...*

The Blade from Airbourne is the latest high-performance hang glider from AirBorne Windsports of Australia. It is the culmination of detailed research and development of flexible wing airfoils.

The Blade utilises Defined Flex Technology, developed by AirBorne, to control leading edge flex during varying in-flight loads. The BLADE maintains all the quick set-up features which have become a trademark of AirBorne hang gliders. It can, as with all AirBorne gliders, be assembled flat or on the control frame.

Incidentally, it also flies like a dream - check out our demo (catch Kenton on the hill).



**WE HAVE DEMO RAVES AND AGENAS IN STOCK**

SKY SYSTEMS LTD - EDBURTON - NR. HENFIELD - WEST SUSSEX BN5 9LL  
Paragliding & Hang Gliding Training - Tandem Paragliding - Paramotor - Swift - Kites

**Tel: 01273 857700. Fax: 01273 857722.**

# WINDSOCK

SEPTEMBER 1994

**The Magazine of the Southern Hang Gliding Club**

**STOP PRESS!!**

**MEMBERS NIGHT**

BRING YOUR HOLIDAY FLYING VIDEOS  
(15-20 MINS)

THE MOST INTERESTING/AMUSING ONE WILL  
WIN ONE YEAR'S FREE CLUB MEMBERSHIP

1st October - 7.30pm  
upstairs at the Dyke Hotel

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

**COMMITTEE - Updated June 1994**

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**THE SHGC supports the aims  
and ideals of the British Hang  
Gliding & Paragliding Assocn.**

**CLUB COACHES - Updated June 1994**

|                       |               |              |
|-----------------------|---------------|--------------|
| Steve Uzochukwu HG/PG | Maidstone     | 0622 736219  |
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| Stewart Swanton PG    | Hove          | 0273 732219  |
| Noel Venn HG          | Reigate       | 07372 21023  |
| Dave Williamson HG    | Brighton      | 0273 604752  |
| Steve Brewer PG       | Henfield      | 0403 710739  |
| John O'Neil HG        | Brighton      | 0273 541451  |
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| Nigel Gibson PG       | Feltham       | 081 890 7476 |
| Harry Greene PG       | Orpington     | 071 482 4927 |

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| Chris Jones HG | Ealing       | 081 579 2830 |
| Dave Keepax HG | Burgess Hill | 0444 245233  |

|                  |          |             |
|------------------|----------|-------------|
| Dave Matthews HG | Brighton | 0273 604752 |
|------------------|----------|-------------|

**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.....

|          |          |            |              |                    |
|----------|----------|------------|--------------|--------------------|
| 24/09/94 | Edwin    | Dootson    | 081 459 3596 | 071 973 6270       |
| 24/09/94 | Mark     | Williams   | -            | -                  |
| 24/09/94 | Satomi   | Suzuki     | 071 373 0235 | 071 779 3444       |
| 25/09/94 | Sara     | Smith      | -            | 071 822 6335       |
| 25/09/94 | J.M.     | Rankin     | -            | -                  |
| 25/09/94 | Neil     | Turner     | 0273 600492  | -                  |
| 01/10/94 | Stephen  | Millson    | 081 675 7062 | 0860 236470        |
| 01/10/94 | Ralph    | Coulam     | 0243 829467  | 0243 829467        |
| 01/10/94 | David    | Stroud     | 071 497 3746 | 071 438 1851       |
| 02/10/94 | Peter    | Williamson | 0273 302267  | 0896 547622        |
| 02/10/94 | Richard  | Coates     | 071 4748941  | 071 832 6493       |
| 02/10/94 | Andrew   | Wilczur    | 081 788 5301 | 081 979 7755 x 249 |
| 08/10/94 | Irwyn    | Jehu       | 0903 723884  | -                  |
| 08/10/94 | Theo     | Visser     | 081 992 6020 | 0895 232077        |
| 08/10/94 | Ian      | Bennetts   | 081 687 1092 | 081 672 9922       |
| 09/10/94 | Warwick  | Dufour     | 081 677 5858 | -                  |
| 09/10/94 | David    | Neill      | -            | 0850 910 895       |
| 09/10/94 | Anders   | Erlend     | 0293 561538  | -                  |
| 15/10/94 | Kevin    | Lilley     | -            | 0371 874521        |
| 15/10/94 | Darren   | Yeates     | 0903 245062  | -                  |
| 15/10/94 | Dewald   | Fourie     | 081 986 5717 | 081 986 5717       |
| 16/10/94 | Martin   | Pepper     | 0732 454424  | 071 425 8167       |
| 16/10/94 | Brian    | Duffell    | 0322-222425  | -                  |
| 16/10/94 | William  | Hilton     | 0323 764663  | 0273 606766        |
| 22/10/94 | Clive    | Pritchard  | 081 671 5206 | -                  |
| 22/10/94 | Annie    | Thompson   | 071 381 8560 | 071 243 3141       |
| 22/10/94 | David    | Bradshaw   | 0243 860113  | -                  |
| 23/10/94 | Mark     | Heynen     | 0903 830447  | -                  |
| 23/10/94 | David    | Newns      | -            | -                  |
| 23/10/94 | Max      | Hoskins    | 0737 643452  | 0957 81561         |
| 29/10/94 | Maurice  | Eaton      | 071 228 8022 | 071 887 2176       |
| 29/10/94 | Ian      | Ferguson   | 0273 692195  | 0273 574495        |
| 29/10/94 | Stephen  | Hampton    | 0273 453523  | -                  |
| 30/10/94 | Victor   | Shears     | 0622 686019  | 0860 544403        |
| 30/10/94 | Peter    | Vicari     | 0444 8819880 | 0444 881988        |
| 30/10/94 | James    | Ganderton  | 071 622 7321 | 071 721 2370       |
| 05/11/94 | Rowan    | Gilpin     | 0444 242239  | 0932 787895        |
| 05/11/94 | Patricia | Harvey     | 081 692 5453 | 081 471 2415       |
| 05/11/94 | Steve    | Wade       | 081 466 5688 | 071 931 2588       |
| 06/11/94 | Peter    | Allen      | 081 789 8541 | 071 938 4711       |
| 06/11/94 | Mike     | Watkins    | 0908 55719   | 0908 260160        |
| 06/11/94 | Ashley   | Goddard    | 0634 715894  | 0322 222211        |

SWAPS ARE OK - Just plan it in advance.

TELEPHONE other marshalls of the day to make arrangements

### The day I dropped in for tea

The other Saturday the wind was forecast for a Southwesterly blowing at 10 mph. with an overcast sky latter leading to rain late afternoon early evening. "Haha, methinks, maybe ok for Mount Caburn to give my new glider a whirl in reasonably smooth air. Not too many thermals about and good for ridge lift."

After an hour or two at Caburn and some quite nice flying on top of the stack (a bit of a novelty for me my previous paraglider being a Freespirit which would really only keep me up in a hooley when I should be flying my hang glider), we checked out Newhaven cliffs as the wind was swinging round to the South. The cliffs looked good - the wind was on, if a little strong, but we all thought it was worth a try for Brighton. After a few short flights by various wind dummies, a group of 6 paragliders - with me at the rear - and 4 hang gliders set off along the cliffs towards Brighton.

Needless to say the hang gliders passed us by and I started thinking perhaps it would have been worth rigging mine. It wasn't long before they passed again on their return leg shortly followed by the first of the paragliders. I could see the other two heading on back towards me. After exchanging a few friendly words in a competitive spirit. I continued on towards Brighton. Just before the windmill at Rodean I came to a sudden stop. "Hmm, perhaps if I gain a bit of height I might get round the next cliff." It soon became apparent I couldn't make much more headway and I decided to head back and catch up with the others.

Flying rapidly back towards Newhaven passing several cars along the main road I noticed I was drifting backward slightly so I thought I'd call it a day and land. After a bit of hassle getting low over the beach I made a stupid mistake. I decided to be lazy and greedily flew further along to a more convenient place to land next to steps up the cliffs. One thing led to another and I

began to get higher and blown further back. "S\*\*\* I'm in it deep now." The only option left was a cliff top landing. "This was going to be big trouble!"

Things began to happen very quickly, too quickly. Instead of coming down over the grassy strip of cliff top, which I had now selected as a landing site, I was rapidly heading into a group of Bungalows. I lined up on a cross road being the most suitable place to come in. Getting trashed about by the rotor from the cliff and the roof tops I saw to my horror a pole with a wire running from it diagonally across the road junction.

Little higher than the roof tops a small back garden was all that was left. It's around now that you notice how popular glass conservatories and green houses have become. Fortunately my landing was perfect. Except for being in the wrong place.

A man jumped out of a car. "Are you all right? My wife shouted me that a man had just flown by our window shouting HELP" Two more heads popped up from over the wall on which part of my canopy had draped itself. "Would you like a cup of tea?"

I apologised to all the spectators and took the elderly couple up on their kind offer of tea. Fortunately every one was very understanding and interested in my exciting drop-in. The copious tea, homemade biscuits, and even the family album were most welcome but it is not the kind of landing I ever want to repeat.

The moral is NEVER get greedy or lazy. A bottom landing is always far preferable to an emergency at the top. Even if it is a shorter walk for the bus. Apologies to Dave in case any one thinks I was you.



## GET YOUR DIARIES OUT

- 1 Oct Social Night Members' Night  
Bring your holiday flying videos, preferably edited down to 10-15 minutes, and stand a chance of winning a year's free club membership for the most interesting/amusing/educational entry!
- Also, bring all your still photos to show other members various flying sites around the world before they visit their travel agents.
- 5 Nov Social Night  
Airwave have agreed to come along and talk about all aspects of modern hang glider/paraglider design and manufacture. An evening not to be missed - learn the realities behind the advertising and benefit from a major manufacturer's experience.
- 3 Dec Xmas Dinner  
Annual Christmas Dinner and Prize Giving  
Full details are given separately, but please note that tickets will be limited to 75-80 people, so don't delay, book now to avoid disappointment.
- 7 Jan Social Night  
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!
- 4 Feb Social Night  
Talk by Judy Leden

## SOCIAL CALENDAR

Only three more Social Nights before Christmas - where has this year gone - or does time go more quickly once you reach 40? Yes, I too have joined Martin Brady in the Philosan Club this year!!!

Thanks first of all to those who came on the 3rd September for the talk by Andy Cowley on reserve parachutes. Despite the mix-up at the start of the evening over the venue, we all finally made it upstairs and enjoyed an excellent informative and amusing talk. As a deployment survivor, I learned an awful lot regarding specifications and suitability of various reserve designs. Thanks Andy for giving up a Saturday evening

You will be pleased to know that I have finally tied up a lot of loose ends to fill in the calendar, especially the Christmas Dinner - please see the full schedule for more details.

Steve Brewer

- \*\*\*\*\*
- \*  
\* Christmas Dinner/Prize Giving \*  
\* Saturday, 3rd December \*  
\*  
\* This year the dinner is to be held at the Pepper Mill, \*  
\* situated in Dial Post, owned by Colin and Dee Morley, \*  
\* two new pilots. This is in a convenient location for \*  
\* south coast pilots and those travelling down from \*  
\* London (on the A24, south of Horsham). \*  
\*  
\* Full Christmas fare will be provided, with the option \*  
\* of a vegetarian meal (please state when ordering \*  
\* tickets if you require this, for planning purposes). \*  
\*  
\* A disco will follow the meal and prize-giving (for the \*  
\* worthy pilots amongst us) and all of this is at a \*  
\* bargain cost of £12.00 per head. Come along and bring \*  
\* your wife, girlfriend, partner, etc! \*  
\*  
\* Initial ticket sales by post. Please send cheques \*  
\* made payable to SHGC to:- \*  
\*  
\* Steve Brewer \*  
\* Tanglewood \*  
\* Brighton Road \*  
\* Shermanbury \*  
\* West Sussex RH13 8HQ \*  
\*  
\* Please include a stamped addressed envelope for the \*  
\* return of your tickets, and remember to add whether \*  
\* you require a vegetarian meal. \*  
\*  
\* You will also be able to buy tickets at the Social \*  
\* Evenings, and hopefully from Sky Systems later on. \*  
\*  
\*\*\*\*\*

\* CAN LADY PILOTS BRING THEIR WIFE, GIRLFRIEND, PARTNER TOO??! - ED.

## IN MEMORY OF.....

In last month's **WINDSOCK** a tribute to Paul Dmytrasz was printed. The response to the appeal to raise money for rescue and repatriation has been slow so far - please send whatever you can as every little helps. The total costs amounted to £5000.

Donations to be sent to: David & Michelle Didcott

19a Lodge Drive

Palmers Green

London N13 5LA

### In memory of Paul Dmytrasz



#### 2m RADIOS

ADI make, compact,  
LCD screen  
Keypad entry

From only  
**£189**

Antennas, accessories

**Rod Buck**

0742 530372 or  
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HAS ANYONE  
BORROWED A  
BOOK(S) FROM  
THE BHPA  
AND NOT  
RETURNED IT??  
IF SO, PLEASE  
CONTACT THEM  
ASAP.

## MUCKRAKER (1)

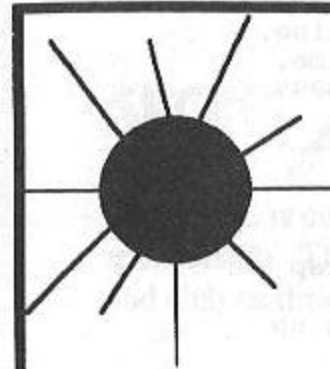
A low airtime PG guy who can only be referred to as "Spanker" gave a brilliant display of "Groundhandling" behind a bush at Caburn. The cries of his partner drew attention from fliers, who decided to circle over the bush in question. Other pilots arriving there were surprised to find no lift and circling pilots not caring whether they flew left or right 360's. People new to flying please note: Take care where you hump or dump, you can nearly always be seen from the air!!!!

Tim "Freebie" Cox brings two sausages to the barbecue, burns them, then asks where the steak is. All the other people who wanted to eat steak had got their heads around the idea of bringing some along,

and made sure it was guarded whilst cooking.

Rumour has it Dave "Postman" Williamson only got to Deal to rule himself out of contention for retrieve driving that day, some folks will go to any length to save petrol!

Ian "VB full on" Ferguson whilst flying at Firle finds out why the manufacturer reckons the VB ought to be OFF for landing. The reason involves destruction of battens, tip sticks and uprights!! Definitely the successor to Steve "Glider in a Carrier Bag" Jacuzzi since he retired from the Hang gliding scene.



#### JAMAICA

B & B £6 per night, half hour from deserted beaches, 2000ft asl, Magic Kiss available to experienced pilots. Thermals all year round - fly to the beach.

Flights from England cost £129 to £300 return if you shop around.

Fax: 0101 809 963 1403 to John Charlton

NEW

THE MATSUSHISONIC P6800 HG/PG HANDS FREE  
'GLIDAFONE'  
BEING AIRBORNE DOESN'T MEAN BEING INCOMMUNICADO

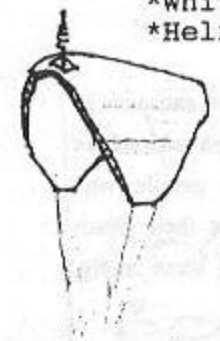
NEW

This revolutionary cellular phone has been specially designed for the needs of the foot launched glider pilot. The 3 piece system consists of a harness mounted power pack and keypad, a helmet mounted headset, and a wing mounted aerial. The aerial comes complete with a self adhesive patch available in a range of colours to match your glider/canopy.

Colours \*Black  
\*White  
\*Heliotrope



Aerial wing mounted for best reception



PG mounting  
(Will not cause tuck - probably)

Special 'AIRTIME' deals based on the time you spend IN the air not ON the air - make it cost effective to sit on the hill all day chatting.  
ACCESS to our special "HELP! I've got a deflation" line, our experienced operators will sort you out in no time.  
on 0898 999999

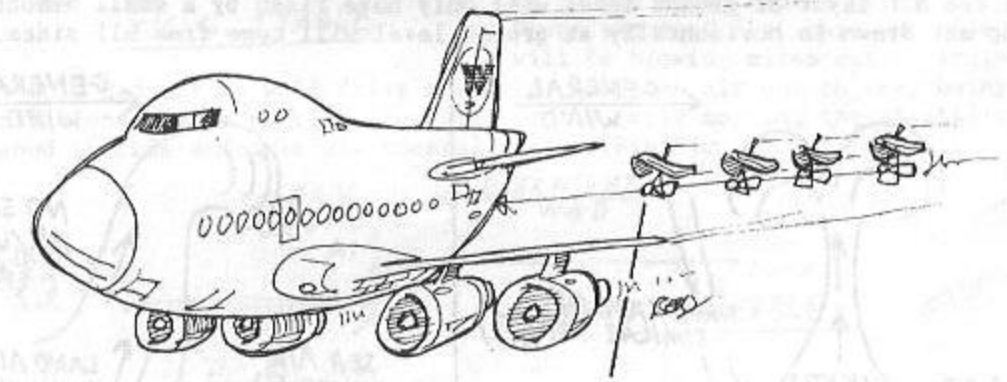


- Features include :-
- \*Lightweight headset (2.5kg)
  - \*Power pack takes most popular types of car battery
  - \*'X' shaped reinforced groin strap for added security and comfort
  - \*Optional fax machine - get bang up to date Metfaxes

ONLY  
£399.99\*

Available NOW from the bloke down the pub that sells dodgy gear.

\*STRICTLY CASH ONLY



## SPONSORSHIP

The SHGC is currently investigating the various ways of attracting sponsorship. The objective is to raise money for land (sites), equipment and club facilities.

In return, the sponsor's name/logo will be displayed as mutually agreed. It is not only large finance that the Club is seeking - there are opportunities for all levels if interest.

If your company, or one you know of, is currently into sponsorship or is considering it, please pass a telephone number and a contact name to Martin Brady, Chairman.

SEA BREEZES: THE GOSPEL ACCORDING TO DAVE.

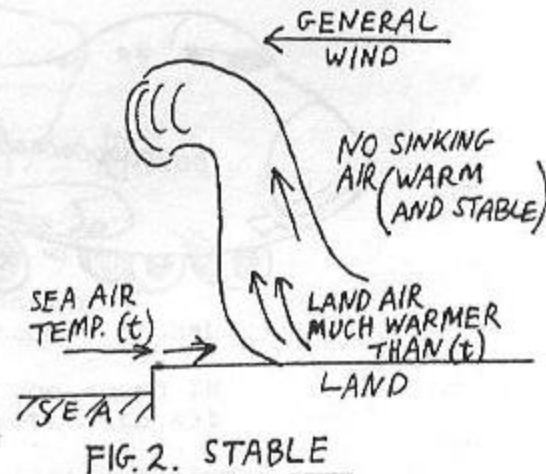
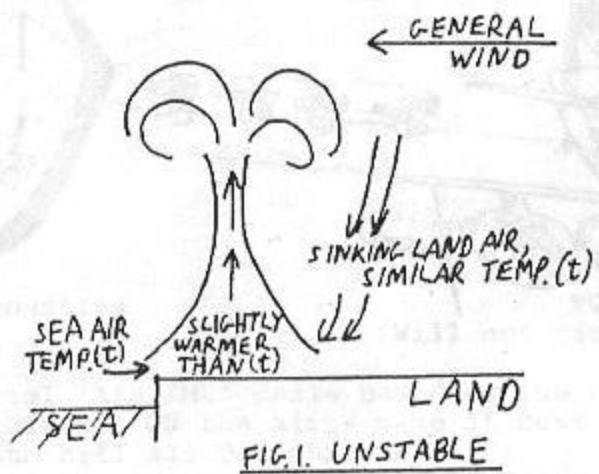
The classic meteorological model of a sea-breeze takes the macroscopic view of what is happening to total airmasses. For our purposes we are usually concerned with what is happening within a 100 ft. radius (i.e. the thermal we are in) and at low altitudes (often ground level) because the question often asked is: "Will we be able to take off and gain height, or not?"

I propose to take the microscopic view, initially, as I believe that, being very close to the coast on the South Downs, this is more relevant.

One Thermal at a Time.

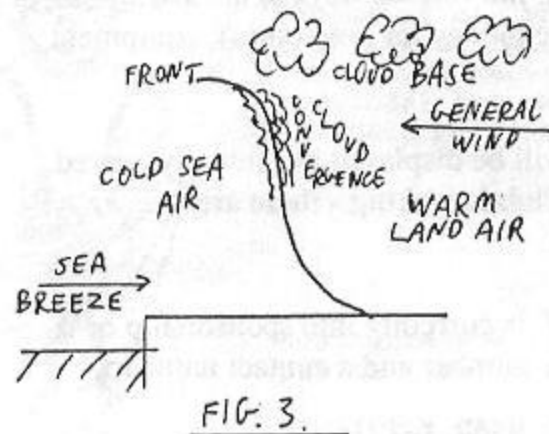
Most of the air drawn into a thermal, in a horizontal direction, is drawn in at very low altitudes: on a hang glider at low altitudes you sense that you are about to enter a thermal by the glider adopting a slightly nose down attitude and being 'sucked' forwards and accelerating, without sinking, before the vario indicates any lift. At higher altitudes you feel a general roughness in the air or a pushing sensation from underneath before the vario indicates any lift.

As a thermal lifts, near the coast, on an unstable day, the temperature of the air layer at ground level will only have risen by a small amount and so the air drawn in horizontally at ground level will come from all sides. (Fig 1)



As a thermal lifts, near the coast, on a stable day, the temperature of the air layer at ground level has risen a lot above the temperature of the sea air, and so air filling in horizontally under the thermal will be strongly biased from the sea. (Fig 2).

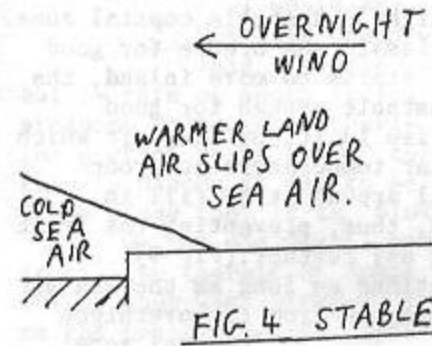
This creates the classic sea breeze front cross-section (Fig 3).



All fine and dandy: all you've got to do is stay on the landward side and there's no sink (this is effectively what you do to fly a good sea breeze front) and the more stable it is, the better the sea breeze? NO! Unfortunately there are two other factors which have gone into creating this situation:-

1. The Night Before.

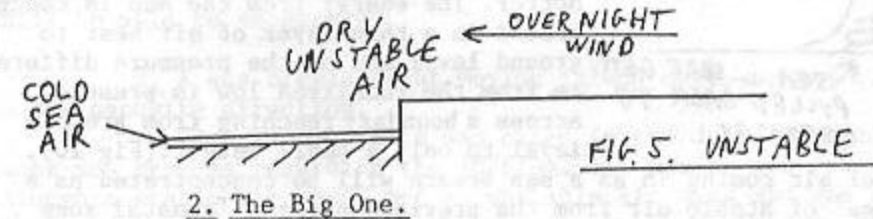
If a stable day is coming then the air overland, overnight, will often have a stable temperature profile, perhaps with an inversion. If it is blowing offshore overnight and apparently going to be on the northerly facing sites of the Downs the next day, this stable air will be blowing miles out to sea, creating an inversion over the sea in the coastal region. To some extent a boundary layer of cold, damp sea air will remain due to friction with the sea and the warm land air rising above it. This may manifest itself as bad visibility at sea level or even sea-mist in the morning. (Fig 4).



Thus, at ground level, even before thermals form, there is already a pressure difference ready to create a sea breeze.

If an unstable day is coming then the air overland, overnight, will have an unstable temperature profile. As it blows offshore overnight and is going to be on the north facing sites of the S. Downs the next day, this unstable air will be blowing miles out to sea. As

it's cold and dry it will drive the cold, damp sea air out to sea, being insufficiently warm to rise above it. In the early morning the visibility will be good in this unstable air coastal region. (Fig 5).



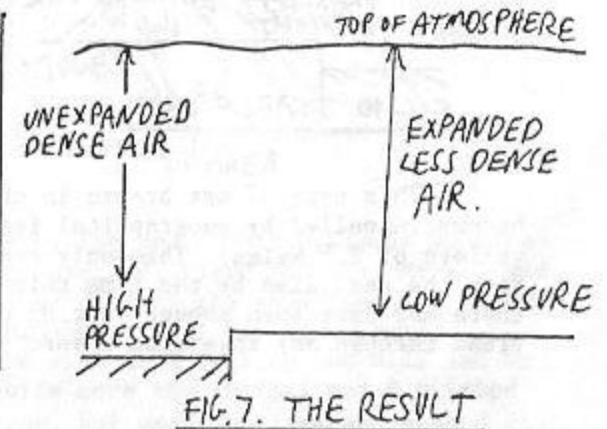
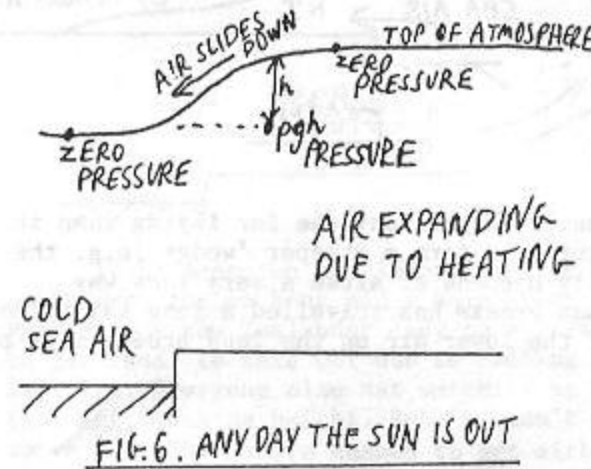
2. The Big One.

We now come to what I believe to be the main factor in determining: "When will it sea breeze?" and: "Will it be conducive to good flying conditions?"

On both stable and unstable days the same amount of energy from the sun will warm the ground, be convected to the air, warm and expand it. This causes a 'bulge' in the upper atmosphere. This, in turn, creates a pressure gradient in the upper atmosphere. The air here will slide down the pressure gradient to even out the pressure difference. A localized low is formed at ground level.

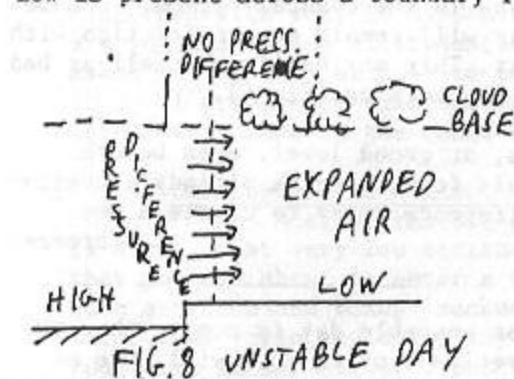
The sea breeze will be trying to blow from high to low pressure.

(Fig 6 & Fig 7).

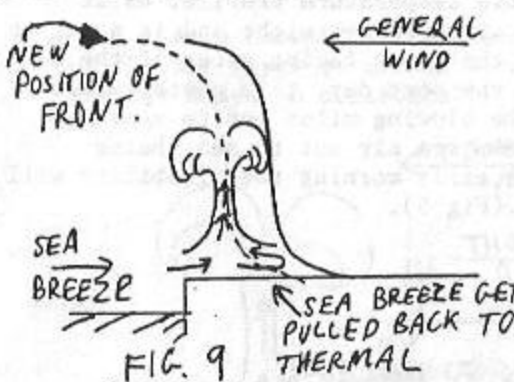


The big difference between a stable and an unstable day is the distribution of the sun's energy in the air overland:

On an unstable day the air at ground level readily rises as a thermal when it has only achieved a small temperature rise. The energy from the sun is carried aloft in the thermal and so the pressure difference from the localized low is present across a boundary reaching from ground level to a great height.



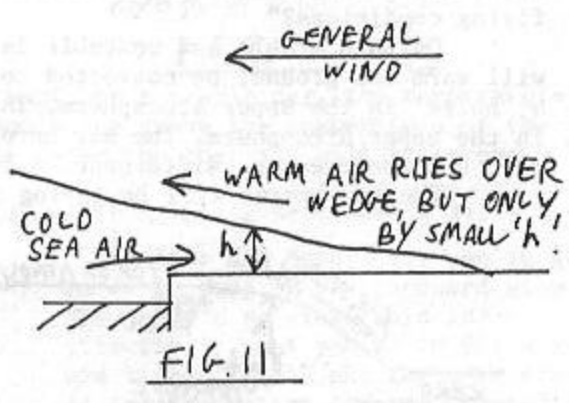
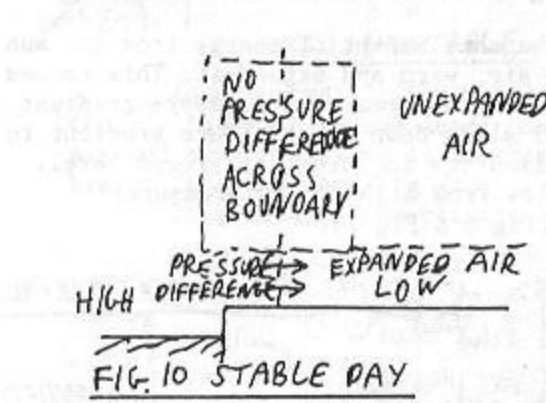
(Fig 8). The volume of air coming in as a sea breeze will advance as a slow moving 'wall'. The air advancing from the sea is also reasonably unstable, as it's coming from the previous night's unstable coastal zone. This is the classic sea breeze for good flying. As it starts to move inland, the sea air is unstable enough for good thermals to rise in it, pulling air which is of a similar temperature at ground level from all around it to fill in underneath and, thus, preventing the front from advancing any further. (Fig 9).



This can continue as long as the sea air is still being drawn from the overnight 'coastal zone'.

On a stable day the air at ground level warms but does not rise as a thermal to any great height; it just gets hotter and hotter. The energy from the sun is concentrated in a thin layer of air near to ground level and so the pressure difference from the localized low is present across a boundary reaching from ground level to only a small height. (Fig 10).

So the volume of air coming in as a sea breeze will be concentrated as a fast moving 'wedge' of stable air from the previous night's 'coastal zone'. This is a rubbish sea breeze for good flying as the warm land air rises by only height 'h' and at such a slow rate that you cannot gain height in it. (Fig 11).



This type of sea breeze is usually only of any use for flying when it becomes funnelled by geographical features to form a steeper 'wedge' (e.g. the valleys of S.E. Wales). This only really happens at sites a very long way from the sea. Also by the time this sea breeze has travelled a long way inland there may have been enough heating of the lower air on the land breeze side to break through any inversion layer.

So: "What time will it sea breeze?" Obviously, there are many variables to take into consideration: land breeze strength and direction, high cloud reducing the transmission of the sun's energy, geographical features etc. — but the one that I believe many people erroneously apply is stability. I believe that the more stable the air is, then the earlier it will sea breeze, the less use this sea breeze will be for flying and the less likely it will be to revert back to a land breeze.

Freak Conditions.

I would say that there are three basic freak occurrences:

1. Unstable onshore winds.

This is quite common in coastal areas which do not face south, but is rare on south facing coasts. We rarely get a weather system that produces unstable southerly winds as the air mass has to be coming down from the arctic, doing a 180° turn and coming back up over the south coast. For this to happen it has to be looping around a depression, which will usually be so close that it is 'blown out'.

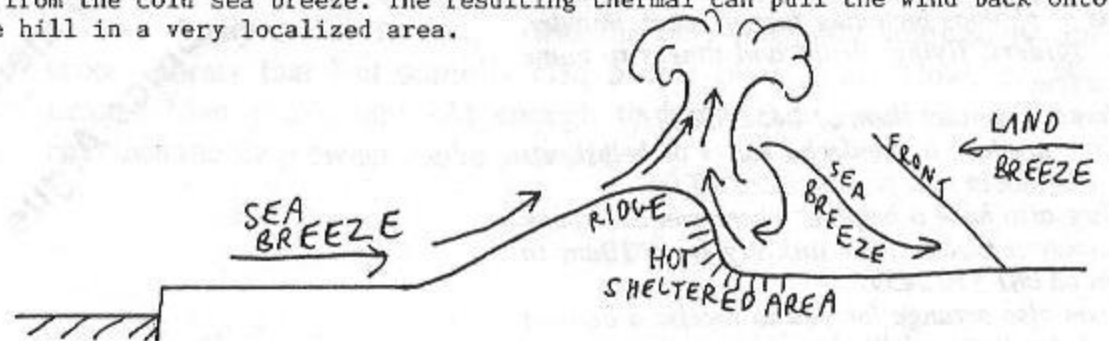
On the odd days (I would estimate about two a year) that it does occur, it will be thermic at Mount Caburn all day. Although the sea breeze has the effect that wind strength at ground level will be greater the closer you get to the coast and will increase at ground level as the thermals get stronger, it can still remain thermic. When the wind becomes so strong that the air coming off the sea does not have enough time travelling over warm ground to achieve the small temperature rise needed to 'blob off' as a thermal, it stops being thermic. This may be well into the afternoon and hang gliders may still be able to penetrate.

2. A sea breeze front moving inland meets a weak cold front moving in the opposite direction.

Such an occurrence was cited in the July '94 Windssock article about sea breezes regarding the 16/6/94. The sea breeze front, advancing through a stable air mass, met an unstable air mass and was pushed back by it right to the coast. When this happens it can be spotted by the convergence cloud slowing its advance abruptly and retreating back to the coast followed by much improved visibility inland and the wind coming back on the hill; expect to encounter very rough thermals if there is still strong sunshine!

3. Freak strong thermals in a stable sea breeze.

This can occur due to extreme heating of a ground source sheltered from the cold sea breeze. The resulting thermal can pull the wind back onto the hill in a very localized area.



It happened on the 15/6/94 at the Dyke: the sea breeze had been blowing south west for an hour and a half under an inverted, cloudless sky. Myself and Robbie, the New Zealander lady paragliding pilot, were the only ones who rushed to get ready to take off due to feeling the strength of the sea breeze diminish. Everyone else sat watching as the wind came back up the hill and we took off, gaining height. Robbie didn't quite core the thermal and I climbed above her. The others dashed to get airborne, but were too late and missed it. Robbie landed back at the Dyke and I climbed up to the inversion at 3,000 ft.

The only other thermal I could see was 30 miles away and all around me I encountered totally neutral air. I had a very smooth 1 to 2 down glide right across Brighton to Rottingdean where the cliffs were working in the sea breeze. I soared them until I got to Telscombe Cliffs, where I landed in a 25 m.p.h. south westerly.

As a footnote, every sea breeze front that I have ever flown along on the South coast has yielded a maximum of only 20 miles of flying, albeit extremely fast and enjoyable, from the point of climbing to the level of the convergence cloud, to the point at which the convergence cloud has stopped producing enough lift to stay aloft or has outrun me inland. Has any one ever managed more than 20 miles along convergence cloud on a hang glider, or is this a natural limit?

DAVE WILLIAMSON.

## I am scared when the wind blows

IT is supposed to be summer and already it's back. I mean the wind, and I am so frightened.

When the wind blows I pace the floor all night feeling sick and wishing I was dead.

I have seen the doctor but she says there is nothing she can do. Please can you suggest something.

*I am surprised your doctor didn't come up with Phobic Action which is an organisation that gives support and advice to people who suffer with all kinds of phobias including fear of wind, thunder, lifts, spiders, flying, death and illness to name just a few.*

*You can contact them on 0452 856021.*

*They produce a wonderful range of helpsheets on each phobia that you can send off for.*

*They also have a helpline where you can speak to someone about your anxiety from 10am to 10pm on 081 559 2459.*

*I can also arrange for you to receive a booklet called Anxiety and Phobias if you or any other reader would like to write to me with a stamped addressed envelope.*

*Produced by the Royal Society of Psychiatry it is one of the best booklets to arrive.*

*Finally people who are frightened of the wind or thunder often find it helps to listen to tapes or the radio with headphones as this blocks out the noise.*

Is this one of our club members?

Any clues to their identity?  
Bruce Argue

## NEW SITES

The possibility of the Club acquiring West Furlong, as a flying site is again under discussion.

It is a north facing site near Findon, and anyone wishing to test fly it should contact Sites Officer Fionn Kennedy 0273-858221 (before doing so!)

## NATIONAL GEOGRAPHIC I

A young hang glider pilot reading through National Geographic finds a 1972 article about hang gliding, which he sends in to Skywings. When the older ones amongst us were young, the only reason for reading National Geographic was because it had pictures of people from far away places, usually naked. In fact, it was the only magazine allowed in the school library that had scantily clad people in it at all. However, Mr League Man you're now old enough to buy Adult mags, if you can convince the shop owner you're over 21!

**AND II.....** The same pilot writes a letter about how hang gliding has been taken over by people who pose on the hill with all their gadgets forgetting what real flying is about. Fancy suits, GPS, expensive sunglasses, electric VB gliders.....

**The Southern Club in the year 2000**

Our clubhouse alongside the 300 acre tow field will have a bunkhouse, a lecture room, a secure store for members gliders, parking and a bar. The Clubs two quiet microlight tugs will have their own hanger as well the winches and retrieve vehicle.

Up in the Downs we will own and maintain our carparks and take off and landing fields. Our various weather stations will give all members an accurate idea of conditions and the roving canteen will already be waiting on the appropriate site together with the club coaches(paid) when we turn up on site.

An impossible dream ? Surely not for the 400 people or so of the SHGC who already fly in ways that would have been considered impossible only 20 years ago.

But we need to plan.

Our only way to secure the future is to buy our sites. This is the way it is going in France.

Most of the land we use is poor quality farmland that can still be used for grazing when we fly.

We need inalienable access to just a few acres at the top and bottom of a few ridges.

If each member could raise just over £2000( this could cost less that £150 a year in interest on a loan) then we could raise a million as a Club with aim of buying whole farms or tracts of Downland containing flyable sites. Once obtained we could reserve the small bits we require and sell on the rest. Then move onto the next site.

Help could be obtained from not only the Sports Council but from other bodies, like those interested in preserving the Downs.

But this sort of plan(and there will other ways) is beyond the scope of a part time volunteer committee. However committed they don't have the time. We need someone to coordinate and plan. We need a full time officer to protect and build our Clubs interests.

I propose we start looking for the right person soon. He or she needs to have a realistic wage and job definition.

Above all we need to a have a bolder vision for the future as a Club. We are a small group in comparison with horse riders or walkers or even mountain bikers, if we're not careful we might be frozen out by narrow minded bureaucracies.

An astute defence of our right to fly now will still see us thermalling out of the county in the year 2000.

Tim Cox. September 1994.



**NEW & USED HANG GLIDERS - PARAGLIDERS - FLYING ACCESSORIES**  
(over 30 used gliders to chose from)

|                                   |                                |                                   |         |                  |
|-----------------------------------|--------------------------------|-----------------------------------|---------|------------------|
| Solar Wings Fever Mk 2            | £2966                          | Rumour 3 13,14 & 15mtr            | Rush    | £2966            |
|                                   |                                | Harley Sirocco's & Cyclones       |         | From £1745       |
| Polaris Small                     | £250                           | Med S4's                          | from... | £200             |
| Wills Wing Spectrum               | £1250                          | Vision 5 Large (as New)           |         | £999             |
| Calypso                           | £850                           | 160 Clubman                       |         | £600             |
| Ace 160's                         | from...£300                    | Ace 150                           |         | £400             |
| M4 155 FR                         | from...£450                    | M4 166's                          | from... | £350             |
| M4 177                            | £400                           | Santana                           |         | £600             |
| Rumour One 14.5's                 | from...£600                    | Kiss                              |         | £750             |
| HP AT 158                         | £1100                          | K2                                |         | £1000            |
| Ram Air 146 & 154                 | £2900 & £3000                  | K3                                |         | £1000            |
|                                   |                                | Used Paragliders                  |         |                  |
| Harley Typhoon                    | £500                           | Free Spirt Mk1's                  | From    | £475             |
|                                   |                                | New Harnesses                     |         |                  |
| Flylight                          | £295                           | Hot Dream Small                   |         | £800             |
| The Design by Scorpio             | £464                           | Hi-Life                           |         | £360             |
|                                   |                                | Used Harnesses                    |         |                  |
| Skysystems pods                   | From £125                      | Airtime Pods                      | From    | £125             |
| Scorpio 90 5'7"-8"                | £180                           | Bullett Side chute 5'7"           |         | £160             |
| Keller Mk 1 5' 5"                 | £180                           | Scorpio Design 5'8 - 5'10         |         | £375             |
|                                   |                                | New Parachutes                    |         |                  |
| Apco Mayday Pulled Apex 16'       | £337                           | Metamorfoosi P/A H.G & P.G        |         | £359             |
| PARACHUTE REPACKING               | £15                            | Apco Mayday Pulled Apex 18'       |         | £352             |
|                                   |                                | New Instruments                   |         |                  |
| Mini Vario Worlds smallest        | £115                           | Fairhaven AV10 vario/alti         |         | £199             |
| Davron 200/600 Range              | From £99                       | Davron 801/808 Range              |         | £385             |
| Skywatch A.S.I.                   | £49.95 & £79.95                | Wind Wizard A.S.I.                |         | £33              |
|                                   |                                | Flying Suits .....Odds & Ends.... |         | Gloves & Glasses |
| Scorpio Gloves                    | £27.50                         | Scorpio Flying Glasses            |         | £32.50           |
| Scorpio Aerosleeves               | £26.50                         | Scorpio Flying suit (new)         |         | £165             |
| Scorpio Back & Seat Safety System | for Paragliding Harnesses..... |                                   |         | £99              |
| Ozee Flying Suits                 | From £61 - £165                | Scorpio Gortex gloves             |         | £49.50           |
| In Flight Liquid Pack             | £23.95                         | Eglar Radio Head Sets             |         | £105             |
| Padded Bar mits                   | £23.00                         | New style H.G. map holders        |         | £12              |
| Tow Release H.G. (Webb)           | £69.00                         | Paragliding Tow release           |         | £36              |
| Glider Rider Single/Multi         | £35 & £50                      | Spinning Wind Socks               |         | £12              |
| Airspeed Wheels                   | £30                            | Light weight rubber wheels        |         | £22              |
| Karabiners                        | from £9 - £12                  | Glider Ties                       |         | £3               |
| Roof Rack Ties                    | £3.00                          | Back up loops                     | from    | £5               |
| Air Maps (laminated)              | £10.50                         | Ball Compasses                    |         | £30              |

Cross Country Magazine (keep up to date with the rest of the World) £24

**AUTHORISED SERVICE CENTRE FOR SOLAR WINGS - WILLS WINGS - AVIAN**  
If your buying a used glider be sure to know it's service history. if not, make sure you have it fully serviced. £60 + parts.

The H.G & P.G Hut, West End, Coaley, Glos. GL11 5DX  
just off M5 junction 13  
Tel: 0453 890767 - 0860 670605 - Fax 0453 890075

## DUAL FLYING

### REGULATIONS AS TO WHO MAY FLY AND BE FLOWN IN DUAL FLIGHTS

1. Dual Pilots. Only those pilots who hold a Dual Pilot rating in the discipline flown, or who hold a Dual Pilot 'Letter of Exemption' may act as Dual Pilots.
2. Valuable Consideration. 'Valuable Consideration' of any description may be accepted for dual flights ONLY when bona fide instruction is given within a BHPA School, to a Student member of that School, by a Dual Pilot who is also a licenced Instructor in that discipline and is operating within the said School. Dual Pilots who are not licenced Instructors are not permitted to accept 'Valuable Consideration' in any form.
3. Membership. Students flown by Dual rated Instructors are required to hold BHPA membership. Those flown by other Dual Pilots may be BHPA members but do not need to be.
4. Age Limits. There is no upper age limit, although the general health and fitness of the person must be taken into consideration. There is no lower age limit, however the harness used must be suitable to size and construction and the person must be of sufficient physical and mental maturity to follow and understand the flight briefings. Permission of parents of those under the age of 18 is required.
5. Equipment. The glider used must be operated within the correct weight range and have appropriate airworthiness certification.
6. Briefings. Dual Pilots have a legal responsibility to adequately brief the person whom they are flying.

NB  
= THE ABOVE IS NOW FORMALISED  
BY THE BHPA, AND APPLIES TO ALL  
SHSC SITES.



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Brighton, Sussex  
BN2 3RP



We have the following demonstrators available for you to fly;  
PARAGLIDERS

NOVA PHOCUS voted best intermediate in Germany  
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All cracking good gliders chosen by us to give you a real choice.  
We offer excellent part exchange deals.

### HANG GLIDERS

MOYES XTRALITE 137 this has just trounced all the opposition of the league in Spain.  
AVIAN AMOUR 159 the best handling intermediate ever  
AIRWAVE CALYPSO and CLUBMAN 160 a choice of second hand gliders

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We stock the best European reserve, the Junkers Profly Justra Stratos.25m 31m and 34m

BACKPLATES. Specially commissioned and sold at cost. £45

We offer special deals for pilots wishing to learn how to fly the "other" sort of wing  
Our sites are well known to be the best in the South.

RING TIM ON 0273 609925 for more details.  
(leave a message on the ansaphone if I'm out, I'll ring you back)

MINUTES OF THE SHGC COMMITTEE MEETING 10 AUGUST 1994

**PRESENT:** C. Bere, M. Brady, A. Chisholm, T. Cox, M. Turner, G. Hopkins,  
M. Woodhams, G. Cook, N. Gibson, Stroller, I. Blackmore,

**APOLOGIES:** F. Kennedy, P. Day, A. Turner, A. Caple, S. Brewer, J. Carr

**1.0 MINUTES OF LAST MEETINGS:**

- 1.1 8.4.94 - Carried over : 2.5, F. Kennedy  
1.2 4.5.94 - Carried over : 4.1 M. Brady  
1.3 7.6.94 - Carried over : 5.0 (waiting for updated site rules)  
12.3 (J. Carr to check) 15.2 (Waiting for replies), 17.1,  
9.0, (letter has been written concerning moving the fence at  
Ditchling)  
1.4 Carried over: 8.3  
1.5 6.8.94 - Carried over 2.5, 5.0,

**2.0 AIRHORN:**

A new airhorn is to be purchased. C. Bere.

**3.0 GREEN DRAGONS:**

Have been seen using club sites, and some instructors are still  
not club members.

**4.0 PAYING IN BOOKS:**

New books have been ordered G. Cook.

**5.0 WINDSOCK ENTRIES:**

- 5.1 Christmas dinner publicity. G. Hopkins/S. Brewer.  
5.2 Flying in Alps with out a radio C. Bere.  
5.3 Site fee collection ad. G. Hopkins.  
5.4 Close gates at Firle. G. Hopkins.  
5.5 Paragliders please don't take off in front of the car park at  
Firle. G. Hopkins.  
5.6 Don't try to land too close to the car park at Caburn.  
G. Hopkins.

**6.0 BRIAN HARRIS:**

To be contacted concerning R. Williams' letter. M. Brady.

**7.0 STEYNING BOWL:**

A payment of £25.00 is to be made to the farmer to cover the  
cost of repairing the fence. C. Bere.

**8.0 SITES GUIDE:**

8.1 Enough copies have been printed for the immediate future.

Many thanks to M. Woodhams.

8.2 Amendments are to be drafted and sent directly to

M. Woodhams. N. Gibson.

8.2 All rules passed at the AGM will be entered.

**9.0 SITE FEE COLLECTION / MEMBERSHIP:**

9.1 T. Cox and G. Cook have receipt books.

9.2 Site fee collection job to be advertised in windsock.

Anyone interested:

- Contact secretary.

- Attend next SHGC meeting.

Job:

- Committee member and Club membership.

- 20% of all fees collected. - Daily fee and new members. (i.e.

2 months lapse of old membership)

Will use numbered receipt book.

Three month trial period.

9.3 No part membership allowed.

**10.0 AIRWAVE CHALLENGE:**

We have reached the semi-finals. The next competition is on  
the 21st of this month. A mail out will be done.

**11.0 ALI MADDOCKS:**

A letter is to be sent asking Ali Maddocks not to fly Southern  
Club sites, as she has not paid her club membership after  
repeated promises to do so. N. Gibson

**12.0 FREE-FLIGHT:**

Rob Chisholm to be contacted after his purchase of Free  
Flight. M. Woodhams

**13.0 WINDSOCK PRODUCTION:**

D. Williamson is to be given free club membership in return for  
his help in the production of windsock.

**14.0 FIRLE:**

Many thanks to F. Kennedy and D. Mathews for moving the  
hardcore at Firle.

**15.0 SOCIAL EVENTS:**

Many thanks to S. Cook, J. Carr, M. Milwood, T. Lucchesi, D.  
Williamson, who turned up to give talks on flying XC.

**16.0 NEXT MEETING :** 14.09.94 Devil's Dyke Pub.

## MUCKRAKER (2)

Clive "Exotic Dancer" Chippendale makes his first TV appearance on Carlton TV described as an "Eye Witness" to a major gun theft. Southern and Green Dragons members were shocked to see his smiling boat, as he delivered an expert opinion on the robbery, punctuated by "You know what I mean" exclamations. Also making a Tele debut was Ian Butler, expounding theories on why the rail strike was in its second week!

Was the "Rude Kid" somewhat the worse for wear during the Barbie and slightly hung over the following day? Answers on a postcard to Windsock, P.O. Box 1359, Brighton BN1 4QX.

Did the Mad Farmer leave some of his influence with his glider? The new owner of his UP Catarrh managed to land in THREE gardens recently in the area of Newhaven., then was invited in for tea and biscuits and shown the family album.

At the Airwave semi final, in which the Southern Club were second after the first leg, an interesting incident occurred involving the "Fossils" from the Dover and Folkestone Club. One of their younger? members was offered a bed for the night by a young female Sky Surfers pilot. To the surprise of the odd thirty pilots present he declined the offer with the phrase "I'm going home to my mum tonight, thanks!" Overtones of a Greek tragedy, perhaps??

### LANZAROTE LUXURY

#### Low-Airtime pilot, or just want some Winter Fun?

Rod and Mike have been running trips to Lanzarote for years now, and we do it in style.

- **Luxury Villa**, (right next to the main bottom landing), with pool, etc. Secure parking and glider storage, the best hire cars on the island, expert site guidance, radio help for low-airtime pilots, the works.
- **Two weeks in January**, everything included - flight, glider carriage, accommodation, car & roofrack hire, site guidance, instruction if you need it (post EPC only), insurance (medical & personal effects)...

**2 weeks - only £645**

(Just bring your beer money!)

Call Rod for details **0742 530372** or **0836 284853**

## NOTICEBOARD



### devil's dyke wind machine

Just in case you didn't know, I have repaired the station, and its available FREE OF CHARGE now on 0273-857002

There is the disadvantage that there is only one line, for the time being, but I am working on that.

Moves are under way to get the station back on a multi-line number, with a new report format, much faster output, and therefore a cost of only around 10p per call.

In the meantime, its FREE, courtesy of my back pocket. Have fun!  
Rod Buck (0742-530372 or 0836-284853)

### COACHING COURSE

**Do yourself and others a favour, attend a coaching course.**

A two day course will be held on the 10th and 11th of December. This course is interesting and informative and will improve your flying and enable you to be of more assistance to others.

It is open to both PG and HG pilots - phone me now on 081-660-0824 for a place.

Adrian Caple

### FIRLE

The Club has received complaints from the farmer concerning gates being left open.

Please ensure you close them behind you.

### WANTED

Small paraglider, vario, etc.

Contact Kristin or Jerry on 0273-461783

# NOTICEBOARD

## 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)

MAGIC 4 166 (C of A), maroon and white. Sail in good condition with speedbar. Suit pilot around 11.5 - 12 stone. £700.

## METAMORPHOSI H/G

PARACHUTE £250

DAVRON 500 tec alti/vario £250

FLYING GLOVES, typhoon (unused) £18

STIRRUP HARNESS, Hiway, adjustable £40

Tel: Peter Myers 0273-687336

## STIRRUP HARNESS £50

Matthew 0903-821956

## FLIGHT DESIGN HOT DREAM B2

24 (med), 30hrs, just serviced.

SAS HARNESS 2yrs old, 20hrs.

£800 total, view locally

Phil 0860-256809

Fly thefastest, meanest glider around

- SEGA skull & crossbone emblazoned RAM-AIRS 154 & 146. Both brand new and fully modified - test flown only.

£2900 each (worth £3600)

RAVE 30 Red & purple. 3 months old, 30 hours only and still crisp! Available with either competition lines and risers or brand new standard lines and risers. £1800  
For both, Tel: Judy 0276-28649

KISS in very tidy condition. Orange leading edge and clean sail £950.

EDEL FLYING SUIT. Brand new, Red/purple, unwanted prize. Large. £130 (new £170)

METAMORPHOSI 16. Never used. Re-packed regularly. Can fit HG bridle if needed. Carries German Gutesiegel. (I need a larger one now with all my ballast)

Tel: Richard Carter 0909-770729

AVIAN AMOUR 139 Good condition. About 2 years old. As easy to fly as a Clubman with the performance of a Magic 4  
£1100

Tel: Richard 071-480-2685 (day)  
071-737-0459 (eve)

## 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)

## Readers Please Note:

Contents of this magazine may NOT be reproduced without the express consent of the SHGC Committee and/or the author, in any form whatever. - The views expressed in articles, letters, etc herein are not necessarily those of the SHGC, its Committee or the Editor.

## WEATHER MACHINE

Devil's Dyke:

0273 857002

See notices in Windssock for updated services.

## 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 Windssock 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.