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SEPTEMBER 1988



SATURDAY 29 OCTOBER 1988

PARACHUTE DEPLOYMENT AND REPACKING

Broadbridge Heath Sports Centre
 Wickhurst Lane
 Broadbridge Heath,
 HORSHAM

7.30 pm

(tel 211311)

(SEE INSIDE FOR DETAILS.)

AMPLE CAR PARKING



SHGC COMMITTEE 1987/88

Chairman

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

Treasurer

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

Secretary

Joe Cattlin - Norfolk House, 13 Norfolk Road, Thornton Heath, Surry.
(01 653 5281)

Membership

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

Sites Officer

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

Club Coach

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

Safety Officer / Accident Investigator

Simon Cattlin - 25 Rolfe Drive, Burgess Hill, W. Sussex. (04446 44062)

Airspace Officer

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(079 18) 6319

Competitions

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(0293) 27662

Social Secretary

Anne Carrington-Smith - 25 Balmoral Court, Nevill Road, Hove.
(0273) 507582

Towing Co-ordinator

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

Windsack Editors

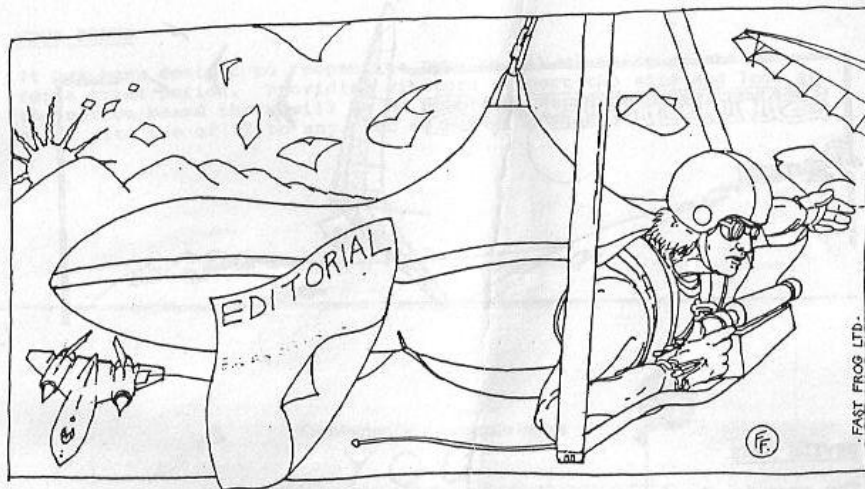
Mark Fisher - 66 Western Road, Hurstpierpoint, Sussex. (0273) 832478
Chris Bartram - (see sites officer)

Club Solicitor

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

Paragliding Rep

Brian Web - 31 Highcliff Court, Rottingdean, East Sussex 0273 34644



Another Windsack nears completion just as the postmen are getting back to work. Nice timing chaps.

Since the last issue, five people have made it to Beachy Head, all on the same afternoon. Congratulations to those pilots. The prizes will be presented at the Annual Xmas Party, on the 17 December, at BEACHY HEAD pub. The good news is that despite the poor weather and disappointing results of this first Charringtons sponsorship, they are ready and willing to do it again next year, with a slightly different approach, which will enable more pilots to participate and more money to be raised for charity.

Other news is that we won the Airwave Challenge, thanks mainly to Ron Richardson who took over as Comps Officer at short notice, when it was discovered that no one else was going to organise a team! See Brian's article in this issue.

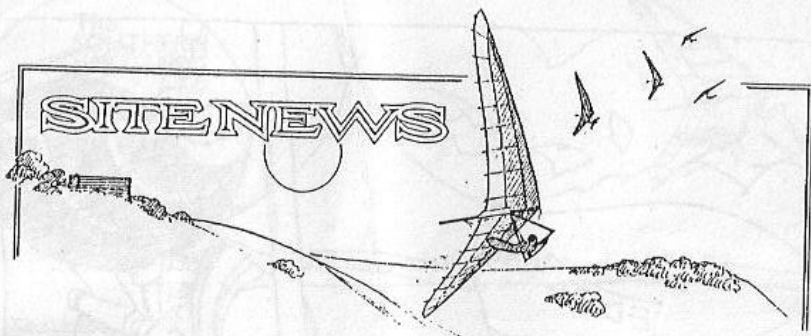
The Barbecue was excellent for those who bothered to go, but it will probably be the last one unfortunately. As you can see in this issue, Sharon is not arranging any more events except those already booked, and I don't blame her.

Don't forget the Parachute packing, Michael Fish, and the Xmas party. Let's make up for the BBQ and Beachy Head fiascos by giving a massive support for these events.

That's it for this month's blurb,

See you on the hill,

MARK FISHER.



DEVILS DYKE

The crop in the large field has been cut and we may land here until FEBRUARY!!!

Again we have had complaints from the owner of the house at the bottom of the Dyke. DO NOT FLY OVER HIS HOUSE!!!! It is quite easy to land in any field without flying over his house at all!! Remember the bad publicity these people caused us when they last went to the Evening Argus.

The modellers bowl. People are still flying over this bowl despite the agreement we have. There is NO REASON EVER to fly this part of the site. If it is Northerly, fly the Truleigh ridge. Observe the rule at all times, even if no modellers are around.

TOP LANDING. AT THE DYKE.

After more accidents by pilots landing in the small paddock, it has been decided unanimously by the Committee that this area should not be used as a landing area. This area will in future be reserved as a RIGGING AREA. This will help the parking problem also, as it is easier to park in the lower car park (behind the pub) and walk to the small paddock than the front of the pub.

This new rule is in the interests of public safety and the safety of pilots. We have had too many bad accidents in this area, and we must take a responsible decision.

DO NOT LAND IN THE SMALL PADDOCK RIGGING AREA.

BIRLING GAP

I WAS ASKED BY DOUG MAYNARD A CLUB PILOT WHO HAS SPOKEN TO THE BIRLING GAP HOTEL OWNER. CAN WE FLY THEIR? THE ANSWER IS ONLY IF YOU FANCY A PURE CLIFF LAUNCH, WITH NO TOP LANDING OR BOTTOM LANDING 50% OF THE TIME (WHEN THE TIDES OUT). BIRLING GAP TAKES SOUTH TO SOUTH WEST.

STOP PRESS

It has been decided to reopen the Dyke to all visiting pilots for a trial period. Providing visitors respect the site and look at the notice board there will be no problems. Non SHGC pilots are to pay a site fee of £2 to any club member or official.



Charrington (South) cordially invites
YOU
to the
**Charrington Hang Gliding Challenge
Awards Presentation**
on Sunday, 28th August 1988
at The Pub at Beachy Head
Beachy Head

From 6.00 pm
Participating pilots free
Guests £2.00

RSVP
Maureen Heffernan
Charrington & Co
Anchor House
Mile End, E1 4UL
01-790 1860

BE THERE

THE PRESENTATION NIGHT WAS CALLED OFF WHY? READ ON..

ALL CLUB MEMBERS WOULD HAVE RECEIVED THIS INVITE TO THE CHARRINGTONS PRESENTATION. AS YOU CAN SEE THE INVITE SAYS R.S.V.P. THAT MEANS YOU WERE EXPECTED TO PHONE MAUREEN HEFFERNAN AT CHARRINGTONS TO SAY YOU WERE COMING. BY THURSDAY 25th BEFORE THE DO NO-ONE HAD SAID THAT THEY WERE GOING?

IT WOULD APPEAR THAT THERE WERE TWO REASONS FOR THIS 1/JOE CATTLIN THE CLUB SECRETARY HAD NOT FOR SOME REASON BEEN ABLE TO POST THE INVITES OUT TILL THAT WEEK (PLUS THE POST OFFICE HAD A STRIKE) 2/THAT ON PHONING ALL THE PILOTS TAKING PART JOE GOT A NEGATIVE RESPONSE AS TO, IF THEY MAY BE TURNING UP. ALSO JOE HAD DECIDED TO GO TO SPAIN THIS WEEKEND (SOMETHING NOT FIND OUT TILL THAT WEEK) THE NET RESULT OF ALL THIS AFTER A PHONE CALL BY JOE TO CHARRINGTONS ON THE FRIDAY WAS THAT CHARRINGTONS POSTPONED THE PRESENTATION. I HAVE SINCE SPENT SEVERAL DAYS (INCLUDING BEING AT BEACHY HEAD ON THE SUNDAY NIGHT TO SEE IF ANYONE TURNED UP, TWO PEOPLE I KNOW DID) WITH THE CHARRINGTONS PEOPLE.

WE WILL STILL HAVE A PRESENTATION BUT THAT WILL BE NOW AT THE CLUB CHRISTMAS DO, AND THE VENUE FOR THIS MAY BE AT BEACHY HEAD.

I HAVE CONVINCED CHARRINGTONS TO TALK ABOUT ANOTHER COMP FOR NEXT YEAR, I LIVE IN HOPE THAT THEY WILL... CHRIS BARTRAM

THE AIRWAVE CHALLENGE FINAL.

BY BRIAN WEBB

The semi-final for the Airwave Final was held in South East Wales on the weekend of 20th of the August. Ron Richardson, John Young, Craig Dolwyn, Robert Sinclair, Brian Webb and Dennis, after a close finish, qualified the Southern team for the final the following weekend.

The Final was duly held in the Peak district the next week and a four person team consisting of Ron Richardson (Captain), Roby Sinclair, Andy Napolitan, Brian Webb and Craig Dolwyn as reserve, represented the Southern club against eight other teams from across the country.

The organisation of the competition was magnificently managed by Len Hull who, with the generous assistance of some stalwart helpers, kept the whole affair on an clear and plain path. Len had pre booked a youth hostel in the centre of the Peaks. The hostel easily and comfortably accommodated all of the teams and helpers and provided camping facilities for those who preferred to rough it. The building was warm and dry and providently sheltered the meet from the predictably unpredictable English weather. A wise choice indeed.

THE FIRST DAY

Naturally Saturday was a typical summer day, consequently we were told to rebrief at one when it may have stopped raining. At the rebrief Len was keen for us to attempt a task if humanly possible so had no second thoughts on sending us to Shining Tor, a South Westerly site, which requires a bloody steep carry up. We carried up and no body complained, in fact it was quite comforting how unanimous we all were in saying what a fine upstanding fellow was Hull.

Len set a task requiring two turn points and a goal. I can't remember where the goal was but it was a long way away and very, very impossible. It's nice to know he had such confidence in us all though. The sky was hopeless, low cloud completely covering the sky and 20 mph winds 30 degrees of the slope.

The first turnpoint was a T junction two miles north which required a ridge run to just short of the turn point, a glide to the turn point with a return to the ridge to get back up again. The whole of the Southern team has taken off en masse and Roby was the first to try the turn point. He left with what seemed good height to make it back and promptly went down after the turn. The return leg to the ridge was into wind and in the lee side rotor of the ridge, you needed heaps of height to safely get back. Undeterred I made the same attempt and promptly got swatted, fortunately I made it to a 30ft escarpment. After sharing it with another glider (don't know who) for twenty minutes in the roughest lift I've flown for a long time we both managed to limp back onto the main ridge.

Andy got caught at the same place and after fighting for some time eventually got thrown into a stone wall whilst trying to claw back to the ridge. He was lucky to escape with a bruised head and broken upright in what was a brave try to get back.

Ron, our erstwhile captain, was slyly watching all this from above and after great deliberation decided all was right for a lunge to the turn point

and back to the ridge. Well, hello Ron, welcome to the horriddest little rocky outcrop you've ever soared. Wasn't it fun, bet you didn't think you'd get caught to. Ron did get back up on the ridge, but only after a lot of sweat and a tight grip on the base bar.

So that left Ron and myself, lording over the rest of the field who by now had learnt the lesson and were waiting with us on the ridge for the conditions to improve before attempting the first turn.

Our next turn point was downwind West across the peak. With the conditions apparently worsening and lots of gliders gathering on the first ridge we stood our ground and waited. We waited yet longer and believe it or not waited more still but we didn't get any higher on that first damn ridge.

Eventually I decided that conditions were not going to improve so the nearer we glided towards goal the better. Unfortunately a glide straight towards goal lead over a heavily wooded valley containing two reservoirs. Their was one small field to land in if the glide met with a lot sink, I didn't like the look of it but it's amazing what you can land in when you have to. No worries, the glide went better than I'd expected and I scratched onto a small ridge on the far side of the valley on which you could just maintain.

Ron loved all this, he'd been watching all the time and after a brief confirmation on the radio set of after me. He didn't have the same height but still just made the glide and soon joined me. Well wasn't I smug, we'd left the rest of the field behind, made it to a safe point and were the closest to the second turnpoint. We could land now, right next to a road, get picked up and gloat. Little do I know Ron, the bloody captain, Richardson.

'Brian, If we glide down that little valley we'll be closer still to the second turn point'.

'But Ron, we can't see down that little valley, it's very steep and their might be nowhere to land'.

'Yea I know but it is closer to the turn point, your highest'.

Nice people captains, you ever noticed how power seems to change the best of us.

'Oh well, bye bye Ron, if I survive this I'm definitely having words with you later'.

Rotor was the biggest problem. As soon as I left the ridge downwind I got severely caught. The valley was narrow and dropped steeply down so I managed to maintain the glide for perhaps 2 miles but had to fly fast to keep control. The glider was being hit on all sides and I finally had to land up a steep slope not to far from a road. I'd lost radio contact with Ron and had no way of warning him that this really wasn't the way to come or the thing to do.

All this time Ron was scratching and had worked up to perhaps 50 ft above the ridge. He eventually decided he was going to get no higher so bravely dived into the valley I'd disappeared into. Heh, heh, he went do that again. As I understand it he missed some power lines by inches, eventually converting over rather than under, permanently stained his underpants and probably lost a few pounds in sweat, but it won him the day for the club.

As soon as Ron had landed I phoned Stephanie the retrieve driver. She was 20 minutes up the road and was using Craig's posy cellular phone, retrieves made easy this car phone business, or so I thought. Ron and I packed the gliders and met up down the road and waited for Steph, we waited and waited, eventually after three hours stopped waiting and decided to walk a couple of miles down to the village. Lo and behold as we get to the local pub we bump into Steph looking all lost and flustered. What a finish, we even manage to retrieve the retrieve driver.

At the end of the day that left the Southern club just in the lead for Sheffield with Lanarkshire a short third. Ron and I were placed individually second and third respectively with Geoff bzzzzt Sykes coming in first after having glided over the top of Ron and I later that afternoon.

All this time poor Craig was waiting for retrieval at the first point. In the confusion he had been overlooked. At 11-00 that evening we eventually realised he was missing so Andy and Roby drove back from the hostel to find a cold, wet Craig shivering in his harness. Sorry Craig, we'll be better next time, honest.

THE SECOND DAY

Sunday dawned as bleakly as Saturday. A good breakfast at the hostel was followed by another weather postponed briefing. Eventually we were ordered up to Stanedge to engage in combat using a South Westerly and what was turning into a more promising looking sky.

A small carry put us on a good looking ridge with enough room to rig a hundred gliders and top land. Len, the gunner, Hull, was already there working out a task with the help of Rory Carter, some chap who apparently works for John Pendry. Some free flyers were making good use of the conditions and the sky was definitely working so Len set us a task consisting of a race to goal with a good bonus for making goal and two optional up wind high scoring turn points.

We decided to split the team into two pairs, Roby and Andy elected to try the two turn points, Ron and I decided to race for goal and ignore the turn points. Roby and Andy took off and just as Ron was about to launch Lord John Pendry suggested that the first turn point should be quite easy and perhaps we should consider trying for it. Well, who am I to disagree with the finest exponent of hang gliding (other than Michel le Carnet) in the world. Ron agreed and so we set off for turn point one as well.

A mixture of ridge lift and thermals gave Ron and I the height to make it onto an upwind ridge just short of the turn, not an easy leg and one which caught many pilots including Roby. After consolidating on the ridge, Ron led the way to the first turn and back to the ridge. I followed and in the process watched all my maps disappear down wind as my map holder disintegrated in front of me. Ron was keen to try the second, more difficult turn point, as a blue hole was promising to provide some stronger lift. We waited perhaps thirty minutes but although the conditions improved a little it didn't get reliably good enough to attempt turn two, consequently Ron and I flew back to the take off ridge to begin to work our way back to goal.

The ridge was full of gliders all waiting for the conditions to give them the chance to make the height for the race to goal. In our absence at the first turn point it seems that nobody has left to go straight to goal.

Andy was here seen weaving about the sky and no doubt has a story all his own to tell, suffice it to say that the next time he lands heavily he will pre-flight check his glider much more carefully before flying, especially in the turbulent conditions we were beginning to experience. He eventually landed at takeoff having aborted the task after finding his glider utterly uncontrollable.

This left Ron and I again, but this time with a lot of other pilots in the same position. We split up and independently tried to gain height in conditions which were now deteriorating fast. I was lucky and managed to work some weak lift to give me more height than most around me. I decided that it would probably get no better as squalls were developing up wind and surely coming our way so again turned off cross wind to attempt to fly as far as possible towards goal.

Ron by now was pinned on the launch ridge and unable to gain more height. He top landed briefly (I think to have a pee) then relaunched soon after. The conditions definitely turned worse and Ron was finally forced to take a low turbulent glide towards Froggart to maximise his score. I was faring better, finding patches of weak lift on my glide towards goal but eventually was obliged to land a few miles cross wind from the launch point, still a good few miles from goal. Mind you I has not flown over any other gliders and optimistically felt that we had done well that day. Two other gliders later landed beside me in the same paddock but nobody passed over head whilst we were there.

After the results were collected, the day kept us overall first with Lanarkshire now pressing closely in second place. Individually I came out top after having jointly won the day with an Irish pilot and Ron was now second.

THE BARBECUE

Tonight was the night of the barbecue. Airwave, believe it or not the sponsors of the Airwave challenge, cheerfully? stand all comers to a free barbi and bar. What a feast, the evening cleared up to allow a superb out door barbecue and plenty of opportunity to invest in a sore head and thick tongue. Well done Airwave, a fine do, well supported as most freebies are in hang gliding circles.

THE THIRD DAY

Cancelled, strong wind.

The Southern club had won!!!!!!!

Well done to all the pilots throughout the year who have selflessly attended blown out comps, miles from home, forsaken family, girl friends and sheep to enable us to qualify and finally win the Airwave Challenge. It takes many more than those that win to win (sort that out if you can)

Prizes

The presentations were made early that afternoon by Len. This must be the funniest point of the whole comp. A number of prizes were awarded, in the spirit of the competition for zany reasons. These included a miniature toilet to Ron for getting his knickers in a twist and giving the scorer the shits by changing his landing coordinates more than once or twice, a new tee-shirt for me as they reckoned my orange shirt was on its last legs and an amazing bill for Airwave, hopefully to feature in Wing's shortly.

The official prizes were £400 towards the cost of sending the winning Southern team to Ager for the European Airwave challenge next year and 20% off any Airwave glider for the individual winner, yours truly.

That's all folks, see you dale gangling on the Dyke next time.

PS.

Never cross the Irish team, after seeing what they do to their own team members I fully intend to steer clear of that bunch of nutters, tarring and feathering is nothing compared to walking the plank the way they do it.

PPS.

Articles still to come:

- How to land on Welsh mountain tops, by John Young.
- How to fly a structurally unsafe glider, by Andy Napolitan
- How to charge a radio, by Andy Napolitan
- How to discharge a radio, by Andy Napolitan
- How to retrieve, by Stephanie Crocker
- How to be retrieved, by Craig Dolwyn.

SUMMARY OF RESULTS.

<u>TEAMS</u>		<u>INDIVIDUALS</u>	
1 SOUTHERN CLUB	2758	1st Brian Webb	1100
2 Lanarkshire Club	2732	2nd Ron Richardson	1007
3 Ireland	2425	24th Rob Sinclair	396
4 N. Yorks HGC	2360	32= Andy Napolitan	254
5 Malvern HGC	2237		
6 S.E. Wales	1885		
7 Sheffield Club	1874		
8 Cayley Club	1820		
9 Aberdeen Club	1407		

CHAIRMAN'S LETTER

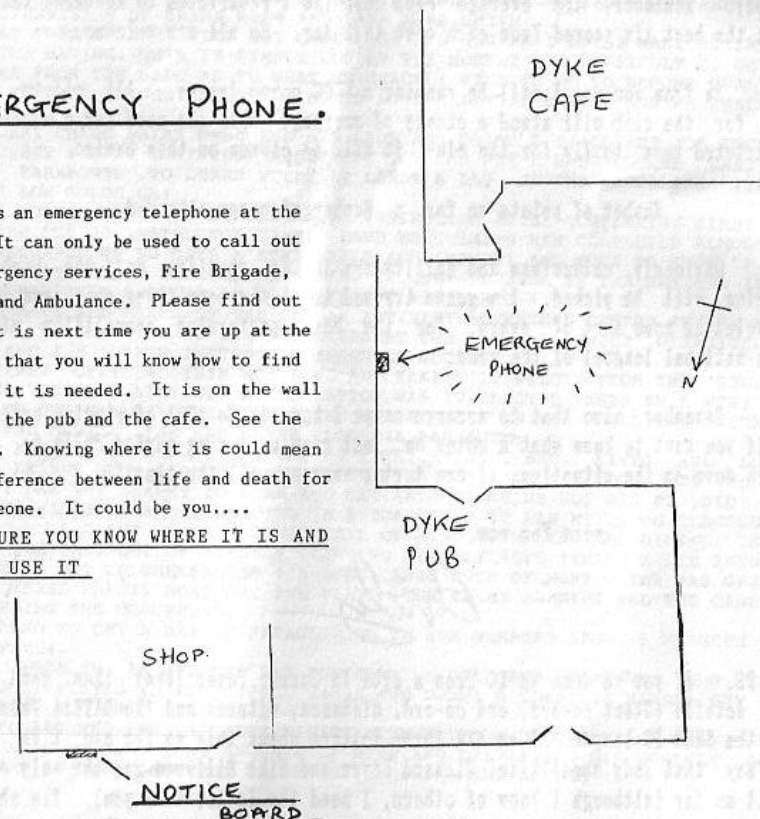
I was very disappointed with the turn out at the Bar-b-que, we have the largest club in the country I think it's a pretty poor show when the best we can muster up is '20' poor Sharron had spent most of the day organising it and most of the evening running it, I wouldn't blame her as she said stuff hang gliding socials. If we want a social secretary and social events please support them. Based on that turn out we had no option but to postpone the Charrington evening at Beachy if no one turned up at that it would have killed our club with Charringtons it is now going to be at our Christmas social.

Johnny Carr.

EMERGENCY PHONE.

There is an emergency telephone at the Dyke. It can only be used to call out the emergency services, Fire Brigade, Police and Ambulance. Please find out where it is next time you are up at the Dyke so that you will know how to find it when it is needed. It is on the wall between the pub and the cafe. See the diagram. Knowing where it is could mean the difference between life and death for someone. It could be you....

MAKE SURE YOU KNOW WHERE IT IS AND HOW TO USE IT



COMPETITIONS

Dear All,

By the time you read this the Airwave Final will have come and gone. No doubt somewhere in this mag it'll say whether we won or not. Thanks to all who made it possible.

However, this is all about future comps. As you may have noticed Windsock hasn't carried any adverts for them. This is due to the fact that they're a bit like Cu-nins (often unpredictable and rarely forseen), so I don't get the chance to put them in.

So, what's the answer? Simple! If you're interested ring me now! (0293 27662). Remember, the average club comp isn't restricted to numbered teams, just the best six scored from each club that day. So all are welcome.

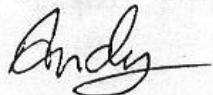
As from now on, I will be running a SHGC comps league. All pilots who fly for the club will stand a chance of scoring. When the need for a numbered restricted team, to fly for the club, it will be chosen on this basis:

Number of points so far x Number of comps attended

Obviously, enthusiasm and ability are in the equation and the highest scoring will be picked. I'm gonna try and twist the committees many arms into formulating some sort of award, for the best performing competition pilot (non-national league) of the year.

Remember also that to arrange comps I have to do alot of ringing around, so if you want to know what's going on, just give me a ring periodically to get a run down on the situation. I can't ring everyone all the time!!

Cheers for now,



PS. If you've done an XC from a site in Sussex (over 10km) then send me the details (Start co-ord, end co-ord, distance, witness and the DATE!) This is for the SHGC XC league. I've had three letters about this so far and I've got to say that Andy Napolitian, Richard Lever and Mike Millwood are the only ones in it so far (although I know of others, I need the letter from you). The above pilots are in order of position at the mo. So, send me those results!! (address on the inside front cover)!!

TRAINING NEWS

DEAR MEMBERS

A LOT TO WRITE ABOUT THIS MONTH COS A LOT HAPPENED SINCE LAST TIME NOT TO BORING I HOPE AND AT LEAST TO MAKE WINDSOCK FATTER. TRAINING HAS GONE VERY WELL UNTILL JULY CAME ALONG WITH THE MOST DISCUSTING WEATHER I HAVE EVER KNOWN. SIX DAYS TEACHING OUT OF THE WHOLE MONTH AND NOT ONE PILOT PASSED OUT .LOTS OF HALF DAYS VERY UNUSUAL FOR THIS PARTICULAR MONTH WE HAVE HAD OUR FIRST ACCIDENTS ,ONE GUY TROTING DOWN STEYNING TO HELP HIS MATE CARRY THE GLIDER UP SLIPPED OVER AND SNAPPED HIS ANKLE IN 3 PLACES. VERY NASTY. TWO WEEKS LATER A GUY ON HIS THIRD DAY OF LOW SOLOS BOUNCED ALONG THE GROUND ON THE WHEELS AND TOOK HIS HAND OFF THE UPRIGHTS WHICH HIT THE GROUND AND PROMPTLY BROKE HIS ARM .I KNOW THAT THERE ARE PEOPLE WHO SAY THAT IN A CRASH SITUATION YOU SHOULD TAKE HANDS OFF AND ADOPT A RELEASE POSITION . I DONT AGREE LAST YEAR OUR ACCIDENT RECORD WAS VIRTUALLY THE SAME .TAKE YOUR HANDS OFF YOU BREAK THEM I RECKON ITS BETTER TO LAND PROPERLY.

A LOT OF PARAGLIDING AHS BEEN GOING ON AT STEYNING UNDER MY EAGLE EYE AND UNDER THE CLOSE SUPERVISION OF BRIAN WEBB AND DAVE WARD SMITH . THOSE GUYS AT PRESENT ARE STILL NOT QUALIFIED AND NOR AM I AFTER MANY ATTEMPTS TO ACHEIVE THE RATING. THIS IS SIMPLY COS AT THE MOMENT ITS DIFFICULT TO GET A DIRECT ANSWER FROM THE BAPC AS TO WHAT WE EXACTLY NEED TO DO TO BECOME QUALIFIED INSTRUCTORS .HOWEVER THINGS ARE STARTING TO LOOK A LITTLE BETTER AND WE SHALL GET THERE SOON .

BUT DON,T WORRY CHAPS BRIAN WEBB AND HIS LADS ARE DOING A BRILLIANT JOB YOUR IN GOOD HANDS .BUT PLEASE DONT THINK JUST COS YOU CAN FLY A HANG GLIDER THAT YOU CAN FLY A PARAPONTE .TO LEARN NEEDS AT LEAST A DAY GROUND AHNDLING ,THEORY ANDTHEN ONTO LOW SOLOS OK!

ELLA HAS NOW BECOME FULLY QUALIFIED AS AN INSTRUCTOR AFTER COMPLETING FIRST AID ASSESMENTS AND THE P3 INSTRUCTOR EXAM. DAVE WARD SMITH HAS COMPLETED ALMOST ALL THE TASKS REQUIRED IN 50 DAYS A REMARKABLE ACHEIVEMENT AND GOES TO SHOW IF YOU WANT TO GET A RATING AND MAKE MONEY GO FOR IT.ONLY PROBLEM IS THE BASTARD IS GOING TO AUSTRALIA IN SEPT SO IN GOING TO CUT HIS WIRES!!

I,M SURE YOU HAVE ALL HEARD OF THE SAS AN ACTIVITY ADVENTURE CENTRE SET UP FOR HANG GLIDING PILOTS TWO MONTHS AGO SITED AT THE LAKE DISTRICT ORGANISED BY MYSELF ELLA AND A MOUNTAIN INSTRUCTOR KNOWN AS JOCKEY.

WE HAD OUR FIRST OFFICIAL TRIP NOT LONG AGO TAKING 12 PILOTS FROM THE SOUTHERN CLUB ALL WITH VERY LOW AIRTIME. ACCOMODATION WAS IN ERECTED TENTS IN A VERY BEAUTIFUL (AND WET VALLEY) THE FOOD THREE MEALS A DAY IN THE HOTEL WAS SUPERB THANKS JOHN AND MARION .THE BAR NEVER CLOSED(A BAD MOVE)

I RECKON WE AHD 3 DAYS OK FLYING OUT OF 6 WHICH IS,NT BAD. SITES ARE LOVELY MOST PILOTS LEARNT WHAT A SPOT LANDING INVOLVES AND A COUPLE FOUND OUT WHAT A THERMAL IS !! ONE GUY LEARNT TO SOAR AND GET INTO PRONE HE GOT HIS P1 ,DID 180 TURNS AND WAS JUST ABOUT SOARING IN 1/2DAYS .IF IT WAS WINDY OR CLAGGED IN WE MANAGED TO ROCK CLIMB ,ABSAIL,CANOE,SAIL OR WENT POTHOLING AND MINING. ONE PILOT SCARED THE SHIT OUT OF HIMSELF CLIMBING AT ONLY 50FT !THATS A LIE EVERYONE SCARED THE SHIT .OUT OF THEMSELVES ! A LONG CANOE OVER DERWENT WATER WAS GREA! I TOOK THE POWERED SAFETY BOAT OUT AND PLAYED THE ENEMY RAMMING ALL THE CANOES AND HALF DROWNING THE OCCUPENTS.

TWO GUYS MANAGED TO GET A DAY OF PARAGLIDING IN AND MANAGED ABOUT 5 FLIGHTS IN FROM 300FT APPROX.

THE BIGGEST PROBLEM AS THE BAR WAS PERMANANTLY OPEN AND SOMEONE (WHO SHALL REMAIN NAMELESS) STAYED IN FOR A FULL 24HRS AND DRANK A COMPLETE BARREL DRY , "WHATEVER TURNS YOU ON!"

MR MILES SOUTHGATE WHO FLYS A LARGE VISION WITH RAINBOW UNDERSURFACE DIDN,T DC TO BADLY EITHER CONSUMING VAST AMOUNTS OF BEER AND DISPLAYING HIS WORLDLY GOOIS (WHICH HE KEEPS IN HIS TROUSERS) TO THE WAITRESSSES AND BARLADIES.

TRAINING CONTINUED....

SO ALL IN ALL BRILLIANT ,APPARENTLY AIRTIME HAVE MADE A NEW BACK HARNESS CALLED THE "BEER-LITE" WHICH TAKES A FULL 50 GALLONS AND HAS A BREATHER TUBE. FOR DETAILS SPEAK TO CHRIS (ANIMAL)MOTT .BUT BE QUICK COS AS SOON AS HE,S GOT IT HE,S OFF TO THE LAKES AGAIN
PRIZES WILL SOON BE PRESENTED TO PHIL HANSFORD (BEST UPRIGHT) MILES SOUTHGATE (BEST BONK) CHRIS MOTT (BEST BOOZER) AND ERIC WRIGHT (BEST FAG ROLLER) FLY SAFE,
EDDIE BILOUS

RECENT PI,S ... PAT SMITH S.SCORP
KATE GOOSEY VISION
GRAHAM NICHOLS ENTERPRISE
BOB DELL CLUBMAN
G ZALLO VISON D.RICHARDSON

FOOTNOTES

BRIAN IS OFF WITH HIS TEAM TO AUSTRALIA IN NOVEMBER TO EARN LOTS OF MONEY. THIS LEAVES US ALL A LITTLE BIT SHORT ON PARAGLIDING TUITION SKILLS.
THEREFORE SKYSYSTEMS AND FREEFLIGHT ARE CONSIDERING OPENING A SOUTH DOWNS PARAGLIDING SCHOOL.THIS WILL BE ALL STATIONS GO AND OFFICAL NEXT YEAR.
AT PRESENT ITS A "PILOT SCHEME" AND WE WILL BE USING THE WINTER MONTHS TO SORT OUT ANY TEETHING PROBLEMS. OUR PRINCIPLE SITE WILL BE STEYNING AND AT TIMES THE DYKE. TO AVOID ANY PROBLEMS WITH HANG GLIDING/PARAGLIDING MIX AREAS WILL BE SEGREGATED AND STRICT RULES ON PARAGLIDING/HANGLIDING LAUNCH AND FLYING WILL BE OBSERVED. THERE IS AN ADVANTAGE THIS BEING THAT WE SHOULD BE ABLE TO INCREASE MORE COMPITENT PILOTS COMING INTO THE CLUB. HOWEVER OUR MAIN CONCERN IS HANG GLIDING AND THIS TAKES PRIORITY. PLEASE PHONE OR WRITE IN IF YOU HAVE ANY FEELINGS ON THIS SUBJECT. EDDIE .

PARAPONTE PILOTS

PLEASE REMEBER THAT THE TAKE OFF AND LAND AREA AT THE DYKE IS JUST BELOW THE "FORT". PLEASE DON,T INFLATE YOUR CANOPY IN THE AREA NORMALY USED FOR HANG GLIDING. THE TWO WAYS OF FLYING CAN BE ENJOYED BY ALL MEMBERS,BUT THIS WILL ONLY CONTINUE IF WE DON,T HAVE ANY ACCIDENTS.

CHRIS BARTRAM SITES OFFICER.

CLUB COMPUTER

WE NOW HAVE AN AMSTRAD PC COMPUTER,WHICH WE HAVE MANAGED TO GET COMPLETE WITH GOOD SOFTWARE. ONE THING WE DO NEED THOUGH IS A GOOD DOT MATRIX PRINTER.IF YOU KNOW ANYONE WHO HAS ONE WHO WISH,S TO SELL PLEASE GIVE ME A RING. CHRIS BARTRAM 0273 682499

SKY SYSTEMS

Sky Systems Ltd, Knoll Business Centre, Bellingham Crescent, Old Shoreham Road, Hove, Brighton BN3 7GS. Great Britain. Telephone:(0273) 423650. Fax:(0273) 423675.

STOP PRESS: ROBBIE WHITTALL WINS THE BRITISH LEAGUE!

Robbie's triumph can be added to the impressive list of successes achieved by the personnel of SKY SYSTEMS over the years:

1981 National Champion: Johnny Carr, Sky Systems' director.
1984 & 1987 National Champion: Michel Carnet, Sky Systems' director.
1988 National Champion: Robbie Whittall, Sky Systems' test pilot.

AIRWAVE GLIDERS' NUMBER ONE DEALER

CALYPSO: The ideal machine for the new pilot, to get him through to P2 safely and quickly. High quality sail and hardware.
MAGIC 4: The world famous glider, easy to fly, high performing and yet forgiving. Thousands are flying throughout the world.
MAGIC KISS: Airwave's latest mean machine. Plenty of performance, easy handling but very sensitive, for experienced XC pilots. Whichever model you need, Brighton is the place and SKY SYSTEMS is the name. We have Michel Carnet and Robbie Whittall to test-fly your glider. No dealer can give you more expertise when it comes to flying an AIRWAVE glider.

EMERGENCY PARACHUTE SYSTEMS

PARACHUTE AUSTRALIA: The lightweight conical parachute in a nice compact package. Clover leaf inner bag. The kevlar lines go all the way round the canopy, giving optimum strength, as opposed to other chutes where the lines are stitched onto the canopy rim afterwards, even with V-tabs. Fully illustrated packing instructions.

METAMORFOSI: The famous Italian parachute which pioneered the pulled-apex generation of emergency canopies. The packed canopy is very compact and supertight. Most competitors in the British League and abroad have chosen the Metamorfoosi for its amazing speed of deployment and compactness. It has the German GUTESIEGEL certification and comes with full packing instructions.

PARAPENTE / PARAGLIDING

NEW PARAPENTE SCHOOL: Sky Systems are now teaching parapente in Brighton, in conjunction with Free Flight Hang Gliding School. We have the latest equipment and the beautiful South Downs to provide you with the best tuition for this fantastic new sport. Instructors are Michel Carnet and Robbie Whittall, both selected for the recent European Paragliding Championships. Please call now for details.

PARAPENTE SHOP: As well as a very comprehensive stock of hang gliding equipment, the Sky Systems' shop in Brighton is also the only shop in Britain where you can see the very latest in the parapente world, everything from canopies to instruments, books to harnesses etc....

ACCIDENT REPORT

FIESCH 88

JOHNNY CARR.

I went to Fiesch this year to familiarise myself with mountain flying in Switzerland. The last task before the cut was a big one, about 175 km. out and return, I had reached the turn point about 45 minutes after the leading pack having been very low having just squeaked over the Furka Pass. I could see the leaders coming back as I approached the turn point, they were very high and I was quite low at this point and although the lift was consistent it was getting weaker and by the time I reached this same point having taken my photo of the turnpoint it was much harder to find a thermal to take me into orbit and come back along the spines as the leaders were 45 minutes or so earlier. Time was getting on and I had spent longer on this rockface than I should have, so I headed back when I clearly wasn't going to get any higher. I bumbled along for a few kms., each spine working a little less than the last one and the sun slowly going down in the western sky causing huge shadows over vast areas of the slopes I am flying along. I did manage to find the friendly voice of Robin Hamilton on my radio and he told me he had landed below where I was and that the wind on the ground was about 10 m.p.h. from the west confirming that I was flying into a slight head wind.

I now had a choice I could burn off 2,000 feet and land in a number of huge nice safe landing fields just west of Desentis or I could try and reach the next town. This meant flying along a gorge about 6 kms with no safe landing areas. I remember thinking I would poke my nose along the gorge and see if I could find any lift knowing I could always go back and land in the big fields I had just flown over. For some reason I went a bit to far and when I looked back it seemed along way back to those fields and I thought I might not make it because although there was still a lot of ground clearing between me and the bottom of the gorge the landing fields were much higher. I should have bottled out much earlier but I decided to go on in the hope that something might come out of the gorge to get me up again but at 6.45 pm. that's asking a bit much.

I looked at the dried up river bed and was not impressed by the boulders scattered all along its winding path. The national grid cut off my escape route across the gorge I could see this postage stamp flat piece of land with a shed on it and the base for the national grid pylon. I had no chance of reaching it but I just had blinkers on heading for it, knowing it was that or a tree. The national grid was closing in on my side of the gorge, I was now heading for a soft Birch like tree and very dream like I hit it. The last thing I remember was the Glider rotating to the right and that's all till I woke up. This bit is quite amusing.

I woke up looking at a map I was sitting up resting on one forearm, savouring this dream it was so real as I desperately try to make sense of the map so I can remember when I wake up. I looked across the other side of the gorge where the sun was still shining on a distant mountain peak the dream was beautiful I looked across in front of me and there is my glider it seems so real, I then noticed that the right hand wing was bent in half, Oh dear I've only dreamed that I have crashed my glider as I stare at it for about a minute I then (don't laugh) reached out and touched the keel it felt very metallic and hard, I then realised this was no dream. I looked at the gorge, the national grid and could not believe I was there. How did I make the decision to even think about going along there? I ask myself that question many times and I am convinced Fatigue played a major part in the accident. I has been working very hard in the air for 6½ hours with nothing to eat and my brain was numb to the dangers when they were staring me in the face. I was knocked out for 10 mins. and sustained two broken ribs and although the flight

CONCLUSION

If you are flying for many hours at a time force yourself to eat some chocolate or something to keep your energy level up, you do not realise that you are unable to make your better decisions,
My special thanks to Debbie and Robin Hamilton for being at the end of the radio when I needed them the most, many thanks.
Regards to all,

Johnny Carr.

NEW CLUB SECRETARY REQUIRED

Due to personal commitments, I shall be stepping down as Club Secretary from the end of DECEMBER.

The Committee therefore needs someone interested in giving a few hours each week to take over.

Apart from organising and minuting the Club Committee meetings, other activities are liaising between the Club and the BHGA, and basically using your imagination to make the club better organised and more fun to belong to!

If you're interested in contributing to the sport that you've got so much out of, and playing a part in the most successful hang gliding club in the country, then give me a ring on:

01-653-5281

Happy landings,

JOE CATTLIN.

JOIN THE S.A.S.

For 7 Days

The Special Activity Service

Hang Gliding, Paragliding, Canoeing,
Abseiling, Dingy sailing, Hiking,

- All Wind directions can be flown.
- All Transport provided.
- All Food provided.
- All Accommodation provided.
- All taking place in The Lake District.

All details from Eddie Bilous on 0273 411239

S.A.S. is an affiliation of Eagle Quest & Free Flight.
Proprietors: J. Sanderson & E. J. Bilous.

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Green/orange chevron
3 spare uprights
speed bar plus
spare base bar.

£700 KIRAN
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Telephone: 029576 8334

26 August 1988

Dear

SEMI FINAL OF THE AIRWAVE CHALLENGE

The following are the results of the Airwave Challenge held in South East Wales on the weekends of 14/15 and 20/21 August, 1988. The task set on the 14 August has been deemed to be invalid and the results have been calculated solely on the race to goal task set on 21 August.

This was scored on 500 points a distance from goal, and a bonus 200 points for goal. Teams of six pilots with the top four pilots scoring. In the event several teams got four or more pilots to goal, therefore, the scores of the fifth and sixth pilots have been used to separate the top teams.

The results are:

Team	Four Pilots	Five Pilots	Six Pilots
1. South East Wales	2800	3500	3657.5
2. Malvern	2800	3500	3500
3. Southern	2800	3251	
4. Kernow	2800	3165.5	
5. Thames Valley	2800	2800	
6. Wessex	2538.5		
7. Dover and Folkestone	2225.5		
8. Sky Surfers	2154.5		
9. Mercian	1594.5		
10. Devon and Somerset Condors	1506.5		

I hope this answers any queries you may have had.

On behalf of the club we hope you all enjoyed your visit to our area and we look forward to seeing you in the air again soon.

Regards

Stuart McCullough
Competitions Secretary - SEW HGC

25 Balmoral Court,
Nevill Road,
Hove, East Sussex
BN2 7QP

25th August 1988

SHGC Treasurer,
Dear Peter,

Enclosed is my account for this year's club barbecue. As you will see, we made a massive loss on this event. The reason for this is that hardly anyone came! The last two year's barbecues attracted around 80 people as far as I can remember so this year with the weather being a little cool and showery, we decided to cater for around 60 - but only 24 paying people turned up. Absolutely abysmal support.

The barbecue was publicised in the two immediately preceding issues of 'Windsock' so it was well publicised as far as I'm concerned, but still very few bothered to come.

So, despite Ian and my efforts in arranging this event for the club, lack of support from other club members has caused a loss to the club of £97.29. We do have around £16 worth of plastic cups, forks, raffle prizes etc to be carried over to the next event (if there is one!) as most of the equipment was not used and we did not hold the raffle as there was simply not enough people to make it worth while. **

I shall be sending a copy of this letter to the editor of 'Windsock' to publish to tell the members what a BUNCH OF WIMPS I think they are and I shall not arrange any more club events apart from those already set up as I see no point if they are unsupported.

Thanks for the 'advance' cheque, and I hope to see you at the Christmas binge at the pub on the 17th December - it's not so far away!!

Best wishes,

Anne Carrington-Smith

SHGC 1988 Barbecue account 20/8/88

Grocery	16.08	Expenses	(145.29)
Grocery	50.15	Income	48.00 - banked
Meat	8.50	Deficit	(97.29)
Meat	11.79		
** Cups	4.98		
Kebab sticks	90	Advance	100.00
** Charcoal/meths	7.97	Expenses	(145.29)
Salad/fruit	15.00 (no receipt)		
** Plastic forks	3.00 (no receipt)	Owed to	
** Raffle prizes	3.70	ACS	(45.29)
** " "	5.57		
BBQ hire	10.50		
ACS expenses	7.16		
TOTAL	175.20		

S O C I A L S C E N E

SATURDAY 29 OCTOBER 1988 - 7.30 pm

PARACHUTE DEPLOYMENT AND REPACKING

AT: Broadbridge Heath Sports Centre
Wickhurst Lane
Broadbridge Heath,
HORSHAM
(tel 211311)

All parachutes should be aired and repacked at least once a year, preferably twice, and certainly if the parachute has been allowed to become wet or damp.

To enable pilots to air and repack their 'chutes, we have hired a large hall so there will be plenty of room to give them a good shake! We will have instructors/observers on hand to show how to repack most types of parachutes and this sports centre is approximately half way between London and Brighton to make it easy for club members from all directions to get there.

We shall also have a pulley system set up to hang pilots from the ceiling beams so if you want to be hauled up in your harness and practice actually throwing your parachute, this will be possible provided we get some muscle along for the heaving bit.

Do come along - for YOUR SAFETY!SSSAKE.

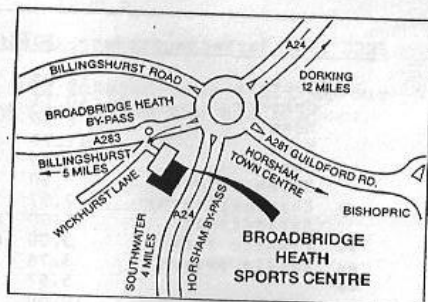
See you there,

Social Sec.

PS: there is a licenced bar at this sports centre so even if you don't have a parachute you could come for a drink ... and all the drinks are at cheap club prices.

PPS: We do have insurance cover for this (so if we drop you you'll be OK!!) and there will be a box for voluntary donations to cover the cost of hiring the hall, as to charge a fee would invalidate this insurance.

IN
THE INDOOR TRAINING
AREA.
(THE TUBE)
LOCATION →



P O S S I B L E S O C I A L S C E N E

The Southern Hang Gliding Club now has over 260 members. We are the biggest hang gliding club in Britain. We are also possibly the most un-club-like club in Britain as far as getting together is concerned.

Pilots who have joined our club who have previously been members of other clubs in the UK tell me that most of these other clubs have a regular day every month when members can get together for a drink or whatever to keep in touch with each other and what is going on, to be informed of any important club developments and swap flying stories.

Before I became Social Secretary (nearly three years ago ...) apparently the SHGC used to have a regular monthly get together but numbers dwindled and it was discontinued.

My question is - does the membership want these regular meetings to start again and on which dates/days of the month would they prefer and where??

If anyone has an opinion on this subject please write or phone to let me know. Your committee will be happy to organise club evenings if they are wanted so please, lets have some feedback on what you want.

Don't leave it to someone else to do, it's up to all of us as individuals to make this club work. Don't leave all the work to some individuals!!

Social Sec. (tel 0273 - 507582)

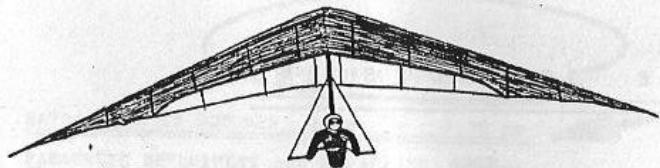
LATER ON

The weather man, MICHAEL FISH, is coming to the Southern Hang Gliding Club to deliver a talk on his favourite subject, (no, not necessarily hurricanes),

on DECEMBER 2ND, 1988. PLEASE PUT THIS DATE IN YOUR DIARIES.

The venue will be either the Broadbridge Heath Sports Centre (if members think it suitable) or the Devil's Dyke Cafe (which could be a bit small as I'm sure you will all want to come to this one!!)

We shall also be inviting members of other local HG clubs to join us.



G. James

PRESS RELEASE PRESS RELEASE PRESS RELEASE PRESS RELEASE PRESS

THE ACE SPORT

"More performance per pound than any other hang glider."

Solar Wings announce the ACE SPORT, a limited edition glider at a very special price. Based on the very successful Ace and Ace RX models, the Ace Sport incorporates several detail refinements which improve on the already excellent performance and appearance of the existing Aces. The Ace Sport offers as standard most of the features that have made the RX so successful with competition pilots, and the big news is the Ace Sport is available at an ALL-INCLUSIVE PRICE OF £1545, some 20% less than its nearest competitor. The Ace Sport is aimed at the ambitious club and competition pilot who is looking for top performance, appearance and handling at an affordable price.

ACE SPORT-more performance

1/ Flexible membrane at the tip

The unique Ace double surface tip is now joined to the upper surface by a flexible membrane at the scallop. This has 2 benefits: first, the tips remain totally clean even at very high airspeeds, which improves the glide, and second, the membrane acts as a "fence" to limit the spanwise flow on the undersurface, which improves both glide and sink rate, with no ill-effects on the handling.

2/ New undersurface sail cut

The new undersurface lay-out has removed the seam which attached the famous Ace "ears", resulting in a small but significant improvement in airflow in this critical area.

3/ Ultralam GTS Mylar leading edge

Ultralam GTS is the highest performance mylar/dacron cloth we have seen; thanks to its stretch-free characteristics, it makes an ultra-clean leading edge pod. Further benefits are its resistance to UV, and the fact that it is highly visible.

ACE SPORT- more style

1/ 2 standard colour schemes

The ACE SPORT is available in 2 stunning, co-ordinated colour schemes, which make it stand out from the pack. The first has a fluoro orange L/E, split mid-blue/fluoro orange

undersurface, mid-blue keel pocket, the second has a fluoro pink L/E, fluoro yellow/fluoro pink undersurface, and fluoro yellow keel pocket. Very stylish, very visible.

2/ New graphics

The ACE SPORT has a logo on the leading edge, and two neat little logos on the aerofoil uprights, which once again distinguish it from all the other gliders on the hill and in the air.

3/ New anodising

The ACE SPORT features mirror finish anodising in gold, which is the finishing touch to a high quality product. Very expensive, very tasty.

ACE SPORT- more value for money

VB system, mylar trailing edge, camera zip on the cross-boom, fluoro colours, and a 2 tone undersurface are all included in the price. A spare aerofoil upright is also included. The Solar reputation for quality and service, and the Ace's reputation for performance and handling, complete an exceptional package.

At just £1545inc, the ACE SPORT has no competition!

Contact Jo Hart at Solar Wings or Colin Lark on 0453-89767 to arrange a test flight.

LINDSAY RUDDOCK - VARIOS/ALTIMETERS
S./E AGENT - EDDIE HORSFIELD.

★ FAST SERVICE

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WHAT THEY SAID ABOUT

THE MODEL LR2

DENNIS PAGEN

ONE OF THE MOST
PRECISE INSTRUMENTS I
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L. RUDDOCK

THE BEST HANG-GLIDING
INSTRUMENT AVAILABLE
ANYWHERE

ALAN DANIELS

TOP AUSSIE PILOT HEAD
& SHOULDERS ABOVE THE BALL

MOST POPULAR VARIO IN THE LEAGUE & THE 1988 U.K.
WORLD TEAM.

SEE ME ON THE
HILL MOST FLYABLE
DAYS AND TRY A
LINDSAY RUDDOCK VARIO

EDDIE HORSFIELD

01 689 2076

LR2 - £349

LR1 - £220

LR0 - £195.
(ANALOG)



6th EUROPEAN HANG GLIDING CHAMPIONSHIP
ALFAPO 83

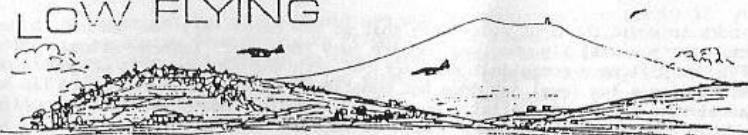
Wednesday July 13 Group: ONE Run: 9 PILOT SCORE SUMMARY Official

No	Nat	Pilot	Set	Run5	Run6	Run7	Run8	Run9	Score	P
1	GB	Pendry John	6.668	4.824	5.088	5.081	4.232	3.239	29.092	1
4	GB	Goldsmith Bruce	7.938	5.054	2.381	5.125	4.219	3.808	28.525	2
2	GB	Flynn Jes	7.936	5.044	4.352	5.122	2.788	3.155	28.397	3
75	BRD	Blumenthal Uli	6.408	5.037	3.586	5.372	4.122	3.799	28.320	4
69	ITA	Bricoli Stefano	7.881	4.275	4.341	5.405	2.371	3.772	28.045	5
6	GB	Carnet Michel	6.864	4.864	2.442	5.550	4.269	3.277	27.266	6
88	CH	Delez Roland	7.907	4.494	4.341	5.094	1.512	3.764	27.112	7
39	OST	Flattner Rupert	6.645	4.071	2.730	5.215	4.306	3.803	26.770	8
40	OST	Kummer Peter	6.423	4.746	2.282	5.194	4.238	3.353	26.236	9
106	AUS	Duncan Russel	6.562	5.238	3.683	2.694	4.267	3.544	25.988	G
104	AUS	Braden Carl	7.041	5.753	2.954	4.124	2.419	3.696	25.987	G
78	BRD	Baier Bob	7.635	4.244	2.282	3.936	3.347	3.703	25.147	10
5	GB	Whittall Robert	7.523	4.872	2.340	4.213	2.342	3.821	25.111	11
101	AUS	Moyes Steve	7.006	4.489	1.563	5.623	2.268	3.828	24.777	G
72	ITA	Bricoli Erminio	6.383	3.956	4.366	1.983	4.262	3.764	24.714	12
67	ITA	Cirila Marco	8.066	4.539	1.640	5.389	2.821	2.215	24.670	13
47	ISR	Sagi Aharon	6.447	4.153	2.497	5.446	2.342	3.500	24.385	14
80	BRD	Von Hentig Knut	5.936	4.147	3.415	3.948	3.697	3.239	24.382	15
3	GB	Arkwright Darren	6.738	4.341	1.965	5.108	2.342	3.729	24.223	16
103	AUS	Hewland Mark	7.342	5.955	1.563	4.311	1.512	3.506	24.189	G
77	BRD	Chauvet Toni	6.093	3.756	1.563	5.469	3.344	3.718	23.943	17
26	FRA	Chauvet Alain	6.261	3.666	2.056	5.298	2.755	3.453	23.489	18
102	AUS	Scott Danny	6.497	3.762	4.341	4.271	1.858	2.351	23.080	G
48	ISR	Shahar Yair	6.341	3.692	4.669	4.053	2.395	1.314	22.464	19
100	AUS	Duncan Rick	5.760	4.037	2.779	3.362	2.268	3.505	21.711	G
70	ITA	Reichegger Karl	5.944	2.135	2.477	4.135	3.737	3.138	21.566	20
42	OST	Jursa Martin	6.522	4.064	1.647	2.283	3.347	3.500	21.363	21
27	FRA	Bertrand Noel	7.415	3.781	1.563	4.314	2.784	1.372	21.229	22
14	SWE	Wikberg Folke	5.960	3.833	1.563	3.345	2.788	3.705	21.194	23
87	CH	Smrkovsky Vladimir	5.949	3.852	1.563	3.843	4.239	1.428	20.874	24
82	DNK	Jensen Palle	6.281	3.952	2.616	4.124	2.258	1.314	20.545	25
105	AUS	Cooper Drew	6.593	3.637	1.563	4.279	2.784	1.314	20.170	G
79	BRD	Gerteisen Wolfgang	6.122	3.921	2.271	1.953	3.398	2.490	20.155	26
17	SWE	Andersson Anders	5.987	3.880	2.340	4.224	2.258	1.314	20.007	27
76	BRD	Liebig Richard	6.198	3.461	2.115	3.939	2.342	1.763	19.818	28
15	SWE	Karlsson Mats	6.884	4.284	2.861	1.525	2.788	1.314	19.656	29
68	ITA	Bergamin Michele	6.021	3.862	1.563	4.224	2.503	1.452	19.625	30
52	NOR	Krotsenz Jens	5.891	4.071	1.563	1.525	4.251	2.119	19.420	31
13	SWE	Fornander Per	5.560	3.616	2.805	3.331	1.512	2.288	19.112	32
34	ESP	Vinas Dot Francesc	5.728	4.194	1.563	1.953	2.342	3.152	18.932	33
36	ESP	Coppel Jose	5.877	3.793	1.563	3.936	1.512	2.211	18.892	34
8	URS	Soutiazine Alexandre	4.829	3.469	2.497	3.912	2.342	1.778	18.827	35
65	TCH	Suchanek Tomas	6.691	1.062	1.563	2.870	2.342	3.763	18.291	36
20	FIN	Salmiinen Tenho	6.059	4.157	1.563	1.525	2.503	2.119	17.926	37
16	SWE	Fex Fredric	6.379	2.135	1.563	3.903	2.248	1.314	17.542	38
108	JPN	Eiichi Tanaka	6.473	1.839	1.563	4.292	1.989	1.314	17.470	G
12	URS	Jeglov Valeri	4.581	3.792	1.655	4.135	1.512	1.314	16.989	39
25	FRA	Thevenot Gerard	6.013	0.999	1.755	2.906	2.073	2.398	16.144	40
66	TCH	Vyhnalik Dan	4.944	3.735	1.902	1.525	2.248	1.415	15.769	41
37	OST	Wehinger Bruno	4.699	2.074	2.482	2.538	2.253	1.538	15.584	42
46	ISR	Ramy Yanetz	5.801	0.994	1.563	4.024	1.711	1.314	15.407	43
9	URS	Drobychev Serguei	5.852	1.984	1.563	1.525	1.512	1.314	13.750	44
49	NOR	Henden Nils Aase	6.011	1.553	1.563	1.525	1.512	1.521	13.685	45
29	FRA	Repellin Regis	4.891	1.787	1.563	1.525	2.243	1.314	13.323	46
89	HOL	Paul Engelen	4.665	1.134	2.255	1.525	1.512	1.778	12.869	47
62	HUN	Kocsis Jozsef	5.048	2.114	1.563	1.525	1.481	1.731	11.731	48

Issued Friday July 15 at 16:31:40

Software by Theo-tek

LOW FLYING



From a talk to the BAPC Annual Convention by S/Ldr Tom Caldwell RAF who is a low level navigator, and currently responsible for day to day management of the UK low level flying system.

I would like to look at ways in which we, the Military, and you, as part of the sport aviation fraternity, can better ensure our joint safety. Why, you might ask, is it necessary for military aircraft to fly at low level and as far as you are concerned, why do we operate so widely throughout the United Kingdom?

Our Country's defence policy is based upon deterring any aggressor by maintaining a creditable level of military preparedness and to do this, our aircraft have to avoid both radar and visual detection during their missions. Clearly, the only way to achieve this, is to fly as low and as fast as possible. That is, beneath radar cover using every valley, hill or wood to avoid detection.

Like all other airborne pursuits, including your own, excellence can only be achieved by constant practice in realistic conditions. We undertake a considerable amount of our low flying training abroad, but we must carry out most of it at home, as neither Canada or the USA have terrain similar to that over which we might find ourselves operating in war. It would certainly be most unfair to expect the West German, or any other sport aviation fraternity in Europe, to put up with all our low flying.

We live on a crowded island, seemingly covered by ever expanding towns, civilian and military airfields, air routes and restricted areas. This means that the task facing military low level aircrews planning a 2 hour sortie, covering upwards of 1000 nm, is quite daunting, and made worse because we, unlike yourselves, are prohibited from entering much of the airspace within the UK. To be of value training must be realistic; it really is no use flying over the same ground over and over again, and unreasonable that one part of the population should be subject to all of the noise and inconvenience, that we occasionally generate, simply because they happen to live in a particular area. So we have to operate widely throughout the country, making best use of all available airspace, to both increase the value of our training and to dilute whatever inconvenience there may be.

It is not possible to put into words, no matter how erudite, the pressures of the workload associated with high speed low level flight. Apart from operating the flying machine, and its complex equipment, there is also the problem of navigating at about 450 kts at 250 ft aql. If you, for a moment just imagine, multiplying a parascender's maximum speed by a factor of say 50 and then trying to contour fly at about 250 ft, you can begin to get a feel for the fast jet pilot's environment. An environment in which he has to navigate his aircraft, avoid interception, avoid built-up areas, avoid controlled airspace and, of prime importance, avoid the ground and other airspace users. Every sortie fulfills an essential part of the pilots' or the crews' training programme. Military flying is very expensive, and, as taxpayers we are as keen as you not to waste money. So we never fly at low level for fun. Each sortie is fully planned, and as a guide, usually takes 2 hours' preparation on the ground for every one spent in the air. Once planning is complete, the sortie is discussed with a senior squadron member before the crew are cleared to fly. When airborne, normally crews must not fly below 250 feet and not faster than 450 kn. Both being considerably higher and a good deal slower than we would operate in war. During the planning phase the position of all known sport aviation and light aircraft sites are taken into account.

Although we seek to avoid those of your sites that we are aware of, we cannot always predict where you will fly when you venture away from your launch sites. So, inevitably, we will have occasional conflicts with you. However, I would stress that just seeing a low level jet does not constitute an airmiss. For there to have been an airmiss a risk of collision must have existed. But prevention is always better than cure, and there are a number of ways in which I believe that you can help us to see you, and therefore reduce the risk of sighting becoming an airmiss. First, and most important, if you see or occasionally, even hear a low flying jet aircraft whilst you are airborne, please try to make yourself more conspicuous. To the fast jet pilot your aerofoil will appear nearly stationary, and because of its lack of movement relative to the terrain and its very small cross section, it is usually very difficult to see. The best way to draw attention to your presence, is to provide whatever movement you can achieve; even if it is only a tight turn to add vertical dimension to your presence. However you would be amazed how good a camouflage even some bright colours can be when viewed against a background of British pastoral scenery; perhaps we should send some of our camouflage experts along to talk to manufacturers of microlights, gliders and light aircraft to get a few tips!

So anything you can do to make your craft more conspicuous will help; bright colours, strobe lights and lots of wing movement are a good insurance policy, for a parascender or small aircraft pilot who is operating in an area of known military activity.

If all our precautions fail and you do feel that you have had an airmiss, and I would think that you would have little doubt if one does occur, please report it as soon as possible to the Aeronautical Information Service (AIS) at the London Air Traffic Control Centre. However, if you have doubts as to whether or not it was an airmiss, speak to the joint airmiss section (JAS) on Tel no 0895 57424. The JAS based at RAF Uxbridge, is a totally impartial civil/military organisation whose sole purpose is to discover the facts. Indeed the final outcome of the investigation is decided by the joint airmiss working group (JAWG) which comprises representatives of all the UK aviation organisations. The aim of both the JAS and the JAWG is to make flying safer for all of us. The JAS records show that there have been only two reported airmisses between parascenders and military aircraft since 1968 when our records began. In relation to the amount of military flying and parascending that takes place, it could be said that the record is pretty good.

If we know whether you operate from your sites every day or only at weekends, Bank Holidays or whatever, we gain more airspace when you're not flying, thereby reducing the risk level and the knowledge that when we make the effort to see and avoid activity at your sites it is for a good reason: nothing negates the value of any restriction faster than a feeling that it is unnecessary. If your Club can indicate its hours of operation, even if only that a site is not used before, say, 1700 each day, it would be very much appreciated.

Notification is always the best way to reduce unnecessary conflicts. If you are planning a competition or a Club meet involving an increase in activity away from the circuit, please let the airspace utilisation section of NATS know, so they can advise other users of the lower airspace. Short notice warning can and, in the interests of flight safety, should be passed direct to the tactical booking cell at NATCC, using Freephone 2230, and giving 5 hours' warning if possible. Your activities will then be publicised and military pilots will know where you are and keep an extra sharp lookout in those areas in which you are flying. Identifying your site is another matter, so please try to make it easier to see with a brightly coloured windsock, plenty of clear ground markers and, if possible, a strobe light.

Finally, although we hopefully, know of your site's existence, we also know of several hundred other sport and light aviation sites throughout the country, so it

would be most helpful if you could use our Freephone service (2230) if you are going to be active from Monday to Friday. This connects you to our tactical booking cell who will publish an immediate military notam to our flying units and to all military crews, still on the ground, by telex. You may still see or hear military aircraft, as they are, by nature, large and noisy, but they will be aware of your presence and be seeking to avoid you.

(From the Dales Club Magazine.)

LETTERS

Dear Mark,

What a shame the majority of club members couldn't be bothered to attend the summer Barbeque, last Saturday.

It must be so disheartening for Sharon, Ian, Mike Millwood, & the others who organised it. They obviously put in a great deal of hard work preparing the food, music, barbecue, and bonfire.

On behalf of those who did go, and made pigs of ourselves on some great food, and enjoyed the evening (I didn't even mind the cow pats!) I would like to say thanks for the effort.

Please, when is the next one!??

RODNEY LEES.

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

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

IEWS EXPRESSED IN WINDSOCK ARE NOT NECESSARILY THOSE OF THE SHGC COMMITTEE OR THE EDITORS.

SUMMER SAFARIS to EUROPE

Pilots willing to camp and share with 6 others, while enjoying kits of excellent FLYING are invited.

AGER IN THE PYRENEES

Trips leave on Friday
1st on 17th June,
2nd on 8th July and
3rd on 17th September

ANNECY IN THE FRENCH ALPS

Leaves on 5th August

LOCAL TRIPS

Long weekends to South Wales,
2nd to 6th June. We are doing our best to get you flying, with your support trips being arranged so you will have company midweek, on those lonely unflyable days when the wind is peacky, but you dare not self-launch and fly alone.

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We are repeating the venture

Anybody interested in 2 to 3 weeks away from the British winter weather during mid. November to Feb.

Contact Tony and Rona for details.

Pilots and non-pilots, this is the place to play out-doors.

Flight, accommodation, assistance and halton in Hang Gliding, Windsurfing, Water Skiing and Parascending can be arranged.

A good family holiday was had by many.

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No fuss Nylon · Strong enough for a concrete landing in 5" or 6" dia at £17.00 a pair

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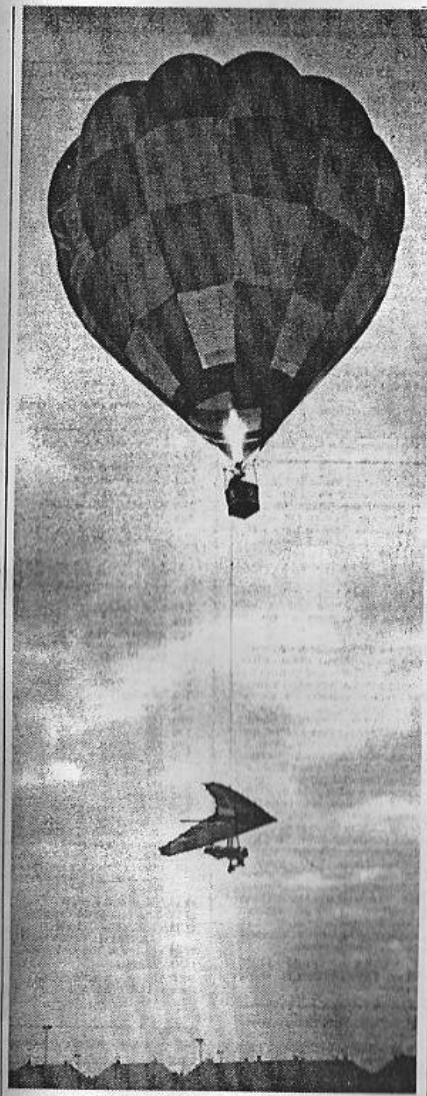
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PHONE 0328 701602

0836 236050

We are pleased to send our name

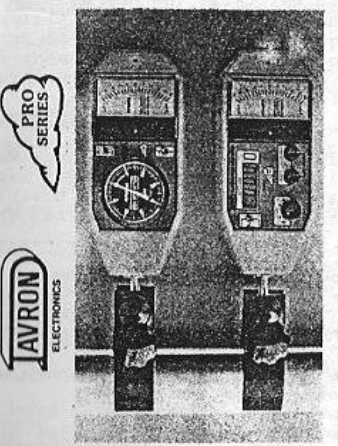
to the forefront of Hang Gliding Technology



A hot air balloon hoists Judy Leden, Britain's leading woman hang-glider pilot, high into the sky over Ashford, Kent, yesterday as she attempted to make the first hang-glider crossing of the Channel by a woman. Strong winds forced her to give up.

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

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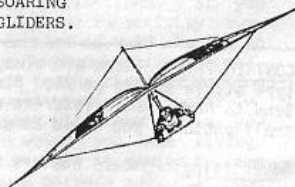
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+ PARALOGIC CHUTES IN STOCK, + THE £100 VARIO.



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30hrs AIRTIME ,GARAGED,IMMACULATE £700 INCLUDING BAR MITTS
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RUDDUCK VARIO ,THOMMEN ALTIMETER £150 WILL SPLIT ,PHONE
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GRAPEVINE

By MURK RAKER

Seen recently at the Dyke... Michel Carnet sporting a very nice POD LITE harness...

Grapevine extends a welcome to Champ Judy Leden who has just (finally!) joined the SHGC.

Len Hull scores a first for the KISS... First to tuck and have to throw a chute...

Dave Keepax scores another first for the KISS... First to loop the thing accidentally....

Club member Craig Dolwyn loses his car for three days whilst free flying at the St Andre League..... How can you lose a car for three days??? Just lend it to two complete strangers....

Congrats to Andy so called Hawk Napolitan for being selected for the National Team somewhere... How did he do it???

Just leaked to Muckraker... the imminent marriage of John Pendry and Monique, on 1st October... Congratulations from all at the SHGC!!

What is blue and rusty and chained to the railings at Canterbury Cathedral? Ask Johnny Carr.....

Robbie Whittall, the new British Champion goes for the bait recently when a young lady sidles up to him and asks for his autograph, as she hears he is British and Swiss Champion... He looked embarrassed, but went through with it. She was later seen with Colin Lark, and Muckraker can now reveal that it was a set up job!!!

Aluminium stakes... A Brighton Magic dealer tells Muckraker that a well known local role model has gone through TWELVE uprights in a year..... Not to mention the hawthorn bush, the barb wire fence and the dry stone wall.... All this to get into the League.

Dear Chris.

Could you please bung the following ad in the next issue of Bedsack for me - ta lots.

Martin Leonard: member no-995

Aerial Arts Lazer as new only 3 hours airtime.
Dayglow orange u/s & l/e.
white topsail with yellow chevron £600.
Bug harness, red, as new, suit pilot 5'7"-5'9"
complete with Lifepack parachute £200.
Owner heading south for the winter.
Phone: Martin - 0860 310975.

FREE TO FULLY PAID UP MEMBERS, OTHERWISE A FEE OF £1 IS PAYABLE.
ALL ADS WILL BE RUN FOR 3 MONTHS ONLY UNLESS RENEWED.

SMALL ADS

ACE 150: excellent condition. £980
Johnny Carr
044484 217

Ruddock LR/2 VARIO
Total energy, QNE, barometer. 1 yr old, new cond. £295.00
EDDIE: 01 689 2076

CLUBMAN 160: ten months old. speed bar, 2 spare uprights
Exc. cond. £850 ono
KEVIN 01 767 7897.

MAGIC 4 Racer. very special. won 88 League 5 months old.
£1200 ono.
Spanish Joe
0732 357413 home
0732 359128 work

HIWAY DEMON: (med)
Red, yellow, black sail
VGC, new lower rigging
£300 ono
Rob 01 464 8416.

STIRRUP HARNESS:
£30.00 ono
Geoff Allen:
0883 49590

SYSTEK 2 VARIO.
Twin batteries audio up adjustable vol., battery test, adjustable zero and threshold. £75
Philip: 0903 507002 evenings.

WANTED: £100 offered for 3rd Gen glider. Also seated & prone harnesses wanted.
Dave 0273 29041
63 Preston St, B'nton, BN1 2HE.



MAGIC 4 177 FR : very good condition.
£950 KEVIN
07918 6319

Supp Harness yellow.
Exc. cond. Suit pilot over 5'8". Personally recommended by SHGC safety officer. £95. Simon
04446 44062

CLUBMAN 140. Small A frame for pilot 5'3" to 5'6".
Pneumatic wheels, 6 hours airtime only. £850
Sharon : 0273 507582.

TYPHOON S3 166: under 100 hours. good cond. £350 ono
Steve Pugh 01 318 0320 (24 hours)

SOLAR STORM. Blue & yellow & orange sail. Good cond.
£180 ono. Rob 01 464 8416.

CLUBMAN 160
White, blue chevron.
kept under cover. + two uprights. £700
Calvin 037253464.

MAGIC 4 FR 166.
all white. 6 months old. Airwave challenge winner! Going back to Australia. Must sell. Immaculate glider. £1350 no offers.
Brian Webb.
0273 34644.

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

MAGIC 4 166.
Recent full overhaul at Airwave. High performance glider
John Pendry won World Champs on this glider.
£1098. CHRIS
0273 682499.

DEMON 175 low air time £380.
Cocoon and stirrup harnesses, helmet... offers.
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MAGIC I. Well cared for handles well.
Speed bar. suit P1.
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0273 300328.

MAGIC 4 166 v.g.c.
Blue mylar l/e, 4.4 cloth. light blue u/s
May 1987. £1200.
Rob. 01 671 1338 eves