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Fast, small, light, efficient and very clean, the RUMOUR is a champion performer for Solar Wings. 128 degree nose angle, 145/155 sq ft, 100% double surface tips, all new lightweight airframe features: enclosed tip rods, enclosed keel, sealed king post hole, no keel pocket, a new low drag air aluminium covered bar fitting with integral V.B. rear rubber backed aerofoil tip rights.



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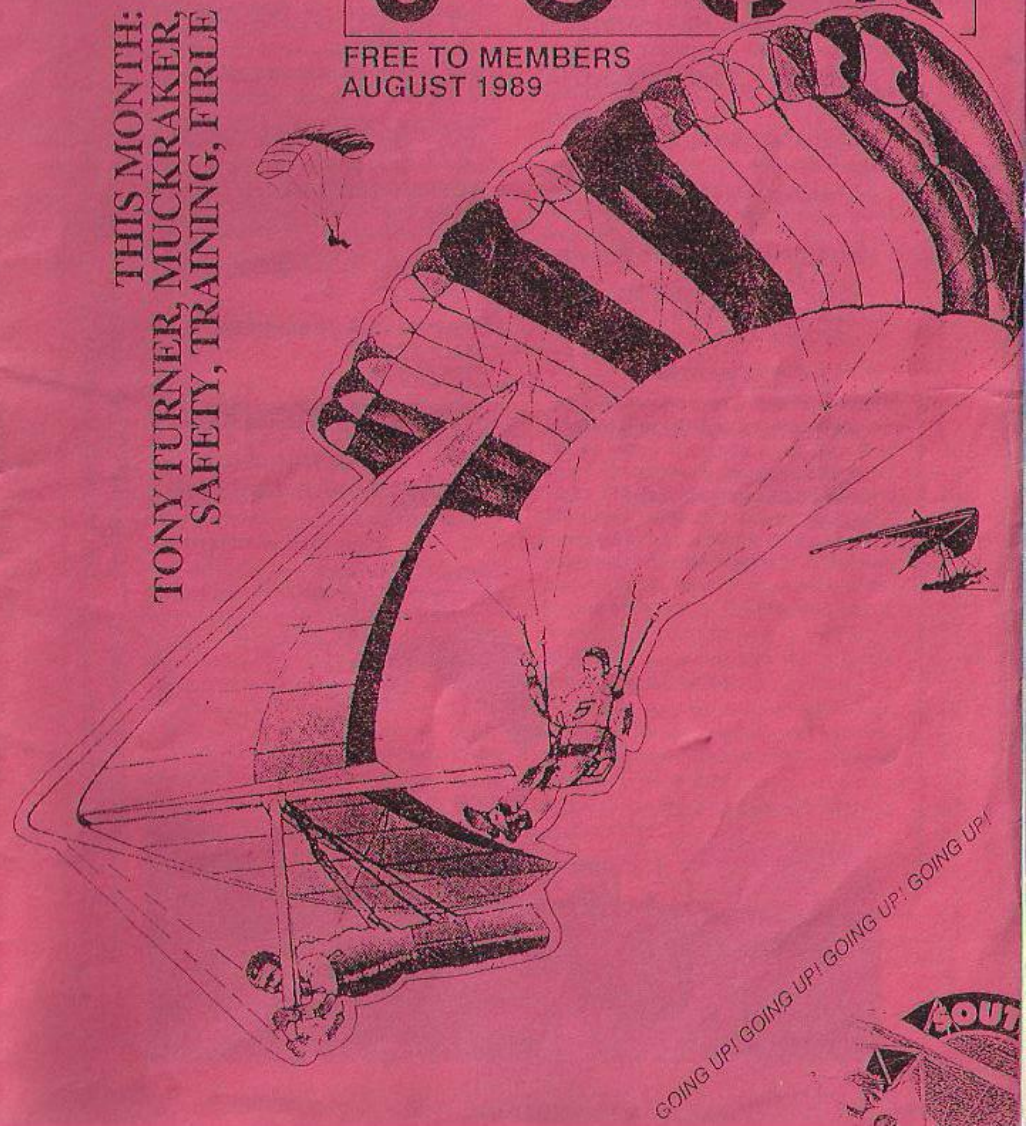
THE MAGAZINE OF THE  
SOUTHERN  
HANG GLIDING CLUB



THIS MONTH:  
TONY TURNER, MUCKRAKER,  
SAFETY, TRAINING, FIRE

# Wind SOCK

FREE TO MEMBERS  
AUGUST 1989



GOING UP! GOING UP! GOING UP! GOING UP!

SOUL

## SHGC COMMITTEE

STILL NOT MADE A NOTE?  
OK HERE WE GO AGAIN:

NEW CLUB ADDRESS:  
SHGC/DAVE KEEPAX, PO BOX 36,  
BURGESS HILL, WEST SUSSEX  
RH15 9YD

PRESIDENT: JOHNNY CARR  
0444 84 217

CHAIRMAN: MARK JOHNS  
0273 834984

SECRETARY: DAVE KEEPAX  
04446 45233

MEMBERSHIP: TREVOR ACKROYD  
0903 787896

SITES: TONY TURNER  
0825 2969

SITES: CHRIS BARTRAM  
0273 682499

WINDSOCK: ANDY NAPOLITAN  
c/o Sucme La Bia,  
Hotel BellaVista,  
Somewhere in the Austrian Tyrol,  
Europe

WINDSOCK: GARY COOK  
0273 423650

TREASURER: PETER DAY  
0734 421481

CLUB COACH: GARY MITCHELL  
079 156 235

SAFETY OFFICER: ROD LEES  
0273 300328

AIRSPACE: KEVIN PICKERING  
07918 6319

PARAGLIDING: MICHEL CARNET  
0273 423650

SOCIAL SECRETARY:  
ORIOLE GOEPEL  
0273 419645

\*COMPETITIONS: RAY SEDGWICK  
0689 49244

TOWING REP (H/GLIDING):  
MICK PERRIN  
079 156 235

TOWING REP (PARAGLIDING):  
MICHEL CARNET  
0273 423650

PRIZEGIVING: ELKIE BROOKES  
01 65748 8884923



\*  
80 Overbury Close, New Addington,  
Croydon. Tel: 0689 49244

PLEASE NOTE: NEW ADDRESS  
FOR RAY SEDGWICK:



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## Editorial

### by Gary Cook

Not much to report this month, gang... I guess that's probably a good thing.

The results of the World Paragliding Championships at Kossen were encouraging both for our Club and for Britain - it was the first time that Britain had fielded a "proper" team, and they gave a reasonable performance, despite appalling weather. Overall, the team came in fifth, with noteworthy performances from Andy Nap, Michel, Mark Chick, Mike Millwood, Ali Syrett, and as reserve, Neil "tear-ass" Turner - all Southern Site regulars. It looks as if Britain, and the Southern Club could be as good in paragliding comps. as hang gliding.

At risk of boring everyone rigid, it's probably worth reporting Michel and Mike's record-breaking flight from the Dyke to Pevensey - on Paragliders. They both flew Falhawks, and doubled Andy Nap's previous record of 20.5 k, with Michel's flight clocking in at 43.2 k and Mike's at 41.6 k. Well done!

Can anyone supply me with a few pictures for Windssock - your own artworks or photographs will do, as long as they're good. Black and white pics are ideal. Thanks! Send them to me c/o Sky Systems.

As I look out of the window now onto a windy drizzly day it's hard to believe that the good weather ran up until last week. I can't wait for some more good weather... when it arrives, I'll see you up there. Until the next one...

Take it easy out there

## Chairman's Letter

### by Mark Johns

It saddens me to inform you that Richard Rolfe tragically lost his life in a recent microlight accident.

Richard was a competent and experienced pilot who left hang gliding a few months ago to pursue microlighting in order to get more airtime and enjoy powered flying. By all accounts he was dedicated to "getting it right" and was regarded as a careful student during his training. Richard will be sadly missed by all the friends he made in the hang gliding world.

Our deepest sympathies go out to Richard's wife and family.

I would like to congratulate the new Committee for the excellent job that

they have done in their first few months in office. I honestly don't think that I've felt so good about the Club in a long time - we appear to have new life in the Club, with a dedicated Committee and Members who are prepared to put something back into the Club. Some of the articles that have appeared in Windssock recently have been worthy of the pages of Punch or Private Eye... keep it up.

This Club is turning into the only UK Club to be a member of...

Don't forget to ring those Club Coaches for good advice on your flying, especially if you've only just joined and have low airtime.

See you on the first Monday Night of each month...

Mine's a pint

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# MINUTES: MONTHLY COMMITTEE MEETING AT DEVIL'S DYKE PUB. 2ND AUGUST 89

Apologies: Oriole Goepel  
A Napolitan  
M Perrin  
P Day

Absent T Ackroyd

## 1. WINDSOCK

Congratulations again for another wonderful edition of Windsock by Gary Cook.

## 2. OPEN DAY/CHARRINGTON'S

Ray Sedgwick still has not contacted John Pendry due to Johns competition commitments. Ray has left messages everywhere for John to contact him.

## 3. BEACHY HEAD

The Eastbourne Council has had its meeting and agreed that both Paragliders and Hang Gliders can fly there. We do not at this time have this in writing, due to the Council minutes not yet being printed, Johnny Carr will get the agreement in writing. As agreed, flags must be out and a Marshall identified with an armband. Scrub clearance can commence, BUT, Johnny thinks that we will lose the cliff take off !! (any thoughts from you pilots ?)

## 5. BOTTOM LANDING AREA IN GRASS AT THE DYKE

Michel will liase with the Farmer to get the Winter landing rights, after the field has been cropped. The landing area in grass will be a long term ongoing situation. Michel to advise. MC

## 6. FIRLE

Tony Turner has done it again, instant action. We now have an agreed S.H.G.C. ONLY car park, fenced and locked with a combination lock. The fence at the bowl has been lowered to make take off from there easy.

## 11. CHRISTMAS PARTY

Oriole was extremely quick off the mark and had introduced herself on behalf of the S.H.G.C. to the new landlords almost as soon as they opened the doors for the first time.

It is agreed that we will get the free use of the cafe.

Oriole has also booked the Christmas party. Well done Oriole.

The Christmas Party will be on the 9th December at the Dyke. Oriole will ascertain how many people they can cater for. OG

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continued...

## 14. WINDSOCK

Chris Bartram, speaking on behalf of Peter Day says that the price of Windsock has increased considerably. The average Windsock now has 7 A4 sheets at a cost of 9p. per sheet against the old Windsock cost of 5p. per sheet. GM

## 20. AIRSPACE

In spite of previous warnings about airspace infringements, pilots continue to flout the regulations. This month 3 pilots who should know better went to cloudbase over the Dyke at 5200 AMSL. 2nd August 89.

These are M (Golly) Robertson.

Dave Rusbridge

Tony (wild boy) Luccesi: With apologies because of a faulty alti.

Flying amongst the Jumbos is both dangerous and irresponsible.

S.H.G.C. does not need the stigma of dangerously infringing air space. What we definitely do not need is Hang Glider pilots being labelled as irresponsible due to the stupidity of the few, and subsequently grounding everyone. Lets all fly but safely and competently.

## 21. PARAGLIDING NATIONALS

The Paragliding Nationals will be held in the Southern area in October 6, 7, 8, 9, Friday to Monday inclusive. Kevin Pickering will organise NOTAMS for all Southern sites for the competition.

## 23. XC LANDINGS: BEACHY HEAD

The Rangers and the Farmer are saying that we cannot land anywhere except the official landing area at Beachy Head. This means that anyone going XC from other sites are advised to choose landing areas other than Beachy.

Landing from an XC here will prove dangerous, due to the unknown wind factors.

## 24. CLUB COMPETITIONS

The S.H.G.C. are doing well in Club Competitions, but more keen pilots are required for comps. Those interested please contact Ray Sedgwick.

## 25. PARAPENTE TRAINING

It was reported by Gary Cook and Michel Carnet that an unauthorised school has been training at Steyning. The school concerned is:- Fly High Para Club: West Morling Airfield: Kent: The Instructor Mr Barry Clarke. Only F2 graded pilots will fly Southern Sites untutored, and if they are not members, there will be a site fee. All Club members are requested to ask for and inspect membership cards for F2 ratings.

MEETING CLOSED

DJK 08. Aug. 89.

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## Someone's Lucky Day

by Dave Molyneux

It was Wednesday Morning, 5th June, and I was straightening up the garden, etc. after a couple of weeks holiday in France. I hadn't planned to go flying as I'd been for a dawn patrol session at Firle the day before with Kevin Twyman and had managed about 15 - 20 minutes in very switchback conditions before having to rush off to work.

I was planning to go on Thursday, that was until I heard the dinner-time weather forecast for thundery weather.

"I'd better go now before it blows out" I thought - so, 50 minutes later saw me at the top of Firle Beacon where it was blowing about 22 - 24 mph. A bit too strong for my Clubman. Also present were Dave Williamson (asleep in his car as usual) and a guy called Mark Toobey, accompanied for the first time by his girlfriend Isobel who had never seen hang gliding before.

As we chatted away for about 30 minutes or so waiting for the wind to drop, he told me he'd just bought a second-hand Magic IV and was keen to get a bit more time in as he'd only got about an hour on it so far.

Sure enough, the wind began to drop and we carried up to take off. It was now about 18 - 20 and a lot smoother. Mark said he'd try it out and shout down.

As I saw him off in a very bumpy take off, I thought I'd wait a bit as it wasn't one of my stronger points.

He stayed up for about 15 minutes and then landed to say that once away from the hill it was OK.

So I saddled up and walked forward to take off. It was now about 16 - 18 mph, but occasional gusts were up to 22. I waited for a quiet moment before giving the "release" command.

Well, I shot up like a rocket after 2 steps and had to pull on hard to get away from the hill. These were certainly the strongest conditions I'd ever flown in, but I was going up for a change with nobody else around. I had the ridge to myself, and after telling myself to relax I started to enjoy the flight.

After about 10 minutes I saw Mark walk forward to takeoff, so I decided to fly off down to the trig point, which didn't take long because it was a

bit off to the east. I arrived with plenty of height and was really enjoying this strong stable wind flying - that was until I got pinned in each one of the bowls on the way back and could only make progress by carefully sideslipping along - if I pulled in I went down. 30 minutes later saw me 200 ft above the quarry looking down on Isobel sitting alone on the hill, and Mark performing the occasional 360 at about 400 ft in front and a bit east of take off. Dave was still snoozing in his car, waiting for the wind to drop... snigger, snigger... if he looked out of his screen he could see me now.

I stayed in this position for about 5 minutes, trying to decide whether to do a top landing or go down to the field which the farmer was now harvesting.

Suddenly I noticed Mark had banked his glider for what I assumed was to be another 360, but the glider was standing on one wingtip for a second before inverting completely and Mark falling down into the sail. As it began to spiral down I couldn't believe what I was seeing - I was horrified. I kept shouting "Throw your chute, dammit, throw your chute". He continued spiralling down for about 150 ft when it started to tumble. "He's going to recover it" I thought, but my hopes were cut short when it inverted and continued to spiral down like an Autumn leaf. By now I must have been hysterical, still shouting "throw it, throw it". I've never felt so helpless as when I watched the last 100 ft of descent. I was drained. I saw some lines and a parachute package appear, but it didn't open. Two seconds later he crashed into the hill.

I didn't care any more about whether it was safe or not to land on the top - I knew I had to get to him as quickly as possible. I cranked the bar over and screamed over the back of take off. Below me were a family that we had been talking to earlier, and I shouted down to them to call an ambulance quick - a few seconds later I was down and fighting to get both karabiners undone.

It's amazing, the state you get into when you're faced with a disaster. I finally unclipped, fell out of my harness and tripped flat on my face. I managed to lower my glider and I started to run toward the impact spot.

Running through my mind was all I could remember about first aid: Recovery Position, 2 Puffs, 15 Compressions - I just didn't know what I was going to find!

As I came over the brow of the hill, I couldn't believe my eyes!! Mark was standing up next to Isobel who had run over to him. I felt myself deflate with relief: "He's OK, he's OK, oh great - fantastic!" After a few deep breaths, I walked up and he greeted me with the immortal words "I bet that made you shit yourself, didn't it". That is an understatement, I thought.

I helped him to level his glider out and assessed the damage - it looked like it was only the keel and uprights gone. I told him I'd called the ambulance because I didn't know what I'd find...

well, you don't when someone has fallen 400 ft out of the sky, do you?

About 7 minutes later the Sussex Police Helicopter came hurtling down the ridge and landed with a couple of Paramedics. A few minutes later the Ambulance arrived - naturally all this pandemonium had at last woken Dave up. He must have thought that he was still dreaming.

Me? I'd had enough excitement for one day. As I drove down from Firle I offered a silent prayer for sparing me and a fellow pilot what could have turned out to be a very sad day.

## Small Ads -

### Big Bargains

Classified (lineage like these) adverts are free to fully paid-up members. Please send them in with your membership number...

### FOR SALE:

Calypso. 8 Months old - very low airtime, excellent condition. Mauve and white, complete with wheels, harness and helmet if it fits. £1,100. Tel. (0273) 502355 or (0273) 500170 24 hrs.

Magie IV 166. Very good condition. Stored indoors. VB/Speedbar. Batten profiles. £750.00. Telephone Tony on Brighton 600928.

Clubman 160, good condition. 1 spare upright and stirrup harness. Stored indoors. Ideal for 11-stone pilot converting to CPC. £700.00. Call Dave Williamson, Brighton 604752.

AIRMAN XC9 PARAGLIDER. Dayglo yellow. With harness, very clean. Only 10 hours from new. £700 ono. Phone John on Storrington 745277 ALSO XC9 dayglo pink plus helmet plus harness. 10 hours from new. Very clean. Bargain at £700.00 ono. Phone Tony on number above.

CALYPSO... only 20 hours. Good condition. £950. Ring Martin Dockerill on 01-671 0649

CLUBMAN 160. £650 negotiable. Flies as well as any. Fair condition; 2 spare uprights and speedbar included. Phone Colin on Btn. 430167 after 5pm.

### LATE ENTRIES: FOR SALE

ACE RX 170. Good condition. £850. EX-DEMO RUMOUR 145. Less than 10 hours. £1,795.00. Ring Dave on 0273 424861.

FALHAWK LARGE. 1 at £1,200 - immaculate. 1 at £1,150 ono - slightly patched. Also small £1,200. Ring Liz on Brighton 423650.

### LOST & FOUND

Did you leave any gear behind at the Dyke on Tuesday 01.08.89 ?? If so, telephone Jim Henderson on Horley 783683 for more info.

FLYING SUIT: Thinsulate Gold/brown. Would suit a pilot 5'10" to 6' (large) comfortable and warm. £20 ono. What a bargain! Mark Fisher. 0273 832478.

RUMOUR. Very good nick, 3 months old. Blue. £1,695 ono. Telephone Johnny Carr on 044484217

TYPHOON MEDIUM. Re-rigged, in reasonable condition. Good flyer, no prangs. C/w SkyHook harness. £300 ono. Tel: (0903) 213540 eve.

### TUITION

SKY SYSTEMS' PARAGLIDING SCHOOL. Brighton 423650. South-East England's ONLY BAPC registered paragliding school. Ring Liz for an information pack or call in to our fully-stocked hang gliding and paragliding showroom. Ab initio or BHGA conversions no problem.

FREE FLIGHT HANG GLIDING. Experience in the air - all training to BHGA syllabus with personal attention. Ground Floor Flat, 274 New Church Road, Hove BN3 4EB. Tel. Brighton 411239

SUSSEX COLLEGE OF HANG GLIDING AND PARAGLIDING. 49 Church Street, Brighton BN1 3LF. 609925/733914. We have the best sites and the time for all instruction. Spares, harnesses, wheels, £125 various. Main agent CLUBMAN. Exchanges. Ring early or late.

### WANTED

195 LIGHTNING WING in reasonable condition. Contact Derek 0737 768203

Those Old XC Tables  
compiled by Mark Johns

**SOUTHERN WEEKEND LEAGUE**  
Weekend or Bank Holiday Flight, done in Sussex from a Club Site.  
David Williamson Clubman 17.2 k

**SUSSEX LEAGUE**  
Any flight in Sussex during Weekdays

J Young	Kiss	57.5 k
M Lavender	Magic 4	39.0 k
T Henderson	Ace RX	43.5 k
D Keepax	Magic 4	74.4 k*
D Matthews	Ace RX	30.0 k
J O'Sullivan	Moyes Mission	44.4 k
T Ackroyd	Typhoon	20.5 k
J Carr	Rumour	71.6 k
K Pickering	Magic 4	93.9 k**
R Sedgewick	Ace RX	27.9 k

**SHGC LEAGUE (MARTINI LEAGUE)**  
Any Flight, any place, anywhere

A Lucchesi	Magic Kiss	121.4 k*
M Lavender	Magic 4	39.0 k
T Henderson	Ace RX	43.5 k
D Keepax	Magic 4	74.4 k*
J O'Sullivan	Moyes Mission	44.2 k
D Matthews	Ace RX	30.0 k
T Ackroyd	Typhoon	20.0 k
J Young	Kiss	57.5 k
D Williamson	Clubman	40.8 k
J Carr	Rumour	455.7 k
K Pickering	Magic 4	93.9 k
R Sedgewick	Ace RX	27.9 k

\* includes out and return \*\* includes triangle

LATE RESULTS: Kevin Pickering - 25 miles (31st July) and 18 miles (1st August).

Please send your full flight details to Mark Johns.

## VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING & PARAGLIDING

- HAS THE SITES AND THE TIME FOR BASIC, INTERMEDIATE & SOARING INSTRUCTION
- SELLS CLUBMAN AND OTHER GLIDERS. TRADE-INS, SPARES, REPAIRS, HARNESSSES, VARIOS, WHEELS, HELMETS.
- INTERESTED? PHONE (0273) 609925, 733914. EARLY OR LATE AS YOU LIKE.
- 49 CHURCH STREET (LETTERS) 16 CIRCUS STREET (WORKSHOP)
- PARALOGIC 'CHUTES IN STOCK + THE £125.00 VARIO

If you have an accident, however minor, please take the time to fill in the form below and send it to Rod Lees, the Safety Officer:

## ACCIDENT REPORT

NAME:

ADDRESS:

SHGC NUMBER:

PILOT RATING:

DATE OF INCIDENT:

LOCATION/SITE:

TIME:

BRIEF DETAILS: (Please include flight details, equipment, names of any witnesses, damage to third party, etc.)

DIAGRAM:

NOW SEND THE FORM TO ROD LEES, 22 HEMPSTEAD ROAD,  
SALTDEAN, BRIGHTON BN2 8QD

IF YOU DON'T WANT TO CUT UP YOUR WINDSOCK COLLECTION - MAKE A PHOTOCOPY.

8  
UKA  
034

## Champion News

by Robbie Whittall

When Windsock Editor Gary Cook asked World Champion Robbie Whittall to throw some pearls of wisdom to us ordinary swine, he wasn't prepared for the ridiculously small, ill-spelled and scruffy little bit of paper he received... anyway here it is for what it's worth...

"Michel Carnet was once seen on a hang glider in 1987. He is reputed to be a retired hangliding (sic) veteran. Andy Napoliton (sic) is known over the hang-glidin (sic) + paragliding scene as the pink spotted faggot.

That's all folks -

*Robbie Whittall*



## Letter(s)

from Janet McGill

DEVIL'S DYKE,

WEDNESDAY 12 JULY

Janet McGill would like to apologise for blundering into the biggest thermal of the morning and not knowing what to do with it! I understand my rising flight prompted a synchronised take-off of four waiting pilots who eventually also landed with me in the bottom field - that'll teach you lot to follow novices!

Also to the unseen hordes who shouted themselves hoarse trying to make me turn (unheard by me, of course) - sorry about your sore throats.

By way of an explanation, I just wanted to do a top-to-bottom. I'd already done one and conditions seemed OK for another. After a good take-off, I flew out from the hill and then turned slightly right to avoid the possibility of over-flying the house, and suddenly I thought "cor, I've never been THIS high before".

Anyway, I've learnt my lesson and if it happens again I'll try and persuade myself to 360, even if just to avoid such a long carry-back to the road! Upon getting back, someone suggested that a vario would have been a useful piece of equipment - actually I think it probably would have worried me! Perhaps a parachute would be a better idea.

Many thanks to Gary for advice on my first launch, and Zoe for my second: and if you all don't mind, I think I'd like to learn to ridge soar before thermalling and cross-country flight!

Glider: 140 Clubman

Equipment: Basic Stirrup Harness, large diameter wheels

Pilot Weight: 7 stone (a little under 8 clipped-in)

Airtime: About an hour.

## Competition News

by Ray Sedgewick

Southern Hang Gliding Club are to host one of the Semi-Finals for the Airwave Challenge. 2 of our teams will be going forward to the semi-finals. The other semis are to be hosted by South-East Wales Club and Cumbria Club.

The final of the Airwave Challenge is to be held on 29th September - October 1st in the Peak District.

Anyone requiring information on these events, please contact Ray on his NEW PHONE NUMBER: 0689 49244. Ta.

## THE AGREEMENT FOR HANG GLIDERS / AERO MODELLERS AT THE DEVIL'S DYKE, HOVE, SUSSEX as agreed on 20.06.87.

Reprinted here as a reminder...

The following rules have been formulated by the local model flying clubs, and with the full agreement of the SOUTHERN HANG GLIDING CLUB,

1. When both model and hang gliders are present at the DEVILS DYKE, they will each confine their flying to the designated areas indicated on the attached map.
2. When performing cross country flights, it will be necessary for hang gliders to cross over the model flying area, but they will do so at a minimum height of 250ft. above the ridge and approx. 300ft. out from the ridge. (You are advised to familiarise yourselves with the B.H.G.A. / S.N.A.E. operating code).
3. Please use the safe landing area, as indicated on the attached map.
4. You are strongly advised to have adequate insurance cover. . . . . ' IF IN DOUBT, DON'T FLY! ..

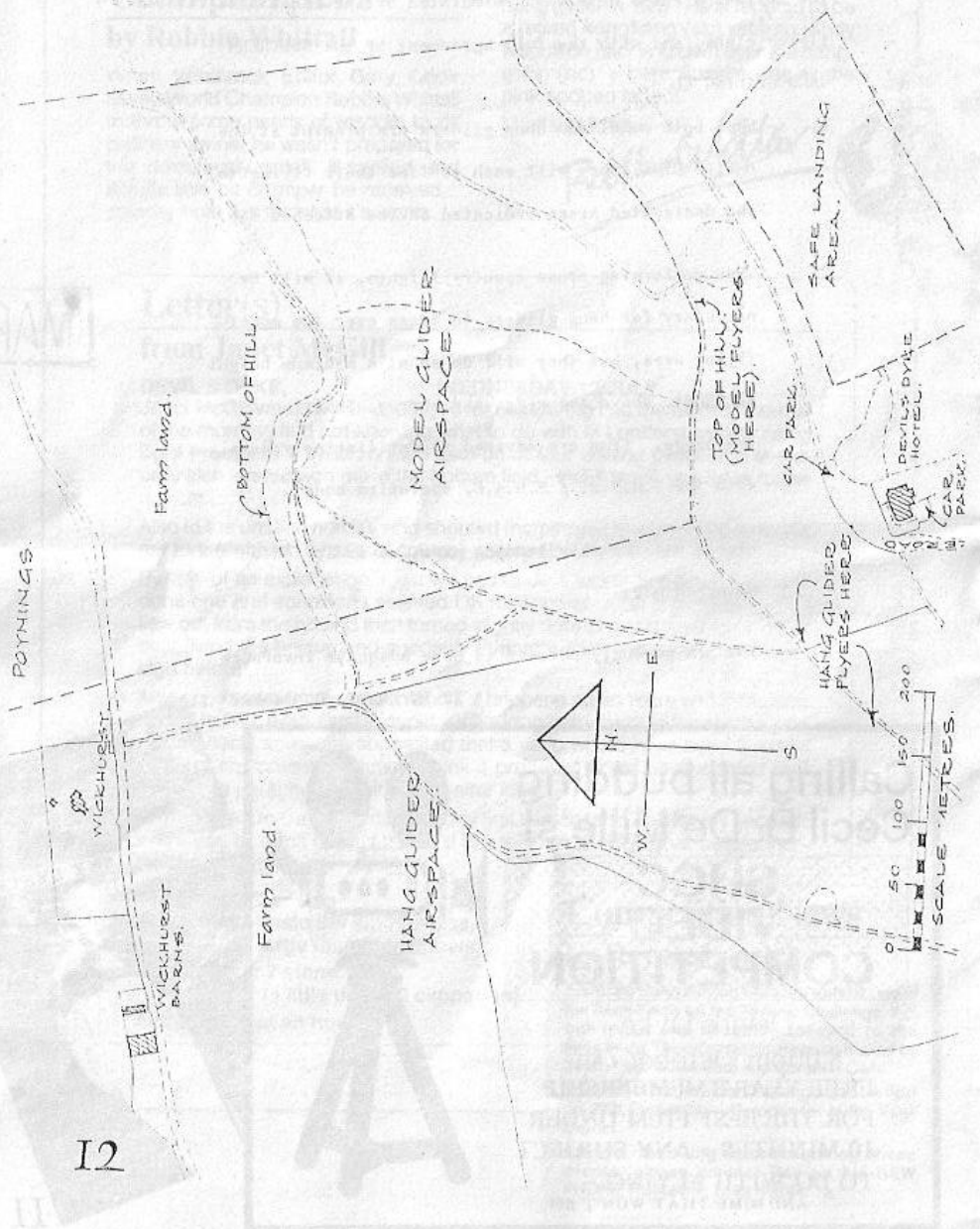


Calling all budding Cecil B. De Mille's!

SHGC VIDEO COMPETITION

Devil's Dyke  
8.00pm October 7th  
FREE YEAR'S MEMBERSHIP  
FOR THE BEST FILM UNDER  
10 MINUTES - ANY SUBJECT  
TO DO WITH FLYING -  
AND SOME THAT WON'T BE!





## Safety Corner

by Rod Lees

Well, what have we this month... quite a few incidents/accidents which have mainly been caused by pilot error. I decided to go bird-nesting in the bushes on the Earthworks at the Dyke (surely not - Ed). A case of bad judgement - I turned into wind too late in strong winds over the earthworks. Guess who found all the rotor and sink and had to play birds in trees.

Another pilot found the wind shadow of trees when scratching low and promptly landed in them - keep right away from bushes and trees if very low.

An air miss was reported, flying in rough air the pilot was turned and dumped almost into another - remember to keep some extra separation if it's lumpy.

Two other worrying incidents - both on a Rumour by Solar - but it applies to all of you who use pip pins and metal & fiberglass combinational battens. The head fell off of a pip pin made by LA MOUETTE. Check that your head's not loose - it could be a bit of a problem. The offending battens were the inboard ones attached to the luff lines - the glassfibre had stranded just near the junction of the fibreglass and metal. This is caused by stressing and I suggest that you inspect yours closely before flying next.

Where are those missing incident/accident reports? I get mad when the BHGA rings me and asks about an accident that I didn't know about...

We do need to know, so that you lot can be made aware and hopefully avoid duplicating mistakes - if we share our knowledge, safe and enjoyable flying can be had by one and all.

Who's infringing airspace? Both Hang Gliders and Paragliders are guilty - it won't be long before someone gets into the law's hands.

Safe flying...

## MUCKRAKER

**TREVOR "Upright" ACKROYD** still leading in the Upright Stakes... 13 this year so far, some having been straightened several times, and one having been found with a broom-handle up the middle! How do you bend an upright when your glider has tractor wheels on it, Trev?

**MUCKRAKER** must report a slight inaccuracy in last month's *True Stories*... **JOHNNY CARR** was NOT "reluctantly persuaded" to have a hang-check. In fact, he quite **WILLINGLY FELL FLAT ON HIS FACE** whilst having one...

New member **EDDIE HORSEFIELD**, the man who can't afford £20.00 EVERY year, has joined a new club... The "Fly Straight at Yer" Club. Membership is restricted to boneheaded old-timers who's remaining grey cells think it's OK to fly straight at anyone else in the sky. To join this club you have to say (with a straight face) "If you were in the league or had been flying as long as me, you'd think it was OK" when you're accused of dangerous flying. Membership is currently limited to **EDDIE, COLIN WILLS** (another regular non-member) and allegedly **ALF CROCOMBE**... membership of the FSAY Club is NOT being encouraged by the SHGC!

Overshoot Stakes: as before, but with **DAVE MATTHEWS** becoming a strong contender...

Three good "prangs" to report on 16th June at the Dyke:

- 1) **TONY HOBDEN**, who decided to attempt a pole-vaulting type top landing in the big bowl, and was not happy to find out later that a Magic inner leading edge costs over £100...
- 2) **DAVE KEEPAX**, who decided to execute a manic downwind run in the sea breeze, followed by a low-level 180 and a backward somersault down the edge of the bowl...
- 3) **RICHARD HALPIN**, carspotter and officious ex-Club Membership Secretary (who, incidentally, Trevor hasn't renewed this year!) decided to make his yearly trip to the Dyke. The annual top landing consisted of a spectacular attempt to demolish the trig. point, but only resulted in a demolished Ozee Suit and a sore foot and limp for the rest of the day...

Allegedly overheard at the Dyke after a member of the public asked **RAY SEDGEWICK** if he didn't have any fear of flying thousands of feet up: "Fear - I don't know the meaning of the word thousands!"...

The Club **BAG-LADY** having recently scraped back up the Blorange from a very low altitude proceeded to get sunk out, making an unplanned landing in a field next to the **ABERGAVENNY SEWAGE WORKS**. Local pilots assured us that the field is regularly spread with sewage and is regarded as one to avoid! **CRAIG** was later reported to be a bit **BROWNEED OFF**...

Congratulations to the OWNER of the new KISS who became the first to pay the £15.00 fine on 16th June. Oh well he can afford it if he's got a Kiss...

## I Want Your Hard Core

by Tony Turner (Sites Officer extraordinaire)

### BOWL TAKE OFF AREA, FIRLE

At the same time as fencing our car park, the fencing contractors were employed in moving the barbed wire fence down the slope over a short distance at the centre of the bowl.

If you're a low airtime pilot and had qualms about taking off over the barbed wire along the crest of the site, you can now make for the centre of the Bowl take off area where the fence will be well below you... happy take-offs!

### CAR PARKING AT BOSTAL HILL, FIRLE

We now have our own Summer Car Park area on Bostal Hill, even closer to take off than the public car park. \* Situated on the South side of the South Downs Way, diagonally across from the rear right hand corner of the public car park. Access is gained by passing the entrance to the public car park, and then turn off left along a short section of the South Downs Way which is also the farm track giving access to our flying site. Don't drive through the farm gate closing the track, but veer right, off the track to our compound gate. This opens towards you on approach, so if closed don't pull up too close.

The gate is fitted with a combination padlock (The combination is 360): if you're the last to leave, make sure that the gate is secured and locked.

Before the new carpark can be fully utilised, a considerable amount of vegetation needs clearing, so take some tools and add your little bit to the area I've already cleared.

I've also put hardcore in the worst of the holes along the access track, there's room for a considerable amount more, so if you have some and are going to Firle, take a sackfull along with you.

\* To use this area, FIRLE ESTATES are insisting that Members display proof of membership on their vehicles. To satisfy this request, the Club will be issuing windscreen SHGC badges - so make sure they get displayed.

## Sites Guide

by Chris Bartram - agriculture correspondent

### DEVILS DYKE

WE WILL SHORTLY HAVE THE BOTTOM CROP FIELD CUT. THIS MEANS THAT WHEN IT IS CUT WE CAN LAND IN THE FIELD UNTIL SUCH TIME AS THE FARMER REPLANTS. WE ARE STILL NEGOTIATING WITH THE FARMER TO HAVE THESE FIELDS IN GRASS AT ALL TIMES. THE PROBLEM IS ONE OF COST, TO CONVERT TO "FALLOW" THE FARMER WILL LOSE SEVERAL THOUSAND POUNDS IN REVENUE. IF WE DID PAY HIM THIS MONEY IT COULD MEAN DOUBLING THE CLUBS MEMBERSHIP FEE.\*

### FIRLE

AS YOU CAN SEE BY TONY'S REPORT WE NOW HAVE A CAR PARK UP AT THE TOP. THE ENTRANCE TO THE CAR PARK IS VIA THE TOP BEFORE YOU ENTER THE OLD CAR PARK. THE CAR PARK IS FOR THE USE OF CLUB MEMBERS ONLY. YOUR DIAL LOCK NUMBER IS 360.

### BEACHY HEAD

THE NEWS HERE IS THAT WE HAVE NOW GOT PERMISSION FOR PARAGLIDING. THE CATCH IS THE COUNCIL MAY WISH TO STOP US TAKING OFF AT THE CLIFF AREA. WE AWAIT NEWS OF THIS SOON.

\* This is not necessarily so - Ed.

**Suddenly** the skies are full of Chasers. Ever since our glorious victory at the Battle of Haverfordwest new recruits have been signing up to join the Chaser Squadron.

Not only the champions, but club and student pilots are volunteering, eager to experience the unique combination of outrageous performance and friendly handling for which the Chaser is renown.

If you have not yet come face to face with the Chaser, we warn you that all resistance is useless! Even battle-hardened veterans have been seen recently reaching for their chequebooks at the mere sight of a Chaser in flight.

**Your Chaser needs you!**

Phone us now to arrange a demonstration flight at a site near you.

Join the champions!  
Phone 079156 236

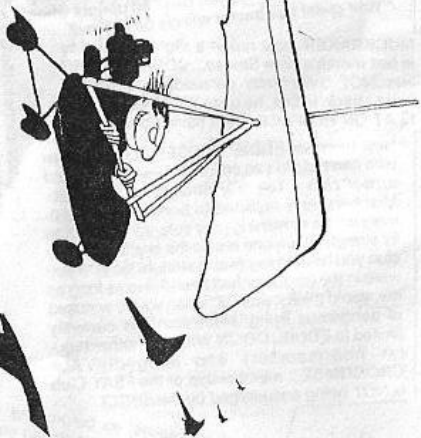
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## Dates for Your Diary

### with Oriole Goepel

All meetings at Devils Dyke 8p.m.

Congratulations to Kevin Pickering for his excellent talk on Airspace at the last Club Meet on August 7th which was extremely well attended. Apparently certain members of the Club have violated airspace recently one of whom was unable to attend this meeting, being abroad at the time - the rest of the naughty boys did not even bother to attend - they obviously like the kick out of the risk of being squashed by a Jumbo!

SATURDAY AUGUST 12TH

#### FIRST AID TALK

Unfortunately, Ernie the Ambulanceman was unable to attend as he had to work due to staff shortages. Ernie very kindly managed to get a friend of his, Mr. David Fletcher to come and give us First Aid Lessons. Thank you David for stepping in at such short notice and giving us such valuable advice.

MONDAY SEPTEMBER 4TH

**CLUB MEET - BOOZE UP** - If anyone has any ideas for future Club Meets, please let me know.

SATURDAY SEPTEMBER 9TH

**WEATHER MEET** - Mr. Tom Bradbury, author of the book Meteorology and Flight has very kindly agreed to come down from Gloucestershire and give us a talk on Weather. He trained on light civil aircraft after the war and

won "Diamond C" badge in gliding. He also served in the British Meteorological Office for over 40 years and has acted as forecaster at many gliding contests. Tom obviously has more flying experience than Michael Fish so this really should be an excellent weather talk for all pilots to come and learn everything they need to know about weather.

**URGENT - DOES ANYONE HAVE AN OVERHEAD PROJECTOR WE CAN BORROW FOR THIS EVENING** - If so, please phone me on Bin. 419645.

MONDAY 2ND OCTOBER

#### CLUB MEET

SATURDAY OCTOBER 7TH

#### VIDEO COMPETITION

Prize for the best 10 minute Video taken by a Club member. Any format, any subject - within reason to do with hang gliding or paragliding. Come along and watch yourself on the small screen! Prize for the best video **FREE MEMBERSHIP FOR A YEAR!**

MONDAY 6TH NOVEMBER

#### CLUB MEET

MONDAY 4TH DECEMBER

#### CLUB MEET

SATURDAY 9TH DECEMBER

#### CHRISTMAS PARTY

**This party is going to be a stonker!**

## Sort of Training News by Eddie Bilous

On the 12/08/89 a first aid evening was arranged to be held at the Devil's Dyke with plenty of notice being given. A certain member of your committee had given a lot of thought, preparation and effort into making this available. I turned up on the evening for a quiet beer and was more than disappointed to find that only seven YES SEVEN people attended - and five of those were Committee Members!

What an embarrassment - I'm sure the presenter was a little miffed at the Club's lack of commitment towards the safety of our members. I know that I'm no longer on the Committee but I can remember the importance and significance of organising a Club Night.

As a Pilot of many year's of flying in many countries and as an Instructor, I can assure you that First Aid is a vital skill for you as a Pilot to have under your belt. I've been involved in some way or another with hang gliding casualties and fatalities, and on many occasions through the application of first aid have been able to help preserve life and promote recovery.

You owe it to your friends to be able to fulfil these basic skills.

Please - next time we have a First Aid evening - get your ass into it. One day you might save my life.

Please note - all BHGA Hang Gliding Instructors hold a valid First Aid Certificate and need to renew this every three years via an updated course.

A registered BHGA School must at all times carry a servicable First Aid Kit which must be available on the particular site being used at the time.

**Just in case you want to know!!**

Please let's not forget the next meetings - the dates are published above.

**CLUB MEETING, SEPTEMBER 4th.**

**WEATHER MEETING, SEPTEMBER 9th.**

## HOT POOP

### CLUB NEWS & VIEWS

#### EVERYONE PLEASE NOTE !!

Members and Visitors alike **MUST** fill in the log book and use the flags and arm-bands at BEACHY HEAD

#### BOTTOM LANDING PRICE CHANGE (again)

The Bottom Landing Fine at the Dyke has gone back down to £10 apparently - ??

#### WELL DONE TONY...

All Club Members put your hands together and give hearty thanks to Tony Turner for his excellent efforts on the Club's behalf - especially on the car park at Firle.

#### MODELLER'S BOWL AT THE DYKE

Everyone please take the time to read through the "modeller's agreement" that we reproduce here - it's very important not to make a problem where there needn't be one. The agreement was made for a good reason, as you all know, and like it or not the rules are now laid down, and both sides must abide by them.

#### MANY THANKS...

are due to Kevin Pickering for his informative and well-presented talk on AirSpace at the Club Evening on 7/8/89. It was good to see so many people there - those of you who don't bother are missing out **SO DON'T FORGET THE NEXT ONE ON MONDAY 4TH SEPTEMBER** - we can talk over all the whacky antics and jolly japes that everyone will have got up to at Mere ...

#### NEW ADDRESS

The Club now has a P.O. Box Number - it's (cue fanfare) SHGC/Dave Keepax, PO Box 36, BURGESS HILL, West Sussex RH15 9YD. All correspondence for the Club should be sent here in future (Dave's name is on it 'cos he's the Secretary - if that changes for whatever reason, it's now a simple matter of getting the letters re-directed).

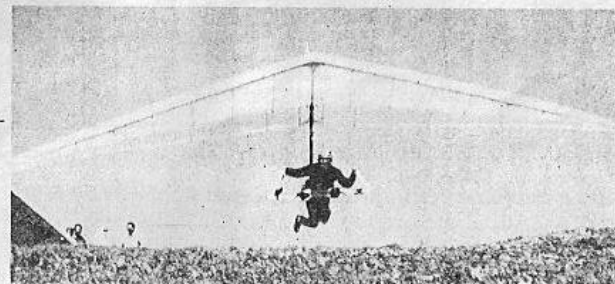
#### METEOROLOGY TALK

Thanks are due to Liz Cook and Oriole Goepel for securing the services of Tom Bradbury for the Met Talk on September 9th... Mr. Bradbury is one of Britain's foremost authorities on meteorology, and author of the recently published and much acclaimed "Meteorology and Flight" - Let's make sure that everyone's here for this one... 9th September, Dyke at 8.00 pm.

Be there or be somewhere else.

#### IT'S A SHAME WE FORGOT ABOUT JOHNNY'S BIRTHDAY...

If everyone had known we could have arranged a whip-round.



## Mitchell's Monthly

by Gary Mitchell

Not much to say this month, it's mainly passing on BHGA information, but before I go into that, I'm getting the feeling that nobody out there reads "Windsock".

If you've got less than fifty hours and want to improve, you should be in regular contact with your local Club Coach.

They become Club Coaches in order to pass on their skills and save you from making expensive mistakes! If you don't make use of them, you're being very dim.

Finally, when you ask advice on the hill, make sure it's from an experienced pilot - there's some very strange people out there!

### CLUB COACH COURSE

Bob Harrison & Co. have agreed to a course based in Brighton in October-November - dates to be arranged later. It will be over a weekend and cost £5, and it will be a mixture of theory and practical (weather permitting). The sort of pilot we need will have 2 years and 50 hours minimum experience and generally be a competent all-rounder who wishes to give a SMALL amount of his time back to the sport - probably helping pilots who live in his area.

This is not meant to be a life sentence, so I'd like to get twenty people for the

first course - anybody interested please 'phone me and I'll get a list together.

I have just received the XCPC EXAMS (P2+) - AIRLAW AND NAVIGATION, FLIGHT THEORY & INSTRUMENTS and METEOROLOGY. All are multiple choice and 45 minutes long. Anybody who puts in a bit of preparation shouldn't have any trouble - I'll bring them along on Club Nights for people to sit them - it's probably best to do one section each night. The APC (P3+) is AIRLAW AND NAVIGATION, again multiple choice and 45 minutes long. It's for people with their P3.

### Good Flying...

REPRODUCED BELOW IS THE LIST OF CLUB COACHES/OBSERVERS who are willing to help low altitude pilots to progress in hang gliding... find one in your local area and give him or her a call.. they are there to help you...

EDDIE BILOUS, Brighton. 0273 411239.  
 MARK JOHNS, Hurstpierpoint. 0273 834984.  
 NOEL VENN, Reigate. 0737 221023.  
 DAVE KEEPAX, Burgess Hill. 0444 245233.  
 MARK FISHER, Hurstpierpoint. 0273 832478.  
 JANE STEADMAN, Redhill. 0737 765510.  
 ADRIAN CAPLE, London. 01 660 0824.  
 ZOE HUMPHRIES, Crawley. 0293 27662.  
 KEVIN PICKERING, Hassocks. 07918 6319.  
 JOHNNY CARR, Wivelsfield Green. 044484 217.  
 CHRIS BARTRAM, Brighton. 0273 682499.  
 GARY MITCHELL, Nr. Henfield. 079156 235.  
 RON RICHARDSON, Bromley. 0689 56723.  
 PAUL GREEN, Westwickham/Bromley. 01 462 3630.  
 JOHN YOUNG, Biggin Hill. 0959 71706.  
 TONY HOBDEN, Brighton. 0273 600928.  
 Note also that coaching to F2 level is available for paraglider pilots... contact Gary Cook at Sky Systems on 0273 423650.

## YOUR EDITOR FINALLY CRACKS- WEIRD STUFF FROM HAWK ABROAD.



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• IS HE STRANGE OR WHAT ?!?

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