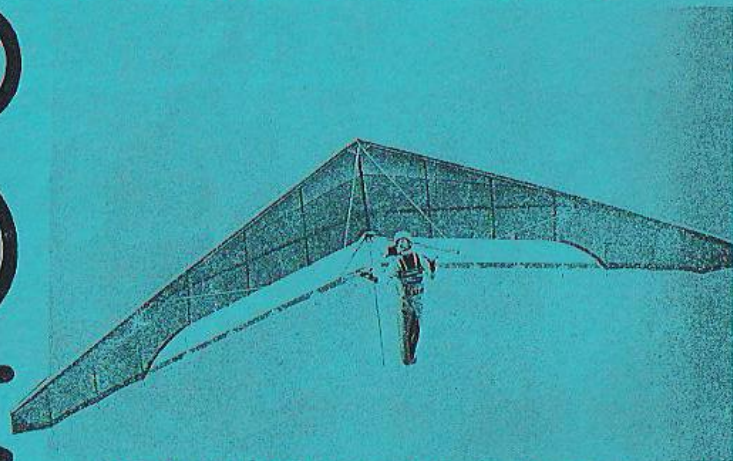


AIRTIME
hang gliding

RUMOUR has it



Light pilots have traditionally had a problem when choosing a glider, because until the advent of the RUMOUR 13.5 (145 sq. ft.), no small glider offered the same level of performance as its larger stablemates. Or they were tricky to land, or stiff to handle.

The small RUMOUR rewrites the rules. It achieved the highest L/D figure on the DHV test rig. Judy Ledet MBE chose a small RUMOUR as her new Cirron sponsored glider, so did Fabienne Lemaire, the French ladies champion. And light pilots all over the world have finally found a glider that gives them both the performance and the handling they want, as well as superb fittings and overall quality.

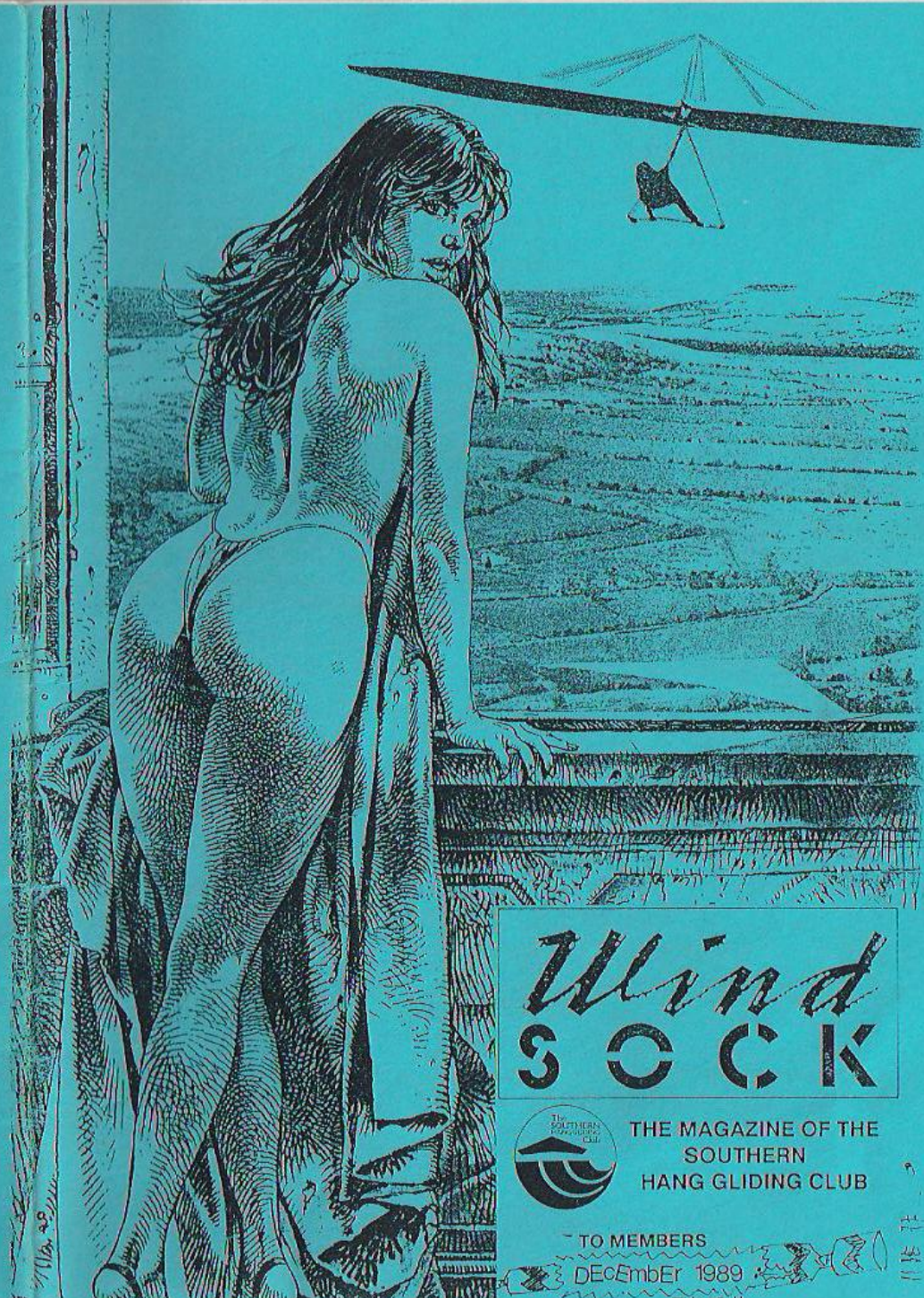
If you're light, test fly the RUMOUR 13.5. It goes a very long way.

- 1st French Championship
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- 1st Italian Championship
- 1st Scottish Open
- 1st, 2nd British League

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Wind
S O C K



THE MAGAZINE OF THE
SOUTHERN
HANG GLIDING CLUB

TO MEMBERS

DECEMBER 1989

1187

THE SOUTHERN ZOO (SORRY, HANG GLIDING CLUB)

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WINDSOCK CONTRIBUTIONS:

GET OFF YOUR BUTTS, WRITE SOMETHING then send it to:

Andy Napolitan, 5 Goldstone Court, Windsor Close, Hangleton,
Hove, East Sussex.

or:

Gary Cook, Sky Systems, Knoll Business Centre, Bellingham
Crescent, Old Shoreham Road, Hove, East Sussex.

The Editors Bit

with Conchita

Huh! Well-a for the kick off I'm-a got the right-a hump!

The boys Andy and Gary they-a so unfair. First-a they make-a me do the editin of the Windsock and then when some a big shot from-a Skywings write and complain about the 'in' jokes, the boys they-a blame me, and-a boy do I get-a punished good! I can't sit-a down for a the week. When can I have-a my chair back boys? Still, I cheer up when I seen the video Jean Collins took of the Christmas party. That Mark Johns he's-a such a cutie! And-a he's a so professional with-a that microphone, just-a like-a Julian Clary! And another thing, his -a girl friend Psycho Suzie Brooks she impress-a me too when I hear that-a she break-a some randy stable boys arm with-a the spanner for-a goosing her with-a his whip when-a she was younger. She should get together with "Big" Kev Pickering's batten bunny Sugar Ray Lorna the one-a woman Irish Holocaust, and-a make up-a the wrestling tag-a team - mucho lira girls!

Anyway, I wanted to go to the Xmas party but I was away for-a the month working with-a Tim-a Williams at Skywings after he-a invite me up to-a help him reduce-a

his backlog while-a his wife she go away for-a the holiday to her mothers. He's-a nice-a boy but he have trouble getting up in-a the morning and he's a not a so big as he-a look in a the photos. He-a ask-a me why Robbie always sign himself "Robbie Clitoris" at-a the end of-a a Champion news. Beats me.

Many congratulations to David-a Keepax

for the Trophies this-a year, a much-a better job than-a Carr's sweatshirt fiasco last-a year. And a thanks to-a Oriole for the party arranging!

Okey the cokey, that's-a it for-a this month except to say that-a you can buy the super Conchita T-shirt with-a the picture of-a me in one a my horny poses on-a the front for £9 + £1 postage send-a cheques made out-a to Final Glide to Andy Napolitan. XL size only! I'm-a dead serious!

I nearly-a forget this-a months joke! Q: What do you call-a the dog with-a no legs? A: Nothing 'cos it-a can't-a come anyway! Good eh? Remind-a me a bit of Tim-a Williams.

Ciao!



RULES TO REMEMBER IN 1990

PARAGLIDER PILOTS: Must not fly in front of hang glider take off / overshoot areas unless in rapid transit - and even then, only if you've made damn sure that no-one's about to launch or overshoot.

PARAGLIDER PILOTS: Must not "walk" their canopies back up the hill where it is likely that anyone (hang gliders or paragliders) may be taking off. Do not inflate your canopies on the hang glider take off / overshoot area.

ALL PILOTS: Don't take off when you are not absolutely sure that the airspace in front of you - and to either side - is clear.

ALL PILOTS: Sometimes it's busy up there: that's a fact. PLEASE exercise some self-restraint. If it's too busy then it's just too busy. YOU JUST HAVE TO WAIT A BIT. This means you.

ALL NOVICE PILOTS: Please seek out help or advice from Club Coaches / Committee Members / experienced pilots if you are at all unsure of any site rules or need any advice or help. If in doubt, don't launch.

ALL CLUB MEMBERS: Protect the interests of the Club - if you know someone's not a member, don't just mumble about it - collect a site fee, or better still make 'em join. Make sure all those "visitors" know our site rules, too.

Champion News

from Robbie Whittall

To all the members of the Southern Club. I am very sorry that I could not attend the club night and party but I had to work (I am a poor lad), But I must say thank you to you all for accepting me as a life member, it may not sound much to you but it means a lot to me. Thanks again. I have only been a member of the club for two years but I really had a good time flying with all you guys and teaching some of you in the Paragliding school. Now I hear that things are not too good at the moment with Hang Gliding and Paragliding! Remember the air is free and we all have an equal right to use it, so I ask you on both sides to have a little

more consideration for the other. We all have one thing in common and that is we love to FLY!

I love both sports and would hate to be restricted at the Dyke because of a minor problem that only needs some small slight guidelines to be laid out and to be obeyed strictly and we would all enjoy ourselves.

P.S. Add this champ news to your bible because it has to go down in history as the R.W. Gospel.

Happy Flying,

Robbie Whittall

Hey Robbie, why you no-a write me? - And when you come around for a basketball practice?... Conchita.

And the winners are:

Congratulations to all the winners and runners up of the fabulous accolades, sundry trophies and hosts of golden angels, etc. at this year's star-spangled awards ceremony at the Xmas do. Hosted by that much feted wit and raconteur Mark "Ted Bovis" Johns, whose impeccable delivery and showbiz gloss reminded many present of Julian "Sticky Moments" Clary, the awards will remain a treasured moment for us all.

Sussex XC League	"Big" Kevin Pickering
Sussex Weekend League.	"Even Bigger" Kevin Pickering
Martini League.	Johnny Carr
Longest Sussex XC.	John Young
Longest Paragliding XC.	Michel Carnet
Novice XC	Jim O'Sullivan
Runner Up	Tony Henderson
Most Improved Hang Glider	Dave Williams
Most improved Paraglider	Graham Watson
Best Newcomer	Steve Cook
Runner Up	Alan Mortimer
Ron Steadman Trophy P2	Ray Sedgewick.

Last but not most - The Outstanding Achievement Award.
Robbie Whittall

Serious well done's to all the above and a personal mention from me to Tony Henderson who missed the Novice XC award by literally yards, and to Mark Elliston who missed Most Improved Paraglider Pilot by so little that I wouldn't even call him a runner up it was that close.
Andy Nap.

Very Small Ads

Classified Adverts (like these) are free to fully paid-up members. Please send them in with your membership number. Remember to put your phone number on the copy - some of you must be really thick sending in an advert without any way for people to contact you... I ask you.

FOR SALE:

- Ace Sport 160. Offers or enquiries to Ray Sedgewick on 0689 49244.
- Thinsulate Flying Suit. For pilot up to 5'11" - a bargain at £15. Mark. 0273 832478
- MAGIC 4 155. 18 months old. Red leading edge, red undersurface. 4.4oz sail. Stored indoors. Original uprights. VGC. £1,100.00. Tel: Alastair on 0689-76982.
- PEARL'S A SINGER by Elkie Brookes. 12 incher in very good condition. Contact Tony Henderson with any reasonable (or unreasonable) offer.
- MAGIC 4 166. Yellow leading edge, green double surface / blue chevron. VGC/ upgraded to M4 155FR. Airwave check-over. £950.00.00. Tel: (01) 351 4719 (eve).
- MEDIUM FALHAWK; green & white. £1,150. Phone Andy Booth on 0622 859255 after 6pm.
- AIRMAN ACE paraglider; large, green, good nick, 1 tiny tear in top surface (repaired in workshop). £1,000. Call Liz on Btn. 423650.
- Magic 155 full race. 2 years old, VGC. Retiring from the sport for a while, hence bargain of £950. Telephone Dave on (0903) 206267.
- Typhoon S4 racer, reasonable cond, stored indoors. Flies well £350 - TSO Lifepack 24' £150 - Thunderbird vario. Soffers - Sky Hawk TX/RX plus auto-squelch receiver (good cond., used twice only) £150 - old microlight engine, frame & wing - Soffers. Contact Mike Tarry on 01 352 4007.
- Magic III 166; M/yar leading edge. Trimmer. Aero uprights, speedbar etc. In excellent condition, recent factory stripdown and overhaul. £550 o.n.o. Will deliver Southern England. ALSO Pod Lite Thinsulate fluoro/yellow / pink, hardly used & very clean. (5'8", 42" chest) £200. Telephone Keith Jackson, IOW (0983) 290202 - evening, or 298451 daytime.
- CONCHITA T-SHIRTS soon available subject to demand. Contact Andy Napolitan at his bijou residence in Hove, actually.

• Vision S Medium. Good condition, kept indoors. 3 spare uprights and base bar, wheels. Good P1 Glider. £795.00 ono. Tel: Steve on 0273 890593.

ACE SPORT 160. Orange & Blue, good condition. 10 months old. £1,200
ACE RX 150. Fluoro pink / yellow, good condition, 18 months old. £1,100
ACE RX 170. Good condition, recently overhauled suit pilot 13st +. £775.
RUMOUR 145; ex demo. Low hours, good condition, fluoro yellow / pink & blue. £1,725
RUMOUR 145. NEW GLIDER at bargain price. Slightly faded bag, hence: £1,825
RING AIRTIME HANG GLIDING on (0273) 424861 for a test flight.

• Sportlite ETS 280 with harness and bag. £400.00 ono. Dave - 0895 630666.

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CARS FOR SALE

• PEUGEOT 205 GTI 1.6. Creg 1996 - 50,000 miles. Central locking, elec. windows, full sunroof - red - VGC. Quick sale required, hence £4,000. Btn. 803845.

LOST

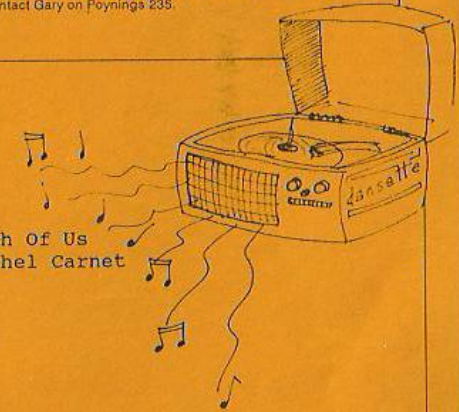
• Pod II Harness Bag. On the Dyke. HUGE REWARD OFFERED - contact Gary on Poyning's 235.

Windsock (in association with Smash Hits) proudly present:

1989 Southern Hang Gliding Club Top 10

1. Fly too high - Kevin Pickering
2. Funky Moped - Rod Lees
3. This Town Ain't Big Enough For The Both Of Us - Dave Keepax and Michel Carnet
4. Fool on the Hill - Mark Elliston
5. Love Machine - Buffalo Bilous
6. Wild Boys - Duran Duran
7. Broken Wings - Trevor Upright
8. Lucky Devil - Mark Toobey
9. Down, Down - Abey Ginner
10. Merry Xmas Everybody - The Staff of Windsock

Bubbling under: Crawling from the Wreckage - Trevor Upright
The Oldest Swinger in Town - Johnny Carr



Muckraker

Ahem... after last month's unprovoked outburst of unashamedly nude woman, we resume transmission of Muckraker. Now, where were we... oh yeah, Dafne Freedman...

...from the north bowl, across the pub, and lands somewhere beyond in a less than tidy manner! Puts the glider down on its nose and walks away... Trevor Upright - who just happened to be ready - saved the groundloop with a heroic dive.

Also to Golly Robertson, who leaves his Kiss fully rigged on its nose whilst going off for a cup of tea... meanwhile the "biggest CuNim for 3 years" brews up overhead, the glider attempts to self-launch and is only saved by the uncharacteristic presence of mind of "Small" Mike Millwood. Later, Golly was heard complaining that someone was sheltering under his glider!

Latest contenders for the Overshoot Stakes: BagLady, in one of his rare appearances at the Dyke, found out several times that he had lost the knack... Also, Steve "NappyRash" Cook, who did it two or three times on a borrowed RX before having to go for the huge bowl field...

Aiden Smythe, who has a curious habit of re-jigging his

back by leaning backwards over a broomstick, has now taken to rolling around on the ground on top of a half-gallon whisky bottle.

Slaphead Dave in France (episode 2): "When I did find a shower, I thought it was the shithouse..."

Sheffield HGC now officially called the Sheffield Soaring Club. They have lost their best site, Bradwell Edge, due to the irresponsible behaviour and riotous driving habits of a few hang glider pilots terrorising the native villagers... perhaps they should have been called the Sheffield Driving Club...

Sue Brooks trying out a parachute at Sky Systems: "Do I let go of the handle when I throw it?"

Schmegg?? Who dat?

Seen on the Dyke recently: GOLLY ROBERTSON (again), removing sticky numbers from his sail with acetone, and a spaced-out grin on his face... so this is how you get higher than anyone else...

The RIGHT HONORABLE JOHN PENDRY recently had a minor bending spree in the forbidden small paddock... and allegedly took off again without checking it out...

November 5th... MARKELISTON (paraglider) and ALAN MORTIMER (hang glider) get the close en-

counter award. ALAN has kindly agreed to look where he's going in future.

GARY the aerial tree surgeon MITCHELL, who recently took his glider on a tour of Wales, finally gets back to the Dyke and starts to rig... not finding his battens, he remembers landing in a field near Poynings before he went to Wales. Half an hour later, the intrepid bushclipper is picking up mangled battens which had been walked on by a HERD OF COWS FOR SEVERAL WEEKS.

Ex-hang glider pilot "Small" Mike Millwood at the Dyke with a canopy recently tells the hang glider pilots not to fly: "You had a good day yesterday, it's our turn today".

Eddie "FSAY" Horsfield seen clipped into John Pendry's glider at the Dyke... but he bottled out of flying it, apparently.

Gary MITCHELL borrows GOLLY's (not him again) 155 Magic... on taking off, it is noticed that the karabiner has slipped sideways and his not inconsiderable weight appears to be hanging on the gate... "oh no" says Golly, "I hope it's OK... it would be really TEDIOUS if it broke..."

'ELLO CHAPS!
SPANISH JOE
HERE - LOOK
AT MY BUNKIN'
HAIR - IT'S ALL
BLOWIN' OUT ALL
FUNNY OVER ON
ONE SIDE!
CRIKEY!

Looking at Weather

Part One

by Alan Russell

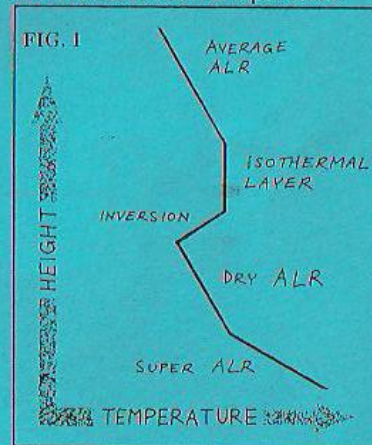
Weather is a complex phenomenon involving differential heating of the Earth's surface (because of the angle of the sun), the rotation of the Earth and the movement of large masses of air of different temperatures containing different amounts of water vapour. These masses take curved paths across the surface of the rotating sphere we call Earth. If two adjacent masses of different temperature may be turned into huge spinning "whirlpools" of air which produce weather systems which bring wind, rain, hail, sleet or (sometimes) brilliant sunshine. In this article, (which Windsock are now serialising) first published in 1984, Alan Russell delves into some of the complexities of weather which enable us to soar, staying aloft by extracting energy from the air around our aircraft.

HOT & COLD AIR: DIABOLICAL ADIABATICS

The atmosphere is heated (by the Earth) from the bottom upwards. The rate at which temperature decreases with height is of great importance in weather systems... this change of temperature with height is called the LAPSE RATE. As air rises, it encounters lower pressure so it expands and this makes it cool down - during this process it exchanges (in theory) no heat with the surrounding air. The expansion or contraction of a gas with no input or output of heat is an "ADIABATIC" process. Although air does conduct heat, it does so quite badly - as people with down flying jackets are glad to testify - so it is most useful to look at the Adiabatic Lapse Rate (it makes the maths easier anyway). Years of measurements around the world have determined an Average Adiabatic Lapse Rate (AvALR) - it is 0.65 degrees C per

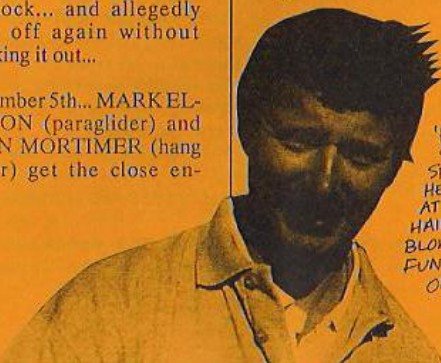
100m. So for every 100m that you climb up a mountain, it becomes, on average, 0.65 degrees C cooler. Fortunately, for those of us who enjoy thermalling, bits of the atmosphere have different lapse rates depending on heating effects and moisture conditions. Dry air cools at the Dry Adiabatic Lapse Rate (DALR) of 1 degree C per 100m. "Dry" in this context means that all moisture is in its vapour form and has not started to condense. Pockets of air which become hot for one reason or another can reach Super Adiabatic Lapse Rates (SALR) of greater than 1 degree C per 100m. When air cools sufficiently for any water vapour to start to condense, it is said to be at its "DEW POINT". The actual temperature of the Dew Point depends on the moisture content of the air.

When the moisture condenses, it releases some latent heat and the air does not cool as rapidly as it otherwise would. It now cools at the Saturated Adiabatic Lapse Rate (SatALR) of 1/2 a degree C per 100m. Figure 1 summarises these four lapse rates.



An area of the atmosphere where the air becomes warmer with height is said to be "INVERTED", and if there is no change of

continued...



temperature with height, then the zone is called an "ISOTHERMIC LAYER". Above the tropopause (the top of the troposphere) is the stratosphere, where temperature does not vary with height.

STABILITY / INSTABILITY

When a "bubble" of air heated by conduction from the Earth's sun-warmed surface rises, it normally cools at the DALR of 1 degree C per 100m. If the surrounding air is cooler at a lower lapse rate such as the AVALR of 0.65 degree C per 100m, then the "bubble" will soon reach a level where it is cooler than the air surrounding it and it will sink towards the

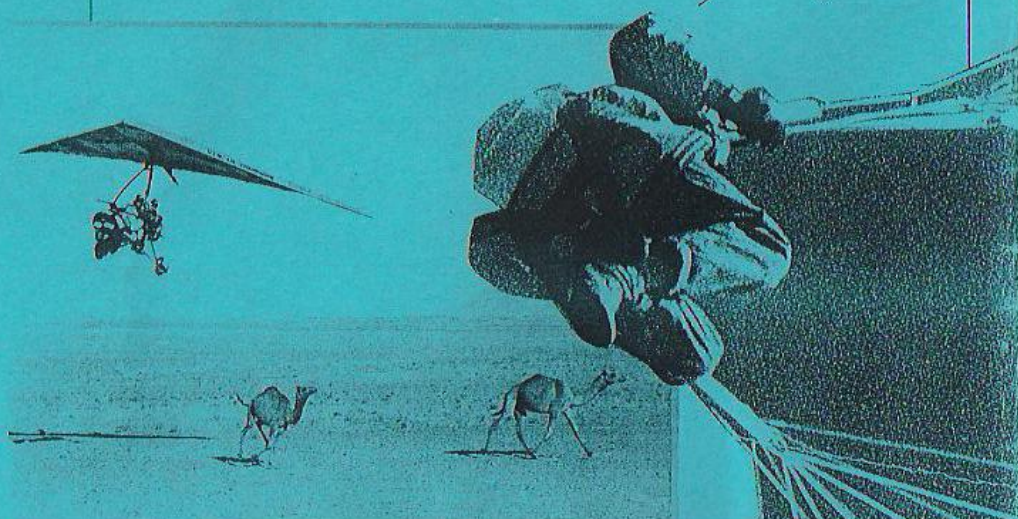
Earth's surface. This condition is described as being "STABLE".

If the surrounding air is cooling at a higher lapse rate - greater than 1 degree C per 100m - then our "bubble" will continue to be hotter than the surrounding air and it will continue to rise. This does not go on forever, though, as the "bubble" eventually mixes with the cooler air. This condition is described as being "UNSTABLE". Unstable conditions obviously favour the development of thermals and make for a good cross-country flying day.

Continued next month...

VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING & PARAGLIDING

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- PARALOGIC 'CHUTES IN STOCK + THE £125.00 VARIO



El Presidente

he say

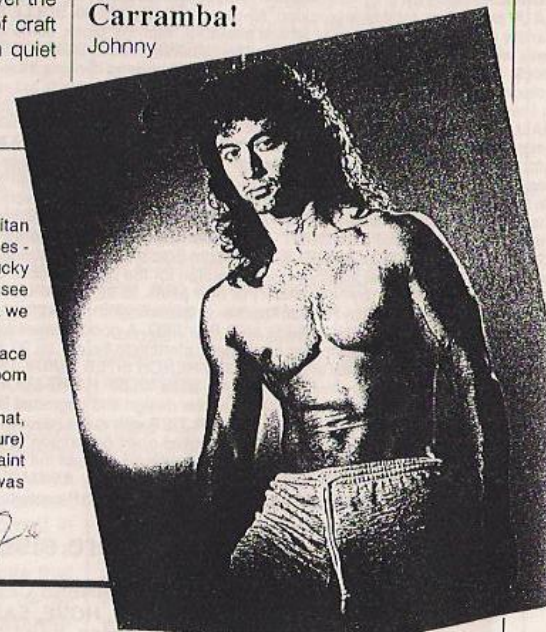
Dear Members

This is only my personal opinion but I feel that there is cause for concern over the ill feeling between some hang glider pilots and some paraglider pilots. Many of both types of pilot are happy to fly together but there are those who find it more difficult and worry about the overcrowding situation. I must agree that the overcrowding has come to a head especially on busy days at the Dyke, but I feel that it would be completely over the top to segregate the two types of craft and a total waste of airspace on quiet days for both parties.

Finding new sites will be an important factor in the long term solution to this problem and incidentally this is a responsibility shared by all of us, but in the short term I believe that some form of on site air traffic control will ease the situation on the busy days whilst allowing everyone to enjoy the sport we all love any way we choose on the quiet days. On a happier note merry xmas to you all and hope you all enjoyed the Xmas do as much as me, oh yes and a special thank you to the boys at Windsock who never change or add anything to what I write finn bimble frnip frnip buttocks.

Carramba!

Johnny



THIS MONTH'S WINTER WARMER - chosen by your editor, Conchita.

Here he is girls! Sexy Andy Napolitan showing his rippling ~~toes~~ sorry, muscles - to da world an' his wife. She's a lucky woman, too, coz is not a-many girls that see lovely Andy half-undress, is it? Not that we wouldn't all like to, eh? eh?

Andy, 18, says he wanna see world peace in our time, and he's gonna take up ballroom dancing soon.

I don' suppose you wanna know that, anyway... we stuck it in here (the picture) because we got 234 letters of complaint because my little sister Arrabella was showin' herself off last month.

Silly, innit?

Yours, with much love, Conchita



DEAR WINDSOCK:

As a gay hang glider pilot of many year's standing, I am writing to protest in no uncertain terms about the lavatorial sexist picture published in last month's otherwise excellent magazine. Us minority groups have a hard enough time on the hill without having to look at some old tart's boobs just because your editorial team are a pissed up bunch of benny hills.

I also think you neglect the lady pilots in the club. So come on Windsock! Let's have a bit of beefcake next month - give us back-room boys something to chew on.

Yours, etc (name and address withheld by editors)

Where do you go before you go flying?

CALYPSO intermediate glider, 1 size only. The ideal machine to get a new pilot through to the P2 safely and quickly. £1279.72. **MAGIC 4:** 133, 155, 166, 177. The standard for a nice, easy-to-fly, forgiving and high performance glider. £1596.78. **MAGIC KISS** - Airwave's mean machine. A beautiful, advanced glider. Available in one size only, all options included. £2079.54. At last it's here - an ultra-stable intermediate canopy with excellent performance. Ideal for the pilot who is looking for a canopy which delivers good performance while remaining forgiving to handle. Developed to cope with the most turbulent thermic conditions, the **ALIEN** really is a breakthrough in modern intermediate canopy design, and has become a perfect addition to Sky Systems' range of canopies. Introductory price £1,200.00. The **CORNICHE** from Trekking offers incredible performance at an affordable price. It's a beautifully made high performance canopy, it's made in the same factory and to the exact same design as the renowned Airman "Aco". In 3 sizes from £1,100.00. The **FALHAWK** is the very best high-performance wing available - current holder of the British distance record, the British height-gain record and the British out-and-return record. £1,500. Price MUST rise January 1990. NOW AVAILABLE - AIRWAVE'S NEW "BLACK MAGIC" Intermediate performance from the makers of the Kiss. Phone for price. **DEFLEKTOR HELMET.** Budget helmet with full protection. Foam lined for shock absorption. Only £18.00. **LIGHTWEIGHT GLOVES** - thumb/index finger free, very soft leather. M/L/XL. £10.00. **HELLY HANSEN GLOVES.** Really warm with removable thermal linings. £23.00. **OZEE THINSULATE SUIT.** Essential for cold weather flying. Available in 2 lengths, 4 widths, 3 colours. £69.00. **OZEE WATERPROOF FLYING SUIT.** As above, but breathable waterproof material. 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Whittall. £12.50. **ABC OF PARAGLIDING** by Hubert Apupit - at last in English thanks to us! £12.00. **HANG GLIDING FLYING SKILLS** by Dennis Pagen. NEW EDITION - ENLARGED AND REVISED. A good manual for all pilot levels from beginner to intermediate. Ideal reading for the P1 giving advice on equipment, starting to fly, etc. £6.90. **HANG GLIDING ACCORDING TO RICH PFEIFFER.** An excellent book and a steal at only £10.00. **FRENCH SITES GUIDE.** Over 400 pages of maps and info. £11.95. **AUTOLOOP.** Fully adjustable hangloop. Available in three sizes. £5.00. **HANG LOOP** in any length. £2.00. **SUPER PITCHY.** The original floating hang point for pitch comfort. New lighter design and upgraded finish. £49.00. **AERODYNAMIC WATER BOTTLE** with fittings for uprights. £5.90. **AIRWAVE GLIDER TIES** with quick release delrin buckle. £1.25. **METAMORFOSI PARACHUTE.** The Italian parachute which pioneered the pulled-apex generation of emergency canopies. Very compact and superlight. 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SKY SYSTEMS

Steyning Bowl Rules

By Eddie "Buffalo" Bilous

During the year 86-87 at Steyning Bowl, there were 4 separate recorded incidents of mid-air collisions between hang gliders and model aircraft. This prompted the landowner, with the help of myself, to ban the flying of model aircraft at Steyning Bowl. Steyning was leased to myself as a Hang Gliding tuition site and not as a modellers bowl. The safety of manned aircraft must come first. Since this ban on models we have not had one airmiss or collision between models/ hang gliders. This shows a conscientious view on the part of the landowner towards our pilots.

The advent of paragliding over the last year and its success has enabled us (Free Flight) to allow Sky Systems and the paragliding contingency of the SHGC to use Steyning for its tuition and aerial activity. The reason is simple - Steyning is an ideal paragliding site, and opens up flying on the South Downs - ie. Steyning comes into its own and becomes extremely popular to paragliding pilots, particularly during the ab initio stages.

However, the last year's use of Steyning as a mixed site between paragliders/ hang gliders was understood to be a "pilot" scheme to see how well the two sports could co-exist.

The results are both positive and negative in all aspects. Through liaison and listening to pilots of both disciplines, their instructors and in particular to the landowners, certain rules and regulations must be enforced in order to promote these two sports in a healthy and safe manner. Please note that the governing bodies also advise us as clubs/ schools to do everything in our power to prevent overcrowding, and therefore prevent midairs... therefore prevention is better than cure.

The new rules, which I as sole leaseholder and therefore site organiser have to instigate have also been authorised and up to a point guided by the landowner. Please note that the landowner is first and foremost concerned with safety, and if a fatality were to occur through lack of safety standards or overcrowding, then the site would be lost forever.

THE FACTS ARE VERY SIMPLE:

A year ago Free Flight used 4 training gliders at Steyning with a ratio of 4 students to 1 hang glider.

There was a maximum of 6 soaring gliders in the air at any one time.

There were approximately 2 paragliders in the air or on the ground at any one time - this was then a sport in its infancy.

The landowner was happy, models no longer reared their ugly little heads, and the site was controllable.

At the present stage, the landowner is not happy - 2 weeks ago he counted 23 paragliders "littered" around the site, compared to 1 hang glider "littered" around the site. He noted 3 paragliders and 3 hang gliders in the air.

He is concerned with losing a beauty spot, and also with the possibility of accidents becoming quadrupled (?) - and a new word - erosion. On this particular day I wished to tether - it was 15 mph easterly - it was impossible.

I think I've put all the points forward. I shall now put forward the new rules, which have to be looked at with maturity, common sense and some flexibility.

1. In a South West wind which is usable for paragliders, but useless to hang gliders, we allow 6 soaring paragliders to fly the bowl. No hang gliders will be allowed in a south westerly - it's dangerous for them.
2. In South or South East, a ratio of 2 soaring paragliders to 4 soaring hang gliders will exist. The reason for this ratio (which probably seems unfair) is that paragliders

normally use the space in front of take off for far longer than hang gliders. The beat distance is only 150 yards, which isn't much for these numbers. Of course, if there are no hang gliders there then 6 paragliders can soar, and vice versa. The maximum number of aircraft on the South/South Easterly bowl is 6 soaring at a time. We suggest that if other aircraft are waiting to launch, then those flying - already in the air - should restrict themselves to a maximum flight length of 15 minutes, unless a height of 350ft-plus is gained. This rule obviously needs some common sense.

3. In an easterly the ridge run is a little longer - we therefore quote 4 paragliders to 4 hang gliders (soaring) at any one time. Again, the 15 minute rule applies when pilots are waiting for a flight, and again if there are no hang gliders then there can be 8 paragliders and vice versa.

4. Both disciplines must ensure through the duties of a noseman / wingtipper / their own observation that the take off area is clear.

5. Top landings will be restricted to P2 / F2 pilots.

6. The landowner does not appreciate, and wishes to stop NOW any trikes buzzing the car park. We respectfully suggest that trikes fly over Steyning Bowl and the car park at a minimum height of 500ft.

7. There will be no towing of any means at Steyning Bowl, nor will any powered aircraft take off and land.

8. There can be any amount of top-to-bottom flights, but pilots must take care to use alternating paths back up to prevent "rabbit paths" eroding the slopes.

9. All litter will be cleared up at the end of the day.

I realise that with some people/ members of the Club I will become "Mister Unpopular", but please understand that safety measures MUST come first and foremost. At least if we stick by these rules and prevent overcrowding, we will always have a popular

site to fly at. Non-compliance to these rules will certainly ensure that Steyning Bowl will disappear from the air mass forever, so let's give and take a little, it's all swings and roundabouts. Sensible behaviour may just save our site and promote and preserve both the site and the sport on the South Downs.

Training News

by Eddie "Buffalo" Bilous

Rather a lot of interesting things have happened in the last month which once again prompts me to put pen to paper.

Weather conditions have been unusual - particularly when localised. At Steyning and at the Dyke, catabatic airflow has started to rear its ugly head as soon as 1pm! As a low airtime pilot this can affect you severely - you may have a steady flow up the hill on take off, but at the bottom the wind can be from many directions or totally zero, so please take this into account. It's very important to look for wind indicators at the bottom of the hill - at the Dyke for instance, there's always some smoke from chimneys. Also, remember that the ground is now very hard, and hitting it can be a little like impacting concrete, so wheels are vital now.

I've seen lots of people slipping over on the frosty ground on take off and landing - it's important to have footwear with a good grip... and needless to say, it's getting cold, so dress up warm.

Due to the zero winds we've had at the bottom of our training slopes, we haven't been doing much teaching simply for safety's sake... you can probably understand now... it must be time to go abroad soon!

A few days ago we had a moderate easterly at Steyning which a low airtime pilot was attempting to soar on a Clubman - flying close to the hill, he was turned into the hill

and from what I understand he was lucky to walk away alive - it certainly cost him.

Steyning Bowl is a soarable site, but has many traps waiting to catch out the inexperienced pilot. PLEASE: Close to the hill, fly faster than normal speed until a safe height is gained - and if you are a novice, take my advice and don't even think about top landing at this site.

The Bowl is being used even more by paragliders - we counted 23 around the Bowl last week, as opposed to 3 hang gliders!

Please remember that Steyning is primarily a training site for novices and low airtime pilots who are in the SHGC, and it's the only one we've got, so please we must all be sensible. I will not be taking desperate measures unless forced to do so. Please stick to the new rules printed above.

I've traded in my "old" Falhawk for a new one, and am impressed with the increase in performance due to the thinner lines. I spent a week in the Lake District teaching paragliding and flying - weather was gorgeous - light winds, blue skies, no rain! This trip was completed with 2 days of "para-packing". Grab a map and a compass, take a 2-hour hike up a 3,000' mountain - eat lunch and fly down to the nearest pub - brilliant! I would recommend it!

There are now two explorers in the club as I managed to get one for Trevor... he's well

happy with it. We had two in the air not so long ago, and that was pretty amazing. The trouble is, as they are class II hang gliders, we will probably be designated our own take off and landing spots - probably somewhere near Henfield! Of course, we could get banned altogether or only allowed to fly at 60mph with a ground clearance of 2,000 ATO!

I've also managed to test fly the small Gypsy from SkyHook which is a lovely stable glider for the lighter person.

We are practically closing down now until next year, and Trevor and I are simply trying to clear up our CPC's and get them up and soaring.

I've got no idea what's going to happen in the hang gliding environment next year... if it's anything like this year I can definitely see hang gliding being replaced by paragliding. Sad, isn't it? Still, at least we won't have to keep buying spare uprights.

There will also be no opportunity for pilots to take the old P1, P2 or P3 exams - remember, it's all change from January 1st. A CPC pilot has had a midair with an experienced paraglider at the Dyke (November 5th). It was the hang gliders fault.

Well, that's about all you'll hear from me until March, as I'm off to sunnier climes.

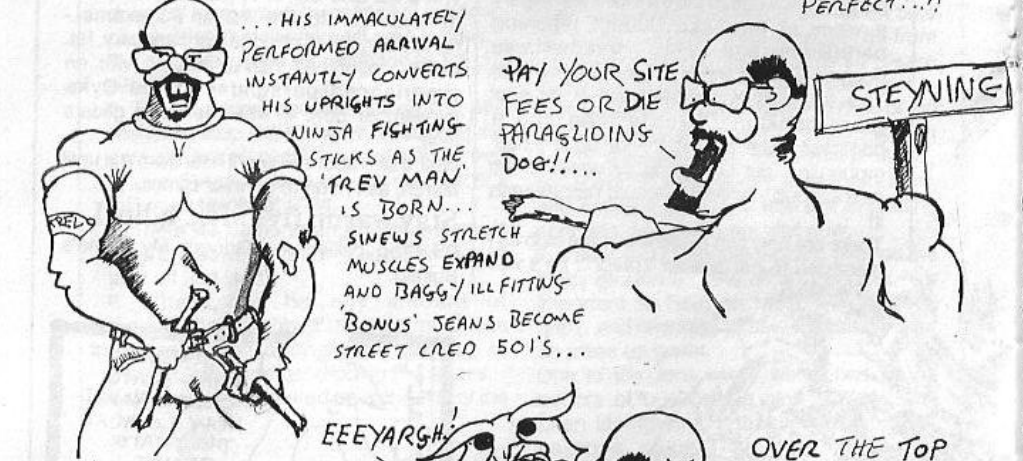
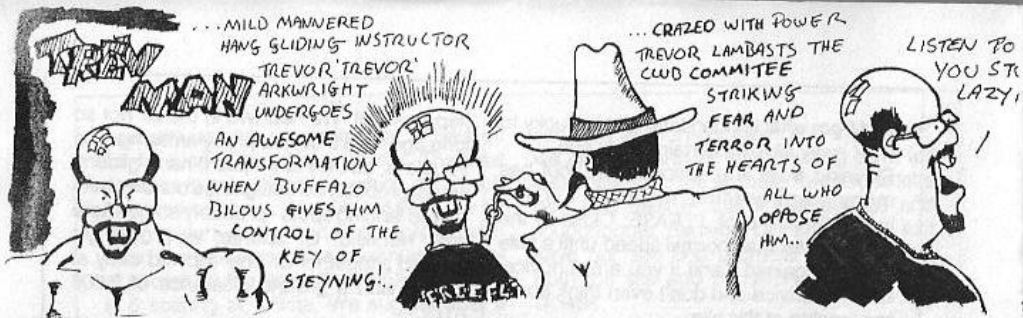
Stay warm, fly safe... adios!

PS Stop calling me Gringo. My name's Buffalo.



El Presidente he say...

I'M ON THE WRONG PAGE MATEYS!



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

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

NEXT ISSUE...!
TREV MAN
VS
BAPC. CREATURE

Club Coaches

These Club members are here to help low airtime pilots to progress. Give them a ring, please... they're waiting for your call.

- ADRIAN CAPLE: London
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- KEVIN PICKERING: Hassocks
07918 6319
- TONY HOBBDEN: Brighton
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- MARK JOHNS: Hurstpierpoint
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- NOEL VENN: Reigate
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0737 765510
- JOHNNY CARR: Wivelsfield Green
044484 217
- RAY SEDGEWICK: Croydon
0689 49244
- CHRIS BARTRAM: Brighton
0273 682499
- GARY MITCHELL: Henfield
079156 235
- RON RICHARDSON: Bromley
0689 56723
- PAUL GREEN: West Wickham
01 462 3630
- ZOE HUMPHRIES: Crawley
0293 27662
- Note also that coaching to F2 level is available for paraglider pilots... contact Gary Cook at Sky Systems on 0273 423650.

Quick Crossword

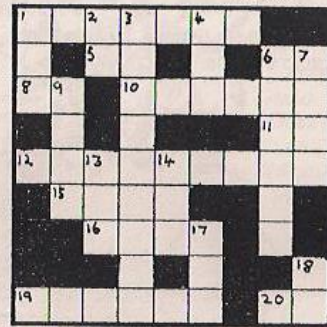
by Andrew Napolitan

Clues across:

1. Looping
5. SA
6. AB
8. ET
10. Rotate
11. TE
12. Hang Strap
15. Mile
16. Lift
19. Sleeve
20. Go

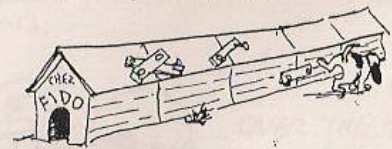
Clues down:

1. Lee
2. OS
3. Paraglide
4. Nut
6. Attack
7. Beep
9. Team
13. Nil
14. SEF
17. Tie
18. T.O.

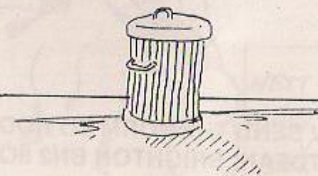


Hang Glider Storage Port by "Upright"

Do you need somewhere to store your glider? Well how about this for an idea. First you have to evict five or six...



Paraglider Storage Port



Shock Horror!

The Chairmans Bit

by Mark "Judas" Johns

Well if you didn't go to the club Xmas do at the Dyke, you missed out, for those that did go this is what happened....., that's all I can remember. Any way I'm told that it was an alright happening, I'm still affected by the glare off the trophies. For the few that were still able to focus at approx 2400 hrs there was apparently an amazing interpretation of acid house dancing by yours truly.

Onto other things. The Dyke situation re: Hang Gliding and Paragliding **still rages** with the committee throwing ideas in and out of the gladiatorial arena to try and find a workable solution. Watch this mag for results, and in the meantime please fly in

a safe manner and leave room for others to take off land overshoot and fly safely themselves. I honestly don't think most of you realise just how critical the situation is becoming.

Also going critical is that collection of pages laughingly called Windsock (...no surely that would be Wi-ha-nd-ha ha-so-ho-ock...eds.) which should be called Penthouse and is apparently going to be dragged through the houses of Parliament by that staunch complainer Mary Whitehouse. I therefore completely disown the mag if such an event transpires...!

That's all for now, p.s. Can we have a full frontal of Conchita in the next ish? (...O.K. Mark, if that's a what you want a you-a got it...Conch.)



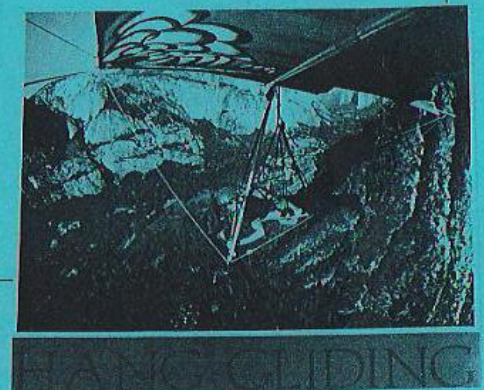
DEAR WINDSOCK:

As a lady hang glider pilot of many year's standing, I am writing to protest in no uncertain terms about the lavatorial sexist picture published in last month's otherwise excellent magazine. Us minority groups have a hard enough time on the hill without having to look at some fat slappers saggy dugs just because your editorial team are an over-the-hill gang of reprobates.

I can't help thinking that you also neglect the gay pilots in the club. So come on Windsock! Let's have a bit of beefcake next month - give us batten bunnies something to get hold of. Yours, etc (name and address withheld by editors)



HE CALLS THAT HIS BACK UP CHUTE.
IT'S A BIT LIKE HIS WALLET,
HE HOPES HE WON'T HAVE TO OPEN IT
BUT PEEPS INTO IT NOW AND AGAIN
TO SEE IF IT WILL GET HIM OVER
A SUDDEN CRISIS.



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BAPC Footlaunch Qualifications

There's still a bit of confusion out there as to what you can and can't do in paragliding. A lot of hang glider pilots seem to be taking it up and not bothering to get insured - yes folks, your BHGA insurance DOES NOT COVER YOU FOR PARAGLIDING (yet)... you have to become a member of the BAPC. It costs £11 if you're a current BHGA member, and £35 if you're not. If you want to paraglide, you must be insured, coz if you have an accident and you're not insured at least 3rd party, you'll bugger up ALL flying for everyone.

Also, we print below what you actually can and can't do within the system - again, a lot of people are taking the piss out there.

One pilot (who shall remain nameless) - an "ex" hang-glider pilot no less - was seen at the Dyke recently taking a top-to-bottom (into the cropped field) with his child strapped into the harness with him. At the time, he wasn't even a member of the SHGC.

Dual flying is only allowed with permission from the BAPC - his insurance was thus invalidated. The possible repercussions of an accident in these circumstances are frightening... perhaps the worst thing about this type of incident is that NO-ONE from our club challenged the bloke about his obviously stupid actions. Anyway...

INTRODUCTION

There are three levels or gradings in foot-launch paragliding, but they are not all strictly in progressive order. They are:

F1 and F2 pilot qualifications and the F instructor endorsement. In addition, the experience of hang glider pilots or of towed wing parasending instructors can count towards qualifications in foot-launch paragliding. Therefore the reader must study carefully the requirements laid down and choose where to start.

PILOT QUALIFICATIONS

There are 2 grades of pilot in foot-launch paragliding - F1 and F2. In each grade there are requirements to be met in order to achieve the grade and the flying activities which each grade permits. Before any training starts, the prospective pilot must be in possession of BAPC Individual Membership. At this stage (under tuition), BAPC temporary membership will suffice. An unqualified student must always fly in the presence of an "F" foot-launch instructor.

BECOMING AN F1 PILOT

To qualify for F1 pilot, the student must:

- a) undergo canopy ground-handling training, including emergency procedures
- b) show adequate canopy control both on the ground and in the air
- c) be able to demonstrate canopy checks, launching and landing satisfactorily
- d) perform enough top-to-bottom flights to satisfy the instructor that the pilot is competent.
- e) demonstrate theoretical knowledge of various subjects including air law, theory of flight, etc.

continued...

To register as an F1 pilot, the student must become an annual member of the BAPC and pay the registration fee (currently £3). The BAPC membership card will then display the member's F1 pilot qualification.

WHAT AN F1 PILOT CAN AND CANNOT DO

An F1 can fly on sites where no F instructor is present, providing an F2 pilot with CCI approval (see below) is present and willing to supervise. This gives the F1 pilot flying experience towards qualifying as an F2 pilot. An F1 pilot is not permitted to fly unless an F instructor or approved F2 pilot is present, and has agreed to the F1 pilot flying. If these criteria are not met, the F1 pilot's insurance is invalidated.

BECOMING AN F2 PILOT

To become an F2 pilot, the novice must first be an F1 pilot, and therefore an annual member of the BAPC. They must then:

- a) complete at least a further 30 foot-launched flights (all to be logged)
- b) have flown from at least 5 sites
- c) complete a total (logged) flying time of 1 hour 15 minutes consisting of flights of at least 5 minutes duration each.

CONGRATULATIONS...

To the Right Honorable John Pendry, Robbie Whittall (author of "Champion News", and Judy "Channel Hopper" Leden.

At a recent Committee Meeting they (and all future British World Champions in hang gliding and paragliding) were given Honorary Life Membership of the good old SHGC in recognition of their outstanding achievements both within the sport and in promoting British flying around the world.

Well done, and welcome back...

d) have carried out at least 3 low-wind takeoffs.

e) be taught in and demonstrate perfect self-launchings, stalling and top, forced and stand-up landings.*

f) have achieved at least 60% pass in a test covering flight theory, meteorology, air law, navigation and accident procedure.*

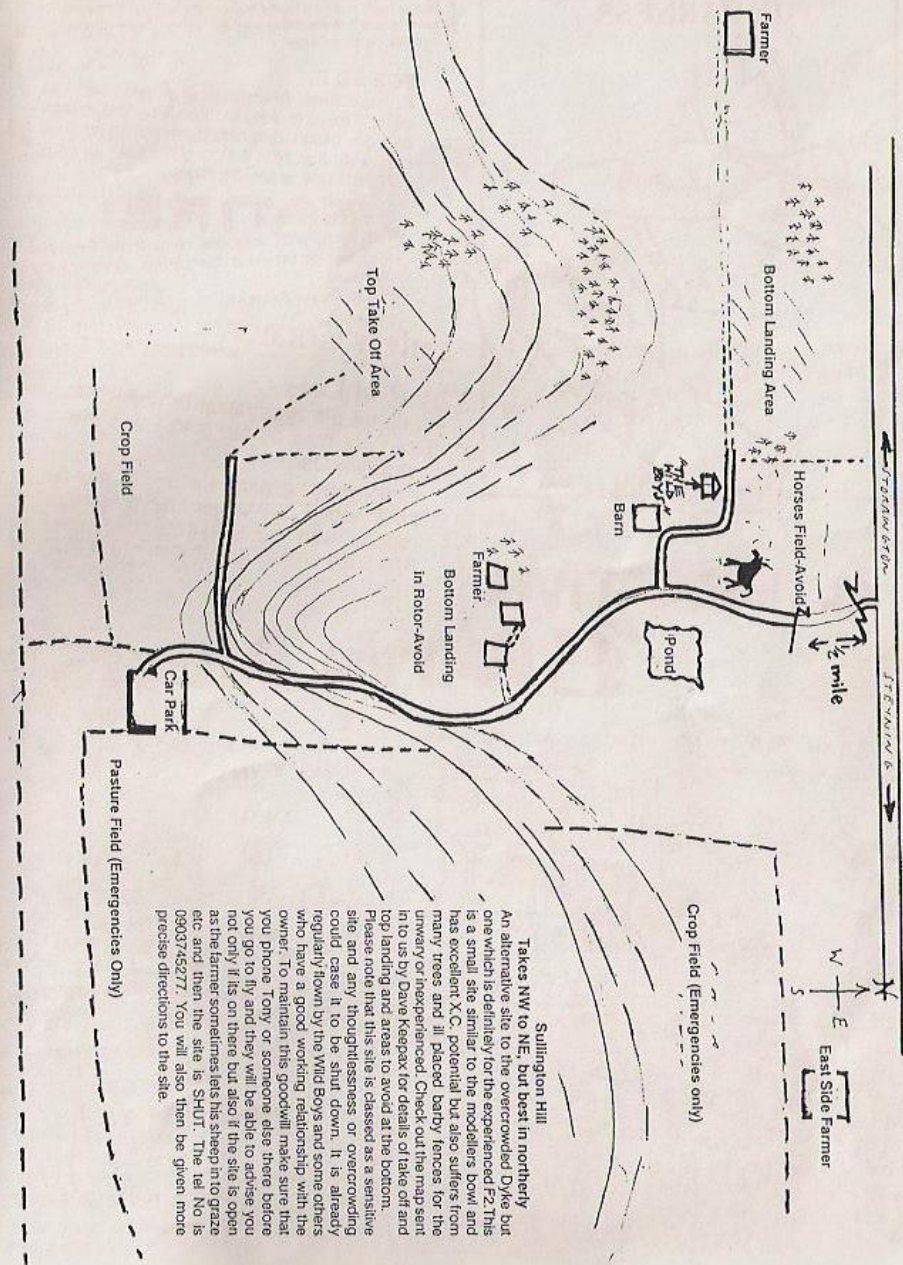
*These require an F instructor to be present.

WHAT AN F2 PILOT CAN AND CANNOT DO

An F2 pilot can fly unsupervised (once in possession of a current BAPC membership card indicating the F2 qualification). An F2 pilot who has received the approval of his/her CCI (Club Chief Instructor) may supervise F1 pilots on the club's own sites. An F2 pilot MAY NOT INSTRUCT OTHERS, only supervise F1's.

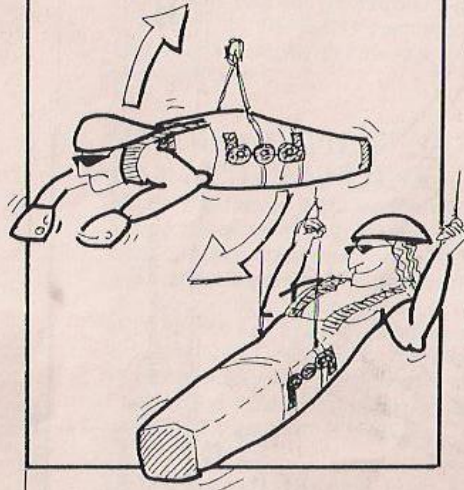
REMAINING AN F2 PILOT

An F2 pilot must keep a log book of his or her flights - annual renewals will require the CCI's countersignature to confirm maintained experience and a check of personally owned equipment.



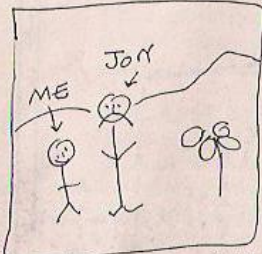
WHAT TO DO WITH YOUR HANG GLIDING EQUIPMENT WHEN YOU TAKE UP PARAGLIDING : PART 3

THE HARNESS



ALTERNATIVE "CHAMPION NEWS"

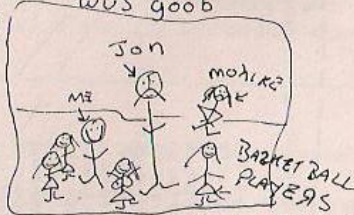
ME and Jon IN BRAZIL



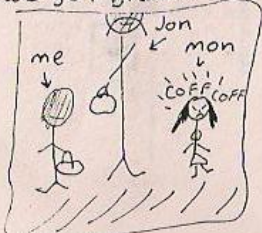
ME FLYING



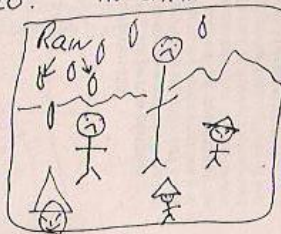
THE SOCIAL LIFE WAS GOOB



WE GOT BROWN OR FLU!



IN JAPAN WE GOT WET.



THE NEW PARAGLIDER



at AIRWAYS

DISCLAIMER:

EEEEEEEEEE ooooooop lads and lasses ob de club. Apologies for the lateness of this month's burnt offering, but lack of input and help from the Italianate half of the editorial team means that deadlines are hard to meet. Hope you had a happy christmas anyway.

FOR SALE

Falhawk med yellow/pink 6 months old. Kiss glider 8 months old good condition flies straight as a die. £1500. Bug harness new footpad good condition. Suit pilot 5'4" to 5'7" £150. Tel Andy (0273 556160) or Sky Systems.

SATIRE:

What to do with your old class three Explorer Hang Glider when it becomes dangerously knackered. Sell it to Trevor Ackroyd.

Safety Corner

by Rod Lees

Forms for the registration of new CAA gliders are held by the BHGA and the Club Safety Officer.

If members' gliders are not in the list published in SkyWings! then they must register with the BHGA by December 31st 1989 or INSURANCE IS INVALID.

AIRTIME retail price list. (0273) 424861.

HARNESS EQUIPMENT

	£	p&p
POD LITE (thinsulate)	335.00	4.50
POD LITE	305.00	4.50
POD LITE Front Entry (thin)	375.00	4.50
POD LITE Front Entry	345.00	4.50
★NEW★ 'POD TRACKER'	P.O.A.	
Rucksack-Pod Lite/Plus	24.00	1.50
Spare Zip-Pod Lite/Plus	12.00	0.50

SAFETY EQUIPMENT

Metamorfoxi	339.00	4.00
Zoot Chute	265.00	4.00
Everoak Helmet	30.00	2.50
T/L Krab (aluminium)	7.50	1.00
T/L Krab (steel 3000kg)	8.50	1.00
S/G Krab (aluminium)	6.00	1.00
Hang Loops & B/U Loops	3.00	0.50

SOFTWARE

ANABATIX Flying suit	187.50	3.00
OZEE thinsulate	69.00	3.00
Bottom Bar Mitts	19.00	1.00
X/C Bag fully zipped	28.00	2.50
Pitchy Cover	7.50	1.00

HARDWARE

12" Pneumatic Wheels	28.00	2.50
Airspeed Wheels VB	23.95	1.50
Flugg Tow Release	48.00	2.00
Quik Links	1.50	0.50
PIP Pins	4.50	0.50
PIP Pins/Locking plate	7.00	0.50
Pitchy	39.00	1.50
Roof Rack Straps	5.00	1.00

INSTRUMENTS

DAVRON 500+ vario/alti	289.00	2.50
DAVRON 500 vario/alti	255.00	2.50
DAVRON 200+ vario/alti	225.00	2.00
DAVRON 200+ alti	129.00	2.00
DAVRON 200 A/V vario	125.00	2.00
DAVRON 200 Audio vario	150.00	2.00
DAVRON 105 A/V vario	150.00	2.50
DAVRON 100 A/V vario	140.00	2.50
DAVRON 100/Diplex Alti	174.00	2.50
Supermount fits all	22.50	1.50
Aerofoil Bracket	15.00	1.50
SILVA Compass + mount	49.00	2.50

MISC

Glasses Nannini/Mountain	39.00	1.50
Glasses Irex 100	39.00	1.50
Windsock with pole	10.00	2.00
Quik Clip Glider ties	1.50	0.50
Skylights	2.50	1.00
Starting soaring	5.95	1.00
Complete H/G guide	12.50	1.50
T Shirts 'X/C' crazy	7.00	1.00
Sweat Shirts	10.90	1.50
Airtime Pilot Log	28.95	1.00

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

Airtime Hang Gliding Ltd, (0273) 424861, Portslade Station, Portland Road, Hove, Sussex, BN3 5SG.

AIRTIME hang gliding

NEW... IN STOCK... NEW... IN STOCK

ANABATIX FLYING SUITS

Robbie Whittall, World Champion:
"ANABATIX - a class above the rest. The warmest, most practical suit on the market"

Judy Leden, Women's World Champion:
"Excellent! Warm practical, stylish and very hard wearing."

John Pendry, Former World Champion:
"ANABATIX SUITS - the best thing since the hot water bottle."

