

## Up to £500 Reward!

For information leading to the recovery of **STOLEN HANG GLIDERS AND EQUIPMENT** - offered by Edmund Potter

On the night of Sunday 30th April in the campsite at Hawes, Wensleydale, just beside the Brown Moor farmhouse, Tony and Rona Webb's VW van was broken into. A lot of hang gliding harnesses and gear (including a paraglider) and two Magic 4's were stolen.

This was the Bank Holiday weekend when the Women's Cup and the Bleriot competitions were being held. Despite losing some of their gear, Rona Webb and Angie Chettleburgh carried on with borrowed equipment to be placed 3rd and 4th respectively in the Women's competition.

The thief - or thieves, more likely - appear to have had an intimate knowledge of hang gliding, and were possibly spying for potential victims during the Friday and Saturday of the comp. when some of us were flying. Of the six kites on the roof of the van, only two were taken - unmarked Magic 4's, a 155 and a 166. Of the four left behind, two were small Magic 133's, and the other Magics both had sponsorship names on the sails.

Of the gear taken from inside the van, two complete fairly new Pod-Lite harnesses in their bags with helmets and variacs, etc went missing. A paraglider and its harness went too, but this had Tony and Rona's trade name "Lejair" written on the underside. Two Clubman uprights went, but other stock items such as parachutes, variometers and even Magic uprights were left behind.

To gain entry to the van, the driver's side quarterlight window was smashed. The van was in full view of some of the

windows of the farmhouse in which we were staying. The campsite was fairly crowded. None of this deterred the thieves, who must have displayed considerable sang froid.

It does look rather as if two pretty unscrupulous pilots were prepared to equip themselves (and take some spares for their friends?) at their own risk, and our expense. Or maybe they intended to make a few thousand pounds quickly by selling it, very plausibly, as their own second-hand gear. We are offering a reward of 10% of the value of any gear recovered. We would be most pleased to hear of any information however tenuous or circumstantial that might relate to the crime.

Much of the gear was not covered by insurance - I can now tell you that the hang gliding insurance premiums I had decided not to pay because of all the excesses and exclusions now seem remarkably modest - I'll definitely insure the next lot!

The lessons for those of us without insurance seem obvious: If you must leave your glider on your car, then padlock it with chains - make it physically difficult to remove, the thieves will probably choose an easier target.

Don't leave your harness and gear in the car. Cars are too easily broken into. Take your gear into your hotel room (or tent) and sleep with it - well, you know what I mean!

And a final plea:- if you're buying a second-hand kite from a stranger on the hill, please check everything out first - be suspicious of any glider where the serial number (scratched on the keel) has - for some strange reason been obliterated.

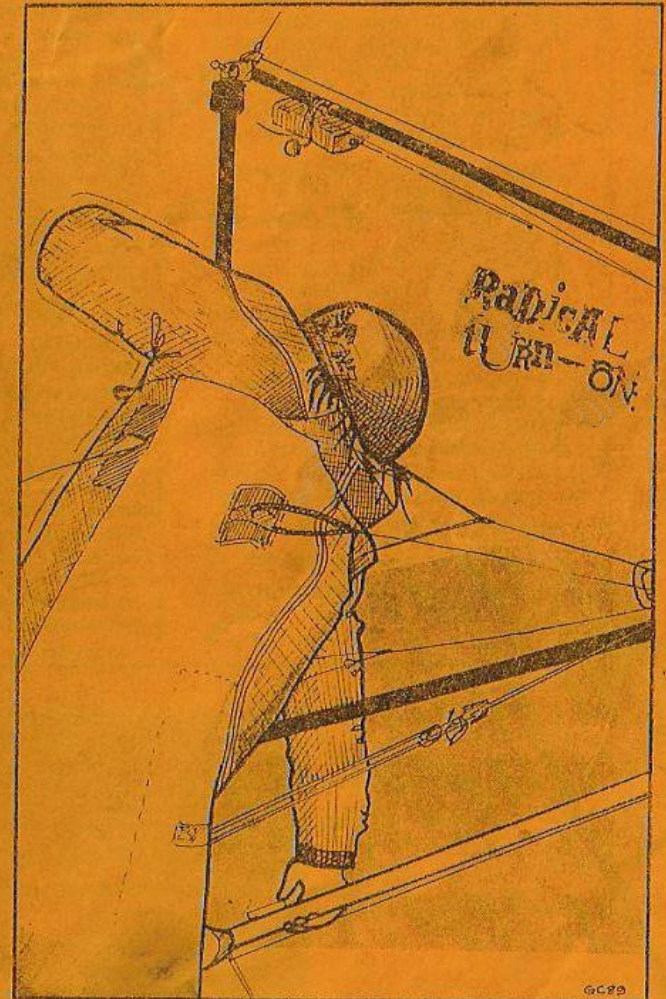
If anyone thinks they can help, contact Edmund Potter c/o Lejair

THE MAGAZINE OF THE  
SOUTHERN  
HANG GLIDING CLUB



# Wind SOCK

JULY 1989  
FREE TO MEMBERS  
**THIS MONTH: BEAUFORT, SYRETT,  
LETTERS, LOTS OF OTHER STUFF:  
GET HOLD OF IT!**



SEE YOU ALL ON THE FIRST  
MONDAY OF EVERY MONTH AT THE  
DYKE PUB - 8.00pm. FOR OUR GREAT  
CLUB NIGHT.



## S.H.G.C. COMMITTEE

WE'RE HERE TO HELP YOU -  
PROBLEMS? GET IN TOUCH!

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#### MICHEL CARNET

(as above)

ANYBODY HERE SEEN ELKIE BROOKES?



## Letter from the Editor

by Gary Cook

In the absence of any communication from Napolitan, here goes my editorial for July:

Firstly, I'd like to say "eelo" to those of you who don't know who the hell I am. I've been in the SHGC since October last year (no, that's not long), and at the moment I only fly a paraglider - an Airman Ace - although Eddie is going to get me hang gliding as soon as we've got mutual spare time.

I'm glad that all the feedback I've had so far on last month's Windssock has been very positive - I must admit to being nervous the day I posted it out, but it seems as if you all like it (Some smart alecs are now going "I don't"). Also good to see a whole lot of people at the Club Night (first Monday in every month, folks) having a good time and a good chat.

In my workaday capacity as a paragliding instructor for Sky Systems, now: I hope that those of you in the "stamp 'em out" brigade have noticed the improvement in available airspace at the Dyke since we moved the School to Ditchling when it's a northerly - this at least moves the novice paraglider pilots out of the way. As for those who aren't novices, well... we obviously do all we can to whip a good sense of airlaw and etiquette in about equal measures into our students by the time

they leave the school, but unfortunately I suppose it's inevitable that pilots from outside the area or from other clubs will turn up and flout site rules. Things are no different for paraglider pilots than for hang gliders - if you don't recognize someone, go and have a chat - if it turns out that they are not members of the SHGC, get their site fees and tell them about the club. Make sure that they are members of the BAPC and can make a reasonable site assessment. If someone's flying in a "dangerous" manner or causing problems, sort 'em out.

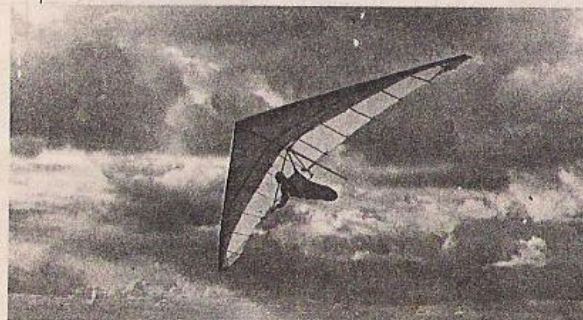
For myself, I'm happy that everyone that I teach to paraglide will respect other air users, particularly those whose sites they use, but it's important to remember that we're not the only school around, and Sky Systems isn't the only place in the world where you can buy a paraglider: sometimes we're left just as gobsmacked by people's behaviour as you are!

Any road up, end of rant now, but if you have any complaints, refer them to me or Michel - together I'm sure we can sort out any genuine grievances.

**My main message is this:**

**we're all in the same club, and in the same game - flying.**

**So - Fly Safely. See ya.**



OH YES!  
CLUB  
SWEATSHIRTS  
ARE STILL  
AVAILABLE  
FROM THE  
COMMITTEE!



## Safety Corner

by Rod Lees

Who's got a Pitchy?

Do you wear a back-up?

If you have flown for more than 50 hours with a pitchy, I suggest that you strip it down and inspect it... someone in the Club has just found the bolts half worn through!

Any heavy landings lately? Please take the time to inspect the glider, especially the top A-Frame and/or King Post bolts. I've just seen one that looks like a donkey's hind leg.

And did I hear right? A Clubman being looped in the Southern Club? I suggest whoever is doing that reads up about

Robbie Whittall flying a Kiss outside its flight envelope.

Even in this heat, flying with an insulated enclosed harness has its advantages, especially when having an argument with a barbed wire fence. One of our pilots has, he is OK but the harness is really shredded. Food for thought, DONT FLY INTO FENCES!

There have been several accidents/incidents which seem worthy of a short accident report - where are they?

To finish - why is the Club Safety Officer the last to know about any incident? Do you really think I'm going to make fun of you?

**Safe flying...**

FASCINATING ARTICLE FROM A BARBADOS PAPER.....



Paul armed with his glider and ready to make history in his own way.

## Paul ready to create history

At 25 years Paul Nugent is about to create history in his own modest way today. He plans to be the first Englishman to fly a hand glider in Barbados.

Paul, who was born in England but who got most of his education in Barbados at the St. Gabriel School, is now on vacation. He hopes to create the feat, soaring through the air at 150 feet above the ground around 11 a.m. today at Stuarts Hill, St. Philip.

"I just love this place. I went to school here and all my friends are here, so I wanted to return and do something different, something which I really enjoy doing — hand gliding."

It was about six years ago when Paul, having returned to England and looking for

something interesting to do, read an advertisement from a gliding school in a newspaper and decided to give it a try.

He entered the school and gained his licence in two weeks time. "Of course I was a bit nervous at first but soon I mastered it and bought my own glider", he said.

His most spectacular achievement to date was when he sailed 700 feet high from the Devil's Dyke in Brighton England. However today's effort in his second home (Barbados) means even more to him.

Today Paul is ready to set up his Ariel Arts Clubman, 160 CFX hand glider and take to the skies where he loves to be.

## Hey! Low Airtime Pilots!

The following pilots are all Club Coaches/Observers who are waiting for your phone call, and want to help you progress in hang gliding. So find out which one is LOCAL to you and MAKE CONTACT... you know it makes sense.

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.  
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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 HOBDDEN, Brighton. 0273 600928.  
Note also that coaching to F2 level is available for paraglider pilots... contact Gary Cook at Sky Systems on 0273 423650.



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Allwright, P.	Brighton	East Sussex	0273 506128
££ Ammann, Monique	Hove	East Sussex	0273 733883
££ Anderson, Joe	Littlehampton	West Sussex	0903 773032
££ Ashley, David	Maresfield	East Sussex	0825 3096
Auld, Alistair	Orpington	Kent	0689 76982
Bache, M.	Rayleigh	Essex	0268 775112
Bacon, Ralph	Hoddesdon	Herts	0992 468429
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Bastin, Rob	Horsham	West Sussex	0403 60443
££ Bell, Colin	Ripley	Surrey	0483 223083
££ Bennett, Patrick	London		01 769 1248
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££ Bingham, Mervyn	Croydon	Surrey	01 684 4115
££ Black, J. R.		Middlesex	01 847 3010
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££ Brooks, Martin	Beckenham	Kent	01 650 6503
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££ Butler, Mike	West Molesey	Surrey	01 783 0419
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££ Cardillo-Zallo, E	Addlestone	Surrey	0932 854252
££ Cardona, Tony	London		01 769 3043
££ Cardwell, R. T.	London		01 204 9066
££ Carlin, Mark	London		01 834 1082
Carnet, Michael	Brighton	East Sussex	0273 505892
Carr, Johnny	Wivelsfield Green	Sussex	044484 217
Carrington-Smith, Ian	Hove	East Sussex	0273 507582
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££ Cattlin, Simon	Burgess Hill	West Sussex	04446 44062
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££ Currell, James M.	Canvey Island	Essex	0268 691698
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Dempsey, Mike	Woking	Surrey	04862 27640
££ Dockerill, Martin	Storrington		09066 5027
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££ Dowden, S.	Woking	Surrey	04862 29940
££ Drew, Graham	Cranleigh	Surrey	
££ Durrant, Lynda	London		01 670 8481
££ Edgson, Mike	Beaconsfield	Bucks	04946 4517
££ Ellis, Phillip	Bishops Stortford	Herts	0279 59905
Elliston, Mark	Westerham	Kent	0959 64475
Evans, Derek	Wadhurst	East Sussex	089288 4132
Eyre, Michael	London		01 769 7636
Finney, Keith	London		0273 832478
Fisher, Mark	Hassocks	West Sussex	01 205 9122
Fletcher, J.	London		0293 24750
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££ Freedman, Dafne	Cobham	Surrey	01 429 2107
French, Andy	Pinner	Middlesex	
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££ Funnell, Nick	London		
££ Gaivoto, Alvaro	8000, Munich 70		
££ Garnett, Greg	Farnham	Surrey	0252 714103
££ Gedney, Steve	London		01 673 1563
££ Gibb, Richard	London		01 995 1792
Gibson, Nigel	Feltham	Middlesex	01 890 7476
Goepel, David	Hove	East Sussex	0273 419645
Goodyear, Paul	Haywards Heath	West Sussex	
Graham, Robert	Berwick	East Sussex	0323 870842
Green, Paul	West Wickham	Kent	01 462 3630
££ Green, Peter	Hornsey	London	01 341 7657
££ Grey, Kevin	London		01 767 7897
Haines, H. M. M.	Cowfold	West Sussex	0403 864705
Hall, Andrew J.	London		01 947 5127
££ Hallam, Adrian	London		01 769 8936
Hallam, Vince H.	Brighton	Sussex	0273 609925
££ Halliday, John S.	London		01 732 3284
££ Halpin, Richard	Newhaven	East Sussex	0273 516150
Hansford, Philip	London		01 854 3248

££ Harding, F. Paul	Lewes	East Sussex	0273 471277
££ Hardy, David	Didcot	Oxfordshire	0235 818228
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Harris, Gordon T.	Richmond	Surrey	01 948 5606
££ Harrison, Mark	London		
££ Harrison, Mark	Greenford	Middlesex	01 997 1077
Hart, Nick	Eastbourne	East Sussex	0323 30422
Harvey, Terry	London		01 791 0524
££ Hayler, Jose	Tonbridge	Kent	0732 357413
Hebb, Andrew	Eastleigh	Hants	0703 611954
Henderson, E	Godshill	Isle of Wight	0983 840588
Henderson, James	Horley	Surrey	0293 783683
££ Henderson, Neil	Purley	Surrey	01 405 9333
Henderson, T.	London		01 980 9017
Hewing, R. B.	London		01 737 4849
££ Hill, Andrew	Bristol		0454 413350
££ Hobbs, Jack	Seaford	East Sussex	0323 898660
Hobden, Anthony D.	Ringmer	East Sussex	0273 812905
££ Hodges, Tim	Ashtead	Surrey	0372 275410
Holder, Albert	Newhaven	East Sussex	0273 514383
££ Hopkinson, C. J.	Arundel	West Sussex	
Horsfield, Eddie	Croydon	Surrey	01 689 2076
Hughes, Roland	Windsor	Berkshire	0753 866505
Hume, Garry	Reigate	Surrey	0737 761071
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Hutchinson, John. M.	London		01 519 4678
££ Jackson, Matthew	Nelson	Lancashire	0282 691003
James, Colin H.	Surbiton	Surrey	01 399 6278
££ Jehu, Irwyn	Littlehampton	West Sussex	0903 723884
Jobey, Colin	Portslade	East Sussex	
Johns, Mark	Hurstpierpoint	West Sussex	0273 834984
Jones, Chris	Ealing	London	01 579 2830
££ Jones, K. R.	Ashford	Kent	0233 28200
££ Jongeneel, Bill	London		01 761 8013
££ Kay, Simon	London		01 267 0263
Keepax, David	Burgess Hill	West Sussex	04446 245233
££ Kenton, Mark J.	Chorleywood	Hertfordshire	09278 3653
Kenyon, Richard	Twickenham	Middlesex	
££ Kinnear, Neil	London		01 699 2046
££ Kirkham, Andy	Crawley	West Sussex	0293 27662
Lacon, Paul	Barkingside	Essex	01 551 0074
££ Langford, Michael	Slinfold	West Sussex	0403 790191
££ Lavender, Mark	West Drayton	Middlesex	0895 443955
££ Leden, Judy	Camberley	Surrey	0276 28649
££ Lee, Stephen	Bexleyheath	Kent	
Lees, Daniel R.	Findon	West Sussex	
Lees, Rodney	Brighton	East Sussex	0273 300328
££ Leonard, Martin	Wallington	Surrey	
Lever, Richard	Leatherhead	Surrey	0372 374242
££ Lewis, Derek	Horsham	West Sussex	
Long, Simon R.	Bishops Stortford	Hertfordshire	
Lucchesi, Antony	Storrington	West Sussex	<del>09066 5027</del>
Macpherson, Peter	London		01 748 9490
Maillardet, D. R.	Sevenoaks	Kent	09592 3742
Malakos, Steve	Purley	Surrey	01 660 2160
££ Mantle, Vincent J.	Camberley	Surrey	0252 517556
Mardell, Robert	Bromley	Kent	01 464 8416
Markey, Paul	Sittingbourne	Kent	0795 72879

Marnier, Stephen	Hove	East Sussex	0273 770166
££ Martin, Nick	Shoreham-By-Sea	West Sussex	0273 463546
££ Martin, Richard	Hove	East Sussex	0273 424957
££ Matthews, David John	Eastbourne	East Sussex	0323 23105
££ May, Stephen	South Ashford	Kent	0233 45309
McDonald, Colin A.	Paddock Wood	Kent	089283 4577
££ McGill, Janet	Leaden Roding	Essex	027976 327
McKinstry, N. J.	Ilford	Essex	01 514 2962
££ McLeod, David	West Malling	Kent	0732 840815
££ McRobert, David M.	Tunbridge Wells	Kent	0892 862388
££ Meades, Howard	London		
Middleton, Bob	Ramsgate	Kent	0843 596126
Mikolajczuk, R.A.J.	Canterbury	Kent	0227 454838
Milliard, B	Tadworth	Surrey	0737 833157
Millwood, Mike	Lewes	East Sussex	0273 400372
Mitchell, Gary	Edburton, Henfield	West Sussex	079156 235
Molyneaux, David	Hastings	East Sussex	0424 752615
££ Moodie, James	London		01 381 2202
££ Moor, Sue	London		01 675 3966
Morrell, A.	Burgess Hill	West Sussex	
££ Mortimore, Mark	Reigate	Surrey	0737 45036
Moss, John R.	Cheam	Surrey	01 644 6504
££ Mott, Chris	Canvey Island	Essex	0268 699142
Mulford, Robert G.	Chatham	Kent	0634 61478
Munns, Tony	Crawley	West Sussex	0293 541747
Myers, Peter	Brighton	East Sussex	0273 738545
Nancarrow, Tony	Shoreham-by-Sea	West Sussex	0273 464466
££ Napolitan, Andy	Hove	East Sussex	0273 556160
££ Newton, William	Ringmer	East Sussex	0273 812130
££ Nicholls, G.	Hounslow	Middlesex	01 572 0185
££ Nichols, Mark	Forest Row	East Sussex	0342 822858
Nottidge, Hugo	Twickenham	Middlesex	01 891 2170
Nugent, Paul	Barking	Essex	01 594 3675
O'Donovan, P.	London		01 203 5295
££ O'Fee, Derek & Peter	Redhill	Surrey	0737 768203
££ O'Neill, Brendan	London		01 274 7277
O'Sullivan, Jim	Feltham	Middlesex	
Oliphant, Robert	London		01 992 8461
Oliver, Don	Orpington	Kent	0689 54379
Osborn, Paul	West Wickham	Kent	01 462 2833
Pakulski, John	Woking	Surrey	04862 21644
Park, Stewart	Sutton	Surrey	01 644 0300
Partridge, Calvin R.	Nr. Leatherhead	Surrey	0372 53464
££ Pascoe, Andrew	Stevenage	Hertfordshire	0438 356917
££ Pask, Philip	Worthing	Sussex	0903 507002
Patel, Archit	London		01 764 2446
Patel, Kiran	Morden	Surrey	01 542 5323
Pearce, K. R.	London		01 699 0443
££ Pendry, John	Brighton	East Sussex	0273 733883
Perkins, M.	Storrington	West Sussex	09066 4633
Perrin, David	Brighton	East Sussex	0273 600450
Perrin, Mick	Edburton	West Sussex	079156 235
££ Peters, S.	Tunbridge Wells	Kent	0892 32008
££ Phillips, R. J.	Camberley	Surrey	
Phillips, Cecil	Ringmer, Lewes	East Sussex	0273 813882
Phypers, Roy	London		01 527 7510
Pickering, Kenneth	Hastings	East Sussex	0424 754797
££ Pickering, Kevin	Hassocks	West Sussex	07918 6319 →

££ Pidsley, Lawrence	Twickenham	Middlesex	01 894 0157
Preston, Nicolas	London		01 871 1858
Puckey, Barry	London		01 693 8722
Pugh, Stephen	London		01 692 8554
Rankin, Paul J.	Horley	Surrey	0293 775021
££ Reardon, Michael	Richmond	Surrey	01 948 8752
££ Relph, John	Teddington	Middlesex	01 977 9870
Reyes, Patricio	Tonbridge	Kent	0732 356629
££ Richardson, Drummond	East Grinstead	West Sussex	
Richardson, Ronald	Keston	Kent	0689 56723
Richings, Russell	Stanford-Le-Hope	Essex	0375 674282
££ Rimmer, M. A.	Stanford-Le-Hope	Essex	
££ Rixson, John	Storrington	West Sussex	
Robertson, Mike	Hove	East Sussex	0273 772784
££ Robinson, Grant	Waltham Abbey	Essex	
Henri			
££ Rogers, Mark	Shoreham by Sea	West Sussex	0273 462379
££ Rolfe, Richard	Hove	East Sussex	
Rolinson, Peter	London		01 874 9522
Rusbridge, Dave	Worthing	Sussex	0903 206267
££ Ryder, Martin	Edinburgh		031 556 7589
££ Sandwell, Nicola	Brighton	East Sussex	0273 600492
££ Saunderson, Ella	London		
££ Schooling, R.	Crawley	West Sussex	0293 510267
Scrase, Alan	Harlow	Essex	0279 415743
££ Sedgwick, Raymond	Croydon		0689 41407
Seeley, Philip	Aldershot	Hampshire	0252 544123
££ Sharman, Jerry	London		01 248 9898
Shaw, Andy	Dagenham	Essex	01 517 7945
Shepherd, P.	London		01 606 6677
££ Sheridan, John	London		01 778 9863
Sinclair, Robert	West Runton	Norfolk	0263 75649
££ Skinner, John	Hove	East Sussex	
Slater, David	Wallington	Surrey	01 660 0991
Smith, Chris	Sanderstead	Surrey	01 651 1743
Smith, Graham E.	Steyning	West Sussex	0903 812414
Smith, Leonard	Rainham	Essex	04027 59333
Smyth, Aiden F. C.	Hatch End	Middlesex	01 428 1884
££ Snook, B. J.	Copthorne	West Sussex	0342 712131
Snow, Mark	Longfield	Kent	04747 2060
££ Southgate, Miles	London		
Stapleton, Edward M.	London		01 871 3106
Steadman, Jane	Redhill	Surrey	0737 785510
Stevens, Ben	Haywards Heath	West Sussex	0825 790527
Swallow, Nick	Cranleigh	Surrey	0483 277269
Swinfield, Ray	Leicester		0884 253033
Syrett, Alison	Wallington	Surrey	01 647 8488
Tarry, Mike	Storrington	West Sussex	09066 5166
££ Thomas, Leicester	Pillerton Priors	Warwickshire	0789 741927
Tompkins, B. M.	London		01 675 3966
Tooby, Mark	Petts Wood	Kent	0689 70125
Turner, Anthony	Uckfield	East Sussex	0825 2969
Turner, Neil	Brighton	East Sussex	0273 600492
££ Twyman, Kevin	Canterbury	Kent	0227 711156
Venn, Noel	Reigate	Surrey	07372 21023
££ Walker, Stephen	Crawley Down	West Sussex	0342 716113
Ward, N.	Pulborough	West Sussex	07982 2069
Webb, Brian	Catterick Garrison	N. Yorkshire	0748 832809 →

Webb, Karlo J.	London		01 886 4962
Westbury, Stephen	Rickmansworth	Hertfordshire	0923 770930
££ Whichello, Peter	Kingston upon Thames	Surrey	01 546 5619
££ White, M. D.	London		
Whitmarsh, Adrian	Horsham	West Sussex	0403 55761
££ Whitney, N. R.	Brighton	East Sussex	0273 502355
££ Whittall, Tintin	Brighton	East Sussex	0273 733883
Whittington, Tony	West Norwood, London		01 761 4189
Whymark, David	Brentwood	Essex	0277 72650
Wijers, Luke	Twickenham	Middlesex	01 891 2170
Wild, Elizabeth	London		01 674 9427
Wilford, Chris	Borehamwood	Herts	
££ William-Parker, Graham	Romford	Essex	037881 2910
Williamson, David	Brighton	East Sussex	0273 604752
Wills, Peter	Nr Redhill	Surrey	0737 822865
Wilson, Kelvin	Upper Beeding	West Sussex	0903 814173
Windus, M. J. L.	Henfield	West Sussex	0903 813186
£ Wood, Andy	Mississauga	Ontario	
£ Woodfall, Colin	Caterham	Surrey	0883 40834
Woodhams, Mark	Brighton	East Sussex	0273 501043
££ Wright, Eric		Middlesex	0932 220819
Wuest, G	Teddington	Middlesex	01 943 0259
Young, John	Biggin Hill	Kent	0959 71706
Young, Ricky	Croydon	Surrey	01 686 5947
Zimmermann, Pete	Northwood	Middlesex	09274 24534

## SOME OF YOU STILL HAVN'T PAID YOUR YEARLY FEES! COME ON FOLKS - SORT YOURSELVES OUT.

**HINT: THE ONES  
WITH ££ NEXT TO  
THEIR NAMES ARE  
THE ONES!**

**IF YOU HAVN'T  
REJOINED, THEN  
YOU WON'T GET  
WINDSOCK ANY  
MORE, OR THE  
BENEFITS OF  
BELONGING TO AN**

**ORGANISED CLUB. IF  
SOMEONE YOU  
KNOW IS "ON THE  
BLACKLIST", YOU  
ARE SUBSIDISING  
THEIR FLYING.**



ANDY NAPOLITAN  
"Pink Leopardskin  
Tights" - see  
article next  
page...

## British Paragliding Team Trip to Annecy

by Alison Syrett

On Friday 2nd June, selected members of the British Paragliding Team - Andy Napolitan, Michel Carnet, Jockey (Jocelyn!) Sanderson, Nick Lunn, Mark Chick and Huw Parsons, along with a few "hopefuls", Neil Turner, Toby (Ierone) Albu, and one "keeney" - myself. We all crammed into a van and set off for Annecy, where we were to meet Steve Higham, Nigel Page, Alan Scrase and Angela Back.

The purpose of the trip was to practice Alpine flying and thermalling in preparation for the World Championships. We were extremely fortunate to have the invaluable training, help and local knowledge of France's No. 2 paraglider pilot, Thierry Barboux, who stayed with us throughout the trip.

After the long journey, we eventually arrived at the hotel on Saturday morning. The hotel (Les Rochers Blancs) was superb, it was situated at the top of the "Semnoz" mountain and there was not a single building in sight. The views from the hotel were also very panoramic. Even more important than the excellent food, atmosphere, service and cleanliness of the hotel, is the fact that it's situated in an ideal place for paraglider pilots of all levels of experience, since one had the choice of flying the gentle ridge at the top of the mountain (literally on the front door of the hotel), or the main ridge of the Semnoz Mountain, which is also on the doorstep of the hotel.

That morning we had a few gentle flights on the little ridge next to the hotel, practicing spot landings, etc., then in the afternoon we flew the main ridge for several hours.

The following day's weather was not particularly good, so we spent the

morning listening to Thierry Barboux giving a lecture on stalling and recovering canopies, and also on recovering from deflations. Fortunately, the weather picked up for the afternoon, and so we all picked up our canopies and went to fly the same ridge as the previous afternoon.

Monday morning's weather was again a little grotty, so we had a discussion about tactics, procedures and planning, etc. for the world championships (at least this was far less scary than the lecture on stalls and spins!) That afternoon, we drove to a high mountain called "La Folclaz", which towers above Lake Annecy, in order to put into practice the "acrobatics" which we had discussed the previous day. As the van trundled its way up towards the peak, the general chit-chat quietened down considerably!

Arriving at the launch site (now particularly quiet), we watched Thierry demonstrate recovering the canopy from a couple of stalls and a deflation over the lake. Now it was our turn! Andy Napolitan went first, did a huge stall which appeared to take four attempts to recover the canopy fully and then successfully landed at the edge of the lake. This was somewhat unnerving to a mere "keeney" who was convinced that the difficulty in recovering from the stall was characteristic of the canopy, and thus thought that all canopies of this type would produce equally horrendous stalls.

One by one we took off, flew over the lake, stalled and/or deflated the wing, then landed in the landing field at the edge of the lake. one pilot (mentioning no names of course) made a "slight" error in judging the approach to the landing field and went for a dip in Lake Annecy! Fortunately a boat provided by

Cont...

the ITV canopy factory was soon on the scene to hoik out the bedraggled pilot (who is still receiving plenty of stick for her aquatic capers).

Actually, it may be worth commenting a little on what I learned about water landing (oh, OK so it was me).

1) When landing, land with your back to the wind so as to enable the canopy to fall ahead of you rather than on top of you.

2) Before taking off, ensure that you can physically unscrew the quicklinks on your reserve chute, which may prevent the essential quick removal of your harness.

3) Consider the type of footwear used if there is a possibility of "lake landing". The hooks on some boots tend to get easily caught up in the lines of your canopy.

4) Don't laugh too much when you hit the water as you then tend to sink easily!

Well, after that adrenalin-filled day, we had a relaxed guided tour of the ITV factory, to whom thanks not only for showing us the factory but also providing the boat cover that afternoon. It was then back to the hotel for yet another excellent meal followed by several silly games between French and English paraglider pilots.

On Tuesday 6th, we had a great day flying cross-country from La Folclaz. The weather was quite good, and a few of us managed to fly along the ridge and over to the next peaks. Andy flew particularly well and was the only pilot to cross the lake - but everyone enjoyed a good day's flying at this really nice site.

On the final day of our trip, Thierry took us to "Montmin", but not quite managing to stay up, we went back to see what it was like at La Folclaz. Conditions were not as good as the previous day, but we still had pretty good flights.

Then it was back into the van and heading for home, having all not only thoroughly enjoyed 5 days flying in the Alps, had a good laugh at Andy's pink leopardskin tights, but also all left having learned a vast amount.

As a newcomer to the sport, I would like to mention how, in my opinion, the trip to Annecy was a vital stage in my training, and that it would be incredibly beneficial to any paraglider pilot to experience Alpine flying. Not only is it the whole experience incredibly exciting and new, but the experience gained and the confidence boost gained will improve one's capabilities vastly - its definitely the next step after the Dyke and Steyning Bowl.

To conclude, I would like to thank Michel Carnet of "SKY SYSTEMS" for organising the trip (and letting a "keen" join the group), and would also like to thank Andy Nap (an instructor for Sky Systems) for all the superb help and training he has given me.

On behalf of the group, I would also like to thank Thierry Barbox for all his work and training he gave, which made the trip an enjoyable success from which everyone learnt a great deal.

**SINCE GOING ON THE TRIP, ALI SYRETT HAS TAKEN THE BRITISH PARAGLIDING WOMEN'S DISTANCE RECORD (10.1 km), AND IS NOW A BONA-FIDE MEMBER OF THE BRITISH TEAM CURRENTLY IN KOSSEN, AUSTRIA.**

**OTHER SOUTHERN CLUB MEMBERS IN THE TEAM ARE: MICHEL CARNET (Team Captain), ANDY NAPOLITAN, MARK CHICK, MIKE MILLWOOD, JOCKY SANDERSON, ALAN SCRASE, ANGELA BACK along with NEIL TURNER (Reserve) and TOBY ALBU (Admin).**

## The Beaufort Scale

by Dick File of the London Weather Centre

The Beaufort Scale was originally devised by Admiral Beaufort in 1805, and was originally meant for use at sea. It is now commonly used on land and the descriptions here are those for "land-lubbers". Wind speeds are intended to be measured at a height of 10 metres (33 feet) and if measuring at head height you would need to make a small correction. Also, they are mean speeds (ie average). Gusts will be considerably stronger than the average speed, perhaps 1.5 times as strong over flat, open country and up to double the mean

speed in built-up areas. (This has more to do with a reduction in mean speed, rather than an enhancement of the gusts). For example, Force 8 is also known as Gale Force, and indicates a mean windspeed of 34 to 40 knots. Gusts may well be around 60 knots on the fairly rare occasions when a gale is blowing over land. Confusingly, there is also a completely different table of values (not shown here) which can be used to define a gale by gust speeds.

The Beaufort force is ideal for amateur observers who, seeing that "small trees in leaf begin to sway" will know that the wind has reached Force 5. Wind vanes will allow them to estimate the direction to complete their wind observation.

## The Beaufort Scale (on land)

Force Description	Specifications (land)	Knots		Miles per hour		Description in forecasts
		Average	Limits	Average	Limits	
0 Calm	Calm; smoke rises vertically	0	<1	0	<1	Calm
1 Light air	Wind shown by smoke drift, not wind vanes.	2	1-3	2	1-3	Light
2 Light breeze	Wind felt on face; leaves rustle.	5	4-6	5	4-7	Light
3 Gentle breeze	Leaves and small twigs in constant motion.	9	7-10	10	8-12	Light
4 Moderate breeze	Raises dust and loose paper.	13	11-16	15	13-18	Moderate
5 Fresh breeze	Small trees in leaf begin to sway.	19	17-21	21	19-24	Fresh
6 Strong breeze	Large branches in motion; whistling heard in telegraph.	24	22-27	28	25-31	Strong
7 Near gale	Whole trees in motion; inconvenience when walking against wind.	30	28-33	35	32-38	Strong
8 Gale	Breaks twigs off trees; generally impedes progress.	37	34-40	42	39-46	Gale
9 Strong gale	Slight structural damage	44	41-47	50	47-54	Severe gale
10 Storm	Trees uprooted; considerable structural damage.	52	48-55	59	55-63	Storm
11 Violent storm	Very rarely experienced; accompanied by widespread damage.	60	56-63	68	64-72	Violent storm
12 Hurricane			<64		<73	Hurricane force

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## SMALL ADS- BIG BARGAINS.

This month - everything from a Rumour to a £2,000 reward! Classified (lineage like these) adverts are free to fully paid-up members. Please send them in with your membership number. Next month we're thinking of a lonely hearts column...

### FOR SALE

**Magic 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.

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

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

### LOST & FOUND

LOST. Hand-held Pace radio. Sunday 2nd July at the Dyke. Contact Johnny on tel. no. above.

### TUITION

**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

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### PROPERTY MARKET

(Property market? Shurely shome mishtake.- Ed)  
£2,000 REWARD... offered to anyone that can introduce me to a buyer for any one of the three desirable residences I have for sale in East Dulwich. Consisting of 2x2 bedroomed houses, 1x1 bedroomed bungalow. Superb design and finish. In luxurious and select courtyard development, off-street parking. Short distance to West End and City, also easy access to South Coast & Kent. Contact Barry Pucky on 01-693 8722. Note: the reward only applies if introduction leads to completion.

## MUCKRAKER

**MUCKRAKER AWARD for UNSPORTSMANLIKE BEHAVIOUR to the SHEFFIELD MOB...** Having been seriously outnumbered by OUR PILOTS in a recent comp., they resorted to entering LEAGUE PILOTS in order to WIN!!! Most of their score was made by LIMA HOTEL (Len Hull) and GOLF ROMEO (Gordon Rigg) as they like to call each other on the radio...

Congratulations also to "DELTA KILO" of the Sheffield Mob who did a brilliant 27-mile triangle in inverted high-pressure conditions...

**COLIN RIDER,** Dales Club member and British height-gain record holder is **GIVING UP** the sport...

**CRAIG "Bag Lady" Dolwin** in a CLOSE ENCOUNTER with **PAUL RANKIN,** over the North Bowl...

**POSTMAN "PAT" DAVE's** recent XC from Firle on a Clubman has had all the hotshots going for it... Best so far is Arundel... \* The MUCKRAKER FICTION AWARD will go to the first pilot who tells how he pulled out of lift at 3,499 feet to avoid the TMA over Firle

Two SHGC members complaining to Mike Collis of BHGA that Michel BW Carnet is trying to take over the club

Recently just before a 60-mile XC from the Dyke, **JOHNNY CARR** was reluctantly persuaded to do a last-minute hang check... only to fall flat on his face on the ground!!!

In the 1989 **OVERSHOOT STAKES,** Dafne is winning, with **TREVOR UPRIGHT** in HOT PURSUIT...

Welcome to the **DYKE ROTARY CLUB** for **MARTIN BROOKS...** (the one with a swollen face and a gobful of earth and grass)...

Luckiest Pilot of the month... **MARK TOOBY,** who managed to fall into his sail at 300 feet over Firle... A token throw of the 'chute at 30 feet didn't prevent him from demolishing his glider as it span inverted into the take-off area. He was walking around unhurt when the police, ambulance and coastguard helicopter arrived...

Welcome to the SHGC to new member **EDDIE HORSEFIELD...** the man who stuck it out all year and saved himself £20.00...

Overheard at the **BLERIOT CUP** on air-to-air radio: "Hello Dave, this is John. Just to say I've nothing to report at the moment. Over..." (Source: Len Hull)

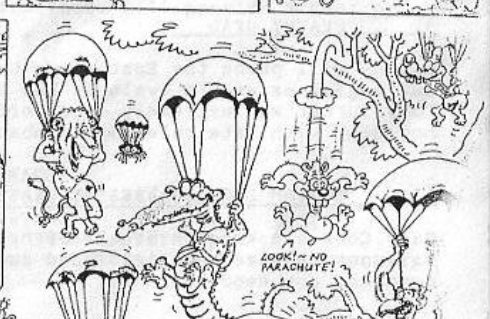
### TOP TIPS FROM THE COMMITTEE:

- 1) How to spend an evening, by Ray Sedgwick: have an argument with the landlord about the amount of froth on a pint of Guinness!
- 2) How to spend a classic flying day, by Dave Keepeax: Go to a Horse Show...

**STEVE "Bag of Spanners" VATCHER...** holder of the SHGC record for NOT being a member (3 years!) is back with an unsteerable modified probe with which he recently attempted to plough up a field... he was later seen wandering around not knowing which day it was... (concussion, not gable juice, this time)



## 'ANG ON 'ANG ON 'ANG ON; IT'S... B.W.



# Minutes: *Monthly Committee Meeting at Devils Dyke Pub. 05 July '89*

Apologies: Ray Sedgewick  
A Napolitan: competition  
M Carnet : competition

Absent M Perrin  
P Day

June Minutes accepted as being a true record:

## 1. WINDSOCK

Congratulations for a wonderful edition of Windsock by Gary Cook  
COMPLETED

## 2. OPEN DAY/CHARRINGTON'S

Ray Sedgewick has not yet contacted John Pendry to start liaising with Charrington's on Johns proposed Brighton air races. This is due to John being out of the country on competitions. Committee members responsible for the organising of this event will now be Ray Sedgewick, John Pendry and Oriole Goepel. RS/JP/OG

## 3. BEACHY HEAD

Johnny will phone the Eastbourne Council to find out their reaction to our magazines and to evaluate how the meeting went. JC  
Tony Turner was extremely quick off the mark and has now organised the Log Book with site rules and armbands for Marshalls

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

Gary Cook speaking on behalf of Michel Carnet, said that the farmers will not release the field, and the Sports Council cannot therefore commence any negotiations. MC/CB ?

## 6. FIRLE

Another coupe for Tony Turner assisted by Mark Johns. An agreement has been reached to fence off an area for a S.H.G.C. Car Park. Quotes are to be provided for the installation. TT

## 7. S.H.G.C. SITES GUIDE

Chris Bartram to update the sites guide finished on A4. The price for getting the art work done will only be the cost of the paper. Quotes are to be sought before printing the finished guide. CB

## Minutes, cont...

## 8. C.P.C. TRAINING

Gary Mitchell states that only C.P.C. graded pilots will be trained on the hill at Southern sites.

## 10. INFORMAL CLUB NIGHT

First Monday in the Month. The first one had a good attendance, but was sidetracked by an extra long Quick meeting. Apologies to all new and old club members who turned out to find no-one to talk to for advice. Stay with it, we will make ourselves available next time. OG/GM  
Johnny Carr will be on the hill next month taking video film of all pilots landings and take offs. This will be shown at a future club night. JC

## 11. FIRLE

The Farmer has now cropped the field in front of the bowl.

## 12. CLUB TROPHIES

It is agreed that the Club will provide permanent and keepsake Trophies at the Clubs Christmas dinner. These will provide a year by year record:-

- |    |  |
|----|--|
| 1  | BEST NEWCOMER  |
| 2  | BEST NOVICE X.C.                                       |
| 3  | MOST IMPROVED PILOT                                    |
| 4  | SUSSEX LONGEST X.C.                                    |
| 5  | SUSSEX X.C. LEAGUE                                     |
| 6  | SUSSEX X.C. WEEKEND LEAGUE                             |
| 7  | THE RON STEADMAN CUP. BEST P2. (EXISTING)              |
| 8  | DYKE X.C. RECORD (EXISTING)                            |
| 9  | X.C. PARAPENTE (DONATED BY SKY SYSTEMS)                |
| 10 | MOST IMPROVED PARAPENTE PILOT (DONATED BY SKY SYSTEMS) |

## 13. VIDEO COMPETITION

Oriole will provide a set of rules to participants in the Video Competition, duration of film etc. The winner will get free membership for a year. OG

## 16. X.C. TABLES INTERCLUB

Mark Johns has these back from Ray Sedgewick until further notice.

ANY OTHER BUSINESS.....

## 18. AIR SPACE-ALL PILOTS

Minutes, cont...

Kevin Pickering proposed that all altimeters must be set at HEIGHT ABOVE SEA LEVEL when flying all sites. This is due to pilots infringing airspace, one pilot recently claimed to have gained 3700 ft above the Dyke. Any pilot found infringing air space will be dealt with severely.

Voted on and carried. KP

#### 19. X.C. FLIGHTS

All pilots flying X.C. must be of at least F2, P2 or CPC standard. All pilots must set altimeters to height above sea level.

All pilots must carry an up to date map.

For the rest of 1989 those flights submitted by P1 pilots will be eligible for the Southern Club X.C. leagues; PROVIDING, they have successfully taken the P2 Examination before the end of the year. All flights must be conducted to air law regulations.

Proposed Kevin Pickering: Voted. carried unanimously KP

#### 20. AEROMODELLERS AGREEMENT

A copy of the rules should be obtained and checked to ensure that both Hang Glider pilots and Modellers are abiding by the agreement. DK

MEETING CLOSED

DJK. 08.07.1989 -



## Mitchell's Monthly

by Gary Mitchell

To get the most out of your flying, it's important to keep your glider in tune. Otherwise, you've no hope of getting any feedback whatsoever on what the air's doing. You'll also get tired quickly and end up making mistakes.

What's required is fairly smooth conditions and a couple of hundred feet to play with, if it's warm enough to pass up the gloves, you'll get better feel without them. First of all, loosen the death grip on the base bar and let the wing find its trim, it should be slow but without any tendencies to wallow or stall. If it's OK, fly for a bit getting used to the feel, if it's not, refer to the manual for your glider and alter the hang-point accordingly - if in doubt, get an experienced pilot to help.

Now that you're hanging from basically the "right" point, see if your glider has a tendency to turn from straight and level flight in one direction only - again, you'll only notice this if your hands are above the base bar. Try it half a dozen times - if it keeps going one way, refer to the

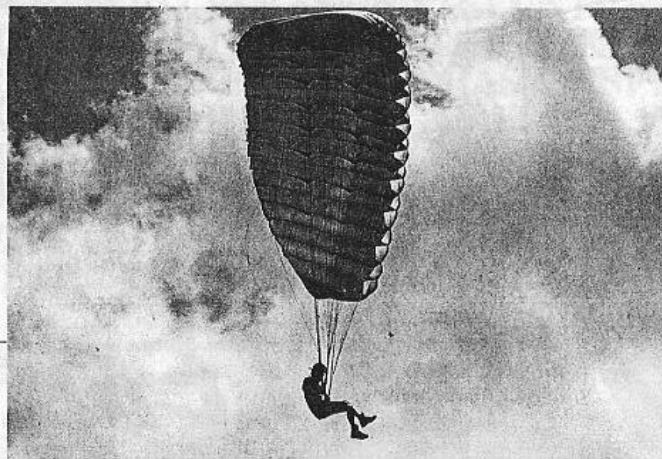
manual/experienced pilot and sort it out.

Finally, check out how it flies in the pre-stall mush, and the stall. Both in level flight and gentle turns both ways. Again, if one wing keeps dropping, refer to manual/experienced pilot. You should have a good understanding of the stall and recovery, if not FIND OUT. All the stalls and pre-stall flying should be done pointing away from the hill, in smooth conditions. If you're worried about stalling, then it would be a good idea to practice until you're not...

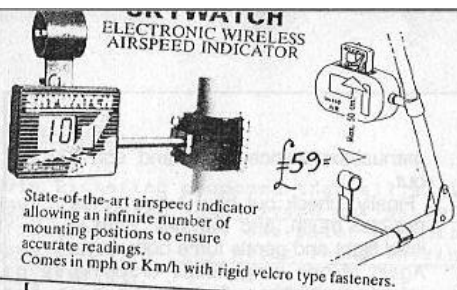
The other major improvement is a comfortable harness that has been set up properly by the people who make them, so visit Airtime or Sky Systems when you get a chance. You can have a dangle in the harness while they try to sell you something!

Finally, make sure that you're not more than about two inches from the control bar when fully prone - any more and the effort required is far more to control the wing.

**That's it for this month  
- take it easy out there.  
Good flying!**



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## Meteorology and flight

A pilot's guide to weather



Tom Bradbury

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## Meteorology and flight

A pilot's guide to weather  
Tom Bradbury

Intended for pilots of light aircraft, sailplanes, hang gliders, microlights and balloons, this detailed book on meteorology explains the benefits and hazards of atmospheric phenomena. The author describes how temperature variation with height influences the development of clouds and, using recent radar and satellite studies, he explains how air moves over and under fronts. Tom Bradbury takes a close look at thermals, gives examples of different types of cloud and shows how waves can be used in soaring flights. In addition, there are sections on visibility, the effects of topography on wind, weather maps, computer forecasts, and how to interpret visual and infra-red satellite pictures.

The author trained on light civil aircraft after the war and won "Diamond C" badge in gliding. He served in the British Meteorological Office for over 40 years and has acted as forecaster at many gliding contests.

## Dates for Your Diary

with Oriole Goepel

All meetings at Devil's Dyke 8 pm.

The first Club Meeting on 3rd July was extremely well attended and great fun - but where were all the P1 and training pilots? Everyone had a great boozy evening and all the wimps who left early missed out on the free peaches later on! Thank you John and Frances from behind the bar.

Monday August 7th. Monthly Club Meeting.

Kevin Pickering will be giving a talk on Airspace and explaining how to use the maps, grid references etc. Invaluable for those long XC's, and important to attend this one. Club rules require that all members rigidly adhere to airspace laws - if you don't understand them, you could inadvertently find yourself in trouble with the club and the authorities. **SO DON'T MISS THIS ONE.** Anyway, there will be loads of drinks, etc. afterward!

Saturday August 12th. First Aid Evening.

Ernie the Ambulanceman will be giving us lessons in basic first-aid.

resuscitation (any volunteers to be a dummy?) and any other skills he reckons would be useful for us to know. Ernie has attended a few hang gliding accidents, so with his experience is well qualified in the injuries that can happen in the sport. He is also learning to paraglide. So please support the Club and turn up for this evening, as it is most important for ALL of us to know what to do if there is an accident.

Saturday September 9th. Weather Meet.

Come along and learn the things you need to know about the weather.

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 best video **FREE MEMBERSHIP for a YEAR!**

Saturday 9th December. CHRISTMAS PARTY. It's going to be good!

**EVERYBODY PLEASE NOTE! UNTIL THE BOTTOM FIELD AT THE DYKE IS CROPPED, THE FARMER HAS RAISED THE FINE FOR LANDING IN IT TO £15. THAT'S INFLATION, BUT WE'VE GOTTA PAY IT.**

\*AIRSPACE MAPS WILL BE AVAILABLE FOR SALE AT THE MEETING.



# SKY SYSTEMS

## My First XC

by Little David Williamson

Well... really my first XC was a one-thermal dash over the back at Firlie, with no vario to the middle of nowhere - and that necessitated a 3-mile carry-back in very hot conditions. Although I couldn't bend my back the following morning, this did not put me off!

The day after that, Monday 19th June, my back having become mobile again, and armed with a vario/alti lent to me for the week by Kirran Patel (possibly the most magnanimous gesture made since Jim O'Sullivan bought a round!), I was ready for another go. And so, gentle reader, I should like, if I may, to take you on a long(ish) journey.

The day was clear and sunny with a light to moderate NE wind and a reasonably high inversion layer just above the dew point - so off to Firlie again. Having seen John Pendry in the pub on Saturday night and having had my suggestion that his site record of 12 miles to Brighton Beach could be broken within the next two days pooh-poohed by Monique, these were just the conditions I'd hoped for.

Just after lunch, when the big weatherman in the sky decided that there were enough of us mere mortals scratching the ridge to make it sufficiently amusing to drop the monster sink of the day upon us, I went down into the trees in front of take off and landed where a hang glider just ain't s'posed to go. Miraculously suffering no damage in what was, truthfully, a totalled glider situation, I thought about de-rigging there and then while close to the road and going home - but it was only 2:15pm, so yet another sweat-drenched carry-

up while rigged and a help over the fence at the top. At least where there is sink there will also be lift.

On reaching the top I was told that Dave Keepax had skyed-out, heading towards Newhaven. I thought "well, I'm really pleased for him", but it came out of my mouth as "bastard!"

I took off again and, searching for the thermals which had cunningly swerved to avoid me all day, I began to ponder whether, as this was my first day ever flying with them, the instruments had put a jinx on me. I turned them off to get rid of that annoyingly unmelodious bleeping.

At last, at 3 o'clock, I caught something decent in front of the East bowl, turned the vario on again, and worked it back to 2,000 ft. The audio signal sure sounded like music now! Coming forward again, out of the lift, the wind was light enough for my clubman to penetrate and still have 1,000 ft. out in front of the bowl. By now the inversion had lifted sufficiently for the swirling mistiness just below it to grow into definite but immature looking clouds, which would not even reach puberty by the time they were culled by the cold sea air.

I centred the thermal below one of these and that was it - Mr. Top Landing had shut up the shop and gone on holiday.

"We're off!" Steady 3-up, which gradually crept to 6-up as I circled back 2 miles, and occasionally more when I searched hard for it. You couldn't do that without a vario!

The altimeter had clocked its way inexorably to 4,200 ft. by the time I was approaching Newhaven, in weaker lift, at the base of my prematurely decaying cloud. Off to the West the clouds looked healthier and so I left the lift and min-

sunk across the River Ouse, behind Newhaven and toward Peacehaven.

Arriving at Telscombe Cliffs I was wondering "What can you do with 2,000 ft?" Well... you can form a millepede tap dancing duo or you can carry on to a different landing field. The Windmill pitch'n'putt course was well within reach as I sank downwind in cold, moist air over the red-bricked cosiness of bungalows that is Saltdean, cossetted by their unstable ground level blanket of sun-warmed air. The cruel sea breeze threw an ice-cold haddock in under it and the playful dwellings shrieked with surprise and mirth kicking the blanket skywards to me.

I circled up in the ensuing dry, warm air with 5-up, by now sounding like Beethoven's 6th Symphony on the vario, and drifted out to sea up to 3,500 ft. where it seemed imprudent to get any further away from good old Blighty as I didn't have my wellies on! Pulling on a little speed crosswind in sink to get over the Marina, I had East Brighton Golf Club far below me to land on, but, as the tide was right out and the beach sparsely populated, a glide along the coast seemed in order. Suddenly "hello", what was this? A huge cloud of red dust enveloped the Wilson Avenue landfill site to the North of me. Had the Council employees had a post-curry bout of synchronised flatulence? Well, possibly so, as all that training is bound to pay off one of these days... but this was definitely a thermal, as the dust cloud was rising fast.

Pulling on speed with one hand, to leave my whip-hand free to give the keel an encouraging drubbing, I intersected the rising air and again circled in a 5-up, drifting over the green onion domes and blue plastic sheeting of the

Brighton Pavilion, and out to sea up to 3,500 ft.

I was above all the muck in the air and the clear sky above was as deep a blue as the boat-dotted velvet sea below. Early evening commuters were getting part of their daily dose of lead poisoning, a helicopter passed by me in the opposite direction and 2,000 ft. below, and sailboards were idle on the beach and in use on Hove lagoon. I could see forever with a big, solitary cloud shadow over the sea just before Portslade and it all looked beautiful. I started to weep.

When I stopped crying I cut back to land in more sink and caught the last bit of lift which I circled with to 3,000 ft. Dismissing the idea of overflying Shoreham Power Station to look straight down the remaining chimney, I decided to work for as much height and distance out to sea as was possible because Shoreham airspace was looming large - so I passed the Power Station on the East side. I then heard, and saw, a light aircraft heading NNW at an altitude not much lower than me, but it seemed to be making a landing approach on Shoreham Airport from very high. I estimated, perhaps on the optimistic side, that I could clear Shoreham with 2,000 ft. as the lift died and the sea breeze cut inland for good. I wasn't going to go 2 miles out to sea and skirt around airspace as I would have been risking drowning, or worse, losing my beloved glider. The light plane landed at Shoreham and - oh, oh - all flying activity ceased. There was nothing in the air, nothing on the runway and nothing on the taxiway. I wondered what was happening. Had I shut down Shoreham Airport? That would be BIG trouble. No, I was sure I could overfly as long as I was above 2,000 ft. Looking towards

cont..

cont..

the Isle of Wight, I could see an airship coming down the coast approaching Shoreham. They had shut down the airport to allow a mobile FujiFilm advert to cross the end of the runway at about 700 ft! Apart from having to treat the blimp as a roundabout, I had the sky to myself.

I overflowed the airship, resisting the temptation to go down lower to wave to the crew, and continued my final glide until I crossed Worthing Pier. Circling down towards the large, sandy beach, I shouted to some dog-walkers to give me a wind direction but got no response other than a cursory glance upwards. So it was a flat-sided circle to confirm that the drift was, as expected, a SE sea breeze, and a landing flare onto tippy-toes into wind.

I landed at 4.55 pm. and, having secured witnesses and left the two best looking girls on the beach watching my glider and kit, I crossed the seafront road to 'phone a friend to come and re-

trieve me while I de-rigged and had a pint in an Hotel. Then it was back to Brighton just in time to get to work at 9:42 pm. (I work nights).

Since then nothing much has happened. I splashed out on a new duvet at the weekend, but that only upset the girl who owned it, and, oh yes, there was a little sea breeze jaunt from the Dyke to Lewes but that, like the 11th floor that used to be on our 10 floor tower block, is another storey.

I should like to extend my heartfelt thanks to my instructor, Vince Hallam, everyone in the sport and the Southern Club who have given me such invaluable help and advice over the past 4 years, and Daphne, who doesn't always get a mention in Muckraker, but I've flown with her many times and, Daphne, you've made a happy man very old!

**FINAL DISTANCE: 22 miles**

**GLIDER: Clubman 160**

**EQUIPMENT:**

**Borrowed Lindsay Ruddock**

remember his great care and olde worlde manner.

2. Derek Bond. Still trying to find time to run in the London Marathon. We both want to thank all those who came to us and through us. One of the very good aspects of running a school is meeting so many many good people, so we thank them all for making our work a pleasure.

3. Warren Barn Farm's gone GREEN. At last Thatcher's listened to us, and the farm now grows no crops, only grass! She's banned the heavyweight bovines and their heavyweight deposits in favour of sheep and their more acceptable droppings.

If enough of you respond, we would like to explore the idea of a meeting of all those who have suffered or prospered under our wings, an event to mark many years of teaching and to make monies for charities here and abroad.

PS. A list will also make introductions between old timers and new fledgelings easier to effect, and compliment the coaching system."

## Guidelines for Observers, Coaches and Instructors within the SHGC

compiled by **Eddie Bilous**  
with **Gary Mitchell**,  
reproduced here for your  
information

These guidelines and observations have been compiled for your use as a Club Observer in order to enhance and promote your coaching skills. They have been taken from past experience in tuition and coaching and involve views and ideas taken from recent club meetings.

Although they are based on certain rules and advice, they are flexible and liable at any time to change and consideration... any new ideas and views are, as always, welcome.

First and foremost, as Observers, we are expected to be unpaid professionals with a wealth of Hang Gliding knowledge and experience willing to share our experiences and skills with inexperienced pilots, to give guidance and advice well within the parameters of safety. It therefore becomes obvious that the appointment of Observer carries with it an enormous responsibility and a huge commitment to ensure continuation training in a safe and progressive manner within BHGA and Club rules.

However, it must be realised that none of us are God, and sometimes we will make an error of judgement in our coaching... however, this should not in any way prevent us from achieving our main objective, which is to HELP. Devil's Dyke in particular, with its restricted landing, take off areas and potential for overcrowded airspace of-

fers an enormous potential for accidents and incidents to occur. Hopefully without being too military, the following points will enable us as Club representatives to ensure safe flying on the South Downs.

1) Prior to any Pilot flying from the Dyke, it must be ensured that he/she is a member of the SHGC. This is not meant to be restrictive - it simply ensures the Pilot has received an information pack and is therefore aware of Club rules, policies and site hazards - makes sense, dunnit?

2) Encourage the keeping of a detailed log book. The Observer's insistence to peruse it will give some insight into the Pilot's flying history, but remember - it is only history and should not be taken for granted. I am sure that if Observers sign off even top to bottom flights for the Pilot, then this will help to promote the use of log books.

3) That new pilots fresh from the training establishments on their new gliders have (at least) several flights from the top of Steyning Bowl or similar site in order to familiarise themselves with the particulars of their new aircraft. It is important that safety wheels are provided: in the Club, we have wheels that fir Clubman, Vision, etc., which are provided for the price of a pint. They do save arms, wrists, etc.

4) The Pilot should only try ONE new thing at a time - a new Pilot on his/her new Clubman and new prone harness on his/her first flight from the Dyke is a recipe for disaster...

5) Conditions for inexperienced Pilots wishing to fly the Dyke range from 2

cont...

## A letter from Skyriders School

15 St. Mary's Green, Biggin Hill,  
Kent TN16 3RB.

"We hope you can assist us. We want to compile as complete a list as possible of all ex-students of this school who are still flying, and possibly members of your club too.

Could you place a short piece in your magazine asking them to contact us by 'phone or letter? We'd love to hear of their best flights, most memorable moments and even happier to have the odd photograph of "then and now".

With the material thus gathered, it is intended to create a mural the length of the classroom, with letters, pictures and anecdotes to soothe, enthuse, excite and CAUTION the new students.

Here are some facts which may interest the old students 1975-1988:

1. Paul Green - short, sturdy, soldierly instructor - still teaches. Only superficial changes to his military bearing and boyish charm. Girl students may

mph NNE to 18 mph NW. That's quite a radical difference and it is important to realise that conditions can vary within this spectrum within minutes - particularly in Summer. The Pilot should be made aware of this and always be given an alternative to land in his pre-flight briefing.

6) First top to bottoms from a high site should involve a certain amount of apprehension - this should be separated from the big killer - FEAR. It is up to the Observer to attempt to differentiate and to make a suitable decision. Just try to remember what YOU felt like on your first flight off the Dyke.

7) Probably one of the most important assets of a good Observer is the ability to preflight brief. Hopefully, the following points might help some of you in your presentation of briefings...

a: Always underestimate the Pilot.

b: For first flights off the Dyke, the wind should not be more than 8 mph and generally "smack on", with little or no thermic activity.

c: Check the log book, check the Pilot's attitude and nervousness and be aware of conditions.

d: Very important: ensure you are happy with the condition and state of the glider/equipment.

e: Please, give a thorough hang check.

8) FIRST TOP-TO-BOTTOMS: ensure airspace is fairly clear and make sure that the Pilot is well aware of any aircraft flying. The Pilot should take off on the uprights, converting to prone/base bar when well away from the hill. First top to bottoms should be in virtually a straight line, landing in the huge fields well over the road and power lines - NOT into the small, restrictive fields. You should give the Pilot an alternative landing field, i.e. if he/she has not got

the height to clear the power cables, then he/she must land in the crops and pay fifteen quid - it could save a life. Don't walk away until you're sure that the Pilot has landed safely - accidents happen on landing as well. These flights are a good opportunity for the Pilot to get into prone.

9) FIRST SOARING FLIGHTS: - much more difficult, this one!

On first soaring flights, there are several factors to take into account, all of which are guaranteed to give you nervous troubles!

a: Conditions for soaring normally take place at the Dyke...

b: Normally at weekends, and...

c: Normally when the air is crowded.

d: The Pilot (apart from tethered flight) is not used to the special skills required in ground handling, take off techniques and landing. Associate that with a rapid height gain, turbulence and a reduction in glide and penetration - you could have problems!

So how do we surmount all these nasty things building up against us?

a: The first rule is always applicable. That is - don't load the Pilot up with too many new things at once.

b: It is impossible for the new Pilot to make decisions by himself. You must help by using the question and answer technique but if you are in doubt about any factor, keep the pilot on the ground... there's always tomorrow.

c: Hopefully, by this time the Pilot will have learnt the basic principles of flying the site. However, there is one more important factor and that is to ensure YOU are happy. The pilot must understand the anti-collision rules and must be briefed by you to keep his/her head "rotating" and to never take for granted that the other Pilot in the air will always turn the correct way.

d: When briefing for the first soaring flight, the Pilot should understand that this soaring flight should not last more than 10-15 minutes, that beats should be WELL OUT IN FRONT OF THE HILL, that a distance of beats should be adhered to and that a bottom landing is PART OF THE FLIGHT.

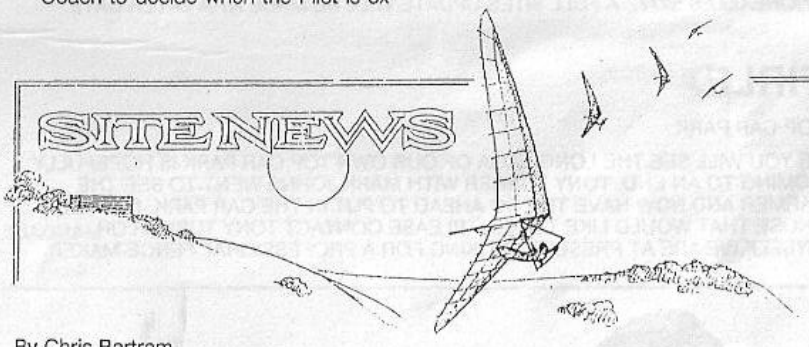
I feel that it is well worth emphasising that even if things are going drastically wrong, any Pilot in any situation should have the ability to get out of a "fatality" situation and into an "into wind" landing situation. THIS IS VERY IMPORTANT.

10) TOP LANDING FOR INEXPERIENCED PILOTS: One main factor to take into consideration - it's better to soar for an hour and land at the bottom than to soar for 30 minutes and end up splattered on top. We really only have two sites suitable for first top landings: Firle Beacon and the large bowl at Devil's Dyke. It's up to the individual Coach to decide when the Pilot is ex-

perienced enough and conditions are suitable.

A good briefing is essential and it should be stressed that TOP LANDING IS NEVER A MUST. The bottom landing should ALWAYS be an option if there are problems.

11) One last point which I feel is very important. In Winter when conditions are usually stable and smoother than in Summer, this provides an excellent opportunity to get our "red ribbons" into the air and soaring. I propose we all attempt to give the new Pilots priority at this time of the year, otherwise, come Spring as you can imagine, we'll end up with a big problem on our hands and the potential for many accidents. Most of us have little to learn from flying in winter, so instead of complaining about crowded airspace, let's pull our fingers out in a joint effort and get 'em into the air!



By Chris Bartram

## DEVILS DYKE.

PLEASE NOTE THAT WE ARE AT PRESENT ATTEMPTING TO OBTAIN PERMISSION TO LAND IN THE LARGE CROP FIELD.

THE IDEA IS FOR THE FARMER TO PUT THE FIELD INTO GRASS ALL YEAR ROUND. THE NEGOTIATIONS ARE BEING HAMPERED BY PILOTS CONTINUING TO LAND IN THE CROPS.

I CANNOT OVERSTRESS THE IMPORTANCE OF US NOT DOING THIS AT PRESENT

P.T.O...



SITE NEWS, continued...

## DITCHLING.

WE HAVE PROBLEMS HERE FOR PEOPLE PARAGLIDING, THE FARMER IS SAYING THAT HE REGARDS THE PARAGLIDERS AS DIFFERENT FROM HANG GLIDERS. JOHNNY CARR IS TO TALK TO THE FARMER AND HOPEFULLY CONVINCHE HIM OTHERWISE.

IN THE MEANTIME TREAT DITCHLING AS A SENSITIVE SITE, UNTIL TOLD DIFFERENT

## SULLINGTON.

GOOD NEWS, AS MOST OF YOU WOULD HAVE HEARD WE HAVE BEEN GIVEN A TRIAL PERIOD OF FLYING HERE. SULLINGTON IS A SITE WHICH TAKES SIMILAR WINDS TO THE DYKE.

HOWEVER IT IS A MUCH MORE RESTRICTED SITE IN TERMS OF TAKEOFF AND TOP LANDING. IF I WERE TO MAKE A COMPARISON IT WOULD BE WITH HIGH AND OVER. SO WE ARE RESTRICTING THE SITE TO EXPERIENCED PILOTS ONLY. ALSO FOR THE TIME BEING TWO OF THE CLUBS PILOTS WHO LIVE AT THE BOTTOM OF SULLINGTON WILL BE EVALUATING AND TEST FLYING THE SITE. FOR PILOTS WHO WHICH TO TRY THIS SITE PLEASE CONTACT MYSELF OR JOHN OR TONY PHONE 09066 5277. A FULL SITES UPDATE WILL BE MADE AT A LATER DATE.

## FIRLE.

TOP CAR PARK.

AS YOU WILL SEE THE LONG SAGA OF OUR OWN TOP CAR PARK IS HOPEFULLY COMING TO AN END. TONY TURNER WITH MARK JOHNS WENT TO SEE THE FARMER AND NOW HAVE THE GO AHEAD TO PUT IN THE CAR PARK. FOR ALL THOSE THAT WOULD LIKE TO HELP PLEASE CONTACT TONY TURNER OR MYSELF. WE ARE AT PRESENT LOOKING FOR A PROFESSIONAL FENCE MAKER.



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.



## Letters

### Fast Frog's Friend...

Remember Thomas (Fast Frog as he liked to be known). Well, we've received a letter from his "friend" - who's signature I'm damned if I can make out, but he says...

Dear Windsock,

Thomas "Fast Frog" inform me that you are in charge of magazine.

Could you please inform your readers that they can now fly at St. Andre with local pilotes, in good condition.

I arrange XC week (look at the prospectus), I also provide accomodation to the pilote at the following price:

Bed and continental break: 100F

### The Nice Letter

from Tony Fuell, Ave. J. Borle, 12, B-1160 Auderghem, Belgium.

Dear Sir,

Just received the June '89 edition of the magazine, and thought I'd give you my congratulations on a very slick and useful production. The new mag. is a real credit to the club (I didn't make this up, honest! - Ed).

Also a very special thanks to all of those who have stepped forward to fill the vacancies on the SHGC Committee: having done terms as Windsock's editor, Secretary and later Chairman back in the dim and distant past, I know what you're letting yourself in for...

And a special word of thanks to my old mate Johnny Carr. When I first knew him (back around 1974, believe it or not), he was flying a monstrous great curved-boom Wasp glider. I was very impressed with the fact that, even then,

Bed and continental break plus 1 meal: 130F

Bed and continental break plus 2 meals: 160F

For any other requests, please contact me.

Yours faithfully,

Undecipherable signature.

Now, there is a clue on the prospectus that he mentions in his letter - the name and address printed there is Richard Therond, Les Croues, 04170 Saint-Andre-les-Alpes, France. Tel. 92.89.08.31.

We havn't reproduced the prospectus here 'cos it's in French, but if you're interested, get in touch with the mystery frenchman.

he used to get up higher and fly further than anyone else. And then through numerous League events, committee meetings, knocking on doors waving petitions about Mill Hill, and arguing with farmers about sites (nothing really changes, does it?), I found out just what a sterling character he was - and is. Best of luck, El Presidente!

And to all the rest of the membership, keep up the good work. I havn't been to England for nearly a year, and even then, I only saw the South Downs through a mist of rain in a howling south-westerly as I was belting back to Dover to get the ferry. But in my imagination I often fly the Dyke (and I'm usually top of the stack, too!). I hope to have a flying visit over later on in the year to pick up some of the threads. So - fly safely, obey the rules, and make sure that I've got sites to fly on when I do get back...

!! WE'RE WAITING FOR YOUR LETTERS!

**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 renowned.

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!  
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