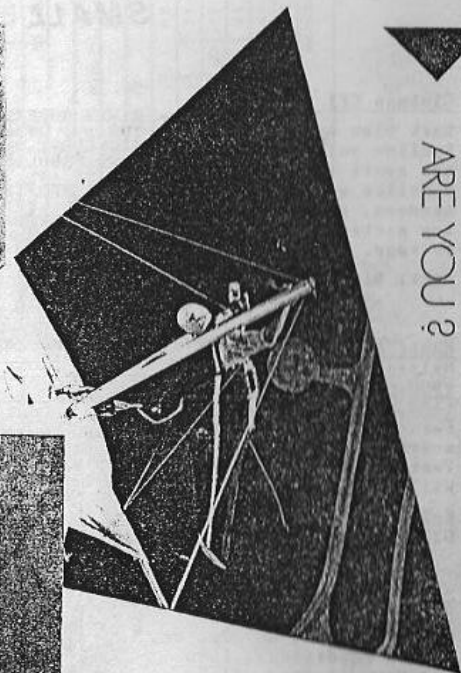


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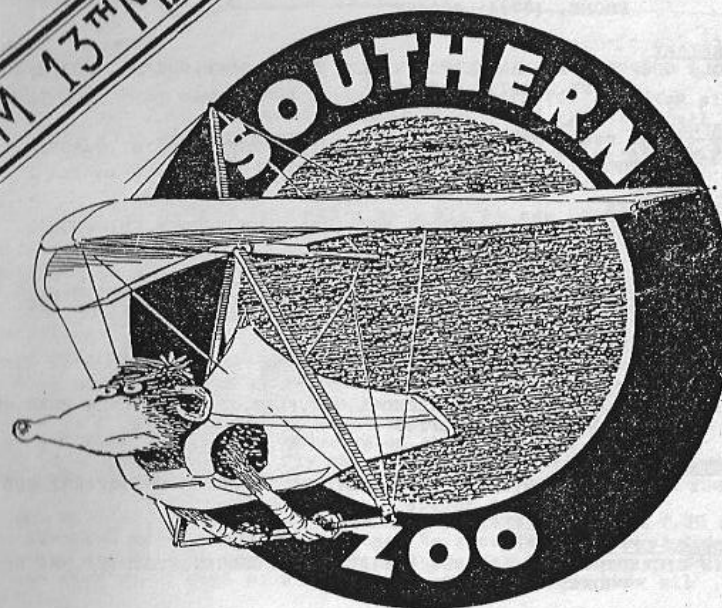
Telephone Brighton 0273 424861.

AIRTIME



MARCH/APRIL 1989

AGM 13TH MAY



ABOVE CARTOON BY BEN ASHMAN... is this what the other clubs think of us????!!!

IN THIS ISSUE: Airlaw update..... Safety matters.... Diary... more on the toplanding saga.... weather tips... sites... chairmans comment... training...comps... and two pages of Muckraker!!!!.....

DETAILS INSIDE:

AGM

13TH MAY. DEVILS DYKE. BE THERE !!!



S.H.G.C. COMMITTEE 1988/1989

CHAIRMAN

JOHNNY CARR.. TILLERSHAW NORTHCOMMON ROAD, WIVELSFIELD GREEN, SUSSEX.
PHONE. (0444 84) 217

TREASURER

PETER DAY.. 112 COTSWOLD WAY, TILSHURST, READING, BERKS
PHONE, (0734) 421481

SECRETARY

ORIOLE GOEPEL.. 180 HANGLETON VALLEY DRIVE, HOVE, SUSSEX. BN3 8FE
PHONE, (0273) 419645

MEMBERSHIP

MARK JOHNS.. 17 BLACKTHORNES, WILLOW WAY, HURSTPIERPOINT, W. SUSSEX.
PHONE, H-(0273) 834984 W-(0273) 461661

SITES OFFICER

CHRIS BARTRAM.. 21 G&H CAMPBELL ROAD, BRIGHTON, SUSSEX. BN1 4QD.
PHONE, (0273) 682499

WINDSOCK EDITORS

MARK FISHER.. 66 WESTERN ROAD, HURSTPIERPOINT, W. SUSSEX. BN6 9TB
PHONE, (0273) 832478
CHRIS BARTRAM.. SEE ABOVE

CLUB COACH

EDDIE BILOUS. FREEFLIGHT H.G. SCHOOL, G, F, FLAT, 274 NEWCHURCH ROAD, HOVE, SUSSEX
PHONE, (0273) 411239

SAFETY OFFICER

RODNEY LEES.. 22 HEMPSTEAD ROAD SALTDEAN, BRIGHTON SUSSEX. BN2 8QD
PHONE, (0273) 300328

AIRSPACE OFFICER

KEVIN PICKERING.. 9 OLDLANDS AVE, KEYMER HASSOCKS, W, SUSSEX, BN6 8DJ
PHONE, (07918) 6319

PARAGLIDING REPRESENTATIVE

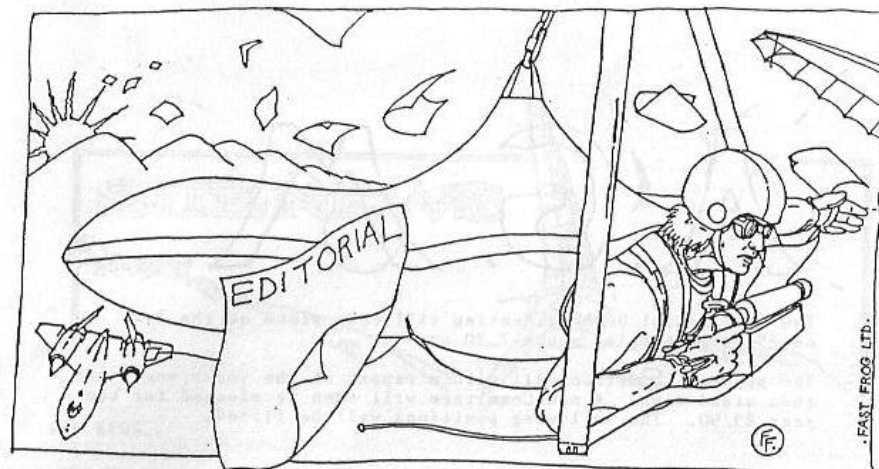
MICHEL CARNET... SKYSYSTEMS, KNOLL BUS CENTRE, OLD SHOREHAM RD, HOVE. BN3 7G
PHONE, (0273) 423650

B.H.G.A. OFFICE. CRANFIELD AIRFIELD, CRANFIELD. BEDS. MK43 0YR

PHONE, (0234) 751688

TOWING

MICK PERRIN.. TRULEIGH SANDS, FARM COTTAGE, EDBURTON, HENFIELD W. SUSSEX.
PHONE, (079 156) 235



A couple of weeks ago, I had hardly enough stuff for a medium sized Windssock; now I've been so overloaded with stuff that the full membership list we were going to publish this month has had to be put off until next issue. Not that I'm complaining, it's better to get too much than too little!! Keep it up chaps...

Well the weather should be warming up a bit by now... no XC days yet as I write, but maybe by the time you read this. As usual, I should warn you new pilots to be extremely careful on lively thermal days. Don't fly too slowly especially near the hillside, and expect the unexpected!!! This spring at the Dyke will be potentially even more dangerous than ever when the presence of paragliders is added to the usual overcrowding and pilot rustiness. We now have 18 members who fly paragliders only, and approximately the same number of hang glider pilots who fly canopies also.

Perhaps we should be thinking about renegotiating Sullington Hill as a club site to ease the pressure on the Dyke?? I for one would be only too happy to fly there if the Dyke was at saturation point. This could be discussed at the AGM....

The AGM will be held at the Dyke on 13 May starting around 7.30 pm. A number of Committee members will not be standing for re election including myself. If anyone is interested in taking over as Editor, perhaps they would give me a ring and I will let them know all about it.

The AGM will also provide a forum for debate on the current problems at the Dyke.

In the meantime, fly safely,

See you on t' hill

Mark

A.G.M.

The SHGC Annual General Meeting will take place at the Dyke on 13 May, starting about 7.30 pm.

The present Committee will give a report of the years work, and then stand down. A new Committee will then be elected for the year 89/90. The following positions will be filled.

Chairman
Treasurer
Secretary
Membership Secretary
Sites Officer
Windsock Editor
Club Coach
Safety Officer
Airspace Officer
Competitions Officer
Social Secretary
Paragliding Rep
Towing Coordinator

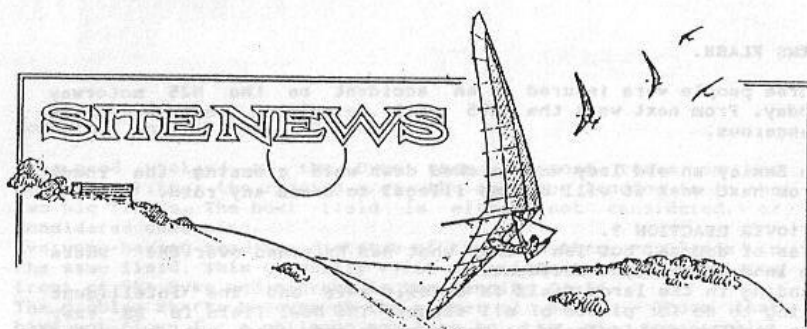
There will be opportunity for full discussion on topics such as the top landing controversy, the overcrowding problems at the Dyke, Paragliding, and anything else you can think of.

Anyone who is a member this year is entitled to stand for election on next year's Committee, and all positions have to be voted on at this meeting.

Please submit all proposals to the Secretary, and come along to the meeting in person. Proposals will be accepted at the meeting.

The club needs people willing to work on the committee.

A buffet and drinks at the bar will be provided.



SITES NEWS..

BEACHY HEAD..

WE HAVE BIG PROBLEMS HERE AT PRESENT MAINLY DUE TO 2 PARAPONTEPILOTS JOHN AND TONY HAVING AN ARGUMENT WITH THE LOCAL RANGER. THE EASTBORNE COUNCIL IS REVIEWING OUR AGREEMENT WITH THEM. IT WOULD APPEAR THAT THE COUNCIL HAS RECEIVED SEVERAL COMPLAINTS FROM THE PUBLIC WITH REGARD TO...
1/ PARAPONTE PILOTS FLYING LOW OVER THE FOOTPATHS, AND HOVERING DIRECTLY ABOVE PEOPLE. 2/ LANDING ON PEOPLE AT THE BOTTOM.
THE NET RESULT OF THIS IS THAT THEY ARE NOW CONSIDERING THE PARAGLIDERS AS BEING SEPARATE FROM THE HANG GLIDING AND THAT IF THEY ARE CLASSED DIFFERENTLY THAT THEY WILL NOT BE ALLOWED TO FLY. WE HAVE HAD URGENT TALKS WITH THE COUNCIL REPRESENTATIVE. AT PRESENT EASTBOURNE COUNCIL HAVE AGREED TO STAY OFF BANNING PARAPONTES. ON THE UNDERSTANDING THAT WE A/ ADHERE TO OUR AGREEMENT WITH THEM. B/ THAT PILOTS DONT TAKE OFF AND HOVER OVER THE PUBLIC. C/ THAT PILOTS DONT FLY INTO THE R.S.P.B. BIRD SANCTUARY AREA. PLEASE WILL ALL PILOTS BOTH HANG GLIDING AND PARA GLIDING FLY WITH UTMOST CARE AT BEACHY. READ THE SITE RULES. WE HAVE UNTIL JUNE TO GET OUR ACT TOGETHER, WHEN THE COUNCIL WILL VOTE ON PARAGLIDING.

DEVILS DYKE..

STILL WE HAVE PILOTS NOT USING PLAIN COMONSENSE IN THE TOP FLYING AREAS. PLEASE KEEP THE TOP TAKE OFF AND TOP LANDING AREAS CLEAR. PARAPONTE PILOTS DONT HANG ABOUT, AND HANG GLIDING PILOTS PLEASE DONT LOITER OR PARK YOUR GLIDER IN THESE AREAS. NOTE ALL PILOTS THAT BOTTOM LANDING IN THE CROP FIELD IS NOW OUT ANYONE WHO DOES LAND HERE WILL BE FINED £10. NOTE THAT THIS TIME OF YEAR IS LAMBING SEASON SO PLEASE IF YOU LAND OUT ANYWHERE THERE ARE SHEEP AVOID THEM AT ALL COSTS. NOTE ALSO THAT THE HOUSE AT THE BOTTOM IS NOT TO BE OVERFLOWN AT ALL COSTS WE HAVE RECEIVED MORE COMPLAINTS FROM MRS HARVEY WHO LIVES THERE.

STEYNING..

THE FARMER HAS COMPLAINED THAT SOME PARAGLIDER PILOTS HAVE BEEN CLIMBING OVER THE FENCE. PLEASE WILL ALL PILOTS REPORT TO EDDIE BILOUS BEFORE THEY FLY TO CHECK OUT ANY DAY/RULES.

EXECUTIVE OFFICER, PART TIME ,WANTED,

THE COMMITTEE IS CONSIDERING EMPLOYING AN EXECUTIVE OFFICER WHO WILL BE PAID TO DO ALL THE GROUND WORK, IE COLLECT DAY FEES, MEMBERSHIP ETC AND DEAL WITH ALL THE COMMITTEE WORK TASKS. WOULD ANY INTERESTED PARTIES PLEASE CONTACT EITHER JOHNNY CARR OR CHRIS BARTRAM.

NEWS FLASH.

Three people were injured in an accident on the M25 motorway today. From next week the M25 will be closed because it is dangerous.

In Bexley an old lady was knocked down when crossing the road. From next week it will become illegal to cross any road.

!!OVER REACTION ?.

Yes of course, but isn't this what has happened over the 'where to land at the Dyke incident.' Landing in the large field is totally safe and the intelligent thing to do for pilots of all stages. The bowl field is an easy top landing particularly in Northerlies and does not have the hazard of an overshoot into parapontes. The paddock is a safe landing for P2 and above if wind direction, picknickers walkers punters etc. are considered first.

The small paddock is an impossible task for low airtime pilots and I agree that this should be officially out of bounds to them. I saw the incident that triggered this argument about the ban on landing and it is definitely not the mystical properties of the paddock to stuff the unwary. Rather the very normal PILOT ERROR. I admire the way the pilot wrote in and gave all of the facts in order to tell people what not to do. However, the most important fact was left out. The windsock on this pilots approach was across the hill. The wind was from the North which puts the paddock into rotor from the Dyke. The main thing about the paddock is that it punishes fiercely any pilot error. The large field allows for mistakes and will let you live.

Now, the total ban on landings was based on this incident.

Pilot error is always going to be the cause of accidents but do we need to ban landing areas to responsible pilots because of a mistake ?.

Maybe we do! if this proves the safe thing to do and there is room to land on a regular basis in the large fields. Unfortunately this is not the case and there have been several days where pilots park their gliders irresponsibly, taking up too much room and reducing the large field into a narrow alley. With paraponts making ready to launch at the front of the hill this makes for a very dangerous overshoot situation.

Consider the early days of your flying career, how much of a problem was it to top land in a huge field, without parked gliders and overshoot problems?

Rod Lees (our venerable safety officer) has been seen moving the badly parked gliders into the biggest pile of fresh cow-pat he can find, and I don't blame him. Think about the guys landing behind you, and park your glider to leave room to land.

Wonderful, now its safe. Or is it ?

On a good weekend at the Dyke when everyone turns up and mothballs litter the rigging area, the only top landing is in the two big fields. The bowl field is either not considered, or considered demeaning.

Everyone having read the dictates of the committee, now lands in the same field. This gradually fills as pilots take off from the front of the Dyke and migrate to the landing field. The problem starts because of the number of pilots. Those that have not flown for a while do not take to the air immediately, and sensibly look at the conditions, double check the glider and wait until its not too crowded for their sometimes rusty skills to cope.

Since they have waited, the landing field is now at its most congested and the very people who need the most space, now have the least. Getting the rust out is enough to think about without making the landing into a nightmare.

The problems are overshoot and parking.

If a way of moving gliders from the landing field to the front of the pub can be found (who wants to shred their glider going over a barbed wire fence) Then the problem is solved, and no need to ever land in the small paddock.

Otherwise for every pilots safety the paddock must be re-opened to P2 and above.

This I consider like Dave Clayton to be a safe landing area. (If there was no Joe Public) BUT. Joe Public is constantly there and not aware he is about to get landed on.

In the other landing fields the public have a fence to climb and a notice to warn them to beware of gliders. If the Dyke is lost to our club it will be because of an accident with Joe Public, probably in the small paddock. He or she or that toddler will not be looking when someone comes in to land and hits them.

Pilots who come in screaming and cursing at people will not gain the sympathy of the public for our right to fly. One of them one day will be an official who might really do us some damage.

The right descisions have been made for the wrong reasons. Richard Levers accident was the trigger for what is now a large debate with an easy answer.

Why not install a 5 bar gate, to be used in the event of the landing field becoming overcrowded to move gliders back in front of the pub.

It would seem to me that this would solve all of the problems. As well as upholding the new club rule banning landing in the small paddock.

Dave Keepax

CHAIRMAN'S

COMMENT



Re: Top Landing at the Dyke.

I have been reading letters and listening to comments regarding where best to land on the Dyke. I must confess I was the person most responsible for the recommendation that pilots land in the paddock and not by the road side. I still believe it is safer to land in the paddock in most cases, and it sets an example to lesser experienced pilots who may not be aware of the wind changes rendering that strip dangerous. I know most pilots can land there 99 times out of 100 with no problems, but the temptation to slow the glider down is very great when having overshot the landing a few times. This is when the glider is most vulnerable. I speak from experience, I wrote an article for wind sock pointing out the dangers and recommending that we land in the paddock. Some pilots have not heeded that warning and as a result a good, steady, experienced club pilot died because of these reasons. Another pilot hit the Dyke roof and another nearly went through the Dyke window. So don't tell me it won't happen, because it will. The more we land in this strip by the road the more chance there is of injury or damage involving the public and therefore putting the site at risk. Obviously in an emergency, common sense will prevail. Regarding Dave Clayton's comments, I know he agrees with the points I have mentioned and having spoken to him I think most people misunderstood the main point of his article. The point Dave was trying to make was that all of us need more practice at landings. This may have upset a few people but we could all do with more landing practice, so on that point I agree with him.

B.H.G.A. A.G.M.

I was very disappointed with the amount of voting cards sent to me, despite the incentive of free membership raffle. I would like to thank the ten members that did send them in. I think considering a Club with over 200 members, this was a pretty poor show. Please next year make more of an effort to support your Club and your sport. It was a very pleasant A.G.M. with no real contentious issues. There were a few minor constitutional word changes. The B.H.G.A. Wings and B.A.P.C. Skywalker magazines are going to merge for a trial period. The B.H.G.A. is going to look into ways of making a reciprocal membership of about £44 for joint members of B.H.G.A. and B.A.P.C.

Membership

Due to pressure of work I have been away from our sport for a few months. My return will have been noticed by my walking around the top of the Dyke checking memberships. There are a lot of pilots regularly flying our sites who are not members of our Club. Most are happy to join but no-one has asked them for any money so they don't bother. I want that to stop NOW. It is not fair on the majority who pay without question including Committee members who pay up and do a lot of unpaid work on the Club's behalf. I have a proposal for the A.G.M. that might solve this problem.

Club Chairman

I will be standing down at this A.G.M. as your Chairman, but I will complete any business that I have started, i.e. Beachy Head (see sites). Therefore we need a new Chairman. Any volunteers please!

D. J. Clayton A.I.P., R.P.

Plumbing and Central Heating Engineer

82 FOXON LANE
CATERHAM
SURREY
CR3 5SB

Telephone: Caterham (STD 0883) 46614

Mark Fisher
66 Western Rd Hurstpierpoint
W.Sussex

7 March 89

Dear Mark,

Following our recent conversation I have, as suggested by you written to windsock to clarify the row that seems to be brewing.

Have you ever done something with good intent and then due to misunderstandings wished you hadn't bothered in the first place? I wrote a now infamous article with the intention of highlighting a problem of deteriorating landing skills which seemed to be coming to light. The club had banned the old smaller landing area on the dyke except for emergencies due mainly to accidents and so had noticed that a problem existed, this seemed the perfect introduction for an article on the subject. So far so good. The article was not meant to suggest that people try to land in small spaces for practise, but to suggest a method to improve skills and give pilots the ability to land in small spaces before going off cross country. The object being that if you have not got the skills to land somewhere as small as that (It was at this point I think misunderstandings took place) then you may hit problems elsewhere and I did name some examples. I will admit that having re read the article it could be misconstrued and maybe it could have been worded better but I am a pilot and not a journalist. Secondly Tim Williams went OTT because it happened to tie up with his theme that month and he had an old photo of the dyke that he wanted to use. I wanted to help pilots with a problem not start a front page row about top landing at the dyke it detracts from the subject, I will state however that I don't agree with the committee decision on the top landing issue but that is a different matter altogether with which I will abide, but agree to disagree on.

The abuse that followed from P. Rollinson isn't worth mentioning here and so I won't, suffice it to say Pete it has been ignored but not forgotten!

So the best thing I can do is to say fly safe land safe then sum up with this.-

I know you believe you understand what you think I said
But I am not sure you realise that what you heard is not what I meant!

Yours sincerely

A handwritten signature in black ink, appearing to read 'D. J. Clayton'. The signature is stylized and somewhat cursive, with a long horizontal stroke at the end.

D.J.Clayton A.I.P. R.P

Lantau Maddox ham - Little Bookham. K1233BT.
12.4.89.

Dear Chris,

Thanks for calling after my accident at
Beachy Head.
I'd be grateful if you could include the
following passage in the next edition of
Windsock.

I would like to thank all those who helped me after my accident at
Beachy Head when I broke my nose and arm. In particular Mike and Ron
(appologies if I have got the names wrong, but you know who you are)
for their first aid and support. Thanks also to the guy who packed up
my broken glider and carried it up for me (whose name I don't know),
to Kevin for taking home all my equipment, and to those who telephoned
to see if I was OK.

Thanks must also go to the ambulance drivers who ignored 3 radio
instructions telling them they could not get through.

The doctor tells me that it will be at least a month before I can
return to work and a lot more than that before I can fly, but I look
forward to doing so eventually, a little older and (I hope) a little
wiser.

Fly safely,

Calvin Partridge

Calvin Partridge

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.

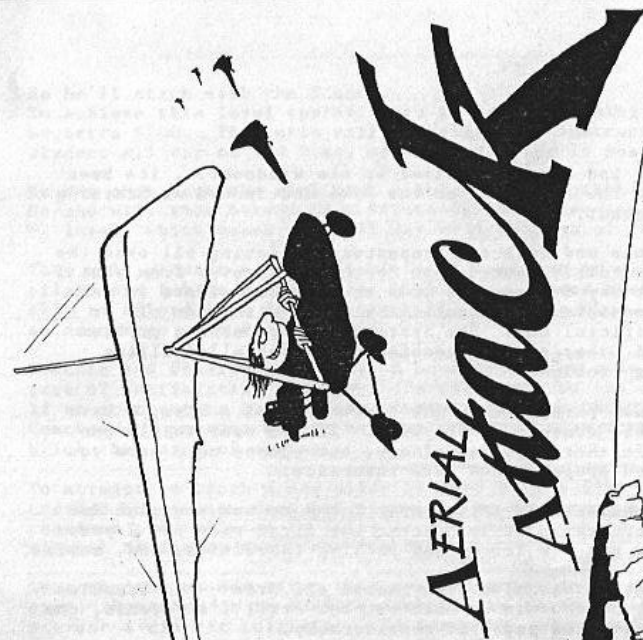
If you have not yet come face to face with the Chaser,
we warn you that all resistance is useless! Even
battle-hardened veterans have been seen recently
reaching for their chequebooks at the mere sight of
a Chaser in flight.

Your Chaser needs you!
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demonstration flight at a site near you.

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CHASER-S

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Its about time I had a go at filling up the Windsock... its been a long time, and the situation at the Dyke and indeed at Steyning has changed somewhat.

The advent of lots and lots of Parapunters inflating all over the Dyke has understandably caused some concern. However from what I can see at least Sky Systems has made an enormous effort to make it as safe as possible. Responsibility rests with poor ole Mr Carnet as the official CCI. Sky Systems dont present a problem but when lots of other people teaching or uncontrolled flying we will have big problems.

I bought a Falhawk paraglider, the equivalent of a kiss, & have had some enjoyable moments at Steyning. If you want to fly one of these aircraft there, youre welcome, but please make sure you have been trained properly and have insurance.

The rent rose considerably this year. I had to ask the club for an extra £200 per year. It is however the first rise for 2 years Steyning has now got new fences and parking facilities, and, stiles!

Believe it or not it has also been shaved all over--- no brambles or nasty bushes, no cowshit or nettles, but still I'm afraid, the trees. All in all, its improved considerably.

I've been flying the Explorer and the Calypso, of which I hold some very positive views. I feel it's a perfect beginners club glider and well up to XC flying. No vices at all. (that's enough crawling ---ED).

The new training rules have come into force, as you should be aware they affect our sport radically. IN order to see what they involve its a good idea to break up the new EPC course into a logical sequence:

To reach EPC will take 5 days, cost £200. & will involve controlled flights on a stubby from a 200' hill. The pilot then gets a certificate & that's all!!

Our Pilot then decides to continue: he purchases a glider which the school holds for him, & he can only fly it under supervision. He must buy a prone harness, and a helmet. Stirrups are no longer made--- he has to get a fully enclosed type.

If he's got enough money it will cost him

Glider.....up to £1200
Harness.....£200
Helmet.....£30

He then has to join a club (£10 to £25).

Now he has to be taught to fly the glider, from low hops to soaring in prone. & a distance test. Observers and Club Coaches can do this, but not many will have the time to dedicate.

So he'll stick with the School.

To achieve this level approx. 5 to 10 days its going to cost him an extra £200. The ratio will probably be 1 instructor to one student all day on the Dyke, with a radio too in soaring conditions.

He can then join the club with a hole in his pocket of around £1700. He/she will then have a Club Pilots Certificate, and theory up to P2 level, which means one full day will consist of theory,

This will present some difficulties for us but it will ensure the pilots are better prepared for club life. Fewer people will be able to afford it & fewer pilots will join the club. This could be an advantage or a disadvantage.

Coaches and Observers now have a more important role and will be part of continuation training. Particularly on the soaring side If no instructors are on site, I envisage our Observers and Club Coaches being sought out to help as unpaid professional helpers. Which they are, of course...

To attempt to teach a new pilot to soar at the Dyke in very, very crowded conditions does not appeal to me or Vince, so we will continue our training in Wales or the Lakes, taking at least one element of danger away from the Dyke....

Overcrowding at our sites this year is going to be worse than ever. Remember it is YOUR responsibility to do all you can to prevent a mid air collision. In scratchy, overcrowded conditions the worst you can do is panic... if things are getting out of hand, keep cool, fly away from the hill and bottom land. You've got more chance of survival that way.

Interesting to read all the comments about Dave Clayton's article.. So interesting in fact that I'm staying out of it!!! (Coward!!..ED)

Most of coaching has been practical nearly every time its flyable hence I haven't done much flying. I've invigilated a FEW P2 & P3 tests and spent a lot of time advising pilots...

BUT... my two years are up and its time for someone else to take over, with new ideas and new enthusiasm... The politics involved in coaching and the new BHGA training techniques have spoiled it for me, and I now wish to do more flying and actually have days off without having heart attacks sending pilots off the Dyke....

Therefore I shall be standing down at the AGM and allowing someone else to take over. If anyone is interested please phone me for details, or Bob Harrison.

I really have enjoyed it and I hope that in some way I have contributed to the clubs safety record. Obviously, I shall still be around to helpeople, and write for Windsock.

That's all for now, lets hope the weather improves so you guys can do some flying and we can earn some money!!

EDDIE BILOUS (CLUB COACH)

AERIAL NEWS

In a move totally unprecedented in the history of hang gliding, Aerial Arts today announced the successful sale of full Production Rights to the highly acclaimed Clubman hang glider.

Behind this change was the need to devote maximum effort to the production and support of the International Competition winning Chaser S Microlight.

I asked Aerial Arts Chief Executive Ian Grayland to clarify events leading up to the change.

"We found the need to operate our entire business on a double standard far too costly to the business as a whole. The choice was simply cut production of the Clubman and its spares altogether, or else put spares prices up through the roof. We considered both options grossly unfair to our customers, so we sought a suitable buyer to take on the Clubman; one who was also agreeable to continue the supply of spares."

Since gaining the coveted status of CAA Company Approval in May, Aerial Arts has gone from strength to strength.

Following the Type Approval of the Chaser S in August, six machines were sold to members of the British team who went on to win the European Championships held at Haverfordwest in September.

By the first week of October over 50 aircraft had been sold - a clear endorsement of the Chaser's popularity!

And the effect on the hang gliding community? - Several local hang glider pilots have taken up microlighting already, drawn by the lure of empty skies, predictable flying hours and the challenge of real cross country flight.

The availability of a permanent local airfield with training facilities, clubhouse and hangarage for members machines will do much to boost this expansion.

For further information on microlighting contact Aerial Arts on Poynings (079 156) 236.

Butterflies turf out parascending

PARASCENDING fans are being banned from a popular beauty spot to help save rare butterflies from extinction. Wildlife groups have persuaded councillors that allowing the sportsmen to use Mill Hill, Shoreham, is ruining the environment. They say the sport is cutting up the turf and damaging the breeding ground of the Mill Hill Blue butterfly, already in danger of being wiped out. Conservation work has started at the Downland site to clear scrub after it stifled plant life and ruined the butterflies' natural habitat. Now Adur Council legal experts are putting the wheels in motion to get a total ban on the sport, described as a cross between parachuting and hang gliding. Hang gliding is already banned at the hill.

SUSSEX XC LEAGUE

Another XC season starts soon, and we intend to revive the much loved Sussex league tables every month in Windsock. Last year we did not have these because no one organised them after Andy Wood went to Canada. Mark Johns has volunteered to collate the details and let me have them for publication every month in Windsock.

These will be three tables, and the same rules will apply to these flights as in the National XC league.

1. Sussex XC league: open to any P2 SHGC pilot take off from anywhere in Sussex,
2. Sussex Weekend XC League: As above, but only flights made on Saturdays, Sundays or Bank Holidays may be entered.
3. SHGC XC League: SHGC pilots, p2 or above, take off anywhere in UK.

You may enter Weekend flights in for both Sussex leagues.

Pilots will score on best four flights, plus one defined XC. (out and return or Triangle)

will be printed in
the 2002 ed

SKY SYSTEMS

USE SOME COMMON SENSE.

Spring is on the way, and now is the time to start afresh. Make time and make time, whilst the weather is not too good and properly inspect your glider, harness, instruments and any other equipment conserving your safety and the safety of others. This will prevent any heart stopping moments for you and injuries to others, when the thermals really start popping. I dont any work as Accident Officer this year, thanks...

Despite my having grey hair, and, some say a stick, my ears and eyes still work well. On the 15 March two accidents occurred one pilot had a bloodied nose, one looped into a tree. Where are the Club Accident Reports??? Copies can be found in any issue of Windsock. Please fill them in and send them to me.

Also seen recently at the Dyke, one pilot messing around. A pilot had just landed and was still clipped in, the other playfully grabbed his keel, in gusty conditions. The result was one very badly bent glider, a concussed and badly bruised pilot, and the other party feeling rather responsible for what had happened. The moral of this sad story: **DON'T PLAY** whilst involved in any part of flying, or accidents will happen.

Accidents, injury and expensive repair bills
the South

FLYTECH AV2015 VARIO/ALTI. Digital	£389.00	£299.00
FLYTECH VA2011 VARIO with LCD display	£229.00	£175.00
SKYLARK MINI VARIO. Audio up only	£124.95	£110.00
SKYLARK MINI PLUS VARIO. Audio up and down	£138.95	£126.00
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AEROMER HELMETS. Aerodynamic and stylish	£30.00	£29.00
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OZEE COTTON SUIT. Yellow/grey. Small/lge.	£24.50	£27.50
T SHIRTS - Various designs, sizes, colours, including "Bleep Bleep", "Evening Sun", "Go Fly a Kite", "Fly Crazy", "Magic 4", "I'd Rather be Hang Gliding" plus various parapente, etc. from £3.50 each		
SAIL MAINTENANCE KIT	£15.00	£10.00
OZEE COTTON SUIT	£24.50	£27.50
TSHIRTS-Varioussdesigns,sizes,colour,including"BleepBleep","Evening Sun","Go Fly a Kite","Fly Crazy","Magic 4","I'd Rather be Hang Gliding" plus variousparapente,etc.from£3.50each		
Available only from the showroom.		
SAIL MAINTENANCE KIT	£18.00	£10.00
AIRWAVE MAGAZINE backissues 50p each or 4 for £1.00		
COLOUR POSTERS. Hang Gliding in Hawaii, U.S.	£5.00	£2.99
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Sky Systems Ltd., Knoll Business Centre, Bellingham Crescent, Old Shoreham Road, Hove, BN3 7GS, Great Britain.

Tel: Brighton (0273) 423650 (24hr)
Fax: 423675 (24hr)



SHGC PARAGLIDING GUIDELINES

from Sky Systems Paragliding School

The Southern Hang Gliding Club has about 270 members (as of 15/04/89) flying hang gliders with a mixture of Class-1 (normal), Class-2 (Explorer, Fledge) and Class-3 (Paragliders).

Whichever class of hang glider being flown, a pilot MUST be a member of the SHGC in order to fly at the following sites:

- Devil's Dyke
- Ditchling Beacon
- Firle Beacon
- Beachy Head
- Newhaven to Brighton Cliffs
- High & Over
- Steyning Bowl

The Club annual membership is £25 to join or £20 to renew. Daily membership is £2 per day. The use of Steyning Bowl for non-Club members is £3, payable to Free Flight Hang Gliding School. If you know someone is not a member, please ask him to pay you annual or daily membership and send it to the membership secretary. Remember, people who fly without being members are cheating on you, the paying members.

The aim of the Club is to provide its members with sites. Club members have NO rights to fly at any of the above sites as such - they are just benefitting from agreements negotiated by the Club with various landowners, Councils, Local Authorities and so on... If any one landowner says "No flying today" at his particular site, then so be it. The Club itself does not own any sites, as yet.

The reason that the Club operates from apparently so few sites when there are so many suitable slopes along the South Downs is that trying to establish a Club Site for use by those potential 250-plus members is a minor miracle when you take into account the organisation of suitable parking, conservation measures and site safety - as well as overcoming any initial hostility from the landowners themselves. If a site is NOT a Club site, it does not mean that a pilot has carte blanche to do what he wants on it - many potential sites have been targeted for years as Club sites, but for one reason or another we don't use them - flying at such a site could damage the Club reputation if we have been categorically told not to fly there. Always talk to the Sites Officer before attempting to fly at a new site, just in case.

With the arrival of paragliders within the Club environment in the last year or so, there have been some initial cohabitation problems.

At each committee meeting, there are disagreements as to whether paragliding should be segregated from hang gliding. The majority of the Club Committee Members (including myself) are in favour of a non-segregation policy. The only way to do this, however, is to successfully educate the pilots of BOTH SIDES to fly in harmony with each other. The aim of this article is to achieve exactly that.

DEVILS DYKE.

One of the best sites in the country with an international reputation, and certainly the Club's busiest site. It is a tourist attraction and a beauty spot, which means a lot of spectators and a great third-party risk. This makes it a particularly sensitive site. The top of the hill is owned one-third by Brighton Council, and two-thirds by the farmers Williams. The "front of the car park" and the land on the car park side of the main fence (with the stile) is the Brighton Council part. The other side of the fence (toward the bowl) called "The Paddock" and further around to "the Bowl Field", as well as the majority of the slope itself, belongs to Messrs. Williams (and not the National Trust, as believed by many). The bottom field and much of the land across the road belongs to farmers Mark and Gary Lee. The Club has been given full permission by Brighton Council to regulate the hang gliding and paragliding activities in the area, in conjunction with the aero-modellers, who use the bowl to the north-east of the car park - the "Modellers Bowl".

The Club also pays the farmers for the use of their land, and whenever farm land is used by us, we must observe the rules - When farmers are working, you are (hopefully) having fun, and landing in their crops, climbing over fences, leaving gates open, etc. will just upset them.

The bottom field at the Dyke is now TOTALLY CLOSED until further notice (it will probably be harvested in mid-August). It is FORBIDDEN to take off with the intention of landing in it, or without the experience to prevent yourself from doing so. Pilots MUST either land in the official landing fields on the other side of the road, top land or slope land. If you don't know how to slope land then YOU MUST NOT FLY.

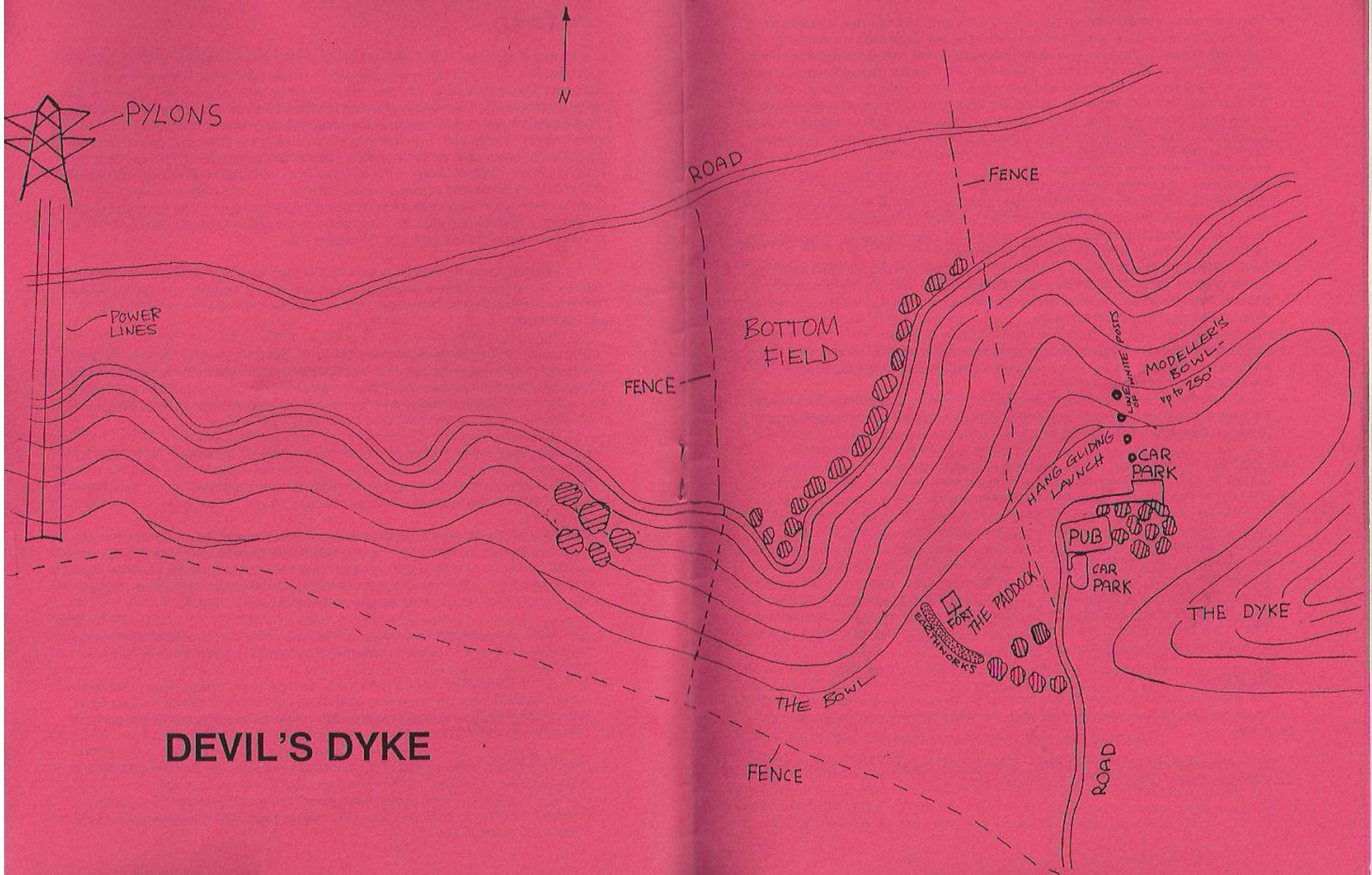
Overflying Mrs Harvey's house (the "windmill" property) is ABSOLUTELY PROHIBITED.

We must all make sure that anyone using the site on a daily basis who is not a member of the SHGC is aware of all these rules before flying.

The aerial activity on the top, combined with the presence of the public and the busy car park can present its own problems. The "Modellers Bowl" is EXCLUSIVELY for aero modellers, with its own airspace marked by a series of white posts from the car park downwards, and a ceiling of 250 feet. The rest of the slope is shared by hang gliders and paragliders. They fly together, but the following problems have occurred:

- PROBLEM: Hang Gliders normally take off from very near the car park, or from the top of the Paddock, and have been badly put off by canopies inflating below them or on the edge.
- SOLUTION: Paragliders must not inflate their canopies where hang glider pilots might not be able to see them, or at the very least check that nobody is about to launch. Hang glider pilots, walk forward in order to launch from where you can see what is happening below the edge of the slope.
- PROBLEM: Hang Gliders trying to top land in the paddock may find it impossible if it is full of inflated canopies. This may also make overshooting impossible.
- SOLUTION: Paragliders, do not use the takeoff and landing areas of the Dyke to just practice inflations - do that well out of the way, or even in a local open space. Only inflate if you intend to launch.

Continued...



- Carry your canopy when walking - do not "fly" it back up the hill if you are in somebody's way. If you do need to do a few dummy inflations before committing yourself to fly, do them right in front of the fort, an area normally avoided by hang gliders. Observe the landing circuit and approaching hang gliders BEFORE inflating. Always keep a runway clear for hang glider pilots to land and overshoot. Overshooting on a hilltop, unlike in a bottom field, is a safe option for gliding aircraft as difficult to land as a hang glider, so this MUST be allowed. This clear runway is normally the half of the Paddock nearest to the fence, depending on how many gliders are parked flat at the time. The gliders' landing approach will obviously vary with differing wind conditions, so commonsense is essential - if in doubt, observe or ask.
- Hang Gliders, do not attempt to top land if overshooting is impossible. This is your only safe option to such a situation - it may mean going down, but remember rule number one - Do everything in your power to avoid an accident. Committing yourself for top landing when there is no overshooting space is not only very dangerous, but also most certain to prove you guilty in the event of an accident.
- Paraglider pilots can also do much to reduce the problem by being aware of the need for hang glider pilots to land when conditions become very light and marginal. If possible they should land to allow the hang gliders to come in and avoid the long and arduous task of getting back to the top.
- **PROBLEM:** When conditions are windy, paragliders are tending to "hover" in the same spot. Half a dozen or so at once may form a "wall" which hang gliders would find impossible to get through.
- **SOLUTION:** Paragliders, you must fly along the ridge and not stay in the one spot, learn the rules of the air and rights of way, and ensure that you make your intentions clear to hang gliders and novice paragliders.
- **PROBLEM:** In strong wind conditions, some pilots are getting dragged along by their canopy, putting themselves, the public and rigged hang gliders at risk.
- **SOLUTION:** Paragliders, do not fly in excessive wind conditions, unless you are very experienced and used to ground handling your canopy in such wind. Take off on or below the edge - remember that this is only permissible when you are 100% sure that there are no hang glider pilots just about to take off, when applicable, but always make sure you have plenty of room behind you in the event that you get dragged until a successful controlled canopy collapse. Anybody (including hang glider pilots) who witness someone getting dragged out of control, can help by grabbing a part or corner of the canopy itself and keeping it on the ground. Do not hold on to the pilot, risers or lines as the action-reaction will increase. Again, practice strong wind handling and collapsing on bad days in a clear flat field.

REMEMBER!

Both paraglider and hang glider pilots must be aware at all times of the general difference in airspeed between each type of wing, and adapt their flying styles accordingly if necessary.

Let's hope this article will help to create a stronger bond between ALL members of the Club through a better understanding of one another.

We shall look at each of the other sites in detail in future issues of Windssock, but for now here are a few guidelines:

STEYNING BOWL: ENE to SSW.

- NO CLIMBING OVER FENCES! Use the special wooden stiles. Do not disturb or get in the way of the hang gliding and paragliding school, usually at the bottom. NO LITTER!

DITCHLING BEACON: NNW to NNE

- Park at the bottom in the small car park where the road comes down. The field next to it is the landing field and take off is immediately above it.

NEWHAVEN TO BRIGHTON CLIFFS: SSE to SSW.

- Parking by the beach by the harbour jetty, then walk up through the path up the cliff. Can be a difficult site with rotors, only go with experienced pilots.

FIRLE BEACON: ENE to NNE.

- Park at the bottom along the road if possible, as the top car park must be available to non-fliers. NO BOTTOM LANDINGS in crop fields, although the foot of the ridge should allow you to land on the hill side of the fence.

BEACHY HEAD: E to S

- Paragliding is not yet officially allowed at this site. We have negotiated temporary permission until mid-summer when a decision for future use will be taken. DO NOT FLY IF YOU ARE NOT AN F2 pilot, unless under close supervision from an F2 pilot or better. For the same wind directions, Steyning Bowl is an easier site with a good coaching environment.

FINALLY...

Paraglider pilots must remember that the hang glider pilots that they share the same airspace with have been fighting for a long time to use and retain sites. It is their efforts which have secured the freedom for us to fly the Dyke - a freedom which paragliders now enjoy, too. At the moment, paragliders are in a minority within the club, and should therefore respect the efforts made by their hang gliding colleagues to accommodate them.

On the other hand, hang glider pilots should avoid taking the same stance against paragliders as sailplaners once took against hang gliding.

Paragliding may be in the minority now, but this will not always necessarily be the case - we must all prepare for the future by avoiding an "us and them" situation and paving the way for a good relationships with all the positive communication necessary to maintain the safety of OUR sport.

PILOT RATINGS AND INSURANCE FOR PARAGLIDING:

Paragliding is regulated in the UK by the British Association of Paragliding Clubs (BAPC). The BAPC is negotiating with the BHGA in order to amalgamate in a near/far future into one association. The BHGA's magazine Wings! and the BAPC's magazine Sky-walker are already merging together from the April issues, into a new colour magazine called SKYWINGS! This is one example of what a larger membership can do.

Continued...

- In order to fly a paraglider, one MUST be a member of the BAPC. The BAPC membership's year starts on April 1st and full membership costs £35. It will come down to £27.75 on July 1st, £20.50 on Oct 1st and £13.25 on January 1st.
- BHGA members can join the BAPC for £11.00 as a special deal.
- The first pilot rating is F1, which one should get after about 4 days of training. There is then the F2 rating which includes at least 100 minutes airtime and an oral test.
- BHGA pilots with P2 ratings can normally qualify for F2 by doing a 1-day conversion.
- The BAPC does not deal directly with members as opposed to the BHGA but with "Parascending Clubs", which have each a Chief Club Instructor (CCI). The Parascending Club for the Brighton area is the Sky Systems Paragliding School through the Southern Hang Gliding Club. To join the BAPC or find out more about the ratings, call Gary Cook at Sky Systems on (0273) 423650.

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 FLUGELECTRONIC

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: (Include flight details, equipment, names of any witnesses, damage to third party, etc.)

DIAGRAM:

SEND FORM TO: Rodney Lees,
 22 Hempstead Road,
 Saltdean,
 BRIGHTON.
 BN2 8QD.

AIRSPACE

Now that the thermal season is with us, most of us will be thinking of flying cross country.

Flying alone thousands of feet above our beautiful countryside, miles from ridge lift is a pleasure that all of us should experience. Unfortunately X.C. flying is not a matter of taking off and climbing as high as you can before setting off down wind, apart from obvious obstructions, i.e. the sea, there are other things to avoid. Our country is dotted with Control Zones and Areas and criss crossed with Airways.

Although invisible this controlled airspace is as legally and physically tangible as the channel shipping routes and motor highways back down on the surface. Just as you wouldn't drive on the wrong side of the road or drive the wrong way down a one way street no self respecting hang glider pilot should penetrate controlled airspace.

Our Southern Sites are not the ideal sites to go X.C. from. To the North we have the London Control Zone and Area. Above us we have the Worthing Control Areas and to the South we have all that H²O, so how do we avoid all these obstructions? to the South is easy, unless your glider has a 1/500 glide ratio you simply avoid flying over the blue/grey wet stuff. But what about all the invisible stuff to the North, East and West (and above!)? Not so easy.

What we need to do is to be able to plan our cross country's with the help of airspace charts. The 'Topographical Chart of the United Kingdom', Sheet 17, South East England'. Scale 1:250,000 (referred to as the 1/4 mill' air chart) covers Controlled and Special Rules Airspace up to 3000ft amsl.

Of course we would all like to fly higher than three grand if possible so we need another chart, the 1:500,00 (1/2 mill') Air Chart for South England and Wales. These charts are at Editions 13 and 14 respectively and can be obtained from most flying clubs or from the C.A.A. direct at:

C.A.A. Chart Room
Third Floor
C.A.A. House
Kingsway
London
WC2B 6TE

Tel: 01-379 7311 Ext 2569

The charts cost £6.50 or £7.50 laminated.

WED., 03/22/89

A current 1/4 mill' air chart for the South East is pinned to our notice board inside the Dyke pub.

Armed with the relevant charts its not too difficult to note Zones and Areas to avoid and upper limits to be observed down/cross wind from our sites.

Having studied your air charts and planned your X.C. there are three more items you will need which are essential to Cross Country Flying: 1) Map Holder, 2) A good quality compass, 3) An Altimeter.

It is a club rule that all pilots flying X.C. from Southern Sites must be in possession of a current air chart (or O.S. map with relevant details ACCURATELY transferred), compass and altimeter set at height above sea level (i.e. at take off on the Dyke your altimeter should read 700ft). This last requirement is to avoid errors in calculating your height above sea level if you have zero'ed your altimeter at take off. All heights below 3000ft, on your airchart are above sea level. Pilots with the facility to switch their altimeters to QNE must do so at or just below 3000ft to accurately determine their flight level.

..... Regarding the CLUB NIGHT on 18th March. I feel sorry for the members who were observant enough to spot the minuscule ad' in last months Windsock and turned up expecting a talk on X.C. flying and/or an account of the recent competition in Brazil.

I was led to believe that I was going to say a few words on Airspace at the end of the evening. As it turned out, I was the only speaker because the other person or persons "forgot" to turn up!

Is this what Tim Williams (Wings editor) means when he says, League Pilots "have a track record of being singularly selfish"? (Wings editorial Jan'89).

Kevin Pickering
Airspace Officer

WED., 03/22/89

ANNECY.

I am going to Anney for the week beginning 25 June. If any other club members are going to be out there at the same time then perhaps they would get in touch to arrange to meet up.

My telephone number is Crawley (0293) 884860

MARTIN BRADY.

RIP OFF!

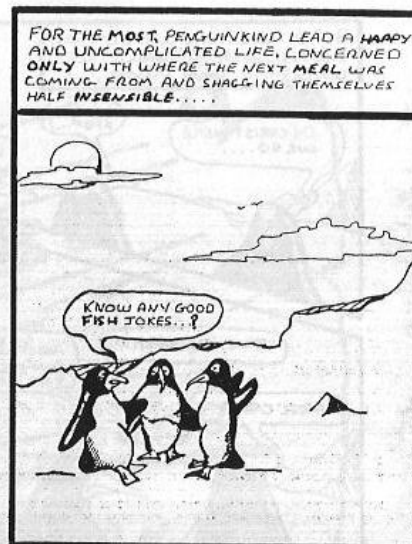
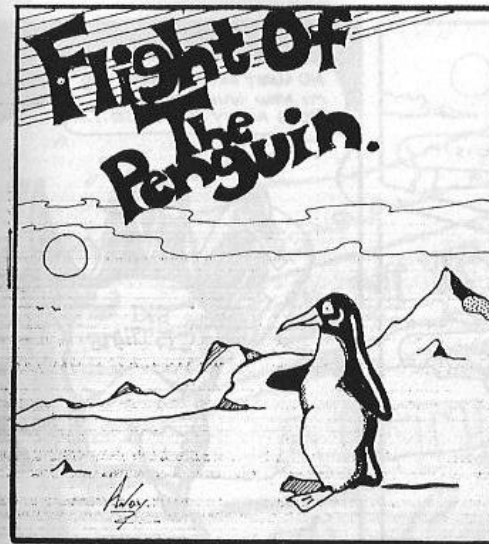
An SHGC member recently ordered a half mill air chart from MAINAIR SPORTS, and was sent one dated 1986, edition 12. This is worse than useless and very irresponsible of the firm to sell off old stock.

If you phone the CAA Chart room they will send you the latest edition of the map, immediately, and send you an invoice for payment later. For full details, see Kevin Pickering's article in this issue.

WEATHER.

How many sources of the weather have you checked to see if it may be flyable. Here's another one you may or may not be familiar with, I have found that the ITV offshore forecast is particularly good and is always available no matter what the time of day. Snag: You must own a Teletext TV set.
New Info: at 0600, 1200, 1800
Check page 161 and you will get a weather map thats useless.
163 A report on international weather, no comment.
209 A two day weather forecast, not bad.
162 And the cream, the offshore weather forecast, this has to be right otherwise nobody will be able to cross the channel. Try it. The section you want for weather at the Dyke is between Dover and Wight.

DJK (KINGPOST KEEPER)

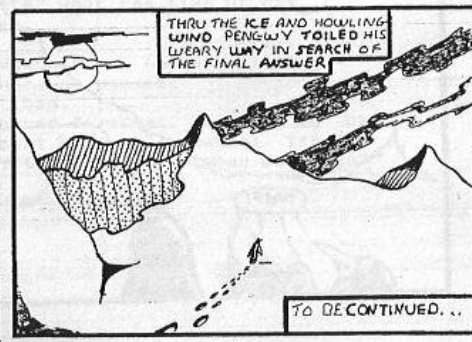
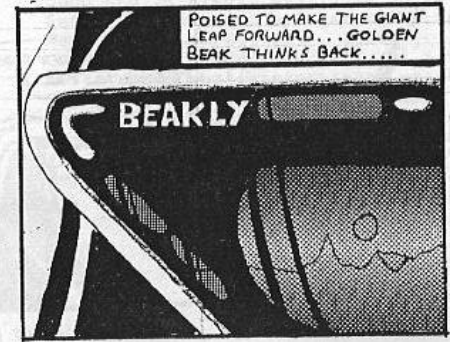
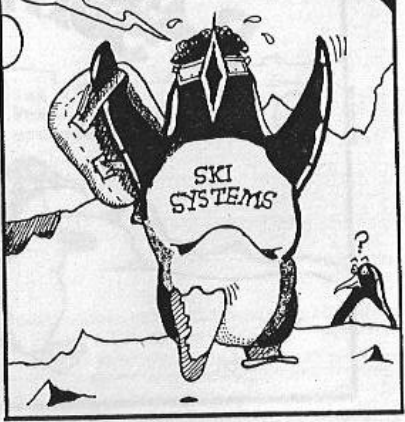


CONT'D

BUT NOT EVERYONE WAS SO SHORT SIGHTED... THERE WERE OTHERS WITH THEIR OWN VISION...!



NO WAIT LET ME SHOW YOU MY NEW INVENTION... IT PACKS AWAY NEATLY SO....



6

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It has been some time since I put pen to paper for Windsock, the last time I think being the time I flew by microlight to the bottom of the Dyke at Christmas 87 dressed up as Father Xmas!
The reason for the letter is two fold.

- A. To tell you more about the XC plans for this year
- B. To have a small moan about one or two things.

First of all the XC

As you may have read I have taken on the task of compiling the tables for the Summer & Winter Leagues, and since I'm doing it I have decided when they shall run from & to on a Club basis.

SUMMER - FEB 1ST - NOVEMBER 30TH

WINTER - DEC 1ST - JANUARY 31ST

There are three Leagues in all.

The Southern Weekend League - ANY FLIGHT IN THE UK DONE ON A WEEKEND OR BANK HOLIDAY.

The Sussex League - AS THE TITLE SUGGESTS, FLIGHTS DONE IN SUSSEX DURING THE WEEKDAYS.

The SHGC League - ANY FLIGHT ANYWHERE, ANYTIME.
THIS LAST LEAGUE COULD BE CALLED THE MARTINI LEAGUE, ARF, ARF!

There should be forms in Windsock that you can fill in and return to me. I will obviously want to know relevant details such as date, glider, distance, time taken, take off, turn point, landing, witness etc., i.e. as much as you can tell me.

Congratulations to Anthony Lucchesi (The Wild One) for a creditable out & return from Hay Bluff in early March. So far he's in the lead, so lets have those forms no matter how small the distance. (Top to Bottoms off the Dyke not accepted).

I have decided to accept the Newhaven to Brighton run as a XC only if the Marina is reached. I am relying on your honesty here. There are those that say "not on" but I say do it first then see how "not on" it is, you may be surprised.

Point No 2

MY LITTLE GRIPE

I have been doing the membership for a while now and some of the newer members of the club may not yet know me, but come the Club Evenings all I see is a few regular old timers and new faces. We held an XC/AIRSPACE

Talk at the Dyke recently and all of twelve people made it and that included girlfriends and wives'. I have got 260 members on my lists and if the longer standing members of the Club don't come to Club meets no wonder the new faces dont bother the next time. We had the same at the last B.B.Q., the same old faces, but only a handful. I could effectively send Windsocks to only thirty people and I would get the same attendancies.

By now I must have got a few backs up. I'm sorry but that wasn't my intention.

The Southern Club has got the British Champion, the Ladies World Champion and John Pendry who wins most things. Lets try and hold the Club together by pulling our fingers out, being nice to each other and not bitching about each others flying behind backs. I believe that Johnny Carr took about ten voting slips to the A.G.M. Nice one chaps!

If I have got up your noses lets hear from you in Windsock and maybe we can make the Club not only the biggest in the UK but thebest!

That's enough from me. Please don't forget about the XC's.

Cheers

Mark

(Mark Johns - Membership Secretary

See front page for address & phone no.)

GRAPEVINE

By Muck Raker

Another coup for the SHGC... After their superb triumph in winning places in the Montfaucon L/D comp, (OK, so no one else volunteered..) and their subsequent failure to fly due to weather conditions, the intrepid Mark Johns and Hawk Napolitan have now wangled places in the Bassano comp.... Let's hope theres no keel grabbing pranks.....

Top Sponger Award for last month, in the absence of the crisp fiver or a late renewal to the Club can now be revealed:

Steve Vatcher

OK Steve, the games up, no use pleading that you were under the influence of Gabble Juice this time...

Muckraker haers that Mark Johns was dancing intimately with a French man at an evening do at the Montfaucon comp.... Rumour has it a certain Gerbil was caught mating with an Alien (!) ... (what is this..ed) ... the chairman was recently seen shouting into the air at the Dyke "come down Golly and pay your club fees".... later £40 was handed over for two years unpaid subs!!

What's the connection between a paragliding Instructor who wears pink leopard skin tights and helmet cover and a bill for £400 from Colin Lark's Hang gliding repair workshop?????.....

We are told on good authority that a certain Tintin thought that Libya was an erogenous zone...

Skysurfers recently had four fire engines on a wild goose chase recently when they had scrub clearance and bonfires on Harting Down....

Howls of innocent protest are still reverberating from the Wessex Club as Bob Dear proclaims that he is not Viper Trail (Wessex's feeble response to Muckraker!!),,,, Sorry Bob, who is it then???

Stop Press: ... Tintin performs Five consecutive loops over a landing field in Brazil... Will this man reach the age of twenty we ask ourselves??.....

Another Hawk story... this one accidentally missed out last month Our worthy League newcomer was about to take off at Beachy Head, from the cliff bowl, but he wasn't clipped in.... The take off run was aborted at the last second and a desperate flare prevented a total disaster, but the attempted cover up failed....

Ex member Mark Chick scores a classic apparently.... manages to write off a brand new Falhawk paraglider....

Local Tyro Trevor Ackroyd recently gone up to an S4(!) from a Vision, gets his approach wrong and lands on the lip of the earth works by the fort on top of the Dyke!!!.....

Later, the infamous Ray Sedgewick was heading for the same spot on his Ace, but being six inches lower, decides on a last second radical but spectacular 270 turn back to the bowl paddock....

Special mention for Dafne Freedman who was apparently peeved not to have featured in Grapevine yet.... possibly because everyone lands and goes into the pub when she takes off... sorry Dafne, only a joke....

Hot tip from Jim O'Sullivan, the man who once put his keel the wrong side of the double surface and took off without realising... Always get someone else to do the test flight. Having recently reassembled his glider, correctly this time, he got Instructor Gary Mitchell to fly it... unfortunately the hang strap was about a foot too far back, and Gary spent a muscle wrenching flight just trying to get it back on the ground... It was then revealed that Jim had been flying it for an hour like that without realising....

Muckraker's Brazilian correspondent reports that the young Tintin wasted no time in taking advantage of the high ratio of women to men in a Brazilian dive referred to as the Chicken Ranch... probably the South American answer to the Pink Coconut.... The other reports from this part of the world have had to be censored by Muckraker for fear of being flooded with libel writs...

A certain Mr Napolitan nearly crippled himself when he hit the hillside after crashing through a bush.... he had been testing the limits of performance of the paraglider in radical manouevres when the hill got in the way... Mr Naploitan was seen hobbling around the Dyke with a bad back and said he was pleased with the experiment...

RADIO ON GLIDERS

P. BRUCE. G4WPB
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27.2.89

DEAR CHRIS,

WITH REFERENCE OUR PHONE CONVERSATION WITH REGARDS AMATEUR RADIO FREQUENCIES ON THE 2MTR (144.00 to 146.00) BAND AND THE 70CM BAND. AS YOUR READERS ARE NO DOUBT AWARE IT IS ILLEGAL TO OPERATE AMATEUR EQUIPMENT WITH BOTH FEET OFF THE GROUND EVEN WHEN YOU ARE A LICENSED AMATEUR.

IF USE IS MADE OF AMATEUR EQUIPMENT BY UNLICENSED PERSONS YOU WILL FIND YOURSELF IN DEEP WATER WITH THE DEPT OF TRADE AND INDUSTRY RESULTING IN A BIG FINE AND ALSO THE CONFISCATION OF THE RADIO EQUIPMENT.

PERSONS NOT KNOWING ANYTHING ABOUT RADIO HAVE OPERATED 2MTR EQUIPMENT WHILE ON A GLIDER AND NOT REALISED THAT A SIGNAL OF ONLY 500 MILLIWATTS OPENS UP AN ANATEUR REPEATER FROM THE TOP OF DEVILS DYKE - THE REPEATER BEING IN SOUTH LONDON UP THE T.V. MAST AT CRYSTAL PALACE. IF MORE POWER IS RUN OR A GAIN IN HEIGHT IS ACHIEVED THEN REPEATERS AT SWINDON, TORQUAY, ETC CAN BE ACTIVATED WHICH DOES NOT GO DOWN WELL WITH AMATEURS.

THE INPUT FREQ OF 2MTR REPEATERS RUNS FROM 145.00MHZ TO 145.175MHZ THE OUTPUTS RUN FROM 145.600 TO 145.775. SIMPLEX CHANNEL EXIST BETWEEN 145.200 AND 145.575MHZ. CHANNEL SPACING IS 25KHZ. (OUTPUTS ON 2MTRS ARE 600KHZ UP ON INPUT FREQ).

ON 70CM THE PICTURE IS THE SAME WITH REPEATER INPUTS FROM 434.600 to 434.975MHZ AND OUTPUTS OF THE REPEATERS FROM 433.00 to 433.375MHZ. AMATEUR REPEATERS ARE LOCATED AS HIGH AS POSSIBLE TO GIVE A GOOD COVERAGE AREA AND WITH HEIGHT GAIN LESS POWER IS REQUIRED TO ACTIVATE THEM AND IF YOU ARE TRANSMITTING ON A REPEATER INPUT FREQUENCY ON SAY 145-050 WHICH IS THE SOUTH LONDON REPEATER THE CONVERSATION WILL BE HEARD AS FAR UP AS LUTON IN BEDS.

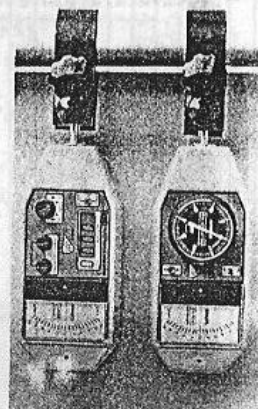
PERHAPS THIS WILL GIVE AN INSIGHT AS ALTHOUGH IT WOULD SEEM A CLEAR FREQUENCY TO YOU ON THE GROUND A LOT OF AMATEURS COULD BE LISTENING TO YOU AND ITS A DEAD GIVE AWAY WHAT YOU ARE DOING (AND A CLEAR LEAD FOR THE D.T.I. WHERE TO LOOK).

P. BRUCE.

club sweatshirts



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Welsh Hang Gliding Centre, Mick Fawcett, Richecroft Engineering. Please add £2.50 p/p and £10 for Clamp if required. State Glider type.

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Dick: 01-892-1684. 6-8 pm.

Magic 4 166 4.4 oz, VB Mylar 1/e, Blue & white. £900. Bug 6 months old 1180, size medium.

Parachute Australia 6 months old, £200. Venti, altimeter, offers. Will take £1150 the lot.

Kelvin Jones: Ashford 0233 629200.

Clubman 140.

9 months old, speed bar wheels, almost no airtime. As new condition. £900. Pod Plus, yellow, 5'7" to 5'8", as new, £200. Small Ozee unused, Ring me and haggle... selling due to house purchase. Eric 0932 220819

Magic 4 FR 177.

As new, including Pitchy and XC bag. £950. Adrian 01-660-0824.

CLUBMAN 164. WHITE/BLUE. BLUE MYLAR LE. NOT FLOWN SINCE OVERHAUL BY AERIAL ARTS. £800 WITH HARNESS PAUL 0342 715078.

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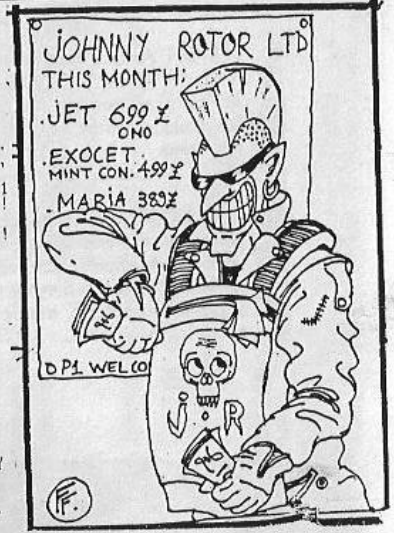
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BRIAN WEBB 0532 419148(W) 0937 62742 (HOME)

Magic 4 166 v.g.c. Blue mylar 1/e, 4.4 cloth, light blue u/s May 87. £995 Rob: 0263 75649.

Must have quick sale-- Pilot leaving country!!



MAGIC 4 155 STANDARD VB MYLAR LE, RED U/S NEW RIGGING, NUTS & BOLTS ETC. STORED INDOORS V.G.C. 50-60 HRS £925ovno. CLUBMAN C160 LOVELY ALL WHITE V.G.C. 10MONTH OLD 25 HRS £900 TEL STORRINGTON 5277

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1989 RHA COMPETITIONS CALENDAR + S.H.C.

MONTH	DATE	COMPETITION
JAN	11	FLATLANDS - 02
JAN	18	FLATLANDS - 02
JAN	25	FLATLANDS - 02
FEB	1	FLATLANDS - 02
FEB	8	FLATLANDS - 02
FEB	15	FLATLANDS - 02
FEB	22	FLATLANDS - 02
MAR	1	FLATLANDS - 02
MAR	8	FLATLANDS - 02
MAR	15	FLATLANDS - 02
MAR	22	FLATLANDS - 02
APR	5	FLATLANDS - 02
APR	12	FLATLANDS - 02
APR	19	FLATLANDS - 02
APR	26	FLATLANDS - 02
MAY	3	FLATLANDS - 02
MAY	10	FLATLANDS - 02
MAY	17	FLATLANDS - 02
MAY	24	FLATLANDS - 02
JUN	7	FLATLANDS - 02
JUN	14	FLATLANDS - 02
JUN	21	FLATLANDS - 02
JUN	28	FLATLANDS - 02
JUL	5	FLATLANDS - 02
JUL	12	FLATLANDS - 02
JUL	19	FLATLANDS - 02
JUL	26	FLATLANDS - 02
AUG	2	FLATLANDS - 02
AUG	9	FLATLANDS - 02
AUG	16	FLATLANDS - 02
AUG	23	FLATLANDS - 02
SEP	6	FLATLANDS - 02
SEP	13	FLATLANDS - 02
SEP	20	FLATLANDS - 02
SEP	27	FLATLANDS - 02
OCT	4	FLATLANDS - 02
OCT	11	FLATLANDS - 02
OCT	18	FLATLANDS - 02
OCT	25	FLATLANDS - 02
NOV	1	FLATLANDS - 02
NOV	8	FLATLANDS - 02
NOV	15	FLATLANDS - 02
NOV	22	FLATLANDS - 02
NOV	29	FLATLANDS - 02
DEC	6	FLATLANDS - 02
DEC	13	FLATLANDS - 02
DEC	20	FLATLANDS - 02
DEC	27	FLATLANDS - 02