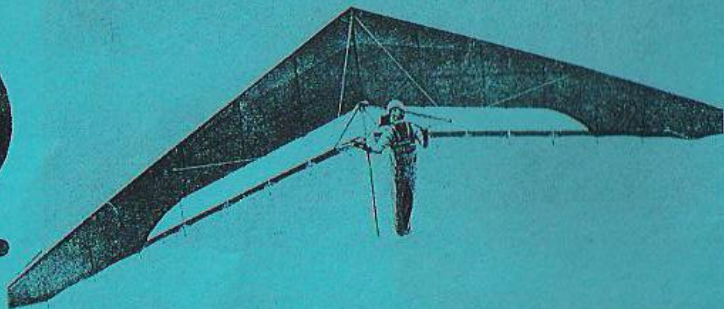


# RUMOUR

AIRTIME  
*hang gliding*

has it



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

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

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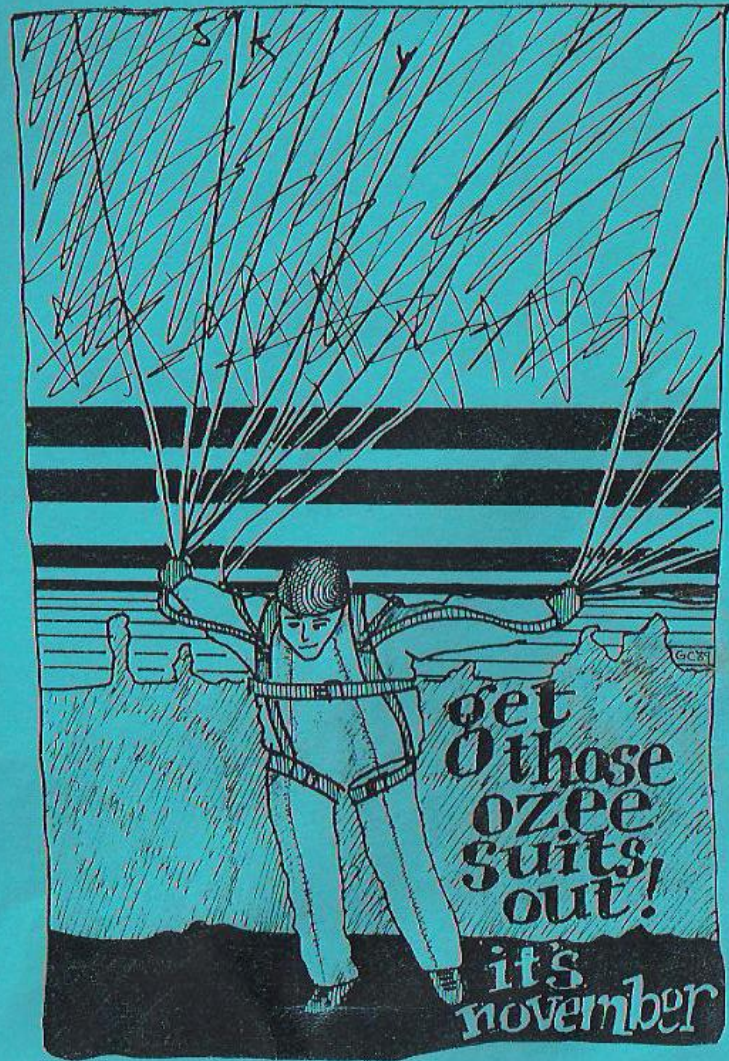
THE MAGAZINE OF THE  
SOUTHERN  
HANG GLIDING CLUB

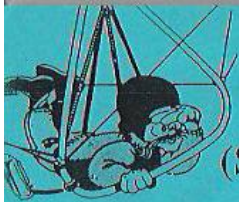


FREE TO MEMBERS  
NOVEMBER 1989

# Wind SOCK

This Month's Winter Warmers:  
Fear and Loathing on the Dyke: "all human life is here" - the usual stuff - more mumbled mumbings - Conchita bares her soul - plus our very special DIY section -





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## WINDSOCK CONTRIBUTIONS:

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

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

or:

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



## TINTIN'S NEXT ADVENTURE

(Tintin's Next Adventure)

## Champion News

by Robbie Whittall

My next assignment was Japan for the Japanese Nationals and to find someone's long-lost relation. This was going to be a tough one! Not only to try and win the competition when the rules are written in Jap, but also to try and find that one long-lost relative out of thousands of Japs who all look the same. This was to be made even more difficult as my multi-linguistic talent - in seventeen languages - did not cover Japanese. Luckily my trusty friend and companion Snowy (John Pendry) had bought his very own phrase book with him. We did not realise just how important that phrase book would be.

With very little time till the comp started, we were rushed from Tokyo to the competition site. Eight hundred kms and ten hours later we arrived... wow, what a place! It must go down in history for being the most boring place on Earth - and not even any leads to follow up (or girls' legs)...

To cut a long story short, the comp was real bad - we only flew three days out of six and on the best of these, only thirty-five kms were flown. One particular day, myself and Snowy were caught short after we had landed out. With my trousers around my

ankles, squatting low so as not to be seen by the Japs with our trousers down. I looked knowingly at Snowy, who produced the trusty phrase book. Although the pages were small and thin, they did the job and got us out of a sticky mess. (I knew the phrase book would come in handy).

The last day of the competition was to be our lucky day, for two reasons. The first was that I managed to fly well enough to win the meet by only seven points, yet another victory for AIRWAVE. The second, and more important, was that we found our man... There he was sat behind the sound system in all his glory. I looked at Snowy (who had also spotted him) - we turned and looked at each other - a large grin crossed Snowy's face. After a moment's disbelief, we both said spontaneously: "Andy Jap". There he was, wearing his dark shades, long dark hair, big hook nose and that all important OH-SO-COOL IMAGE of his. After we had both calmed down, I got him to pose for us (not difficult), so that we could be photographed with him.

Would you believe it? Half way round the world only to find Andy Nap's long-lost brother.

Happy flying,  
yours as ever

*Robbie Whittall*

Our hero is as chuffed as a person who is very chuffed to find ANDY JAP - the long lost relative of Andy Nap - outside a makeshift discotheque and beer tent in downtown Tokyo.

FASHION TIP:  
Note that Robbie wears a very chunky gold "hip-hop" Run-DMC-style gold medallion



## Small Ads -

### Big Bargains

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

#### FOR SALE:

Magic III 166; Mylar leading edge. Trimmer. Aero uprights, speedbar etc. In excellent condition, recent factory stripdown and overhaul. £550 o.n.o. Will deliver Southern England. ALSO PodLite Thinsulate fluoro yellow / pink, hardly used & very clean. (5'8", 42" chest) £200. Telephone Keith Jackson, IOW (0983) 290202 - evening, or 298451 daytime.

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

ACE SPORT 160. Orange & Blue, good condition. 10 months old. £1,200

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ACE RX 170. Good condition, recently overhauled suit pilot 13st +. £775.

RUMOUR 145, ex demo. Low hours, good condition, fluoro yellow / pink / blue. £1,725

RUMOUR 145. NEW GLIDER at bargain price. Slightly faded bag, hence: £1,825

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#### TUITION

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#### TRAVEL

Anyone living around the London E11 area want to share petrol costs to SHGC sites? Contact Don Mapp at 18 South Birkbeck Road, Leytonstone, London E11 4JH. Tel: 01-558 1407.

#### LOST

Pod II Harness Bag. On the Dyke. HUGE REWARD OFFERED - contact Gary on Poyngins 235.

## MINUTES OF MONTHLY MEETING at Devils Dyke Pub. 08-NOV-1989

Apologies: M Perrin  
P Day  
R Sedgwick  
K Pickering  
R Lees

Absent C Bartrum  
O Goepel (L)

### 1. OPEN DAY/CHARRINGTON'S

Charrington's have been contacted for next years Brighton air races. The Manager of the Dyke is talking to Charringtons and will keep us informed of any progress made. now JC 8/11/89

### 3. FIRLE

As winter is most definitely here we can now use the public car park; BUT if it is a nice day, use discretion and use the 'S.H.G.C. ONLY' car park, 360  
A sign will be provided to identify the car park. PR. TT.  
Hard Core is still desperately needed to fill in the ruts to the official S.H.G.C. car park.

### 5. CLUB TROPHIES

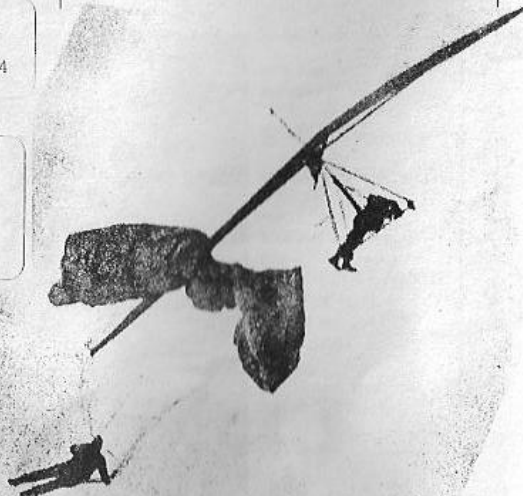
All winners for the below Trophies have been decided. Note the inclusion of Trophy 12: Runner up awards have also been organised.

1. BEST NEWCOMER
2. BEST NOVICE XC
3. MOST IMPROVED PILOT
4. SUSSEX LONGEST XC
5. SUSSEX XC LEAGUE
6. SUSSEX XC WEEKEND LEAGUE
7. THE RON STEADMAN CUP (BEST P2)
8. DYKE XC RECORD
9. XC PARAPENTE
10. MOST IMPROVED PARAPENTE PILOT
11. MARTINI TROPHY
12. OUTSTANDING ACHIEVEMENT AWARD

### 6. CHRISTMAS PARTY

The Christmas Party will be on the 9th December at the Dyke. GET YOUR TICKETS NOW !!!!!!!!!!!!!!! FROM ORIOLE OR ANY COMMITTEE MEMBER :OR ACROSS THE BAR AT THE DYKE (S.H.G.C. Paid Up Members only)

KISSSEN,  
AUSTRIA:  
HANG  
GLIDER/  
PARAGLIDER  
COLLECTION.



### 8. CREDIT CARD PAYMENTS

you will be able to pay by PLASTIC soon;

### 11. CLUB NIGHTS

Not well attended, insert in Windssock. AGAIN.

### 12. COMPETITIONS 1990

A planning meeting is to be held to action next years competitions. It is noted that Johnny Carr is very keen to be involved in Competitions again. JC RS

### ANY OTHER BUSINESS

### 13. HANG GLIDING AND PARAGLIDING AT THE DYKE

With the dramatic increase of Paragliding the Dyke is getting increasingly congested. This is now a cause for concern about Safety. The first mid air collision between a Paraglider and a Hang Glider occurred at the Dyke on Sunday 5th. November. Also the amount of close shaves being reported by both Paragliders and Hang Gliders means we must reach a solution now. Complaints by Low Airtime, student pilots who do not have the experience to make a decision about launching in the congested skies have been recieved from both Para and Hang Gliding pilots. Paraglider pilots are not adhering to the agreed launch area. An Emergency Committee Meeting has been called to try and solve the situation.

MEETING CLOSED

## Mitchell's Monthly

### by Gary Mitchell

For all those of you who haven't already turned to the next page, some information on how to get into the new pilot rating system which will replace the existing P1 to P3 next year... all that is required is a cheque for £3 to be sent to the BHGA Office with your BHGA number and existing pilot rating. They will then send you the new task forms and handbook (a lot of the flying tasks are the same and can be transferred). These can be signed off by any Club Coach.

I have the theory exams and bring them along to club nights. Anybody who can't make the club night can give me a ring and organise a different time.

It was the first flyable Sunday for quite a while on the weekend 5/11/89 and flying went off the scale. We're supposed to fly for pleasure and enjoy the challenge of man and machine in perfect harmony etc. etc. - not engage in the aviation equivalent of the rush hour on the M25!

So PLEASE give yourself more SPACE. LOOK before you turn and remind yourself of THE RULES OF THE AIR. If you have a problem with another pilot's flying technique, see them on the ground afterwards. If there's still a problem after a quiet chat, then contact a member of the Committee and we will try and get the problem sorted out before there's a midair. We only send the boys round to break fingers as the last resort.

**You have been warned.**

## First Top Landings

### by Dave Clayton

reprinted from "an old magazine"

Like all hang gliding skills, the top landing is one which needs to be learnt and repeatedly practised to perfect the art.

It requires a great co-ordination of skill and awareness of what is happening to:

\* THE AIR both high up and as you near the ground.

\* THE GLIDER and the way it reacts.

\* ANY TURBULENCE and WINDSPEED alterations which you may encounter.

All these things need to be allowed for to make a good top landing. We see top pilots make it all look so easy with a downwind approach at Mach 2, a big wing-over turn and then landing exactly where they want. Well, it doesn't work just like that - not the first time! So let's start at the beginning and work up, or should I say down, to it.

Top landings should be a carefully planned, and separate, section of the flight, i.e. 1) The Take-Off then 2) The Flight, and then 3) The Landing. Carefully plan and prepare your landing; the better it has been prepared, the easier it looks.

So - we're in the air and we want to land. First start your checks:-

i. Wind direction in relation to the hill. It is rarely smack-on. It's usually off one way or the other.

ii. See your landing area is clear. No gliders, crowds, cars, people, trees or anything else that will cause you aggro.

iii. Make sure no-one else is coming in when you do (it can be a little tricky, that one!)

Now we know which way the wind is, it's clear to land and no-one else is coming in on approach. Remember that you don't have to land at all costs. ALWAYS but ALWAYS leave yourself an option - never be totally committed, wherever you land. If you "bake" it, have somewhere to

overshoot (where there is no-one else around) or choose another landing spot. Let's assume that the diagram here shows "your hill":

Having done all your checks, position yourself on the downwind side of the landing area, then "crab" in with the nose not more than about 45 degrees to the wind direction. I'm assuming that you have about 150ft above the hilltop at the start of your approach. As you start the approach, check your airspeed - better to have a little excess here due to possible "venturi" (compression) effect over the hill. Keep on checking things as you approach. Pick your place to land - don't worry if you miss it, but it's a good habit to try and land where you actually want to every time, and if you don't, then work out why not and try next time.

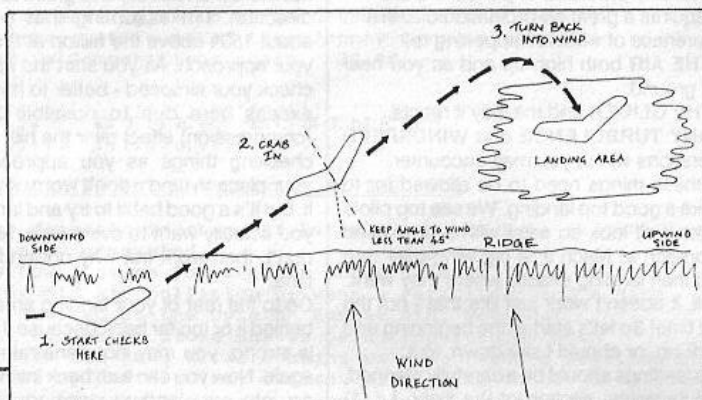
Go to the rear of your landing area but not behind it or too far back because if the wind is strong, you may not penetrate forward again. Now you can turn back into wind and go into your landing position... this will degrade your glide. Now start to ease the bar in. If you always have a positive pull from the bar, then you will usually have enough airspeed. I like to feel the pitch pulling the bar out again. Concentrate now on staying into wind and keeping the wings level. If you have an excess of height, do very gentle beats back and forth at the rear of the landing area until you are low enough. Then turn into wind as previously discussed.

You may increase speed over the ground as you get lower, due to WIND GRADIENT. Don't worry, and *don't slow down to compensate*. As you are about to touch down, you may need a couple of steps to land, or if the wind is stronger you may come down vertically. The stronger the wind, the gentler the landing flare required. If you overshoot, start the procedure again, i.e. consider the overshoot as Take Off,

Continued...

then do a flight to gain some height, then start the landing sequence again. If, after several attempts, you still can't do it, then land at the usual familiar bottom and check out with an observer or experienced flier where you went wrong. One final tip - look to the wind. Imagine its path towards

you and see that it doesn't have any nasty lumps to go around before it gets to you, or else you might feel a nasty lump or two - not fun. Play safe, play careful, and enjoy your flying...



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## Mumblings of a Low Airtime Pilot Part 3

by Peter Bruce

Not much to report for October - didn't get my feet off the ground. Conditions seemed O.K. from Friday evenings weather report off the telly, so got up early and headed for Fell. Got there about 9.30am but found it deserted so as I had never flown this site before I took a walk around observing the terrain and obstructions, barbed wire fences figure high on my list (...no I have not been into one, but I know one or two who have...)

I always look for crows too - lazy sods crows but always give a good indication what that invisible mass we call air is doing, and sure enough the crows I observed along the ridge were not happy, having to flap their wings every now and then as they would suddenly drop out of the sky when in a glide - anybody had any ideas about flapping our hang glider wings?

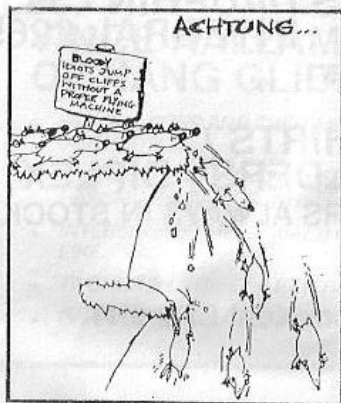
I went back to the car as I was not happy with conditions and besides no - one else had turned up. After about 10 minutes a guy turned up and I had a brief chat - doing it for ten years so he was able to glean conditions were O.K. for HIM and duly took his glider to the take off point and rigged, but hung on to see if anyone else would turn up - I went back to the car. Another guy turned up - low airtime like me, and he also felt conditions were not too good either so

he did not take his glider off. (also reassured me I was right) To cut a long story short conditions did not change so me and the other guy drove down Fell, but just before we left another pilot turned up. At the bottom of Fell I waited and watched for a while. Both gliders fully rigged then one took off - I used the lines in the rear windscreen heater to give an idea how bumpy it was - and it showed - not any problems to the 10 year + pilot but to me it could have been bad news. Both of us low airtimers drove away from the hill that day with the usual feelings - another day wasted "God! when is the next chance I will get?!" What with work, the family, and the family and the weather - the latter always the major one for me. But we did drive away! Eddie Bilous at Free Flight Hang Gliding School made sure we knew the score - if in doubt, even a bit, don't fly. When you pass out of your training school with a "Pass" you are at your most vulnerable - KNOW IT. If others are flying it does not mean it's safe for YOU.

No doubt I am going to bend some more uprights in my efforts as I don't go enough - big problem as my "lessons" are far spaced, but if I pile in and you are about, and it's my fault, tell me what I did wrong, and if I did something daft...

### Kick Arse...

(The editorial team would like to apologise for the lavatorial content of the last line of this article. Our standards are slipping.)



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.)

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**TIM WILLIAMS - AN APOLOGY**

The editors and staff of "Windsoc" would like to make it clear that any reference in their September article to a certain "Tim Williams" seen handing out prizes and so on at the recent Airwave Challenge was NOT in fact the famous Editor of Skywings! magazine, but an imposter who was dressed in similar fashion on the night in question. We completely, humbly and fawnily-bumlickingly apologise for any inconvenience this may have caused the real Mr. Williams, or his family and friends.

**FLOURESCENT - AN APOLOGY**

The editors and staff of "Windsoc" would like to make it clear that any reference in their October issue to the word "Fluorescent" or "Fluoro" was mis-spelled as "Flourescent" or "Flouro". We completely, humbly and embarrassedly apologise to the compilers of the OED and those of you pedantic sods who pointed out our foolish error. We apologise for any inconvenience this thoughtless mis-spelling may have caused to any of our readers or their families and friends, and hope that, in spite of this glaring error, you managed to enjoy the magazine.

**IN JOKES - AN APOLOGY**

The person responsible for the above errors (Conchita) has been severely punished by the Editors.

On a lighter note...

**Dogs Can Be Dangerous**

It has come to the attention of the editors at Windsoc that notorious hardman and womaniser of hang gliding, Eddie "Buffalo" Bilous may have bitten off more than he can chew...

On a recent flyable weekend day (...no such animal...) at the Dyke Eddie was seen sporting his new 'Gringo' moustache and frolicking with his much loved faithful terrier Gripper. Such is the unbounded affection held by "Buffalo" Bilous for his canine



Eddie "Buffalo" Bilous

**CLUB COACHES:**

- JANE STEADMAN: Redhill. 0737 765510
- ADRIAN CAPLE: London. 01 660 0824
- ZOE HUMPHRIES: Crawley. 0293 27662
- KEVIN PICKERING: Hassocks. 07918 6319
- JOHNNY CARR: Wivelsfield Green. 044484 217
- TONY HOBDEN: Brighton. 0273 600928
- EDDIE BILOUS: Brighton. 0273 411239
- MARK JOHNS: Hurstpierpoint. 0273 834984
- NOEL VENN: Reigate. 0737 221023
- RAY SEDGEWICK: Croydon 0689 49244
- DAVE KEEPAX: Burgess Hill. 0444 245233
- JOHN YOUNG: Biggin Hill. 0959 71706
- MARK FISHER: Hurstpierpoint. 0273 832478
- CHRIS BARTRAM: Brighton. 0273 682499
- GARY MITCHELL: Nr. Henfield. 079156 235
- RON RICHARDSON: Bromley. 0689 56723
- PAUL GREEN: West Wickham. 01 462 3630

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

companion that he was observed down on his hands and knees with a piece of cardboard found by Gripper, clenched between his teeth engaged in a fierce game of tug of war. A touching sight indeed. Touching that is until a female bystander, who shall remain nameless, asked "Do you know what that is, Eddie?" As Eddie turned a quizzical eye to her from the ground Oriole continued...!It's the cardboard tube from an old Tampax! After much spitting out of bits of card Eddie was last seen wildly pursuing the hapless pooch down the Dyke!

## Letters to Windsock

Following a letter of thanks following his excellent meteorology talk, and the invitation from Social Secretary Oriole Goepel to stage a return visit next year, Author and Pilot Tom Bradbury wrote back to the club thus:

Thank you for your letter enclosing the latest copy of your club magazine "Windsock". I enjoyed the visit to Devil's Dyke and would be happy to come again, especially if the weather was better and I could see some flying too.

I am impressed that you can get your "Windsock" magazine out so regularly. It seems a lively magazine. I much appreciated the write-up on page 6. I was also particularly interested in the page 7 article on the Airwave Semi-Final in SE Wales, because it mentioned the sea-breeze coming along the valley by Bloreng on the Monday. I was flying north of there myself (Hereford - Shobdon - Alcester) that day and encountered the sea breeze front near Gloucester during the afternoon. This was particularly tedious because I had to make a large diversion to avoid the Staverton air show on the way back and this put me at the dud end of the sea breeze front.

Wishing you fair weather...

Yours sincerely,

Tom Bradbury

### FLUORO CONTROVERSY RAGES ON

Dear Fashion Editor -

Yes, I agree, fluoro colours look great on the hill and the paragliding community are great exponents of the co-ordinated "pose" - all much appreciated by equipment and clothing manufacturers, no doubt. The "normals" who come to watch (especially at the Dyke) think it's great too, and I expect the publican likes the extra trade it attracts. Personally I can't afford all this colour -

none of this flash (and desirable) skiing-type-gear has yet filtered down to my major source of general clothing - good ol' Oxfam and the other charity shops. I spend most of my money on petrol and glider transport (and my other hobby, motorbikes), so fluoro clothing will have to wait! I'm so dull I even have a black leading edge on my glider! My next "fashion accessory" will be a parachute and, personally, I don't care what f\*\*\*\*\*g colour it is.

Yours in sport,

Janet McGill - P1 Essex Correspondent

PS: If I can afford a pair of luminous knickers I'll make sure to wear them Superman style!

### PRaise INDEED...

Dear Gary and Andy,

I am writing to congratulate you on an excellent magazine. I suppose it's no coincidence that the title embodies two of the smelliest things known to mankind and that Muckraker should reek of gutters.

I receive quite a few club magazines and although the Dales Club and Wessex Club magazines have been high on my reading list I must say that Windsock is way ahead at the moment. Every page is fun packed and easy to read too.

I particularly liked your guest editor and wondered whether you could arrange for her to work with me, perhaps re-starting the Pilot Profiles section which we all miss so much in Wings!

Robbie's piece on fashion tips was good too... incidentally you spell fluoro wrongly as flouro - the second must have something to do with white stuff used to make bread.

A tip you may consider: IN JOKES - they're fun only if more than two people understand them.

Keep up the good work...

Kind regards,

Tim Williams, Editor, Skywings!

## Hang Glider Storage Port

by Peter Bruce

Do you have to drive round with the glider on top of the car because you can't store it with ease?

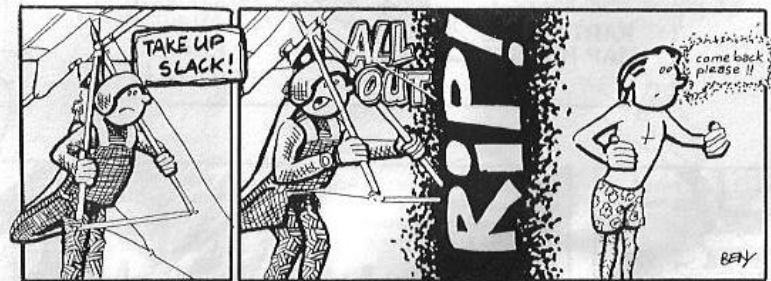
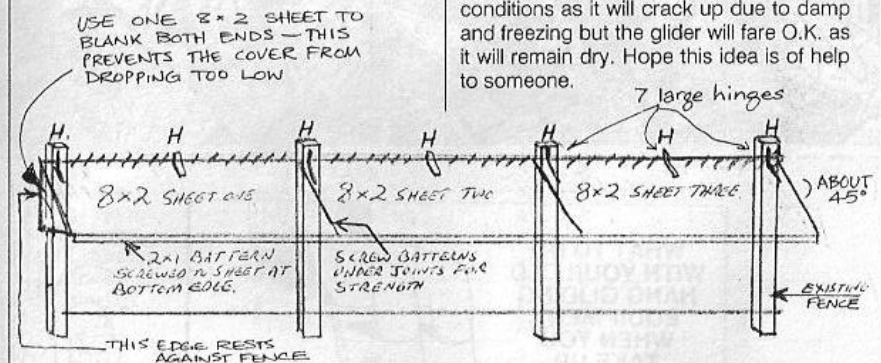
Well, here's a cheap way of keeping the glider and kit dry as long as you have at least an access gate to your back garden with a fence as long as your glider. (And it is made of wood.) It's cheap and effective and enables you to get at the glider with ease, the pod harness and windsock and goodies rest on top of the glider, and the glider and ladder rest on four brackets secured to fence posts.

### CONSTRUCTION

Buy two 8'x4' sheets of cheap shuttering and some 2"x1" batten - this means chat up local site foreman with a pint.

Cut 8x4 sheets lengthwise into 4 sections of 8x2. Buy 7 very large hinges, some damp-proofer plastic strip in a roll. Install four brackets under flap lid to rest ladder and glider on, kit rests on glider. Use damp-proof strip (about 9" wide) tacked onto top of fence and round fence posts resting over 8x2 sheets to prevent water ingress as shown by //// on diagram below. Felt the top (...before applying damp-proof strip...eds) and that's it. The glider can be removed by lifting up one side of lid and using batten to wedge it up, and then repeating the process at the other end. The whole lid will bend as it's lifted at one end but it will not fail.

Don't store a crash helmet in outside conditions as it will crack up due to damp and freezing but the glider will fare O.K. as it will remain dry. Hope this idea is of help to someone.



More Apologies...cough...ahem... another error in last month's Windsock - ie. the inclusion of Ms Zoe Humphries and Mr Ray Sedgewick in the Hall of Shame debtors list.

Quite simply, they shouldn't have been there. Sorry...

# XMAS PARTY BOOKING FORM:

- Please fill out form below and send to **ORIOLE GOEPEL/Social Secretary SHGC**
- 180 Hangleton Valley Drive, Hove, East Sussex BN3 8FE

**PARTY TO BE HELD AT DEVIL'S DYKE PUB on 9TH DECEMBER.**

**DANCING! FOOD! THOSE LITTLE WHIRLY LIGHTS! ALL THE TROPHY PRESENTATIONS! DRINK! DISCO! ALL THIS FOR ONLY £10.00!!!!!!!!!!!!!!**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Membership Number: \_\_\_\_\_

No. of tickets required: \_\_\_\_\_ @ £10.00 each. Total enclosed: £ \_\_\_\_\_

Cheques/PO's payable to SHGC, please. Book NOW to avoid disappointment. A photocopy of this form is acceptable if you don't want to cut up your Windsock collection.....

Those Old XC Tables  
compiled by Mark Johns

## SOUTHERN WEEKEND LEAGUE

Weekend or Bank Holiday Flight, done in Sussex from a Club Site.

D Williamson	Clubman	17.2 k
D Matthews	Ace RX	22.0 k
A Lucchesi	Magic Kiss	8.4 k

## SUSSEX LEAGUE

Any flight in Sussex during Weekdays

K Pickering	Magic 4	208.82k**
D Keepax	Magic 4	74.4 k*
J Carr	Rumour	71.6 k
J Young	Magic Kiss	57.5 k
J O'Sullivan	Moyes Mission	44.4 k
T Henderson	Ace RX	43.5 k
M Lavender	Magic 4	39.0 k
A Lucchesi	Magic Kiss	38.5 k
D Matthews	Ace RX	30.0 k
R Sedgewick	Ace RX	27.9 k
T Ackroyd	Typhoon	20.5 k

## SHGC LEAGUE (MARTINI LEAGUE)

Any flight, any place, anywhere

J Carr	Rumour	455.7 k
M Chick	Magic Kiss	311.0 k
M Carnet	Magic Kiss	292.0 k
K Pickering	Magic 4	208.82k
R Richardson	Magic Kiss	206.0 k
A Lucchesi	Magic Kiss	159.0 k*
D Keepax	Magic 4	74.4 k**
J Young	Magic Kiss	57.5 k
D Matthews	Ace RX	52.0 k
J O'Sullivan	Moyes Mission	44.2 k
T Henderson	Ace RX	43.5 k
D Williamson	Clubman	40.8 k
M Lavender	Magic 4	39.0 k
R Sedgewick	Ace RX	27.9 k
T Ackroyd	Typhoon	20.0 k

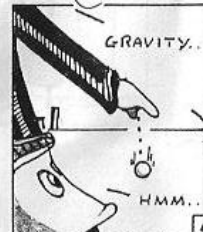
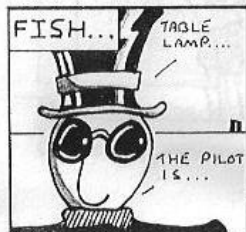
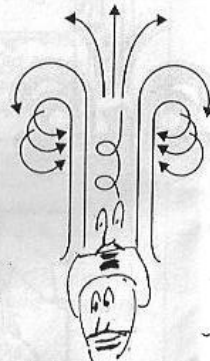
\* includes out and return \*\* includes triangle.

Nothing to do with the XC Tables really, but FLAGS AND SO ON AT BEACHY HEAD ARE INSIDE THE PUB TO STOP THEM BEING STOLEN.



WHAT TO DO WITH YOUR OLD HANG GLIDING EQUIPMENT WHEN YOU TAKE UP PARAGLIDING

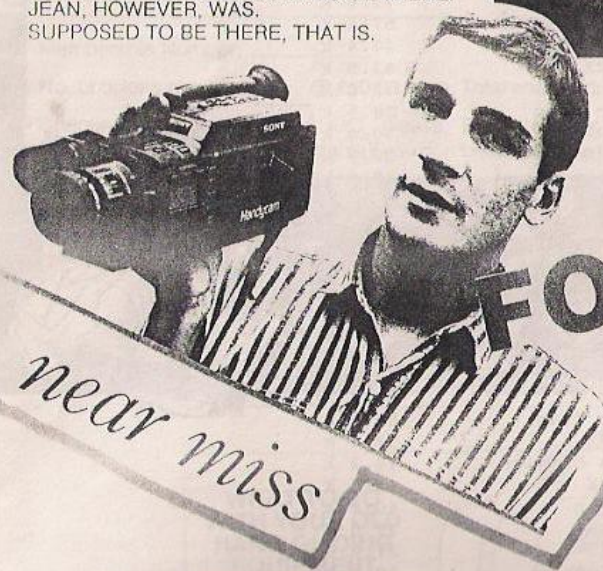
PART 2: THE MAP HOLDER



JEAN COLLIN SHGC'S FILM-MAKER OF THE YEAR, SEEN BELOW TOTTING HIS TRUSTY SONY IN THE HOPE OF SCORING ANOTHER MEDIA COUP.

AS IF IT WASN'T FLASH ENOUGH TO WIN THE SHGC VIDEO CONTEST AND SECURE HIMSELF A FREE YEAR'S MEMBERSHIP, THE PLUCKY BELGIAN EARNED A LOT OF MONEY - AND I MEAN A LOT OF MONEY - BY SELLING HIS FOOTAGE OF THE NEAR MISS AT THE HANG GLIDING LEAGUE NEAR WETHER FELL, YORKSHIRE TO VARIOUS NEWS AGENCIES AND TV COMPANIES.

THE RAF ARE SUPPOSEDLY INVESTIGATING THE CASE, AS THE *TORNADOES* WERE CERTAINLY NOT SUPPOSED TO BE THERE. JEAN, HOWEVER, WAS SUPPOSED TO BE THERE, THAT IS.



**HIT FOOTAGE**  
**MUCKRAKER**  
| with CoNcHiTa!!

Muckraker's **BORROWED GLIDER** awards go to Trevor Upright for borrowing everyone's glider... Colin Jobey for asking 3 different people for a lend of a glider and being refused 3 times... it must be the lights, Colin... and Golly, who once borrowed a brand-new glider from Alan Weeks and... well, let's say that he discovered that mylar and barbed wire is an expensive combination...

**NEW DECISION** by the Committee says that **ALL WORLD CHAMPIONS** are to be made honorary life members of the SHGC (possibly because the three we've got seem to be reluctant to renew in the normal way!). I suppose that the **"OUTSTANDING ACHIEVEMENT"** award will have to be renamed the **"HONORARY WORLD CHAMPION"** award instead...

Rumour has it that the prizes at the Xmas party will include an Amstrad Printer... never used!!

CONCHITA'S special **"BAD LUCK AWARD"** goes to Mark "not my fault guy" TOOBY... having only recently turned himself upside down and crashed to the deck at Firk, he is at pains to point out to the Skywings-reading public that he is **IN NO WAY TO BLAME** for the accident. He was just flying along minding his own business when along came Mister Pilot Error, sorry... Mister Bit Of Rotor which just "caught him out".

**BRANE FADE AWARD** TO Dafne "THE BAT" Friedman - after launching in the dark (!!) she finds that she can't see anything (What?)... well, she approaches, out of prone, all the way.....

The rest of this Muckraker is cancelled due to lack of interest on the part of the editor.

Here's a picture of a naked woman instead. I'm going home. See ya'll...



# Hang Gliding & Paragliding



## FLYING MACHINES

AIRMAN XC PARAGLIDER from £825.00 to £975.00  
AIRMAN AGE / TREKKING CORNICHE PARAGLIDER from £1,100.00 to £1,220.00  
FALHAWK ATHLETE PARAGLIDER £1500.00  
AIRWAVE GALYPSO Intermediate glider. The ideal machine for new pilots. £1279.72  
AIRWAVE MAGIC IV. The standard for a nice, easy-to-fly, forgiving and high performance glider. £1596.78  
AIRWAVE MAGIC KISS. £2079.54

## TOGS

AEROMER HELMET. £29.00      DEFLEKTOR HELMET. £18.00      TELEOPRIP FINGERLESS GLOVES. S/M/L. £14.00  
LIGHTWEIGHT GLOVES - thumb/index finger free, very soft leather. M/L/XL. £10.00  
LIGHTWEIGHT FLYING MITTS. Same as above but all fingers free. £7.50  
OZEE THINSULATE SUIT. Essential. 2 lengths, 4 widths, 3 colours. £69.00  
OZEE WATERPROOF SUIT. As above, but breathable waterproof material. Available in all sizes to order. £105.00  
NEOPRENE BAR MITTS - NEW DESIGN!      HELLY HANSEN HOOD. Polar wool. £12.00      HELLY HANSEN BALACLAVA. £6.00  
PACJAC. The best-selling lightweight hooded jacket. Reversible, with big pocket inside and out. Waterproof and windproof, packs away into tiny pouch. Nylon. £29.00  
POLARJAC - Quality nylon jacket with fleece lining. Concealed hood in collar. Big velcro-fastening pockets. £44.00  
OWENS VALLEY SUNGLASSES - £15.99      IREX 100 SUNGLASSES - £39.00  
BOLLE EDGE SUNGLASSES - Lenses clip in and out. Frames available in a variety of colours. A full range of lenses available, all giving total UV block. Edge comes complete with 2 lenses, plus soft carrying case with belt-clip, accessories and spare sweatband. £46.00  
BOLLE MICRO-EDGE SUNGLASSES. Same as for Edge, but no sweatband and slightly smaller lens. £35.00  
BOLLE CONTOUR SUNGLASSES. 100% UV block, 40% Infra-Red block. Modern design/colours. £22.00  
T-SHIRTS various designs from £6.90      FALHAWK T-SHIRTS. Neat design, different colours and sizes. £9.50  
POLO SHIRTS designs from £9.60      SWEATSHIRTS designs from £10.90

## FLIGHT INSTRUMENTS

DIPLEX 8000 PANEL ALTIMETER 8000' in 1 rev. £34.00      WRIST STRAP for Diplex panel altis. £2.00  
BRAUNIGER VARIO P. Variometer for Paragliding. Superbly engineered, housed in sturdy plastic casing. Leg/harness mounted with velcro straps. LCD display, audio up only or up/down. £160.00  
BRAUNIGER ALTO VARIO. £240.00      BRAUNIGER ALTO VARIO L. £299.00  
SKYWATCH VARIO. Sturdy metal and rubber housing. Audio up/down or continual audio monitor. Sweep hand visual readout. £150.00  
HALL AIRSPEED INDICATOR Air/wind speed indicator with widely spaced calibrations. Easy to read. Measures km per hour. £25.00  
HALL BRACKET for hang glider mounting of Hall Airspeed Indicator. £5.00  
SKYWATCH electronic airspeed indicator with remote sensor. Great modern look. Choice of bracket for hang gliding or paragliding. £59.00  
SILVA WRIST COMPASS. Matt black, very neat, with fully adjustable strap. £9.95  
SILVA COMPASS with wonderclamp, the ultimate compass. Fully damped - a beautiful precision instrument. £49.00  
WONDERCLAMP universal bracket for mounting anything to a hang glider. £3.00  
SUPERMOUNT - universal mount for round or aerolot tubing. £22.50

## BOOKS

METEOROLOGY AND FLIGHT by Tom Bradbury. £12.95      UNDERSTANDING WEATHER CONDITIONS by D. Piggott. £6.95  
STARTING SOARING by Noel Whittall. £5.95      COMPLETE GUIDE TO HANG GLIDING by Noel Whittall. £12.50  
RIGHT STUFF FOR NEW HANG GLIDER PILOTS by Eric Fair. £7.95      ABC OF PARAGLIDING by Hubert Aupetit. £12.00  
FLYING CONDITIONS by Dennis Pagen. £5.90      HANG GLIDING FLYING SKILLS by Dennis Pagen - NEW EDITION - £6.90  
HANG GLIDING TECHNIQUES by Dennis Pagen. £5.90      HANG GLIDING ACCORDING TO RICH PFEIFFER. A steal at £10.00  
FRENCH SITES GUIDE. £11.95  
1990 HANG GLIDING CALENDAR. A3 size, full colour. 13 new pictures. £8.50  
1990 PARAGLIDING CALENDAR. A3 size, full colour. 13 new pictures. £8.50  
COLOUR POSTER. Paragliding in mountains. £5.00      COLOUR POSTERS. Hang Gliding in Hawaii, Colorado, Yosemite. £5.00  
CAR STICKERS. several designs. £1.00      PIN BADGE. Modern hang-glider, 1" high £4.25

## EQUIPMENT

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MAP HOLDER. £10.00      ROOFRACK TIES, pair with metal cam buckle. £4.75

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AIRMAN 2ND CHANCE PARACHUTE. £259.00  
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