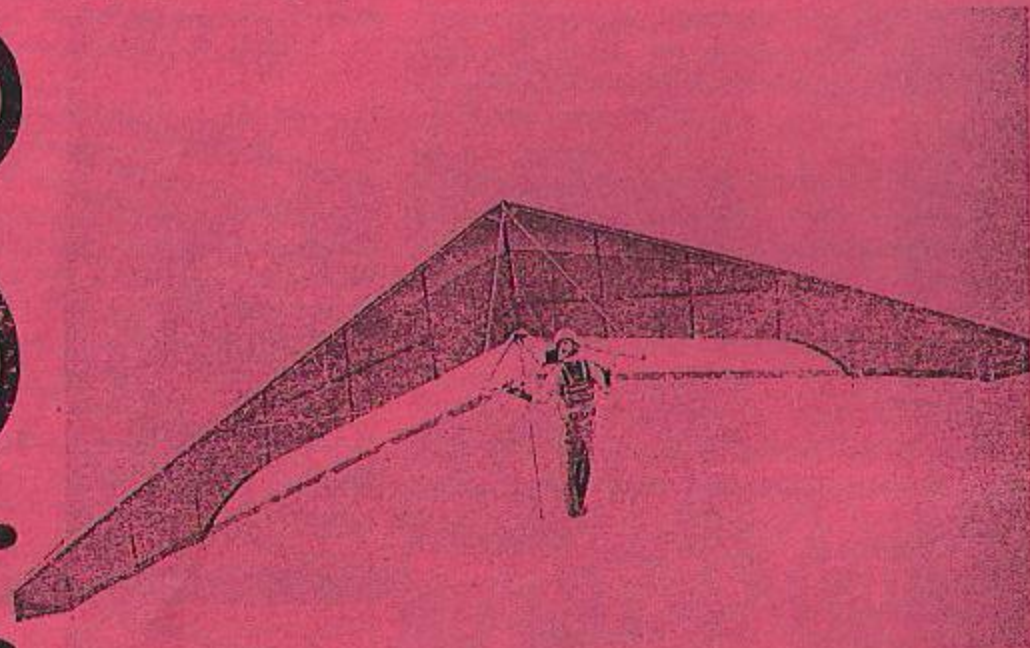


AIRTIME
hang gliding

RUMOUR has it



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

The small RUMOUR rewrites the rules. It achieved the highest L/D figure on the DHV test rig. Judy Leden 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.

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

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

Solar Wings RUMOUR

Airtime Hang Gliding Ltd.
Portslade Station, Portland Road, Hove, Sussex, BN3 5SG.

Tel. (0273) 424861.

Wind SOCK



THIS MONTH IN WINDSOCK - RESULTS
HOT FROM BRAZIL - TREE LANDINGS! - A NICE BUMPER MUCKRAKER - A HOLIDAY IN MORZINE - SOME MORE WEATHER, etc



THE SOUTHERN HANG GLIDING CLUB

The Southern Hang Gliding Club, P.O. Box 36, Burgess Hill, West Sussex RH15 9YD

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JOHNNY CARR
0444 84 217

CHAIRMAN:

MARK JOHNS
0273 834984

SECRETARY:

SITUATION VACANT

MEMBERSHIP SECRETARY:

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0273 419645

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0903 745277

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(Hang Gliding):

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079 156 235

TOWING REPRESENTATIVE

(Paragliding):

MICHEL CARNET
0273 423650

Stories, articles, photos or drawings gratefully received at Windsock Towers. Together, we're well on the way to becoming the best club magazine around - keep it that way, write the kind of article you'd like to read...

Send your contributions to: Gary Cook, c/o Sky Systems, Knoll Business Centre, Bellingham Crescent, Old Shoreham Road, Hove, East Sussex BN3 7GS

or

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

Club Coaches

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

EDDIE HORSFIELD:

Thornton Heath
01 689 2076

ADRIAN CAPLE: London

01 660 0824

KEVIN PICKERING:

Hassocks
07918 6319

TONY HOBDEN: Brighton

0273 600928

MARK JOHNS:

Hurstpierpoint
0273 834984

NOEL VENN: Reigate

0737 221023

DAVE KEEPAX: Burgess Hill

0444 245233

MARK FISHER:

Hurstpierpoint
0273 832478

JOHN YOUNG: Biggin Hill

0959 71706

JANE STEADMAN: Redhill

0737 765510

JOHNNY CARR:

Wivelsfield Green
044484 217

RAY SEDGEWICK: Croydon

0689 49244

CHRIS BARTRAM: Brighton

0273 682499

GARY MITCHELL: Henfield

079156 235

RON RICHARDSON:

Bromley
0689 56723

PAUL GREEN:

West Wickham
01 462 3630

ZOE HUMPHRIES: Crawley

0293 27662

Note also that coaching to F2

level is available for

paraglider pilots... contact

Gary Cook at Sky Systems on

0273 423650.

Editorial

Before I start, I'd like to make it clear that I am talking to all club members here - not just paraglider pilots or hang glider pilots, but both. If you folks out there don't bother to: Get yourself insured - Join the BHGA or BAPC - and mainly FOLLOW SITE RULES and OBEY AIR LAW, then someone's going to get hurt. One of my worries is that if we restrict membership in any way, there will be a whole load of pilots who will fly at our precious sites anyway - and even worse, they won't be aware of our hard-won site rules...

On Saturday 17th March the Police attended two separate incidents, one at Newhaven involving a hang glider, and one at Steyning involving a paraglider - good for the image of the Club I don't think. Please calm down folks! I know there's been no flying for some time, but show a bit of decorum and perhaps you'll live to tell your grandchildren about what a good pilot you were when you were young.

I can hear a lot of you muttering "what the hell does he know? I'm a good pilot, I've been flying for years, I'm safe... etc. etc". Well, that's good, so carry on taking care and respecting other air users and we'll all have sites to fly in the years to come. I don't think some people realise how hard the big boys (Council, Police, CAA, etc.) could come down on our happy-go-lucky little band if they wanted to.

In another incident at Newhaven on the 17th, an ex-hang glider pilot who recently converted to paragliding was seen to perform an appalling takeoff which resulted in him and his canopy promptly disappearing over the edge vertically. Onlookers were surprised to see him able to limp away from his down-wind landing. The pilot was an F1, flying at a cliff site for the first time on a paraglider. (Newhaven is an F2 site). A bit of commonsense is required when flying at cliff sites, and please SEEK SOME ADVICE FROM PEOPLE WHO REALLY KNOW IF YOU'RE NOT SURE. I know a lot of you think paragliding is a poor man's hang gliding - well that may well be so, but it's not to be treated as a game nonetheless.

Take a minute to think... when we're flying it's all too easy to imagine we're the only person in the world - sadly, this is not the case, and we must respect other air users and bear in mind that the sites we fly on don't actually belong to us.

Anyway - it's the last Windsock from the present team... Andy is standing down because of competition commitment this year... Mark Turner, who's moving to this area soon and currently produces the Dunstable Club and Airwaves magazine wants to take his place next year, but we'll see if you want us at the AGM (shouts of "bugger off!" from the gallery)...

I would like to extend unfashionable thanks to Michel, because it's been his printer I've mostly used for producing this year's Windsock. I was upset to hear from Trevor Ackroyd that he thinks there's too much paragliding in the mag... I know he thinks there's too much paragliding full stop, but we have been very careful to keep a balance. I checked back and really, there are, if anything, more articles and pictures of hang gliding... still, I suppose if you've got a fetish about something, then one picture or article is too much... some more hang gliding articles sent in by those of you who agree with Trev-Man would help redress the balance next year, perhaps?

Speaking of fetishes, Conchita's not writing the editorial this month because she's gone to give the editors of Sky Surfers "magazine" a good going over. Just take it easy out there, see y'all
Gary Cook is 34

Gary Cook



Last Word!

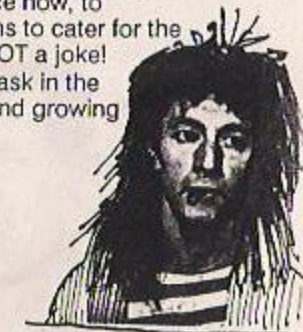
That's it, I've had enough and I'm off. It's a bloody madhouse around here.

This will be my last issue of Windsock as an editor as I won't be around for much of the summer season due to hang gliding and paragliding comp's abroad. Mark Turner has put himself up to take my place when he moves down here to Brighton, and - delight of delights - I have arranged at great personal expense to have 'Bag Lady' come down from his ivory towers to help Conchita out with the editorials she is supposed to be doing each month, (she has been struggling a bit with-a the language a problems and reckons it's our fault as it is difficult to talk with your mouth full. We must be feeding her to well!).

Thanks to those of you that sent us letters or articles as it not only made the magazine more interesting but also eased the burden on Gary and myself to make up scandal etc. I have enjoyed working on the mag' but must admit it is harder work than you might think, so help Gary and Mark (if they get voted in that is) by contributing something. I hope they carry on all the fine traditions we've built up at W.S. such as revealing the identity of our informants and vilifying and holding up to ridicule anyone bothering to write in. The mag is supposed to be a source of information and to provide a forum for debate over issues that affect how where or when we fly (or iff) so use it as such, but without becoming so engrossed in one subject that other broader issues are ignored. For instance the preoccupation with the way paragliding is changing flying at the Dyke completely overshadows the threat from plans, well in advance now, to convert the Dyke Pub into a Beefeater or Bernie Inn type establishment. There are no plans to cater for the likes of you or me, so think how less pleasant a trip to the Dyke may be in future. This is NOT a joke!

Anyway, like I say That's it for me except to congratulate Mark Chick for winning the last task in the Brazilian comp'. A brilliant bit of flying and proof positive that Hang Gliding is still strong and growing within the S.H.G.C. Conchita eata
Andy Napolitan is 26.

Andy Nap.



EXCLUSIVE WINDSOCK RESULTS SERVICE PRESENTS:

RESULTS OF PRE-WORLD HANG GLIDING CHAMPIONSHIP in BRAZIL

The British did very well: GB A-Team 3rd, GB B-Team 4th overall. The Brazil A Team won, the USA A Team second. Local Brazilian boy **Paulinho** came first overall, **Larry Tudor** USA A team second. INDIVIDUAL RESULTS FOR BRITISH PILOTS AS FOLLOWS (A or B team in brackets) ** denotes SHGC member

Peter Harvey (A).....	3
Jess Flynn (B).....	12
Judy Leden (A)**.....	13
Andy Nelson (A).....	14
Bruce Goldsmith (B).....	17
Michel Carnet (A)**.....	18
John Pendry (B)**.....	23
Robbie Whittall (B)**.....	26
Kim Tipple (A).....	31
Mike Stephens (A).....	52
Steve Elkins (A).....	53

Also among the people we know were **Mark Chick**, who was flying the flag for... Venezuela??! He came a very creditable 34th. **Monique Amman** was also in there, flying as a Guest pilot, and clocking in at 74th. All in all, we at Windsock Towers reckon that lot adds up to another darn good result for Britain. Well done lads and lasses!

14.03.90

At a recent Committee Meeting of the SHGC, it was decided that, when renewing membership, each member will also undertake to agree to abide by club rules. People habitually breaking Club Rules will be kicked out of the Club. Mick Perrin has compiled the following from all the past rules, and we present here the definitive Devil's Dyke Flying Rules. Abide by them - they are there for EVERYONE'S protection, whatever they fly. If we abide by them without grumbling and causing scenes, then perhaps we'll preserve Britain's best flying site for the use of Britain's best Club. So here goes...

SOUTHERN HANG GLIDING CLUB RULES FOR PILOTS AT DEVIL'S DYKE

Formulated to comply with the requirements of Brighton Borough Council, BHGA/BAPC guidelines and the Civil Aviation Authority.

MEMBERSHIP

* ALL BRITISH PILOTS must be members of the BHGA/BAPC as appropriate (note that at present BHGA membership alone does not cover the flying of paragliders and vice versa). They must also be members of an affiliated hang/paragliding Club. Day Membership is available, but must be paid. Visiting Pilots must be made aware of local rules and not be allowed to fly if they don't know them. It is the duty of all SHGC members to ensure that this information is passed on.
* ALL OVERSEAS PILOTS may fly as guests of the Club, but MUST show proof of National Association Membership, level of competence and third party insurance cover BEFORE FLYING AT ANY SHGC SITE.

CAR PARKING

* USE THE REAR CAR PARK, or the rear of the top car park. (Brighton B.C. have requested that Pilots leave the front edge clear for the public). Watch your overhang! Buses turn here during the summer months.
* USE LAY-BYES for bottom landing field parking.
* DO NOT drive into fields or onto the hill.

RIGGING & PARKING GLIDERS AND CANOPIES

* Gliders and Canopies must be rigged in the designated areas:

- GLIDERS:
1] In front of the top car park.
2] Between the road and fence to the west of the pub.
3] 2 DEEP west of the fence.
4] Anywhere in the bowl.
CANOPIES:
1] In front of the top car park.
2] Anywhere in the bowl.

GENERAL

"KEEP CLEAR AREAS" for HANG GLIDERS AND PARAGLIDERS
1] Landing and overshoot area west of the fence.
2] Footpaths.
3] Both stiles.
4] 50 ft. "viewing strip" for the public IN FRONT OF THE TOP CAR PARK.
PARK YOUR GLIDERS CONSIDERATELY - DO NOT CREATE OBSTRUCTIONS!

FLYING RULES

* Observe the anti-collision rules.
* Set altimeters to 700' vertical.
* Airspace limit is 3500' ALT.
* Stay out of the Modeller's Bowl below 250' AGL.

NO BUZZING

Do not overfly buildings, car parks, roads and people below 50' AGL except when landing.

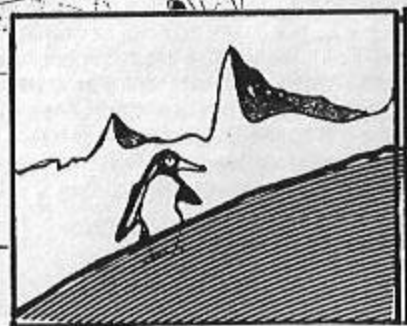
CONCHITA TRIES TO CALM THE MEMBERS



Hang Gliding Inter-Club Competition(s)

Contact Johnny Carr if you are interested
1] Saturday 28/ Sunday 29th April versus Dover & Folkestone at Devil's Dyke
2] Easter - Friday 13th!! to Monday 16th April versus South East Wales AND Avon Clubs at Merthyr Tydfil.

If any paraglider pilots are interested - contact Johnny Carr and he'll see just what can be arranged.



MICHEL CARNET: 18TH IN BRAZIL



BRUCE GOLDSMITH: 17TH IN BRAZIL '90.

continued...

DO NOT OVERFLY

- 1) The large green house in bottom field 3.
- 2) The cottage & barn in bottom field 3 (Wickhurst Barns).

BOTTOM LANDINGS

- * All normal bottom landing fields are due north of the road. The cropped field at the foot of the hill is only available for limited periods between crops (usually August-September)
 - * Fields are numbered in order of size and difficulty (1,2,3 - see map). 1 = easy, 2 = middling, 3 = difficult). Only No. 1 has much N-S aspect.
- NOVICES SHOULD USE FIELDS 1 & 2 - Schools please note.

CROP LANDINGS

EMERGENCY ONLY - £10 fine payable direct to M. Lee, G. Lee (farmers) or via a Committee Member.

SPECIAL RULES TO CONTROL CROWDING AND MIXED HANG GLIDING / PARAGLIDING TRAFFIC

- 1) The "Paddock Area" (from the earthworks to the fence) is for the exclusive use of Hang Gliders for take off, landing and overshoot.
Paragliders may transit the paddock ridge under the following conditions:
 - a) UNDER 150ft:
 - i) Paragliders must transit the paddock as quickly as possible.
 - ii) No more than three paragliders in front of the paddock ridge (in transit) at any one time.
 - b) OVER 150ft:
No restrictions.
- 2) A "one take off to one landing" principle will prevail when crowding is a problem. *
A flag with black markings on a white background will be placed on the ridge end of the paddock fence to indicate when this system is in operation.
A Site Marshal will be appointed (minimum P2). **
- 3) A red on white "L PLATE" flag to be shown to request space for CPC/P1 and F1 Pilots under supervision. *
This rule will be activated by Senior Coaches and Instructors. It will be used during "off peak" periods, ie. early morning or late afternoon, and will usually last about 15 minutes.

PARAGLIDERS

- 1) Do not inflate canopies blind in front of take off areas.
- 2) Do not taxi inflated canopies up the slope - CARRY THEM UP after slope landing.
- 3) Ground handle well away from active flying areas.

HANG GLIDERS

- 1) Do not take off without checking your airspace is clear further down the slope.
- 2) Do not rig where other people are already flying - rig in an appropriate area and then carry your glider across to take off.

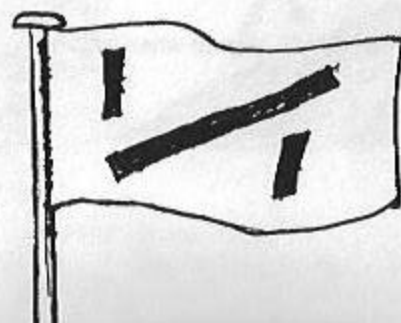
CAUTIONS

- * Turbulence may be encountered in the top landing areas, particularly when the wind is "off" to the west or north.
- * Do not go too far back on top landing, or fly behind the buildings - SEVERE ROTORS may form in these areas.
- * Treat the power lines in the bottom landing with the respect they deserve (11,000 volts).
- * USE YOUR DISCRETION AND SENSIBLE ASSESSMENT when judging conditions and numbers.
- * Be aware that tethered school gliders and canopies may be operating to the west of the top landing area by the ruin, and in bottom landing field 2.

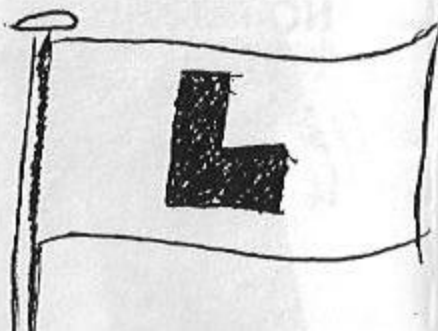
OTHER FLIERS

- * Modellers should stay in the designated area, below 250' AGL.
- * Modellers MUST HAVE third party insurance cover (ie. membership of BRFC or SMAA).
- * KITE FLIERS please use the area indicated on the map when gliding is in progress. You are limited BY AIR LAW (ANO) to 60 meters (200 ft) of line.

*



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Pilot Profile

This Month Graham Watson

interviewed for Windsock by Abigail White



As this is to be the first of my Pilot Profile series, I thought I had better start off with someone rather special. Who better than the winner of the Southern Hang Gliding Club's most promising new Paraglider Pilot of the Year award - Graham Watson.

I nervously approached the front door of Graham's sumptuous Victorian home, neatly tucked away in one of Brighton's quiet backstreets. Meeting someone with such a great reputation is so often disappointing. I was met at the door by a tall Belgian I later learnt was Graham's working partner Jean Collin.

"I hope I'm not interrupting anything important" I ventured. Jean smiled and immediately put me at my ease.

"No. I was only writing a letter to Debbie at the Airwave factory" he replied.

I was shown into a large, immaculately tidy room. There, surrounded by banks of illuminated computer screens was the man himself. My first impression was of an averagely tall guy sporting a cropped blonde hairstyle redolent of a German tank commander. Most noticeable was the piercing gaze from a pair of the most brilliant blue eyes I have ever seen.

After we settled ourselves down on the designer leather chesterfield I put my first question. "When did you first take up paragliding?" Graham settled back stretching his long legs out on the Chinese rug before us. "Oh, early in 1989 I guess."

I pressed him further. "What was it that made you want to turn from computing to flying - I mean they're not exactly complementary"

He smiled archly "Actually, it was Jean. He was already Hang Gliding and when paragliding came about he sort of dragged me along with him, said it would do me good! He was right too, one flight and I knew this was it man." There was a chirruping noise from one of the terminals and Graham got up to check it out. As he paced over to the computer I couldn't help notice the panther-like grace of his movements, a sure sign of the natural athlete!

Back at the sofa again I decided to get to the heart of this man.

"Apart from the Best New Pilot trophy last year, what would you say was the highlight of your flying career to date?" A short pause ensued as he ran his fingers through his hair and closed his eyes in concentration.

"That's a hard one, but if pressed I'd have to say...mmm... landing in the tree at Steyning bowl."

"Wow - that sounds a bit hairy! Were you hurt at all?" Graham laughed, throwing his head back uninhibitedly "Why no! I'd been working my way up to it gradually, you know, dumping down in a few bushes, barbing it into fences, that sort of thing." I couldn't believe how cool he was. This was a pilot destined for great things.

"What is the highest you've ever been on a paraglider?"

"Top of the big tree at Steyning in early '90, but I didn't have a barograph unfortunately so it's still unofficial".

Looking around the room I noticed some trophies modestly displayed on the wall in one corner of the room. "What was that one for?" I pointed to a plaque cunningly carved to look just like a piece of bark.

"That one's "Best Tree Landing at Steyning". I had a lot of competition for that one, Irwyn Jehu and my arch rival Mark Elliston, and Neil Turner was hanging in there too. Hanging right in there in fact." Time was getting on, so I asked one final question. "If you had to name one person who has influenced your flying the most who would that be?"

"Without doubt that would have to be Michel Carnet. When it comes to tree landings he is without rival both in his personal flying and in the fantastic instruction he gives, especially to women at Ditchling."

I thanked Graham for his help and patience and left him stretching and pacing about in his panther-like way.

A lovely man in love with his sport.
Next month, "big" Mike Millwood



Wise Words from Rod

by Rod Lees (Safety Officer)

There has been little flying so far this year, and therefore the old cry of "BE CAREFUL ON YOUR FIRST FLIGHT" after the long lay off is very important. Last weekend I saw and reported several accidents and incidents, all caused by the lack of current airtime.

!! HEALTH WARNING !!

ANYONE WHO OWNS A GLIDER NOT ON IT, FILL OUT THE FORM ELSEWHERE IN THIS ISSUE AND GET IT TO ME ASAP. THIS IS IMPORTANT!!!!!!!!!!!!!!!!!!!!

THIS IS THE LIST OF GLIDERS PUBLISHED IN LAST WINGS!

Cert no.	Manufacturer	Model	Size
817001	Solar Wings	Typhoon	Med.
817002	Solar Wings	Typhoon	Large
817003	Hiway	Demon	175
817004	Hiway	Demon	195
819005	Airwave	Magic	165
819006	Airwave	Magic	185
0582007	Hiway	Demon	150
0882008	Airwave	Magic II	168
8211009	Airwave	Magic I	135
8305011	Airwave	Magic III	155
8305012	Airwave	Magic III	166
8305013	Airwave	Magic III	177
8412014	Aerial Arts	Clubman	160
8504015	Solar Wings	Typhoon S4	166
8504016	Solar Wings	Typhoon S4	180
8504017	Airwave	Magic IV	155
8504018	Airwave	Magic IV	166
8504019	Airwave	Magic IV	177
8506020	Goldmarque	Javelin	178
1086032	Airwave	Magic IVFR	177
1086033	Airwave	Magic IVFR	166
8612034	Solar Wings	Ace	160
8703035	Skyhook	Gipsy CFX	169
8704036	Airwave	Magic IV	133
8706037	Skyhook	Gipsy P1	169
8707038	Enterprise	Enterprise	173
8711040	Airwave	Calypso	163
8711041	Solar Wings	Ace	150
8711042	Solar Wings	Ace RX	150
8711043	Solar Wings	Ace RX	160
8711044	Solar Wings	Ace	170
8711045	Solar Wings	Ace RX	170
8804046	Airwave	Magic IVFR	155
8810054	Airwave	Magic Kiss	154
8806049	Hiway	Stubby	large
8812051	Skyhook	Gipsy SS P1	155
8809052	Solar Wings	Sport	150
8809053	Solar Wings	Sport	160
8810054	Airwave	Magic Kiss	154
8902055	Hiway	Vision V	172
8902056	Solar Wings	Rumour	13.5
8909058	Solar Wings	Rumour	13.5
8909059	Solar Wings	Rumour	14.5
8909060	Hiway	Stubby	small
8909061	Hiway	Vision 5AE	188
9001062	Avian	Clubman	160
9001063	Apeo	Santana SRC	14

!! RUMOUR OWNERS !!

Please check the nose strap. One VERY HAPPY Rumour-owner's glider groundlooped after the swage that joins the wire just slipped out and left him holding the nose wire and bemusedly watching his very new and very expensive rumour skipping away only to come to rest on someone's clean car.

Lectures over : Safe flying

PS. Where are all those accident reports? Please...

NEW DAVRON GLIDER DETECTOR 700 SERIES

HOW MANY TIMES HAVE YOU COME IN TO LAND ONLY TO FIND OUT AT THE LAST MINUTE THAT SOME FOOL HAS FOOLISHLY LEFT HANG GLIDERS SCATTERED ALL OVER THE PLACE? AVOID THOSE EMBARRASSING LANDING - FIELD CRASHES WITH THIS AMAZING INSTRUMENT!

ALL CLEAR LOOK OUT

DAVRON 700 SERIES

THE DETECTOR 700 SERIES WILL WARN YOU ACTUALLY BEFORE YOU HIT THE OTHER GLIDERS! ITS AMAZING! EVEN WORKS WHEN GLIDERS ARE CUNNINGLY CONCEALED AT THE SIDE OF THE FIELD!

"If it was up to me - every pilot would fly with a DETECTOR 700"
- Dave Williams

NEW VERSION NOW AVAILABLE!

Training News Goes Abroad

by Eddie "Buffalo" Bilous

Barbados is an Island on the edge of the Caribbean Sea, some 20 miles wide and totally surrounded by soft white sandy beaches. The average temperature is 90 degrees F in January, and the wind is generally constant at 20mph from the east. Paul Nugent, who has been a Southern Club member for some two years was the first person to fly a hang glider on the island last year, and this year decided to return to his country of origin to attempt to open a paragliding centre. I was surprised and very happy when he offered me a nice little package deal to go and help him to set things up!

So, on the 8th January I found myself sipping rum punch with Paul and his accomplice - a lovely lady called Jo King - on a very warm beach littered with ever more lovely-looking ladies. We had taken 3 paragliders, and of course the Falhawk Athlete for personal use. With the constant 18-20mph wind surprisingly smooth, we found that all we could do was tethered flying up to about 20 or 30ft. The Airman canopies handled this well. Our prime site for this was a lovely secluded clean beach facing directly into wind. There were no obstructions to catch the ropes on, and the only problem we had was cleaning up the coconut shells before training started.

We tried to adhere to the basic BAPC training methods as much as possible, with some flexibility, and everything was very safe indeed. Paul and myself managed some solo flights. Only one fairly switched-on student actually flew solo while I was there (one month) due to wind conditions.

Well, my job's done and I wish Paul and Jo King all the best and hope things turn out well for them.

Training News Comes Home

As you can imagine, I'm a bit pissed off to be back - not so much the weather and my overdraft, but due to the bickering and arguing which is still going on between some Hang Glider and Paraglider Pilots. I certainly don't want to be a part of this shit as I fly both types and I do this for freedom and enjoyment. My role on the South Downs as I see it is to promote and enhance flying in the South in a safe and enjoyable manner. The rules for flying at Steyning and the Dyke I think are OK. Put it this way - I don't think we'll be able to do any better.

The views of my Instructors and Staff do not necessarily coincide with mine, and have no bearing on my ideas.

However, one point that I would like to make is that when a car park is full, it's full. You can get no more cars in it. Hopefully, I make my point.

I've had lots of low airtime pilots 'phoning me up asking about conditions, etc. 90% of these hadn't flown for at least two months, and I envisage some problems on the first good days, so please just ask advice if you're a little rusty or unsure - there are lots of people ALWAYS on the hill who are willing to help you out. (AND DON'T FORGET THE CLUB COACHES - SEE LIST ON INSIDE FRONT COVER - Eds). It's either been blowing a gale or very light winds indeed since I've been back. I've kept my hand in simply by flying my Falhawk Athlete on those light wind days and have really enjoyed myself... inflate, fly a couple of beats and then top land! Do it again!

I don't yet know what's going to happen to hang gliding tuition this year - if it's worse than last year, then Free Flight will simply disappear forever! However, Trevor and myself will be doing all we can to promote the sport and there is a very real possibility

that we shall have another lady instructor to help out/get me into trouble, etc.

I shall also be opening the paragliding school soon, as I have just about completed everything for my instructor rating - apart from flying. But don't worry, it'll be a very small very tight unit so no letters about overcrowding please.

We shall certainly be encouraging paraglider pilots to come and have a go at hang gliding. Not only will this help to promote the sport - which is desperately needed - but it should also provide a flying environment in which Pilots have a better understanding of each other's capabilities and of the different aircraft.

Anyway - I don't reckon a paraglider's a hang glider at all! (Argument!!) So come on paraglider pilots, get your fingers out, come and do some hang gliding, you know it makes sense!!

Just to finish, there are some rumours around that I married a West Indian woman in order to get a passport for Barbados, and then left her there.

No rings on my finger, mate!

That's all for now. Hopefully next issue we will be able to offer an article comprising more useful hang gliding information etc. It's just the weather!

I've shaved my moustache off now, so no more of this "Buffalo" shit please editors.

Fly safe and happy

PS Congrats. to Richard Boreham and Paul Owens for first flights off the Dyke on new Visions (03/03/90), thanks Zoe for your help. On the same day again congrats. to Martin Atfield on first soaring flight (1.5 hours) on a new Vision. Makes it all worthwhile, dunnit?

Congrats also to Sue Brooks for surviving being fried!!

Letter

Dear Windsock Editor,

I find, much to my surprise, that my name has made another of its, alas, increasingly rare appearances in your august organ (you didn't even get me down as a member of the Dave Keepax Laid-Back Sussex Layabout's Team at the Airwave Ager Challenge!). I must say though, it comes to something to find that I've deteriorated to a term of abuse hurled by one SHGC Committee Member at another...

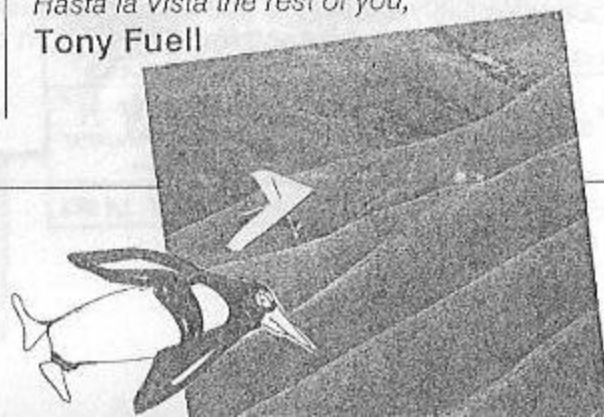
Just for the record, yes, once long ago back in the distant past when our revered Mr. Carnet was a bright young frog (little more than a tadpole, really), his flying was occasionally just a little less than fully, totally, utterly, perfectly safe. And the Committee, of which I was at the time Chairman, did from time to time have to speak a bit severely to the tadpole and on

one (in)famous occasion, I even lost my Chairmannial cool to the extent that I knocked his glasses off at the Dyke in front of a lot of other people. But I was sorry about that, and so was he, and we made it up almost immediately and since then, our tadpole has matured into a jolly good British Frog and has over many subsequent years put into the sport more than enough to compensate for any whoopsies he may have committed in the old days.

So, Trev Ackroyd, pursue your own vendetta with Mr. Carnet if you like, but leave me out of it: I am (I think) on the Frog side of the Great Parapente Debate, although from the Belgian side of the ditch, it's all academic anyway.

Keep the underwear loose, Conchita, and Hasta la Vista the rest of you,

Tony Fuell



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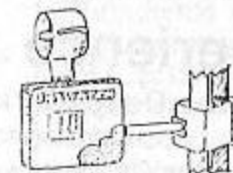
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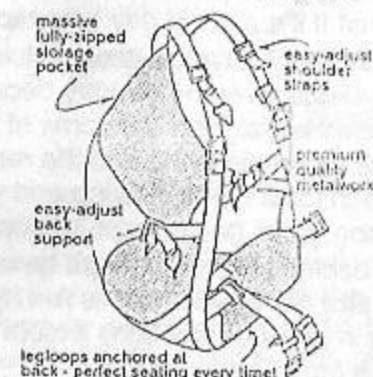
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Sensazionale!

A New Experience

by that Denizen of the Deep Mark "Halibut for Brains" Fisher.

Have you ever spent four hours driving to Wales for that long promised memorable flight in the Black Mountains - in wave over Merthyr, skying out at Pandy on the way to Hay Bluff etc., only to find yourself spending the weekend watching sheep being blown across hills in a force 6 wind whilst grinding your teeth as you see the occasional sailplane cruising past in the classic looking sky?... (Yes I have actually, in fact I think most of us have. I thought this was supposed to be a New Experience Mark...Nap).

Well here is an idea for you, and I think you'll not regret taking my advice:

Take a trip down to the Black Mountains Gliding Club at Talgarth and have a word with Gerry Martin, the club CFI. He'll fix you up with an "Air Experience" flight in the 2 seater and will even let you fly it too! Gerry is easy to spot - he's the one that looks like Trev Upright without the specs but don't let that put you off! Tell him you are a hang glider pilot from the Southern club and you want to broaden your horizons! If it's a good day I guarantee this will happen.

The club is not a typical gliding club made up of Biggles types, although it attracts pilots from all over the country because of its reputation as a wave/xc site. The instructors at Talgarth are some of the best in the country - they have to be to cope with the mountain flying and the restricted airfields. The club has a broadminded approach to all types of flying and you will not be branded a nutter when you say you hang glide. (In contrast to most gliding clubs).

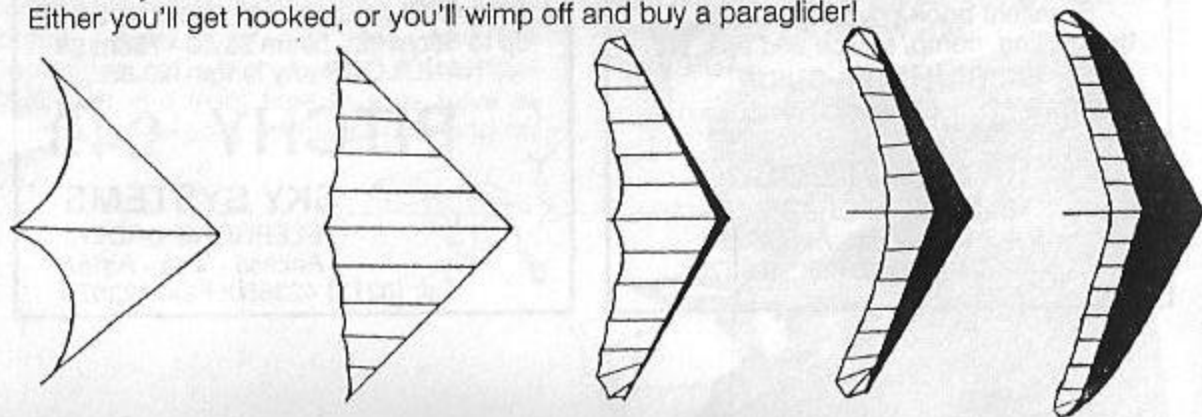
Some background info. might be of interest. The club operates aero-tow only, due to the size of the field, and is run by the farmer who owns the field (also a pilot). It is flyable in all wind directions except strong E-S which produces too much turbulence for take off.

Excellent wave is produced in East and North round to South directions. Ridge soaring in W/N down to Hay Bluff and in W/SW down to Crickhowell/ Abergavenny. (The whole run is possible in Westerly). Wind strength is usually no problem and flying is seven days a week.

Air Experience flights or "Trial Lessons" as they are called, average 45 mins, and if the wind is too strong for hang gliding, it is very likely to be soarable at Talgarth. If you show a lot of interest it is likely you will get a longer flight - up to an hour and a half if they're not too busy!

If it's ridge soaring, you will be amazed how the sailplane can be soared along rock faces at a distance which will have sheep running for cover (...round about 3 miles if it's you flying Mark I should guess...Nap), just like a hang glider.

If you're feeling brave and have not just eaten a three course breakfast at the cafe, ask Gerry to demonstrate a full spin, or a couple of loops, or a negative G stall! Either you'll get hooked, or you'll wimp off and buy a paraglider!



Looking at Weather

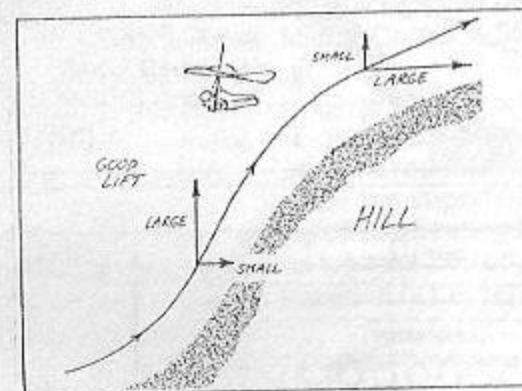
by Alan Russell

part 4

"Stability and Turbulence"

Stability

When the airstream is stable the flow of air over a hill is smoother and the zone of lift extends further out from the hill. When conditions are more unstable, it is less likely that the airflow over the hill will be smooth, as thermal activity can upset the laminar flow. Hills which may be easily soarable in a 10mph breeze on an unstable day may



become unsoarable on a more stable day simply because the air lacks sufficient vertical mobility. In extreme examples such as cliff sites like Beachy Head, the air may be unable to flow over the clifftop to any significant extent, making soaring impossible.

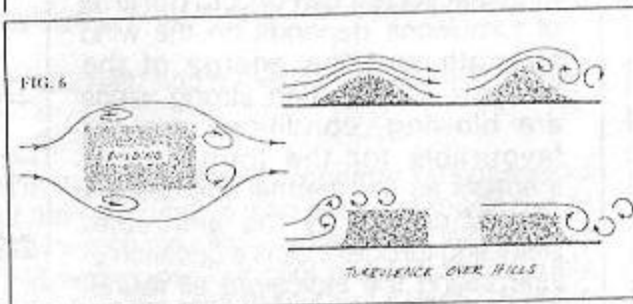
Turbulence

Flying a glider in dynamic lift involves flying for prolonged periods closer to the ground and in stronger winds than any other form of aviation. Turbulence is therefore of major concern. Turbulence is a "swirling" motion imparted to the air by some external upsetting force. Turbulence ranges from a global scale (lows and highs) down to tiny swirls too faint to detect. Swirls of less than 0.25mm cannot exist because of the viscosity of the air.

Turbulence is a problem when it is of sufficient strength and size to make you lose control of your glider. Turbulence which imparts more than about .5g (1G upward will make you go weightless) feels unpleasant. More than .5g up to 1g for any length of time is not recommended for flying in. Turbulence is generated in airstreams by three main mechanisms:

1) By air encountering solids

When air flows around a smooth streamlined shape it will contour the shape. Sharp edges and sudden changes in shape will tend to produce turbulence.



In figure 6 you can see air encountering a very un-streamlined building. The eddies are produced because the shape is too angular to allow the air to flow smoothly around it. Standing eddies can form - they do not change position, and because they spin around on the spot, they are often referred to as "rotors". You should obviously be very careful when soaring sharp-edged cliffs of spine-back ridges.

Turbulence generated by mountain ranges upwind of your flying site can send eddies crashing into your otherwise smooth site. The air flowing over a solid is retarded by the friction as it rubs against it, and the viscosity of the air results in a reduction in speed proportional to the distance from the solid.

The surface of the earth has just this effect and the wind blows slower the closer it is to the surface. This sets up a WIND GRADIENT. The exact profile of the wind gradient, which can extend over many tens of feet, is determined by the unretarded

speed of the wind and the surface roughness. Rough surfaces - such as forests - combined with strong winds, tend to produce a turbulent wind gradient profile.

In addition to buildings and hills, turbulence can be produced by any object that sticks up into the airstream. Trees can induce quite severe local turbulence, and an area of "wind shadow".

2) Turbulence induced by penetrative convection

When a horizontal airstream is penetrated by thermic air currents, turbulent eddies can occur. The level of turbulence depends on the wind strength and the energy of the thermals. Often when strong winds are blowing, conditions are not favourable for the formation of thermals as the thermal sources are rapidly cooled by the airstream. Detecting turbulent air is a question of interpreting the indicators all round. Smoke from chimneys, tree-tops, crop fields and standing water will all often show approaching gusts. Gustiness is more of a problem than wind strength alone.

3) Turbulence induced by WIND SHEAR

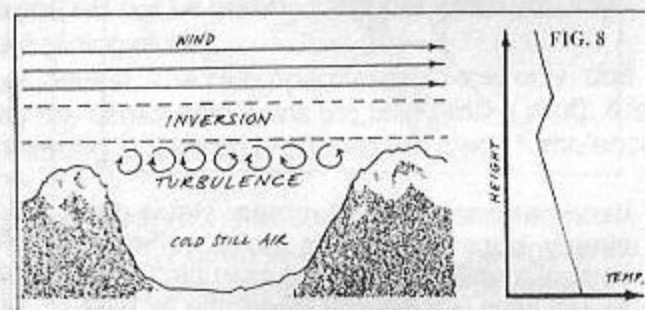
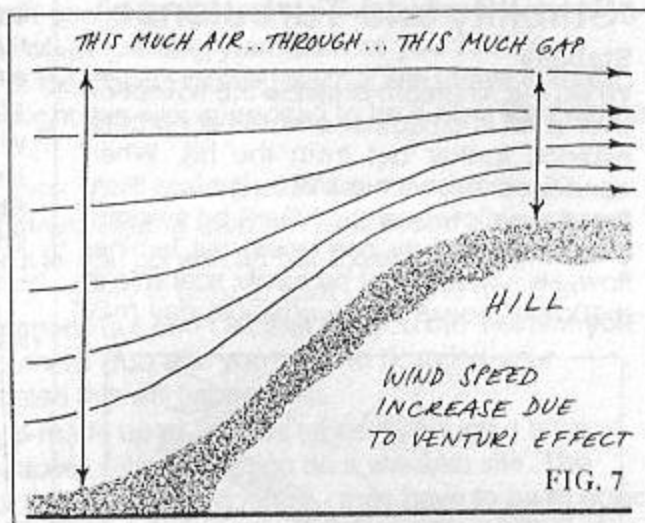
Where two opposing airstreams pass, eddies will form. This often occurs along the line of fronts, where widespread areas of turbulence can form. On a more localised scale, turbulence can often form where a strong inversion exists.

Figure 8 shows a still pocket of air in a valley which has cooled down in contact with cold earth overnight more than the air higher up. From the valley floor upwards, the temperature falls and then rises in the upper air. If the upper air is moving over the stationary pocket, then turbulence will be found along the inversion.

Very turbulent conditions can occur when a strong inversion confines all the thermal activity to a relatively narrow band close to

the ground. As this can commonly occur without cumulus clouds forming, the weather can look deceptively smooth and unthermic.

Measuring Wind Strength and Direction on a Hill



Hand held wind strength meters such as a Hall asi can easily be transported to the site and used to gauge wind strength, but they are of limited usefulness. They are quite accurate, but they can only measure the wind fairly close to the hill (as far as your arms can reach), and consequently they are very susceptible to localised effects.

Wind gradient can result in the pilot measuring a totally misleading wind speed. Not holding the wind speed indicator parallel to the streamlines will make it under-read quite badly. The "venturi" effect - created by all hills to a greater or lesser

extent - caused by the airflow being speeded up as it passes over the hill can result in a much altered measurement of windspeed at ground level compared to with that at a realistic flying height (fig 7).

The main disadvantage of the hand-held wind meter is that it may tend to blinker the

pilot to other features of the site when making their site assessment.

A strategically-placed windsock which inflates at a known velocity is a useful tool, but it is worth remembering that the windsock will also only demonstrate what is happening in the immediate vicinity.

The Things They Say!

An unidentified local pilot was asked (whilst being videoed extracting his paraglider from a tree at Steyning Bowl) if there was any comment he'd like to make. "You Bastard!" was the reply. Graham Watson is 28.

The Things They Say!

A well known Paragliding school proprietor wanders into a Macdonalds in Walthamstow high street with two companions. This un-named diplomat subconsciously registers the ethnic bias of most of the clientele and starts singing "Free Nelson Mandela" in a loud but curiously strangled accent.

His two horrified friends quickly intercede with "Michel!" and a major international incident is narrowly avoided. Michel Carnet is 35.

The Things They Say!

A well known but to remain anonymous local Hang Gliding school proprietor was observed preparing to make one of his rare launches of the year when a wag amongst the crowd of onlookers piped up with "Are you sure you know where the official landing field is?" Turning a sardonic visage toward the impertinent whippersnapper our pilot retorted imperiously "Wherever I land IS the official landing field!" Back to the task at hand our hero starts his take off run, continues his take off run, and finally piles in half way down the hill. Drifting down to him comes the voice of the same wag "Is that the official landing field then Vince?" Vince Hallam is 34.

Wacky Letter

Dear Eds, never mind wacky baccy, my ostrich doesn't smoke if I had one (Spurt, February issue); prick up your ears for definitive gen from Bernie Clifton character.

In these February days - conceivably March and April days as well - when the roaring south westerlies make ground grippers of most of us, KEEP SHARP ON A UNICYCLE!

For a modest £60 or so you can acquire the means to keep reflexes, weight shift and anticipation on the top line. Start off against a wall or waist high rail. Short hops, stiff arming (right or left) off the wall/rail. Use continuous anticipation and weight shift as the wheel tries to get away from you to the left, right, forward or back.

The hops get longer... Bar right in (lean right forward) to head off a stall (losing the wheel or putting your foot down). Five to ten hours practice should ensure sustained flights of up to 100 yards.

But find a stretch of tarmac or paving away from traffic. Drivers get confused by a unicyclist sticking out both arms like a tightrope walker and jerking them about; they don't realise that his arms are wings and that he is flying... A jockbox might, in the early stages, obviate possible occasional discomfort.

It is difficult to take off without initial wall or rail launch.

And what I'm on dear Eds, if I catch either or both of you in the bar, is Whitbread Gold Labels, Bernie Clifford (nee Clifton)

Thank you for your invaluable contribution Bernie. And, indeed, that of your lovely ostrich.

Next month Bernie will be examining the analogous relationship between Hang Gliding and the theory of Cartesian Dualism and addressing the problem of whether the classic stumbling block of providing a workable interface between the natural world we perceive and the non-natural metaphysical world of the soul or mind, has a direct parallel with adverse yaw at high speed. I know we are all tired of the same old discussions cropping up, but Bernie hopes to demonstrate via dialectic between himself and his ostrich that the "Ghost in the Machine" as Ryle would have it, can be laid to rest. ...Eds.



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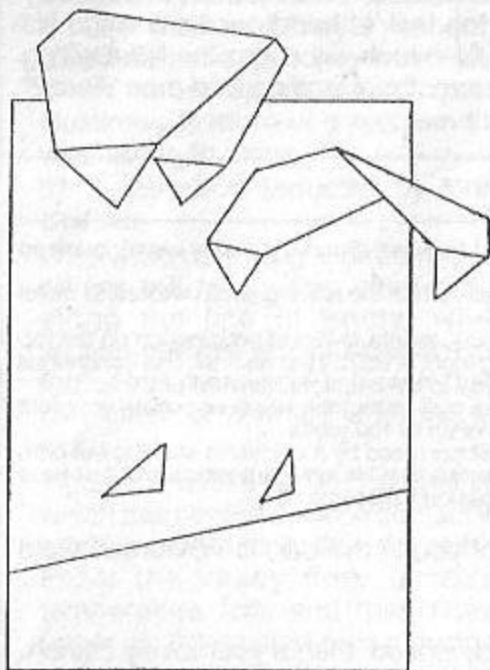
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Mitchell's Monthly

by Gary Mitchell

Not much to say this month, except WATCH OUT for the change in conditions that arrive with the termals (you know, those nasty things that rip you skywards). It gets VERY VERY TURBULENT. Give yourself a BIG MARGIN FOR ERROR, because even the best pilots have problems keeping their gliders pointing in the direction that they want to go!

I won't bore you with lists of do's and don'ts, but just try to give yourself more room and time throughout the flight, and more SPEED on take off and landing.

Until you're used to the conditions, try to avoid the middle of the day, ASK about conditions before you take off, and try to get to the site early (8.30 o'clock) for a first flight - even if it's just a top to bottom, it keeps your hand in, and it's usually the smoothest time of the day.

Good flying...

PS Contact Tony Lucchesi about Club Competitions... it's a good way to improve your skills.

MORE MUCKRAKER

"Rocket" RON RICHARDSON misjudges a top landing and piles in on top of Postman Dave's newly-repaired glider, causing damage to Dave's kingpost and a bent upright, too... RUMOUR has it that Ron is now working on a new instrument to add to the DAVRON RANGE... the "DETECTRON" glider detector!

JIM O'SULLIVAN, who is thinking of ordering one of the above, won the SPOT LANDING on 3rd MARCH with a superbly executed PRANG into JOHN HARMON's parked glider. Definitely a better effort than Rocket's, this one cost him TWO (2) uprights and a COMPLETE SET OF TOP RIGGING for John...

TIM "Boyo" WILLIAMS about to have his wrists slapped by the SHGC Committee (what, all of us at once? - eds) in the FORM of a LETTER from JC for reprinting the local bitching in the NATIONAL MAG without consent...

MuCKRAKER retURNs wITH A vengeance

RUSTY PILOT AWARDS to RICHARD LEAVER, who took off without his helmet, and to COLIN "Ladies Tights" JOBEY, who managed to get his legs so tangled up with his velcro/zip that he had to shout for help on his top landing approach.

OVERSHOOT STAKES as per usual: CRAIG "Bag Lady" DOLWYN three (3) times, and "Slaphead" DAVE (twice) in the lead on day one...

Congrats to TREVOR "upright" ACKROYD on the first XC of the DECADE from the Dyke - to Glynde on the 3rd March.

HATS OFF FOLKS to Postman DAVE for pioneering a NEW LANDING TECHNIQUE... known as the "fly THROUGH the wall", it involves setting up exactly as for a "fly ON the wall", but at the last second you cleverly forget to flare.

RUMOUR has it that BOX HILL is about to hit the headlines as a "new" site. Described in 1973 by the then National Magazine "FLYPAPER" as "the worst hill in the south", it features:

- * A densely tree-covered slope
- * High-Voltage power lines on the way to the bottom
- * A National Trust Warden who approves of hang gliding the way a turkey approves of Xmas

Sounds promising...

EVERYTHING that POSTMAN DAVE recently said about MARK FISHER is quite true, but he doesn't win the bag of sheep ~~shit~~ because there is a better reason why

NOTE!
Dear Muckraker, please
cut out words like "shit"
because they offend some
of our readers - especially
Bob Dear.

he doesn't appear in MUCKRAKER... apart from this month... eh?

MARK "holier than thou" JOHNS has left this country at the request of the CAA, and been told not to come back until he has learned to fly his SPAM CAN properly.

RUMOUR has it, on good authority, that the Dyke Pub is going seriously UP MARKET... A HUGE RESTAURANT where the pub now is... A HUGE BAR where the patio is - and the poor old cafe gets shoved into the Dyke itself, presumably...

Perhaps they will have hire RICHARD "kamikaze" LEAVER to demolish the cafe...

GORDON "The Old Boozer" HARRIS, who recently responded to a call for articles in Windsock and had his efforts held up to ridicule by the editors' puerile additions to his article, has recently flown at the Dyke after a lay-off of five months - and has shown himself a strong contender for this year's MUCKRAKER TREE SURGEON'S AWARD. Boy oh boy!

MICHEL "undesirable alien" GARNET recently turned back at passport control on his way out to the World's Warm-Up in sunny Brazil. He had no visa - unnecessary for trusty Brits, but required for holders of French Passports! As a result, he missed two practice days - quelle dommage!

Lucky escape for the ACE PILOT (Shurely shome mishtake - Rod Lees reckon's it's a RUMOUR in his article - eds) was holding his machine by the nose loop in a strong wind on the 2nd March... the swage gave way and the brand-new machine did a loop and landed on top of a car... INCREDIBLY, no damage to either machine!

MUCKRAKER'S NOVEL APPROACH AWARD goes to... (rustle of envelope being opened)... MISS SUE BROOKS!! (applause).

Coming in for a final approach into the large bottom field, she makes a grab for the upright and MISSES COMPLETELY... resulting in a sharp turn UNDER the POWER LINES and into the pimple field...

Pendry Papers

Well by the time you read this I will be sunning myself in Brazil preparing for the pre-Worlds Hang Gliding Competition. Hope the winds are dying down back in England and you are all getting some flying done.

Things haven't been going too smoothly out here though. Mark Chick who's wangled himself a place on the Venezuelan team lost his luggage including harness, helmet, vario etc. courtesy of the airline. Luckily we have a spare Airwave harness that he can borrow.

Poor old Michel Carnet almost missed the boat as well - seems he had an uncharacteristic attack of bad preparation and forgot he was French and needed a visa. Still, he soon realised his error when he was turned back at passport control at Heathrow. I think he finally managed to slip through customs a week later and should be joining us out here soon.

Congratulations seem in order to Jean "Joan Collins" Collin who is soon to be engaged to the lovely robust Debbie Schwartz at Airwave. "My little adventure playground" he calls her apparently. What a cracking little topsy! You've lucked out there Joan.

Keep an eye out for the new high performance Paraglider hotship from Airwave. Apparently all the tests carried out by the staff at Airwave indicate we've got something special there. Mrs. Higgins who does the cleaning was particularly impressed at the way it converts.

Bad luck to Graham Watson who apparently landed in a tree at Steyning

Janet McGill, self-appointed leader of Southern Zoo's "TEAM CONCHITA" ladies' squad will be whupping the opposition at the Women's Comp. in Yorkshire on the weekend of 28th April. Date ring any bells? Yes, that's right... once again your forward-planning committee has scheduled the AGM to clash with a major comp... whoops!

Bowl, just goes to show that if it can happen to the man voted most promising new paraglider pilot of the year, it can happen to anyone. Well, it hasn't actually happened to me but you know what I mean. I think.

Robbie Whittall is with me at the moment and apologises for failing to send in his Champion news but he sends his regards and hopes that the winds are dying down back in England and you are all getting some flying done.

I have also been asked to give you all an explanation from Monique Amman as to why she was piling in on landing in the photo sequence in February issue of Skywings (sent in by Judy Leden apparently).

Now I know she gave me a very plausible reason, but I can't for the life of me remember what it was. Still I'll check it out and let you know.

More news from Airwave! Not content with producing just Hang Gliders and Paragliders, Airwave are branching out again and starting manufacturing hot air balloons. Now I know what you are all going to say but I don't think we should start worrying about different airspeeds etc on the ridge. Let's be reasonable about all this, it is all one sport after all and I don't think it will cause any more problems on the Dyke than already exist.

Well that's about it for the moment, all I can say is that all of us out here hope that the winds are dying down back in England and you are all getting some flying done.

Cheers then,
John O'Pendry.

John O'Pendry



A Poseurs Guide to Flying in the Alps

(or how to get high without really trying)

by Nigel Ward*

Question: How do you persuade an airport check-in clerk that a paraglider is in fact weightless and will fit neatly under the seat in front as hand luggage?

Answer: You can't.

Solution: Empty your bags and suitcases out in front of 300 passengers in the Gatwick check-in hall and stuff as many items as possible into your pockets to reduce the weight of your luggage.

Such is an example of the measures necessary when going on a week's "Sky Systems" paragliding holiday to Morzine in the Portes du Soleil ski area of France. The holiday details had specified that all participants should be able to ski, but thankfully (as the majority couldn't in fact ski), this skill proved unnecessary due to the well-publicised lack of snow in the Alps in January.

As when flying at any new site, there is always something new to learn: like the fact that most chairlifts prohibit the carrying of walkers (something to do with getting off at the top and falling over). Like the fact that the snow is slippery (yes, really!) and a canopy laid out on even a gentle slope simply drapes itself around your ankles (or slides off down

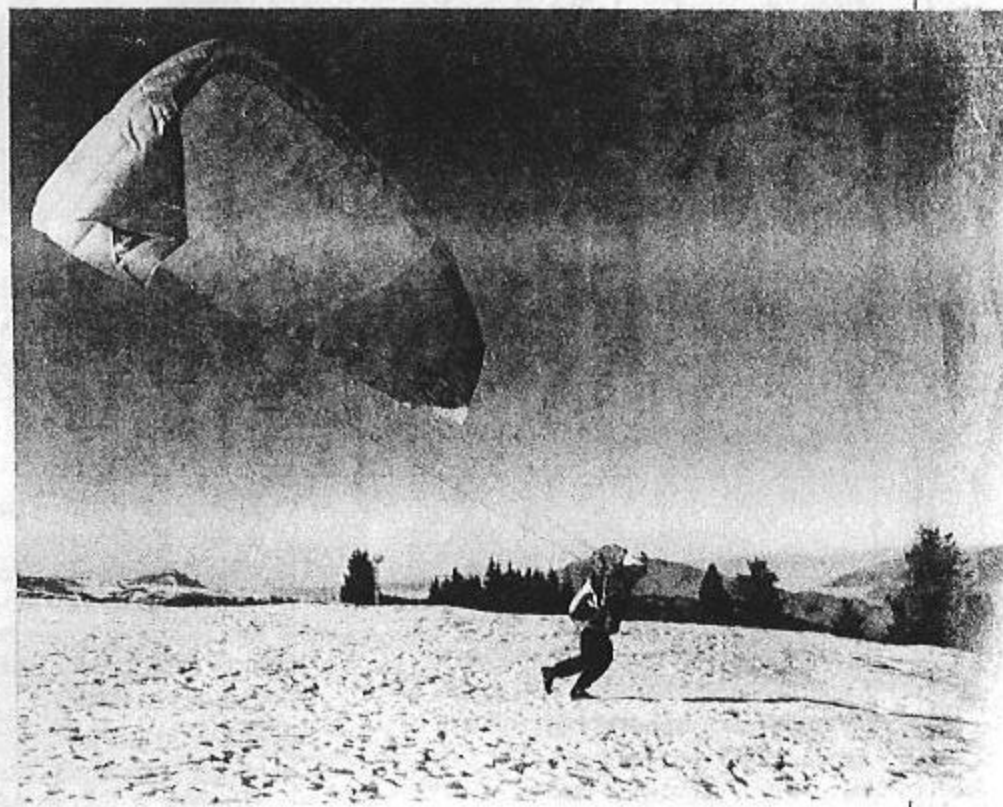
the slope at a rate of about 10-down). Such is life.

When, on the first day, we eventually found a suitably accessible launch point, we enjoyed a first spectacular Alpine flight.

It was only a top-to-bottom, but with 3,000 vertical feet between them, it made the Dyke look rather small.

The surrounding area was explored, including the fabled Mieussy, where the half-hour drive up the mountain was followed by a half-hour uphill walk to the launch point. The effort was rewarded with an amazing view up the valley to the snow-covered slopes of Mont Blanc glistening in the scorching sun. After take off here the ground dropped away over some cliffs, leaving a clear 2,000 feet between the pilot's feet and the ground - a little unnerving for those who had never been higher than 50 feet off the Downs.

Another day was spent at Samoens, where the moon contrived to rise above a ridge



Harry Greene goes for it at Samoens, France



just as the last fliers were descending. A rapid sprint across the landing field by those on the ground was followed by the furious clicking of camera shutters in an attempt to get the perfect "fly me to the moon" shot - one of which must surely appear on the cover of "SkyWings" in due course.

The local flying around Morzine was a poseur's paradise: the "training slope" had a landing area right in front of the cafe terraces surrounding the ski nursery slope. Another site higher up the mountain permitted a landing right in front of our chalet.

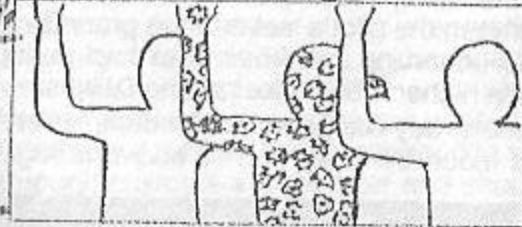
The effect of flying at high altitude (up to 8,000ft A.S.L.) was very noticeable in the higher take-off and landing speeds. Unfortunately, by one of Nature's Sod's Laws, the thinner the air, the harder it is to run at the increased speed needed for launch! Those in the party who used skis for take off consequently found launching much easier.

I would advise anyone to try flying in the Alps this coming winter. I used to think that skiing in the mountains was wonderful - I now think that flying is even better.

Question: How do you do a 69 on a dual canopy with an Australian Chalet Girl?

Answer: Ask Andy Nap.

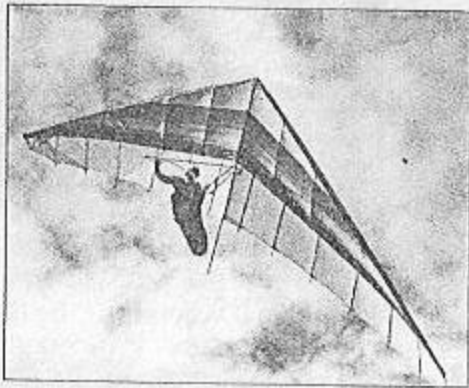
Tired of travelling 3rd class?



Then step up to 1st!



TREV'S CARTOON CAPERS



The Traffic Warden

by Hugh Janus

If ever there was a man you could kill we really should send him the bill when asked where to fly came back the reply why don't you go to Mill Hill.

Dear Ed,

The Phantom Traffic Warden strikes again...

Who else would recommend a three-hour round trip to that so-called well-known site Mill Hill, only to be confronted by a council sign saying "NO PARAGLIDING".

Thanks, a**hole.

Hugh Janus MP.

Hugh Janus is currently appearing in "There's a Girl in My Soup" at the Winter Gardens, Sheerness.

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

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

ACCIDENT REPORT

NAME:

ADDRESS:

SHGC NUMBER:

PILOT RATING:

DATE OF INCIDENT:

LOCATION/SITE:

TIME:

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

DIAGRAM:

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



VARIO'S, ALTIMETERS and ACCESSORIES

AIRWAVE
GLIDERS



AIRWAVE AGENT FOR LONDON AND THE SOUTH-EAST

Slots booked

Phone to arrange a test flight / slots, etc

SPORTLITE

SPORTLITE AGENT FOR THE SOUTH-EAST

Good selection of new and second-hand paragliders

AEROFOIL UK PLASTIC UPRIGHTS -
phone for prices

BULLET HARNESS Front loader, ultra streamlined, comfortable. Easy landing position, variable C of G. Very well made. £325.

APCO PARACHUTE. 16' Pulled Down Apex. Passed Gutesiegel and american safety tests. £285 including free repacking video.

APCO

ANABATIX

BLACK MAGIC paraglider with harness: £950

ANABATIX FLYING SUIT £185

Selection of Secondhand harnesses -

ie. almost brand new Podlite £200

almost brand new Synergie £275

KISSES in stock £2280

CALYPSOS in stock £1406

AIRWAVE RACE Harness £350

Secondhand **KISSES** from £1500

SPORTLITE XL paragliders £1250

SPORTLITE Flying Suits £75

VARIOS new from £99

VARIOS secondhand from £50

SWEAT & T-SHIRTS from £6.50

APCO Paragliders from £1200

COMPASSES / MAPHOLDERS / DIPLEX

In fact anything to do with hang gliding or paragliding

DAVRON - 1 Church Road, Keston, Kent BR2 6HT

Tel: 0689 56723

SPORTLITE

APCO
hang gliding

Small Ads

Classified Adverts (like these) are free to fully paid-up members.

Just send them in with your membership number and remember to put a contact number on the copy - we'll put the ad in, but without a phone number, you're not gonna get too many replies!

FOR SALE:

KISS - Blue leading edge, white chevron, red undersurface. Good condition. £1,550. Ball 651 Vario and altimeter recent service £175. Phone 0689 56723.

SECOND-HAND PARAGLIDERS

BEGINNER

Airman RC-8 including harness.....£550

Airman RC-9 including harness.....£600

Airman RC-11 including harness.....£650

INTERMEDIATE

Airman XC-9 (old style), inc harness

.....IMMACULATE! FLOWN TWICE. £800 ono

Custom Sail ET Medium inc. harness.....£650

Custom Sail ET Large inc. harness.....£700

PERFORMANCE

Airman Ace Large, green.....£995

Falhawk Large, new style.....£1,000

Call Sky Systems on Brighton (0273) 423650

CALYPSO. 6 months old. Immac. condition. Blue/e, magenta u/s. £1,000. Phone Phil on 01-651-4937.

Ace Sport 160. Offers or enquiries to Ray Sedgewick on 0689 49244.

MAGIC 4 155. 18 months old. Red leading edge, red undersurface. 4.4oz sail. Stored indoors. Original uprights. VGC. £1,100.00. Tel: Alastair on 0689-76982.

MAGIC 4 166. Yellow leading edge, green double surface / blue chevron. VGC/ upgraded to M4 155FR. Airwave check-over. £950.00 ono. Tel: (01) 361 4719 (eve).

MEDIUM FALHAWK: green & white. £1,150. Phone Andy Booth on 0622 859255 after 6pm.

Magic 155 full race. 2 years old, VGC. Retiring from the sport for a while, hence bargain of £950. Telephone Dave on (0903) 206267.

Typhoon S4 racer, reasonable cond, stored indoors, flies well £350 - TSO Lifepack 24' £180 - Thunderbird vario £offers - Sky Hawk TX/RX plus auto-squelch receiver (good cond., used twice only) £150 - old microlight engine, frame & wing - £offers. Contact Mike Tarry on 01 352 4007.

WINDHAVEN 24 foot emergency parachute. £85.00. Contact Martin Brady - Home 0444 233346, Work 0273 745350

ACE 160. 2 years old, Mylar l/e, vb, good condition. Ideal first hi-perf. glider. £800 ono.

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

ACE RX 150. Fluoro pink / yellow, good condition, 18 months old. £1,100

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

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

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

RING AIRTIME HANG GLIDING on (0273) 424861 for a test flight.

Davron 'Pod-type' harness. Red/blue. 5'10" approx. £100. Chute 22' La Mouette, recent repair. Call Ron Richardson (see the Davron ad elsewhere this issue for phone no).

Genuine Winter ASI £35. Pod Lite H/G harness, hardly used, immaculate condition £200. Lindsay Ruddock vario £30. Paragliding back-up 'chute with container and Krabs £200. Telephone Mark Woodhams 0273 501 043 evenings, 0273 571 989 days.

TUITION

SKY SYSTEMS PARAGLIDING SCHOOL. The areas only BAPC registered paragliding school. Ab initio/ BHGA conversions. Phone for an info pack or price list or call in to our showroom to see our range of flight equipment for hang gliding and paragliding. Airwave, Trekking, Falhawk, Custom Sail and Advance dealers. Brighton (0273) 423650.

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

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

WANTED

SUPER SCORPION C, Mark 1 (large) in good condition, contact Gary on 079156 235.

HOLIDAY '90

AGER: Anyone going last two weeks in June?? Lift wanted for Clubman Glider and kit by pilot travelling by motorbike. Tel: 027976 327 - Janet McGill.

LATE FOR SALE: FALHAWK ATHLETE MEDIUM, EX-ANDY NAP. YELLOW/PINK. £1,100 BARGAIN!
Tel: Brighton (0273) 556160

23

Clubman Glider Problems

by Peter Whichello

I'm glad that SkyWings got it right at the second attempt. It was not the hang loop securing screw-hole from which cracks are likely to radiate, but the securing screw hole of the cross-tube hold down loop, ie. the hole on the side of the tube which is under tension, not compression, when the keel is lifted by the ends. However, why not play safe and check all the holes?

The optional replacement hold down loop available from Steve Elkins is secured to the keel by a clove hitch and sticky tape, and so dispenses with the screw.

When ordering a reinforcing sleeve which goes inside the keel tube and is secured by the king post mounting, quote the outside diameter of the keel tube as it appears that Clubmans (or is it Clubmen?) were made with at least three sizes of keel tube.

Feedback via Oriole from the AGM:

Apparently there is an open invitation from Merv Turner at Middle Wallop for SHGC members to visit their tow site and use their facilities.

Anyone interested contact Oriole for details.

Regarding C of A stickers for the Aerial Arts-made Clubman CFX 160 gliders: Aerial Arts don't want to know, and Steve Elkins can't help because he didn't produce them. However, if you write to Terry Prendergast, 32 North End Road, Steeple Claydon, Buckingham MK18 2PG, he will send you a sticker - but you must quote the Serial Number of your glider. This should appear on the nose plate of your glider, and/or inside the keel pocket. I emphasize that this is only for Aerial Arts-made "160" size of Clubman.

As someone who has never before won anything, I was staggered to win the helicopter flight in the Christmas Party Raffle. I will write to say how it went when I get round to doing something about it. However, I don't think that a ride on an airborne fan will take the place of flights (of fancy, perhaps?) with my aluminium stays and silk knickers!

Cheers!

While on the subject of Janet McGill, self-appointed leader of Southern Zoo's "TEAM CONCHITA" ladies' squad she sends the following message:

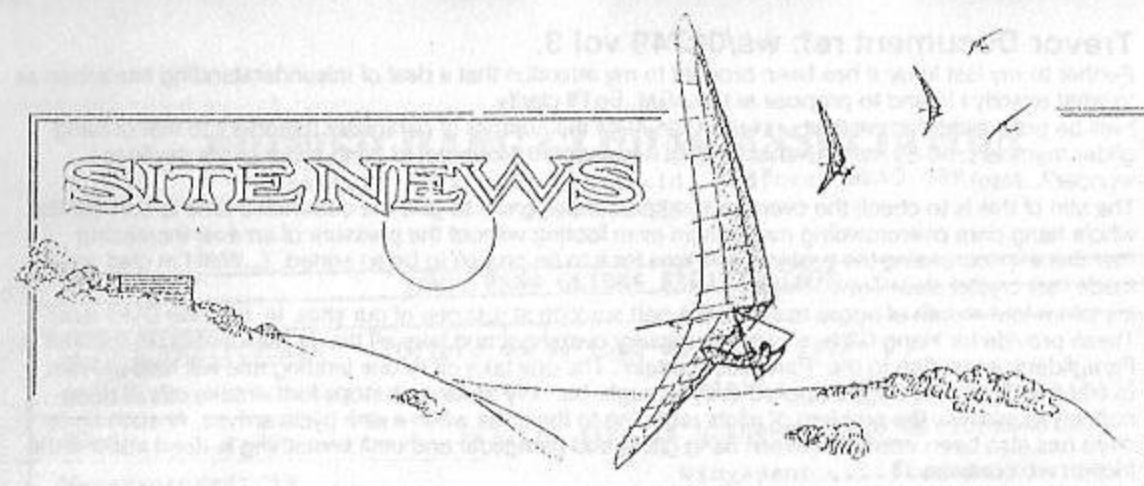
"...if anyone else says "cor ain't these 140 Clubman's light", I'll scream.

They may be light to you, but it's half my body weight!

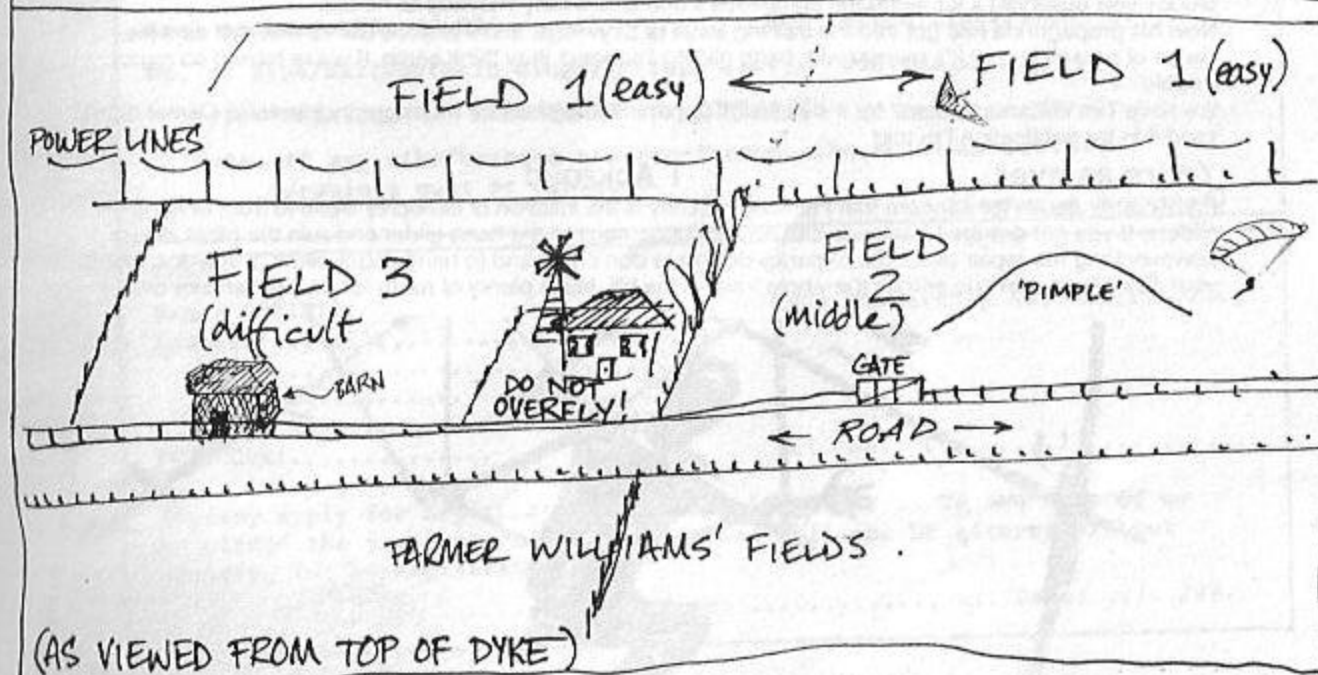
Seriously though, many thanks to all who've helped me carry it and put it on the car over the last year. I'm pleased to report that I can now carry it the length of the Dyke Car Park, provided the wind doesn't catch it!"

VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING & PARAGLIDING

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



MAP OF LANDING FIELDS FOR REFERENCE WITH RULES
PRINTED ON PP. 5+6



*** CLUB COMPETITIONS NEWS ***

Competition for SHGC members to be held 31st March - 1st April (Sat/Sun)

Open to ALL PILOTS

Competition to be divided into P1 tasks and P2-plus tasks, the winners to be decided on the day.

Arrangements are currently being made to have a goal field, so we can have a "race to goal" task.

Should be good, so contact TONY LUCCHESI for more details and to arrange to compete.

REMINDER: If you haven't got your XC CARDS yet, send a stamped addressed envelope to TONY asap - he'll send you a few.

Imagine...

...being able to pick up your 'phone and being able to find out exactly what the wind is doing at the Dyke or Fire during the last minute...

This already exists, and is looking for a suitable site.

It is computerised and fully automatic.

It will cost less than £1.50 per member per year - less than the cost of one wasted journey to the Dyke.

Please come along to the AGM to vote for the funds for it, particularly if you have a long drive to our sites.

If you want more details, please ask John Charlton, 8 Oak Close, Copthorne, Crawley, RH10 3QT.

Tel: 0343 716006.

Trevor Document ref: ws/00749 vol 3.

Further to my last letter it has been brought to my attention that a deal of misunderstanding has arisen as to what exactly I intend to propose at the AGM. So I'll clarify.

I will be proposing that we limit until the 1991 AGM the number of paraglider members to that of hang glider members; 50-50 membership. (...What happens if the number of hang glider pilots declines I wonder?...Nap).

The aim of this is to check the overcrowding problem in order to give the committee time to sort out the whole hang-para overcrowding mess on an even footing without the pressure of an ever increasing membership increasing the problem and time for it to be proven to be so sorted. (...Well I'm glad you made that crystal clear Trev,...Nap).

It's taken four months of aggro to arrive at a part solution at just one of our sites, ie: the new Dyke rules. These provide for Hang Gliders a very necessary overshoot and take off that is reasonably uncluttered by Paragliders; a solution to the "Paraglider curtain". The one take off to one landing rule will help prevent overcrowding on the ridge if applied early enough, but only as far as it stops further take offs. It does nothing to address the problem of pilots returning to the ridge when a sink cycle arrives. At such times there has also been trouble between hang glider and paraglider and until something is done about it the friction will continue.

I hope that's nothing too black.

It appears that it was thought that I was giving a rallying call to all the disgruntled hang gliding members in order to force through a proposal to keep paragliders in a minority. A few phone calls to start a chain would surely have proven as effective. I suspect they'll be there anyway.

It appears also that it is thought that I slagged Mike Carnet off rather too much. Well all I can say is that he bloody well deserved it for airing the committee's and club's dirty washing as he did.

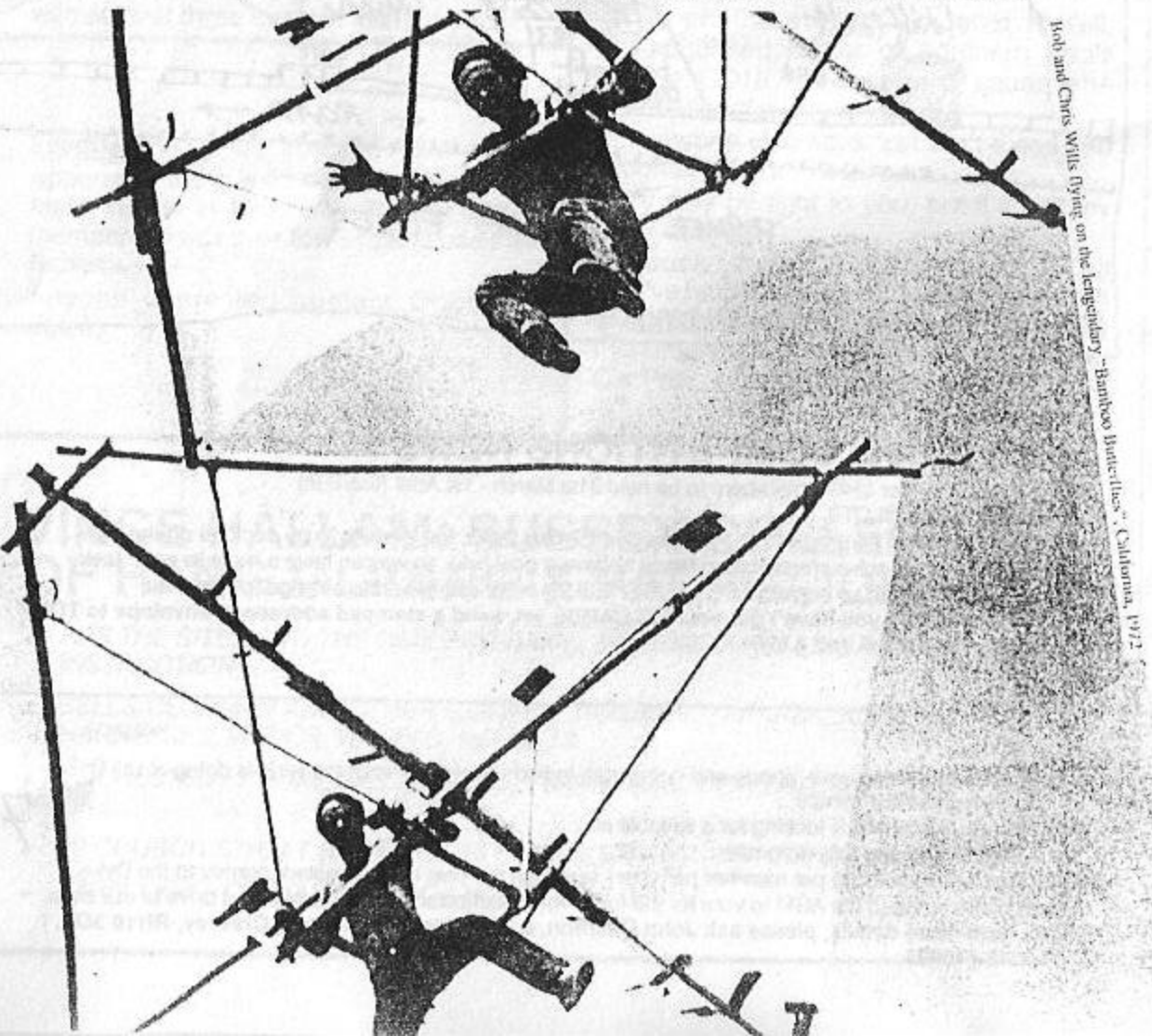
Now his propoganda has got into the training issue of Skywings, and if anyone thinks that that aids the cause of paragliding or it's merger with hang gliding I suggest they think again. If we're having so much trouble...?

We have Tim Williams to thank for it's inclusion apparently. M(short for Monsieur Incidentally) Carnet didn't send it in for publication I'm told.

Yours as ever

T Ackroyd

PS Another cause for concern that I noticed recently is the inflation of canopies close in front of hang gliders. If you get dragged back you can do a lot of damage to the hang glider and ruin the pilots day or however long the repair takes. So to paraglider pilots don't do it and to hang glider pilots, if you don't want your day ruined don't rig across the whole front of the hill, leave plenty of room for paraglider take offs.



John and Chris Willis flying on the legendary "Bamboo Hercules" California, 1972

BRITISH HANG GLIDING ASSOCIATION

Cranfield Airfield, Cranfield, Bedford, MK43 0YR
0234 751688

BHGA HANG GLIDER REGISTRATION

GLIDER PARTICULARS (Delete words that do not apply)

Manufacturer: Model:

Size:ft². (if size is unknown, take measurements)

Manufactured: 19... Wingspan:ftin

Wing tips: FIXED / FLOATING Mid-chord: ...ftin

Pilot position: PRONE / SEATED / EITHER. Tip Struts: YES / NO

Cross boom: FLOATING / FIXED Variable billow: YES / NO

Keel pocket: YES / NO No. reflex lines/side:

No. of Ribs/Battens(both wings): Top: Bottom:

Type: FLEXIBLE / PRE-FORMED / COMPOSITE

Note: If any ribs/battens are pre-formed, the relevant profile drawings must be produced.

(Continue overleaf)

OWNER

Name: (PRINT): BHGA Membership No.:

Address:
.....
.....

POSTCODE: Tel. No.: (.....)

I hereby apply for Registration of the above Glider. To the best of my knowledge the particulars are correct and will not be altered without applying for re-Registration.

Signature: Date: .././19..

Do not write below this line

REGISTRATION NUMBER: _____

LIMITATIONS

Signature: Date: .././19...
BHGA Airworthiness Officer

IT IS THE RESPONSIBILITY OF THE PILOT TO ENSURE THAT THE GLIDER IS IN AN AIRWORTHY CONDITION AND PROPERLY RIGGED FOR EACH FLIGHT

(Continued)

GLIDER INSPECTION

Date:/..../19...

This is to be carried out by the Club Safety Officer (CSO) or other Club Member acting with his Chairman's written authority (attach copy).

There is nothing exceptional about this inspection, which is the same as that which any conscientious Pilot would carry out for his own satisfaction, making his own decisions. Now he has a second opinion: the CSO must also be satisfied that the Glider is satisfactory for flight.

PROCEDURE

The CSO is to initial each item only if serviceable. If in doubt, comment.

SAIL:

Material condition: Stitching:
(Tears up to 4 in. long may be repaired with tape on both sides)

Batten retainers: Battens:

Rib/Batten profile drawings produced:

WIRES, EYES, TANGS:

Top: Bottom:

X-Boom loop to keel: X-Boom tension:

AIRFRAME X-Booms, keel, LE's: Control frame:

NUTS, BOLT'S, PIP-PINS:

Condition, lock rings: Bolt/bolt hole wear:

KINGPOST and bottom fittg.: Top fitting:

HANG POINT (and loop) secure:

COMMENTS

Name of CSO (PRINT): Club:

Signature: BHGA Membership No:

Send form + £ 5.00 fee to: BHGA Airworthiness Officer (address overleaf)

THE AIRWORTHINESS COMMITTEE HAS DISCRETION TO REFUSE REGISTRATION

Chantry Hill is now a Club Site, but is not called Sullington Hill

Points of note:

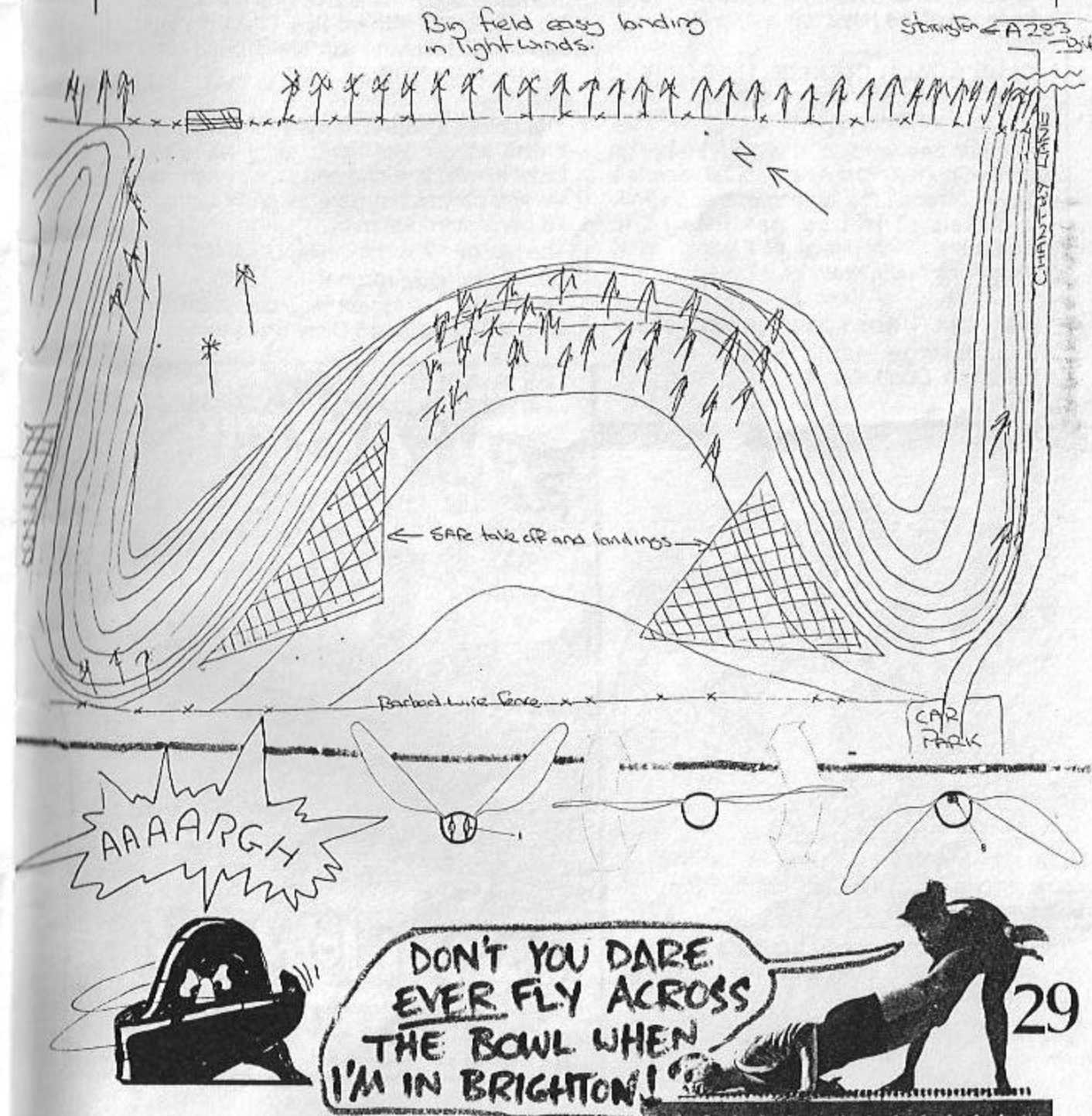
- 1) Flying is best in light ENE, NE, N winds, but gets a bit turbulent if the wind gets up.
- 2) Flyers should park in the main car park and NOT IN THE LANE.
- 3) In ENE thermic conditions, the site has an excellent XC potential.

4) The BARBED WIRE FENCE runs along the apex of both bowls, and in windy conditions, 'chutes can easily be ripped.

5) If you can get out of the bowl in a NE onto the main ridge - it's excellent... longer than the Truleigh run.

6) Flying the ridge means being aware of KITHURST RIFLE RANGE which is about 1 click along the ridge from Chantry Hill.

7) Flying here is courtesy of Mark Pocket (the farmer) and should be known as CHANTRY HILL - NOT SULLINGTON.



Hot Poop

SERIOUS BIT: WHEN YOU RENEW THIS YEAR AND ARE GIVEN YOUR ANNUAL HELMET STICKER SHOWING THAT YOU ARE A MEMBER OF THE SHGC, YOU MUST HAVE THE STICKERS WITH YOU AT ALL TIMES ON THE HILL. THIS IS USUALLY YOUR ONLY PROOF THAT YOU ARE A MEMBER OF THE CLUB.

FROM 1st May there will be **NO BOTTOM LANDING** at **HIGH & OVER**. This is because of the hay crop.

CLUB COACH COURSE, 17/18 MARCH: Meet at Airtime, 10am on 17th

Another tree landing, this time in foreign parts. Courtesy of our *sexy social secretary Oriole Goepel*, the landing was apparently a classic. The tree was located in Barbados. Oriole describes it to this day as "more of a bush, really".

AGM : SATURDAY 28th April at 6.30pm
Broadbridge Heath Sports Centre,
Horsham. Don't miss it!

Please can everyone who has an accident fill out a report form and send it in to Rod Lees. **Poor Rod** feels left out when he hears of your thrilling scrapes and then can't read about them...

Congratulations to Trevor Ackroyd as does the first XC of the season to Ringmer (3.3.90).

We understand that Ringmer Gliding Club are now restricting membership.

Rod Lees *again* - all those who need to do so, **PLEASE** fill in the CofA forms reproduced elsewhere in this ish., and send it to the man. **NOW**.

The slopes resound to the sound of bated breath as our very own Andy Napolitan locks himself in a darkened room with ace wit and caricaturist Ben "laugh? I thought I'd never start" Ashman.

The reason for this meeting of minds? Andy's spring wardrobe!

First reports suggest a cross between Barbarella and Julian Clary on safari.

Cartoon



If anyone's interested in doing competitions within the Club, contact Tony Lucchesi...

Talking of Tony, congratulations are in order. Clare is the lucky lady who recently got hitched to our Comps. Organiser.

CANT FLY 'COS OF THE WEATHER?

FANTASY PHONE

FULFILL YOUR FLIGHTS OF FANCY... by SHGC in collaboration with "PLEASURE INTERNATIONAL" (Milan) Ltd.

CHOOSE FROM THESE THRILLING LINES!

NEOPRENE BAR MITTS

GROUNDHANDLING

INSERT YOUR BATTENS SLOOOOOOWLY

YAW CONTROL PROBLEM

THE THRILL OF HORSE RIDING

ADULTS ONLY!!

CALL NOW ON 8985 3021552

IF YOU JUST TRIED TO PHONE THIS YOU'RE DUMB!

ALL CALLS CHARGED AT £7.00 PER MINUTE

NEED MONEYEEEEEE!

UGLY RUMOURS!

PENDRY PULLS IT OFF!

JUDY LIKES THREE UP!

BEND MY UPRIGHT!

COW SICKO!

I JUST LIKE THE APCO HILITE!

GAGGLE SEX!

CANT STAY UP!

AIRTIME retail price list. (0273) 424861.

HARNESS EQUIPMENT

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

SAFETY EQUIPMENT

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

SOFTWARE

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

HARDWARE

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

INSTRUMENTS

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

MISC

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

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Portslade Station, Portland Road, Hove, Sussex. BN3 5SG.

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hang gliding

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"ANABATIX - a class above the rest. The warmest, most practical suit on the market"

Judy Leden, Women's World Champion:

"Excellent! Warm practical, stylish and very hard wearing."

John Pendry, Former World Champion:

"ANABATIX SUITS - the best thing since the hot water bottle."

