

SKY SYSTEMS

For some time now, paragliders in Europe have been tested to rigorous standards, and certificates of airworthiness have been granted in order to give the customer some safety guide-lines. In Germany, the long-established GUTSEIGEL test is carried out by DHV (the German hang gliding and paragliding association). The ACPULS test - soon to be the European Standard - is carried out with the very latest high-tech equipment under extremely controlled conditions. Both certificates are granted to three levels - 1, 2 and 3 - grade 1 being the most forgiving, grade 3 sometimes requiring more pilot skills in emergency situations. (Grade 3 does not represent everything which fails 1 and 2: it is simply the most difficult acceptable level, and many canopies fail the tests completely).

Canopies which have not been presented or failed certification are an unknown quantity. No pilot can be expected to assess and test the risks of an uncertified wing - this is best left to the test pilots who know the job and know the risks. Any pilot with experience enough to know must agree that a fully certified canopy will be a safer option for the beginner/ intermediate pilot than an untested one. Obviously, the final decision rests with the pilot, but in matters of safety it is better to stack the odds in your favour. Sky Systems believe that the average club-level flier makes a very poor test pilot.

MORZINE 1990/91: PLEASE TELEPHONE FOR DETAILS OF OUR WINTER PARAGLIDING TRIP

The PULLED-APEX reserve system is still regarded as one of the best backups available. The 'chute deploys itself fast, and gives an acceptable descent rate with either a completely collapsed paraglider or a structural failure on a hang glider. In paragliding, there is some debate that a reserve 'chute is unnecessary because the main canopy can always be forced to re-inflate itself - however, it is easily possible to imagine a situation where full control can't be regained - for example, when control lines are severed. Pilots intending to go cross-country or fly in mountains should seriously consider equipping themselves with a good reserve, as has become standard practice in both sailplaning and hang gliding. METAMORFOSI Pulled-Apex reserves are £339.00 TREKKING conical reserves are £275.00

Sky Systems Limited
Unit E10 - Knoll Business Centre
Bellingham Crescent - Old Shoreham Road
Hove - East Sussex BN3 7GS
Telephone: (0273) 423650 - Fax: 423675 -
Cellphone: 0860 667874

For your information, we print below details of the SKY SYSTEMS current tested canopy range and the certification (if any) currently held.

Canopy	Size	Grade	Weights (kg)							
			40	50	60	70	80	90	100	
Trekking EO	s	1 G								
	m	1 G								
	l	1 G								
Trekking Camargus	s	1 A								
	m-l	2 A								
	l	2 A								
Trekking Aero	s	1 G								
	m	1 G								
	l	1 G								
Airwave Black Magic s	---	---								
	m	1 AG								
	l	1 G								
Custom-Sail Alien	s	2 A								
	m	2 A								
	l	2 A								
Trekking Corvette	s-m	1 A								
	l	1 A								
	---	---								
Falhawk Neo	9.5	2 A								
	10.5	1 A								
	11.5	1 A								
Trekking Mustang	s	2 A								
	m	2 A								
	---	---								
Falhawk Athlete	8.5	2 G								
	9.5	2 G								
	10.5	2 G								
	11.5	2 G								
Falhawk Apex	100	3 A								
	110	3 A								
	120	3 A								

Note: Figure = Grade: G = Gutesiegel; A = ACPULS



HELMETS are essential and mandatory. We are pleased to offer 2 of the best new models... SHOELI helmets are one-size, lightweight and nicely designed... they come with a pack of foam inserts to tailor the helmet to your exact size. A good price, too at £35.00. PICK-UP helmets from Italy: very strong and stylish, they incorporate an adjustable vent and sun visor. S/M/L. £45.00.

Call us for information on our Paragliding School or to make an order. Send an A4 SAE for full price list. We accept Access and Visa and operate a full mail order service. Postage is extra - please enquire. Open 8 days a week: Mon-Fri 9-5.30, Sat 10-4. Fly Safely!

soon to be moving to:

Sky Systems Limited - Sky Centre - Edburton
Near Henfield - West Sussex - B5 9LL
Telephone: (0273) 857667

THE SOUTHERN HANG GLIDING CLUB

WINDSOCK: AUGUST - It's Hot!

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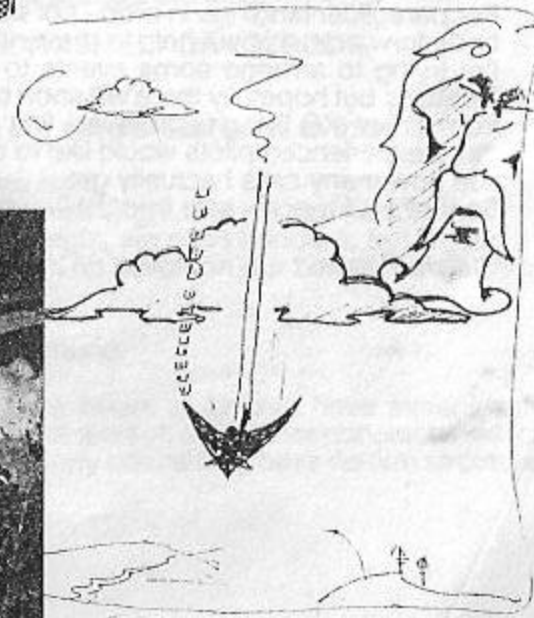
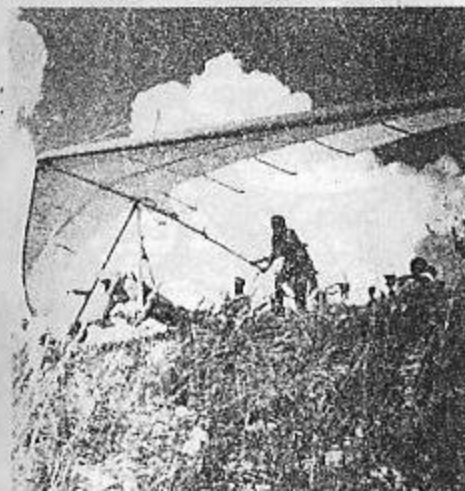


OOH
MISSUS!
FRANKIE HOWARD HERE
WITH A NEW-LOOK MAG!



The Committee are elected representatives of the Southern Club, their job is to safeguard the hard-earned flying sites on the South Downs for foot-launch flyers who are members of their club.

If you feel you're not being given a fair deal by them, air your grievances with a short effective letter care of Windsock.



TRAINING CORNER

A lot has happened on the training circuit since the last issue. Not all doom and gloom.

Free Flight is now a BAPC registered club and the paragliding complements the hang gliding very well. We also have official permission to use a WSW slope close to London, which means we can train in any wind direction.

We have been test flying the new Falhawk intermediate which has stunning performance and Harley have some good paragliders on the market, the Contrail and the Free Spirit. (Talk to me before you buy one of these - ed.) I'm still amazed by the performance and stability of the Alien, particularly in turbulent conditions.

A nice surprise this year as Hang Gliding has rocketed and most students want nothing at all to do with paragliding!

We actually managed to pass 5 EPCs in a week!

We also have superb condition Visions and Calypsos in stock if anyone is interested.

Bad news concerns a student from up North who purchased a glider against his instructor's advice, went and flew it without his instructor - piled into the hill and is now on a life support machine. All that was left was the kingpost. Don't know who the guy was or from which school...

Also at Steyning some other fellow was flying a Falhawk in thermic conditions and was told repeatedly that conditions were not suitable and not to fly.

He was carried off in an ambulance. That's the information I got anyway. Moral of the story is listen to advice, act accordingly and stick with your instructors 'til your full licence is achieved.

Advice to paraglider pilots - they are easy to inflate, turbulence is the thorn on the side of paragliding. Ensure you know re-inflation methods backwards and always be prepared for a PLF close to the ground.

CROP LANDING- EDDIE'S ANSWER

Poor Janet Mc Gill has a broken arm after her second landing in the Emergency strip - hope you get better soon.

At this time of the year due to bad luck, and bad judgement you may find yourself in an emergency situation, which is exactly how a crop landing should be treated. Here's a little advice for low airtime pilots. Crops can be up to and over knee height and the top of the crop must be your point of vertical descent - i.e. flare time. If you try to bleed off with your feet dragging on crop your body will slow down but the glider wants to keep flying, very quickly it will overtake you, it will be impossible to flare and you will nose in - hard ("I stuffed it in" Johnny Carr admits after piling in on the strip a few weeks ago). So when landing in crop flare progressively but hard at the last possible second and hold the control frame out and importantly up. Reach for the sky. If you've timed it right you should parachute down about 4 feet and be cushioned by the crops. Also when approaching ensure wings are level, catch one in crop and you'll end up with a pole vault! Anyway crops will be out shortly and that's good news.

For paraglider landings in crop - not so much of a problem, however when you flare, if lean your body forwards: this will help to prevent the canopy pulling back and putting you on your back!!! I'm trying to arrange some events to help out our low airtime pilots. It's difficult with lack of locations but hopefully there will soon be a series of informative evenings on a variety of subjects from airlaw, XC flying techniques, first aid, PLF practice and advanced flying skills. If any of our more experienced pilots would like to contribute to this, please give me a call - be interesting to see how many calls I actually get...

So that's it for now - safe flying!!!

Buffalo Bilous



ALPINE FLYING CAN BE LETHAL

by Vanya Gant

My friend Doctor Edmund Atkinson was killed whilst paragliding in St Andre des Alpes on the afternoon of the 15th of June. It is not possible at the moment to release any information regarding the circumstances of the accident, pending official enquiry results. I and his girlfriend Sonia had introduced him to paragliding a few months previously, and he had progressed rapidly, obtaining his F1 shortly afterwards. Whilst he had limited airtime on paragliders, he had extensive prior experience flying powered aircraft, and this showed in his natural talent in the air. It is likely that he had underestimated just how violent St Andre conditions (and Alpine conditions in general) can get on summer afternoons. He had waited for over three hours on the top, having been made aware of the dangers of afternoon flying in St Andre, known for its violent thermal activity. He decided to fly, after careful consideration.

These violently thermic conditions will prevail on what looks like a fine day, often with very little wind at ground level, with excellent visibility, and no evidence of the warning signs which we are trained to recognise in this country.

I write this to warn other would - be low airtime pilots, about the dangers of Alpine flying. I had only four months previously, flown in equally treacherous conditions in Switzerland which I also had not recognised; sheer luck had been on my side, and you may read about this if Skywings! decides to publish my article.

Perhaps it will prompt them to take heed of the countless articles on this subject: you low airtime pilots out there owe it to Edmund to read them, and to take heed.

Like many of us who have not flown much, he decided to fly because he loved to fly and thought he could handle conditions the lethal nature of which he had perhaps failed to appreciate. I suspect most of us in this country, F2 and lots of airtime included, would equally have failed to appreciate them. I for one, had flown in equally thermic conditions at St Andre a few weeks before, and had got away with it - most of us do, and these things make for good conversation at drinking time.

And so fellow fliers, however good you are, or you think you are, for Edmund's sake do the following when flying in the Alps:

a) GO THROUGH A LOCAL SCHOOL

b) GET A BACKUP SHUTE

(pros and cons to be discussed in a later edition of Windssock - ed.)

c) IF THE LOCALS ARE NOT FLYING, IT IS BECAUSE THEY KNOW

SOMETHING YOU DON'T: THE CONDITIONS ARE EXTREMELY DANGEROUS, AND THEREFORE POTENTIALLY LETHAL.

It's simple: every time we fly, we can be killed. There are several scenarios to this:

- Usually, we're not killed, because the conditions are right.
- Sometimes, we're not killed because the conditions aren't right, but we can handle it.
- Rarely, we're not killed because the conditions aren't right, we can't handle it, but we have a backup, either in the shape of a backup chute, or through no action on our behalf, things come out right before the ground comes up and hits us.
- very rarely, if all the above fail, we are injured.
- very, very rarely, the injury is lethal - as it was with Edmund.

I, and I suspect many other pilots with more than a few hours of airtime, have experienced extensive leading edge collapses and consequent spins as a result of weather conditions which no paraglider however "safe" can resist, because by their very nature they have no firm structure.

Certainly some paragliders are more prone to this than others, and some paragliders need more pilot input than others to reinflate rapidly.

But ALL paragliders can, and will, tuck- eventually. When mine did, I had 3000 feet of air in which to work out what to do. And I did, and it cost me well over half that height.

Michel Carnet informs me that changes in the present rating system for paraglider pilots are planned. Perhaps extra training, involving supervised and intentional paraglider collapses and spins over water, which the student must be seen to control and correct, might be the answer. This might help some pilots in situation c) to put themselves in situation b). This is however still a very difficult and undecided area, and more will be forthcoming on the subject soon.

Edmund was to have been an academic ophthalmologist, both treating patients and researching into some causes of blindness for which no treatment is at present available.

Sonia, Edmund's girlfriend, who did not fly that day, tells me that he had soared for hours over the preceding few days, and had never been so happy in his life. He was truly in love with flying.

Why was he killed? Because of many reasons, maybe only some of which were predictably avoidable.

THINK BEFORE YOU FLY

Edmund we shall miss you.

IMPORTANT CLUB NOTICE

BEACHY HEAD SITE THREATENED BY COMMERCIAL OPERATION

On the 17th of June 1990, a paragliding school was apprehended providing tuition to at least 15 paragliding students by an Eastbourne Council downland ranger on our Beachy Head Site. The school should not have been there because:

A: Under the Southern Hang Gliding club's agreement with Eastbourne Council, there is NO POSSIBILITY OF USING THE SITE FOR COMMERCIAL PURPOSES.

B: The school in question was also teaching outside the area allocated to us for flying, and in doing so was impinging on The South Downs Way, with consequent disruption of the normal sightseeing that occurs there.

Eastbourne Council has responded by writing both to The Southern Hang Gliding Club, and to the Director of the paragliding school concerned. The Southern Hang Gliding Club is therefore responding to the Council's request that this incident should be published in Windsock, in order to make their (and our) position clear.

If such an incident repeats itself, WHETHER OR NOT THE PEOPLE RESPONSIBLE ARE SHGC MEMBERS, Beachy Head may well be made unavailable to all forms of foot launched flying. The SHGC committee wish to make it clear that:

UNDER NO CIRCUMSTANCES WHATEVER CAN BEACHY HEAD BE USED FOR COMMERCIAL TEACHING PURPOSES

UNDER NO CIRCUMSTANCES SHOULD PILOTS ATTEMPT TO USE ANY PART OF THE SOUTH DOWNS WAY OTHER THAN THE AREA ALLOCATED FOR TAKE OFF AND LANDING

The rules relating to the Site can be found in the SHGC Sites guide, which at present is being updated.

DON'T ABUSE IT OR WE'LL LOSE IT



A committee member lets rip with a touch of the old brown eye at a recent zany fun-packed meeting at Tottington manor. This is typical of the jolly antics of these kooky funsters.*

* meetings are held 1st. Wednesday each month at Tottington Manor.



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

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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 Guteseigel and american safety tests. £285 including free repacking video.

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Good selection of new and second-hand paragliders

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

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hang gliding

IMPORTANT SITES INFORMATION

FIRLE BOTTOM LANDING

Tony has yet again had to intervene on our behalf concerning bottom landings at Firle, due to some indiscretions from some of our members, which has, to say the least, annoyed the local farmer. This is a shame, as he is very pro-hang gliding, and may well take up the sport himself. This is the bottom line, if not the bottom landing:

A There is NO bottom landing at Firle as long as the crops are in. That means NOW, and it means YOU.

B When the crops are out, there will be no problem bottom landing.

C Until then, anyone landing in the bottom field at Firle WILL BE FINED.

D Firle is P2 (or better) only.

Tony is busy continuing to negotiate on our behalf concerning the Devil's Dyke site. At the moment, we are being asked to pay a sum which the Club cannot afford for the unrestricted use of the Dyke take off for both Club Members and Schools. more info will be forthcoming.

DON'T ABUSE IT OR WE'LL LOSE IT

EVER FLOWN THE RIFT VALLEY OR KILIMANJARO??

If so, this is an appeal for YOU to get in touch with ME. Do this for two reasons:

That well known hang glider pilot and one time associate of Eddie Bilous (and Gripper, Eddie's personal bodyguard - and, from what Eddie tells me, Eddie's body needs guarding sometimes) Zoe Humphreys, is going to Nairobi for two years. And, what's more, she's going **WITHOUT HER HANG GLIDER!!!** This is not out of choice, but because she can't afford the carriage fees... I'm trying to convince her to take a paraglider, as I suspect that this will be easier to lug about than a hang glider, what with the degree of local organisation.... But, let's face it, **THEM AFRICAN THERMALS ARE GOING TO BE WELL SERIOUS... F2 or not, that's going to be a heavy number.** And so, she's going to get there, and nobody's going to tell her where to fly, and, more importantly, where to fly safely.... **UNLESS YOUSE GUYS OUT THERE HAVE ALREADY BEEN THERE AND DONE THAT...**

As for your intrepid (crazy) editor, he's planning to fly Kilimanjaro (and the Rift valley if he can also fit that in) next January, come hell or high water... I knew a damn good hang glider pilot named Ashley Doubtfire who took me through P1 and flew Kili on a Cherokee, but he died - not flying, but as a result of pneumonia whilst in a British hospital I seem to remember...

And so, if anybody out there reads this and has any, but any, info on:

- how to get hang gliders on commercial airlines **CHEAP** or **FREE**,
- what it's like to fly in East Africa - conditions, sites, problems, hang glider transport, enthusiastic locals, etc. etc.
- who would like to sponsor Zoe or myself to do this kind of whacky thing with a decent bit of flying kit gear in exchange for some damn good pics and text (featuring piece of flying kit and how wonderful it is, if and only if it is wonderful of course...) from the land where the sun shines a lot, the air goes UP most of the time, and where we all came from a long, long, time ago,

Write to me, or phone me, and you can bet I'll make it worth your while. A half of lager top guaranteed for all comers.

LET'S BE THE BEST CLUB IN THE WORLD - NOT ONLY IN COMPETITIONS, BUT ALSO IN PIONEERING SPIRIT AND IMAGINATION...

p.s. How about it, Phil? The Trend will do nicely and Johannes will love it... if it's as good as you say it is, that is... I will pay a vast sum of money to you, too.

YES FOLKS, IT'S CULTURE TIME!!!

Sent to me anonymously, through the post, this is a poem. The present editor's aim, as you know, is to render Windsock rather more high-brow. So, here we go:

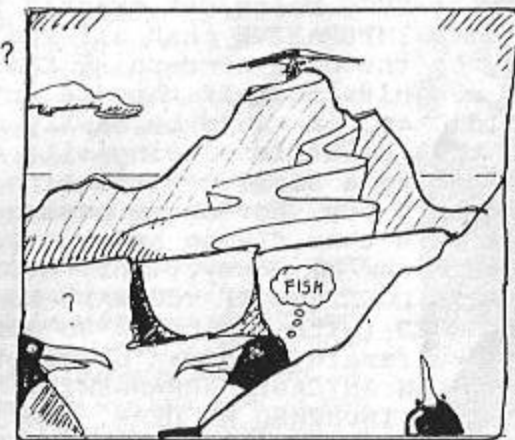
The Hugh Janus guide to air law, as applicable to the paraglider pilot

If you're tired of consternation,
in our world of aviation, here's some useless information.

Don't be scared of all the crap,
buy yourself a half mil map.
Here comes problem number one,
how d'you fold the mother's son?
When you've got it in position,
out will come the new edition.
Lob the last one in the bin,
to fly with it is deemed a sin.
At first I'm sure you'll be confused,
So here's some tips on how it's used.
Take it up into the sky,
why not strap it to your thigh?
With it there you'll look quite cool,
but try and read it: what a fool!
All the details can be seen,
But who the hell knows what they mean?
An altimeter on your wrist,
(A large one, so it can't be missed).
If you're going cross country,
Do not set it on Q.F.E.
Q.N.H. is what to use,
In order that you don't abuse
The airspace rules, hell, what are they?
The root of the problem, I would say,
The proper source of information,
Is yet another publication
The way to keep us all alive,
Is buy yourself CAP 85.

Sir Hugh Janus M.P. (P.A.T.P.)
(Pilots against the poll tax)

Nice one, John... (oops, I've given it away...)



Many many thanks to Roger Barton for his hard work as membership secretary over the past few months... it's a thankless job really, and Roger's work commitments simply made it difficult for him to attend meetings (or to fly down here much either) ... however, he kept the renewed memberships flowing out and the money flowing in on time, and has passed on to his successor an excellently compiled database of the names and numbers of the club.

Cheers Rog.

TREV MAN TAKES OFF



Shorts

DOA:

Please phone me/write to me. I simply cannot do without you any more.

Lets get that small Stubby into a big one. Love, Heather.
Dear Heather; if Don won't oblige, I'm only too happy to help you out with my big Stubby; and what's more, my uprights don't bend. Honest. Ed.

Oriole "Halibut" Webb manages to straighten Trevman's upright on the way back from Steyning.

Mike Carnetts Willy recorded on Video and it's a small one. Surely nothing to do with the paraponce? Your editor has been sent this lot courtesy of Eddie, who equally denied all responsibility... And I thought only Rumours came in small sizes...

Chris Jones, coach, wants his number changed as we have it wrong. it should be 081 579 2830

MESSAGE TO ALL SHGC MEMBERS

Owing to the SHGC being not exactly flush with cash (Flat broke) it is IMPERATIVE that all you members have a go at everybody on the hill concerning their affiliation to this esteemed organisation. If they're not, this is what you say: I say, old chap, it would be Aawfly decent of you to help us preserve this beautiful flying site which you are about to use by donating a small contribution to our meager funds... or, Hello, old boy, how about paying the site fee? please?? or, I'm afraid that flying here is going to cost you a not unreasonable sum of money... or, LISTEN, WAZZOCK FEATURES, BUNG US SOME DOSH NOW IF YOU WANT TO GO HOME WITH YOUR BALLS STILL ATTACHED (with apologies to our female members, and any non-SHGC female, who can be greeted with: I'M SURE WE CAN COME TO AN AMICABLE ARRANGEMENT OVER THE SITE FEE WHICH YOU HAVE JUST INCURRED MY DEAR. The last comment can also be used by the lady members of the club when addressing a gentleman flier from another club, of course. Your esteemed editor takes no responsibility for what may happen next; suffice it to say that we owe it to ourselves and the well-being of our club's finances, to collect site fees.'nuff said.

Safety Corner

by Rod Lees

Have you noticed the DUST DEVILS, BLUE THERMALS and OTHER NASTIES being produced during the "hot period" of the day??

If not - I suggest you look and observe, because they ARE DANGEROUS...

Low airtime, training or pilots who have no experience of these conditions (... and even if you have, BEWARE!) : Don't fly or train.

What will it do to canopies? What will it do to hang gliders? Think and be sensible.

mean green machine much loved Ace 160. VB, wheels, 2 years in a good condition. Sweet handling 750 pounds ono. enquiries to dave 8273600450

HANG GLIDING LOOP WORLD RECORD

by John Heiney

A few years ago Mitch McAleer did 24 loops in his Wills Wing HP to set a place for himself as the man who did the most number of consecutive loops in the world. There was no official witness for his feat at the time but anyone who has seen Mitch fly would hardly doubt his claim.

A year or so later (and after years of hang gliding) I was doing my first loops and started thinking about trying to improve on Mitch's record. But I wanted it to be official and I wanted it to be televised and I also wanted to get paid for it. So I began to look for an organization that would be interested in such a project. The Guinness Book of World Records was the obvious first choice. I sent them a letter and after several months they responded by agreeing to film my aerobatics attempt.

It was really Tom Sanders, top sky diving and hang gliding cinematographer of *Aerial Focus* in Santa Barbara, California who made the whole thing happen along with *Together Again Productions*, the company that produced the film segment for the TV program "The Spectacular World of Guinness Records". I was very fortunate.

At dawn, on August 22nd, we arrived at El Mirage Dry Lake in the Mojave Desert, NE of Los Angeles with a hot air balloon, a helicopter and a crew of about 25 people. Our mission began with helicopter problems but they were resolved the next day when I was dropped at 10,500 ft. ASL in my Delta Wing Mystic "Special" and did 33 loops before official observers who were counting for an official National Aeronautic Association record. Then for television I mounted a camera on the wing and did another 11 loops.

The race was on in any case!

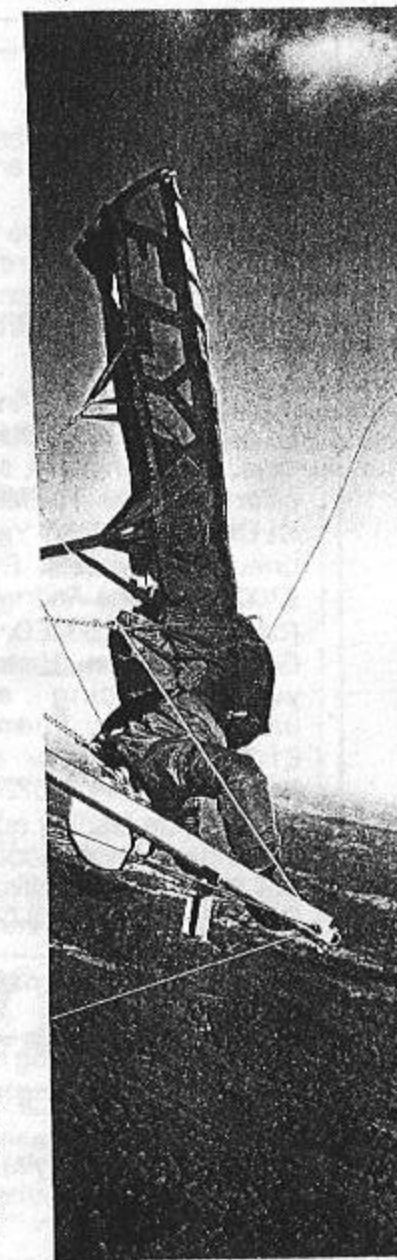
Saturday, September 3rd, after getting wind of my new record, Mitch McAleer, thermalled up to an altitude of 10,000 ft. AGL at Elsinore and did 40 loops in his UP Axis.

Four days later the balloonists and I were back at El Mirage Dry Lake to do some more filming with a camera fixed onto my nose boom. Although it was too windy for a safe lift-off, we decided to give it a try anyway and got away with it. However the camera was nearly demolished in the process. I dropped from 3000 ft. AGL and did 10 loops while the camera was running. The balloon drifted far from the launch site and I landed too far away to tote my wing back. In any case the balloonists were so enthused that they agreed to inflate again.

The second time they took me to 9,500 ft. AGL where I released and started turning and turning... The previous 3 days worth of footage was not satisfactory. In fact it was a blessing in disguise.

The first loop is always the hardest. You have to align yourself with a point on the horizon during each manoeuvre in order to stay on heading. That is part of the definition of the loop. My goal was of course to do at least 41 loops, that is to beat Mitch's record, but when I completed 41 my new goal was to make a record that would be difficult to beat.

Each time I was upside-down the balloon whizzed past. I counted 52 loops in about five minutes and had descended to 400 ft. AGL. I stopped when I got so close to the ground that I thought my safety was at risk. Also, my arms were sore. *Better not press my luck*, I decided... so I leveled out and landed with no problems of disorientation. I guess the test for that was having the observers announce the same number of loops: 52! It is the current official world record.



VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING

- HAS THE SITES AND THE TIME FOR BASIC, INTERMEDIATE & SOARING INSTRUCTION
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- 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

Small Ads

Classified Adverts are free to all fully paid-up members.

Send them in to Vanya Gant (editor) along with your membership number and remember to put a contact number on the copy - he'll shove it straight in for you.

FOR SALE:

MAGIC KISS 154 - Pink l/e, blue chevron, Fluoro Yellow undersurface. Sky Systems logo. Stored indoors, smaller glider forces sale. £1,350.00. Tel. Mike on Btn 772784.

CLUBMAN - C160 Yellow, Green, White pneumatic wheels. Excellent condition, £700.00. Phone Andrew on 01-840-6504.

RUMOUR - 14.5 MEDIUM, 12 months old. Good Condition. Handles nicely... fluoro yellow leading edge, mid-blue undersurface, fluoro pink chevron. £1,550.00 for quick sale. Phone Dave Keepax on 0444 245233 or 0836 560368.

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..... £350

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

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. Upgraded to M4 155FR. Airwave check-over. £950.00 ono. Tel: (01) 361 4719 (eve).

Magic 155 full race. 2 years old, VGC. Retiring from the sport for a while, hence bargain £950. Tel. 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

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

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OI! Low Airtime Pilots... these are your Club Coaches

These Club members are willing to help low airtime pilots to progress. Give them a ring, please...

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0689 56723

TONY LUCCHESI: Storrington
0903 745027

PAUL GREEN: West Wickham
01 462 3630

MARK ELLISTON: Brighton
c/o 0273 559472

ZOE HUMPHRIES: Crawley
0293 27662

RODNEY LEES: Brighton
0273 300328

EDDIE HORSFIELD: Thornton Heath
01 689 2076

ROBERT MARDELL: Bromley
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ADRIAN CAPLE: London
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CHRIS JONES: Ealing

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07918 6319

MICK PERRIN: Henfield
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0273 834984

NOEL VENN: Reigate
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MARK FISHER: Hurstpierpoint
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0959 71706

JANE STEADMAN: Redhill
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JOHNNY CARR: Wivelsfield Green
044484 217

RAY SEDGEWICK: Croydon
0689 49244

CHRIS BARTRAM: Brighton
0273 682499

GARY MITCHELL: Henfield
079156 235

Please note that coaching to F2 level is available from either Sky Systems or Free Flight paragliding schools.

Membership Secretary New Address.

The post of "membership secretary" has been taken over by Gary Cook (ex-editor of this throbbing organ). Memberships can be got by sending £30 for renewals, £35 for new members, to:

Gary Cook, 5 Picton Street, Brighton, East Sussex BN2 3AP.

At the moment there are the usual load of reprobates who haven't renewed their memberships. Thos of you who have - do you realise that you're subsidising the flying of non-members?
If you know people flying SHGC sites who aren't members, just collar them and make them join. I suspect that a lot of the so-called overcrowding that gets whinged about *ad nauseam* is bugging off without paying.
Your continued receipt of this throbbing organ through your letterbox, and the continued access to our splendid sites sadly comes down to MONEY... so make sure that everyone who flies the sites is a club member.



WINDSOCK CONTRIBUTIONS:
HEY! ARE THERE ANY SEMI-LITERATE MEMBERS OF THE CLUB WITH ANYTHING POSITIVE TO SAY? WE NEED SOME CONTRIBUTIONS, SO PLEASE FEEL FREE TO WRITE SOMETHING, DO A CARICATURE, TAKE A PHOTO OR WHATEVER and then send it to VANYA GANT (ed. to you) and he'll stick it in for you. (oo-er).



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THE REVELATION

About a month ago whilst watching people do top to bottoms at Steyning, which on the day looked more like Picadilly Circus I may add, and thinking to myself how I had (yet again) burned down from London on the bike hoping for soarable conditions, I happened to come across this very impressive and complicated looking orange paraglider. This belonged to Philip "Fancy Free" Wood of The Statuesque And Unbelievably Good Looking German Girlfriend fame. "Givussago" I said. "Ok" he said, hardly believing my ears. It transpires that Phil has taken it upon himself to market these things, designed by a European bloke called Johannes Papesch, responsible for other fine flying machines such as the Comet CX, also called the Hilite in this country. And so off I went, determined to try and do more than a top to bottom in a 2 knot (at best!) Southerly. After getting dragged back a few times because I was trying to inflate the thing using the front 2 sets of risers (there are four sets of lines, 2 front, 2 back) - I told Phil I thought it "was a little difficult to inflate (2 knots, remember!) Phil told me not to be such a wazzock (he was more polite, but that's what he was thinking..) and only use the front set of lines on the front risers (unimaginatively referred to as the "A" lines). And so, after getting used to this thing not only coming up much more easily to the point of ending up looking like so much dirty washing at my feet in front of me, your intrepid editor set off. It was indeed a revelation. There I was, a few feet off the ground, tacking up and down Steyning bowl (badly) in next to nothing wind, getting on occasions a good 80 feet off the ridge with the sort of thermic activity that wouldn't keep a butterfly up. Actually, that's not true, the Frenchman with dark curly hair and a rather successful school was also staying up as well on the latest Japanese multi cell hotship, the Falhawk Apex. In fact, he was rather better at it than I, but then so he should be, with all that midweek practice....

I am in no way qualified to review this orange thing I was flying, called the Nova CXC. Suffice it to say that in about 2 knots of wind it allowed a novice like me to (almost) stay up with the local guru, and never did anything unpleasant.

Hang glider pilots eat your hearts out. You're gonna be in trouble at this rate (in light winds, that is...)

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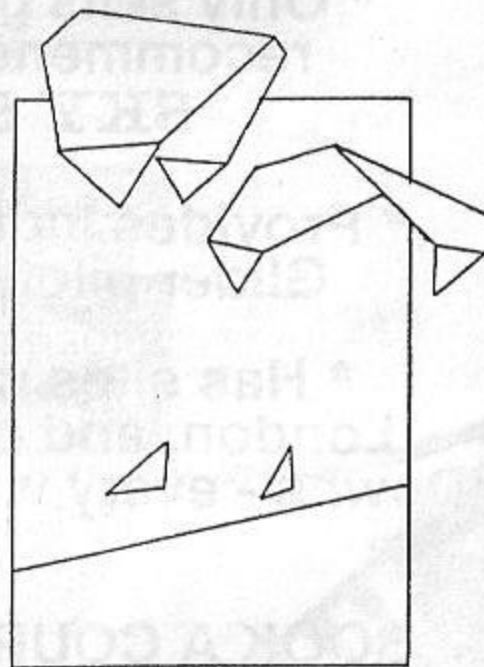
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Bog Rog by Hugh Janus

Back in the days when men were REAL men, I used to hang glide. Those were the days, when only pansies wore bright colours, and neither paragliding nor fluoro had been thought of.

We used to fly seated, looking like human beings, not like trussed up sausages in coloured skins. We also had sensible gliders, initially without any of those silly batten things. However, when the battens came there was an increase in performance, so I put up with them. Even then I could see the demise of hang gliding as we know it on the horizon. Besides, they stopped the sail from flapping so much and scaring the whippet. I still wake up at night dreaming of the old 3A, wishing I had never sold it, and will always think of that as the day hang gliding really died.

Nowadays one of the things that gets me about hang gliding is that all the participants are wimps, unable to carry a real glider over any distance. When I was hang gliding, it was customary to carry a glider many miles in the process of acquiring a few top to bottoms. Then somebody started top landing. Now there was another habit that killed hang gliding, making it accessible to a large number of wimpy riff-raff people, destroying forever the intestinal fortitude that characterized hang gliding.

The other day I went to Steyning Bowl and saw this long haired youth in fluoro clothes. He said he was a paragliding instructor and I asked him if he had ever done any Hang-gliding. He said he was a British team member. I ask you!!! In my day such people would have been horse-whipped and drafted into the army.

I struggled on, going up to a Hi-Way Scorpion from a 229B, but I was convinced that the end was merely lingering. All the silly deflexor cables, battens, and silly boxes!!! I wanted to hang glide, not look at silly little balls in little tubes!! As the seventies ended with the King dead, Marc having collided with a tree, and flares going out of fashion, I was totally distraught. The greatest decade was over, and the newborn sport had been highjacked by the vagabonds of the western world.

I resolved to continue hang gliding in the eighties, but then this Roy Haggard guy invented the Up Comet. When I heard about it I can remember almost crying, but I resolved there and then to pack up.

I sold the glider, left the Dover and Folkestone club, and allowed my B.H.G.A. subscription to lapse.

Now I see the sport in a worse state now than ever. Paragliding, stupid harnesses, fluorescent clothes, yuppies and overcrowding have destroyed the sport we all held so dear. But back in '74, on my old 3A.....

Sir Hugh Janus M.P. is now appearing in "Skyhooks on my Ford Cortina" at the Margate Winter Gardens.

DID YOU KNOW?

That there is a very nice South-Westerly site 3 miles outside of Delhi?