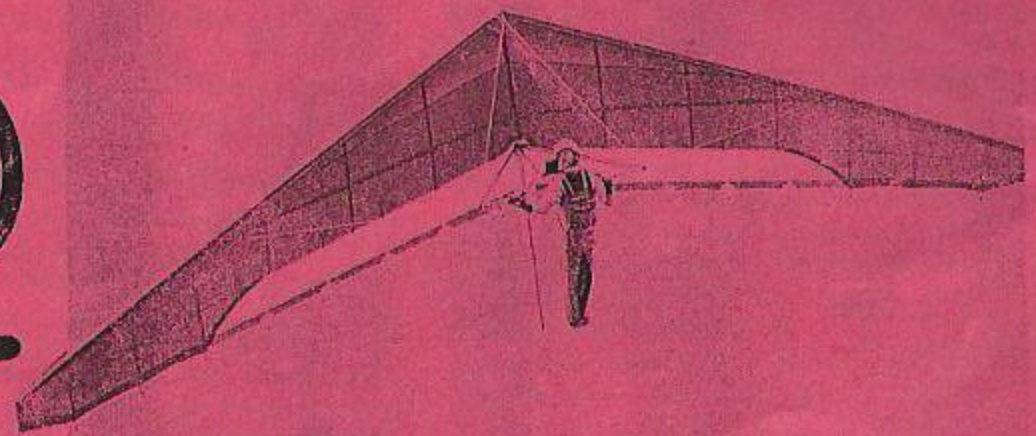


RUMOUR

AIRTIME  
*hang gliding*

has it



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

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

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Solar Wings RUMOUR

Airtime Hang Gliding Ltd.  
Portslade Station, Portland Road, Hove, Sussex, BN3 5SG. Tel. (0273) 424861.

# THE SPURT

WIN A PILE OF USED EXCREMENT IN A PLASTIC BAG!!!

INCORPORATING WINDSOCK \* JAN-FEB 1990

## RANDY!

HANG GLIDER  
PILOT AND  
COMMITTEE  
MEMBER  
ADMITS HE WAS  
DRIVEN INTO A

## SAUCY PANTIE FRENZY

*"Whoops I didn't know the  
tape recorder was running"*

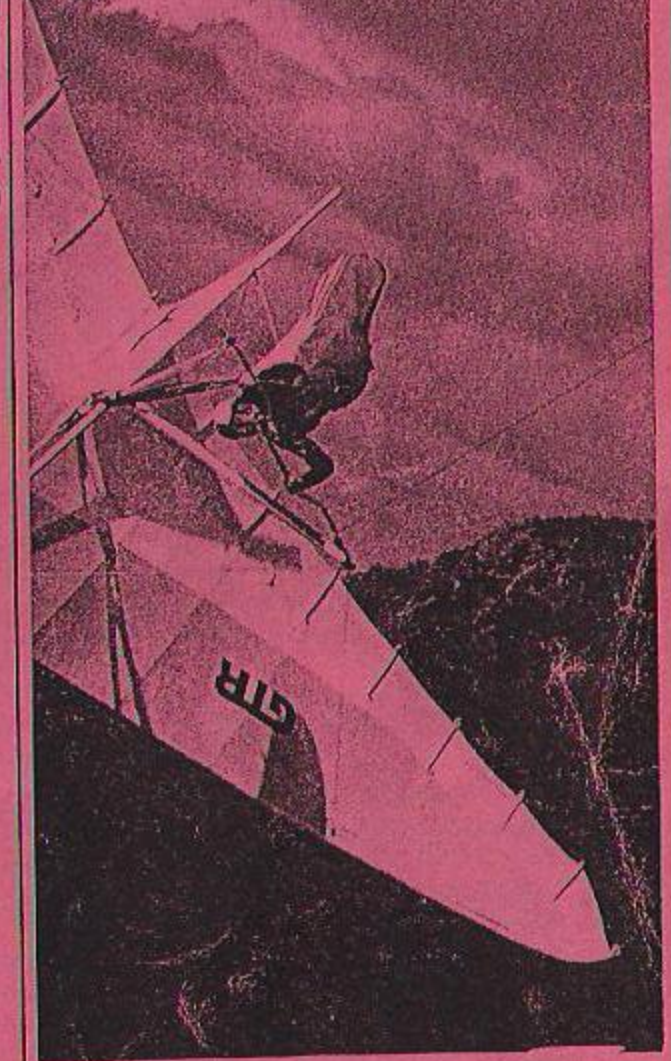


ROBINSON, Laughed

MEMBERS of the SHGC will be shocked and stunned to learn this month that a respected pillar of the South-East's flying community was found to be driven into an self-confessed "erotic frenzy" by the thought of our Editor, Conchita's underwear. Apparently the poor boy entertained lurid and fetishistic visions of the state and type of Conche's panties, which caused him to launch into incoherent gibberish even in mixed company and during committee meetings. Conchita was said to "understand completely". The young man has been named today as none other

\*Turn to Page Two

I WAS A  
TEENAGE  
BATTEN BUNNY  
COLOUR EXCLUSIVE: CENTRE PAGES



YOUR LAST CHANCE TO ENTER BRITAIN'S MOST FAB CONTEST!!

- FIRST PRIZE - A YEAR ON THE COMMITTEE
- SECOND PRIZE - TWO YEARS ON THE COMMITTEE
- THIRD PRIZE - A NIGHT OUT WITH THE COMMITTEE

INSIDE THIS STONKING GREAT ISSUE:  
**NEW DYKE RULES!!!**  
IT'S ALL OVER BAR THE SHOUTING

# THE SOUTHERN HANG GLIDING CLUB

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

## PRESIDENT AND AWAY COMPS:

JOHNNY CARR  
0444 84 217

## CHAIRMAN:

MARK JOHNS  
0273 834984

## SECRETARY:

SITUATION VACANT

## MEMBERSHIP SECRETARY:

TREVOR ACKROYD  
0903 787896

## SITES OFFICER:

CHRIS BARTRAM  
0273 682499

## SITES OFFICER:

TONY TURNER  
0825 2969

## WINDSOCK EDITOR 1:

ANDY NAPOLITAN  
0273 556160

## WINDSOCK EDITOR 2:

GARY COOK  
0273 423650

## TREASURER:

PETER DAY  
0734 421481

## CLUB COACH:

GARY MITCHELL  
079 156 235

## SAFETY OFFICER:

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## PARAGLIDING LIAISON:

MICHEL CARNET  
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## SOCIAL SECRETARY:

ORIOLE GOEPEL  
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0903 745277

## TOWING REPRESENTATIVE

(Hang Gliding):  
MICK PERRIN  
079 156 235

## TOWING REPRESENTATIVE

(Paragliding):  
MICHEL CARNET  
0273 423650

AS YOU MAY HAVE NOTICED, THE POST OF CLUB SECRETARY IS CURRENTLY VACANT, AFTER THE RESIGNATION OF DAVE KEEPAX. THE COMMITTEE EXTEND THEIR THANKS AND RESPECT TO DAVE FOR A JOB WELL DONE, AND ALSO A BIG MENTION TO MANDY, WHO HELPED TO COMPILE THE MINUTES.

IN THE MEANTIME, IF ANYBODY HAS GOT THE "RIGHT STUFF" TO FOLLOW IN DAVE'S FOOTSTEPS, GET IN TOUCH WITH THE COMMITTEE....

### WINDSOCK CONTRIBUTIONS:

FOR GOD'S SAKE, WRITE SOMETHING, TAKE A PHOTO OR WHATEVER and then send it to either:

Andy Napolitan, 5 Goldstone Court, Windsor Close, Hangleton, Hove, East Sussex,  
or: Gary Cook, Sky Systems, Knoll Business Centre, Bellingham Crescent, Old Shoreham Road, Hove, East Sussex.

## 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

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### JOHN YOUNG: Biggin Hill

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01 462 3630

### ZOE HUMPHRIES: Crawley

0293 27669

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

## New Values

### by Andy Nap

This is an uncharacteristically serious personal plea from me to every member of this club.

Much of Windsock is devoted to entertaining you lot with highbrow humour and subtle witticisms but I want no mistake over my feelings regarding the para and hang situation as it stands.

There are divided feelings as to whether the two are compatible and should even share the same airspace. Some say that there is actually no difference at all and that they are both foot launch gliders. I believe that the truth lies between these two extremes and that not only is it possible for both types of glider to fly together but that it is essential they do to avoid a conflict of interests resulting in an "us and them" war for sites.

As far as I can see the main argument for segregation stems from the difference in flying speeds and the Paragliders ability to hover and turn in a very small radius. I agree that this is a significant difference between the two. I also disagree with the reply given by some to that argument that because the modern high performance canopy has the same performance as the earlier gliders, there should be the same attitude towards flying with the modern canopy as with the old glider. I disagree because it is far easier for three or four canopies to slope land and take off again than it ever was for the old style flexwing. This means that in light wind conditions the Hang Gliders would be choosy about their moment to launch and then pay the penalty of going down if there was not enough lift, whereas the Paragliders of today do not have this automatic governor on launch attempts and consequently can make endless take offs at every slight opportunity, landing back on the side for a short walk up if not successful. This can

present a problem of light wind days leaving frustrated Hang pilots unable to launch with a reasonable chance of scratching to stay up or gain enough height to get in on top because the ridge is dominated by Paragliders.

This situation can occur but **IT DOES NOT HAVE TO!**

Imagine a situation on the same sort of marginal day but replace the Paragliders with league pilots on high performance gliders. They too would be capable of making repeated launch attempts and slope landing, and would also make it impossible for anyone else to launch if they did. Or think about the effect that any club pilot would have if he were to constantly use the top end of his speed range to race up and down the ridge or practice aerobatics! The point I'm trying to make is that it's not the performance potential of the craft that creates the problem, its what the pilot chooses to do with it.

If Hang Glider pilots take the Paragliders' needs into account and the Paraglider pilot remembers that it's a long hour and a half journey to get a glider up from the bottom landing field, and that a glider needs room to overshoot if necessary, then I reckon that's most of the problem solved.

In this months issue there is a new set of rules. **READ THEM** and for christ's sake **ABIDE** by them.

If you're a long standing Hang Glider pilot accept that things are going to change and don't be a Luddite. If you are a new Paraglider pilot don't be a thoughtless arrogant shit, a lot of work and love has gone into maintaining the right to fly these sites and it's not been done by you.

The Right Reverend

Andy Nap

seconded by his trusty sidekick

Gary

ANDY NAP  
GARY

# NEW DEVIL'S DYKE RULES

On the 17th January 1990, a Committee Meeting was held at the Devil's Dyke Hotel with the intention of formulating a set of rules for flying at the Devil's Dyke.

The following proposals were carried and are now the official

## SOUTHERN HANG GLIDING CLUB RULES FOR DEVIL'S DYKE

effective from the publication of this Windsock.

### 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.

*Voted 8 for - 1 against - 2 abstentions.*

### 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).

*Voted 9 for - 1 against - 1 abstention.*

### 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.

*Voted 11 for - 0 against - 0 abstentions.*

The first two rules are self explanatory. The "learner flag" rule will be used at the discretion of Senior Coaches and Instructors to allow Airspace for Novice Pilots under instruction. It will be used during "OFF PEAK" periods, ie. early morning or late afternoon, and will usually last about 15 minutes.

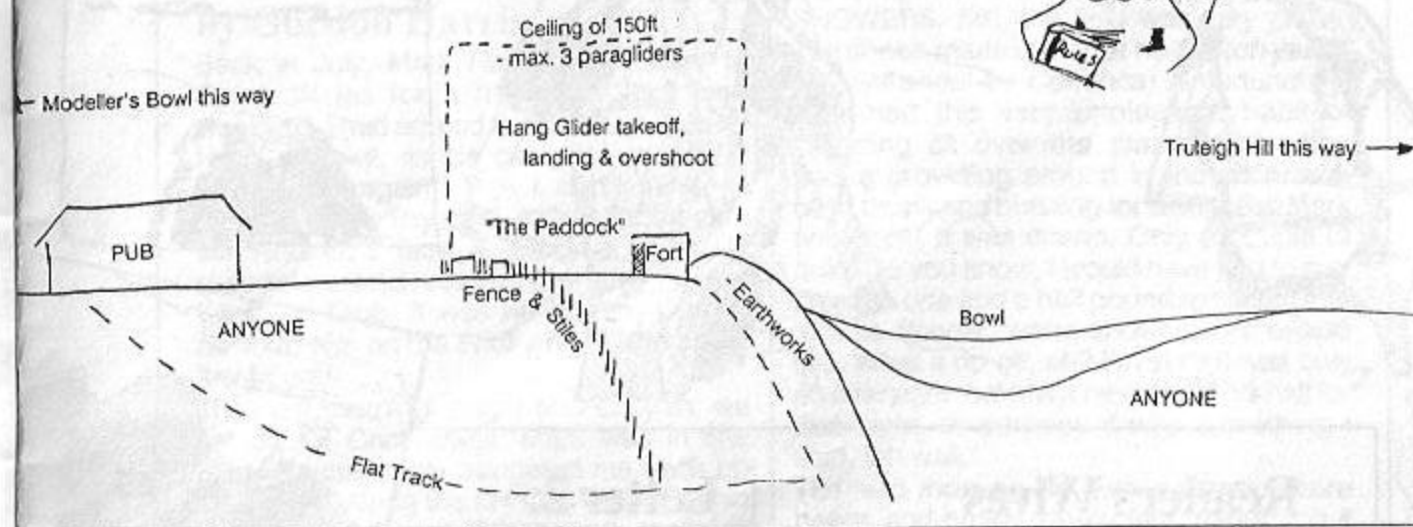
Kevin Pickering,  
Airspace Officer.

These rules must be adhered to and treated sensibly. We may then have worked out a solution to the "overcrowding" problem at the Dyke. They are effective as of NOW.

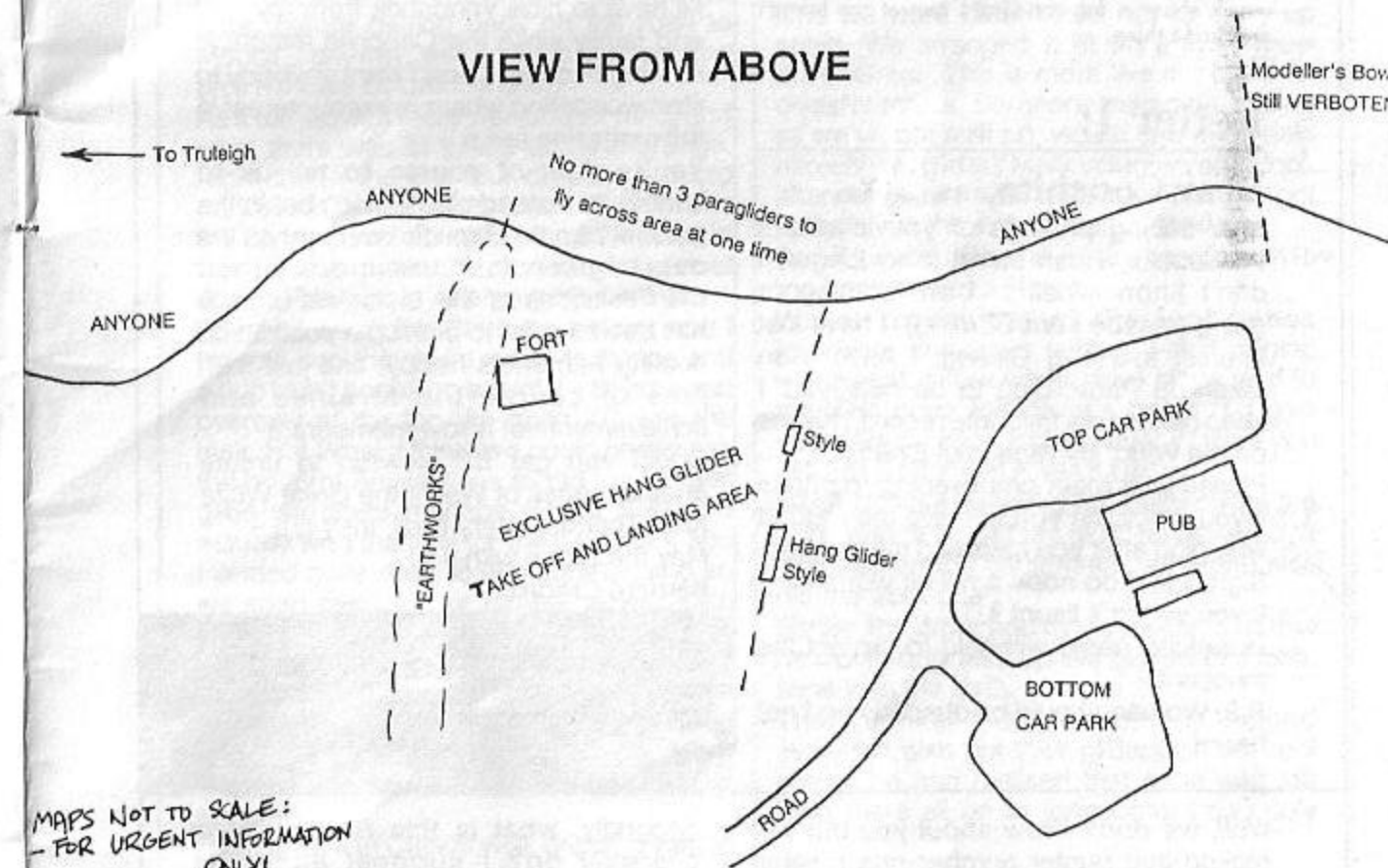
THESE DIAGRAMS ARE INTENDED FOR REFERENCE WITH THE RULES PRINTED AT LEFT.



### VIEW FROM FRONT OF RIDGE

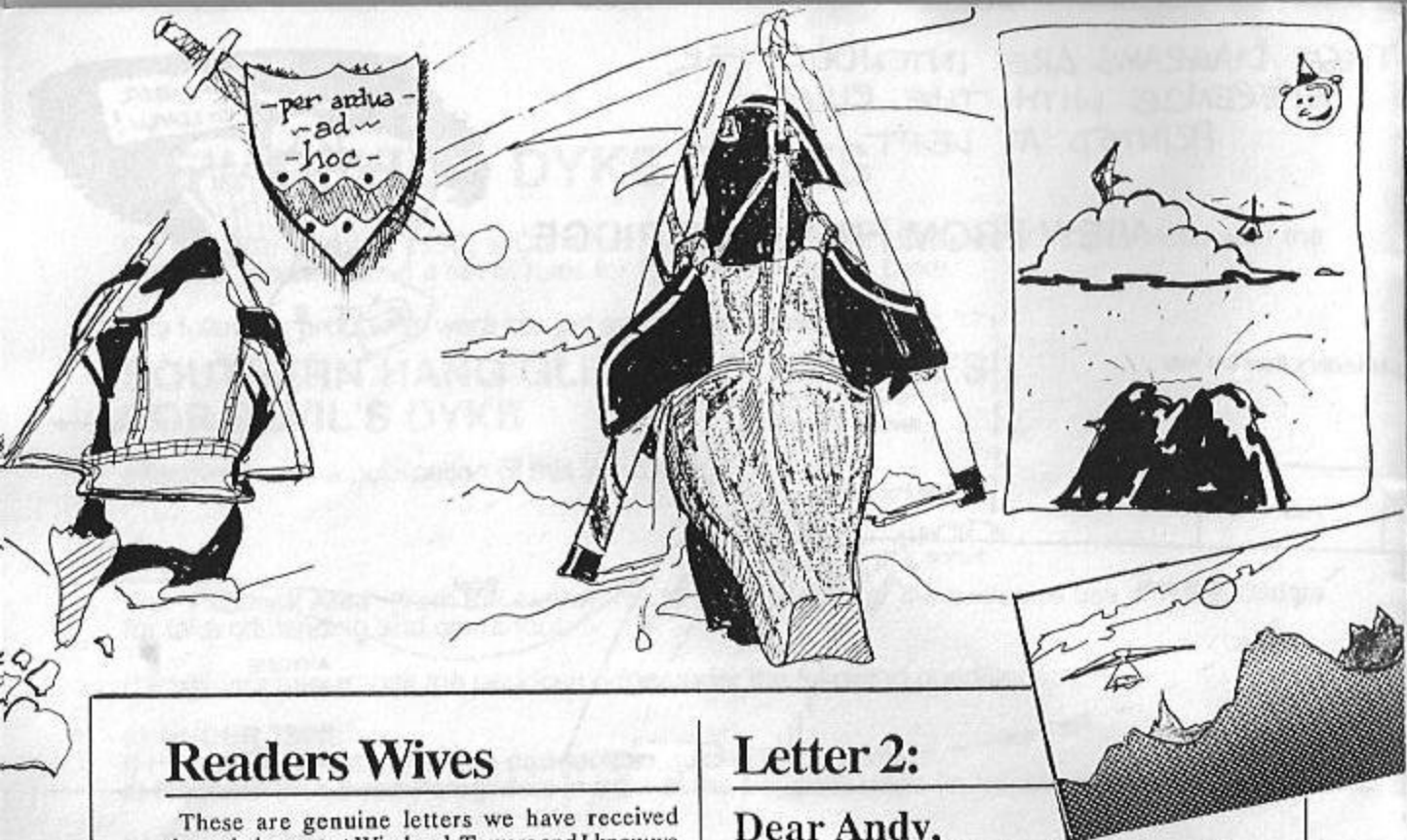


### VIEW FROM ABOVE



MAPS NOT TO SCALE:  
- FOR URGENT INFORMATION ONLY!

RULES + MAP PUBLISHED JAN. '90  
SHGC CLUB MAG "WINDSOCK"



## Readers Wives

These are genuine letters we have received through the post at Windsock Towers and I know we muck about a lot but God's honest we haven't touched a thing.

### Letter 1:

Dear Conchita,

After seeing pictures of you in recent Windsocks, I can stand it no longer, I don't know whether I am coming or going (maybe I am Coming). I have lost interest in Hang Gliding, I have even taken up Paragliding to be near you. I keep playing my favourite record, "Kisses on the Wind" by Nina (sic) Cherry. Please let's meet one evening, perhaps if you fancy me you will give me a good whipping after you have tied me to a bed. Sigh sigh. I do hope it will be worth it. If you've got it flaunt it. Hopefully, name withheld to protect the innocent.  
P.S. Women should be obscene and not heard.

Well, we don't know about you but we reckon that punter number one means what he says and in the hallowed tradition of Windsocks policy on protecting its contributors, as soon as I find out who it is we'll give you his name and address and local pub.

### Letter 2:

Dear Andy,

I'll have to hide Windsock from my wife and family while the Conchita feature is running because I don't want anybody to start wondering where my real interest in the magazine lies. a

You're right of course to tell us to contribute instead of criticising but in the present climate of media overheat on the overt interest in the more gross manifestations of the biological urge, it has been a relief to pick up a publication dealing with one's hobby, and just that; plus of course the fortunes and achievements of fellow members. a  
Could you get Bill Newton to create another series of Was it the Great White Killer Thermal? Very droll, they are. a  
May the Lift be with you,  
Bernard Clifford.



Secondly, what is this Bernie Clifton character on? I suggest either he changes his brand of wacky baccy or lets his ostrich write the next missive...

Thirdly, will people please note that we have refrained from making jokes about Elkie Brookes in this Windsock. -eds.

## A Weekend in Wales

by Gordon Harris

Back in July, Mark Fisher and I went to South Wales for a friendly competition weekend. I had agreed to pick Mark up from Hurstpierpoint, as his camper van was in pieces (yet again). Well I don't mind - I mean, it's only fifty miles from London after all! And let's face it, Mark is a highly respected and valued member of the Southern Club. It was no bother. I drove down to him on the Friday night and had a few beers.

The next morning, bright and earlyish, we set off for Crickhowell. Mark was in fine form. He cunningly navigated me back up to London, along the M4 until we got within peeing distance of Crickhowell, then we missed the turning off the A40 and ended up sight-seeing in Monmouth for half an hour, before getting back on the road to Mecca... anyway, we got there in good time (five minutes before the brief).

As it turned out, there was sod all wind, and what there was of it was at the Bloreng. Right then - the first four cars there could park at the bottom of the track. We leap into the camper and screech off up the road in fourth place... then the plonker gets us lost again. This time in Abergavenny. Oh well.

I'd never flown the Bloreng before, and I tell you, until they build a road to the top and a pub I ain't gonna go again! It was grey and overcast at the top. An open XC was the task. Ha! What a joke! We could hardly see the bottom! Anyway, we all did the longest glide we could manage (about 5 k) and actually won the task for the day. Mark and I landed quite close to one another, and so we soon met up. Our retrieve arrived nice and pronto, and Mark went with him to pick up the camper. Time soon passed, and everyone else showed up to pick up their gliders. I of course had to stay in the pouring rain for another 45 minutes before Mark showed up... the plonker had got lost yet again!!!

I drove back to Crickhowell, dripping wet, to

find a campsite. Mark had heard of a "good site behind a pub" and it was cheaper than the one with the TOILETS and WARM SHOWERS. Still, the field was very pretty. The sheep made us feel at home. (oh yeah? Tell me about it - Conchita) Unfortunately, they had this very unpleasant habit of crapping all over the place. Just when you're grovelling around in the pitch dark blind drunk and bursting for a piss. But Mark was right! It was cheap. Only a couple of quid. Do you know, I would have had to pay an extra one and a half pound to stay at that 'orrible floodlit, warm-showered, crapless site. What a rip-off, eh? I'm sure it was only an oversight that Mark never paid his half for that night, or perhaps it was something I said. Oh well.

The next morning we awoke sporting sore heads and brown smelly feet. (Good job it wasn't the other way round - Conchita).

The flying was at the Bloreng again. This time we were determined not to carry up again. We arranged a lift on a four wheel drive. Great! This is more like it... but then disaster struck. Someone asked us, seeing as we've got a lift up, would one of us help him with his glider? Mark volunteered to look after our gliders and make sure that they got up safely in the 4x4. Cheers, Mark!

So off I went up the hill again, hanging on to the back end of a Magic.

Whilst recovering at the top, knees knocking, shoulders aching, t-shirt ringing with sweat, a four wheel drive stops next to me. Out pops the driver's head: "I'd give your glider a good looking over if I were you - IT FELL OFF HALF WAY UP".

"MARK!" - out cowered Mr. Fisher from the front seat "It wasn't my fault" he quivered, "I only tied on the back strap, someone else did the front one".

Earlier, the driver had made it clear to us that he would only take up five gliders at a time. Mine was the sixth.

That plonker Fisher had only helped everyone else put their gliders on the roof before he had realised that mine was still lying there all on its lonesome. I can only

assume that after much grovelling the driver had agreed to chuck mine on the top as well. Anyway, all we both managed that day was a ten-minute top-to-bottom. I don't know who won the competition. Captain Sedgers didn't know a week later, and nothing appeared in Windsock.

I drove home - via Hurstpierpoint - and boy, was I shagged. (Can you tell us about that next month please - Conchita).

Twas a good weekend, I did enjoy it. Can't wait until Mark invites me for another one. **CHEERS.**

**PS.** Mark went back to fly the Bloreng again a few weeks later. This time his victim was Colin Jobey. They both landed in the same field, and again Mark volunteered to sit on his arse to "look after the gliders" whilst Colin went back to get the car. Only to find out that while Mark was guarding the gliders that some old dear had stopped right next

to the glider, somehow put it on top of his car and driven right past our highly respected and valued member of the club without him knowing anything about it! (the lump had nodded off!)

Apparently he had thought that it was a lump of carpet that had fallen off the back of a lorry, and reported it to the police. Lucky Colin.

**PPS.** How come Muckraker never hears anything about Mr Fisher?

*A good question, Gordon, and one which we have asked ourselves many times - if anyone knows the answer, please write in and tell us.*

**The Question:** Why does Mark Fisher never appear in Muckraker?

**The Thrilling Prize:** A plastic bag of sheep's excrement!

## Computer Nuf

### with Jnhn to Cushion

I thought you'd be interested in these. I have got a shareware program on my Macintosh that generates anagrams, so I fed it "WINDSOCK" and "HANG GLIDING" - "Hagging Din" seems particularly appropriate to Devil's Dyke on a Bank Holiday somehow...

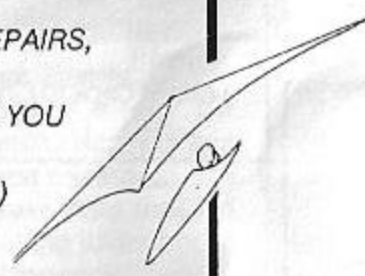
regards  
John Hutchinson

disc know  
dock win s  
down sick  
kind scow  
kind cow s  
sock wind  
wick don s  
wick nod s  
wink cod s

gangling hid  
hagging din  
handling gig  
gliding hang  
hanging gild  
ding nigh gal  
ding nigh lag  
gang nigh lid  
gild hang gin  
gild nigh nag  
glad nigh gin  
land nigh gig

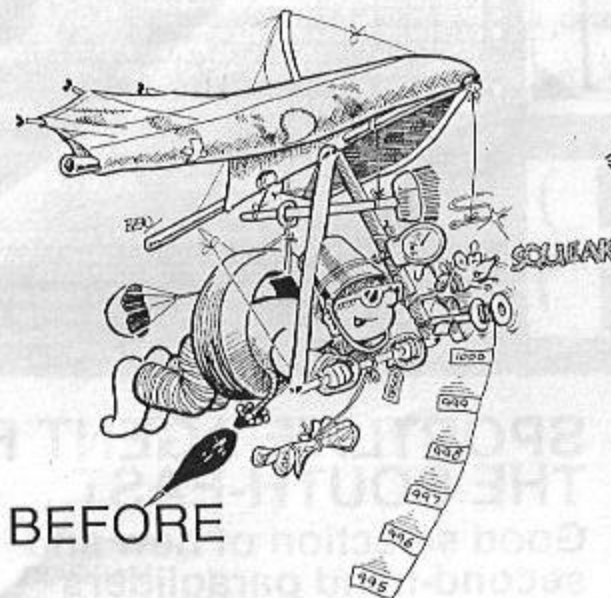
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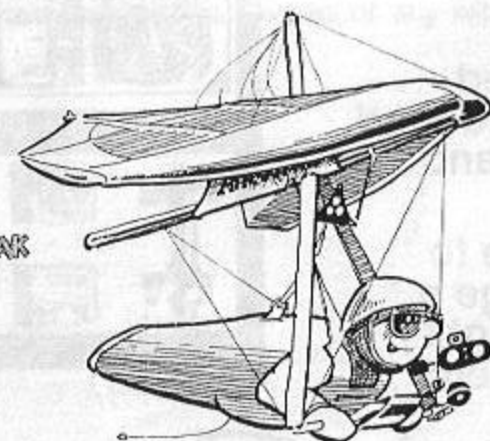


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If you have an accident, however minor, please take the time to fill in the form below and send it to Rod Lees, the Safety Officer:

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:

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



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

## Safety Corner

### with Rod Lees

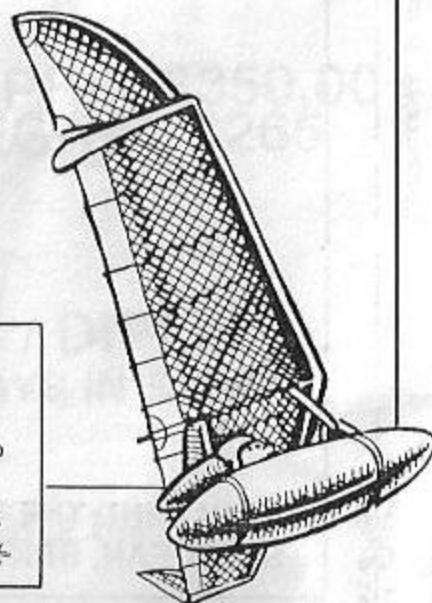
All members who have not registered their non C of A Gliders with the BHGA (see list of approved gliders) are now not covered by 3rd party liability insurance.

The C of A registration form in this magazine can be completed yourself. If you give the SHGA Safety Officer (me) a ring, he will complete the rest of the form after inspecting your Glider.

### LIST OF CERTIFIED GLIDERS IS AS FOLLOWS:

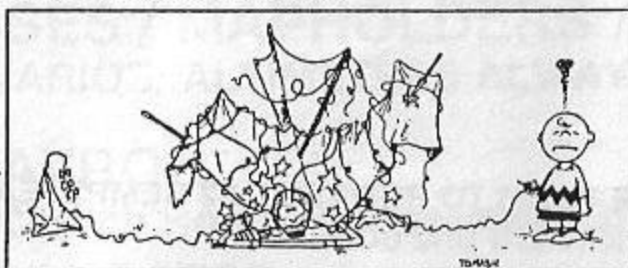
If your hang glider does not appear on this list, you must register it NOW.

Cert No	Manufacturer	Model	Size
817001	Solar Wings	Typhoon	Medium
817002	Solar Wings	Typhoon	Large
817003	HiWay	Demon	175
817004	HiWay	Demon	195
819006	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 IV FR	177
1086033	Airwave	Magic IV FR	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
8711041	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 IV FR	155
8806049	HiWay	Stubby	Large
8810054	Airwave	Magic Kiss	154
8812051	Skyhook	Gipsy SS P1	155
8902055	HiWay	Vision V	
8902056	Solar Wings	Rumour	13.5



The form to return is reproduced on the next 2 pages.

Safe flying...



## 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: .....ft<sup>2</sup>. (if size is unknown, take measurements)  
 Manufactured: 19... Wingspan: ....ft ....in  
 Wing tips: FIXED / FLOATING Mid-chord: ...ft ....in  
 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, BCLYS, 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

## Small Ads

Classified Adverts (like these) are free to fully paid-up members. Please send them in with your membership number. Remember to put your phone number on the copy - some of you must be really thick sending in an advert without any way for people to contact you... I ask you.

**FOR SALE**

- New Wonder Clamps £2-25 ea. 160 Ace RX/ sport. green l/e. yellow fluorescent undersurface with orange chevron. June 88. A1 condition, nicely tuned. £1,150 ONO. Towing release as new, £30. MAGIC IV 166 - £750 ONO. Lindsay Ruddock LR3 as new, built in a.s.i. averager, total energy - colour red. QNE. £425. RING 01-689 2076 (Croydon)
- MAGIC IV 133. Good condition... many extras! Phone Mike at Sky Systems.
- CALYPSO. 6 months old. Immac. condition. Blue l/e, magenta u/s. £1,000. Phone Phil on 01-651-4937.
- Ace Sport 160. Offers or enquiries to Ray Sedgewick on 0689 49244.
- Thinsulate Flying Suit. For pilot up to 5'11" - a bargain at £15. Mark: 0273 832478
- 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.
- AIRMAN ACE paraglider: large, green. good nick, 1 tiny tear in top surface (repaired in workshop). £1,000. Call Liz on Btn. 423650.
- 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.

- CONCHITA T-SHIRTS soon available subject to demand. Contact Andy Napolitan at his bijou residence in Hove, actually.

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

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

**TUITION**

- 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
- SKY SYSTEMS PARAGLIDING SCHOOL. South-East England's only BAPC registered paragliding school. Ab initio or BHGA conversions. Ring now for an info pack or price list. Call in to our fully-stocked showroom to see our range of flight equipment for hang gliding and paragliding. Airwave, Falhawk, Custom Sail, Trekking, Advance and Airman dealers. Alien and Black Magic in stock now. Brighton 423650.

## Looking at Weather

by Alan Russell

Part 2

Continuing the serialisation of our quick overview of weather, part two deals with basics we all need to know...

### The Name of the Cloud

Changing temperature changes the quantity of moisture that the air can carry as water vapour. If warm air containing some moisture is cooled then the moisture will condense and form a cloud. If the process is allowed to continue and the correct conditions pertain, then the cloud droplets will amalgamate and form droplets too large to remain in suspension in the cloud - we call this rain!

One of the simplest ways to cool air below it's Dew Point is to force it upwards... a stream of air flowing over flat ground will be forced upwards if it encounters a hill. If the hill is large enough, then the moisture in the airstream will condense and an "OROGRAPHIC" cloud will form at the hill-top. Orographic rain can result.

Bubbles of air rising after being heated by "hot spots" on the earth's surface may cool sufficiently to pass their Dew Points and form "CONVECTION CLOUDS". These clouds have a discrete puffy form with flat bases - they are often described as looking like a heap of cotton wool, and are consequently called the Latin for "heap": CUMULUS. These clouds mark the tops of thermals and indicate good, if sometimes bumpy, flying conditions.

Sometimes these clouds are produced by large enough pockets of air to develop into really large "heaps" with towering

dark tops called CUMULONIMBUS clouds. Nimbus is Latin for "rain". These clouds are colloquially referred to as "Cu-Nims" and - if large enough - produce thunderstorms.

Clouds can also be formed when large areas of the atmosphere are lifted and then cooled. This happens when large masses of air of different temperatures meet. The masses of air tend to mix and then one mass is forced upwards by the other. The boundary between the masses is called a "FRONT".

General lifting of air masses can cause widespread areas of cloud. Layer, or "STRATUS" cloud is a boringly familiar sight to all of us in Britain. If it's well developed, then the thickness of the layer makes the cloud appear darker, and is called NIMBOSTRATUS.

At very high levels, the water droplets freeze and form rather prettier clouds. The thin, wispy mare's tail or CIRRUS clouds often seen high in an otherwise clear blue sky are an example of this type. Cirrus means "hair" in Latin. these clouds are formed at altitudes of 5 to 13 km. Their distinctive hooked shape is due to the strong winds at these high altitudes. Ice particles which fall to lower levels are left behind and form the hook... as they fall to still lower levels they evaporate away.

Along with a few varieties formed by prefixing the type with "ALTO-" such as "ALTOSTRATUS" or "ALTOCUMULUS" (meaning that these particular clouds are found at a higher level than would normally be expected) that's all there is to the nomenclature of clouds...

**NEXT MONTH: FRONTAL SYSTEMS**

OVERHEARD ON THE HILL: Hang Glider Pilot having completed a conversion course to paragliding: "Going cross-country on one of these things is a joke... just not possible." The editorial team at windsock think it's rather a good joke, having recently found out the furthest cross-country that said pilot has so far managed. Incidentally, the paragliding cross-country record has just been broken - it's now 130km.

## New Competition Supremos

by Anthony Lucchesi

High everybody, just a few lines to explain that Johnny Carr and myself (Tony "Wild Boy" Lucchesi) have taken over as club competitions secretaries, Johnny doing the aways and myself the home competitions on our sites. I shall also be collating the clubs XC's for both Hang- and Paragliding and to make the job easier I have had some XC cards made up similar to the the League cards so if you want some, send a SAE to the

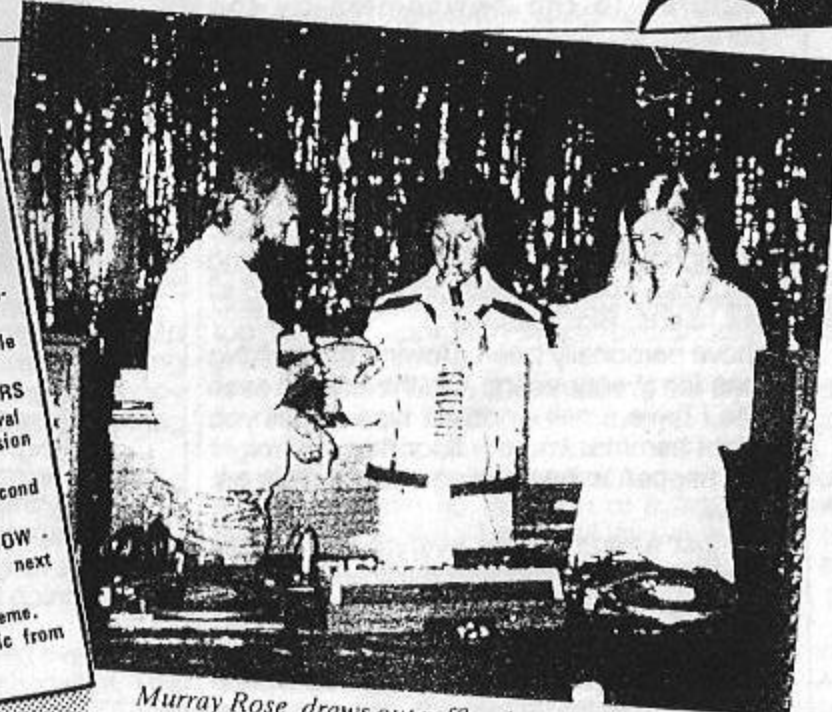
address below and I will send you some. These will act as secondary records for your flights as I shall keep the information on my computer which I shall also use to measure XC distances, so all you XC animals send in for some cards and send me them back completed - and don't forget to get a landing witness.

Anyway, enough of that  
**Good flying...**  
Send your SAE's to:  
Anthony Lucchesi  
2 Chantry Cottages  
Chantry Lane  
Storrington  
West Sussex RH20 4AB



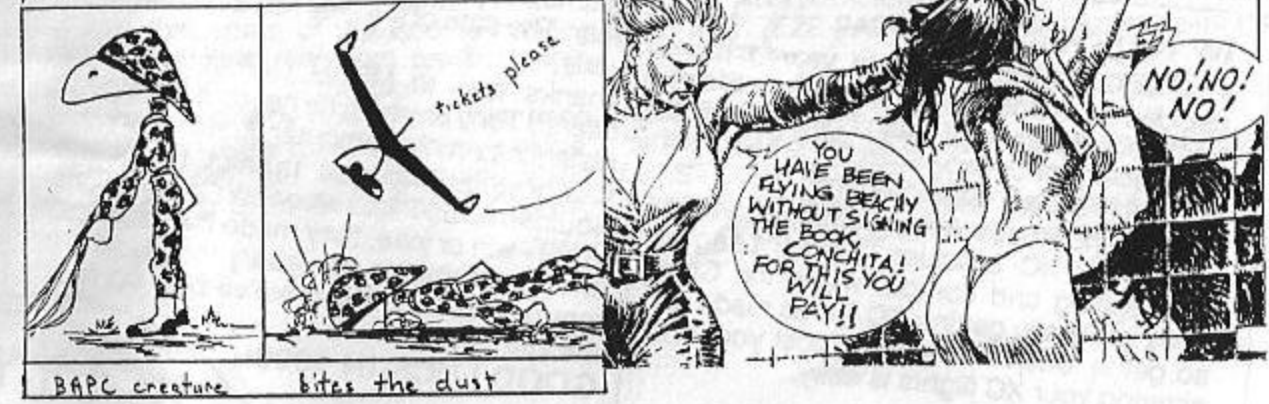
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In the Park  
WORKS round  
nson Funfair

1.30 Your M.C. for the weekend, Johnny Carr entertains. Fun & prizes for kids of all ages.  
2.00 THE CARNIVAL PROCESSION arrives after its long journey from St. Leonards Road  
3.00 Presentation of prizes to winning floats by MISS HORSHAM & LITTLE MISS HORSHAM.  
3.15 THE AUTO SPACE KINGS roar in to action with their first exciting show.  
3.45 HORSHAM GYM CLUB tumble around the arena.  
4.15 THE BRIGHTON PROMENARDERS MARCHING BAND fresh from the Carnival Procession present a display of precision marching.  
4.45 THE AUTO SPACE KINGS. Second display by the hire wire motorcyclists  
5.30 JOHNNY CARR STUNT SHOW - Anything might happen in the next 20 minutes - so stay close to the arena  
6.00 SIXTIES DISCO - Music to match the Carnival Theme.  
7.00 OPEN AIR CONCERT featuring sixties music from the SPITFIRES.



Murray Rose draws out raffle winners at the Johnny Carr Disco, with Johnny Carr and Jeannie Knight helping.

## Memory Lane with El Presidente



BAPC creature bites the dust

## Champion News

by Robbie Whittall

*The World Champion writes exclusively for Windsock*

Not much exciting has happened this month as you can imagine... and the only good bit of news I have is that the problems in the Club are being ironed out. As my love for both sports grows, I understand both points of view. A hang glider requires a great amount of skill to fly, even at a low level. On the other hand, a paraglider requires far less skill to fly, and I think that this is where the problem might occur.

I think that it may just be the case for regular lectures to the newcomers by top paragliding pilots to teach them awareness for other air users, as well as met and safety. This is perhaps where the system falls down.

A hang glider pilot has to learn much more, because the glider is more versatile - but as you all know, paragliding is catching up fast. Enough talk of paragliding and hang gliding - let's talk about something else close to all our hearts: Big Toes.

I have personally been growing my own big toes for twenty years. On the end of each one I have a nail - not the type of nail you might hammer into the floor that you might just happen to be building a hang glider on. Wow.

It's just amazing how everything revolves around hang gliding and paragliding.  
**Cheers**

ps Andy Nap got the ok from the clinic.  
nb Robbies "piece" this month was written on the Isle of Wight ferry.



Robbie Whittall is pictured here using a "ventimeter" to check the wind speed. Robbie says that this precision instrument must be held at exactly the right angle to get the most accurate reading. It is also vital to wear warm clothing when standing in a cold wind, so Robbie says "wrap up warmly folks!"

*Robbie Whittall*

## Competitions 89-90

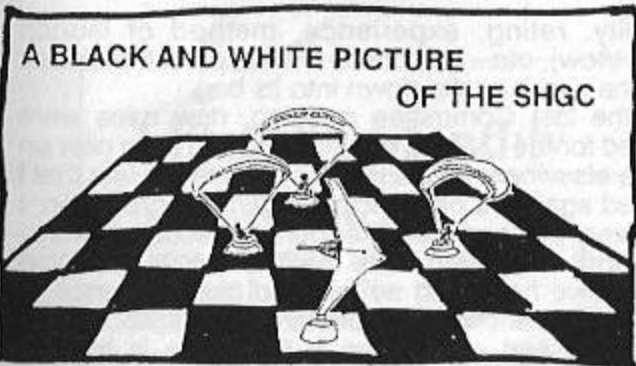
by Ray Sedgewick

After a busy and enjoyable year, I have decided to stand down as Competitions Secretary this year - it wasn't difficult to find a replacement or two. Both Tony Lucchesi and Johnny Carr contacted me. Tony will now be looking after home events, ie. Sussex XC Leagues, Martini League, Task-setting and comps. within the Club. Tony is already getting XC Cards made up, so get in touch - they don't cost you, and entering your XC flights is easy.

Johnny Carr will be organising Inter-Club Comps., including the qualifying records for this year's Airwave Challenge - so 'phone him now if you want to be involved in it this year. The date of the final has been set quite early.

Thanks also to Michel Carnet, who has offered Tony any help he needs collating XC distances on his computer if necessary. Congratulations and thanks to all the Southern Club Pilots who flew Competitions in '89 - win or lose, they made the sacrifices and commitments necessary to uphold the reputation and respect we've built up over the years.

**GOOD LUCK IN 1990!!**



by Michel Carnet

The arrival of Paragliding on the Dyke a couple of years ago, at first made some hang glider pilots laugh, especially when flown by fellow hang gliders. The fact is that today, a lot of hang glider pilots are very upset with the way that paragliding is growing rapidly and is on the verge of becoming a mass sport with a high media profile.

These pilots are upset for various reasons:

- \* More people want to fly at the Dyke, making overcrowding a real issue on busy days.
- \* The fact that now "Joe Public" can also fly, removes the mystique of hang gliding - until now the privilege of a minority.
- \* The advantages of paragliding are most of the time the disadvantages of hang gliding; i.e very low minimum airspeed, slope landing anywhere, ease of use, transportability, storage, rigging etc... this could perhaps create an atmosphere of jealousy.
- \* The specialised magazines are filled with paragliding news and info, with an increasing proportion due to the fast development of canopy design, and to the rapidly expanding paragliding community.
- \* Many hang gliding dealers/shops are getting more and more involved in paragliding, due to better income earned more easily, and are letting the hang gliding side of the trade down a bit. This results in retail prices for hang gliding going up, and a second hand market freezing up.
- \* More new paraglider pilots are trained every week by the 20-plus paragliding schools nationwide. This brings the implied threat that they will "TAKE OVER" the Club, and maybe even ban hang gliding all together.

The fact that we have some upset hang glider pilots worries me, but after all everyone is entitled to like and dislike whatever one wants. What really bothers me is the way that some of the Southern Hang Gliding Club Committee members are behaving, with regard to the running of the Club.

As you must have heard by now, there have been a lot of heated Committee meetings, resignations, clashes of personality, etc. My input and voice within the Committee is either denied or ignored,

due to my commercial interest, which for some of the members is "totally unacceptable".

My 12 years as a Club member with about 8 years as Committee member, my position as member of the BAPC Executive Committee and my experience as a BHGA and BAPC British team member, do not count at all.

The reason why I haven't put this in writing earlier, in Skywings! or Windsock, is that I did not want new members joining the Club to feel that there was an anti-paragliding feeling. I think it is too late now; we have a "them & us" situation which we'll have to live with.

The majority of the SHGC Committee members are hang glider pilots only. I believe that they are using their interest in what they fly when they are deciding or voting on Club issues, as opposed to the interest of the SPORT and the members. Even worse, some of them are using "safety" as a cover for their dubious Club work and selfish position. In contrast, there are members on the Committee who are honest, clear-thinking individuals who take a mature and respectable approach to their decision making and voting on new issues.

To come back to the subject of safety, we all agree that it can be dangerous to fly at the Dyke when overcrowded on busy weekends. However, there is always a safe decision a pilot can take in order not to find himself in an emergency situation. One can choose NOT TO LAUNCH when overcrowded, one can choose to go down to leave an increasingly crowded airspace and land at the bottom safely, one can choose to avoid committing himself to a top landing approach when overshooting looks impossible.

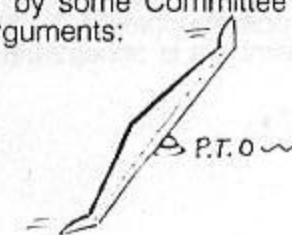
I live and work within 10 minutes of the Dyke and fly there whenever it's on, but I have yet to be caught in an emergency situation due to overcrowding, for the simple and safe reason that I am on the ground at the time with no intention of flying. I consider myself a safe pilot - I am well-known in the British League for not flying when it is blowing a gale and gladly accepting the loss of points for it. I still got two National titles at the end of it.

Flying at Devil's Dyke is not dangerous for safety conscious pilots. Education, marshalling and coaching are the areas which the Committee should concentrate on in order to increase safety, by making their members safer pilots.

Here are a list of various "new rules" proposed by some Committee members:

- "LET'S BAN PARAGLIDING AT THE DYKE"
- "LET'S FREEZE PARAGLIDING MEMBERSHIP OF THE SHGC"
- "LET'S BAN PARAGLIDERS FROM THE W AND NW FACE OF THE DYKE"
- "NO PARAGLIDING AT THE DYKE IF THERE IS AT LEAST ONE HANG GLIDER"

Some of the reasons given by some Committee members to back up their arguments:



"PARAGLIDERS CAN FLY SO SLOWLY, IT'S DANGEROUS"

"PARAGLIDERS CAN LAND ANYWHERE, SHOULD NOT BE ALLOWED"

"PARAGLIDERS DON'T MIND LAUNCHING WHEN UNSOARABLE, IT'S GOT TO BE WRONG"

"IT'S TOO EASY TO LEARN, TOO MANY PEOPLE WANT TO DO IT, IT'S GOT TO BE BANNED"

All the reasons given for banning or restricting paragliding, are precisely the good, safe and positive specifications which paragliders are giving us today.

At the most there are 20% of the hang glider pilots of the SHGC who can use their glider to thermal, go cross country or fly outside a "ridge soaring" environment. The other 80% should look at paragliding and ask themselves what advantages have they really got and how much airtime and pleasure they get from hang gliding which paragliding could not give them. I feel I am in a good position to judge on this, as I fly both types. On good XC days or when it is windy, I prefer to fly my hang glider, but when ridge soaring on a restricted ridge is the only hope for the day, I think you cannot beat a paraglider. Despite the lower performance, you definitely get more out of it, for a lot less hassles.

The interesting thing is that most of the SHGC members who have taken up paragliding were within that 20% of XC proficient hang glider pilots. For instance look at Andy Napolitan, Robbie Whittall, John Pendry, Mark Chick, Tony Lucchesi, Mike Allen, Johnny Carr, Mike Millwood, Eddie Bilous...

Some Committee members want to restrict the maximum number of pilots in the Club (or at least paragliders). They argue that the Club is already too big. Devil's Dyke is maybe too small, but the Club is never too big. Numbers are what you need in order to get more recognition for the Club and to be able to buy assets such as a tow airfield for instance - or a Club House, hill site ownership etc...

Some argue that the SHGC was formed by hang glider pilots for hang glider pilots and that paragliders can go and get their own club elsewhere. This is playing on words, as Johnny Carr (SHGC membership No:1) could tell us, when the SHGC was formed in 1974, it was to defend the interest of flying on the Downs and to regulate and protect the use of the sites. The hang gliders of 1974 had even less performance than the bottom of the range paraglider. A typical paraglider of today, if flown in 1974, would have been a weapon.

The other controversial idea being bandied around is SEGREGATION. You cannot segregate hang gliders from paragliders, the same way you should not segregate blacks/whites, men/women, hippies/yuppies. Making different rules for different members is acceptable if they are based on pilot

ability, rating, experience, method of launch (foot/tow), etc... but not on the shape of the aircraft or the way it packs down into its bag.

At the last Committee meeting, new rules were voted for the Dyke to be implemented from now on (see elsewhere in this issue). Despite the fact that I voted against it on principle against segregation, I am very pleased that it happened, because it may - for now - stop or reduce the "them & us" situation which we have had so far, and give a chance to some "extremists" to learn a bit more about one another, and cool down a little. This is already happening with some Committee members who have come back a long way from what they were trying to get implemented a few months ago. Hope is in the air.

Those who hate paragliding so much that they still want to have it banned are just kicking a dead cat and cutting their own throat in the process. One cannot stop technical progress. Paragliding exists; one cannot de-invent it. They should try instead to see the good side of it and what it means to popular sport aviation. Within the next year, the BHGA and BAPC are going to amalgamate into one association. There will be very soon a 3/4 paragliding-1/4 hang gliding community. Paraglider design will develop further and replace hang gliding as the easy, cheap way of foot launch gliding with freedom, whilst "hang gliding" will become very sophisticated, probably with rigid wings, with a lot more performance but at a higher price, half way between paragliding and sailplane gliding.

As an example of this general trend, Airwave will, by the end of 1990, probably be dealing more with paragliding than hang gliding. Many other manufacturers are planning in the same way - as is borne out by their advertising campaigns. Those anti-paragliding pilots who are stubborn will feel left out and disappear slowly.

This is all I seem to be able to get from my crystal ball today, so please, have a smile when you come to the Dyke next, be mature and honest, but leave the blinkers at home, will you.

Excuse the poor grammar due to French/English translation, with the contribution of Conchita. in good faith and without prejudice

M. CARR

LATE ADS! FOR SALE:

- =====
- Bug Harness. Suit 5'9", medium/large. Blue, as new. £100.
- Magic IV 133 Full race. 3 colours, fl. pink, fl. yellow, grey u/surf, pink l/edge, kevlar t/edge. £1,000.
- KISS 154. Pink, black chevron, pink u/surf, pink l/edge. AS NEW. ONLY £1,600.
- Call Monique or John on Brighton (0273) 733883.
- =====
- ACE 160. 2 years old, Mylar l/edge, vb, good condition. Ideal first hi-performance glider. £800 ono. Ring AIRTIME (0273) 424861.
- =====

### Mitchell's Monthly

by Gary Mitchell

Time to check what really lies in your harness! (see the picture of Trevor elsewhere in this issue! - Conchita)

The club have booked the indoor running track at Broadbridge Heath Sports Center next to Tesco's near Horsham on the A24. It's from 9 pm to 11 pm Friday 9th March. Please if you haven't repacked your chute in the last six months be there! Experienced Parachute Packers will be on hand to help if you are unsure or have any problems.

Apart from the chute you need the PACKING INSTRUCTIONS if you still have them, and bring some elastic bands, the same sort that are used on your chute, also some bungee cord if you have any. We've only got two hours so could everybody make it on time!! There's a bar so any early arrivals can always sink a quick pint. (...Getting pissed and packing... are you sure...eds.)

LATE AD!!

**Moyes Mission 150**  
 Light Blue / Dark Blue  
 Intermediate / Advanced  
 performance. Test Flown +  
 half hour ONLY!!  
 AS NEW CONDITION  
 £1,000 or near offer

TEL. 08832-2686



### Conchita's Intercourse

First off, dis-a month I want to say a big "bonjourno" to my special friend, Bobby Dear. He been so nice to the boys Andy an' Gary in his little pamphlet it's a-call Wessex Airmail. It's a-the monthly magazine for the boys an' girls up in Wessex, an' Bobby, he's an editor - jus' like me!

He says that Windsock is not so good. Whatever, I think his little pamphlet is very good indeed, an' I read every word each month. You quite right, Bobby - if they gonna give the awards for the magazines this year, you deserve an award.

**SOME THINGS YOU NEED TO KNOW!**  
Flying as we do on the most crowded sites in England we have to have faith in other pilots competence and skill. We must obey the basic rules of the air as these are **CIVIL AVIATION RULES** not ours!

- 1 When gliders are on a head on situation BOTH pilots turn Right in PLENTY of time.
  - 2 When on a converging course the pilot with a glider to his right shall turn away.
  - 3 The lower glider has right of way.
  - 4 The first pilot to enter a thermal and start circling determines the way EVERYONE else joining that thermal must circle\* the same Way.  
\* This is the rule most often broken at the Dyke.
  - 5 All pilots must fly safely and not endanger life.  
When flying, if your head isn't moving ALL the time and you are not LOOKING then you are a danger to everybody else. When a pattern has been established it is a good idea to join it as going the opposite direction will cause havoc!
- And lots of verbal abuse.**

Hang on a minute, I got a bit of an itch.

Anyway, why you no buy my T-Shirts? I tell you what, I'll wear them all before-a we pack them up into airtight bags? How would that be?



You listen to this joke now, 'cos I really must go an' ave a scratch now.

Q: What's got four legs and an arm?  
A: A rottweiler.

## Whoever said that Hang Gliding was glamorous?

by Stud Hungwell

I thought that becoming a Bronzed Adonis of the sky would be my passport to a world of adoring females fainting in coils at my feet, totally overawed at my daring and recklessness.

What is the grim reality of it all. I'll bloody tell you what!

First off, the day I proudly loaded my new Glider on top of the car I could not wait to drive around bathing in the golden glow of all those admiring glances at the ultimate symbol of free spiritedness adorning my chariot. Except that after a few days I began to realise just how hideously ignorant and totally uneducated normal people are.

I mean, the idiots thought it was a Windsurfer or guttering or fishing rods or a pole vaulting kit, I was even accused of being a T.V. Detector van once. What also pissed me off no end was this camaraderie, this galvanic esprit de corps that binds the brethren of the air so tightly that they have to wave to each other every time they pass in a car. I've lost count of the number of times I frantically signalled someone driving by with a roll of carpet on board to the endless amusement of my rapidly less and less spellbound companions.

Well at least I'll get the recognition I truly deserve on the hill I thought.

"On the hill" Oh how I loved using those cliquey phrases! "10 up", "Sky out", "Ridge run", "get hold of this, bitch". Yes, wait till

I'm out amongst the Glider crew sluts, at least they won't think I'm a poxy CB fanatic. Trouble is, those hoards of batten bunnies kept themselves well hidden didn't they? Not surprising though when you think about it.

I wanted to meet these hordes of scantily clad bimbos right? Right. So what do I do, I travel to some far flung windswept hillside in the teeth of an icy gale. Then I dress up in layers and layers of thermal underwear, sweatshirts, insulated suits, balaclavas, and mittens until I look like some refugee from It's a knockout lumbering about the place. Next I stagger around with snot streaming everywhere mumbling through my fetching headgear that I need someone to hold my nose. When I do finally make it into the wild blue etcetera I console myself that at least I am like the ungainly earthbound fat goose who when airborne miraculously transforms into a soaring, swooping vision of elegance epitomised. That's as maybe, but even if it is, as soon as anyone else flies within a hundred yards of me despite the fact that they might be the most stunning topsy I could ever hope to meet, I start screaming at them to "Piss off" and "Look where you're bloody going!"

Eventually when every single limb and member of my body has been frozen into insensibility I fly down, crash into the ground in a pile of shredded sail-cloth and mangled aluminium, and pack up in total darkness.

**So never, NEVER talk to me about Hang Gliding and women in the same breath...!**

*Stud Hungwell is currently appearing in "The Pyjama Game" at the Pavilion, Worthing.*

### CAPTION CONTEST:

Another ZANY Trevor Ackroyd contest! The best caption for this month's photo wins a year on the Committee.

My caption is: *Trev-Man auditioning for a part in the new Sunday evening TV series "It Shouldn't Happen to a Hang-Gliding Instructor"*



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