

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.

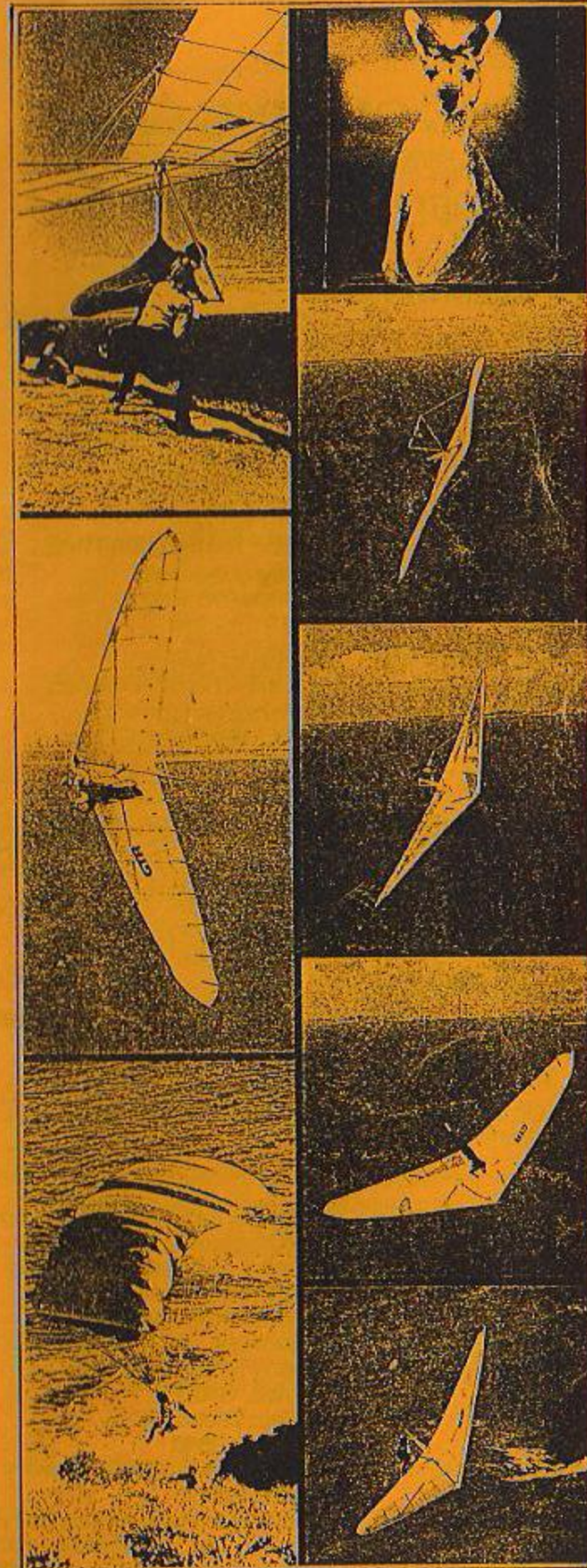
1st French Championship
1st French Ladies Championship
1st Italian Championship
1st Scottish Open
1st, 2nd British League



Solar Wings RUMOUR

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

Tel. (0273) 424861.



The Magazine of the
Southern
Hang Gliding Club
Free to Members

AGM: 28th April, 7-11pm,
Broadbridge Heath Sports
Centre, Horsham
PARACHUTE PACKING: 9th
March, 9-11pm, Broadbridge
Heath Sports Centre, Horsham
CLUB COACH COURSE: a
weekend to be arranged
mid-March. £5.00. Contact
Gary Mitchell

Wind
SOCK

March 1990

Read this issue and save a life!
Trevor Ackroyd laments his
total lack of balls
At last in Windsock!
Elkie Brooks

(Red Hot Momma of Rock)

By popular request!
The thrill of Horse Riding
QUIZ:

Q: What's the least aerodynamic
shape on this cover?

A: The "Harley" Paraglider

Mark Elliston: "Why I chose Harley"

Mark "pious" Johns article on flying
safely in low wind speeds.

STOP PRESS! Mark "lying Bastard"
Johns seen flying in hurricane-force at
Dyke 15.02.90

The rumour is that Jean Collin is
having an affair with Debbie
Schwartz at Airwave. Next Month
John O'Pendry reveals all! Also!
exclusive pictures of O'Pendry
groundlooping at Seaford! Also
O'Pendry reveals the identity of the
pilot nosediving in last SkyWings
(hint: her name begins with M and
ends with nique)

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:

ROD LEES
0273 300328

AIRSPACE OFFICER:

KEVIN PICKERING
07918 6319

PARAGLIDING LIAISON:

MICHEL CARNET
0273 423650

SOCIAL SECRETARY:

ORIOLE GOEPEL
0273 419645

HOME COMPETITIONS:

TONY LUCCHESI
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 COMPILER 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 HOB DEN: Brighton

0273 600928

MARK JOHNS:

Hurstpierpoint
0273 834984

NOEL VENN: Reigate

0737 221023

DAVE KEEPAX: Burgess Hill

0444 245233

MARK FISHER:

Hurstpierpoint

0273 832478

JOHN YOUNG: Biggin Hill

0959 71706

JANE STEADMAN: Redhill

0737 765510

JOHNNY CARR:

Wivelsfield Green

044484 217

RAY SEDGEWICK: Croydon

CHRIS BARTRAM: Brighton

0273 682499

GARY MITCHELL: Henfield

079156 235

RON RICHARDSON:

Bromley

0689 56723

PAUL GREEN:

West Wickham

01 462 3630

ZOE HUMPHRIES: Crawley

0293 27662

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

Editorial.

Due to weather, there is very little editorial this month. In fact, this is it.

There is also very little Windsock, but what there is is premium quality prime pork. And now, the small ads:

Small Ads

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

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

FOR SALE:

ACE 160. Wheels and bar mitts. Very good handling glider. Stored in garage. Only £600. Ring Craig on 0483 729940

MAGIC IV 133. Good condition... many extras! Phone Mike on 0273 423650.

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

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

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

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

Falhawk Medium.....£1,200

Falhawk Large....new style.....£1,000

Call Sky Systems on Brighton (0273) 423650

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.

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 27 paraglider: Green, good nick, 1 tiny tear in top surface (workshop repair). £1,000. Call Liz or Gary on Btn. 604051.

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.

Falhawk medium. New style thin lines etc, yellow and pink £1,000 Tel: 0273 556160. Andy.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 160. 2 years old, Mylar l/e, vb, good condition. Ideal first hi-perf. glider. £800 ono.

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

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

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

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

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

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

TUITION

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. SE England's only BAPC registered paragliding school. Ab initio or BHGA conversions. Phone for an info pack or price list. Call in to our showroom to see our range of flight equipment for hang gliding and paragliding. Airwave, Trekking, Falhawk, Custom Sail, Advance and Airman dealers. Sole importer of Alien. Black Magic in stock now. Brighton 423650.

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

WANTED

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

DAVRON

PRO SERIES

VARIO'S, ALTIMETERS and ACCESSORIES

AIRWAVE AGENT FOR LONDON AND THE SOUTH-EAST

Slots booked, secondhand KISS and M4.

Phone to arrange a test flight / slots, etc.



DAVRON VARIOS AND ALTIMETERS

- FEATURES**
TEMPERATURE COMPENSATED PRESSURE TRANSDUCERS, AUTO ZERO VARIO, ADJUSTABLE THRESHOLD ON AUDIO, 3 DAMPING SETTINGS, DUAL ALTIMETER ZEROS, ONH AND OFE.
- DAVRON 100, £140**
SOUND ON UP OR UP AND DOWN. RECESSED CASE FOR FLUSH FITTING OF THOMMEN, DIPLEX OR DAVRON 200 ALTI. COMPLETE WITH ROUND FITTING CLAMP.
- DAVRON 200 AUDIO VARIO, £300**
- DAVRON 200 AUDIO VISUAL VARIO, £125**
- DAVRON 200 ALTI, £120**
- DAVRON 200 ALTI/VARIO, £225**
VERY SMALL, 87x65x27mm. IDEAL FOR PARAPENTE OR HANG GLIDING. CLAMP FITS ROUND AND AEROFOIL TUBE.
- DAVRON 500, £255**
VARIO/ALTI, SOUND ON UP OR UP AND DOWN, ALTI 0-8,000 feet.
- DAVRON 500 PLUS, £289**
VARIO/ALTI, SOUND ON UP OR UP AND DOWN, DUAL ALTIMETER AND STANDARD PRESSURE SETTING, 0-20,000 feet, RFI SCREENED, 500 AND 500 PLUS COMPLETE WITH AEROFOIL OR ROUND TUBE CLAMP.
- EXTRAS**
TOTAL ENERGY HEAD £20, PROTECTIVE BAG £4, AEROFOIL CLAMP £15, RFI SUPPRESSION £10, WRIST AND LEG CLAMP FOR 200 £6, SMALL AEROFOIL OR ROUND CLAMP FOR COMPASS £4.
- AIRWAVE AGENT. SLOTS BOOKED FOR KISSES, 4's and CALYPSOS.**
- DAVRON ELECTRONICS, 1 CHURCH ROAD, KESTON, KENT, BR2 6HT. TELEPHONE: 0689 56723 OR CONTACT YOUR LOCAL DEALER. PHONE FOR DETAILS. PART EXCHANGE WELCOME.**



SPORTLITE

SPORTLITE AGENT FOR THE SOUTH-EAST
Good selection of new and second-hand paragliders

**SYNAIRGIE HARNESES DAUPHIN £350.00
INTEGRAL £265**

AIRTIME HARNESES from £245

**SWEATSHIRTS / TEE SHIRTS /
COMPASSES / MAPHOLDERS / DIPLEX
2ND HAND VARIOS/ ALTIMETERS ALWAYS IN STOCK**

DAVRON
1 Church Road, Keston, Kent BR2 6HT
0689 56723

SKY SYSTEMS Mail Order

Sky Systems Ltd, Knoll Business Centre, Bellingham Crescent, Old Shoreham Rd, Hove, Brighton BN3 7GS. Great Britain. Telephone: (0273) 423650.

CLOTHING, ETC

ROMER STANDARD HELMET	£40.00
ROMER COMET HELMET	£44.00
ROMER LITE HELMET	£34.00
AEROMER HELMET	£28.00
DEFLEKTOR HELMET	£22.00
TELEGRIP FINGERLESS GLOVES	£14.00
LIGHTWEIGHT FLYING MITTS	£7.50
HELLY HANSEN GLOVES	£23.00
HELLY HANSEN XC GLOVES	£19.00
HELLY HANSEN GLOVE LINERS	£5.00
OZEE THINSULATE SUIT	£89.00
OZEE WATERPROOF FLYING SUIT	£105.00
AIRBULLE FLYING SUIT	£99.00
NEOPRENE BARMITTS - New Design	£18.00
HELLY HANSEN HOOD	£12.00
HELLY HANSEN BALACLAVA	£5.00
CALANGE FLEECE JACKET	£69.95
PACJACKET	£29.00
POLARJACKET	£44.00
TROLL LEGGINGS	£19.95
TROLL FASHION TROUSERS	£30.00
TROLL OMNI TROUSERS	£23.00
OWENS VALLEY SUNGLASSES	£15.99
IREX 100 SUNGLASSES	£38.00
SUNTIGER SUNGLASSES	£35.00
BOLLE EDGE SUNGLASSES	£48.00
BOLLE MICRO-EDGE SUNGLASSES	£35.00
BOLLE CONTOUR SUNGLASSES	£22.00
WALLET. Bright colours.	£4.50
FALHAWK T-SHIRTS	£9.50

HARDWARE

QUICK LINKS	£2.00
5mm, swl 450kg	£2.50
5mm delta, swl 325kg	£2.50
6mm swl 650kg	£3.00
5mm paragliding, swl 325kg	£3.50
6mm paragliding, swl 650kg	£7.50
TWISTLOCK KARABINER, 11mm all.	£8.50
SCREW-GATE KARABINER, 11mm all.	£8.50

INSTRUMENTATION

BRAUNGER VARIO P	£150.00
BRAUNGER ALTO VARIO P	£240.00
BRAUNGER ALTO VARIO LCD	£299.00
BRAUNGER ALTO PRINT BARO	£299.00
SKYWATCH VARIO	£150.00
WINDWIZARD Windspeed indicator	£25.00
HALL VENTIMETER	£25.00
HALL BRACKET	£5.00
SKYWATCH ASI	£59.00
TREKKING CLINOMETER	£5.00
SPHERICAL COMPASS Flat base	£14.00
SPHERICAL COMPASS bracket	£16.00
SILVA WRIST COMPASS	£13.50
SILVA COMPASS with wonderclamp	£49.00
SUPERMOUNT - universal mount	£22.50
WONDERCLAMP	£3.00

BOOKS & MAGAZINES

METEOROLOGY AND FLIGHT	£12.95
UNDERSTANDING WEATHER	£6.95
STARTING SOARING by N Whitall	£5.95
COMPLETE GUIDE TO HANG GLIDING	£12.50
ABC OF PARAGLIDING by H Auperit	£12.00
FLYING CONDITIONS by D Pagen	£5.90
HANG GLIDING FLYING SKILLS	£5.90
HANG GLIDING TECHNIQUES	£5.90
HANG GLIDING ACCORDING TO PFEIFFER	£10.00
FRENCH SITES GUIDE	£11.95
1990 PARAGLIDING CALENDAR	£8.50
POSTERS - HANG GLIDING or PARAGLIDING	£5.00
PIN BADGE. Modern hang-glider	£4.50

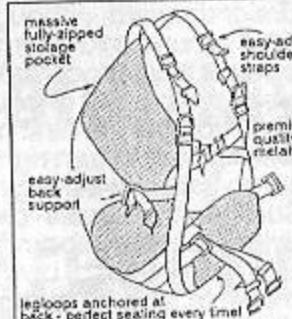
EQUIPMENT

STUFF SACK (Paragliding)	£22.00
BANANA BAG (Bum Bag)	£5.99
SUPER BANANA BAG	£10.00
TREKKING WINDSOCK	£7.50
PARAGLIDING MAP HOLDER	£7.50
AUTOLOOP: 12" (30cm)	£5.00
AUTOLOOP: 30" (75cm)	£5.50
AUTOLOOP: 36" (90cm)	£6.00
HANG LOOP in any length	£3.00
HANG GLIDING XC BAG	£30.00
SUPER PITCHY	£49.00
MAP HOLDER (Hang Gliding)	£10.00
PIP PH 22mm (nose catch)	£5.00
PIP PH 36mm (base bar)	£6.00
AIRWAYS TIES	£1.50
1" VELCRO TIES	£1.50
2" VELCRO TIES	£2.00
ROOF TIES, pair	£5.00
UPRIGHT TUBE cut & drilled	£19.50
AEROFOIL UPRIGHT (Magic 4/ Kiss)	£32.50
AIRWAVE WHEELS	£32.00
HEAVY DUTY WHEELS for base bar	£29.00

EMERGENCY SYSTEMS

METAMORFOSI PARACHUTE	£339.00
AIRMAN 2ND CHANCE	£259.00
TREKKING EMERGENCY CHUTE	£259.00
PARACHUTE OUTER BAG	£15.00
BRIDLE KNIFE	£8.00

FLY SAFELY!



SKY SYSTEMS FLIGHTSTYLE HARNESS
Designed and built in Brighton by Sky Systems. We believe this is the most comfortable harness currently available - the only design enabling the pilot to easily get into a perfect supine position every flight. **£99**

FASHION:
Sky Systems are now stocking a large range of jackets, trousers, leggings, sunglasses and fashion items for pilots. We are agents for Calange, Boile, Air Bulle, Troll, Shorebreak and Suntiger. Call into our showroom and get kitted out for your next flight!

ALIEN

CUSTOM SAIL'S ULTRA-STABLE INTERMEDIATE WITH EXCELLENT PERFORMANCE.
Ideal for post-F1 pilot. Delivers performance while remaining very stable and forgiving to handle. The ALIEN really is a breakthrough in modern canopy design. **ALIEN £1,290.00 - £1,330.00**

A BEAUTIFUL INTERMEDIATE FROM THE MAKERS OF THE MAGIC KISS.

A new name in paragliding, Airwave bring many years of hang gliding expertise to the arena with this British-made canopy that everyone's talking about. **BLACK MAGIC £900.00. (with harness £950)**

silver ghost

RENOWNED INTERMEDIATE FROM TREKKING
Known in Germany as the Parasail "Jaguar", this canopy has a good reputation as a very stable, mid-performance "first canopy". **TREKKING SILVER GHOST £999.00**

FROM TREKKING. AFFORDABLE HIGH PERFORMANCE

Similar in construction to the Falhawk Athlete (batten and mesh-front), the CORNICHE is a beautifully made high performance canopy manufactured in the same Korean factory - and to exactly the same design - as the renowned Airman "Ace" and Edel "Aerotik". **TREKKING CORNICHE/AIRMAN ACE £1,225.00 - £1,275.00**

Sigma

ADVANCE

FROM ADVANCE - A WORLD BEATER!
Designed by Robert Graham - formerly the designer for North Sails. Now based in Geneva, he has pursued his ideals of safe and secure performance flying with his own company, ADVANCE. The Sigma - with its distinctive inflated winglets on the top surface to control vortices - joins the Falhawk and the Corniche right at the top of the Sky Systems range. STOP PRESS: 03/01/90: We have just heard that Xavier Remond has smashed the World Distance Record on a Sigma! The amazing distance of 130 kilometers was achieved in Namibia, Africa. **ADVANCE SIGMA £1,490.00 - £1,790.00**

THE FALHAWK ATHLETE - WHAT MORE CAN WE SAY?
Current holder of both the Men's and Women's British distance record and the British height-gain record. Flown by 6 British team members in the Kossen 1989 World Championships... It's the business... **FALHAWK ATHLETE £1500.00 - £1700.00**

FALHAWK Athlete

PARAGLIDING

Opening hours: Monday to Friday 9.00am to 5.30pm. Saturday 10am to 4pm
PHONE US on (0273) 423650

A French Holiday

by Gordon "the old boozier" Harris

The year before last, I went to Ager in Spain for a couple of weeks flying. It was great fun, it was hot, boy was it hot! But I found that after a week of the same routine, boy the place felt stale. If you didn't fancy flying, tough 'cause there's very little else to do. It's a great place for getting pissed boy. Very cheap, the beer's not bad. It's a great place, but I felt there was something missing. Boy!

This year I went to Annecy in the French Alps. Boy what a difference! Annecy is a very pleasant town next to a beautiful lake, about 20 km long, completely surrounded by some of the most stunning mountains I have ever seen. The lake is clean and has many camp sites all around it. One camp site in particular allows Hang Gliders to land in it, if you are staying there. It also has a swimming pool. Most of them are big sites, and you tend to get packed in like sardines, but if you look around there are some very pleasant smaller sites. Prices for these sites vary enormously. I paid 100 francs per night for my camper van and family of five in one site, but only 45 francs in another much better site. My advice would be to not just stay in the first site you come across, but to look around a bit. There are plenty to choose from.

Take off is about 2300 ft above the lake, at a place they call Col de la Forclaz. It is a wooden ramp raised about 4 ft above the ground, overlooking the lake. It's

extremely picturesque (there is also a public toilet next to the ramp which will definitely be needed). Take off is quite straightforward, although if you choose to fly at around mid-afternoon, the thermals create a lot of wind, making it an extremely lively take off. But of course this is the time when you get the best height gain. Normal practice was to turn right after take off, into the so-called "washing machine" (actually, Gordon, the locals call it the "Whirling Nylon Gusset of Doom"), which is basically a large tree-lined bowl which has been known to be a bit bumpy at times. Typical height gains are around 5000 ft according to conditions. It's a fantastic site!

When the flying isn't on: there is the lake. Swimming, wind surfing, water skiing, sun bathing, pissing up! Or you could just go walking, it's such a beautiful place. I could never tire of this site.

The town of Annecy itself is a beautiful place. Loads of restaurants, loads of shops, plenty of bars. It costs more than Spain if you go pissing up, but if you buy booze in the local supermarket it's quite painless.

Annecy is also only a hundred miles from Switzerland. You can imagine the kind of sites they have there.

This coming summer I'm going back there with my wife and three young kids. If there are any other family men out there who fancy a brilliant flying holiday but at the same time don't want to be without their family, please call me on 01.948 5606.

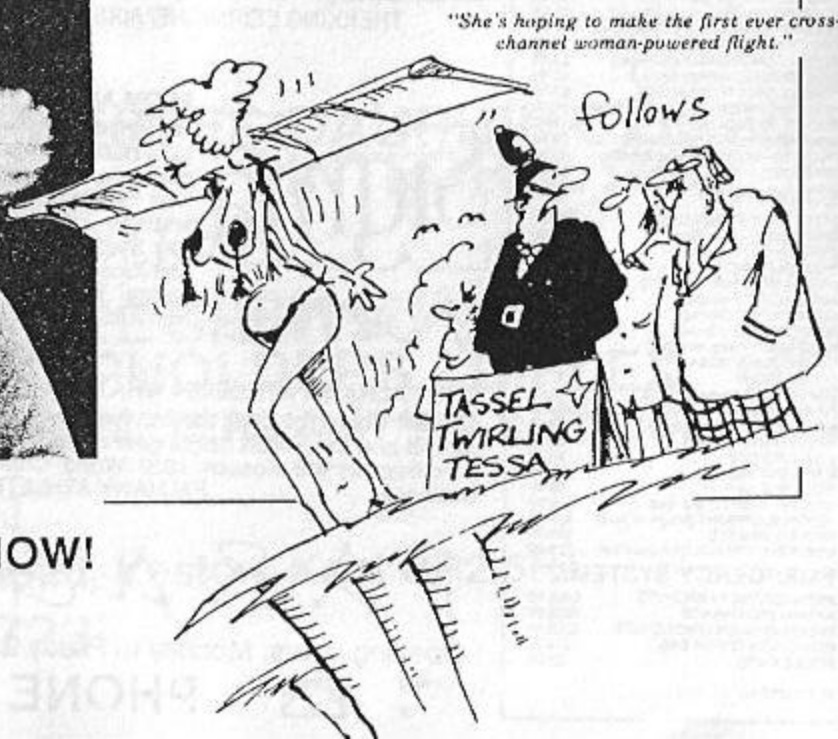
Happy flying.



FUMING?

WRITE AND LET US KNOW!

6



AGM

Saturday 28TH April

7-11 PM

Broadbridge Heath

Sports Centre

Horsham

Be there!

PARACHUTE

PACKING

9-11 PM

Friday 9th March

Broadbridge Heath

Sports Centre

Horsham

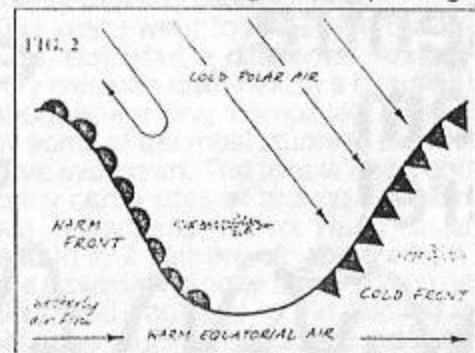


Looking at Weather

by Alan Russell
Part 3

Frontal Systems

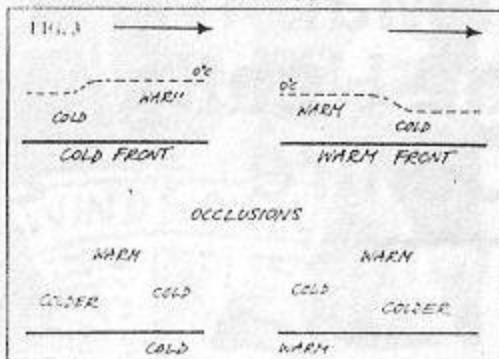
Fronts generated by the meeting of warm equatorial air masses and colder polar air masses in the Atlantic are carried towards Britain in the prevalent westerly airflow. Cold and warm fronts are formed by the process of "frontogenesis" (See fig. 2).



Without fronts our climate would be considerably different. They cause most of our clouds, rain and variations in wind direction. Fronts come in three main forms: cold, warm and occluded. The weather patterns associated with each type of front are quite different.

Cold Fronts

When a mass of cold air encroaches on a body of warm air, a cold front can occur. It is marked on weather maps with spiky symbols. The cold air tries to push under the warm air, acting as a wedge (see fig. 3). The slope of this wedge is quite steep, about 1 in 30 to 1 in 100.



Cold fronts are quite complicated, depending not only on the temperature differences but on the relative stabilities of the air masses. They can range from very active, inducing severe weather, to quite gentle producing hardly any rainfall.

A typical cold front in British conditions is heralded by cirrus cloud in the distance. The uplift of the air produces cloud and rain. Cold fronts move quite quickly, at up to 20mph, and strong updrafts may be encountered 100 or more miles ahead of a front.

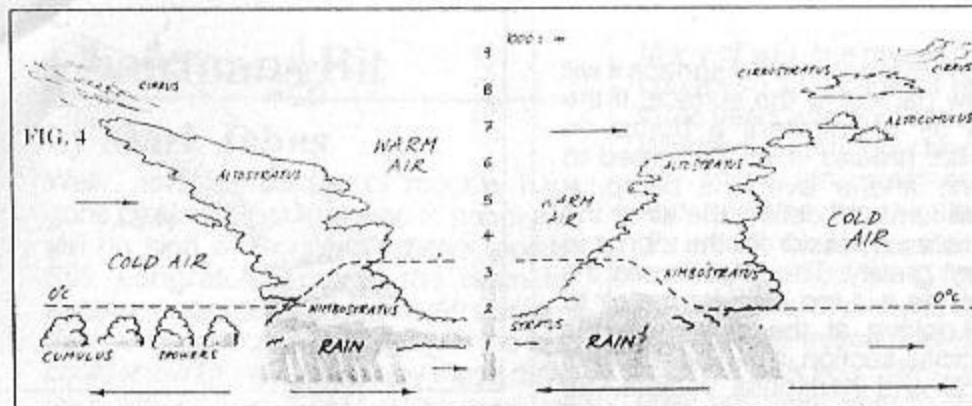
Cold fronts may be hundreds of miles in length. As a front passes, it will become noticeably colder and the wind will veer towards the west or north clockwise by 45 to 180 degrees. After the passage of a cold front it will be clear and cold and the air is often turbulent.

Warm Fronts

In Figure 2 you will have seen that the westerly section of the cold northern air is not sufficiently strong to penetrate the warmer southerly air and it is consequently turned back. The transition between the cold and the warm air masses is called the warm front, as the warmer air is encroaching on the colder air (see fig. 3). Warm fronts are marked on weather maps by small half-circle symbols. Warm fronts may also extend over hundreds of miles.

Both masses of air in a cold front tend to be moving in a westerly direction, however, in a warm front the colder air is moving back towards the east or the northeast. Consequently warm fronts do not move as fast as cold fronts - their general speeds do not exceed about 15mph. The slope of the transition between warm and cold air is between 1 in 50 and 1 in 400. Figure 4 shows a typical active warm front.

Warm fronts tend to produce less dramatic weather than cold fronts, persistent drizzle being their worst feature. Plenty of advance warning of their arrival can be had by observing the approaching high-level clouds. As the front passes, it will become warmer and winds will veer clockwise by 30 to 90 degrees, often ending up southwesterly.



Occlusions

Because cold fronts move faster than warm fronts, they will eventually catch up and form an occlusion. The occlusion can have some of the characteristics of a warm front or a cold front but generally on a much milder scale (see fig. 3). Occlusions are generally slow moving and represent the final stages in the decay of a frontal system. The weather produced by an occlusion can range from that of the two frontal types to prolonged periods of rain. By learning to recognize the various cloud types, keeping an eye on the pressure and temperature and remembering the various characteristics of the various frontal types, you will soon find it quite easy to become rather good at local short-term forecasts. This is obviously going to increase your chances of picking good days to go flying and add to your enjoyment of the sport. Now it's time to look at the weather on a smaller scale and discuss aviation meteorology in more detail, specifically the sort of close to the surface local weather of interest to hang glider pilots.

Hill Soaring

After leaving school, the novice pilot's main aim in life is to achieve that first soaring flight. This will be in "dynamic" lift, as thermalling skills come a little later on. To ensure that the thoughts of the would-be ace are those of joy rather than of the "ogodhowdoigetdown" variety, three factors are critically important. Firstly, the pilot should have been given good instructions in flying techniques.

Secondly, the pilot should understand why the glider ought to stay up and what weather and site conditions will affect soaring.

Thirdly, in situ advice from an experienced pilot familiar with the site is essential. The first and third of these factors should be taken care of by your school and/or club. The second factor lends itself to a written explanation, which I shall now attempt.

Gliding Flight

By the clever use of an aerofoil section, gliders fall to earth rather more slowly than would a non-aerofoil lump of material of a similar size and composition. In addition, the glider achieves a fair horizontal velocity in the process.

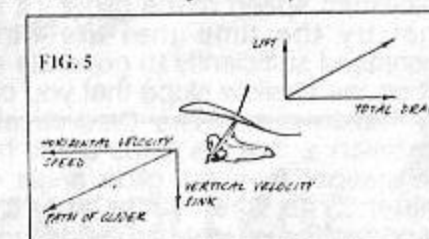


Figure 5 shows the best glide path of a glider which has been "broken up" (resolved) into its vertical and horizontal components (vectors). The best angle that the glider descends at without stalling is called the maximum glide angle, or maximum glide ratio. In equilibrium conditions - that is, a non-accelerating glider on a windless day - this is the same as the ratio of the lift vector to the drag vector, so this is commonly called the maximum L/D ratio of the wing. The significance of resolving the path of the glider will become clear in a moment.



Hills

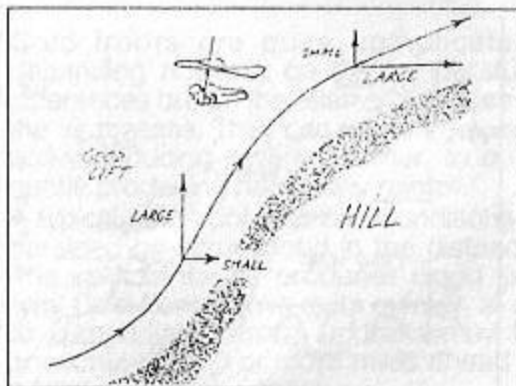
When air is moving over a flat surface it will tend to flow parallel to the surface. If the horizontal air encounters a bump on otherwise flat ground, it will be forced to flow around and/or over the bump. A rounded hill tends to deflect the air to the sides as it is much easier for the air not to fight against gravity. The ridge forces the air upwards as it is too long for the air to by-pass. Looking at the airflow on the ridge in a cross-section, it can be resolved into vertical and horizontal vectors. So long as the upward vertical vector for the wind is larger than the vertical downward vector for the glider, the glider will rise.

The size of the wind vector depends on the steepness of the slope and the strength of the wind. It also depends on the angle at which the wind meets the slope and the stability of the air.

Steepness of the Slope

The steeper the slope, the greater the vertical component. To achieve a sufficiently strong updraft to keep a wing aloft on a very shallow slope, a strong wind is needed. The limitation here is the maximum speed of the glider - it may be that by the time that the wind has increased sufficiently to generate enough lift on the shallow slope that you can only fly "backwards". The theoretical slope limitation is that the slope of the hill must be steeper than the glide angle of your glider. The best lift is above and - importantly - in front of the ridge.

A glider with a minimum sink rate (the glider's downward vertical vector) of 180 feet per minute, that is 2mph (1m/s = approximately 200fpm) would reach it's highest possible point - as you can see - about 200m in front of the hilltop.



Speed of the Wind

The stronger the wind, the stronger it's vertical and horizontal components. However, aerofoils don't produce the same amount of lift over their whole speed range. At higher speeds they do not produce as much lift, yet such higher speeds may be necessary to penetrate the stronger winds. Consequently, it may not be possible to go much higher than on lighter wind days, especially if you have a glider that doesn't perform so well at higher speeds.

Stronger winds will also be more turbulent: the slope of the hill, wind and strength and the size of the hill will all affect the amount of lift produced. The smoothness of the slope also comes into play here.

Angle of the Wind to the Slope

Wind blowing at 90 degrees to the slope will obviously produce the most lift. Sensitivity to this is increased in proportion to the steepness of the slope. A slope of 75 degrees will produce half the expected lift when the wind is 35 degrees off the slope, whereas a slope of 15 degrees requires the wind to be 60 degrees off before the lift is reduced by half.

NEXT TIME: TURBULENCE & STABILITY



Chairmans Bit

by Mark Johns

Well... another couple of months have gone by since I last took pen to paper and still no sign of Conchita's better points. Still, congratulations to the team for another outstanding issue of Windsock. I don't know about you, but I think the lads could show Skywings the way these days. On to other things: first of all The Dyke. I'm pleased to see at last an agreement between the para and hang gliding pilots. I am aware that many of you will not consider the plan - outlined in the last Windsock - to be exactly what YOU would like. These feelings of resentment and sometimes even anger must be suppressed. The Committee has not enjoyed the past six or seven months - it has been bombarded constantly from both sides with wildly differing opinions. The final plan is the result of incredible patience from everyone concerned, and must be made to work. I hope that both sides of the sport will recognize this and then we can have an end to the dispute. OK, end of heavy sermon.

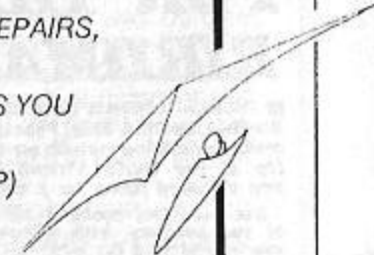
Many of you, like myself, have not had the chance to fly recently. I remember two or three years ago someone wrote a letter to Windsock saying how he got to the hill one day after a long weather-induced lay off and because the wind was smack on, decided to fly. He recalls that the fact that he was inclined at 45 degrees into the howling wind in order to stand up and the puddles had frozen over did not deter him. PLEASE pick your days carefully after you have not been able to fly for some time because of a "bad spell" such as we're having now. Your judgement is bound to be impaired first time back.

LASTLY - I am afraid to tell you that I have to stand down as Chairman. I'm taking a year off work to study for my Instructor Rating in fixed-wing flying. I cannot carry on as Chairman due to my heavy commitment during the coming year. I have enjoyed my time as Chairman, despite having to chair some lively meetings, and look forward to seeing you on the hill during my infrequent weekends off.

See ya...

VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING & PARAGLIDING

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



FOR INSTANT
WEATHER FORECASTS
IN YOUR LOCAL AREA
24 HOURS A DAY
7 DAYS A WEEK

Dial 0898 500 and
then the applicable
code for each area*

Information is provided by
 The Met.
Office

Telephone Information Services Limited,
Dewhurst House, LONDON EC1A 9DL
Telephone 01-236 3500
0898 Calls charged at 5p for
12 secs (cheap) 8 secs (peak)

* SUSSEX AREA 402





THE SUNDAY EXPRESS March 7 1982

Another Trip to Wales

by Steve Cook

Friday the 12th of January: I had a phone call from Tony Lucchesi offering a weekend in Wales. The weather looked quite good for Saturday and possibly Sunday, so we left at 7pm with me, Tony, Ray (Sedgers) and Mark Elliston.

We arrived at the top of Merthyr at around 12.30am. We decided to stop here because the weather forecast was a moderate west to southwest. We crashed out in the van overnight which was pretty damn cold as the temperature went down to -4 deg C, and fairly sleepless due to Ray's moaning and groaning like he's about to snuff it!

The wind was blowing a steady 12 mph in the night but lo and behold - sod all in the morning. So much for the forecast, so we went for some grub which was nice but the waitress didn't seem to understand the word 'breakfast' or what a tomato was, so we drove back up through the potholes and the rubbish and found to our amazement the wind was very light and going southerly.

There was a very keen parapenter up there, but he was doing as well as a penguin might (...careful, careful...Pengwyl). Saturday turned out naff and we hoped for a good Sunday. We camped in the bottom landing field that night.

Sunday morning we awoke to see the same parapenter soaring (the penguin). We had some food and hacked off to the top where the wind was well on with a fraction of north in it blowing around 18-20 mph. Some of the Welsh pilots turned up and rigged and a gaggle of parapenters arrived. So we rigged reluctantly as the conditions were poor with low stratus and very damp. After a while the cloud lifted and a few Welsh pilots took off - the wind was slowly picking up and the paragliders made a hasty retreat with one or two kamikaze pilots hanging on. At first the height gain was around 100-150ft ATO and when it went to 200-300ft I decided to have a go, by this time the wind had picked up to 20-25 mph and the compression was fairly strong. After 30 mins of a thrash around and only 500ft ATO gained I decided to land and went in with 300ft

turned about 250 yards back so not to get too near the front, little chance of that, I went down like a brick and hit the ground like a lump of s**t but no damage.

Tony and Ray had a flight and agreed on the conditions so we waited for an improvement and the wind picked up to 25-30mph. Tony decided on a flight after seeing a few gliders very high up. He landed after 10 mins and said the take off was dodgy but the air was very smooth and with the appearance of a few lenticular clouds I thought bo**ocks to it, I'm going, and walked to the edge with Mark at the nose and thought "What the hell am I doing?" after a gust which had me and Mark airborne and nearly over the edge. Tony came over with some assistance and relieved Mark

(...mmmMMMmmm...Conchita) The two wiremen released and Tony couldn't hold on any longer and let go, this was a bit like being shot from a catapult and gaining about 100ft I flew down the ridge gaining 500ft with Tony and Ray following. I struggled to penetrate back and decided not to go too far along, turned into Wind and eased the bar out slowly climbing in one and two up. Ray and Tony went further down managing to find stronger lift and gained 2000 ATO up above the cloud. After gaining 1000 ATO and drifting across the valley at cloudbase, I saw a very large bank of cloud upwind coming in so I turned back. I was not too worried but after seeing Tony go for the landing field with the rest of the pilots I thought it might be an idea to land before it clagged in. Landing was a bit rough although the wind had calmed to 25-30 mph.

Some bloke had a bit of a heavy landing and broke his keel but no blood or guts, while the mad parapenter (Kamikaze Mark) lobbed off in 25 mph and lasted about one minute before landing on the lower ridge. Best height gain was by one of the Welsh pilots who managed 5000 ATO. The conditions were dodgy but how often do you get that sort of flying at the Dyke in January? I would gladly go again and risk 8hrs driving with the possibility of not flying at the end of it.

Thanks to Tony for ringing me up and taking us up there also Mark for hanging on to the nose when we were both nearly blown over the edge.

Glider. Vision V. (For sale) - Harness. Pod Lite Thinsulate. - Vario. Davron 100.

THANKS TO "MARK" TURNER.

THE SUN, Friday, July 18, 1982

BLASTING FOR THE BIRDMAN

HANG-GLIDING instructor James Barthes spotted Mrs Francis Chapman sunbathing naked on the rooftop of her South African home — and swooped down for a closer look. But her irate husband stormed out of the bedroom with a sub-machine gun and blasted the birdman out of the sky.

He tightened straps around my legs and looped others over my arms

BASH

FISH..

SINGER Elkie Brooks, the red-hot momma of rock, keeps being told to take a running jump over a 1,000 ft. cliff by her husband. Trevor Jordan, Trevor, 29, is a qualified hang-gliding instructor and he is trying to persuade his wife to take up the sport.

The couple and their two-year-old son Jermaine even moved from London to North Devon, because it is good hang-gliding country. "Now Trevor can launch himself off a crag whenever he chooses. I must say he looks wonderful floating up there and he assures me it is safe, but I'd feel giddy," says Elkie.

WHAT TO DO WITH YOUR HANG-GLIDING EQUIPMENT WHEN YOU TAKE UP PARAGLIDING: PART 4:

THE AERODYNAMIC WATER BOTTLE

D.I.Y. ENEMA KIT



Save a Life Next Time You Fly

Definition

First aid may be described as the intermediate treatment of a casualty, using common sense in conjunction with some special knowledge. Greater explanation of the points covered can be found in the First Aid manual produced by St John's, St Andrew's and the Red Cross. People pursuing aviation sports are advised to obtain first aid training.

Priorities.

When considering the treatment of casualties it is necessary to act on a set routine of priorities, which are:

Firstly, priorities with regard to the overall safety of the casualty, yourself and any other bystanders - that is an assessment of the overall situation.

Secondly, priorities in the essential treatment of the patient's injuries can be designated as A, B, and C.

A - Airway. Is the patient's airway satisfactory?

B - Breathing. Is the patient breathing?

C - Circulation. Has the patient an adequate circulation?

Assessment of the Situation

It is obviously difficult to be specific about any situation since all incidents vary, but consideration must be given to any immediate danger. For example, a pilot may land on a major road. An assessment will have to be made of the danger to the pilot if he is moved or not moved. Someone will have to direct the traffic, someone else should check the injuries to decide if an ambulance is needed and a check should be made of the means available for treating the casualty, etc.

Treatment Priorities

A general assessment should be made of the patient and the ABC list can be used.

Airway

Has the patient a clear airway? Especially in unconscious patients, it is not uncommon for the airway to be partially or completely blocked. This is evident by noisy and laboured breathing movements and sometimes blue colour to the lips and face. Airway blockage can be caused by any foreign body in the throat, for example blood, vomit, dentures, or more commonly the tongue falling back and obstructing the airway. Any foreign body must be removed immediately.

The unconscious patient who has a clear airway and who is breathing should be placed in the recovery position. This will



also clear any liquid obstruction, enable any further vomit or blood to drain out of the mouth and relieve blockage due to the tongue. Tongue obstruction can also be relieved by holding the chin to tilt the patient's head back if he is lying on his back.

Breathing

Once the airway is clear, check if the patient is breathing. This is not always an easy task, but the senses of touch, sight and hearing should be used for the examination. Can the chest be felt or seen to move? Can air be seen, or heard passing in or out of the mouth or nose? Has the patient got a normal colour? If the patient is breathing, maintain him in the recovery position by turning him on his

side. If the patient is not breathing, artificial respiration must be started without delay. The most efficient and commonly used method is mouth to mouth resuscitation whereby air is blown into the patient's lungs. The patient should be put on his back and the operator should pinch the patient's nose and after taking a deep breath, the operator should place his mouth on the patient's mouth to obtain an airtight fit. Air should then be blown into the patient. At the same time a watch should be kept on the patient's chest to ensure that it expands. Releasing the mouth will enable the patient to breathe out automatically. This sequence should be repeated four or five times to load the patient with oxygen.

If the chest does not expand, start again and keep trying. If there is a severe facial

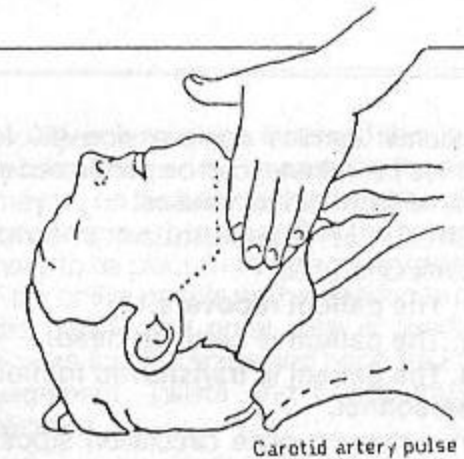


injury, attempt another method of artificial respiration.

Circulation

Has the patient got a pulse? Even if the patient has stopped breathing a pulse can sometimes be felt, although if the pulse is absent the breathing will also have stopped. The easiest and most essential pulse to feel is the carotid artery pulse in the neck, just beside the windpipe.

This artery is important because it sends blood to the brain. If the pulse is absent, external cardiac compression must start without delay.

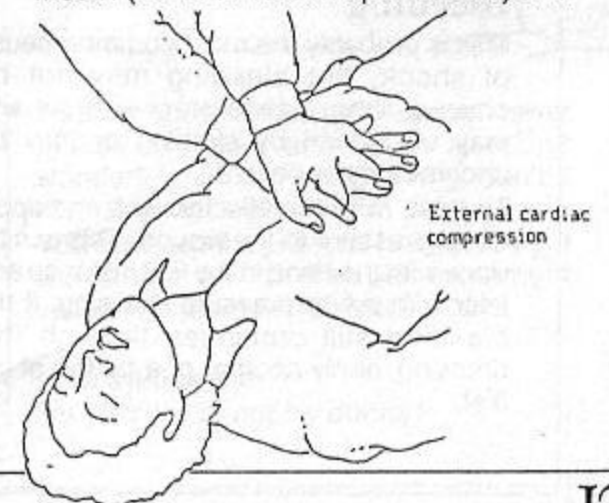


This is performed by kneeling at the side of the patient, placing the heel of the right hand on the bottom of the breast bone, and then the left hand on top of it. With straight arms, gently rock forward so that the breast bone moves approximately one or two inches and then relax the pressure. (In children not so much pressure is needed, so one to two fingers of one hand can be used depending on age).

Exact timing of mouth to mouth and external cardiac compression is not important except that it is perhaps more efficient to work at a steady rhythm. In the presence of a pulse, mouth to mouth resuscitation should be performed at a rate of ten to fifteen breaths per minute.

When mouth to mouth and external cardiac compression have to be performed by a single operator, the cycle of two breaths followed by eight compressions should be followed.

When two operators are present, mouth to mouth (10 to 15 breaths per minute) and



external cardiac compression (50 to 60 times per minute) can be performed at the same time without pauses.

Efforts at resuscitation should be continued until:

1. The patient recovers.
2. The patient is certified dead.
3. The patient is transferred to medical personnel.

In summary: once circulation stops it is imperative that mouth to mouth and external compression is started immediately, since after three minutes irreversible brain damage occurs.

If in doubt, start resuscitation.

The remaining part of First Aid is of secondary importance by comparison.

Shock

This is caused by loss of body fluid which may be blood, plasma, or water. It is characterised by a pale appearance, cold, clammy or wet skin, nausea, thirst and a weak rapid pulse with an increased breathing rate. Sometimes the patient may be unconscious. Shock is more serious in the very old and the very young.

The treatment of shock consists of identifying the cause, reducing any further fluid loss and starting First Aid. Make the patient rest comfortably, lying down, in a safe area, raise the legs, keep them warm and reassure the patient, who is often very anxious. Drinks should be forbidden. Medical aid should be sought.

Bleeding

This is probably the most common cause of shock, but bleeding may not be obvious. It may be internal or external, and may be hidden by clothing or may be underneath the patient.

To treat, raise the affected limb and apply direct pressure to the wound. This can be done with the hand in the first instance and later with a firm pressure dressing. If the bleeding still continues through this dressing, apply another one on top of the first.

Pressure points where arteries pass over a bone are useful places to apply pressure - however, they should be released at intervals to ensure that some blood reaches the parts which need it. Tourniquets are dangerous and should only be used in traumatic amputations.

Burns

It is unlikely that a pilot is going to suffer burn injuries (unless power lines are involved) - however it does no harm to be prepared for the exceptional case.

The First Aid treatment of burns is to remove the patient

from the heat or vice-versa. The burnt area should then be cooled as soon as possible. In general, burnt clothing should not be removed and lotions, creams etc. should not be applied. A simple clean dressing over the affected part is usually all that is required before transfer to hospital. It is well to remember that the patient is likely to be suffering from shock because of fluid loss through large surface area wounds.

Of all the injuries a patient may suffer, few produce the same degree of pain and fear as a severe burn. Therefore medical assistance may be required to relieve the pain and anxiety.

Fractures

Fractures and similar injuries come very low on the list of priorities since, except for multiple fractures the patients life is rarely threatened.

Fractures result in pain, swelling, deformity and loss of function of the affected part. The general First Aid treatment of the patient is as listed above and then the fracture should be immobilised. This minimises pain and swelling and prevents further injury to the surrounding tissues or organs. Spinal fractures are worthy of special note as they necessitate the greatest care in handling to prevent spinal chord damage.

Such injuries do occur in Hang/Paragliding. If a pilot is injured after a hard fall or awkward landing, then a spinal injury should be suspected. The patient should be warned not to move. No attempt should be made to move the patient until the ambulance crew arrive.

If the general conditions of the accident necessitate movement of the patient, then he will have to be moved.

However it must be stressed this is very much a last resort. For example the patient may be on his back with a blocked airway severe enough to mean that the patient will have to be placed in the recovery position. Four or five people will be needed to move the patient and great care is needed to ensure that the spine and neck are kept in alignment. Twists and bends must be avoided.

Letters

In answer to your request for membership input.

The future of paragliding is an unknown quantity. If you project known probs, overcrowding already overcrowded sites, erosion due to the "style" of a lot, it looks as if they are already attracting disapproval from landowners, councils etc.

HG has negotiated and won the support of such essential people years ago. I don't want HG to have to take responsibility and consequences [site loss] because of para probs. There are already Clubs that wish they had not, so lets see how paragliding actually does control and develop its self?

The HG and Sailplane mixing is of a completely different scale. Agreements yes amalgamation no. Membership vote?
P.A. Rolinson

An interesting point of view. I assume you mean the amalgamation of the BHGA/BAPC? It's a bit late to stop that! "There are already Clubs that wish they had not" - which ones? Tell us, we need to know - don't keep it to yourself! "Council disapproval" - which ones? Do you mean Beachy Head? If you do, then the problem has been solved to the satisfaction of the Eastbourne Council and the Committee - anyway, the problem as such was never to do directly with paragliding - it was the future of all flying there. If you recall, paragliding was given a probationary period there after which it was given the OK by Eastbourne Council. Anyway, thanks for the letter.



I should like to say that I agree with Hans Heydrich (see February SkyWings!) that after a bonk in rocky terrain you should, upon withdrawal, closely inspect your leading edge. I would also suggest that a useful back-up is regular blood tests!

yours sincerely,
D.R. Williamson

ps. Mark Fisher never appears in Muckraker because, as a pilot he is sober,

conscientious, skilled and caring, never makes mistakes and is an all-round wonderful human being. (Why don't I appear in Muckraker?)

You can keep the prize, as I've already got an upright full of sheep's excrement second-hand from Trev Man.

What's Muckraker?

I'm glad you're not my doctor!



Hang Para Gliders

by Trevor Ackroyd

Firstly my apologies for adding fuel to the flames. I'm sure you've all heard enough already, but as Monsieur Carnet 'as chosen to go public...

Yes I do believe that many hang glider pilots are upset, though not especially by the way that paragliding is growing and certainly not with its imminent high media profile. Limelight doesn't provide much lift. Nor are hang glider pilots "jealous" of the way paragliders handle or pack away. To say so is ridiculous, and if "Joe Public" can now fly too, and if in so doing he or she derives something of the pleasure to be had from hang gliding then I for one am happy for them.

No - what I believe to be the main reason for the malcontentment is that too many paraglider pilots are getting in the way when they should be giving way. They're hogging the ridge. No-one would begrudge anyone flying so long as everyone was getting a fair share of the lift. N'est ce pas?

In many cases paraglider pilots are, intentionally or not, breaking Air Law, particularly this bit:

When ridge soaring if two gliders are approaching head on the one with the ridge on his left should give way, ie. move out, away from the ridge, (even if this means spending time out of lift).

According to the CAA, a paraglider is a Class III hang glider, so this applies to you too. I suspect that one of the advantages claimed for paragliders is to some degree to blame. Low airspeed which means poor penetration ergo paragliders cannot move away from the hill into wind very quickly. This is no excuse. If you cannot comply with Air Law, say if a nav. light fails even in daylight, then you are required to land a.s.a.p., and though not specifically cited, I'm sure the principle holds true here. What it means is that paraglider pilots need to be more observant; look further along the

ridge more often and plan better. Start moving out a whole lot sooner. It is not sufficient to hover, you are required to make an effort to avoid a collision (don't take my word - read Air Law).

This is not happening enough and consequently the hang glider pilot is having to give way both ways, is spending more time turning (higher sink rate) and more time out of lift and therefore going down when by rights he or she shouldn't. Is it not understandable then, that he or she is a little miffed.

This is one example, there are others, of what I believe is the root cause of the problems which the Committee have been trying to solve.

It was I who first aired the view in Committee that safety was not solely at issue. I did not mean to imply that safety was a "cover", nor that it was entirely to be discounted as part of the problem. Overcrowding is dangerous. There is an obvious risk of collision when flying in close proximity to anything, either fixed (the hill) or moving (other aircraft) and especially both. The danger is in direct proportion to this proximity. The more members; the more who want to fly on a given day; more overcrowding on certain days; greater danger of collision.

So how do we address this problem?

We could do nothing, wait until a few collide and fall screaming out of the sky. Enough such natural wastage would solve the problem: we'd all be banned. We could choose to land or not to take off, many do - myself included on occasion. This is fine if you only live "ten minutes away and can turn out whenever it's on", but not so good when you've travelled an hour or more on your weekend off as do the majority. We could segregate, either by area (something such as the decision reached by the Committee), or by time (something such as was tried out by M. Carnet at Steyning recently, despite all his anti-segregationalist talk) - now hang glider - now para glider. Which, incidentally was one of the proposals I made at the recent meetings. We could restrict

membership as several non-Committee members have suggested to me, and as I have proposed for the AGM to decide.

"Undemocratic" shouts M. Carnet. Well is it?

Is it undemocratic for a country to restrict immigration?

Of course not, and neither is it undemocratic for any Club with limited facilities to restrict access to those facilities on a limited entry basis.

Not the issue, nor my proposal, is as black or white as M. Carnet would have you believe. Be at the AGM decide for yourself. It might serve you well incidentally if you are one of what I suspect is a possible majority that would not particularly like to see a dramatic increase in membership fee to fund such schemes as tow site, clubhouse and hill site ownership etc.

And whilst on the subject, what of the parascending tow sites, how available are they to hang gliders? Has anyone asked?

Quite what significance M. Carnet attaches to the "fact" that many of the hang glider pilots who have taken up paragliding belong to the "20% XC proficient" escapes me. They all surely took up paragliding because they had the inclination and sufficient funds. Incidentally a number of the ones he names have said to me that they would prefer to see paragliders not flying at the Dyke! I hasten to add I do not agree.

I tried paragliding when it first came out and intend to do more when I can afford it. I saw it then as something to do on non-soarable days though I now see it has

other possibilities. Parapacking for one (joke).

I do not believe that many hang glider pilots, certainly not the 80% non-XC proficient share M. Carnet's apparent belief that we should restrict our ridge soaring activities to paragliders. What a load of cobblers.

I volunteered my services as Membership Secretary to do that specific job, but find myself embroiled in politics - and quite honestly am more than a little pissed off. In Committee I, as I'm sure all Committee members including M. Carnet have sought to act in the best interests of the Club. There are unfortunately differences of opinion as to what that entails, and they are not likely to be resolved with such as M. Carnet's present obstructive, intractable attitude. His is not the only valid viewpoint. He has, by the way, apart from a vague mention of some form of ATC, as yet not deigned to inform the Committee as to how he would solve the problem. He merely, as did De Gaulle, say "non".

I make no mention of his obvious financial interest except to say that I believe it to be a side issue, and that he has tried to act in the best interest of the sport as he sees it. As to his record of safety I say simply "Tony Fuell".

ps. Thank you to Andy Nap* for a truly reasoned, mature and clear-thinking effort in "New Values". If anything is going to defuse the issue it is such as this.



chegggers' chat

Keith Chegwin writes exclusively for "Windsock" this month, as Robbie Whittall is otherwise engaged, making his new video "Robbie Does Rio"



Hi again!

We have a real laugh sometimes on "Multi-Coloured Swap Shop". We had a real riot thinking up this article, and Noel says it's very funny. If you've just joined the Club or you're waiting to make more of an impression with the ladies - then you need

THE POSEURS GUIDE TO HANG GLIDING

The "new you" must start before you leave home - with decent transport. Off-road, 4 wheel drive, F or G reg, but GTi's acceptable. NO suffix plated campers, combis or bangers. As for clothing - anything non-fluoro is OUT, as are Jesus sandals, bonus jeans and tee shirts with non-hang gliding themes. Fluoro leotards, body stockings, anabatix suits and cycling shorts are in!

So attired in a manner calculated to cause either eyeball ache or mass hysteria, proceed to the Dyke. Time your entrance

well and pick a good parking spot so that everybody sees you. Unload your glider which is...? Post P1, intermediate? Do not pass go, do not collect £200! Posing on a Clubman or Gyr is NOT POSSIBLE. You'll have to lie and say that you've borrowed it while your Ace/Magic/Rumour is mended/tuned/on order. Paraglider pilots with non-fluorescent canopies MUST leave them packed away or face terminal ridicule.

Unload then, and commence your rig/canopy check, talking to other pilots on the hill. Pretend to know everybody. Nobody likes to admit that they forget a face. Generate as much bullshit as possible. For example: You've had the 'flu for three weeks and no-one has seen you about. Tell them you've been on a hang gliding/paragliding/skiing trip to

Lanzarote/The Alps/Colorado. Pretend to know everything. Nobody likes to admit that they forget a fact.

On the experience front, when asked, again - lie! Think of a number, put 1 in front of it and zero behind it. This is the number of hours you have.

Now get out your harness. This should have been purchased purely on the number of zips, belts and buckles it has. The more the merrier! Parachute - ditto as above and only if it adds to the look of the harness. No prehistoric stirrups or knee-hangers UNLESS you want to be laughed off the site.

After a cursory preflight check, anchor your glider down and continue posing in the pub. Stories will be exchanged. Join in if you like, but remember - if your story is reasonable or realistic then it's also BOOO-RING. Why not make it up as you go along, just like everybody else! Paraglider pilots should, at this stage, be walking around with their canopies slung over their shoulders.

DO NOT BE TEMPTED TO FLY. This bit is only for nutters. Flying is dangerous, and you run the risk of doing the most non-street-cred thing of all time - GOING DOWN - the poseurs' nightmare. If you MUST fly, for goodness' sake just thermal straight up to cloudbase (irrespective of

altitude). If it's not soarable, crash into the ridge at min. sink (pretend to be attempting a "fly on the wall" slope landing). If you are forced to go down, hide in a convenient hedge until after sunset, then sneak away. With a little luck, no-one will recognize you or even see you. If you ARE seen going down or landing badly, the only way out is more bullshit - the thicker and faster the better!

Always use numbers, abbreviations and buzzwords. Attach large numbers of plastic boxes to your uprights or risers. A nice little box with random buzzes, flashing lights and whirly needles can be made at home for as little as £20. Or you could buy a proper vario.

ALWAYS have a good reason ready for being on the ground when everybody else is up in the air. Anything from "waiting for a test flight" to "it's going to sea breeze soon" will do. Remember - the closer you are to your audience (the public), the higher your posing potential.

Still with me? Good. By now the hordes of adoring fresh-faced tight buttocked young lads/pouting firm breasted batten bunnies/body builders (m/f) will be obvious... just take your pick.

So - happy posing, and DONT FLY - IT'S DANGEROUS!

Keith Chegwin

LOVE AT FIRST FLIGHT!



♪ WOAH!
♪ I'M GOIN'
♪ TO BARBADOS*
♪

NEXT MONTH EDDIE REVEALS THE TRUTH ABOUT A 'COW SICKO'



Hot Poop

The Club is inviting tenders from anyone with access to desktop publishing/ printing equipment to produce our new sites guide. The number of pages will be approx 24, the preferred format will be looseleaf A5, although suggestions are welcome. The job will require compilation of facts/ maps of the sites, design and complete production of the guide. The budget the club is working to is between £2 and £3 per copy, and the initial run will be 500 copies. Facts and figures, please, to *The Windsock Editors* a.s.a.p., then we can show them to the Committee.

THE AGM will be held on the 28th April between 7 and 11 pm at the Broadbridge Heath Sports Centre, Horsham. Be there!

CLUB COACH COURSE... over a weekend in mid-March. 2 years or more flying, 50 hours plus, call Gary Mitchell. The cost: £5.00 - includes 10 free raffle tickets for *Conchita's underwear* ????. Accommodation can be organised. Don't get killed in the rush, phone Gary NOW!

PARACHUTE PACKING at the same venue 9-11 pm Friday 9th March.

WHY ARE THERE STILL PEOPLE sending novice pilots from the Dyke and expecting them to negotiate a difficult landing approach into the smallest landing field available. This field, sometimes called the "C" field, calls for an exact flight path to not only avoid the power lines on all 4 sides (and the trees), but also to steer clear of flying over Mr's Harvey's house. As agreed. With 2 far larger fields available, this is an indefensible action on the part of any supervising pilot. Will all those who consider themselves guilty of doing this please consider the welfare of their students and the reputation of the club. *Vince Hallam this includes you mate.*

SEND YOUR BHGA Voting Slips to the Committee, c/o our PO Box Number in the front of mag, and we'll see they're used to their full.

CLUB COMPETITION 31st March / 1st April. If interested, contact Tony Lucchesi.

In order to ease overcrowding, the Committee have decided to close Devil's Dyke Pub in March.

PARTY at **JOHNNY CARR'S PLACE** inc. Marquee and **Wet T-Shirt** contest. Saturday 16th June.

DUE to the effects of the *POLL TAX*, membership fees are due to rise to £58.75 next year - unless that is you are a paraglider pilot, in which case the figure will be £59.75 or a class II pilot at £61.06.

VIDEO COMPETITION IN NOVEMBER. Start them camera's rollin'...

AIRSPACE TALK sometime in April...

JOBS currently **UP FOR GRABS** at the AGM include Membership Secretary, Club Coach, Chairman, 1 Windsock Editor, Secretary. **Hoopla!**

AIRTIME retail price list.
(0273) 424861.

HARNESS EQUIPMENT

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

SAFETY EQUIPMENT

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

SOFTWARE

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

HARDWARE

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

INSTRUMENTS

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

MISC

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

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

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

AIRTIME

hang gliding

NEW ... IN STOCK ... NEW ... IN STOCK

ANABATIX

FLYING SUITS

Robbie Whittall, World Champion:
"ANABATIX - a class above the rest. The warmest, most practical suit on the market"

Judy Leden, Women's World Champion:
"Excellent! Warm practical, stylish and very hard wearing."

John Pendry, Former World Champion:
"ANABATIX SUITS - the best thing since the hot water bottle."

