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hang gliding

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Light pilots have traditionally had a problem when choosing a glider, because until the advent of the RUMOUR 13.5 (307 sq. ft.), no small glider offered the same level of performance as its larger counterparts. Or they were tricky to land, or stiff to handle.

The small RUMOUR recovers the role. It achieved the highest L/D figure on the DHV testing. Judy Luten MBE chose a small RUMOUR as her new Cauden sponsored glider, as did Fabienne Landon, the French Ladies champion. And light pilots all over the world have finally found a glider that gives them both the performance and the handling they want, as well as superb fittings and overall quality.

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Cop with golden heart takes in wayward boy - Page 3

WEEKEND HEAT

Special feature
**'WIND
SOCK'**

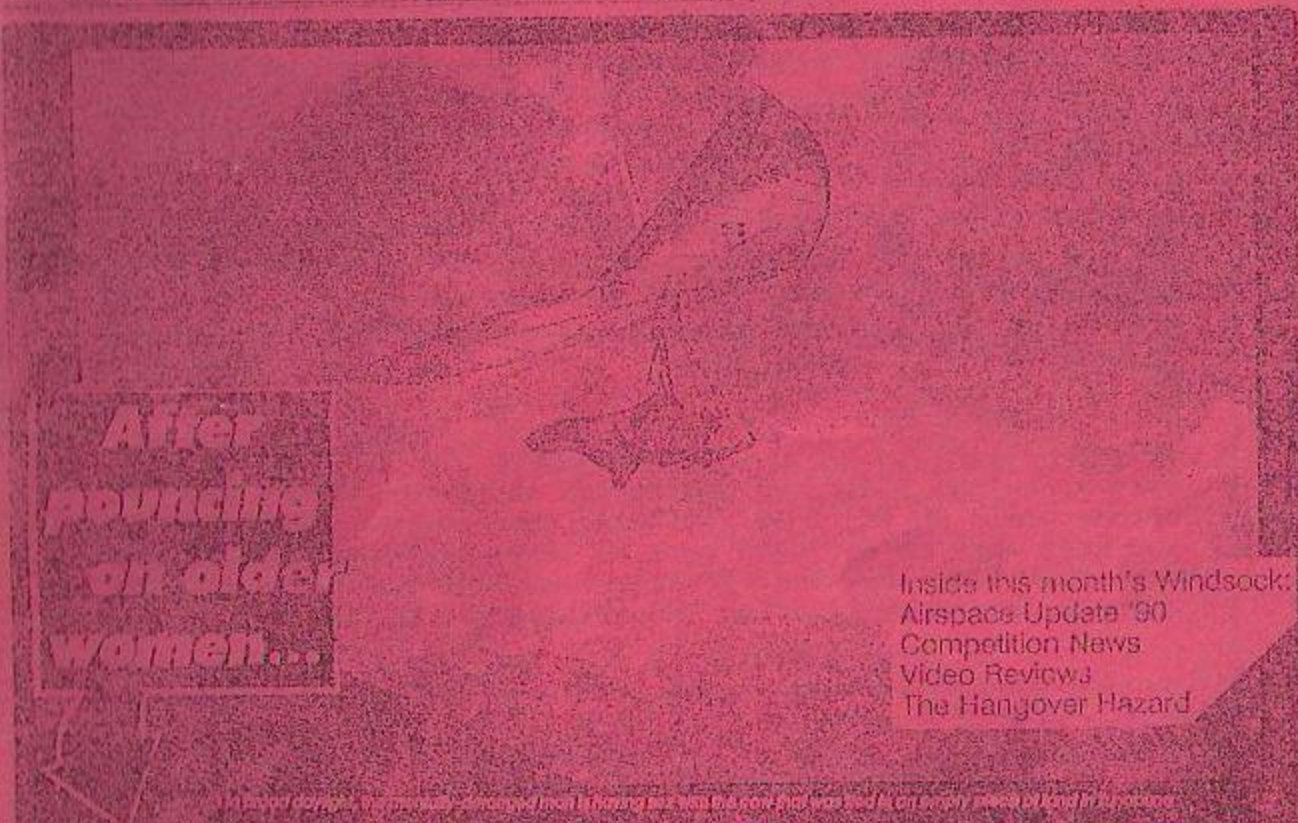
MAY/JUNE 1990

A TRINIDAD & TOBAGO WEEKLY

THE YOUNG PAPER
FOR A YOUNG NATION

ISSUE NO.
167

\$1.50
VAT included



**ALICE
POUNCE
DRIVER
WARRIOR**

Inside this month's Windsock:
Airspace Update '90
Competition News
Video Reviews
The Hangover Hazard

ROBBIE DOES

RIO!

**Burros
flight
for life**
- Page 2

NOT EVEN the animals in this country are safe these days from the sickos who roam the streets.

Robbie Whittall (shown here with a simulated bald head), has failed to send in his copy for his regular column "Champion News". We therefore feel obliged to present this daft picture of the champ instead.



Editorial

I've got to do another bloody year of this. Editing, that is. I did try to resign at the AGM, but no bugger wanted to do it... so if anyone out there wants to...

The publication dates this year may be a bit ragged from time to time, but to be frank I've got other things to do as well as this.

Never mind, I do enjoy doing it. Honest.

Nothing much to report this month anyway, apart from "Get well soon" to Janet McGill, "Well Done" to Johnny Carr, and thanks to last year's Committee.

Gary C.

move this heading over to the left.

OKAY OKAY!

Gary speaking: I did try and resign as editor at the AGM but nobody would do it. I am resigning now. Sorry... I've just got too much work to do. Good luck to Vanya as he changes windsock into the TVHGC magazine. I understand that the title will be changing to "Just Like the Apco HiLite".

St Christophers School Annual Walk

The school will be holding their annual walk on Saturday June 9th 1990, starting at 10.30 am.

The route will be the same as always, along the South Downs Way from the Devil's

Dyke Hotel to just past the Youth Hostel at Truleigh Hill.

The walk will be well supervised by marshals, etc... but!

If it's a flyable day, please give a bit of consideration to the nippers, and watch the junior public don't get wrapped in your wires or something.



AGM 1990

The AGM was very poorly attended and that's a fact. About 40 or so people out of our "Club" of 300-plus.

Anyway, you missed a corking evening. Airwave, Airtime, Sky Systems and Solar Wings had contributed prizes to the raffle, but for only 20p a ticket nobody really expected the kind of fabulous prizes that were on offer... many thanks to those four manufacturers/dealers for their generosity.

After the raffle, there was a very professional floorshow from "Quartz". This all-girl singing/dancing group from South London really gave their all in some quite revealing costumes, and then the business of the evening really began. The old committee stood down, then most of them stood back up again (except Gary Mitchell, who liked it under the table in the corner).

The new committee answered and fielded some well-reasoned questions from the few people who had turned up.

Then we sort of went home after some very unreasonable Vince-bating on the part of a few unruly elements.

Going by the attendances over the last 3 years, there will be about 3 people at next year's AGM.

Still, most people won't notice.

THE SOUTHERN HANG GLIDING CLUB P.O. Box 36, Burgess Hill, West Sussex RH15 9YD

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AWAY COMPETITIONS:

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07918 6319

TOWING REPRESENTATIVE:

MICK PERRIN
079 156 235

WINDSOCK CONTRIBUTIONS:

Step 1: Write something

Step 2: Take a photo

Step 3: Send it to: *Vanya Gant*

Letter

from W.D. Hole following
presentation of glass dish in
thanks for the use of Firle.

Dear Members,

It has been most remiss of me not to have replied earlier, but I would like to say how delighted Mrs. K. Hole and I were with the most beautiful glass dish you sent us. It was a most generous gift, and may I say thank-you to you all.

I will take this opportunity to wish you "good flying" for 1990.

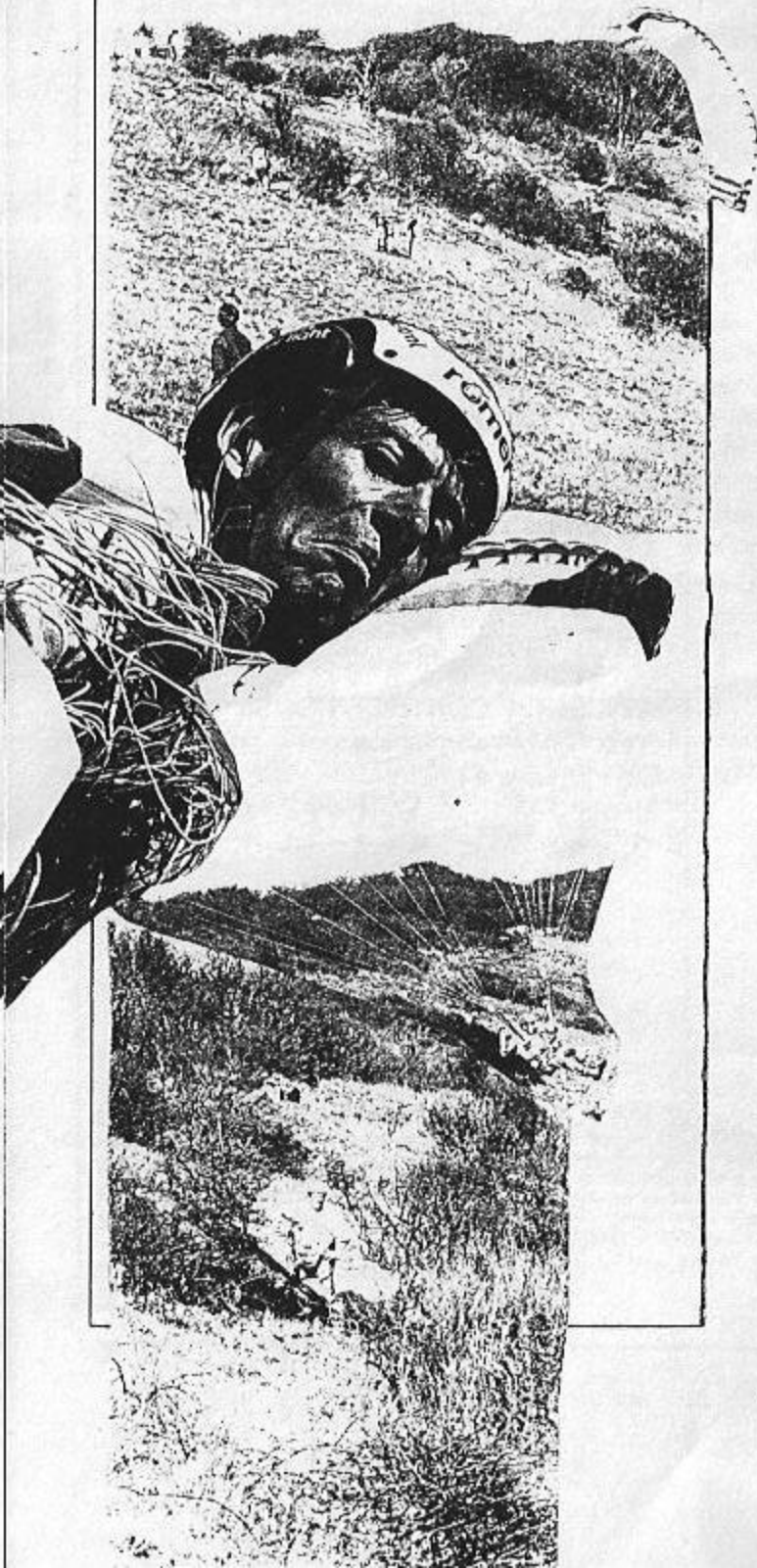
Reprinted from S.E. Wales Newsletter May 90

On another connected matter there were several Southern Club members who joined the Club that morning, one of which was flying with a red ribbon on his glider. When I asked him if he was a new PI/CPC he replied no he was flying with the ribbon so that other pilots would give him more room. (He had 24hrs.) I pointed out that this was a fairly pathetic reason for still using the ribbon and that that attitude was not welcome on our sites. Is there anyone else out there abusing the red ribbon system?... Here endeth the sermon... safe flying.
R. O. Ket.

THIS MONTH'S COVER COURTESY OF EDDIE BILOUS

April First... Beachy Head... a light south-easterly... an adoring crowd.

Mark Elliston flying his lovely new Harly "Free Spirit" straight into a thorn bush... and now he's going to be a father. Congratulations Mark and Natalie... the drinks are on you.



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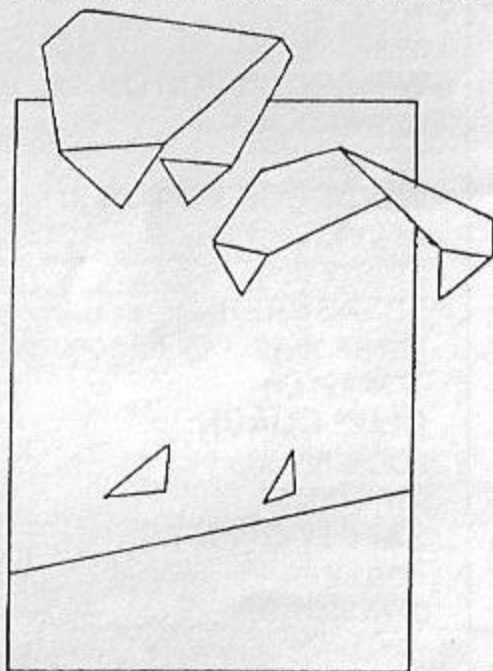
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APCO Supine Harness £95

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Emergency Chute £285

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for the Paraglider Pilot supplied!
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JOHN LOVELL
01 689 0926

Dealer

APCO Aviation

Hugh Janus "lets go" with another witty ditty:

Paragliding Finance Report

(a government white paper, secretly leaked by Sir Hugh Janus MP)

A paragliders' life should be
- if not absolutely free,
then pretty cheap, you must agree.
So let us look at several things
that we must do to spread our wings.
A visit to the local site,
to find someone to put us right.
Need to get some proper training
(check on how much cash remaining).
Forty quid a day they say
- watch my balance ebb away.
F1 came in two days flat
so eighty quid was spent on that.

The need to buy a rig was plain,
six hundred quid went down the drain.
You'll need a harness I was told -
a ninety-five quid one was sold.
To get F2 cost quite a packet,
Gordon Bennett, what a racket!
A couple of hundred quid, I'd say,
so now a grand I'd blown away.
But wait, to stay up in the sky,
there's other things that we must buy.
A better canopy, for one -
so fifteen hundred pounds was done.
A windspeed gauge and vario
Blimey! does the money go!
A backup 'chute, in case of rotor,
and all to fly without a motor.
A further half a grand to pay,
before the final judgement day.
Three grand down - Oh! Bloody Hell!
I could have got a PPL.

Hugh Janus is currently appearing in "No Sex Please, We're British" at the Mount Caburn Community Centre.

Competitions Update

by Tony Lucchesi

Hi Gang!

Just a few lines about the first club competition, held at Steyning Bowl and Newhaven...

The first day at Steyning proved to be surprisingly good, so all 12 (yes, 12) of us got ready for the task - a race between 2 turnpoints (8 laps) and a spot landing down the bottom. Johnny (El Presidente) Carr set a very fast time of 4 minutes 30 seconds which nobody else managed to even get close to. The next best time was Noel Venn at 5:30, myself at 5:40 and Smevin Bromhill at just under 6.

After a fairly slow run, Craig "Bag Lady" Dolwin decided to give it another go and try to improve his time. He took off and roared around the turnpoints going flat out... unfortunately after 6 laps he thought he'd done all 8 and pulled out to spot land - he

missed. He was a little miffed when I told him he'd only done 6 laps... so Johnny won the first day, Noel second, myself third, Kevin fourth and Craig sneaking in there at 5th.

The second day at Newhaven Cliffs was a bit of a washout, with lovely weather and crap flying. We set up a spot landing which everyone proceeded to miss... well, all 3 who turned up, that is. So the overall positions stayed the same as the first day. Well, that's about it for now... the next comp will be some time at the end of June all going well, and hopefully we'll get some good XC weather to make things a little bit more exciting.

On the XC front, quite a few have been done now, including a new record out and return from the Dyke by Johnny Carr... 45 big old miles.

Anyway, keep at it and keep sending the cards in.

Good flying -

Small Ads

Classified Adverts are free to all fully paid-up members as long as we like the cut of your jib.

Simply send them in with your membership number and remember to put a contact number on the copy - we'll slip it in for you...

FOR SALE:

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

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

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

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

SECOND-HAND PARAGLIDERS BEGINNER

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

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

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

INTERMEDIATE: Airman XC-9 (old style), inc harness...immaculate! FLOWN TWICE..£800 ono

Custom Sail ET Medium inc. harness..£650

PERFORMANCE: Falhawk Athlete Lge, new style..... £1,000

Call Sky Systems on (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 l/e, green double surface / blue chevron. VGC/ upgrade to M4 155FR. Airwave check-over. £950.00 ono. Tel: (01) 361 4719 (eve).

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

Typhoon S4 racer, reasonable cond, stored indoors, flies well £350 - TSO Lifepack 24' £180 - Thunderbird vario £ offers - Sky Hawk TX/RX plus

auto-squelch receiver (good cond., used twice only) £150 - old microlight engine, frame & wing - £offers. Contact Mike on 01 352 4007.

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

ACE 160. 2 years old, Mylar l/e, vb, good cond. 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, fluo yellow / pink & blue. £1,725

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

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

Davron "Pod-type" harness. Red/blue. 5'10" approx. £100. Chute 22' La Mouette, recent repair. Call Ron Richardson (see the Davron ad elsewhere this issue for phone).

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

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

SUSSEX COLLEGE OF HANG GLIDING. 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.

SITUATION VACANT

TRAINEE INSTRUCTOR required for Britain's best paragliding school. To train as a full instructor under BAPC syllabus. Excellent rewards for the right person. Alternative work may be available when weather means no teaching. Excellent pay when fully-qualified, okay pay until then... Existing, open-minded pilot essential. Send CV, call in to Sky Systems or have a chat with Gary or Michel.

Video Reviews

What's a Wally?

by Steve Ozuchockzwuwooo

The other day I chanced to bump into Andy Prendergast (Terry's son) at work, and he made the very kind offer of some videos to while away the very annoying high pressure blues.

I collected these videos, entitled "Wally Gubbins - the Movie", "The Right Wally" and "The Wally Stuff".

"Wally Gubbins" is a nutty skydiver who has been involved in the last three formation freefall attempts on records. Well, I hear you say - we're not interested in parachute jumps! The reason I feel that these videos may appeal to paraglider pilots is that the parachutes used by "Wally" and Co. in their freefall are wing canopies - not round ones - and there is a lot of good footage of canopies in "radical" manoeuvres, including tangles and collapses. There is actually one shot where the 126 people involved in a formation all open their canopies within 10 seconds of each other - reminds me of Steyning Bowl on a good weekend day!

The skydiving and canopy flying shots are very good, and combined with a very light-hearted presentation, make a very amusing half-hour video. They end with a warning as to what will happen to people who make pirate copies of the video - painful! Definitely recommended if you can get hold of a copy!

A Small Late Ad

Magic 4 155b. Yellow Mylar l/e. Blue double surface. Aerofoils, trimmer. Stored indoors, serviced at Airwave this winter. £775. Contact John Hutchinson on 081 519 4678.

LATE SMALL AD:

Magic 4 155 F/R

Good condition, VB, mylar l/e, speed bar, bar mitts. 2 years old. Sky Systems logo hence price, £725 ono. Colin Jobey, evenings Brighton 430167.

Max is Back

by Gary Cook

Supermax II - the mind boggles at the thought, so look out - the world's worst student is back.

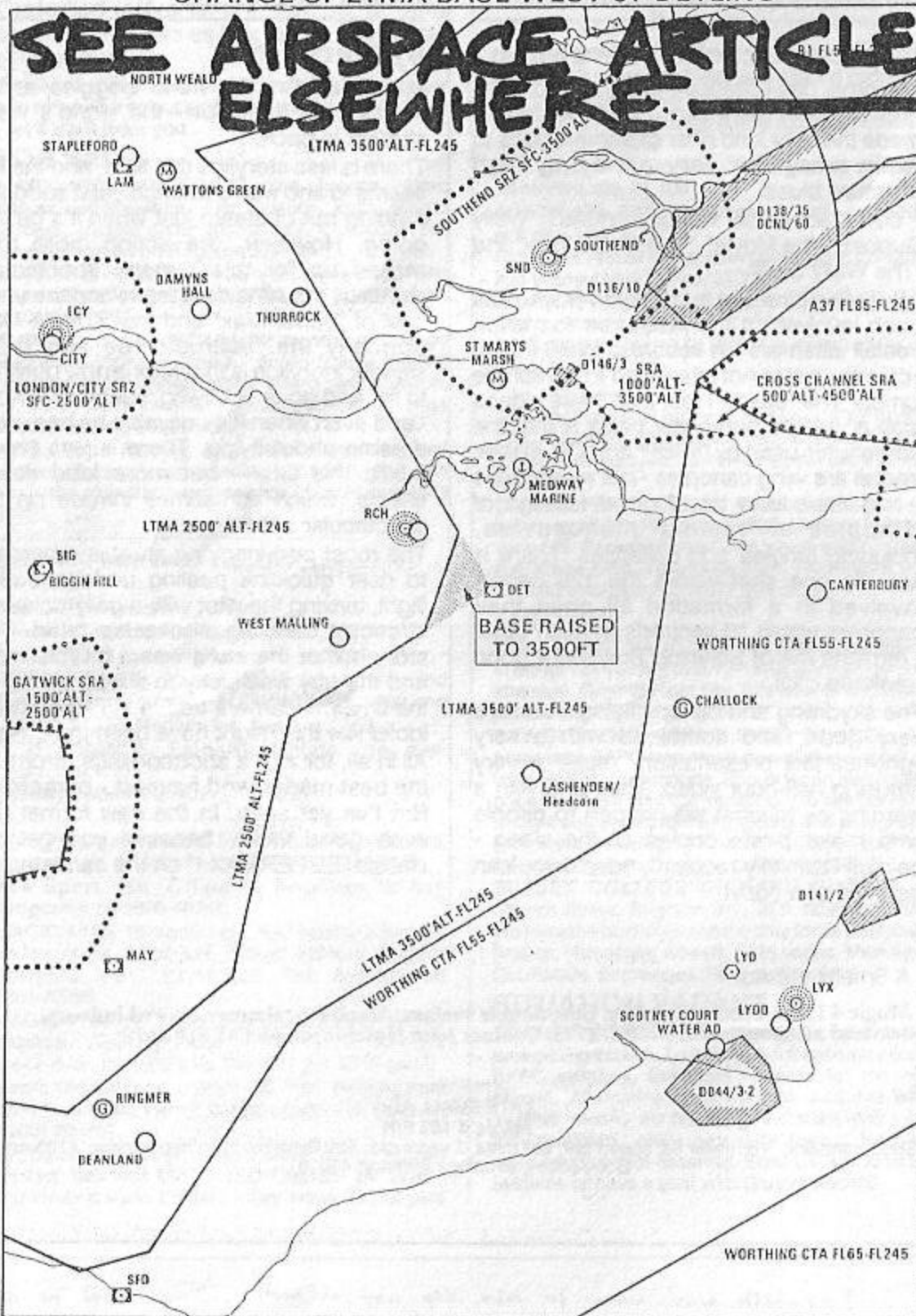
There is less storyline this time, and the film seems to end with a whimper, just suddenly running out of steam just when it's getting going. However, the action more than makes up for this... many spectacular stunts by the Ailes de K team, and the usual cast of "Super Max" and the "Ami de Max" (formerly the "Instructor de Max"). The slender storyline is that Max is now qualified to fly, and goes out flying whenever he can - and even when it's unflyable he has crazy dreams about flying. There is less "zany" music this time - but more loud sound effects, which sometimes intrude on the spectacular action.

The most poo-inspiring stunt is a harness to riser quicklink peeling undone during flight, leaving the pilot with a gaily-coloured streamer candling above his head. The story is that the stunt was a bit mistimed, and the guy was lucky to still be acting by the time the camera tracked in - it certainly looks like this might have been the case. All in all, for all it's shortcomings, probably the best made - and funniest - paragliding film I've yet seen. In the new format, it's even good value, because you get the classic "SUPERMAX I" on the same tape.

joke of the month: How do you get rid of mad cow disease?

AIRSPACE UPDATE

CHANGE OF LTMA BASE WEST OF DETLING



CAA CIG/CARTO/DG Dig No 9249 19 2 50

SEE AIRSPACE ARTICLE ELSEWHERE

Airspace Update

by Kevin Pickering,
Airspace Officer

That will teach me not to miss an AGM, even though I was working 700 miles away in the Shetland Isles. After informing the Committee that, due to pressure of work etc. I would not be standing for re-election,

I come home to find that I have been re-elected as Airspace Officer AND elected as Competitions Organiser as well!

As I now have 2 jobs on the Committee, I've decided that I can cheat a little, so there follows an updated letter which was originally published in Windsock a couple of years ago:

Now that the thermal season is with us, most of us will be thinking of flying cross country.

Flying alone thousands of feet above our beautiful countryside, miles from ridge lift is a pleasure that all of us should experience. Unfortunately X.C. flying is not a matter of taking off and climbing as high as you can before setting off down wind, apart from obvious obstructions, i.e. the sea, there are other things to avoid. Our country is dotted with Control Zones and Areas and criss crossed with Airways.

Although invisible this controlled airspace is as legally and physically tangible as the channel shipping routes and motor highways back down on the surface. Just as you wouldn't drive on the wrong side of the road or drive the wrong way down a one way street no self respecting hang glider pilot should penetrate controlled airspace.

Our Southern Sites are not the ideal sites to go X.C. from. To the North we have the London Control Zone and Area. Above us we have the Worthing Control Areas and to the South we have all that H²O, so how do we avoid all these obstructions? to the South is easy, unless your glider has a 1/500 glide ratio you simply avoid flying over the blue/grey wet stuff. But what about all the invisible stuff to the North, East and West (and above!)? Not so easy.

What we need to do is to be able to plan our cross country's with the help of airspace charts. The 'Topographical Chart of the United Kingdom', Sheet 17, South East England'. Scale 1:250,000 (referred to as the 1/4 mill' air chart) covers Controlled and Special Rules Airspace up to 3000ft amsl.

Of course we would all like to fly higher than three grand if possible so we need another chart, the 1:500,00 (1/2 mill') Air Chart for South England and Wales. These charts are at Editions 14 and 16 respectively and can be obtained from most flying clubs or from the C.A.A. direct at:

C.A.A. Chart Room
Third Floor
C.A.A. House
Kingsway
London
WC2B 6TE

Tel: 071-379 7311 Ext 2569

The charts cost £7.50 or £8.00 laminated. (+75p P&P)

continued...

A current 1/4 mill' air chart for the South East is pinned to our notice board inside the Dyke pub.

Armed with the relevant charts its not too difficult to note Zones and Areas to avoid and upper limits to be observed down/cross wind from our sites.

Having studied your air charts and planned your X.C. there are three more items you will need which are essential to Cross Country Flying: 1) Map Holder, 2) A good quality compass, 3) An Altimeter.

It is a club rule that all pilots flying X.C. from Southern Sites must be in possession of a current air chart (or O.S. map with relevant details ACCURATELY transferred), compass and altimeter set at height above sea level (i.e. at take off on the Dyke your altimeter should read 700ft). This last requirement is to avoid errors in calculating your height above sea level if you have zero'ed your altimeter at take off. All heights below 3000ft, on your airchart are above sea level. Pilots with the facility to switch their altimeters to QNE must do so at or just below 3000ft to accurately determine their flight level.

So : what's new on the airspace scene?

Well, one bit of good news for XC fliers... a chunk of the LTMA at Detling has had its base raised from 2500' to 3500' (see diagram and issue 16 of the half mill airchart for the south east). This is going to make that record-breaking flight from Mount Caburn (the most under-rated XC site in the southeast) a little easier. Michel's record XC from this site will soon be overflowed.

Don't forget that Caburn is not yet a SHGC site, so get permission from Vince Hallam before you fly there.

Since January this year, the CAA has been carrying out a survey on all airspace infringements due to a rapid rise in these occurrences over the last couple of years - so keep your nose clean, big brother's watching YOU.

I hope the CAA haven't got Steve Cook on their survey. He gets this month's "I DON'T CARE IF IT'S BANNED" award for boasting that he was 4500' in front of Firlie trying to get to Caburn... there is NO EXCUSE for deliberately flying 1000' into the London Terminal Manoeuvring Area and jeopardising the lives of hundreds of people who have every right to be there.

The Committee has recently tightened up on its disciplinary procedures regarding airspace infringements. Any pilot who flies in regulated airspace will have his name printed in Windsock just as Steve has done. A second offence will see the pilot in front of the Committee to explain his actions.

The Committee is very concerned about the threat to hang gliding that these irresponsible pilots pose, and will not

hesitate to ban persistent offenders from our sites.

That's that unpleasant bit over with... and now for...

Competitions

It's a bit late in the year, but I still intend to organise plenty of Club Comps before the Airwave Challenge Final in August.

What I need are the names and telephone numbers of hang glider and paraglider pilots who are keen to compete at club level. It doesn't matter if you are a League Flier or a low airtime pilot who has never flown in a comp before. Commitment is what's required - so give me a "bell" and hopefully I will have a few comps organised. Oh blimey! I have organised some... here goes!

SHEFFIELD 9th-10th JUNE
CUMBRIA (Lake District) 7th-8th July
Phone me for details!

The teams which make it to the Final of the Airwave Challenge are fairly small, 4 or 5 I think, so I intend to record the results of individual SHGC pilots and the top scoring fliers will be offered a place in the SHGC Team (Team Zoo) for the Final in August.

Fly Safe, Fly Legal...

Kevin Pickering

Airspace and Competitions

PS. of course we'll make it to the final, me buckos.

Hot Poop

Note folks! There is a £10 fine for bottom landing at Firlie Beacon, as well as landing outside the landing strip at the Dyke.

While we're on the subject of Firlie: **NO CARS ARE TO PARK AT THE TOP except in "our" car park.** When that's full, you can't park at the top. Also there is **NO BOTTOM LANDING NEGOTIATED AT FIRLIE.**

A new sites guide should shortly be going into production. About bloody time too.

At the first committee meeting of the so-called "new" committee, Trev-Man was seen hovering in the background, occasionally slipping away to the bar to purchase a pint or two of barley wine. On returning from one of these forays, he was seen to shout "Whey-hey!" and disappear vertically downwards among the wreckage of sundry chairs and tables. When some concerned members of the public rushed to his aid, they realised that this was just the latest in a series of savage dog attacks in the Brighton area. Mark Johns' twelve year old pooch was responsible for this Rottweiler-style savaging of Trev-Man's hand.

Speaking of Committee Meetings: They will continue to be held on the first Wednesday of every month, but the VENUE WILL CHANGE. They will now be held in the luxurious surroundings of Tottington Manor.

Oh yea. From renewal, the fees for being a member of the Club will rise. £35 for first-timers, £30 for old lags.

Overheard at Steyning and attributed to one Buffalo Bilous:

"Don't stick your tits out so much, love". Unfortunately this doesn't refer to Eddie's recent madcap exploits into the dizzy realms of paragliding tuition: the unfortunate lady was walking back to the car park at the time.

At the recent fun-packed AGM, the Committee and Members voted to try and re-negotiate Mount Caburn. Tony Turner is going to approach the landowner to find out whether he is prepared to initiate "joint negotiations for access" between the SHGC and Vince's School.

Funny old game, isn't it?

Aerial Arts rumoured to be hiding in the lavvies at Devil's Dyke after doing a runner from their factory. Their latest model is to be called the "Chased" in honour of the Inland Revenue...

Who were those pilots seen dodging CuNims at the Dyke on 19/04/90? eh?

Why do New Zealand Hang Glider Pilots land downwind/upslope at Firlie? One had his glider (and his life) saved by a pair of wheels. When he was told this, he replied in that breezy way that New Zealanders seem to have: "No worries".

More on Caburn (1): The brilliant reason for not allowing people to fly Mount Caburn: "If I allow you to fly there, the site will be closed". Erm... what's it now then?

More on Caburn (2): To a pilot who did fly there and was concerned about the effect of landing in the river, the following was said... "I don't care if you drown, but I do care if you cause me to lose the site". This year's Nobel Prize for services to humanity goes to...

POSTMAN PAT took 3 hours to de-rig and go home from Firlie. Boy oh boy...

A certain "Sabine" woman from St Andre is apparently pining for "mon Robbie, quel bel homme, quel champion"... clearly this particular strapping young gal has been the victim of one of the champ's recent deployments, not of the parachute kind. Robbie, you really ought to do the decent thing, whatever that is...

Robbie Whittall is currently appearing in "Zen and the Art of Mountain Bike Maintenance" at the Hayling Island Grill-o-Mat Windsurfing and Paragliding Centre

Safety Corner

with Rod Lees

Caution! From July 2nd to 13th between 0700 to 1700, on weekdays only, within the co-ordinates N5310 or N5200 and W004 to W003, there will be a low-level flying exercise with HUNDREDS of MILITARY AIRCRAFT doing their stuff.

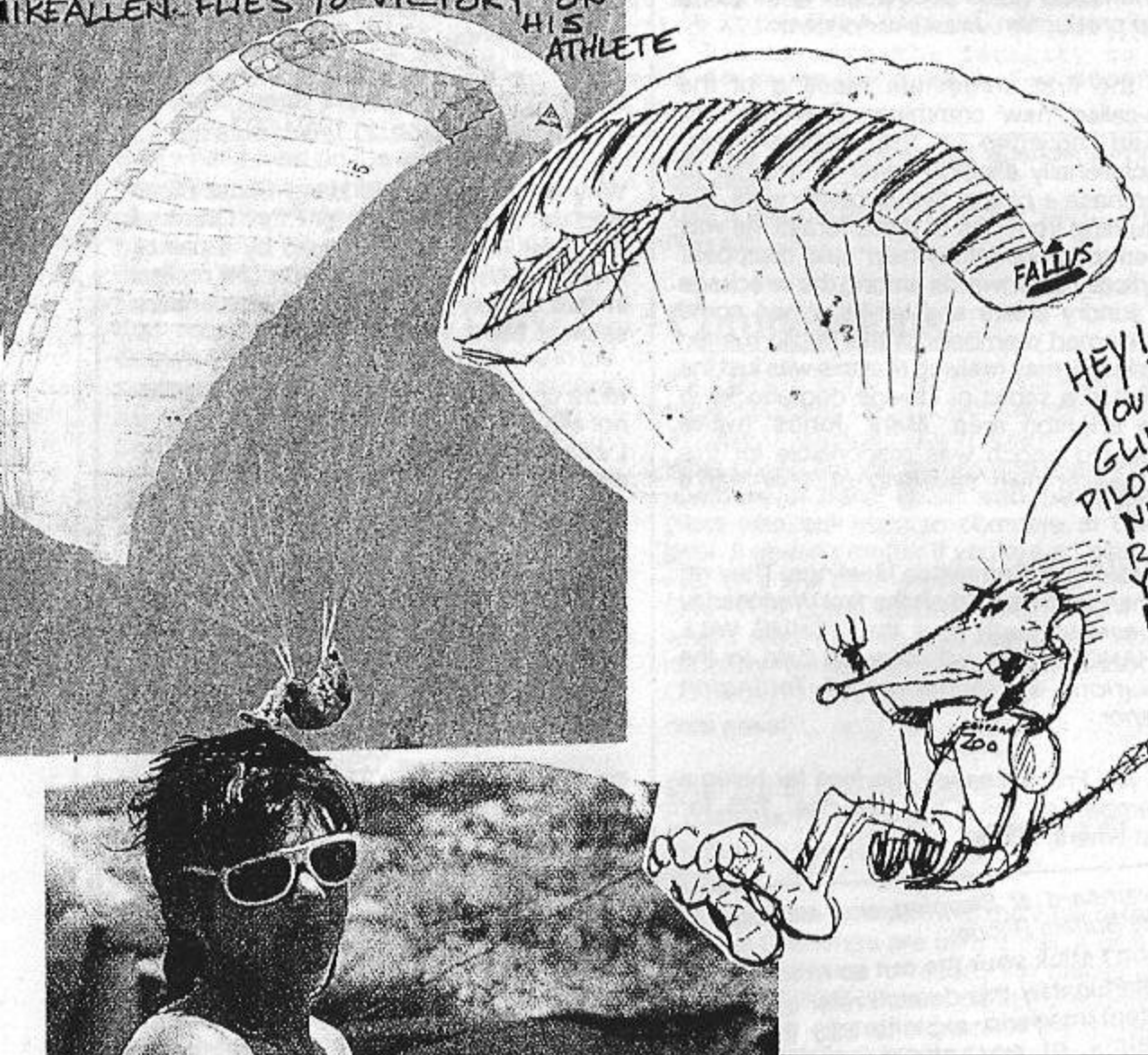
These co-ordinates cover nearly the WHOLE OF WALES and the military have EXPRESSLY STATED that NO HANG

GLIDING OR PARAGLIDING MUST TAKE PLACE in this area in this period.

PLEASE NOTE that MICK PERRIN is now authorised to inspect non C of A gliders, as well as with me (Rod).

Please treat the old "accident report form" as an "incident report form" - fill it in and send it to your user-friendly Safety Officer if anything weird happens to you, or you see anything weird happening.

MIKE ALLEN FLIES TO VICTORY ON HIS ATHLETE



JUDY: "DISAPPOINTED"

BRITISH HANG GLIDING ASSOCIATION

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

BHGA HANG GLIDER REGISTRATION

GLIDER PARTICULARS (Delete words that do not apply)

Manufacturer: Model:
 Size:ft². (if size is unknown, take measurements)
 Manufactured: 19... Wingspan:ftin
 Wing tips: FIXED / FLOATING Mid-chord: ...ftin
 Pilot position: PRONE / SEATED / EITHER Tip Struts: YES / NO
 Cross boom: FLOATING / FIXED Variable billow: YES / NO
 Keel pocket: YES / NO No. reflex lines/side:
 No. of Ribs/Battens(both wings): Top: Bottom:
 Type: FLEXIBLE / PRE-FORMED / COMPOSITE
 Note: If any ribs/battens are pre-formed, the relevant profile drawings must be produced.

(Continue overleaf)

OWNER

Name: (PRINT): BHGA Membership No.:
 Address:
 POSTCODE: Tel. No.: (.....)

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

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

Do not write below this line

REGISTRATION NUMBER: _____

LIMITATIONS

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

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

(Continued)

GLIDER INSPECTION

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

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

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

PROCEDURE

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

SAIL:

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

Batten retainers: Battens:

Rib/Batten profile drawings produced:

WIRES, EYES, TANGS:

Top: Bottom:

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

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

NUTS, BOLTS, PIP-PINS:

Condition, lock rings: Bolt/bolt hole wear:

KINGPOST and bottom fitting: 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

If you don't want to cut up your super soaraway WINDSOCK, simply make a photostatic copy of this page

CUT HERE

If you have an accident or witness an incident - however minor - please take five minutes to fill in this form and return it to your Safety Officer. The information gained may save lives in the future.

INCIDENT REPORT

NAME:

ADDRESS:

SHGC NUMBER:

PILOT RATING:

DATE OF INCIDENT:

LOCATION/SITE:

TIME:

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

DIAGRAM:

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

SHGC XC LEAGUE TABLES 1990

AS AT APRIL 1990 - Compiled by Tony Lucchesi

MARTINI LEAGUE

(Any flight, any time, anywhere)

NAME	DISTANCE FLOWN IN MILES		
	1	2	TOTAL
J Carr	45.61*	13.29	104.51
A Napolitan	44.44	13.00*	57.44
D Matthews	20.99	14.87	35.86
K Pickering	22.94	12.51	35.45
J Young	25.03		25.03
R Sedgewick	18.22		24.33
R Lever	22.36		22.36
T Ackroyd	11.67		11.67
S Cook	5.40		5.40

SUSSEX LEAGUE

(Any flight from a SHGC site)

NAME	DISTANCE FLOWN IN MILES		
	1	2	TOTAL
J Carr	45.61*	13.29	104.51
A Napolitan	44.44	13.00*	57.44
D Matthews	20.99	14.87	35.86
K Pickering	22.94	12.51	35.45
J Young	25.03		25.03
R Lever	22.36		22.36
R Sedgewick	6.11		6.11
S Cook	5.40		5.40

WEEKEND LEAGUE

(Weekend or Bank Holiday flight from a SHGC site)

NAME	DISTANCE FLOWN IN MILES		
	1	2	TOTAL
D Matthews	20.99		20.99
K Pickering	12.51		12.51
T Ackroyd	11.67		11.67

PARAGLIDING LEAGUE '90

(Any flight)

NAME	DISTANCE FLOWN IN MILES		
	1	2	TOTAL
A Napolitan	22.48	16.15	38.63
M Elliston	11.04	5.02*	16.06

NB: * = out and return, ** = triangle.

TWO COMPETITION DATES FOR YOUR DIARY:
SHEFFIELD 9th-10th JUNE
CUMBRIA (LAKE DISTRICT) 7th-8th JULY
 Call Kevin Pickering for details



BUYING A HANG GLIDER?

Take another look at the Airwave range of hang gliders. We arrange test flights and supply to order:

CALYPSO intermediate glider. The ideal machine to get a new pilot through the first stages of learning safely.

MAGIC 4: The industry standard for a nice, easy-to-fly, forgiving and high performance glider. Thousands are flying happily and safely throughout the world.

MAGIC KISS . A beautifully made, advanced glider. Currently available in 1 size only, but soon to come in small, too. All options included. The best in "state of the art" flying! **The Small Kiss is NOW AVAILABLE.**

BUYING A PARAGLIDER?

All canopies sold by Sky Systems have been tested to at least one of the current European standards.

In addition, all models have been flown regularly by our team of instructors and pilots in order to assess their suitability before being offered for sale. We remain convinced that the average customer makes a very poor test pilot.

ALIEN. Ideal for the intermediate pilot who's looking for a canopy which delivers performance while remaining forgiving to handle. The ALIEN really is a breakthrough in modern canopy design. European ACFPULS PA. From £1,290.

BLACK MAGIC. Beautiful, easy-to-handle intermediate/performance. Designed and built by Airwave. An intermediate performance wing that has been built to provide complete stability. Full Gutesiegel. Including harness. From £1,190.

TREKKING MUSTANG - CORVETTE - CAMARGUE now in stock. POA

EDEL EQ. It's back! Formerly known as the Airman XC, this canopy was the first and best value-for-money "new generation" intermediate canopy to hit the UK. The inspiration for some of the canopies now selling in their 100's... only the name has changed - we are pleased to be able to offer this fine budget canopy again. Gutesiegel Grade I. POA

CORNICHE "AERO" from Trekking offers incredible performance at an affordable price. A beautifully made high performance canopy which is made in the same factory and to the same design as the renowned Airman "Ace", but without the battens and mesh. Available in 3 sizes. German "Gutesiegel" grade II. POA

ATHLETE - SPECIAL OFFER FOR JUNE. CLASSIC FALHAWK AT 89 PRICE!! (LARGE ONLY - 75 to 95 kilo) £1,500

What can we say about the Falhawk Athlete? Probably the best high-performance wing currently available - holder of British distance, height-gain and out-and-return record. Flown by 6 of the British Team in Kossen '89, it's the business...

ADVANCE SIGMA - WORLD DISTANCE RECORD HOLDER! The SIGMA, with its distinctive inflated winglets on the top surface, joins the unbeatable Sky Systems range. ACFPULS certification. £1,490 - £1,790

BUYING ANYTHING TO DO WITH FLYING?

This is just a selection of the big range in our showroom.

AUTOLOOP. Fully adjustable hangloop. Available in three sizes: 12" (30cm) £5.00 - 20" (50cm) £5.50 - 30" (75cm) £6.00

XC BAG. Fully zipped, small, medium or large. Blue. £30.00

SUPER PITCHY. Floating hang point for pitch comfort upgraded. New lightweight design, blue metallic finish. £49.00

AERODYNAMIC WATER BOTTLE including fittings for upright. £5.90

GLIDERIDER GLIDER SUPPORT SYSTEM. Brilliant device to support a hang glider on a car bonnet, secured by heavy duty rubber suction cups which don't damage paintwork, and a lightweight frame. £54.21

AIRWAVE GLIDER TIES with quick release delrin buckle. £1.50

WONDERCLAMP universal bracket for mounting anything to a hang glider. £3.00

SUPERMOUNT universal mount. Elastic velcro attachment, camera-mount head & base plate for instruments. £22.50

METAMORFOSI PARACHUTE. Original Italian parachute which pioneered the pulled-apex generation of emergency canopies. Very compact and superlight. Amazing speed of deployment and compactness. Full Gutesiegel £339.00

PARACHUTE REPACK for most makes, enquire. 2-man repack into container, including overnight airing from £15.00

SKY SYSTEMS LIMITED - KNOLL BUSINESS CENTRE - BELLINGHAM CRESCENT -

OLD SHOREHAM ROAD - HOVE, EAST SUSSEX BN3 7GS

TELEPHONE: 0273 423650 - CELLPHONE: 0860 667874 - FAX: 0273 423675

Opening Hours: 9.30-5.30 Monday-Friday - 10.00-4.00 Saturday

ALL GOODS AVAILABLE MAIL ORDER. POST AND PACKING COST EXTRA - WE ACCEPT ACCESS/VISA/AMEX.

SKY SYSTEMS

Rules for the Landing Strip at Devil's Dyke

This landing strip has been secured for training purposes. Landing is now available all year round for the purposes of the Instructors of Free Flight/Sky Systems and SkyWings Sports, and **NO OTHER SCHOOLS**.

The landing strip is also available as an **EMERGENCY LANDING STRIP** to paying members of the Southern Hang Gliding Club (whether hang gliding or paragliding). The de-rigging area is at the "road end" of the strip - as close to the fence as possible. The annual payment to the farmer of £1,500 is due on April 1st, and is split 4 ways - SHGC £500, and £1,000 cash to be split between the three schools.

Tuition will generally take place in light N - NW - WNW winds, and while tuition is taking place, there will generally be an instructor in the landing strip (unless the student is under the final part of their instruction). The instructor will make use of either batters, a radio or hand signals to guide students in. A first aid kit will be made available in the landing field.

When an instructor is in attendance in the bottom landing field, he will be responsible for the collection of crop landing fields (still £10) from anyone landing outside the landing strip - the instructors discretion will

obviously be used here. The money will then be passed on to the Lee farmers.

Experienced Club Pilots will be encouraged to continue using the other available bottom landing fields - for these Pilots it is to be emphasized that the landing strip is **FOR EMERGENCY ONLY, AND PRIMARILY A NOVICE/TUITION LANDING AREA**.

Crop damage in the strip will be kept to a minimum by using alternative escape routes within the confines of the strip.

NO OTHER SCHOOLS will be allowed to use the strip.

It will be emphasised to Pilots that there will be a strict **NO SMOKING RULE** in the strip due to dry crops. **NO LITTER** and **NO CLIMBING FENCES**.

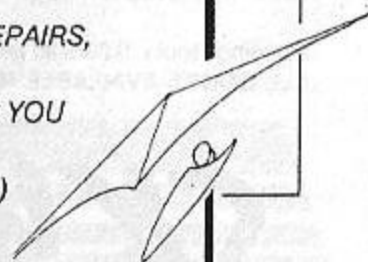
The price paid for the landing strip also includes use of the "Pimple Field" for training purposes. It is envisaged that the use of this hill will be minimised due to the size of the slope there.

Full responsibility for the landing strip will be taken by Free Flight (0273 411239 - Eddie), but in case of absence, Sky Systems can be contacted on 0273 423650.

This will be a carefully supervised and monitored site, mainly for tuition purposes by the above schools, who will continue to make 100% effort to ensure that it does not turn into a free-for-all, and will be carefully supervised and marshalled while it is in use.

VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING

- 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



Partly reprinted for your information from Autumn 1989 Flight Safety Bulletin... cheers!

The Hangover Hazard

The immediate effects of alcohol on an individual's performance are generally well-appreciated and are apparent in the widespread social condemnation of drinking and driving. Perhaps less well understood are the residual effects of alcohol - the degradation of performance which can still occur when the short-term influence of alcohol consumption has dissipated.

Alcohol Consumption

The alcohol consumed in beer and mixed drinks is simply ethyl alcohol, a central nervous system depressant. From a medical point of view, it acts upon your body much like a general anaesthetic. The "dose", of course, is generally much lower and more slowly absorbed in the case of alcohol - but the basic effects are similar. A feeling of well-being, security and confidence occurs as part of the depressant works on the brain - in reality,

your thinking has become sluggish, you respond to situations less efficiently, and your ability to perform even simple tasks with speed and accuracy is diminished.

The effect of alcohol is greatly multiplied when a person is exposed to altitude. Two drinks on the ground are the equivalent of three or four at altitude... and the effects are rapid because alcohol passes so quickly into the bloodstream, and because the brain is a highly vascular organ, immediately sensitive to changes in the blood's composition.

FOR A PILOT, THE COMBINATION OF THE LOWER OXYGEN AVAILABILITY AT ALTITUDE AND THE LOWER CAPABILITY OF HIS BRAIN UNDER THE INFLUENCE OF ALCOHOL ADDS UP TO A DEADLY COCKTAIL.

How Long is Performance Affected?

Up to 48 HOURS AFTER DRINKING ALCOHOL, PERFORMANCE CAN BE IMPAIRED. These results have been clinically proven by experiments conducted and reported by the US Army's "Aviation Digest".

The Answer is Simple

If you drink and fly, you are a know-nothing fool.

The Things They Do!

A local hang gliding school proprietor who operates east of Lewes has taken to phoning up other schools in the area and leaving messages...

Reports are that a curiously strangled imitation of various well-known pilots has been left on the school answerphones.

So far, the imposter has been identified immediately, and bootleg tapes are

changing hands within the club as an item of rare comedic value.

The reason for this hilarious buffoonery? We understand that Bobby Davro's contract is about to run out, and ITV are looking for a classy impersonator to fill his suit. Business teaching hang gliding is not what it was, and our hero is obviously not going to put all his fingers in one pie... a wise man and a funny one too.

answer: don't vote tory!

FREE FLIGHT paragliding club...

- * Has qualified instructors
- * Has canopies small, medium and large
- * Has demonstration ALIEN and FALHAWK gliders
- * Only sells gliders and equipment recommended and provided by **SKY SYSTEMS Ltd.**
- * Provides individual tuition for Hang Glider pilots wishing to convert
- * Has sites near the M25 close to London, and of course on the South Downs - every wind direction catered for.

BOOK A COURSE WITH US... WE CAN TRAIN IN ANY WIND DIRECTION.
Phone 0273 411239 for details
Chief Club Instructor Eddie Bilous

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

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

RON RICHARDSON: Bromley
0689 56723
TONY LUCCHESI: Storrington
0903 745027
PAUL GREEN: West Wickham
01 462 3630
MARK ELLISTON: Brighton
c/o 0273 559472
ZOE HUMPHRIES: Crawley
0293 27662
RODNEY LEES: Brighton
0273 300328
EDDIE HORSFIELD: Thornton Heath
01 689 2076
ROBERT MARDELL: Bromley
01 4648416
ADRIAN CAPLE: London
01 660 0824
CHRIS JONES: Ealing
01 579 283

KEVIN PICKERING: Hassocks
07918 6319
MICK PERRIN: Henfield
0273 857235
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
0689 49244
CHRIS BARTRAM: Brighton
0273 682499
GARY MITCHELL: Henfield
079156 235
Please note that coaching to F2 level is available from either Sky Systems or Free Flight paragliding schools.

Distracted by a Sexy Panorama

A NUDIST camp filled with girls* brought three Italian hang-gliders to earth with a bump. They collided while trying to circle lower for a closer look at the scene, on the Italian coast between Trieste and the Yugoslav frontier.

All three gliders crashed on the sand in front of the nudists. Two of them were badly hurt.

The girls nastily put on towels and whatever clothing they could find as one rushed to telephone an ambulance. The third man was taken away from a check-up. As he went, he said: "At least I know now that when you are hang-gliding it's better not to be distracted by a sexy panorama and stick strictly to sport."
(Reprinted from the Sunday Express, 6th May 1990).



*Reprinted here for your reference is a nude girl



VARIO'S, ALTIMETERS and ACCESSORIES

AIRWAVE
GLIDERS



AIRWAVE AGENT FOR LONDON AND THE SOUTH-EAST

Slots booked
Phone to arrange a test flight / slots, etc

SPORTLITE

SPORTLITE AGENT FOR THE SOUTH-EAST

Good selection of new and second-hand paragliders

ANABATIX

- BLACK MAGIC paraglider with harness: £950
- ANABATIX FLYING SUIT £185
- Selection of Secondhand harnesses -
- ie. almost brand new Podlite £200
- almost brand new Synergie £275
- KISSES in stock £2280
- CALYPSOS in stock £1406
- AIRWAVE RACE Harness £350
- Secondhand KISSES from £1500
- SPORTLITE XL paragliders £1250
- SPORTLITE Flying Suits £75
- VARIOS new from £99
- VARIOS secondhand from £50
- SWEAT & T-SHIRTS from £6.50
- APCO Paragliders from £1200

DAVRON

COMPASSES / MAPHOLDERS / DIPLEX

In fact anything to do with hang gliding or paragliding

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

Tel: 0689 56723

AEROFOIL UK PLASTIC UPRIGHTS -
phone for prices

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

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

APCO

SPORTLITE

AIRTIME
hang gliding

AIRTIME retail price list.
(0273) 424861.

HARNESS EQUIPMENT

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

SAFETY EQUIPMENT

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

SOFTWARE

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

HARDWARE

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

INSTRUMENTS

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

MISC

Glasses Nannini/Mountain	39.00	1.50
Glasses Irex 100	39.00	1.50
Windsock with pole	10.00	2.00
Quik Clip Glider ties	1.50	0.50
Skylights	2.50	1.00
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

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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."

