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*John Charlton has  
been awarded F1!*

*Muckraker returns...*

*Le markWho???*

*Eddie gets tough...*

*Fear of flying...*

*Channel Tunnel to*

*surface on Devil's Dyke*

*October/November 1990 £456.99*

# THE SOUTHERN HANG GLIDING CLUB COMMITTEE 1990

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The opinions stated in this excuse for a club magazine may well be only those of the authors concerned, and in many cases are not representative of the Club as a whole. Furthermore the editor accepts no responsibility when it comes to publishing these articles, and has tried his best to not inject anything into them except the odd comment and totally biased viewpoint. Don't anyone try to sue the Club (or me) because we are definitely not worth it. And don't forget folks, if you want the mag out on time, **SEND ME THE COPY.**

Vanya

# MARKSTEIN!

by Martin Brady

This is not, I'm afraid, a tale of mega Alpine flying. Hopefully though, it will be of interest to pilots who, like me, have little or no experience of mountain flying but would like to gain some.

This year, in the constant search for a holiday that satifies the difficult balance between family and flying we decided to head for the Haut Rhin region of France. It is adjacent to the German border (as is apparent from many of the local place names), approximately 360 miles from Dieppe.

In order to avoid the summer crowds, we went out for the third week in June. While there we met up with Ian Davies, a S.W. Wales flyer, and his family.

Without really knowing what we were letting ourselves in for, but armed with our trusty French Sites Guides, we headed for the hills and found ourselves at a place known as Le Markstein, situated in the middle of what is clearly an intensive skiing area.

We decided to check out the bottom landing areas first which involved driving down very many, very tight hair-pin bends into the valley causing a certain amount of queasiness on the part of the passengers. There is in fact, another route to the site called the "Route Des Cretes" (built as communications link in the First World War) which would save the switchback ride and is a lot quicker but does not take you past the landing areas.

En route, we passed the landing area of another site called Wildenstein. In the sites guide, it shows this as being in the lake. This obviously means a field adjacent to the lake. Wrong! It means what it says. Evidently, between mid-summer and early winter the northmost part of the lake dries out. Over-shooting could be a bit radical though since the wind would generally be coming off the lake.

I digress. Enough of this banter and on with the article (otherwise it will never appear in Skywings) (Sky Who???? - ed.).

A 20 minute drive takes you from the main road through the valley to the peak called Trehkopf which sits 820 metres above the towns of Felling and Oderen. It really is very impressive driving around the final bend to find the hill covered in gliders (the Guide warns that the site is heavily used which might explain why paragliding is not permitted from the summit at weekends).

## *3 launch points: SW, NW and SE*

There are, in fact, three launch points facing NW, SW and SE. Today it was the SW face. This overlooks the convergence of two valleys, one which runs around the base of the hill and the other which runs directly away from it.

At this point they are, I would guess, about two or three miles wide. The slopes are generally wooded.

A short carry-up, rig and we were ready to go. The entire hilltop is grass-covered and shallow enough for a conventional launch, i.e. not a ramp.

Ian launched first, flew a fair way out in sink, connected with a thermal and spent an hour at 3,500ft a.t.o. (just like that!) - but he did have the decency to wait some considerable time before telling me this, because.....

I launched five or ten minutes later and struggled to make my sled ride last 20 minutes.

## *Cock Up....*

Subsequent analysis of what I did wrong (well alright, brooding over the matter), led me to conclude that due to my lack of experience in this type of flying, I had assumed that at this height, I could launch at any time and would be bound to pick up a thermal. Why didn't I notice that locals were ready to

launch but were biding their time? The thermals were not in continuous supply. In these conditions, even on big hills and mountains, you evidently need to time your launch to coincide with thermal cycles. Don't be rushed.

I also suspect that I was flying too far out. The scale of the hill, in relation to what I am used to, may well have made me feel I was closer to it than was actually the case. Since thermals tend to cling to slopes you have to stay in close, at least until you are above the top. Situating myself above a spine might have helped. I've read articles to this effect but somehow forgot to follow their advice at the time.

The main landing area is a moderately-sized, flat field surrounding a building. This houses Aerotek (I think), suppliers of hang gliding equipment and also provides over night accommodation for visiting flyers.

The wind at launch was light so I was not surprised that the windsock indicated next to no wind on the valley floor. When landing previous gliders I've always found that pulling on speed to get low and then bleeding it off works well. On my Kiss I found myself skimming the ground at 30 mph or more. Despite flaring hard, the nose dropped through and dug in quite heavily. I felt lucky not to have broken an upright. Whilst derigging, I noticed that the locals approached much more slowly (but with adequate airspeed) and had no trouble.

So that was the end of the first day's flying. The weather unfortunately, wasn't kind to us so I never really had an opportunity to put into practice what I had learned.

We did have one more day's flying, however, and after spending an hour in the air in extremely marginal conditions, I actually managed to land on top (just).

Behind takeoff, the hill continues to slope back quite a distance before it levels off, so you need to fly a long way back so as not to overshoot. (Although talk to our chairman to find out what happens when you go too far back...ed) Needless to say, this presents no problem so long as your height is adequate.

This flight reinforced for me an important warning about mountain flying. After half

an hour or so I got the first decent bit of lift I'd experienced during the flight. Looking across the valley to my right I saw a rather active-looking, black cloud. My immediate inclination was to get the hell out of it. This I did but with the nagging feeling that I was being over-cautious, thus depriving myself of a significant height gain.

However, the sky continued to darken. I landed and started to derig while Ian flew down leaving me alone. At first, this was quite tranquil. But the cloud continued to lower and was creeping in over the hilltops on the other side of the valley. The distant rumble of thunder rapidly grew in volume, echoing around the valley and soon I could see flashes of lightning. Rain was moving in quickly and the wind speed was starting to increase. I rushed to finish derigging.

I barely made the car when the rain arrived. The drive down the hill was something else - continual bolts of lightning illuminating the hillside, the road awash with the torrential rain and negligible visibility on account of the fact that the hill was by now, inside the thunder cloud.

Alas, it was twenty five minutes before I got to the landing field to be met by a saturated Ian pleading pitifully "Where were you?". Sorry Ian!

The reason I mention this jolly episode is that once things started to happen, they happened very quickly. Maybe it would have been O.K. to have stayed in the lift, maybe not. Until you are experienced in particular conditions, I would suggest that you should always err on the side of caution, particularly where the development of CuNb's is a possibility.

#### *Superb mountain flying...*

My overall impression of Markstein that it is a superb site for gaining experience of mountain flying. The SW launch, at least, does not involve a ramp takeoff (I don't know about the others). The hill can be top landed. The bottom landing is flat and quite sizeable.

It is not as far south as, say, Annecy so the weather is not as dependable. Having said that, I think that we were unlucky to get as

little flying as we did for late June.

More Markstein...

#### *Long Weekend possible from the Briney*

On the plus side, this makes a long weekend a possibility - get some sleep on the Friday night ferry from Newhaven to Dieppe, share the driving on the five hour road journey and you could be there at start of business on Saturday. There may also be the possibility of arranging accommodation on-site.

Markstein takes most wind directions. There is an easterly site on the other side of the valley for when the main peak cannot be used due to the wind direction.

#### *Great site for a club trip*

To my mind the site is a great candidate for a club trip. Given adequate guidance it would suit a range of experience (but not novices). It is close enough to make a short stay viable. The main proviso would be the time of the year - not too early when the weather could be dodgy and not during the height of the summer when heavy duty thermals are likely to be touring the area or during the French holiday season when overcrowding could become a real problem. I would think June/early July would generally be a good time. Any takers?

Anyway, that's what I did on my holidays in 1990. If anybody would like to know more about my experience of the area then contact me on the hill (I fly a Carribean Kiss) or telephone me on 0444-23346.

---

## CHRISTMAS PARTY

### FRIDAY THE 7TH OF DECEMBER

After searching high and low for a venue for this year's Xmas party, I have finally succeeded in securing Wickwoods Country Club as the venue for this Year's party!!!. The manager has assured us that we will be most welcome, so it sounds like we'll all have a good time! (bar open until 12:30pm). Wickwoods is but a glide away from the Dyke, approximately 2 miles North. Tickets will be £15 per head, including the disco. There is limited but extremely comfy overnight accommodation as well, and all enquiries should be addressed to Wickwoods directly on 0273 857567. Due to most venues being so booked up we have had to settle for Friday the 7th of December. Tickets from Committee members or myself: Sue Brooks, 17 Blackthorns, Willow Way, Hurstpierpoint, West Sussex, BN6 9TQ. We are limited to 150 places so book early to avoid disappointment! (no problem there -ed.). A map will be available with the tickets. Please let me know if you are vegetarian.

Sue Brooks

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P.S. What do Jewish Hang glider pilots use to keep their hands warm?

BAR MITZ....VAS ha ha ha

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## SHGC XC LEAGUES as at 05 Sep 1990

### MARTINI LEAGUE (Any flight, anytime, anywhere)

POS	NAME	DISTANCE IN MILES					TOTAL
		FL.1	FL.2	FL.3	FL.4	FL.5	
1	Cook, S.	52.08	52.05	15.28	15.28	5.40	140.09
2	Pickering, K.	51.60	24.15	22.94	12.51		111.20
3	Carr, J.	45.61*	13.29				104.51
4	Lucchesi, A.	21.07	17.17	15.76	15.28	7.10**	90.58
5	Matthews, D.	22.03	20.99	18.07	14.87	9.77	85.73
6	Venn, N.	29.94	16.26	14.44	10.22		70.86
7	Sedgwick, R.	43.24	18.22	6.11			67.57
8	Napolitan, A.	44.44	13.00				57.44
9	Young, J.	25.50	25.03				50.53
10	Grey, K.	24.92	15.28	9.03			49.23
11	Dolwin, C.	27.58	21.36				48.94
12	Moss, J.	27.72	7.60				35.32
13	Lever, R.	22.36					22.36
14	Ackroyd, T.	11.67					11.67

NB. \* = Out & Return, \*\* = Triangle.

### SUSSEX LEAGUE (Any flight from a SHGC site)

POS	NAME	DISTANCE IN MILES					TOTAL
		FL.1	FL.2	FL.3	FL.4	FL.5	
1	Pickering, K.	51.60	24.15	22.94	12.51		111.20
2	Carr, J.	45.61*	13.29				104.51
3	Cook, S.	52.05	5.40				57.45
4	Napolitan, A.	44.44	13.00				57.44
5	Matthews, D.	20.99	14.87	9.77			45.63
6	Lucchesi, A.	17.17	7.10**	6.39			44.86
7	Young, J.	25.03					25.03
8	Grey, K.	24.92					24.92
9	Lever, R.	22.36					22.36
10	Ackroyd, T.	11.67					11.67
11	Sedgwick, R.	6.11					6.11

NB. \* = Out & Return, \*\* = Triangle.

bogus page 7

GOODBYE! HELLO!

Airtime Hang Gliding, as most of you probably know by now, is unfortunately no more. But I would like to take this opportunity to thank all of you, trade & public alike, who over the years have been valued customers and friends. I would also like to apologise for any inconvenience that the demise of Airtime may have caused to anyone.

I can however reassure past Airtime customers that a full back up service is available from me, via my new position at Sky Systems, where I am responsible for hang glider sales and service. So if you have any problems, past or present, or would just like to say hello, give me a call on [redacted]

Yours, Dave Perrin.

0273 857700

SHGC XC LEAGUES as at 05 Sep 1990  
compiled by Tony Lucchesi

WEEKEND LEAGUE  
(Weekend or Bank hol. flight from a SHGC site)

POS	NAME	DISTANCE IN MILES					TOTAL
		FL.1	FL.2	FL.3	FL.4	FL.5	
1	Pickering, K.	51.60	12.51				64.11
2	Matthews, D.	20.99					20.99
3	Ackroyd, T.	11.67					11.67

NB. \* = Out & Return, \*\* = Triangle.

SHGC PARAGLIDING LEAGUE  
(Any flight)

POS	NAME	DISTANCE IN MILES					TOTAL
		FL.1	FL.2	FL.3	FL.4	FL.5	
1	Napolitan, A.	22.48	16.15				38.63
2	Elliston, M.	11.04	5.02				16.06

NB. \* = Out & Return, \*\* = Triangle.

### lechers galore:

A series of lectures are to be set up by Sky Systems at their new centre to cater for both paraglider and hang glider pilots going for their advanced qualifications. In addition, we hope to coax such luminaries as Robbie to give us a talk on competition flight, etc.

Please call Gary at Sky Systems if you have any suggestions on themes for these or if you are able to offer your expertise to any lectures...

## CORRESPONDENCE VARIOUS...

GOD,

The Heavens,  
Little Wave-in-the-Sky,  
Cloud Street,  
South Eastern British Isles

Dear God,

I write to you to complain about your service as concerns flying conditions granted by your good self this year. It has not escaped my attention that rain and a lack of anything with North has become the norm this year. And believe you me, there's been a lot of prayer on my part as the Friday 6 o'clock news and weather has been announced, week after week... Whilst I appreciate that a change in management can't be expected to occur too quickly in your department, how about a bit of a reshuffle in the South East England heavenly division, with some decent post-cold fronts, and somewhere between 10 and 25 mph straight onto the hill? Yours disgruntled but optimistic,

Peter Bruce  
(aided and abetted by VG)

Talking of doors, where's Conchita????  
Una seniorita con una concha granda!!! What's it to anybody else what we do in the privacy of our own magazine????

Talking of magazines, the following statistics emerge from the last two years of Windsock!!!

- Hang Gliding coverage..1%
- Paragliding coverage...1%
- Conchita.....10%
- Conchita's nether regions 30%
- Smut thinly disguised as comedy... 8%
- Clin Jobey's tights .....30%
- Bernie's ostrich.....20%

This paints a very serious picture as a whole and implies that the Club is in the grip of subsersive perverts or acid heads.

A very clever hang glider pilot, an XC paraglider pilot and father Xmas are all in a lift going to the sixth floor. The lift stops, the door opens and there on the floor is a twenty pound note.

Q: Who picks it up???

A: The hang glider pilot because the other two don't exist.

### SIR BUFTON-TUFTON, MP FOR LYMESWOLD (CON) WRITES:

I hear you little wretches have been giving Vanya a tough time concerning the mag. I have been through it counting the pages, and there are just as many hang-gliding pages as there were before he took over. This Club needs more respect from the floor, and more discipline in the ranks (shouts of Yes, please off stage from Harvey Proctor). Talking of discipline, what's the difference between a Skoda and a Jehovah's witness? You can shut the door on a Jehovah's witness!!!

Talking of exist, the Airwave semi-final is on the 20th and 21st of October. Those of you who go to it will be missing some marvellous archive material of Thin Lizzy circa 1977 on BSB, so don't bother wasting all that petrol going to the Dales for something that will be totally blown out.

See you next Month!!!

Sir Bufton Tufton MP is currently appearing in "Stop The Loony Lefties" at Claybury Mental Home, Woodford Bridge, Essex.

More letters...

Dear Vanya,

Just got my copy of the "Flying Lancet". I have written to the BMA to complain that there was far too much paragliding in it.

But seriously on the subject of the "Hall of Shame". At the last AGM we discussed the problem of the level of subscriptions. Some of the membership (of the 300 plus members only 40 turned up) felt that the level of subs was already rather high, but a number of people felt that it would be a good idea to build a financial base for the future. As one of those who felt that subs were already too high (SHGC is already the highest in the country), I made the point that the higher level of subs would lead to many people deciding not to renew. I am not writing to say that "I told you so", but would like to make the point that obviously the absent membership are now voting with their feet and that the increase in subscriptions has not led to an increase in revenue as expected. In fact, lowering the subscriptions will possibly result in the non-renewing members coming back to the fold, with maybe even a rise in revenue.

One of the problems of running a Club like the Southern is the non-feasibility of having (say) bi-monthly club meetings with lectures etc. which would create more of a club atmosphere and also increase the amount of communication between committee and members. Sadly, owing to weight of numbers and geographical distribution this is not really an option.

Steve Jacuzzi

Dear Steve,

I agree with much of what you say. The AGM turnout was a joke. I'm not sure what this is about. Maybe many people consider that flying for them is such a personal thing that they ignore anything that doesn't directly impinge on their right to fly. Talk about cutting your nose despite your face: maybe when the Club is in such shit order because of gen-

eral apathy that it can't even get its act together to protect its sites, and suddenly they can't fly any more, will this sort of club member realise that flying sites in this country only appears free because of the untold hours of negotiation and hard cash spent to protect them.

I however don't think that raising Club subs is a bad idea. It appears to be one simply because the Club identity is so fragmented and nebulous, itself due to a mixture of apathy, reactionary behaviour, and occasional paranoia. And therefore why should you pay more, for a Club that appears to do less??? I'll tell you why. As somebody who was at the AGM, it struck me that everybody there had spent a considerable amount of money on their flying kit at some time. So let's put it in perspective: another tenner on the annual subs represents possibly what they spent in petrol getting to the AGM, had they come. It represents approximately seven pints of beer, anything up to one two hundredth of a flying machine, one thirtieth of a half decent vario, a half a tank of petrol... And for what I hear you say?? This is for what. Maybe some capital to hustle some new sites? Probably some capital to stop losing sites as well... As well more secure financial base with which to subsidise the functions you mention?? Let's stop being out of touch and reactionary. Money may not grow on trees, but you ain't gonna fly over any for much longer without it. Just watch the NHS if you want to see what happens to an organisation when raising the subs is not an option. VG

Hello? Anybody out There? Don't agree??? Don't care???

Dear Editor,

Has Windsock gone soft? Where's muckraker? (see elsewhere this ish - ed.) How's this for some hot poops? The real reason why Gary C and Andy N were sacked as editors of Windsock "well err!" forced to resign, well err!". Anyway, their compositions and rantings were so scandalous, delightfully viscous (and vicious) and wittingly entertaining reading, that the Sun, nay aye even the Sunday Sport wasn't brave enough to publish it. Their employers, the members of the SHGC could no longer stand the strain, the worry about possible libel action. These mis-ables therefore pulled the rug out, etc. etc...

The dynamic duo should not be forgotten though, for during their stay Windsock became the number one club mag in England, read by all walks of society. Rumour has it that even "him upstairs" had a browse, and then all the shit has passed the proverbial fan, he will blow us a magic kiss that will keep the solar wings percolating through the airwave.

Enough! If the truth be known the dynamic duo was very pissed off by a membership that can't even be bothered with an important AGM. Also being usually at the blunt end of the para-hang bitchyness they found they could use their time more rewardingly.

Now come on guys Sky cisterns and that other conglomerate Flight of Free Fancy (?fantasy) have tightened up their training to include awareness of others. Things are now much better on the hill. I think that it is the paras motto that "knowledge dispels fear"; perhaps if we adopt or borrow their motto we can live together and be as successful as the paras. Just look at what the bickering may lose us. There is him upstairs, Penguy, Fish, Trev-man, BAPC creature, what to do with your redundant wotsit, Conchita, tits, bums, muck-wotsit, pisstaking, etc., etc...

Yours grumblingly, Don Mapp

### HEALTH HAZARD WARNING!!!!

Watch out when flying the Newhaven run to Brighton Marina. Don't fly by yourselves and think of the consequences when the tide is in.... Bottom landing is difficult. Canopies that get blown back are also liable to get their pilots run over by ogling traffic\*. As usual it all boils down to responsibility and common sense!!! Please keep our sites safe!! Any volunteers for the job of safety Officer???

Rodney Lees



# MUCKRAKER RETURNS!!!!!!

"SLAPHEAD" DAVE MATTHEWS, worried that a blow to the head, sustained whilst executing a heavy fly on the wall/bush landing, might have caused lasting ill-effects, confirmed that he is in as full a control of his faculties as he ever was by going into Brighton and consulting a chiropodist...

RAY "SQUEAKY" SEDGEWICK fails to retain his title at the Airwave Ager challenge, but retains the trophy as he forgot to take it with him to hand over to the new winner. As a punishment he was forbidden from dressing up as a woman.

Who impressed his fellow Team Davron members by displaying such a laid back attitude that he didn't fly for two days during the competition? (clue: he was not dressed up as a woman).

Following its spectacular performance on the road to Ager the team Davron van is currently appearing in Billy Smart's circus.

How come, at the home competition at Mt. Caburn, the only five pilots who "sunk out" and landed in the field next to the Trevor Arms, just before closing time, were all Southern Club members??

At the Dyke DUGGIE "FEES, SCHMEES" MAYNARD, on his take off run, realises that he hasn't got his leg loops in as the control bar reaches nose level and, with a big effort, manages to arrest his glider (Anything you say may be taken down in evidence and relayed to Windsock...). Well, it makes a change...

JOHN CHARLTON chairs a discussion at the Committee meeting regarding how the rule of XCPC standard pilots only are allowed to top land Beachy Head could be enforced. After all it would be embarrassing if a committee member broke two uprights attempting such a landing wouldn't it John???

A discerning thief broke into ANDY SHAW's van at the Firle Car Park and left the contents, several paragliders, intact, Anti-amalgamation supporters must be suspected!!!

That stalwart supporter of the opposite sex EDDIE BILOUS has GIVEN UP SMOKING AND DRINKING!!!!AAAARGGHHH!!!

JOHN CHARLTON recently got his F1... and is on the way to F2.... But-but - whaaaaaaaaaaaaat????????? and he thinks it's great??? at this rate Michel Carnet will be taking up hang gliding!!!!

this month's naughty person flying the southern club sites WITHOUT BEING A MEMBER:  
**mark begg**

# FEAR OF HEIGHTS

A phobic fear of heights is a topic that frequently rears its head after a hard day's hang gliding (or indeed paragliding), and it has had me thinking about the quintessential motivation of hang glider pilots.

Have you ever stood upon the edge of a steep drop, unattached to a flying machine, and experienced a curiously irrational desire to hurl yourself into the oblivion of the fall? It is not this very proximity to a potential death that provides us with a kind of psychological "edge" to our existence, and the joy of hang gliding rests on our ability to step over this edge with impudence?

Our instinct for survival otherwise prevents us from suicidal wingless leaps; but attach ourselves to wings of aluminium and sailcloth and we can transcend, albeit partially, the consequences of gravity.

Those dreams of effortless flight, those nightmares of helpless falling, are cathartically resolved for our restless subconscious! And when you think about it, hang gliding resolves many opposites; sink-lift, power-drag, fear-joy, up-down, etc. Indeed a semiotic of hang gliding is swiftly constructed; we would balance the loneliness of the long-distance hang-glider pilot with the hours of intense analysis that follows such flying (usually a highly social activity). The very simplicity of flight can be contrasted with the complications of our jargon and equipment: the mythology of the public's perception of our sport, and the reality. The danger against the safety.

Perhaps, indeed, if Freud or Sartre had been able to pursue hang gliding they might have been able to save themselves a lifetime of torture and self-analysis?

Tim Cox

I think this letter is a very interesting one. Whilst I probably wouldn't have dragged Sartre and Freud into it (James Dean and Frederic Chopin maybe) there is no doubt about what Tim is talking about- we have all felt it ... It doesn't matter whether there's only about to be 100 feet below, covered in cowshit - or 3000 - there comes a point where the hang- or para- glider lifts, and the strain is taken up. And we then willingly do something very unnatural. At that moment, every time (for me at least), a total blast. 20 feet on a bunny slope, 3500 in the Alps, no difference. Rotating into prone, settling into the harness, all the same. Brings tears to my eyes sometimes. Some people shout, others instantly go into technical flying mode. I can no longer look over the edge of a tall building now. And the more I fly, the worse it gets.

Any comments from all you flyers out there? Was it as good for you as it was for Tim and I? Perhaps the more literary members could do for our sport what Robert Pirsig did for motorcycles with Zen and the art of... and would it be called Fear of Flying (without sailcloth)?VG

## Training News

Time to write again for the mag as it seems it's getting a bit empty. (**DAMN RIGHT. GET WRITING YOU LAZY BASTARDS - Ed.**) Anyway quite a lot of info to put in.

A few major changes in Free Flight. We've had our annual inspection and passed with flying colours. The School has changed hands, and Dave Whymark is now the proprietor. Dave has been working with me for some six years and again passed with flying colours his assessment for CFL.

Free Flight, apart from change of ownership, will be exactly the same. In fact I will now have more opportunity to teach hang gliding without the pressures of management, and more importantly to run many more advanced courses in Wales which is what's happening and it's great!!

I shall be running the paragliding Section of Free Flight and of course will be able to involve myself even more in the training and coaching of Paraglider pilots, particularly in Wales. So hopefully things are looking up and I can spend a bit more time flying.

Free Flight is now a Hang Gliding and Paragliding centre - well that's the way we see it!

Due to overcrowding Steyning Bowl can from the first of October be used only by Free Flight for Tuition - and no other schools. This is at the request of the landowner. It will remain a Club Site until the First of January, and it will then be decided whether it is to remain a Club Site, or remain a private site (Comments anyone? to me or SHGC Committee please. VG).

I need to be very clear about this - Hang Glider pilots have never presented any problems at Steyning - paraglider pilots do.

Climbing over fences, flying alone, flying in dangerous conditions, teaching girlfriends etc., not paying site fees, not asking permission - it's just not on. Some of these rules are being broken by very experienced pilots, who think they have a right to fly just

because it's a hill. Well tough shit; you do not.

All paraglider pilots in the Club know it's an excellent site so why not use up some brain cells and ask in a mature and safe manner.

We have even had instances of excellent paraglider pilots "buzzing" students and even shouting at our instructors to move our students. Totally out of order.

Thank God there are some intelligent pilots around.

**IF YOU GUYS WANT TO HAVE THE OPPORTUNITY TO FLY AT STEYNING, LOOK AFTER THE SITE AND DON'T TAKE THE PISS. AND I DON'T CARE IF YOU FLY IN THE LEAGUE OR NOT. So:**

No more than THREE paraglider pilots in the air at one time.

Don't fly alone

Don't climb fences

Ensure you have adequate insurance and pilot rating

And as a Club member, check out people you don't know.

Anymore silliness and the site will be lost and used only for tuition purposes from the first of January. It's up to you as Club Members - act responsibly. Remember it is still a Club Site...

Training *continued...*

Club coaching, believe it or not, has been very busy. A lot of inexperienced pilots have been turning up from other Schools wishing to take off from the Dyke. No problem - before or after work I've been doing my bit. However it is difficult when a guy turns up without Log Book, proof of BHGA membership, or with the cash to pay the £3 which covers Club coaches. If a pilot turns up without any of these, please do not see him off - you can get into huge problems if they have an accident.

Here endeth the horrible stuff.

Not a lot to say about tuition. It's been going well, and we're keeping well out of the way at Steyning, Woldingham and the bottom of the Dyke.

We have another four trips to Wales this year to enhance flying skills, just give us a ring, and doesn't cost a lot - but all the trips are in weekdays.

The Calypso and Vision are still the ideal glider for the novice pilot, both fly about the same, very forgiving with pleasing performance, however with Airtime closed down, getting a good harness is rather more difficult.

Been testing lots and lots of paragliders and still find the Alien wins all the way to the bank.

Come to think of it - the Sky Systems Paragliding harness is also the best - can't get on with the rest of them...

There are enormous changes in insurance premiums from the BHGA - everything going up - I think this is related to the accident rate...

Our last trip to Wales went well with Trev in charge.

Congratulations to P Sharma, D Bale, G Filgate on soaring and getting their CPC.

Sue Brooks also came and flew as Did Oriole who incidentally landed dead on the

spot - albeit on an Alien!

The sites in Wales are also getting horribly overcrowded with a few midairs to boot. We certainly don't want the same situation occurring at the Dyke all we need is one nasty and a very famous site will be lost to all. This again means we must pull our fingers out and ensure there is a minimum of overcrowding - if we don't it is just not going to work.

It is pointless asking the coaches to marshal the site as they may not always be there. It's the pilot's individual responsibility to act sensibly.

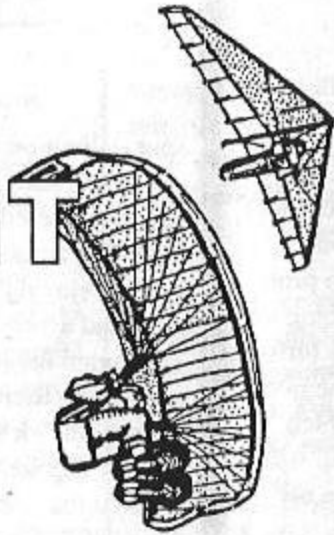
With winter approaching it's normally a good time to fly, with no thermals or sea breezes the air can be surprisingly smooth and buoyant. It is a good time for novice pilots to experience soaring flight so please let's give our Red Ribbon pilots plenty of opportunity by giving them plenty of airspace.

That's about it - most of it is a bit negative, but I'm REALLY PISSED OFF with the abuse some of our sites get from a few selfish individuals.

In spite of what anyone says - these are Hang Gliding Sites which Hang Glider Pilots have spent many years and unpaid hours to ensure flying on the South Downs. Let's not lose them by being idiots. And remember the Mag can only get better if you people out there contribute...

EDDIE

# FREE FLIGHT



## Hang Gliding and Paragliding Courses

Free Flight runs weekend and full week courses in these exciting aviation sports. We are based on the South Downs near Brighton but also use exclusive sites close to London.

Whether your ambitions are modest or great, we offer totally professional tuition skills: all our instructors being fully qualified.

For further details and our price list please phone:

Paragliding - Eddie 0273 - 411239

Hang Gliding - Dave 0277 - 372650

## TOP LANDING MOUNT CABURN

Given sufficient wind to soar this site, rotor will exist in profusion. Should you find yourself caught low in the lee then severe difficulties will be encountered.

You should have gained considerable top landing experience at many different sites before attempting to put back on top.

If you do think you're up to it, give yourself plenty of room, approach from the West with extra airspeed and 200ft above the top. Your final turn into wind will be over 90° and it is critical to come out of it into wind and with your wings level with approximately 35 ft in order that you can make those final adjustments necessary to avoid the trees, ditch and large central crater. Don't go further back than the perimeter of the old iron age fort embankment and try to complete the turn before you're in line with the summit's centre.

### WHAT CAN GO WRONG:

1. You go too far back and encounter accelerated laminar airflow at best, and severe sink and turbulence/rotor at worst.
2. You turn too late. The hill's rotundity enables most of the oncoming air to swirl around it rather than over it and should you slip into the lee you will be on a downwind leg before you can swallow.

The only sensible remedial action in these circumstances is to gain airspeed so that you can either flare if the earth appears or get away into safer air.

In any event most difficulties will arise because of a poorly planned/executed approach.

This is of course but a broad outline and different weather conditions will dictate accordingly. One obvious point: watch others fly this site, especially their errors.

Caburn is a sensitive site and a nature reserve. Pick up litter and scrupulously avoid treading on the Mount Caburn Red....

Tim Cox

*Editor's note.* Thanks a lot for this article Tim. I am not too proud to say that I have committed both error 1) and 2) in my time! Your point about the hill being nothing but a small round nubbin is well taken - whilst carrying your flying machine up the Southerly face of the hill, it is worth taking those few seconds of rest to feel the direction of the wind at this point. When it is blowing South Westerly on top, the wind will be whistling past the Southerly face in at least a Westerly direction, if not slightly North of that. And if you get blown back, or if you overshoot the top too low, that's where instinctively you try to land! For a hang glider I would have thought that the right thing to do is to fly out and all the way to the bottom over the road - the rotor on that Southerly slope is EVIL and totally unpredictable, often at its worst just where you don't want it - 15 -30 feet off the ground... So paraglider pilots BEWARE - as unlike hang gliders your chances of penetrating out from the hill without getting blown round the corner onto the Southerly slope are much smaller!!VG

# Aerobatics Over Montreux

As part of the Sky Systems trip to the Verbier area following the British Nationals, one of our days was spent flying over lake Lemman (Geneva) at Villeneuve. The idea of this day was two-fold. It gave the pilots on the trip a safe introduction to radical flying, and secondly gave their instructors (Michel and myself) a good overview of potential problems which might be encountered doing the same level of aerobatics over land.

## *"very small" landing field with railway situation...*

The day began with a comprehensive lecture and video presentation of the various configurations which might be experienced, and a re-iteration of the correct recovery techniques for each manoeuvre. (As all the students were well experienced fliers, they were familiar with the theory of radical manoeuvres). As the video rolled, showing extreme configurations including flat spins, complete leading edge collapses and the throwing of reserves, a silence crept across the room... The lecture finished with detailed information on the landing field and the flight path. The field itself was described as "very small", and bordered by 1) the railway line 2) the lake 3) a swimming pool, and 4) some big trees. Daunting in prospect, but we had the option of ditching in the lake should the approach go wrong.

## *Time to put on the life jackets...*

Life jackets were distributed to everyone and dry suits hired to those who wanted them (you could tell the cocky ones who thought they would be able to land in the "very small" landing field because they didn't hire one). We drove on to Villeneuve - the weather was beautiful.

On arrival we checked out the "very small" landing field, which actually wasn't quite so bad. Some wag tested the temperature of the lake and pronounced it "very warm". The standby motorboat was there as promised, and the sun was shining. Some of the accumulated adrenaline slipped away as we drove up the hill...

## *Potential mistout situation...*

At takeoff you could see perhaps three yards into cloud. More adrenaline slipped away as we realised that no way could we immediately take off. Radio reports and glimpses of the sun seemed to confirm that the cloud layer was thin and rising. We waited. After lunch, visibility improved a lot, and it seemed that a window would soon open... everyone remembered what they were there for, and buckled in. Radio from the landing field confirmed that things were almost clear... the sun was now visible and shining on the lake.

## *100% leading edge tuck situation...*

I was first off, to report back on the cloud cover and see the pilots in at the landing field. After a few seconds of "white out" the air cleared, and I min-sunk in a straight line until I was over a defined area of lake. Instructions had been to gradually investigate the effects of swinging, speeding up and down and so on. This I left to the students. On the way down, my major project was to investigate my new canopy - a Falhawk Apex. First off I tried a couple of radical stalls. The Apex behaved perfectly, recovering fast but not overflying that much as long as you held it back. The next manoeuvre I tried was pulling all the A lines on one side to collapse half of the wing. I wanted to see how much of a turn this would create and how serious the turn was. With a strong pull the right-hand leading edge folded neatly under, and the canopy began a stately turn to the right. I pulled two further A-lines on the canopy with no real effect, but when

I pulled on the third, the complete leading edge tucked. Recovery was instant and well-controlled. (On a later flight I tried spiral dives and parachutal stalls). A few tight 360's and I landed, quickly getting out of my harness to watch the rest of the pilots in.

## *Students really went for it situation...*

I was amazed and proud to see how the students "went for it". I must admit that I had expected more or less straight flights down with an occasional half-hearted tug at a riser. Special mention must go to Bernie Hewing and Mark Windus, who got so carried away with their fun that they couldn't fly back to the landing and splashed down!

Most of the students were wet by the end of the day (apart from the instructors - hee hee) ... but everyone was exhilarated and smiling. I think they had all learnt something from their first taste of radical flying. The main point being that among a mixture of canopies (from Athlete to Alien), NONE of the water landings were due to hitting the water out of control - all the canopies recovered and would have resulted in safe landings on land. The reason everyone went in the water? A mixture of shaky flight planning and elation/disorientation at performing these stunts, and going into an approach too low as a result.

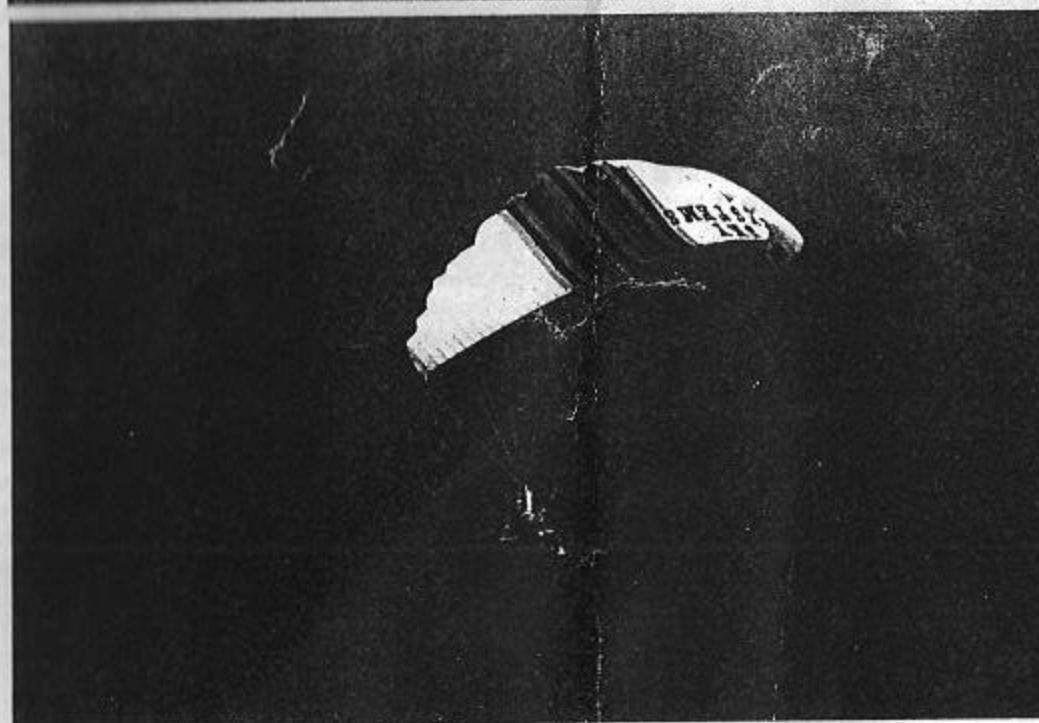
## *ongoing 100% happy instructor situation...*

As the instructor, I was 100% happy with the experience of taking people into this situation - the confidence of being over the water with rescue facilities enables pilots to really stretch themselves. Although I certainly don't advocate the performing of radical manoeuvres on "normal" flights (for many reasons), doing it at least once under controlled conditions is a confidence-boosting learning experience that cannot be beaten.

Oh yes, those who went in tell me the lake WAS quite warm.

Gary Cook

I understand from Gary that Sky Cisterns are planning another trip fairly soon in the same style... phone them for more details...VG



## CLUB MATTERS...

Rumours now abound about the state of the old politics in the Club. I recently heard that attempts are now being made to limit numbers in the Southern Club by an unprecedented step of reducing or eliminating the amount of training some of the commercial organisations are allowed to do. Also, one again the things the committee are doing in our name are not being publicised. I expect, may ardently request that minutes of ALL committee meeting are made public in Windsock!, not just the ones where there were no arguments or the edited lowlights which it is deemed OK for us to know. I personally feel that we are now into the secret society type committee where not much is known and little is admitted and rumours are rife. I also think that committee meetings should be open to non committee members to come along and observe, that is, if they are told the location and time of such, which appears to be a closely guarded secret. I know some people are going to think I am out of order but I think we are in danger of slipping back a long way if we don't get things sorted out AMICABLY for the benefit of all.

Regards, Steve Uzochukwu

## A word from your editor....

Why is Windsock late?

Because

a) Only a very few members of the club can be bothered to write to me, other than for purpose of putting adverts in. With many thanks to Martin Brady, Gary Cook, Tim Cox, Eddie Bilous, Tim and most of all Steve Uzochukwu. Clearly your hearts are in it.

b) Because unlike Gary Cook and Andy Nap, who were not only prepared to put a lot extra time in, but were also very gifted artists. I am not. And I'm on my own, apart from a crucial bit of help from the Sky Systems office and Dave Molineaux. If somebody wants to help out with some pictures, they would be very welcome to send them in. So: no copy, no Windsock.

## The SHGC internal politics

On another topic, it is clear that the shit seems to be hitting the fan in the Club. I gather some members are going to the TVHGC just to get away from the flak. We must stop bickering. Stop bickering not only on a personal level, but also a Club level, and a National one. Next thing, our petty wrangles will be reported in the foreign flying press... The SHGC wrangles that could, and should, have been sorted out over a pint in the Dyke Pub have assumed totally ridiculous proportions and- more importantly- are not only detrimental to the Club, but may well end up also jeopardising other more (?important?) considerations, namely safety and our right to fly (remember those??). These arguments arise only out of the limited airspace that we have; it reminds me of the rat experiments I used to read about as a medical student. Too many rats in a cage: they eat each other. I'm not sure how we resolve these problems. I am sure, however, that we won't resolve them by either quoting points of Club constitution, restricting access to sites of one type of flying machine or other or generally bitching. So let's act like grownups and stop looking up our own arseholes. There is only one issue at stake: that of safe flight. Surely we can get our acts together to do that without restricting teaching? And surely the keen young paraglider pilot, who can get airborne so much quicker than a hang glider pilot, may need just a bit more tuition concerning not hogging airspace and acting more responsibly?? If you feel the answer to the last question is yes, I seem to remember that tuition is what schools do. When I learnt to hang glide in 1980, schools used to be congratulated for not only promoting the sport, but also training fliers to nationally recognised standards...

It is my belief that there is no argument between the schools currently operating on SHGC sites, and the SHGC itself. Don't let anybody tell you otherwise.

Warning! Not to be read by paraglider pilots page!! - Windsock Oct/Nov 1990 - page 18

# SKY SYSTEMS

for HANG GLIDING and PARAGLIDING  
Ring DAVE PERRIN (0273) 857700 (new number)

## SKY SYSTEMS ARE ON THE MOVE!

By the time you receive this issue of Windsock the relocation and expansion of Sky Systems at their new Centre in EDBURTON, will be nearing completion. Hang Glider sales, Paraglider Sales, Tuition, Equipment sales service and repair will all come together under one roof in the new purpose built 5000 sq ft "SKY SYSTEMS FLYING CENTRE".

## SKY SYSTEMS offer THE COMPLETE SERVICE:

In addition to the extensive service that Sky Systems have always offered ie, tuition, paraglider sales, hang glider sales, clothing, books, instruments, safety equipment, harnesses, parachutes etc. Due to the relocation and expansion of Sky Systems we can now offer the complete repair service for your hang glider or canopy whatever the make or model. The Sky Systems team have years of experience covering all aspects of hang gliding/para-gliding repair, ranging from constructive informed advice and test flying to complete strip down and sail/airframe repairs, so dont take chances get your glider checked over this winter and be properly prepared for the '91 thermal season.

FULL NEW ADDRESS: SKY SYSTEMS, EDBURTON, NR. HENFIELD, WEST SUSSEX BN5 9LL. Tel: Brighton (0273) 857700

## FREE AIRWAVE HANG GLIDER/CANOPY WINTER CHECK:

Another van will be leaving for Airwave on the I.O.W soon, carrying your Magic gliders & canopies for their FREE winter check over. The more we have the less you will have to pay for transport costs, so drop your glider in NOW and start the 1991 season confident in the knowledge that your wing has been factory examined and serviced (if necessary). Subject to availability, so get in before Christmas.

## KISS or RUMOUR? Make up your own mind:

At Sky Systems we have K2 and Rumour demonstrator gliders, so give me a ring or catch up with me on the hill and test fly them, both are excellent gliders with reputations to match, but only one is likely to suit your particular flying technique, so ignore the hype and make up your own mind. FLY THEM.....

## SUPER PITCHY:

Hang glider handling characteristics is a subjective matter at the best of times, but I think most pilots would agree that any additional control authority is always welcome, especially on those long flights in rough or lively air, and that is exactly what the Super Pitchy offers, by reducing the pitch forces required from the pilot and damping out the pitching up effect of gusts and thermals therefore reducing both pitch and roll inputs and subsequently improving pitch/roll co-ordination. So whether you fly a Rumour, Kiss or any other advanced glider a Super Pitchy should be a natural addition to your flying kit. But dont just take my word for it, for the Super Pitchy has the best endorsement of all. As it is a vital part of competition equipment for both JOHN PENDRY (current British & European champion and former World champion) and JESS FLYNN (French Open winner and former British champion.)

## FOR MERE MORTALS.....MAGIC SIX.....CALYPSO.....CLUBMAN:

The Kiss and Rumour are excellent gliders, but to realise their full potential may take more time or experience than many pilots have at their disposal. The MAGIC SIX from Airwave (based on the Kiss) has been specifically developed experienced occasional pilot or the aspiring intermediate; designed for optimum performance with easy predictable flying characteristics. However if you have just qualified as a new CPC pilot or just want safe predictable economy flying with respectable performance, then perhaps the CALYPSO from Airwave or the all new CLUBMAN ELAN from Avian is for you, so ask for a test flight

## SAFETY FIRST .....Wheels for all!

Whatever glider you fly and whatever skill level you are at, the occasional hard or fast landing is inevitable, but more inevitable for some than others! Minimize the risk of damage or injury by fitting a pair of "Airwave Wheels", the unique two part design makes them easy to fit and remove, and they cost less than most uprights, you know it makes sense.

"YOU MAY CHOOSE TO COMPROMISE ON YOUR FLYING COSTS AND FANCY GEAR BUT WE'LL NEVER COMPROMISE ON SAFETY AND QUALITY."

1990 BRITISH PARAGLIDING NATIONALS: OFFICIAL RESULTS

1ST LEG WALES: 1 TASK  
2ND LEG PEAKS: 0 TASK  
3RD LEG VERBIER: 9 TASKS

BRITISH CHAMPION: ANDY NAPOLITAN SHGC  
BRITISH FEMALE CHAMPION: ALISON SYRETT S

Pos	No:	PILOT	BAPC CLUB	CANOPY
1	01	ANDY NAPOLITAN	SKY SYSTEMS PC	FALHAWK APEX
2	50	ROBBIE WHITTALL	SKY SYSTEMS PC	FIREBIRD NINJA
3	04	JOCKY SANDERSON	EAGLE QUEST	FIREBIRD NINJA
4	02	MICHEL CARNET	SKY SYSTEMS PC	FALHAWK APEX
5	20	MIKE ALLEN	SKY SYSTEMS PC	FALHAWK APEX
6	05	ALISON SYRETT	SKY SYSTEMS PC	ITV SAPHIR
7	06	NICK LUNN	MOUNTAIN DYNAMICS	FIREBIRD F1
8	29	ROBIN CRUICKSHANK	DALES PC	CHIRON
9	09	IRWYN JEHU	SKY SYSTEMS PC	FALHAWK APEX
10	25	DAVE BOTHA	HIGH ADVENTURE	HOT DREAM
11	10	STEVE HIGHAM	PARAPENTE SERVICES	ITV SAPHIR
12	49	DAVE WARD SMITH	PARAPENTE WALES	FREE SPIRIT
13	46	JOHN SILVESTER	PARAPENTE SERVICES	ITV SAPHIR
=	40	COLIN LARK	GREEN DRAGONS	HOT DREAM
15	41	MARK LINDEN	PARAPENTE SERVICES	ITV SAPHIR
16	18	ANDY SHAW	GREEN DRAGONS	FREE SPIRIT
17	43	JOHN MEREDITH HARDY	SKY SYSTEMS PC	L DE K GENAIR
18	27	BRUCE GOLDSMITH	AIRWAVE PC	AIRWAVE VOODOO
19	42	LUCY MACSWINEY	EAGLE QUEST	FIREBIRD NINJA
20	22	KAI BARNETT	MOUNTAIN DYNAMICS	L DE K TRILAIR
21	28	GARY COOK	SKY SYSTEMS PC	FALHAWK APEX
22	15	DAVE FOLKARD	MOUNTAIN DYNAMICS	FALHAWK APEX
23	37	STUART HOLMES	EAGLE QUEST	FALHAWK ATHLETE
24	07	NIGEL PAGE	PARAPENTE SERVICES	ITV SAPHIR
25	36	DAVE HOLLINGSWORTH	EAGLE QUEST	APCO HILITE
26	08	ALAN SCRASE	MOUNTAIN DYNAMICS	L DE K TRILAIR
27	12	NEIL TURNER	SKY SYSTEMS PC	FALHAWK ATHLETE
28	44	BILL MORRIS	MIDFLIGHT PC	L DE K TRILAIR
29	23	MARK BEGG	SKY SYSTEMS PC	FREE SPIRIT
30	33	KEN HARDMAN	EAGLE QUEST	FALHAWK ATHLETE
31	24	ANDY BOOTH	FLY HIGH PC	ITV SAPHIR
32	51	PHILIP WOOD	SKY SYSTEMS PC	NOVA CXC
33	13	RICHARD CARTER	PARAPENTE SERVICES	ITV SAPHIR
34	30	SHOLTO DOUGLAS	SKY SYSTEMS PC	APCO HILITE
35	21	CLIVE BARNES	AIRWAVE PC	AIRWAVE VOODOO
36	52	JOHN PENDRY	AIRWAVE PC	AIRWAVE VOODOO
37	39	GEOFF KIRTON	EAGLE QUEST	HOT DREAM
38	48	MARK TURNER	SKY SYSTEMS PC	FALHAWK ATHLETE
39	45	DAVID PRIOR	PARAPENTE SERVICES	ITV SAPHIR
40	35	VAUGHAN HIGGINS	MOUNTAIN DYNAMICS	L DE K TRILAIR
=	34	MARION HIGGINS	MOUNTAIN DYNAMICS	ITV SAPHIR
42	38	NOEL HUMPHREYS	SKY DRAGONS	FALHAWK ATHLETE
43	03	MIKE MILLWOOD	SKY SYSTEMS PC	FALHAWK ATHLETE
44	11	MARK ELLISTON	HARLEY PC	FREE SPIRIT
45	16	MARK GRIMSHAW	UNATTACHED	ITV SAPHIR
46	31	SIMON FORD	MOUNTAIN DYNAMICS	L DE K GENAIR
47	47	MALCOLM TULLY	PARAPENTE SERVICES	ITV SAPHIR
=	17	GRAHAM WATSON	SKY SYSTEMS PC	FALHAWK ATHLETE
49	32	HARRY GREENE	SKY SYSTEMS PC	FALHAWK ATHLETE
50	14	JEAN COLLIN	SKY SYSTEMS PC	CUSTOM ALIEN

what a stunning result for the SHGC! look at these from the british national paragliding comp!!



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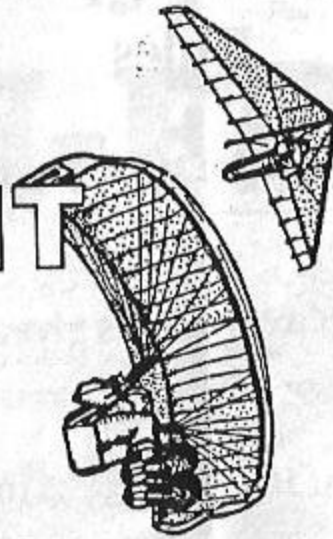
SPORTLITE

APCO

## FULLY PAID-UP MEMBERSHIP LIST - SHGC AS OF 24/11/90

Trevor	Ackroyd	Rob	Cooper	Mark	Johns	P	O'Donevan
Laurence	Adey	Steve	Cowling	Peter	Johnson	John	O'Neill
Mike	Allen	Tin	Cox	Liz	Johnston	John	Pakulski
R	Allwright	Francis	Cracknell	Ken	Johnston	Stewart	Park
N	Allwright	Bob	Croad	Christopher	Jones	Tony	Parsons
Monique	Amas	Alfred	Crocombe	Sick	Jones	Calvin	Partridge
Tony	Anderson	Andrew	Crowley	Chris	Jones	Miran	Patel
Richard	Arthur	Russel	Crowell	Vicky	Jones	Hay	Pearson
David	Ashley	James	Dalley	Mark	Jones	John	Pendry
Marc	Atkinson	Robert	Devis	David	Keenan	David	Perrin
Alistair	Auld	Terry	Davison	David	Keenax	Nick	Perrin
Ralph	Bacon	Colin	Day	Ian	Kennedy	RJ	Phillips
Chris	Baker	Peter	Day	Tim	Kent	Kevin	Phillips
R	Baldwin	Tin	Dearden	Phil	Kenny	Simon	Phipps
Derek	Bale	Andy	Dehaan	Richard	Konyon	Kenneth	Phypers
Roger	Bell	Ian	Dent	Sarah	King	Kevin	Pickering
Robert	Banfield	Bill	Devereux	Ed	Kinz	Darrin	Pickering
Roger	Barton	Conia	Dix	Peter	Kinlan	John	Powell
Rob	Bastin	Ian	Dolwin	Dave	Kinnear	Nicolas	Preston
Laurence	Batten	Craig	Drovery	Neil	Klee	Kerbert	Frohl
Peter	Bernon	Cliff	Edwards	Robert	Lambert	John	Przybylski
Eddie	Bilous	John	Elliston	Paul	Lambert	Jerry	Puckey
Nervyn	Bingham	Mark	Evans	Marshall	Lambert	Stephen	Pugh
Jet	Black	Derek	Eyre	Brian	Larbert	Nigel	Rago
Bill	Blunt	Michael	Finney	Tony	Lane	Paul	Rankin
Stephen	Boalch	Keith	Fisher	Nick	Langford	Ian	Keat
Richard	Boavick	Mark	Flower	Mark	Lavender	Bridget	Keave
Andy	Booth	J	Fletcher	Jonathan	Lawson	Duncan	Reeves
Richard	Boreham	Philip	Flower	Christopher	Loach	Jon	Reid
Martin	Brady	Ben	Forrester	Tony	Leader	John	Relph
Kevin	Brashill	Peter	Forward	Ed	Leathan	Patricio	Reyes
Phillippo	Briere	Ian	Fotheringham	Peter	Leavis	Ronald	Richardson
Richard	Britten	Ian	Freeman	Judy	Leden	Russell	Richardson
Myko	Brown	Dafne	French	Daniel	Lees	Mike	Richings
Michael	Broadbent	Steve	Funnell	Rodney	Lees	Paul	Robertson
Charles	Brockis	Charles	Galbraith	John Owen	Leigh	Mark	Robinson
Arthur	Brooker	Vanya	Gant	Richard	Lever	Peter	Rogers
Susan	Brooks	Robert	Gastman	Gregory	Leveredge	Timothy	Rollinson
Roger	Brown	AJ	Gauden	Richard	Lewis	Steve	Rothwell
Peter	Bruce	N	Gerard	Don	Liddard	Claire	Ryan
Chris	Bryson	Nigel	Gibson	Steven	Lloyd	Alan	Sanders
Andrew	Dudd	Nigel	Gilbert	Simon	Long	Ray	Scrase
Kim	Null	Hugh	Goepel	Chris	Lovell	Philip	Sedgwick
Peter	Burden	David	Goepel	John	Lovell	Peter	Seeley
Peter	Burden	Oriele	Goodyear	J	Lovell	Pradeep	Shand
Graham	Butler	Paul	Gould	Antony	Lovell	Andy	Sharne
Jay	Butler	Jeremy	Gouldstone	Simon	Luchesi	Jerry	Shaw
Mike	Butler	Kim	Gransby	G	Lyon	WV	Siddie
Tony	Callow	Keith Henry	Greaves	Alison	Machay	David	Simonsen
Peter	Campbell-Barrs	Harry	Greene	Philip	Maddock	Steve	Slater
Adrian	Capie	Kevin	Grey	Nicholas	Maidardot	Jerry	Slough
Michael	Carnet	James	Gurnoy	Don	Mair	Brian	Small
Johnny	Carr	Mike	Hall	Dave	Maledy	Lenard	Smith
James	Carstairs	Vince H	Hallan	Don	Mapp	Simon	Smith
Stuart	Carter	R	Hanning	Robert	Mardell	Graham	Smith
Garvin	Casperer	Philip	Hansford	Stephon	Marnier	Chris	Smith
Jonathan	Cattlin	F Paul	Harding	John	Marshall	Aidan	Smyth
Mark	Chapman	John	Harris	David John	Matthews	Mark	Snow
John	Charlton	Doug	Harris	Tim	Maynard	Hiles	Southgate
Mark	Chick	Colin	Hart	Colin	McDonald	Simon	Spear
Dennis	Childs	Janet	Hayler	Wola	McDonald	Jane	Steadman
Deverley	Clark	Wola	Rebb	Wola	McKinstry	Marion	Stevens
David	Clayton	David	Hedges	David	McLeod	Ben	Stevens
John	Clements	Bob	Henderson	Bob	Middleton	Corinna	Sturmer
Bernard	Clifford	Dejan	Henderson	Dejan	Mihailovic	Nick	Swallow
Samantha	Coates	Sharon	Hewling	Sharon	Niles	Stewart	Swanton
Richard	Coates	Mike	Hewitt	Mike	Millwood	Alison	Syrett
Eric	Cockain	Gary	Higham	Gary	Mitchell	Stewart	Tanner
David	Cole	David	Hilbourne	David	Molyneaux	Paul Stanley	Taylor
Richard	Collar	Alan	Hobden	Alan	Mortimer	Duncan	Thompson
Richard	Collie	Mark	Hodder	John	Mortimore	Mark	Tingey
Jean	Collin	John	Hopfer	Mark	Moos	Paul	Tons
Liam	Conroy	Robert	Horsfield	John	Mullford	Howard	Teoby
Steven	Cook	Peter	Hove	Robert	Mynca	Howard	Travers
Iiz	Cook	Tony	Hughes	Peter	Nyca	Jane	Travers
JOT	Cook	Andy	Humphries	Andy	Hopolltan	Neil	Tucker
Gary	Cook	JM	Hutchinson	Andy	Hopolltan	Mark	Turner
Tazzy	Cooper	Alan	Hurn	Alan	Hollison	Anthony	Turner
Jerry	Cooper	Mac	Hutchinson	Mac	Hollison	Stephen	Turner
Brett	Cornick	Andy	Hutchinson	Andy	Hollison	Roel	Uzechukwu
Geoff	Cotton	Hugo	Hutchinson	Hugo	Hollison	Dave	Venn
		Tim	Hutchinson	Tim	Hollison	Nigel	Vickers
		Mark	Hutchinson	Mark	Hollison	Graham	Vard
		Don	Hutchinson	Don	Hollison	Stephen	Watson
		Paul	Hutchinson	Paul	Hollison	Peter	Westbury
		Paul	Hutchinson	Paul	Hollison	Adrian	Whichello
		Jobey	Hutchinson	Paul	Hollison	Robbie	Whitmarsh
			Hutchinson	Paul	Hollison	Tony	Whittington
			Hutchinson	Paul	Hollison	David	Whymark
			Hutchinson	Paul	Hollison	Elisabeth	Wid
			Hutchinson	Paul	Hollison	Bledyn	Williams
			Hutchinson	Paul	Hollison	David	Williams
			Hutchinson	Paul	Hollison	David	Williamson
			Hutchinson	Paul	Hollison	Steve	Willis
			Hutchinson	Paul	Hollison	Kelvin	Wilson
			Hutchinson	Paul	Hollison	Brian	Wilton
			Hutchinson	Paul	Hollison	Mark	Windus
			Hutchinson	Paul	Hollison	Philip	Wood
			Hutchinson	Paul	Hollison	Mike	Woodcock
			Hutchinson	Paul	Hollison	Mark R	Woodhans
			Hutchinson	Paul	Hollison	Mark	Woodhans
			Hutchinson	Paul	Hollison	Gordon	Wuent
			Hutchinson	Paul	Hollison	David	Wynn Jones
			Hutchinson	Paul	Hollison	Stewart	Yates
			Hutchinson	Paul	Hollison	Ricky	Young
			Hutchinson	Paul	Hollison	John	Young
			Hutchinson	Paul	Hollison	Fete	Zimmermann

# FREE FLIGHT



## Hang Gliding and Paragliding School

### Site Rules Steyning Bowl

Dear Pilot,

Unfortunately due to mass overcrowding presenting opportunity for serious accidents to occur, we have had to place some flying restrictions on this, our own private and very sensitive site, which due to misuse could be lost for ever.

Please note - first and foremost this is a training site for hang gliding and paragliding.

It is best flown in S, SE and E winds. In summer, thermic activity can be severe combined with sea breezes. Strong winds can present exceptionally dangerous conditions.

Free Flight pays an enormous amount to the landowner for its use so we have to implement certain rules in order to keep it:

P.T.O.

## Rules

- £4.00 per day site fee to be paid to site marshals or instructors.
- Obey rules and restrictions given by site marshals or instructors.
- Proof of current BAPC/BHGA insurance and rating.
- Park only in car park - not on road.
- Obey the Country Code and follow rules designated by the BAPC/BHGA.
- Speak to a site marshal or instructor before any flying takes place.
- No more than three aircraft in the air at any one time.

Failure to comply with these rules will ensure your organisation will remove your rating! Please help us by complying with these simple rules and ensuring your friends are also aware of them. By being sensible, mature and aware we will always have a site to fly.

Please never, ever fly alone. If the school is not training - that is a good indication of unsuitable conditions.

We wish you safe and enjoyable flying. If you have any problems or questions to ask then please phone:

CCI - Eddie 0273 - 411239

# ENT IN BY EDDIE B... HIGH-FRYER



all horror... skydiver Franz sparks a massive blast as he plunges helplessly into the power cables on a gust of wind



Attend Franz, in a coma after crashing

THIS is the terrifying moment a skydiver hit a pair of 30,000-volt power cables and exploded into a human fireball. Franz Wuggetzer, 55, was slammed by a gust of wind into the two power lines, short-circuiting them and causing a massive explosion.

He crashed to the ground, breaking an arm and a leg. When horrified spectators reached him he was in a coma.

But Franz lived... and is now almost back to normal just three months later.

The accident happened when Franz and fellow members of the Delta Paragliding Club in Tannheim, Austria, jumped from the top of a 6,000 ft. mountain.

The six other skydivers floated safely down to the floor of the valley.

But as Franz came into land, a sudden gust of wind forced him straight into the cables.

Fireman Heinz Lindner, who took the

By SUN REPORTER

dramatic pictures, said: "I had been photographing him all the way down. Suddenly I saw him frantically kicking and struggling to miss the power cables."

"As he hit the wires, there was a tremendous explosion and flash—

## Sky diver Franz survives landing on 30,000 volt cables

like thunder and lightning. "Then he plunged to the ground with a sickening thud."

Fellow team-members took it in turns to give Franz the kiss of life until a rescue helicopter could take him to hospital.

After three months in hospital, all Franz's

burns have healed, and although he is on crutches, doctors say he will make a complete recovery.

Christian Radl, director of the paragliding club, said: "It was a miracle he survived at all."

"If he had stayed on the wire for another second, he would have died."

SOUNDS LIKE DOGGY FLIGHT PLANNING TO ME