

# SKY SYSTEMS

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

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

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

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

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

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

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

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



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

Call us for information on our Paragliding School or to make an order. Send an A4 SAE for full price list. We accept Access and Visa and operate a full mail order service. Postage is extra - please enquire. Open 6 days a week: Mon-Fri 9-5.30, Sat 10-4. Fly Safely!

soon to be moving to:

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

# FLYING THE LANCET

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# THE SOUTHERN HANG GLIDING CLUB

## COMMITTEE 1990



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Tony Lucchesi  
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0273 419 645

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Sue Brooks  
0273 834 984

The editor wishes to make it clear that the opinions stated in this illustrious organ are purely those of the contributors. Large concerns please note: don't bother suing because he, like the club, are broke. Besides which, nobody in their right minds would take anything written here at all seriously; if any of you out there do, please get in touch with me and I'll try and get you an urgent referall with a suitable psychiatric hospital. Furthermore, if any scuzzballs want to lift our articles, they can't do it without talking to me first...  
Vanya Gant, 152 Wellfield Rd.,  
London SW 16 2 BU

## *Glider arrested after 52 miles!*

July 6th and the wind was blowing NW about 20 mph. I decided to go to the Dyke where I met Tony Lucchesi. He had rigged up and set his map for a BIG XC. I started rigging and Tony's mobile phone rang. Ray wanted a lift from Brighton station. Back to the Dyke by 11 o'clock to find Dave Williamson and Kev Pickering had rigged up - Dave had flown once. Only one word from Dave: "crap". A few pilots flew but nothing particularly special. I took off around 12:30, gained about 400 ATO with Kevin and Dave launching after me, and after about 20 minutes a massive thermal blobbed off, finding the core a smooth 8 up to 3500 amsl just over the back, not wanting to infringe airspace! I pulled out and flew back to the Dyke only to find a lot of sink.

Twenty minutes later I had top landed and copped an extreme slugging off from all and sundry for not going XC; Kevin and Dave were mere specks by then...Thinking I had blown it I took off very determined indeed, with Tony following. After 15 minutes a thermal came through. Four up to 3500 amsl and amazingly not going any higher. It seemed as if Kevin was pushing down on the kingpost with Tony less than 500 yards away. We quite nicely floated along to Newhaven 2 miles inland; the air started to sink so we wandered off, and realised that we were on the wrong side of the sea breeze front.

The clouds started to appear quite ragged, and just made it over the back to Firle, Tony with 400 AGL and me with 700 AGL booted along by the sea breeze. Two up and started circling. Tony saw me and flew underneath but was too low. I watched as he feverishly tried to find lift but no luck.

He landed between Firle and Wilmington. The two up turned into a six up and I made 2500 amsl which then promptly broke up and with the sea breeze abating. I pulled the VB on full and glided across Polegate maintaining quite well. Seeing a very large green haze

ahead, I flew over it, min sinking. I zeroed out maintaining 1400 amsl and after a few minutes it started going up. Back to 2700 amsl and across Pevensey levels and on to Bexhill. I flew across Bexhill where I saw some sea breeze cloud appearing over St Leonards. Flying under this I worked back up to 2800 amsl. The lift seemed very stationary and I glided off across to Hastings hoping for lift over the town.

About halfway across I saw ahead and below me a sea breeze cloud swirling around, quite transparent, and about the size of three gliders width. I circled inside and around in a steady eight up, quite rough and cold, climbing around the towering cumulus to 3800 amsl with the cloud not moving much; the view was fantastic. Quite clear, able to see Beachy and beyond to the West, and Dungeness to the East.

Not wanting to linger longer I glided off in search of more lift, flying through some bad sink until I reached Fairlight with 700 amsl struggling to stay up, I spotted a farm with large ploughed fields, flew over min sinking and waited. It zeroed out and I stayed with it. I eventually climbed to 1200 amsl with the drift South West across Rother level. I glide to Winchelsea beach and across to Camber Sands, hoping for a thermal to blob off some rough ground, Now down to 600 amsl but nothing happened. So I unzip my harness expecting to go down. The people on the beach were waving and it seemed a good place to land; the air however became quite rough and I realise dsomething was happening. After going weightless a few times, sure enough off blobbed a real little rough bastard which took me out to sea about a quarter of a mile. Only having 1700 amsl I decide to turn back.

There was quite a strong head wind, and I started flying North inland of Lydd going around the danger area and Lydd airport, unluckily the lift was drifting across the airspace, and I left at 2200 amsl.

In the distance I could see some sort of show with a large field alongside.

The lift diminished so I max glided to the field, where there were lots of witnesses. All I had to do was to work out the wind direction;

NW as determined by some smoke and the drift across the ground when on my approach.

Nice landing: the wind was blowing at about 15 mph, I derigged and got a witness, phoned Tony for a retrieve and 2 and a half hours later he arrived with Ray smiling from ear to ear. After a pint we went to get the glider where I had left it, just by a hedge by my landing point.

"Whaaaaaaat????? It's gone!!!!!! Some bastard has nicked my glider!!!!!! Well actually, said Tony, it's been arrested for loitering with intent on being a tent.... Apparently a local farmer had thought it was a tent, and had informed the police because he had thought it belonged to some hell's angels, who being very wicked people were clearly going to camp there.

On the way to pick me up Tony had spotted this police van with an escort of cars and motorcycles taking my glider away, with about four feet of glider sticking out of the side window of the van - a trifle worrying you might say.

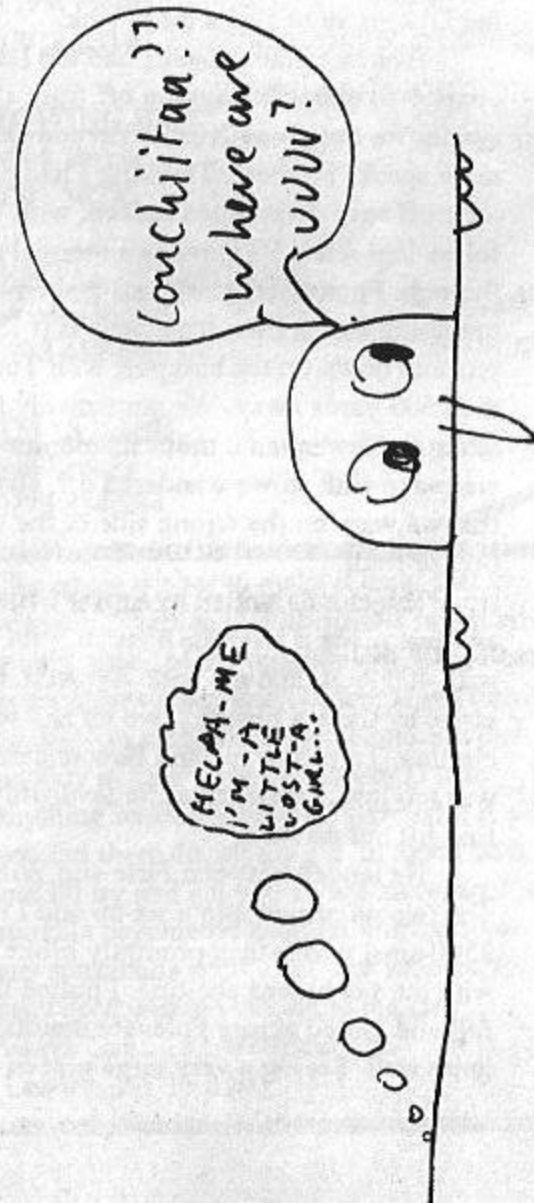
Luckily one of the policemen knew it was a hang glider, and so it was undamaged, but nevertheless jailed at Lydd police station. The retrieve took six hours in all, and we got back to the Dyke around midnight and Ray's glider was still not derigged... Thanks to Ray and Tony for the retrieve!  
 Glider: Rumour 13.5  
 Vario: Davron 100  
 Harness: Podlite thinsulate  
 Distance: 521 miles  
 Flight time: 3 hours

And there we have it.. Stitches Steve

And here am I, having managed to stay up for three hours, and managed maybe only 2 miles in the process...VG

## Flying Mount Caburn? Use the Car Park!!!

Trevor Upright sends us this plea - please park your cars in the field opposite the farm if you intend to fly Mount Caburn - this involves an extra 20 yards of walking, but at least does not block the road!!!



THE FOLLOWING CLUB MEMBERS have not (according to our records) renewed their membership to the Southern Hang Gliding Club for 1990. Under Club rules, a two-month "grace period" is given after the official renewal date in May.

paid-up members of the club are contributing to the leasing and upkeep of our sites - YOU are subsidising the flying of the people on this list! IF YOU KNOW ANY OF THEM - CHASE THEM AND MAKE THEM PAY UP!

Obviously, some of those named may not have paid up because they are not currently flying our sites - however, an awful lot of them are...

The "grace period" has now obviously long gone, and 2 weeks after receipt of this Windsock:

ANYONE FLYING AT SHGC SITES WITHOUT A CURRENT HELMET STICKER WILL HAVE TO PAY A DAILY SITE FEE OR GET OFF THE SITE.

Please note- for regular fliers, it is not an acceptable option to pay a daily fee and "get away with it" whenever you can.

People on the list wishing to re-join, please send the fee shown to the Membership Secretary: Gary Cook, 5 Picton Street, Brighton BN2 3AP... URGENTLY!

Also - if you appear on the list in error (apologies, but anything's possible!) - please write to him just the same and give details of how and when you paid.

Chris	Bartram	A	Morrell	Philip Alan	Bocking
Ian	Carrington-Smith	Eddie	Horsfield	RP	Banks
Clive	Cope	Mark	Elliston	Barry	Clark
Andy	French	Tony	Munns	Harry	Tucker
Tony	Fuell *	Martin	Haines	Kim	Campion
Robert	Graham	Luke	Wijers	William	Stoney
Paul	Green	Alison	Syrett	Mark	Chick
Garry	Huse	Peter	Macpherson	Simon	Kitson
Bill	Jongeneel	Antonio	Cardillo-Zallo	Richard	Shepherd
Steve	Malakos	Adam	Brodell	Alasdair	Duncan
RAJ	Mikolajczuk	M	Bache	Jason	Bulley
Andy	Napolitan	M	Perkins	John	Meredith-Hardy
Cecil	Phillips	M	Barratt	David	Sigournay
Robert	Sinclair	F	Rehn		
BM	Tompkins	EW	Butler	Robin	White
Anthony	Turner	Peter	Banner		
Peter	Wills	Graham	Watson		
Tony	Renderson				
Paul	Lacon				
Jim	O'Sullivan				
Chris	Wilford				
RT	Cardwell				
Bob	Dell				
Adrian	Hallam				
Ray	Swinfield				
Brian	Webb				
Raymond	Sedgwick				
Dave	Rusbridge				
Mike	Dempsey	Mike	Steele	10.00	
Mike	Tarry	Nick	Jones	10.00	
Paul	Nugent	Paul	Page	10.00	
David John	Matthews	C	Culverwell	10.00	
Archit	Patel	Martin	Attfield	10.00	
P	Shepherd	John	Hewitt	7.50	
Karlo	Webb	Liam	Conroy	7.50	
MA	Rimmer				
Terry	Harvey				
Eric	Cockain				
Andrew	Hall				
Robert	Oliphant				
Toby	Albu				
Edward	Stapleton				
Andrew	Pascoe				
Brian	Milliard				
KR	Pearce				

ALL THESE GUYS OWE £30!!

HMMM...  
 £2345 in all...  
 That's enough money for ANOTHER SITE OR THREE...

THESE GUYS OWE THIS MUCH!

\* It's a fair cop Tony - what with being in the Belgian Alps...

PILOTS SEEN FLYING OUR SITES WHO AREN'T MEMBERS!  
 COLIN WILLS - JAN GRAYLAND - STEVE SMITH

# THE DEVIL'S DYKE WEATHER STATION IS NOW ON-LINE

Our esteemed leader John Charlton has seriously got his act together with this one. The weather station is now operating from the top of Devil's Dyke Hotel by kind permission of Chris Makin, Whitbread District manager, and Colin Smith, manager of the Hotel.  
This is the number:

**0273 857002**

This miracle of fairly modern technology gives you wind direction and strength, which is generally quite a useful thing to know when contemplating whether or not to get out of bed and hack down the road complete with flying kit.

## THIS IS WHAT YOU DO

Dial the number, and hold the phone for 50 seconds. During this time the computer has a think about what's going on on top of the (ex) Dyke pub. Then it answers.

The accent is hardly BBC, and takes a bit of getting used to, because anything with a more public school accent would have cost a lot, lot more.

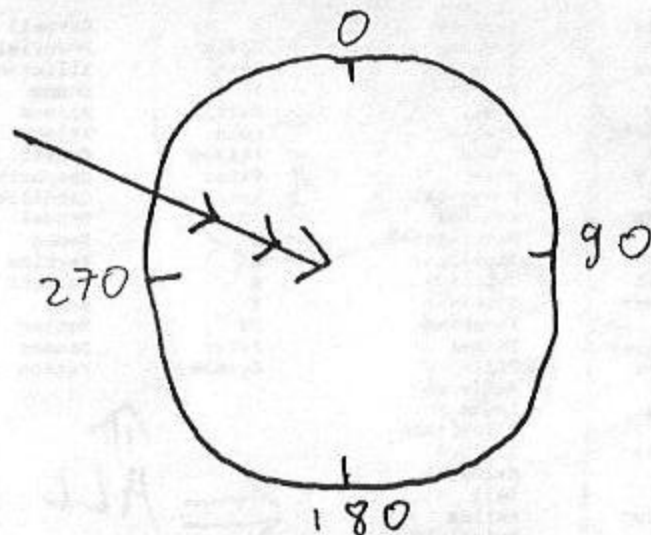
Each observation is spoken 3 times. Each call triggers a new set of observations. If you don't know which way things are likely to go, you have to call again a bit later.

This is REAL TIME stuff, and tells you what happened in the few seconds before it answers. If you think it may just have started to sea breeze 5 minutes beforehand, it'll tell you whether you were right or not.

There will be an area made available to us flying lowlives in the Dyke Hotel by kind permission of Colin Smith and Whitbreads. The only rider on this is that we don't stomp about in filthy boots and overalls when inside. Fair enough if you ask me.

Direction is based on the 360 degree compass

(some of you may have heard of this). The reading will be accurate to the nearest 10 degrees. For example,



Wind FROM this direction will be reported as "wind direction two nine zero degrees"; speed is given in miles per hour.

Variation in speed (gusts) and variation in direction during the 45 second observation is also given. Variations of less than 5 second duration are ignored; in very variable conditions the computer will automatically take a second reading. You would then have to hold the phone longer.

## **SAFETY ADVICE**

### HARLEY FREE SPIRIT

Harley chutes have announced that, as a result of monitoring feedback, there is a possibility of suspension line failure if this canopy is subjected to extreme conditions.

They intend to raise the possibility of a shortfall in design criteria laid down by the guteseigel, ACFPULS, and UK airworthiness schemes and are seeking the support of other manufacturers - but have taken the lead by introducing a 'wear and tear' factor of x2 into their calculations; in effect doubling the strength.

**All Harley paragliders manufactured to the new standard will have a 'x2' stamp on the canopy detail panel - if this is not present then Harley invite the return of all Free Spirit and Contrail canopies, direct or via their dealers, to be modified free of charge.**

This notice was issued by the BAPC to all CCIs, expecting them to advise all their Club and TIs of the notice, and to take appropriate action. Irwin Jehu, CCI SHGC, FAXed me this notice as a matter of urgency, and also wishes to make the following comment:

"To the best of knowledge the static and dynamic stress tests of ACFPULS, UK and Guteseigel, are performed in knowing acceptance of a "x2 wear and tear" factor. Before criticising others I suggest that Harley publish their testing procedures and results"

Comments anybody? From both the manufacturing and customer ends? I will publish both impartially; this strikes me as a very important matter, and the only thing I am interested in is that nobody should come to harm through equipment failure. I also think I am right in saying that Harley chutes so far have not put any of their canopies through any airworthiness scheme.VG.

## SITES NEWS

Seven landowners have been approached for new sites in the past few months. We were turned down flat for Box Hill (on the North Downs), Window Hill (a S.W. site behind the Long Man at Wilmington), and Iford Hill and Kingston Hill (on the South downs between Newhaven and Lewes). The one request which was granted was for the use of Mount Caburn. Our thanks go to Lord Hampden of Glynde. He is however concerned for the conservation of this site and for this reason will not allow vehicular access. We must respect this and be careful to conserve the site ourselves. He has also agreed to allow paragliding on condition that there are

### NO SLOPE LANDINGS WHATEVER

You must top land or go right round the corner to the bottom landing fields. See the site guide for more details.

If you cannot be certain of doing this please **DO NOT FLY**. Because this is a bit tricky the site is **F2 ONLY**.

Anyone slope landing will come before the Committee with the withdrawal of club membership (and French Lessons with Michel Carnet - *ed.*) as the final sanction.

Tony Turner has, as always, done a lot of excellent work negotiating with the owners of existing sites. In general with everything else, land rent charges are going up...

### Schools and Site fees

The question of tuition by schools on Club Sites is presently being discussed. If you have any feelings about this please speak to a committee member.

Decisions taken so far are: No tuition at all on Beachy Head, Newhaven, High and Over or Mount Caburn. (Except Vince Hallam, who has a special arrangement at the latter).

In general we are concerned to put members first on Club Sites. If you feel that tuition is spoiling your enjoyment of a site, tell a commit-

tee member or write to Vanya in order that your views be aired. This is particularly true of Firle. If things get over the top, we will have to stop schools at this site...

Tony Turner is consulting the landowner and farmers at Firle to clarify the situation. We expect Vince Hallam (Sussex College of Hang Gliding), Russ Crowley (Skywing Sports) and Andy Shaw (of the Green Dragons) to use this site. All students using Club sites must however pay the £2 per day temporary membership.

### New Site guide

A new site guide is out soon, largely produced by Trevman. It will be issued to new members, and will probably cost another £3 to new members. Please let Trevman know if you want one.

### Is your member paid up?

Now that Gary Cook has taken over as membership secretary (0273 604051), our thanks must go to Roger Barton for doing the job despite his move to Milton Keynes. All paid up members should by now have their stickers. A lot of people have not renewed. Some quite prominent ones are still using Club Sites; they will soon star in a Hall of Shame published by Windsock... At the end of the day the Club can't run on good will alone, and when you see a non- or lapsed member flying, remember you are subsidising them... We need the income.

### Polite code of conduct

The SHGC has evolved a code of conduct and password to be employed when asking to see proof of SHGC membership. The correct response is "PISS OFF DICKHEAD". Any other response is assumed to be an admission of guilt and non-membership.

Finally my thanks to Chris Brown and Colin Makin for being very reasonable towards us life flyers and even tarding up the Notice Board at the Dyke Pub. Thanks a bunch lads.

*John Charlton*

TO ALL POTENTIAL CONTRIBUTORS TO WINDSOCK

### A PLEA FROM YOUR STRESSED OUT EDITOR

Please, please, please, if you intend to send in anything that is longer than just a few lines, can you send your articles in **DIGITAL FORM**. This makes things much easier for me, and I can accept the following formats:

IBM compatible  
5.25 inch disks, either 360Kb or 1.2 MB  
3.5 inch disks, 1.44 MB

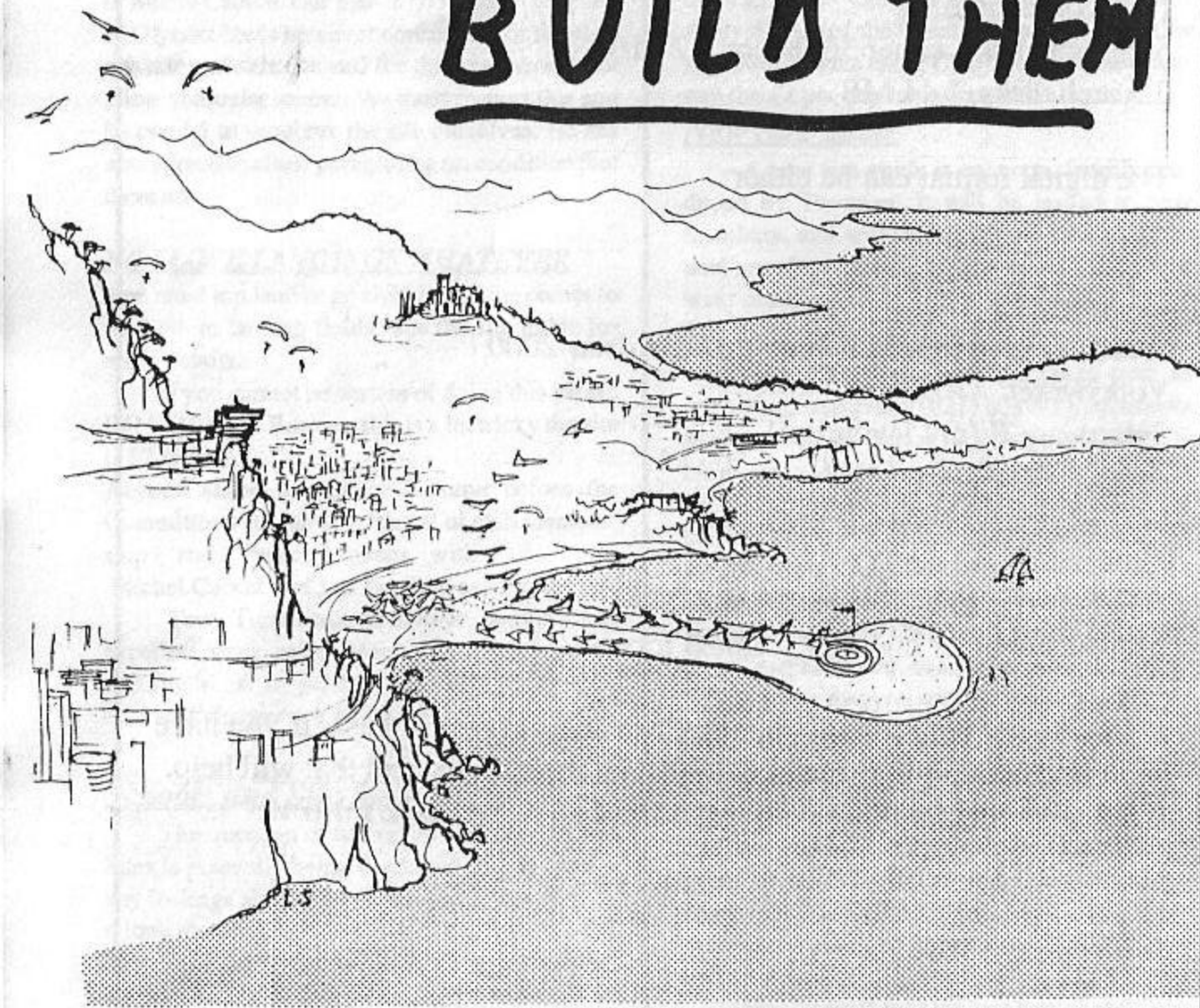
The digital format can be either:

Raw ASCII  
Ms Word  
Wordstar versions 3 onwards and Wordstar 2000  
Volkswriter  
Smartware II (my favourite!)  
Any DCA/RFT format  
CGM/TIFF/Freelance II graphics  
XyWrite  
Any MS Windows-compatible formats  
Almost any other digitally scanned formats

I can probably cope with more formats apart from these. If you have anything else that is digital, tell me about the system, and that will help. Send some hard copy as well, just in case...TA MUCHLY VG

Thinking of  
buying or renting  
a site?  
**FORGET IT!!!**

**BUILD THEM**



### SMALL ADVERTISEMENTS - FREE TO SHGC MEMBERS

**Lightning tripac** 330 g-mm single seater excellent condition easy to rig and fly fully airworthy blue and white with pod spats instruments and trailer with wing racks and ramps bargain £2000.

Jim Slater 081 660 0991.

**Falhawk Athlete Medium**, yellow red excellent condition flown by district nurse £1095 ono harness available

Dave Folkard 021 449 0738 work 021 777 3222 X 3748

**Falhawk Athlete Medium**, pilot weight. 65 - 85 Kg, blue and yellow, includes Sky Systems Flightstyle harness. Early 1989 canopy, good condition. 15 hours airtime. £1000.

Mike on 0424 210951

### WINDSOCK advertising rates

issues	1	3	6	12
1/4 page	5	10	18	32
1/2 page	9	16	28	50
page	16	28	50	80
Back cover	25	38	60	100

All prices insertion only - artwork is not included. Yes folks, this is pounds....

All adverts to me please - VG

# SKY SYSTEMS

## SKY SYSTEMS;

Expanding its sales team and employing the experience of Dave Perrin from Airtime can now offer THE most comprehensive service to todays hang glider pilot.

Whatever your experience, preferences or affiliations, we have the hang glider to suit you.

Sky Systems are now main agents for all major UK manufacturers.

AIRWAVE---Calypso---Magic 6---Kiss---K2.

AVIAN---Clubman

SOLAR WINGS---Ace fun---Ace sport---RUMOUR.

### Beginner/Intermediate:

Calypso, the perfect choice for the newly qualified pilot, from the same stable as the legendary Magic & Kiss range.

Now available the all new Clubman light to carry easy to fly excellent performance and value.

### Intermediate/Advanced:

Magic 6, rapidly getting a reputation as the ultimate allround glider.

The Ace range of gliders renowned for their easy handling and excellent sink rate.

### Advanced/Competition:

British manufacturers produce some of the worlds best performing hang gliders, any of which can be supplied by Sky Systems.

So ask for a test fly on a Kiss, Rumour or K2 and make up your own mind.

If you want to arrange a test flight, discuss your hang gliding needs, or check out some prices. Why not give Dave Perrin a ring on 0273-423650.

### CONGRATULATIONS TO:

Kevin Pickering

for his 50+ flight from Caburn putting him right at the top of the Sussex X/C league on a MAGIC 4.

Craig Dolwin

for his 50+ flight from Caburn [seems Caburn is the place to go, but you will need a light glider!] on a Kiss.

Steve Cook

Currently leading the Martini League with flights including two over 50 miles.

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.

## 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.

## THE BASIC RULES OF HANG GLIDING

- 1) The weather forecast is always wrong, being nearer to the opposite of what is actually happening. However any forecast for unflyable weather will always be 100% accurate.
- 2) Any booked holiday you have will be ruined by a massive anticyclone with no thermal activity whatever.
- 3) Purchase of glider or vario will render the weather unflyable for at least a month.
- 4) The only day that you sleep late, the sea breezes very early at the Dyke, and everyone cruises the sea breeze front while you watch from the deck.
- 5) The converse of rule 4 is that when you get up early and leave for the site immediately it remains unflyable until late afternoon by which time you have just left the site.
- 6) Vario batteries always give up 15 minutes after you have gone XC and are irrevocably committed.
- 7) The best conditions always occur when you turn up at a site alone, and are unable to fly.
- 8) When you go away, you are grounded by force 7 winds while everyone who stayed at home flew in peachy conditions and went XC.
- 9) The marvellous P2 site 10 minutes from your home will be closed or lost to the club two weeks before you get your P2.
- 10) The only good day you get on the hill will be totally crowded out by other gliders, canopies and models. You will be forced out of ridge lift and will go down, whilst everyone else goes XC.

---

Steve Uzochukwu sends us this particularly accurate piece. Inspired by this I've decided to set up the:

### BIGGEST FLYING BUMMER AWARD

which involves YOU GUYS writing to me about the WORST and most EMBARRASSING experience you have ever had that has to do with flying. Yes folks, this is your chance to really tell us about your cock ups. Stuffing it in in front of grannies (hang gliders, that is), and completely blowing it in front of that paragon of virtue Steve Hallam are only some of the delights in this month's Ish. We want REAL COCK UPS please. Let's face it, we all love making pratts of ourselves. This is your chance to achieve stardom in this particular field. VG.

*Dyke weather station continued...*

I suggest that you keep the following copy of the format of the observation and fill in the blanks until you become familiar with it.

### Format:

HELLO

WIND SPEED \_\_\_ MILES PER HOUR or,

WIND SPEED LESS THAN ONE MILES PER HOUR

(a strong wind of (eg) 23 mph would be given as TWO THREE not twenty three)

GUSTING \_\_\_ MILES PER HOUR TO \_\_\_ MILES PER HOUR (Lowest and highest sepped during observation)

WIND DIRECTION \_\_\_ DEGREES VARIABLE \_\_\_ DEGREES TO \_\_\_ DEGREES or,

DIRECTION CONSTANT

Then REPEAT and back to WINDSPEED.

If there is no wind at all the report is just WIND CALM REPEAT WIND CALM REPEAT WIND CALM...

---

If the computer detects a fault or inconsistency it will say SYSTEM NOT FUNCTIONING

I've used John's System and I think it's brilliant. Every time I've used it it's told me that there was too much, or not enough, wind. And let's face it folks, anything that tells you you can't fly is always right. VG

### Free winter servicing!!!

Airwave have only just let me know that they will be offering a free strip down and inspection to all hang gliders (made by them....) brought back to one of their official outlets, as from October the First. Michel Carnet says BOOK EARLY to avoid disappointment, as he reckons this service will be very popular... This also applies to paragliders made by them - so get those black magics sorted out when it's blowing a gale outside...VG

### THE UNPRAISED MAN

There was once an editor called Gary,  
Who when doing Windsock never did tarry,  
He worked his balls off every night,  
To produce a magazine about flight,  
He also thinks we didn't care,  
Because the work he did nobody would share,  
And so now he's very grumpy,  
And is, to say the least, a bit jumpy,  
But, don't despair, and keep smiling,  
Because at least some of us know how hard you worked.

THANKS FOR THE MAGAZINE GARY  
YOU DID A BLOODY GOOD JOB

---

#### SHGC PILOT SMASHES BRITISH DISTANCE RECORD

MIKE ALLEN broke the British Paragliding Distance Record on Thursday August 30th 1990. Towed up by Sky Systems' winch, he got into the sea breeze convergence at Walderton Down near Havant, and flew to Lewes. The flight lasted 1 hour 40 minutes, and the distance was 58 kms, beating the previous record by 9 kms. Sky Systems Team member Mike was flying a Falhawk Apex medium, which he only bought 2 days before the flight! After the flight, he was quoted as saying that he was "thrilled".  
Well done Mike!

#### 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 0273-423650.

Yours, Dave Perrin.

## STOP PRESS!!! DON'T MISS IT!!!

### METEOROLOGY AND FLYING

A talk By Tom Bradbury

7 pm Committee Room

Saturday the 6th of October 1990

Broadbridge Heath Sports Centre

Nr. Horsham, Sussex

Tom Bradbury, who knows more about weather than just about anybody in this country including Michael (we didn't get it wrong on October the 16th 1988) Fish, will be giving a talk on the weather and its relevance to us; I never went to his last one, but everyone tells me it was

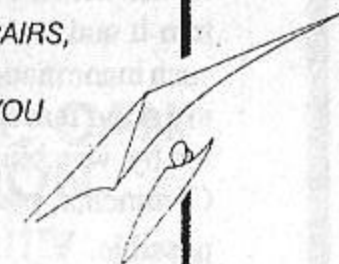
FAB....

BE THERE OR BE



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## THE AGONY COLUMNS

MOANS, GROANS, COMPLAINTS, WORRIES? Tell Uncle Vanya about them, and burst into print.

Dear Vanya,

I was surprised, at the last AGM, to hear Club Coaches complain that they were almost never contacted. I have often thought about ringing one up for some advice but haven't been sure about which one to pick or when would be a convenient time and, thinking that they were probably being constantly pestered anyway, have done nothing about it.

I would like to suggest that the membership renewal forms are sorted through, and anyone with low airtime is automatically assigned to a particular coach and notified as to who that coach is, and what the most convenient times to ring him are. Perhaps, particularly with new members, the first contact should be made by the coach himself.

Yours sincerely,

Peter Whichell

This is a very valid point. Whilst we can't possibly stoop to such depths as the buddy system adopted by the TVHGC (if only because they did it first), what do you teaching schools do when your newly qualified hang/para glider keenies fly the coop? Do you ask your mates if they'd like to help them out for a while? I, for one, am only too happy to give "guidance" to these fleglings such as "there is extraordinary rotor here - let me demonstrate this for you by flying into it and making myself sick" and other such inane manoeuvres. There's no doubt in my mind that sensible people could gain a lot by watching me being totally stupid. Comments please, and not too rude if possible. VG

Dear Vanya,  
I think "Windsorc"  
is very boring this  
month - NO Pix,  
NO muckraiser, NO  
smut, NO Conchita!!  
What are you going  
to do about it? ....

Just wait and see .... and  
WRITE MORE .... VG -

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almost brand new Synergie	<b>£275</b>
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## CHAIRMAN STUFFS IT IN AT BEACHY AND SPRAINS HIS WRIST!!!

These consist of two halves of an aerofoil upright...

Having not bent anything, apart from the flap lever on a BAC 1-11, for the last year I made up for it at Beachy Head in front of at least a hundred spectators...

Funny how even when you sprain a wrist your ego hurts most. The casual comments stick in your mind somehow like "I don't think I'll try that" by a little old lady, to "Oh it's you, well I won't put it in the magazine but somebody will...". Vince you were right.

If like me, your reasoning was "If P2 still existed I would have one" so I can fly a P2 site - don't. Beachy head is now XCPC only. What I learned the hard way was that as you descend you do so in faster moving air due to compression. It is easy to get too far back and go down like a brick. Don't fly further back than the road. If you are site marshal please talk to visiting pilots. Please wear the arm band if no-one else will.

I know how easily I can make a pratt of myself trying to teach grannys to suck eggs but...

I often see people rig a glider, heave it up, hook in and go. If you fly for a living (this man does-ed.) you *never* fly anything without a pre-flight check even though an engineer has also done one. I once found a screwdriver jammed in a brake unit.

*Get someone to hold your glider and walk round it. You can't untwist luff lines in flight...*

On a different note quite a lot of work has been done regarding sites in the last few months... this is somewhere else in this magazine, because vanya hasn't quite got the hang of this editor stuff...

### Lesson of the month:

If you fly too far back as you come in to land in dynamic conditions you might not make it forward far enough ...

## OBITUARY NOTICE

It is with great sadness that we have to record the deaths of two Hang Glider pilots,

**Dave Bedding**

and

**Derek Austen,**

who were recently involved in an accident on the north face of the Le Chabre Site, in Laragne, Southern Alps. Details cannot be made available before the result of an official enquiry; both were flying at the time, and the machines involved were an Explorer and a Kiss.

I am sure that everyone in the SHGC will join me in a few minutes of reflection concerning the loss of these two men, both members of the BHGA council; many people in the club will furthermore remember them as flying colleagues and friends. The SHGC has sent some flowers and a donation, which the deceased's relatives wish to go to the local Air Ambulance Services, who did all they could at the scene of the accident. Anybody wishing to make a further contribution, either as a donation or as an obituary, please get in touch with me. *Requiescat in pace*

**Mystery paraglider pilot seen to fly over Brighton and disappear into the blue yonder...**

*No thermals in a sea breeze - the great Paragliding conundrum*

Late lunchtime on Sunday the 12th of August in central Brighton (beginning of Dyke Road) my wife pointed out a chute at about 1000ft!!! Conditions were sky clear blue, force 2 Southerly sea breezing. At first I thought it was a charity drop into a Brighton park. However the canopy began circling and over the next ten minutes I watched it soar inland about 5 to 7 miles and climb to some 5000ft?

keeping a constant angle above the horizon until it nearly specked out. I last saw it losing height, heading East, probably over Pyecombe way. Who was it? The canopy was black and white. How far did he go? How high did he go? (up to, but not into, restricted airspace I would say - Ed.). Where did he start from? How did he get up there in the first place?

Congratulations whoever you are, Sir or Madam...

Vince Hallam

Will anybody own up to this? How did they do it? Suggestions from the weather boffins concerning how they did it? *VG*

\* **IT WAS MARK TURNER, SKY SYSTEMS TEAM MEMBER, ON A BORROWED FALHAWK APEX 110.**



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