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Some Examples from our current retail price list:

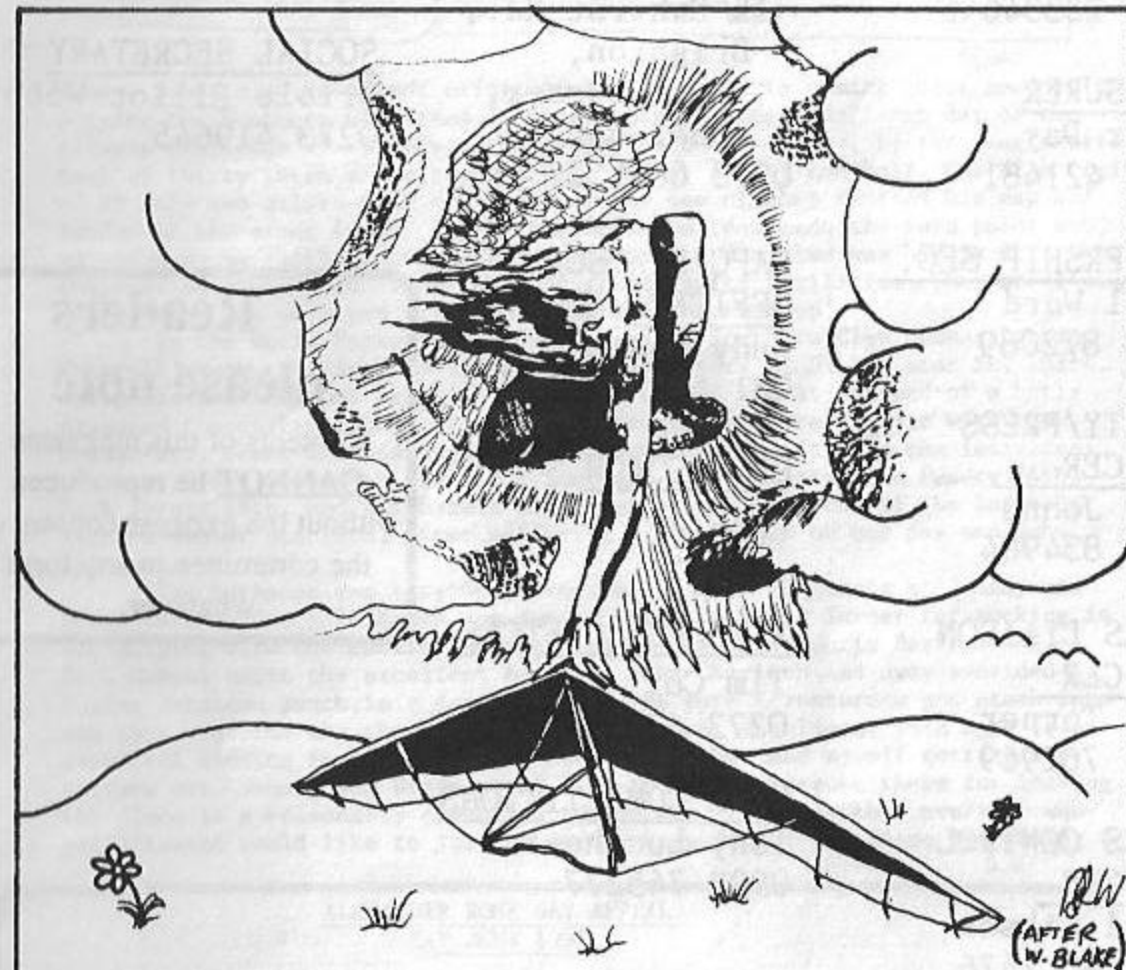
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WINDSOCK

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

OCT. 1991

Robbie Whittall wins World Paragliding Championships!



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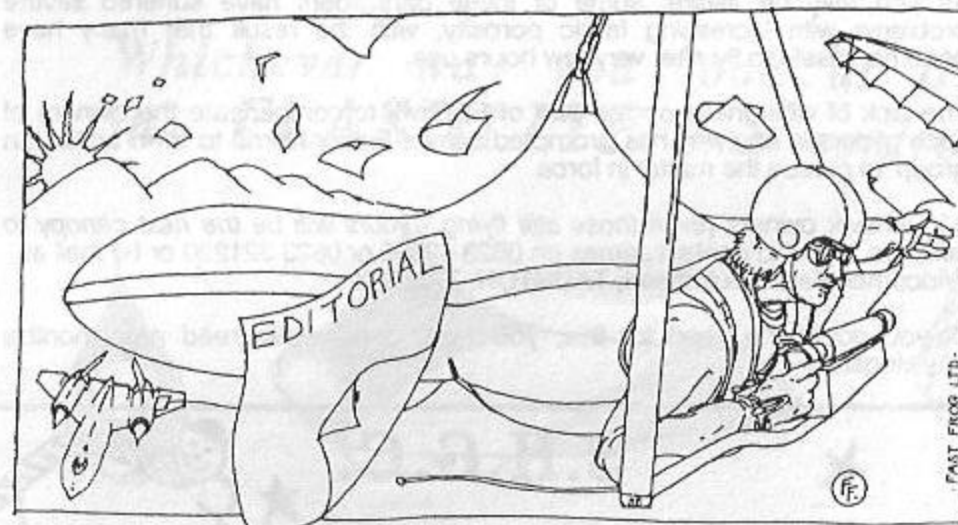
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0273 419645

Readers please note

Contents of this magazine
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Contributors:

Tony Callow, Dave Whymark,
Alan Phipps, Eddie Bilous, Tony Lucchesi,
Mark Begg, Jay Myrdal, James Frazer-Harris,
El Muck, The Masked Man.



Despite an excellent effort by Martin Brady in coming joint second, and putting the Southern Club team in second place, after the first day of the Airwave Challenge Final, we were thwarted, on the last day, by the imaginative task of thirty three miles round a turn point, set by Len Hull. Out of a field of 45 only two pilots made the distance and one of them misread his map and landed in the wrong field! None of the Southern team made the turn point and we ended up in fifth place out of nine teams. A fun time was had by all; the competition centre had very good all round sports facilities. The paragliding competition was scrapped after no competitors turned up!

In the World Paragliding Championships, Southern Club member Robbie Whittall became the first World Champion in history at Digne, near St. André, using his knowledge of airmanship to come out on top at the end of a hotly disputed competition. The top four team results were very close with the Swiss 1st., Great Britain 2nd., Germany 3rd., France 4th. In the individual results: Bruce Goldsmith was 7th.; Southern Club members John Pendry 14th., Mark Turner 18th. and Ali Syrett 38th. (making her 4th. out of the ladies); Richard Carter was 19th. after suffering a bad result on one day and John Sylvester was 29th.

The barbecue was very well attended by over 70 guests at Johnny and Diane Carr's. Special thanks are due to Tony and Peggy Turner for mucking in and helping with the cooking and serving of the food. Chris Bartram and Dave Goepel built the excellent bonfire; John Charlton and Judy provided a fuming Jamaican punch, in a dustbin, which the more adventurous got stuck into and then wondered why their heads had left their shoulders! This made it an excellent evening for all, despite Steve Uzoohukwu and myself getting the guitars out. Johnny and Diane would like to thank everyone there for leaving the place in a reasonably clean and tidy state. I'm sure that everyone who participated would like to join me in thanking Johnny and Diane for having us.
D.W.

ALEXANDER ROSE DAY APPEAL. MAY-JUNE 1991.

Could all pilots who have taken part in the competition please collect all monies and send a cheque and your sponsorship form to me even if you did not manage any miles or sponsors, as they were all numbered and the charity needs to see all the forms, even blank ones. Cheers,
Tony.

Send to:

A. Lucchesi,
2 Chantry Cottages,
Chantry Lane,
Storrington,
West Sussex,
RH20 4AB.

TO ALL OWNERS OF FALHAWK ATHLETES

As you may be aware, some of these paragliders have suffered severe problems with increasing fabric porosity, with the result that many have become unsafe to fly after very few hours use.

The lack of willingness on the part of Falhawk to compensate the owners of such gliders in any way has prompted James Fraser-Harris to form an 'action group' to pursue the matter in force.

All Falhawk owners (even those still flying - yours will be the next canopy to fail!) are urged to contact James on 0823 42395 or 0823 321230 or by mail at: Widcombe Farm, Culmhead, TAUNTON, TA3 7DX.

(If you doubt the need for this, you won't after you've read next month's Skywings!!)

★ S.H.G.C. ★

Christmas BANQUET

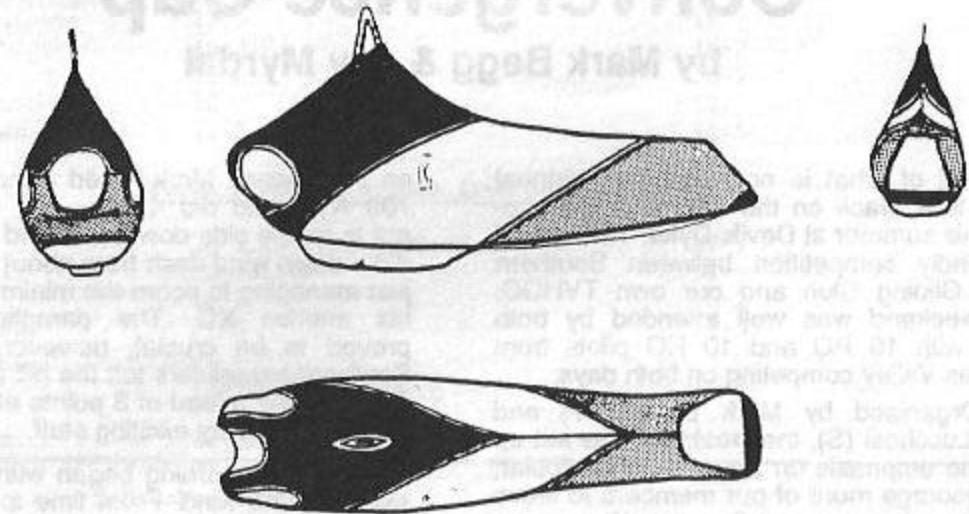
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Convergence Cup

by Mark Begg & Jay Myrdal

The first of what is now to be an annual event took place on the 17th and 18th August this summer at Devils Dyke. The event? A friendly competition between Southern Hang Gliding Club and our own TVHGC. The weekend was well attended by both clubs with 15 PG and 10 HG pilots from Thames Valley competing on both days.

Organised by Mark Begg (TV) and Tony Lucchesi (S), the weekend was set up with the emphasis on fun and, in particular, to encourage more of our members to leave the hill and experience the rewards and excitement of XC flying. A superb trophy was purchased with joint club funds for the occasion.

The task was set as open distance with HG pilots scoring miles and PG pilots scoring km, the top 5 pilots from each discipline to score each day for each team. A minimum of only 1 point was agreed to encourage first timers.

For a change the weather conditions were flyable both days, at least for the hang gliders. Saturday however proved to be a bit windy and, although paragliders were flying in the morning, no one got away and by mid-day it was hang gliding only.

TVHGC got off to a good start with Simon Offord first to leave the hill, closely followed by Jerry Pack, Richard Shepperd and Marcus Goodwin. At this point we were leading by a lot. As the afternoon went on, however, more pilots got away, mainly from SHGC and the scores began to even up. Two of our HG pilots deserve special mention here; Johnathan Holland (13 miles) and Dave Butt (10.75 miles), both scoring with their first XC. Johnathan actually landed one field further than local veteran league pilot, Johnny Carr. Well done!

Scores were totted up and, as the 6pm window was about to close, SHGC had crept ahead by about 2 miles. Team orders went out and at 5:58 and 5:59, Jay Myrdal and Mark Begg launched in marginal conditions,

on paragliders. Mark fluked a thermal up to 700 ATO and did 4.5km. Jay, determined not to let the side down, followed orders and did a down wind dash from about 350ft ATO, just managing to score the minimum 1km on his maiden XC. The paraglider scores proved to be crucial, however, since no Southern paragliders left the hill and this left TVHGC with a lead of 3 points at the end of the first day. Very exciting stuff.

Sunday morning began with clear blue skies and no wind. From time to time pilots launched without gaining more than a few dozen feet. Then at about 1 o'clock Ben Shaw (TV PG) decided to risk a bottom landing and flew out from the hill. He hadn't climbed more than 40 feet when Mark Begg and Michel Carnet (S PG) joined him, followed by the charge of the light brigade as everyone else who was rigged and ready jumped in.

Those still on the ground were left to gaze longingly at the beautiful sight of a dozen paraglider canopies, lightly sprinkled with hang gliders, lazily spiralling straight up from the hill like technicolour seagulls. The cycle was a good one, taking several pilots to considerable height. Mark Begg, top of the pile, and the other TV PG pilots Ben and Tim McDonnald, less familiar with the local conditions, made modest distances in the light wind. The local pilots, however, used the thermal to slip into the developing sea breeze convergence and made impressive flights. Michel made 40km and team mates Mike Allen (35km) and Mike Milwood (25km) helped him chalk up the points. About 10 HGs, mainly SHGC got away as well making our first day's lead purely academic. The pilots left on the hill never got a second chance as the sea breeze arrived about 40 minutes later putting a stop to further flying.

In the end we were well beaten, largely due to local knowledge and a very strong PG team from the Southern club, but a good time was had by all. Many thanks to everyone who took the time and petrol to turn up. The event has been dubbed 'The Convergence Cup' and we will get another go next year. Next time, of course, we will win.

S.H.G.C. LEAGUES AT 1/10/91.

name	MARTINI LEAGUE (anytime, anyplace, anywhere)	
	flights(max. of 5)	total miles
A.Luccesi.	45,24,22,13,10	114
D. Matthews.	28,25,37	90
J.Carr.	20.5,14.7,14.5,10,28	87.7
P.Rankin.	13,6	19
M.Snow.	16.2	16.2
C.Jobey.	15.2	15.2
D.Perrin.	12	12
D.Freedman.	11.5	11.5

SUSSEX LEAGUE (flights from Sussex sites)

J.Carr.	20.5,14.7,14.5,10,28	87.7
A.Luccesi.	10,10,5,6	31
M.Snow.	16.2	16.2
D.Freedman.	11.5	11.5

PARAGLIDING LEAGUE

S.Swanton.	12.8	12.8
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S.H.G.C. AWARDS 1991

Nominations are invited for the arbitrary awards for 1991. The categories are:

For hangliding:

Best newcomer, best novice X/C, most improved pilot, Ron Steadman Cup for best P2/XCPC performance, outstanding achievement, longest Sussex flight.

For paragliding:

Best newcomer, best novice X/C, most improved pilot, longest Sussex X/C.

For either or both hang/paragliding:

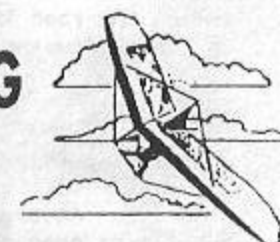
Andy Napolitan Trophy for good airmanship combined with promotion, helpfulness and a willingness to spend time and effort to encourage the sport as a whole.

Give nominations to a committee member or send them to Windsock editor as soon as possible, please.



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Dave Whymark Chief Flying Instructor



Free Flight Hang Gliding School situated off Junction 30/31 on the M25 now offers towing, the alternative to flying the hills, whether you want to learn to fly; having trouble completing your C.P.C. tasks; want a tow conversion or an experienced pilot wanting to go cross country or just wanting a pleasant evening in the air. Telephone 0277 372650 for information.

WINTER FLYING.

It's only about 11 weeks until xmas and, as a relative newcomer to the sport of hang/paragliding, no doubt you think of the coming season as dissapointingly non-flyable; in fact nothing could be further from the truth.

Remember your initial training days in the school enviroment and the frustrations when your instructor would have to cancel a days training due to thermic activity, sea breezes and changes in wind direction/strength. During the months of October to April you do not have these problems, although other ones do arise and this article is aimed at getting you to make the most of your winter flying.

In mid-October you will often hear the weather men talking about the 'equinox'; this simply means the change of the seasons. Mother nature needs to give all the trees a rest, a chance to recharge their batteries for the coming spring, and so provides about two weeks of gales to blow all the leaves off the trees. This particular phenomenon is easy to recognise: huge lows, massive drops in pressure, isobars close together and, of course, storms with rain. It's a good time to forget about flying for a couple of weeks.

Once this has passed, however, it's a good time to get out the thermal underwear, flying suits, gloves and balaclavas and head for the slopes. It's a waste of time going to the slopes early, generally speaking, as it's nearly always fogged in and the ground is very damp. Don't take a break for lunch, like in the summer; take a flask of Bovril instead! With katabatic winds, regularly around 2.30 p.m., be prepared for an early finish. With a wind of up to 15 m.p.h. bang on the slope and good visability, winter soaring can be fantastically smooth and sites are generally uncrowded.

Here are a few simple pointers:

Dress as warmly as possible with plenty of loose, warm, breathable fabric.

Take warm drinks and sarnies.

Wear sensible footwear which is suitable for cold weather, not trainers!

Gloves and balaclavas are a must.

Once your canopy is damp or sodden by contact with the wet grass, pack it away, go home and dry it out by laying it flat. Don't hang it up as the panels will stretch.

Don't fly a wet/damp canopy; you'll get hurt.

If flying on an icy day or with snow on the ground, take great care of your lines, which can become brittle in these conditions.

Get a back protector; handling on icy ground can result in 50% of landings turning into a slide on your back (personally I'm getting a Sky Systems SAS harness to cope with this.)

If severe icing is forcast remember that you will not be able to get up the road to Steyning or Firle in a vehicle as the roads there are always in shadow and so the ice does not melt!!

Don't expect fantastic height gains during the winter, it's just ridge soaring, but take advantage of any smooth conditions around to clock up airtime in preparation for the spring. Practise those PLF's; the ground in winter is like concrete!

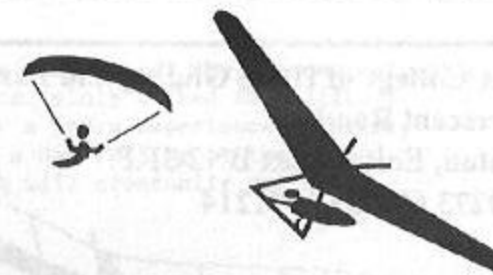
Another bonus is that the crops are out which may make all of the fields open for bottom landing at Firle and the Dyke. Enjoy your winter flying, I always do, and I look forwards to a light NW on Xmas day!

Stay warm, fly safe,

EDDIE BILOUS.

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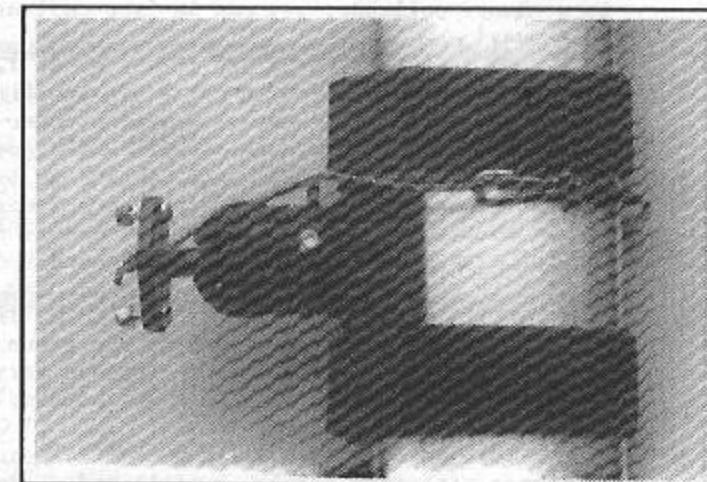
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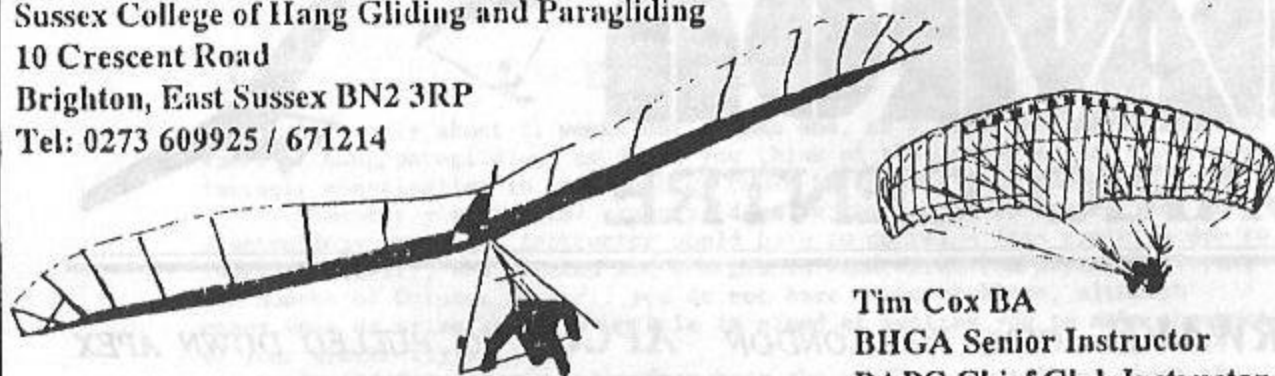
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Clive Betts can repair anything that can be sewn. Pop in to the workshop at 16 Scarborough Rd. (near Preston Manor).

PLF's IN PRACTICE.

I decided to write this article after an incident I witnessed at Steyning Bowl on Sat 21 Sept., in the hope that the actual facts which it contains may save someone from serious injury. Incidentally, for those of you who do not know what a PLF is, it stands for parachute landing fall; in other words if you fall out of the sky, close to the ground and rather rapidly, due to a canopy collapse, you can in fact roll over, distributing the impact, and walk away!

On this particular day it was about 12 m.p.h. SE and smack on for the Bowl. As the day went on it got a bit too windy for my students, who were restricted to short tow hops. Upstairs there were three pilots enjoying some nice afternoon soaring, one of whom was a guy called Cliff Ifland who has been flying about 2 years, on a continuous basis, has many hours logged, and has flown many sites and different paragliders.

Eventually our mate Cliff decided to set up for a bottom landing as it had got a bit windy for a top landing and had started to creep around to the SW. A nice co-ordinated landing approach was set up as per the text-book. About 20 ft. a.g.l. the canopy had a total leading edge collapse with the tips also folding in. Too close to the ground to reopen, Cliff instantly went into a PLF position, hit the ground very hard, and rolled over in a perfect PLF. I have never seen a guy pack up his canopy so quickly, run to the car park and shoot off home!

This guy deserves all the credit I can give him: he dealt with an emergency situation calmly, swiftly and automatically and so walked away without a scratch. Without a PLF he would have been at least seriously injured. To say that it scared the shit out of me would be an understatement.

(cont.)

page 10.

PLF's, when practised on a continuous basis until they become automatic, will one day save you serious injury -this certainly worked for Cliff. I wonder how many experienced pilots with over a years experience regularly practice PLF's? I'm glad I do, five minutes a day rolling on the ground, jumping off anything that's 3 ft. or so high will eventually pay off!! I guarantee it!

EDDIE BILOUS.

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To: The British Hang Gliding Association.
Cranfield Airfield.
CRANFIELD.
Bedford. MK43 0YR.

The President, Vice Presidents, Council, Officers and Members.

28th September 1991.

Angus Pinkerton appears to be the spokesman for the B.H.G.A. Council in the matter of amalgamation with the B.A.P.C. I address this letter to the council in general and also to the members of the B.H.G.A. through the club secretaries. I hope that if the points raised are considered to have any validity or reflect the thoughts of other members then the club secretaries will make them known to their members through club meetings and news letters.

I declare grave doubts about the effects of and the need for the amalgamation.

At present hang gliding is a minority sport with a fairly low profile notwithstanding the pre-eminence of our pilots in international competition. In this condition we enjoy some quite special advantages.

For our launch sites we depend on the forbearance and goodwill of landowners. In many of our clubs we fly in small groups with no commercial involvement causing minimal interference or nuisance. In the main these landowners are co-operative, even helpful and encouraging. For the majority of sites we pay minimal or no fees for the privilege of flying.

Quite a few of our pilots land miles away from their launch point, mainly on privately owned land. What a cheek to drop down in a field or on the estate of some landowner. And yet we usually receive a welcome, refreshment and hospitality, an interest in our sport and its operation and often co-operation and assistance in returning to our base or launch point.

Can we reasonably expect this happy state of affairs to continue if we expand our sport so that outlanding hang gliders become a commonplace nuisance and crowded launch points so obtrusive that we despoil instead of enhance the peace of the countryside over which we fly.

No, small is beautiful and we will do well to forgo the glories of belonging to or being officers of a large high profile group. This does not mean that we should deny others the pleasure of our flying. The difficulties of learning the skills and practicing the disciplines of hang gliding will continue to keep us a minority sport. But we should welcome and assist all who wish to participate and if in spite of the built in tendency to be small, the sport should grow to a point where the above stated advantages are in jeopardy then we have to cope with that situation but no way should we deliberately seek such a position.

Our paragliding friends may be falling into this situation already and they have my sympathy but I do not see that we assist them or ourselves by joining in with their difficulties. They could arrange to use the same sites we use but let them do so as paragliding members of their own association and answerable for the effect of their activities.

(CONT.)

This brings us on to need for amalgamation. The need to expand our membership to make the Association financially viable is probably the first need. Instead of expansion we have the options of [1] Cutting our costs and [2] Paying more. Both options should be explored with the members. So far I cannot see that this has been done. We have not been asked if we would pay more or told how much more would be needed. We have not been asked if we would accept cuts in association benefits or services. Faced with the need to cut costs do we need our glossy colour printed Skywings? Would members accept a more modest newsletter with perhaps the option to buy a hang gliding magazine on the bookstalls? Our association does not exist to provide a market for a magazine. The magazine exists to inform and educate our members.

The difficulty of learning hang gliding is probably one reason why even a modest increase in membership cannot be achieved. Hang gliding schools do not seem to be very profitable and the difficulties of unsuitable weather and low staff and equipment utilisation insurmountable. So let the idea of properly controlled and supervised training in clubs or groups of clubs be further explored. It is my observation that aspiring pilots attached to clubs keep in touch and maintain their interest through the most discouraging delays occasion by unsuitable weather. The drop out rate would be greatly reduced by training arranged in clubs.

Administration is the next difficulty our association faces and the need for members to take on the arduous tasks of council members. I have to ask myself, would I do it? I really don't know what would be involved. I think it would be more than I could cope with in expense, experience and ability. Time is not so much a problem for me but most members would need to know how much time would be committed. But no one has told me and presumably other members. Before we take the inviting option of amalgamation let our present hard pressed council members tell us of their experience and the cost to them of their work in time and money and work so that members can take an informed view of their own potential as prospective council members.

Are there other reasons for the proposed union? There are the arguments about more powerful representation in negotiations with official bodies but that can be achieved by co-operation and the same applies to other common interests we have with other aviation sports bodies. We could even share office facilities with friendly associations with mutual benefit but that does not require amalgamation.

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Little, even nothing, has been said about any adverse effects of amalgamation. My main concern is that I will be a member of an association in which the increasing majority will be paragliding pilots and when any conflict between the two classes becomes the subject of a vote or even a discussion the majority view will quite properly prevail. I need an association to promote and look after the interests of hang glider pilots and that is the B.H.G.A. It is unreal to argue that there will be no conflicts or that the council will protect the interests of both classes. The real world does not work like that.

Behind the writings from Angus in the September and October Skywings I suspect other motives for the union we are urged to support and I wish I could fathom what they could be. I hope that this letter may elicit a response which will remove my suspicions. I wish I could be convinced that the union is desirable. But I fear that the most that can be expected is that I may be convinced it is inevitable not because of the will of our members but because of the circumstances in which B.H.G.A. operates.

I must confess to further dark suspicions arising out of writings in the October Skywings. The issue has been rushed out in admitted sub standard form. I received mine on 24th September, the earliest I can ever recall. The editor's reasons are not at all convincing. What can have been omitted and explained by this need for "catching up with a production schedule". Then the money crisis reported by the editor of Skywings! Where is the treasurer? There may be a reason for this with which we should have sympathy and understanding or it may be that it has just been badly handled in the course of the indecent haste but it doesn't ring true as it stands.

Looking further at the money crisis I consider it deplorable that B.H.G.A. staff should "help out by taking a pay cut". Nothing more in this rushed out edition by way of explanation! Something must be up and it is time Council explained matters to the association members. We are members, not customers and it is time these members should be made aware of any problems facing their association.

page 15.

Very sincerely concerned.

Alan Phipps



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MUCKRAKER.

Recent members of the 'gardening club' include: MARTIN"CAN FLY;CAN'T LAND" BRADY who broke two uprights during the Airwave Challenge final; TONY "GOING UP LIKE A ROCKET, ONLY IN THE OPPOSITE DIRECTION"LUCCESI who maintained a canopy deflation from 30 feet down to the ground at the Dyke; JOHNNY"RIGHT.. THE CHAINSAW'S COMING OUT TOMORROW!"CARR who tried to demolish the trees at the bottom of the Dyke, but only demolished two uprights.

STEVE"IT JUST FELL APART IN MY HANDS"UZOCHUKWU got his guitar out at the barbecue and within minutes a string broke.

CRAIG"BAG LADY"DOLWYN tried to impress Louise Anderton at the Airwave Ceilidh by dancing with her and constantly fiddling with his crotch.(Louise tells Muckraker that it could have been worse as at least he kept his hands to himself!)

STEVE"YET AGAIN"UZOCHUKWU appeared from the toilets in the Dyke pub and when questioned as to where he had been for the last 15 mins. replied: "I've been giving Colin Jobey a hard time."

BRIAN"DOWN UNDER"WEBB recently came all the way back from Australia to go up to Devil's Dyke and buy a plastic boomerang!

TOWING HANG GLIDERS.

Hang glider pilots appear to be showing an increased interest in towing as another way of getting into the air when the hills are not flyable. If you are one of those thinking of having a go then there are one or two things you should know.

Towing is controlled by the B.H.G.A. and everyone involved must be a current member.

The minimum level of pilot experience required before a hang glider can undertake a towing endorsement is:

75 logged take off/landings;

5 hours logged soaring time.

If you do not meet these standards then you can only be trained and towed by a properly rated tow instructor at a registered tow school.

Tow groups can be either commercial and registered with the B.H.G.A. or, if there is no commercial interest, then the group must be approved by the B.H.G.A. The majority of tow groups are run by clubs and are non-commercial, so they cannot charge for tow endorsements (that's if they have a full tow coach.) Tow costs are low because the money goes to the club and maintenance of the equipment. The tow coach cannot charge for his services. "So," you might say, "what has this got to do with me?" Well, in simple terms, get the club to give you your tow endorsement for free or, if you pay for your endorsement, make sure that the tow group is registered with the B.H.G.A. as a commercial group, because if it isn't you have wasted your money. What's more, no one will be covered by insurance and the activities would be contrary to agreements between the CAA and the tow site operator. I must confess that it is in my personal interest for as many pilots as possible to get their endorsement, as I see it as the only alternative, as yet, to hill flying and I am keen to get up there as well (winch operators do not get up very often.)

So not only do we need more tow pilots, we need coaches and winch operators as well - so get towing !!!

DAVE WHYMARK.
C.F.I. FREE FLIGHT HANGLIDING.

MINUTES OF THE SHGC COMMITTEE MEETING, 28TH AUGUST 1991

Present : J.Carr, M.Brady, A.Shaw, N.Ward, D.Williamson, K.Pickering, M.Carnet, T.Cox

Apologies : M.Woodhams, A.Turner, E.Bilous

1. *Introduction*

Due to personal commitments, Eddie Bilous is unable to attend future committee meetings though he is still willing to help out on the hill. A replacement is, therefore, required.

It was agreed that there should be separate Club Coaches for hang gliding and paragliding.

J.Carr will approach D.Keepax, who is a BHGA-registered Club Coach.

The positions will be advertised in Windsock.

A.Shaw offered to stand in as paragliding coach until the position until it has been filled.

N.Ward will provide A.Shaw with a list of SHGC members. A.Shaw will identify those with BAPC instructor ratings.

2. *Minutes From Previous Meeting*

The following amendments were agreed :-

Section

4.13 The Mr referred to in this section is Mr Harris.

4.17 Action should state "This will be repeated but indicating whether non-members are BAPC or BHGA to aid identification".

3. *Matters Arising*

3.1 Airspace Officer

Tim Cox had offered to take the position as Airspace Officer.

Proposed by D.Williamson, seconded by K.Pickering. Carried unanimously.

3.2 Horse Riding Along The Downs

A copy of D.Keepax's letter to Windsock has been forwarded to T.Williams for publication in Skywings!

M.Woodhams has written to the schools.

J.Carr will pass a copy of the appropriate Windsock to D.Keepax to be forwarded to Mrs Dabbs.

3.3 Visiting Flyers

M.Carnet is preparing statements in French and German for Vol Libre and Drachertlieger magazines and for display at club sites.

3.4 SHGC Membership of the BAPC

Deferred until N.Gibson is present.

3.5 Sussex Downs Conservation Board

A meeting took place between Alison Buller representing the Sports Council, Glyn Jones representing the National Trust and J.Carr and A.Turner representing the Club to discuss the purchase of land at the Dyke.

The Club needs to establish what it can afford, possibly with the help of the BHGA but excluding any assistance from the Sports Council. *A.Turner to liaise with the Club Treasurer/Alison Buller.*

3.6 Sites Guide

M.Woodhams had obtained a quote of £805 for 500 copies. There is no

VAT. Within the current order, each additional 100 copies will cost £120.

It was agreed that 700 copies should be ordered.

N.Gibson will perform a final vet before the copies are produced.

Unless the landowner/tenant in question objects, their names and telephone numbers will be published in the Guide. *A.Turner to check with landowners.*

3.7 Doug Maynard Letter

Doug has evidently joined the BHGA. *Nevertheless, J.Carr will send him the letter already written, explaining the benefits of joining the Club.*

3.8 Illicit Training At Beachy Head

N.Ward has sent a membership renewal form to Dave Vickers.

Expenditure was authorised for A.Shaw to obtain replacement flags for the landing area at Beachy Head.

3.9 Non-Renewals

J.Carr has written a Chairman's message to members. It will appear in Windsock.

Steve Cook, one of the most frequent users of Southern Club sites, has repeatedly promised to pay his membership fee. In spite of a number of requests by committee members, payment has still not been forthcoming. It was pointed out that, it had been promised that the fee would be paid on entry to a competition in which Steve represented the Club. *In order to protect the interests of Club members, the Committee has had to introduce a rule that, for the purposes of Club competitions, all XC flights made while not a member will be disallowed.*

3.10 St John's Ambulance

J.Carr will obtain a cheque from P.Day to be forwarded to Dave Perin who will pass it on to the organisation.

3.11 Towing

M.Brady to organise hang gliding tow endorsements in conjunction with Sky Systems. Details to be placed in Windsock.

3.12 Reshaping Of The Newhaven Launch

J.Carr went to Newhaven with Dave Keepax to examine the area.

Paul Milmore has asked for full details, i.e. references and maps.

Dave Keepax is providing associated photographs.

There is a significant amount of work to be done. M.Carnet said that Edburton Contractors may be able to perform the work at a price affordable to the Club.

3.13 High & Over

A.Shaw said the site is definitely being sold to the National Trust.

A.Shaw will seek permission from the existing owner to trim the bushes.

3.14 Socials

J.Carr will contact Russ Crowley to identify a suitable venue in the Croydon area.

4. *Sites*

4.1 Firlie

M.Woodhams had reported that the combination lock on the car park does not work. In fact, the lock does work but the clasp needs to be pushed in to open it. *A note will be placed in Windsock.*

4.2 Steyning Bowl

It was suggested that the Club get involved financially with Eddie Bilous at Steyning Bowl. *J.Carr will ask M.Woodhams to contact Eddie to see how he feels.*

(cont.)

The Masked Man.

So another season has come and gone and a very strange one it has been too. Very poor weather, and not much XC flying. Last year the polarisation appeared to be between hang glider and paraglider pilots, this year two types have emerged, the considerate person and the selfish bastard. The selfish bastards hangs around the paddock on his canopy when hang glider pilots are waiting to take off, or buzzes the bowl on his glider when canopies are waiting to take off. I know your names!!!!!!!!!!!!

And now hot off the comp scene, did you hear about pilot A, who purchases bent uprights for a £5, or pilot B, who used to appear in Muckraker every month, but has ceased to since he became magazine editor, pilot C who now refuses to rig on non 3 figure XC days, and pilot D who spent most of one Friday trying to scrounge a glider having trashed his own, or pilot E who was forced by his club colleagues to cling onto the back of a four wheel drive for a lift? Why did the Southern club go to a different pub to every one else where they missed out on all the pub games?? And a very jolly jape it was too. Obviously the South Devon Club members do very strange things in the privacy of their own homes. I suppose we all ought to be grateful that our cars got back from the Mynd O.K.

(NAME + ADDRESS WITHHELD AS I'M
SICK OF LOOKING UP HOW TO
SPELL IT! Ed.)

FLYING IN ALASKA? FLYING IN CANADA?

Anyone who wants to go and try flying in different (perhaps better!) weather conditions to the home grown, rather damp, variety and is considering Alaska can try contacting:

Alan Chuculate,
Adventure Wings,
P.O. Box 83305,
Fairbanks,
AK 99708.

Similarly in Vancouver try contacting:
Hang Gliding Association of British Columbia,
933 Aelderley,
North Vancouver,
British Columbia,
Canada.

5. Officers Reports

5.1 Towing (M. Carnet)

The syndicate is going well for paragliding and a number of people have been trained. Good results have been achieved in sea breezes.

A. Shaw has towing facilities available at Telcombe Tye.

5.2 Membership Secretary (N. Ward)

Due to the fact that he is emigrating, Nigel will only be attending the next two or three meetings as Membership Secretary after which he will be resigning. An advert for a replacement will be placed in *Windsock*.

A questionnaire has been received from the BHGA.

5.3 Away Competitions (K. Pickering)

The Airwave Challenge Semi Finals will be taking place at the Long Mynd.

It was mentioned that, of the 7 man UK team participating in the World Paragliding Championships, 4 are SHGC members.

Andy Shaw had organised the British National Accuracy Event over the Bank Holiday weekend. 700 tons took place over 3 days. Out of 122 participants, 16 were SHGC members. J. Carr congratulated the Green Dragons on their success in the event. Sally Baker from the Sports Council was given a dual tow to 1,000 ft.

7. Any Other Business

None.

8. Date of Next Meeting

Wednesday 2nd October 1991 at the Dyke Hotel.

MULTIPLE KARABINAS?

Sitting in the pub at the Dyke, unable to fly because of the weather (that seems to be every weekend), I was talking to some other pilots when I said that I had decided to fly with only one Karabina. This seemed to provoke a large amount of comment. I pointed out that I will still be using a back up hang loop but my reason for not wanting to fly with two karabinas is that I broke both uprights on landing a couple of months ago and, with the glider on top of me, found it very difficult to get both karabinas undone. I can think of lots of situations when there could be a problem. For example: if you broke an arm or landed in a strong wind, with no one around to take the nose, trying to undo two karabinas while holding the front wires can be difficult.

"Karabinas can break," I was told; but do they? My argument was that the chances of a karabina breaking are virtually nil. I can hear most of you saying what I heard that day, so I decided to try and find out what the chances of a karabina breaking are.

The B.H.G.A. Technical Officer was very helpful and pointed me in the right direction. He gets all the accident reports and couldn't give me one reported incident of a karabina failure in all the years that he'd been doing the job. (He always flies with a back up himself.) In phoning around I have come up with the following information: A karabina for hanggliding should be of the locking type, either screw lock or twist lock, and made to either Din 7994 or UIAA specification. I was surprised that, according to the manufacturers, there isn't any strength difference between aluminium and steel, and the aluminium ones will not fail at less than the design strain unless there is visible external signs of damage. They have a design breaking strain of 2200kg. or 2500kg.; if you pull enough g to result in this strain your body wouldn't be able to take it! The only cause for concern seems to be vibration and rubbing. Although neither the B.H.G.A. nor the manufacturers could give me any instance of a karabina failing on a hanglider, they have broken in climbing accidents. This has been because if one comes undone the strength is greatly reduced. Screw lock type have been known to come unscrewed occasionally through vibration and both types could come undone by rubbing against another loop, such as a back up loop, if it is likely to become tight in flight. What seems to have become apparent is that all the people I spoke to are more concerned with the likelihood of hang loops breaking. Troll safety equipment have, apparently, done tests on several tapes on sale, for Mark Dale, Technical Officer of the B.H.G.A., and found that many are not satisfactory. No specification for these is usually available and we assume that because they are on sale they must be O.K. Always use a back up loop and ask if they have been tested when you buy them. It's no good using two hang loops from your hang point to your karabina if you then only have one from there to your harness. It also seems to be a good idea to carry a webbing cutter in a visible and accessible place so that you could cut yourself free if you're being dragged along by a deployed 'chute. Also, if you are hurt, a layman could cut you free.

As far as the karabinas are concerned, I would like to hear from anyone who has had any problems with one.


TONY CALLOW.

ADVERT

Deltavliegprodukties (a dutch Paragliding school) are planning on exploring Morocco this winter using their own winch. Any experienced (club) pilots who are interested in making the most of mountain & flatland flying please write to, or telephone Deltavliegprodukties c/o Steven Mader, Postbus 61316, 1005 HH Amsterdam, Holland.
Tel: 010 31 20 6847457

P.S - See Dave Kinlan's Morocco article in July '91 Skywings.

Small ads. free to members, otherwise £2.00; Ads. placed for 3 months.

SMALL ADS	
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	<p>ACE 160. V/B, aerofoils etc. Excellent condition. £490. Phone David Slater on: 081 660 0991</p>
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<p>MAGIC IV 155 FR. Good condition. White/pink. £750 o.n.o. Phone Richard on: 0892 655754 anytime.</p>	<p>LOST AT FIRLE 24/8/91, BLUE GORE-TEX OZEE SUIT. Left briefly at the top of the east bowl and then disappeared. Did anyone pick it up along with their gear? Phone Dave on: 0273 604752</p>
<p>NO SWEAT- Gig Guide Venue: Rodney's Head, Herne Bay. Time: 9:00 p.m. onwards Dates: 20th Sept., 8th Nov., 29th Nov.</p>	<p>"CITROEN" FULL RACE AIRWAVE. Stripdown, superb handling. £800. Phone Daphne on: 04865 2366</p>
<p>FOR SALE — K2 Blue L/E, Pink/blue U/S, v.g.c. 11 months old, 35 hrs. airtime. £1900. call Dave on: 0273 857700</p>	<p>MEDIUM BLACK MAGIC paraglider. Pink & yellow, with harness. Low airtime (15 hours). Class 1 ACPULS & Gutesiegel. £750 o.n.o. Also: WANTED. ACE SPORT in decent condition for about £750. Ring Steve 0622 36219.</p>
<p>VISION 5 Dec. 1990. Spare uprights, pneumatic wheels, garaged, loved and never damaged. £900 o.n.o. Phone Andy Keyte on: 081 464 3355.</p>	<p>WANTED: PITH BALL VARIO Do you have a functioning pith ball vario that you would part with for a modest amount of cash? If so, please phone Dennis Childs: Evenings 071-639 8286, Weekends 0303-812262</p>
<p>LARGE TYPHOON S4. Good condition. Rainbow U/S, speed bar, V/B. Possible dual glider. £450 Phone Simon Phipps 0932 341912</p>	

<p>SMALL RUMOUR. Aug. '90, clean condition, low airtime, 3 spare uprights. £1650 o.v.n.o. Phone Colin on: 0273 430167</p>	<p>CALYPSO. Less than 1 hour airtime. Superb (as new) condition. Blue U/S with bright yellow L/E, garaged through: Speedbar, spare upright, large practice wheels. £895 o.n.o. Also Pod Lite Thinsulate. Black with coloured panels, suit 5'9" to 6'1". Flown once. £195 o.n.o. Phone John Skinner on: 0273 542093</p>
<p>MYLAR RUMOUR £1095. Phone Johnny Carr on: 0444 84217</p>	<p>BLACK MAGIC (LARGE) with Paradise harness. Excellent condition, 8 hours flying time. Only £750. Phone Peter on: (0252) 625631 after 6p.m.</p>
<p>AIRWAVE BLACK MAGIC paraglider (small). Yellow/Pink, including harness. Used twice. £1050 o.v.n.o. Also, ICOM IC-A2 and ICOM IC-A20 airband radios. Both only one year old. Bargain at £630 for the two. Phone Richard on: 071 241 1508</p>	<p>AIRWAVE K3. Good condition. Suit 13 st.+ pilot. £1995. Phone Johnny Carr on: 0444 84217</p>
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<p>LARGE BLACK MAGIC FOR SALE. Including harness, immaculate condition, 6 months old. Only £1000. Phone Paul on: 0798 873338</p>	<p>CALYPSO. Immaculate condition, as new only 20 hrs. airtime, pink/grey. Ideal CPC glider. £1000. C of A. T. And, MAGIC IV FR 166. Nice glider, flies lovely, high performance with sweet handling. £650. CofA. T. And, RUMOUR 13.5. Choice of two, both pink, both fly superbly. One in as new cond. 1 year old. £1650. One two years old but still very good £1275 C of A. T. And, APCO SANTANA SRC. Beauty, pink/blue, new metalised sail, very high performance but sweet handling (ask Steve Cook why he's selling his Rumour to buy one!) New £1950, ex-demo as new £1850. C of A. T. Phone Tony on: 0903 745277</p>