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The removable back section features a reserve parachute container with bridle guard running to the reserve attachment points on the shoulders. The container fits most standard reserves. The deployment mechanism allows total ease of control, while eliminating many of the problems associated with accidental deployments. HARNESS: £299, KEVLAR PLATE: £100.

■ Sky Systems' winch syndicate is now in operation! -

with well over 450 successful launches this summer, we are pleased to offer this alternative to qualified paraglider pilots. We arrange winch endorsements for £25, and winching is also available to suitably qualified pilots who are not Syndicate members. For full details and a membership form, call (0273) 857700 NOW!

Call in to our showroom just north of Brighton - chock full of goodies for hang glider and paraglider pilots.

October 1991: 2nd-hand Canopies Available Now from Sky Systems

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Airman XC small - £500 ● Airman Rumour. Not well known, but a safe high performing machine. Med, magenta. Excellent condition - £675 ● Custom-Sail Alien 22 (small). Pink/green, excellent stable intermediate. One of the best for beginners. Excellent Condition. £990 ● Airman XC large - £560 ● Falhawk Athlete, Small. Special 3-riser comp. model. Good condition. - £999 ● Falhawk Athlete, Medium. Superb Condition £749 ● Falhawk Athlete Medium. Good condition - £600 ● Falhawk Athlete. DUAL model. Superb Condition - ideal for large pilot! £1,150 ● Trekking Mustang. High performance. Medium. VGC - £750 ●

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COME AND FLY WITH US AT CHRISTMAS & NEW YEAR!!
 CALL FOR DETAILS!!

WINDSOCK

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

SEPTEMBER 1991



ONE WAY OF GETTING TO THE S.H.G.C. BARBECUE AT JOHNNY CARR'S PLACE, SAT. SEPT 21st., 7.00 p.m. ONWARDS. TICKETS FOR FOOD £3.00 IN ADVANCE FROM ANY COMMITTEE MEMBER.

THE SOUTHERN HANG GLIDING CLUB

P.O.Box 36, Burgess Hill, West Sussex, RH15 9YD
COMMITTEE SUMMER 1991

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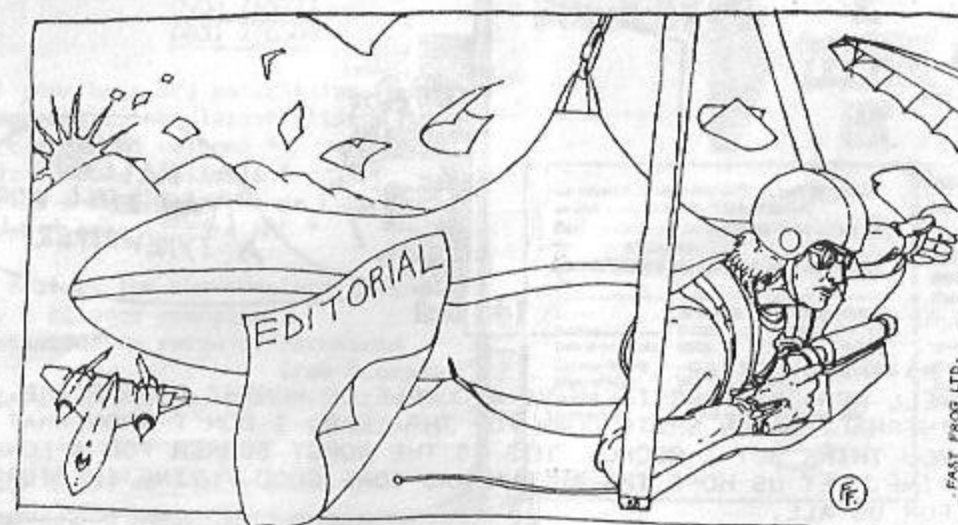
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Readers please note

Contents of this magazine
CANNOT be reproduced
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the committee in any form
whatever.

Contributors:

Johnny Carr, Martin Brady,
Dave Whymark, El Muck, Rod Buck,
Tony Luccesi, Gary Cook.



We have unfortunately lost two valuable committee members, due to other commitments, in the shape of Eddie Bilous and Nigel Ward. I should like to wish Nigel well as he's going abroad to live in Canada; Eddie will still be around, so hide those cigarettes!

For the friendly competition on the 17/18 Aug., against Thames Valley, we had the best weekend weather this year, at the Dyke. It was a bit windy on the Saturday with a weird sea breeze front staying over Ditchling for most of the day. Thames Valley took the lead as none of our paraglider pilots scored that day. Sunday the wind was lighter with a more conventional sea breeze and, although it was not always easy to get away (I myself was down to 150 ft. above the bottom landing field before climbing to cloudbase), those who left the hill early were able to fly the front right across Brighton and beyond. It was often crowded in the thermals for the initial climbs, which were not for the faint hearted, but many pilots from both clubs did their first ever cross-country flights, some of which were very notable distances! It was good to see Mick Perrin there and looking better and, yes Mick, you were right about the weather and I was wrong. Tony Luccesi organised the event well (we could have done with more notice of the date!), providing accommodation under canvas for visiting pilots. The S.H.G.C. won in the end with Steve Cook flying the biggest distance of about 32 miles and Michel Carnet scoring the most points. (On the Saturday ex-member Duggie Maynard flew over the Dyke, unseen, at 3500' on his way from Butser to Dover, a distance of nearly 100 miles!)

In the Airwave Challenge semi-final the S.H.G.C. came second, thus qualifying for a place in the final, thanks to an excellent flight by Warren Simonsen on the Saturday. Kevin Pickering, Craig Dolwin and Ron Richardson also got a fair distance, but not quite in the right direction! Dave Matthews and Dave Williamson didn't do much but faff around a lot. The final is in Mid-Wales 14th/15th Sept. and there should be a dance arranged by Airwave on the Saturday night but there will only be a limited number of places for non-competitors to fly on the competition sites.

Hope to see some of you there!

D.W.

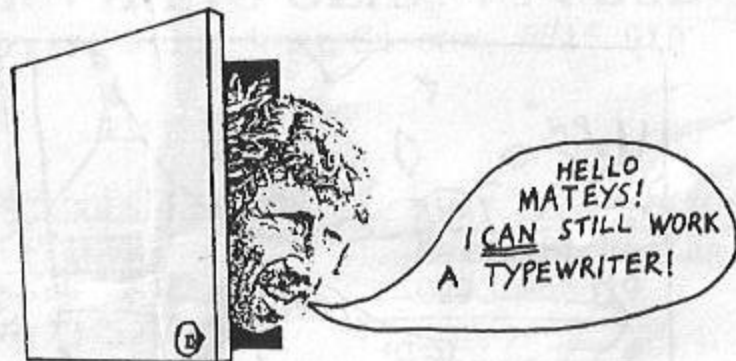
S.H.G.C. BARBECUE 1991

The barbecue is to be held at Johnny Carr's place again this year and promises to be a stonkin' good party. Tickets for food are £3.00 in advance from any committee member and, of course, IT NEVER RAINS IN SOUTHERN WIVELSFIELD GREEN. If Bill Joneneel is out there somewhere and is going to come along then don't forget your guitar, Bill! The great event occurs on Sat 21st. Sept. from 7.00 p.m. onwards. Please buy your tickets before

(o.s. ref. for Johnny's house: TQ 360 201)

(**'TILLERASHAW' WIVELSFIELD GREEN**)

17th Sept.



CHAIRMAN'S LETTER.

WELL MEMBERS WE STILL HAVE A COUPLE OF MONTHS BEFORE THE THERMAL SEASON SHUTS DOWN FOR THE YEAR. I DON'T KNOW WHAT YOU THINK BUT I RECKON THIS IS THE WORST SUMMER FOR A LONG TIME. LET US HOPE THE AUTUMN HAS SOME GOOD FLYING IN STORE FOR US ALL.

I AM A LITTLE CONCERNED WITH THE AMOUNT OF PILOTS WHO ARE FLYING OUR SITES WHO HAVE NOT YET RENEWED THEIR MEMBERSHIP. THERE ARE SOME PILOTS OUT THERE GETTING MORE AIRTIME IN A MONTH THAN MOST MEMBERS GET IN A SEASON. THIS IS A SITUATION THAT IS UNFAIR ON THE MEMBERSHIP AND I AM NOT PREPARED TO LET IT CONTINUE. THE COST OF RUNNING THE CLUB IS STEADILY RISING AND WE NEED A HEALTHY MEMBERSHIP TO HELP PAY FOR THE SITES WE FLY. IF WE HAVE A POOR MEMBERSHIP THEN EITHER, THE MEMBERSHIP FEE GOES UP TO MEET THE COST OR THE CLUB GOES BUST. IF YOU ARE READING THIS AND HAVE NOT PAID REFLECT ON WHAT I HAVE SAID AND SEND YOUR MONEY OFF TO NIGEL WARD. IF YOU ARE A FULLY PAID UP MEMBER THEN HELP YOUR COMMITTEE TO PUT PRESSURE ON THOSE PILOTS. THE COMMITTEE IS WORKING EXTREMELY HARD ON YOUR BEHALF PLEASE HELP US ON THIS ONE.

I WOULD LIKE TO CONGRATULATE THE HANG GLIDERS AND PARAGLIDERS ALIKE FOR THE WAY THEY ARE CO-OPERATING WITH EACH OTHER. I KNOW THINGS ARE NOT PERFECT BUT THEY ARE GETTING BETTER ALL THE TIME. PLEASE REMEMBER IF YOU HAVE TO LAND YOUR CANOPY IN THE Paddock, PICK UP THE LINES AND WALK IT TO THE NORMAL TAKE OFF POINT. ANOTHER WAY YOU CAN HELP A HANG GLIDER IF IT IS SCRATCHING, TRYING TO GET ENOUGH HEIGHT TO TOP LAND, IS TO JUST WAIT A COUPLE OF MINUTES TILL HE OR SHE GETS UP OR GOES DOWN. A LITTLE THOUGHT GOES A LONG WAY TO GOOD RELATIONS WITH YOUR FELLOW PILOTS. IF YOU ARE A PARAGLIDER AND YOU HAVE ANY SUGGESTIONS THAT WE HANG GLIDERS CAN DO TO HELP WHY NOT USE THE MAGAZINE AND PUT YOUR VIEW. IT IS IMPORTANT WE BUILD ON THE GOOD RELATIONS THAT ARE BEGINNING TO BEAR FRUIT IN THE CLUB.

HAPPY AND SAFE FLYING TO ALL.

JOHNNY CARR.

CLUB LIBRARY

There are now some publications in the club library, which is situated in the bottom left hand corner of the larger bookshelf on the ground floor of the Devil's Dyke Inn, including copies of the Derbyshire Soaring Club magazine. They are there for the reference of club members so please return them to the bookshelf after use.

If you have any unwanted books, maps, magazines etc. connected with hang/para gliding please send them to Windsock or place them in the bookshelf when you're at the Dyke.

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Also the fantastic new range of harnesses from Scorpio. Flying holidays in Arcones, Spain (best site in Europe).

Ring Tony for info. or just a chat!

ROBBERY 2 ZEPHIR 2 REWARD

For information which help us to get back our gliders we offer a reward of 500,- DM total each.

Please inform us and the local police station in case you find one or both gliders.

Catch the gliders by the help of this paper and the local club.

Owner:	Ulf Karmath	Wolfgang Böhring
Number:	060305	016205
Date of production:	09/90	05/90
Colours: leading edge, winglets:	pink	pink
Top sail:	white	white
Bottom sail:	black and white	multicolor blue; there is no other glider with these colours.

Telephone (from England) (010 49 40)

Ulf Karmath
Tropienwitzstraße 11
2000 Hamburg 84
Tel. (0 40) 66 88 42

Wolfgang Böhring
Marnettweg 20
2000 Hamburg 80
Tel. (0 40) 3 90 49 51
(0 40) 39 11 35/36

"Call me Ishmael."

It has come to the attention of the committee that Steve Cook was not a member of the S.H.G.C. when he made his flights which were entered for the S.H.G.C. leagues as he had not renewed nor paid a daily site fee.

Whilst he in no way endangered anyone, as is the case when site rules are broken, it was felt that the flights should not be allowed to count for this years S.H.G.C. leagues.

NEW AIRSPACE OFFICER APPOINTED.

Tim Cox has taken up the vacant position of Airspace Officer. Tim is the CFI of the Sussex College of Hang Gliding and did the first XC of the year from Devil's Dyke. His interests include old people, jogging and animals. Well, I don't mind animals, but I'm not wild about old people jogging!

THAMES VALLEY SITES— COOMBE GIBBET.

Two S.H.G.C. paraglider pilots recently flew at Coombe despite the site being closed to all pilots. This site is extremely sensitive and is already closed for most of the year due to farm crops and game birds in the immediate vicinity. Any further problems could lose the site altogether. If you want to visit another club's site you MUST contact them first to check on the current status of that site!

The people to contact for information on Thames Valley sites are: Mark Begg, 071 580 1555 (work) or Neil Maw, 0793 782960.

FIRLE COMBINATION LOCK.

The combination lock now installed at the Firle car park has caused some difficulty as there is a technique required to open it: First set the combination to 0360 and then press the clasp SHUT to release it. It should then pop open.

HANGLIDING CLUB COACHES

The following list comprises the current hangliding Club Coaches in the S.H.G.C., The B.H.G.A. instigated the Club Coach qualification so that low airtime pilots could identify them on the hill and then be sure that they were being given help and advice by someone with sufficient experience, and not someone with hardly any more experience than themselves!

Club Coach	Home Area	Phone Number
Rod Lees	Saltdean	0273 300328
Dave Keepax	Burgess Hill	0444 245233
Chris Jones	Ealing	081 579 2830
Mark Johns	Hurstpierpoint	0273 834984
Tim Cox	Brighton	0273 671214
Adrian Caple	Purley	081 660 0824
Eddie Bilous	Hove	0273 411239
Ron Richardson	Biggin Hill	0689 856723
Steve Pugh	Greenwich	081 692 8554
Tony Luccesi	Storrington	0903 745277

PARAGLIDING CLUB COACHES

In the absence of any formal scheme by the B.A.P.C. would anyone be willing to be listed as a paragliding Club Coach? As there is no such qualification yet, you will need to be rated as an instructor or trainee instructor.

ADVERTISING RATES.

Due to the current size of the print run the ad. rates have had to be increased to:

Number of issues	1	3	6	12
1/4 page	£7	£13	£24	£42
1/2 page	£12	£21	£37	£65
1 page	£21	£37	£66	£105
back cover	£31	£48	£75	£125

Small Ads. are free to members, £2 for non-members, and are placed for three months.

OFFICERS NEEDED.

Nigel Ward is leaving our shores, sadly, to go and set up home in Canada. (This is the man who was injured in a fight to the death with some flying ants and so should have no trouble with grizzly bears!)

We are, therefore, in need of a new Membership Secretary. Would anyone wanting to fill the post please contact Martin Brady, Club Secretary, as soon as possible.

Eddie Bilous has had to resign as hangliding Club Coach, after many years stalwart service, due to other commitments. Would anyone who is Club Coach rated like to volunteer for the post of Chief Club Coach? Contact Martin Brady, Club Secretary, as soon as possible.

DAVRON

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Buttlet HARNESS Front loading ultra streamlined and comfortable. Easy landing position, variable C of G, very well made, large range of colours £370. We have some secondhand and ex-demonstration harnesses in different sizes phone for details.

FULL RANGE of accessories, SILVA compass £50 MAPHOLDERS £12 etc.

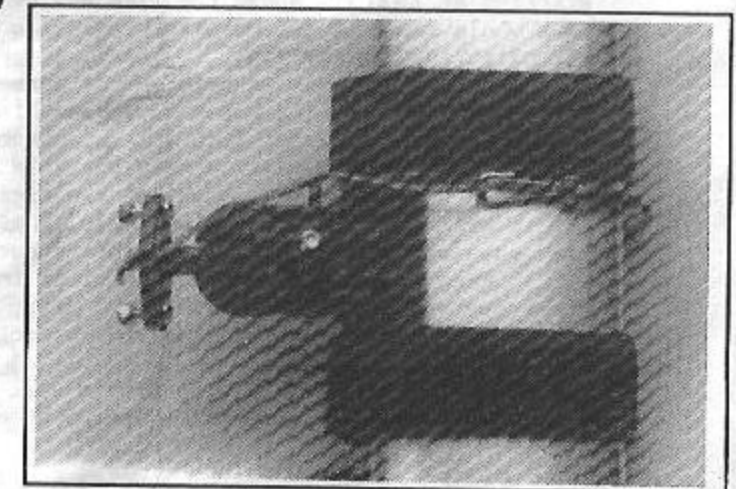
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TEL: 0689 856723 FAX: 0689 851823.

HANG GLIDING TOW ENDORSEMENTS

Sky Systems have very kindly offered to lay on a course to enable Club hang glider pilots to gain tow endorsements, so long as there is sufficient interest.

The cost of the course will be in the order of £50 and will involve a lecture session followed by practical training and qualification.

Sky Systems will provide the tow releases. Your harness must have a chest bridle tow attachment. Otherwise, depending on the type of harness, these will cost between £10 and £20 to put on. It is a BHGA mandatory requirement that wheels are used when towing. Small plastic wheels which accommodate VB cords cost in the order of £25.

INTERESTED?? If so, contact me, Martin Brady, on (0444) 233346. Once I've got a list of interested parties, I'll attempt to arrange a mutually convenient time. Ideally the lecture session will take place one Friday evening, with the flying taking place over the weekend.

FREE FLIGHT ARE MOVING!

Free Flight Hang Gliding School is moving to their new tow site in Essex so they are now able to offer a full service to all qualified hang glider pilots and those who want to learn to fly.

Dave Whymark says:

"Our aim is to make hang gliding a more convenient sport, especially for those who are unfortunate enough to live some distance from the hills and particularly for the students struggling to complete their C.P.C. tasks. The tow site is close to junction 30/31 on the M25 and is within 1 mile of South Ockendon Railway Station and on a main bus route.

This unique site allows towing to 1000 ft. with controlled airspace starting at 2500 ft. above the site and at 3500 ft. a mile or two away. There is a whole range of alternative activities and interests nearby; these include microlighting, jet skiing, wind surfing, golf driving range, swimming (2 pools 10 minutes drive) with sauna, country parks and of course the Lakeside Shopping Complex (to keep the wives happy). Just across the river at Dartford there is the "Fantaseas" Water Park with wave machine, lagoon and water chutes. The Thurrock Service Station near Dartford Tunnel at Grays has meals etc. available 24 hours a day so whilst the area may not be picturesque it has a lot to offer on those "blown out days. I nearly forgot, there are several good pubs about, some with live evening entertainment.

Free Flight will be able to offer tow training to all levels including winch operators, a glider repair and stripdown service is available.

With our site we will be able to actively support the revival of the Essex Hang Gliding Club.

Russ Crowley of Skywing Sports will do hill conversions and hill training at his site just off junction 6 on the M25."



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MUCKRAKER

To err may be human but to see two committee members circling in the modellers bowl is a bit beyond the pale!

SUE BROOKS, NIGHT NURSE says that all she has to do is look at her next-door neighbours boxer shorts and she can then see where the wind is coming from!

DAVE "DON'T CALL ME SLAPHEAD" MATTHEWS, worried that he was getting left behind in this years broken upright stakes, used the technique of breaking one before he even left the ground at the Dyke and was copied by ALAN "MEMBERSHIP?" MORTIMER, the following day, on the towline in Norfolk. Alan also broke two slope landing whereas STEVE "RENEWEL?" COOK could only manage one.

DAVE "RELATE" KEEPAX left a message on the ansaphone for his good lady wife to say that he was marooned at Beachy Head as he'd lost his car keys. As soon as she got the message, at 10:30 p.m., asking her to pick him up from where he would be, laying behind the car, she set off to Beachy. When she got there she could not see Dave anywhere and the bar staff said that he had gone home with a mate and that his car keys had now been handed in to them. Off she went to Burgess Hill, only to find that he still hadn't arrived home. So.... back to Beachy and, after standing in the car park shouting her head off in frustration, a pathetic moan was heard coming from BEHIND the grass bank. There was Dave wrapped up in his harness, freezing cold. They finally arrived home at 1:45 a.m!

JOHNNY CARR-B-Q was overheard bemoaning the lack of top pilots at the European Challenge. "I was there, but I'm only an old has-been," he blubbed, and then went back to weeping into his glass of Sanatogen Tonic Wine!

My credulity was stretched to a point well short of its elastic limit when I heard that a hapless S.H.G.C. member lent his car to DAPHNE "WHAT BARN DOOR?" FREEDMAN whereupon she drove it into a parked car claiming: "I didn't see it."

MARK "SERIOUS" ELLISTON bought a second hand paragliding harness with a back reserve and, when he took off to try it out, the action of settling back into the seat caused the reserve pocket to open, deploying the 'chute. He floated down to earth and went to complain to the previous owner who told him: "Yes, it did that to me once; perhaps I should have warned you?"

Many S.H.G.C. members are now giving up smoking as they can no longer afford JOHN "WOT NO DUTY FREES?" CHARLTON'S habit.

A pilot recently dropped in, unannounced, on JOHNNY "MIEN HOST" CARR to find two hedgehogs scampering about on the kitchen table. Although Johnny claims to have no knowledge of the culinary delights of the hedgehog, and says he was just looking after them, I feel we should watch out, at the barbecue, for burgers with built in tooth picks!

Just how safe is it to crash into the fence while top landing at Firle? Send answers, on a postcard, to MARK "MR. SAFETY" JOHNS.

A trainee, waiting to be instructed at Firle, went over to a pilot who had just landed and asked him what the flying conditions were like. Looking slightly puzzled, he then went over to his instructor and was overheard asking him: "Tim, how smooth is pig shit?"

STEVE "KEEP A SPACE IN MUCKRAKER FOR ME" UZOCHUKWU has demolished his glider for good, this time. He bent every bit of aluminium on it and impaled the sail on the fence at Steyning Bowl. Have his band and he added "Crawlin' From the Wreckage," to their repertoire? (See small ads. for gig guide)

BE PREPARED FOR YOUR B.A.P.C. LEVEL TRANSFER EXAMS!

I did agree some weeks ago to write a few lines regarding the B.A.P.C. level transfer exam, which I took, with a few observations which may be of assistance to others who will have to take it later on. The previous rating I held was F2 so, on passing the level transfer exam, I will become an (SP).

The first bit of advice I would give to anyone taking it is study like hell as the exam is a bitch!!!

To be honest it's cost me about £40 in books and a further £16 in tapes, the latter being most usefull while in the car.

(make it cheaper by borrowing study aids or buying second hand from someone who's already done the exam. Ed.)

Another item which is of great help is an aeronautical chart which helps give you an insight into the fact that you just "ain't all alone up there". (You can buy books from local aerodromes, I got mine at Biggin Hill book shop.)

The Pilot Exam, as a broad guide, expects you to know so you must read in depth the subjects covered in the syllabus for the exam. Don't take it lightly as study and revision is the key and you will still be floored when you take the exam as the depth some of the subjects are gone into is stunning to say the least. (So don't flick over the pages!)

I will say that I don't quite understand the full reasons for the B.A.P.C. new pilot rating system. Although I'm sure a better understanding is required I do feel it was over the top on many individual questions. Unfortunately I cannot cite these questions as that would give them away!

I do feel that I had a major advantage with the exam as at one stage I flew both a hanglider and paraglider (though not at the same moment in time.) and this helped me a great deal but lugging the glider at 40 yrs. got too much for me so the light "rucksack" was adopted, but does not give quite the same thrill as the glider. (If you fly both at least you get an understanding of what both sides moan about!)

To get back to the subject of the exam, the (SP) requires you to know many things which you may never use but are expected to know. I guess it was drafted by the C.A.A. as it would be an excellent start for a P.P.L.

By now I am sure I have made the point that you need to study hard to pass this exam as it cannot be passed by flying. It is also useful to talk to your instructors/companions on the hill to dig out the information you will need.

I do hope that the exam questions are modified as time goes on and this will, no doubt, be acheived by the B.A.P.C. listening to the schools around the country as, generally, they have their heads screwed on the right way round.

Good luck all!

PETER BRUCE.

SOUTHERN AREA WEATHER STATIONS

Those of you who have heard about the famous Bradwell weather predictor now have a chance to sample one for free in your own area.

This one has been put up on a trial basis for a local windsurfing club, but it is currently free, and may be of use.

It's at West Wittering, near Chichester, and is on the seafront, about 25ft up.

The number is: 0243-513-313.

No tone phone is needed to get access - just ring it from anywhere.

I am currently building a network of these things round the country. If fliers of all descriptions would let me know of sites that would be of maximum benefit, I'll look at the practicalities of installing a station there.

Contact me, Rod Buck, on 0742-620363 (after 9pm is best).

Sussex College of Hang Gliding and Paragliding
10 Crescent Road
Brighton, East Sussex BN2 3RP
Tel: 0273 609925 / 671214



Tim Cox BA
BHGA Senior Instructor
BAPC Chief Club Instructor

The Avian Amour has finally arrived! If you want a test fly get in touch. Priced at £1930 for a limited introductory period only. We will take Clubmans and Calypsos in part exchange. Herbert's varicos have been well received - ask Richard Bonwick or Tony Callow. We sell harnesses, helmets, uprights, paragliders etc. all at the best rates available.

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

ARCONES- A brief sites guide.

Arcones is part of the Guadarama Range which extends 200 km., running SW-NE (60°-250°) across central Spain, with two huge elevated plains either side. The site itself is situated approximately 60 km. north of Madrid (see map).

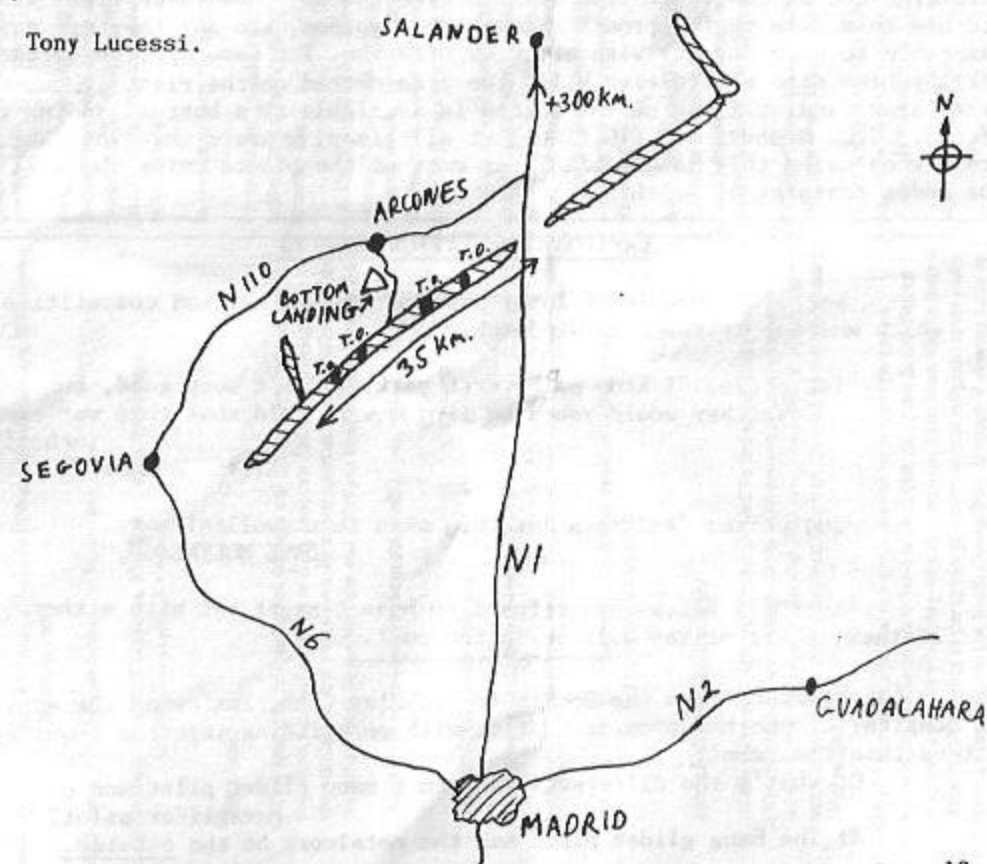
To get there from Madrid drive north on the N1 for 60 km. After driving through a steep gorge in the mountains take the next left turn onto the N110 to Segovia and follow it for about 20 km. until you reach the town of Arcones. Drive through the town towards the ridge and, just as you exit the town, there is a cafe. This is the watering hole for glider pilots (they do good egg and chips, too)! The Land Rovers, which will take you up the hill, start from here and cost 800 pesetas per hanglider and pilot, and 500 pesetas per paraglider and pilot. This is well worth it too, because the track up is very rough indeed and it's about a 40 min. drive. From the cafe this track runs straight up the ridge, with the bottom landing field about 500 yards from the cafe, towards the hill. This field is large.

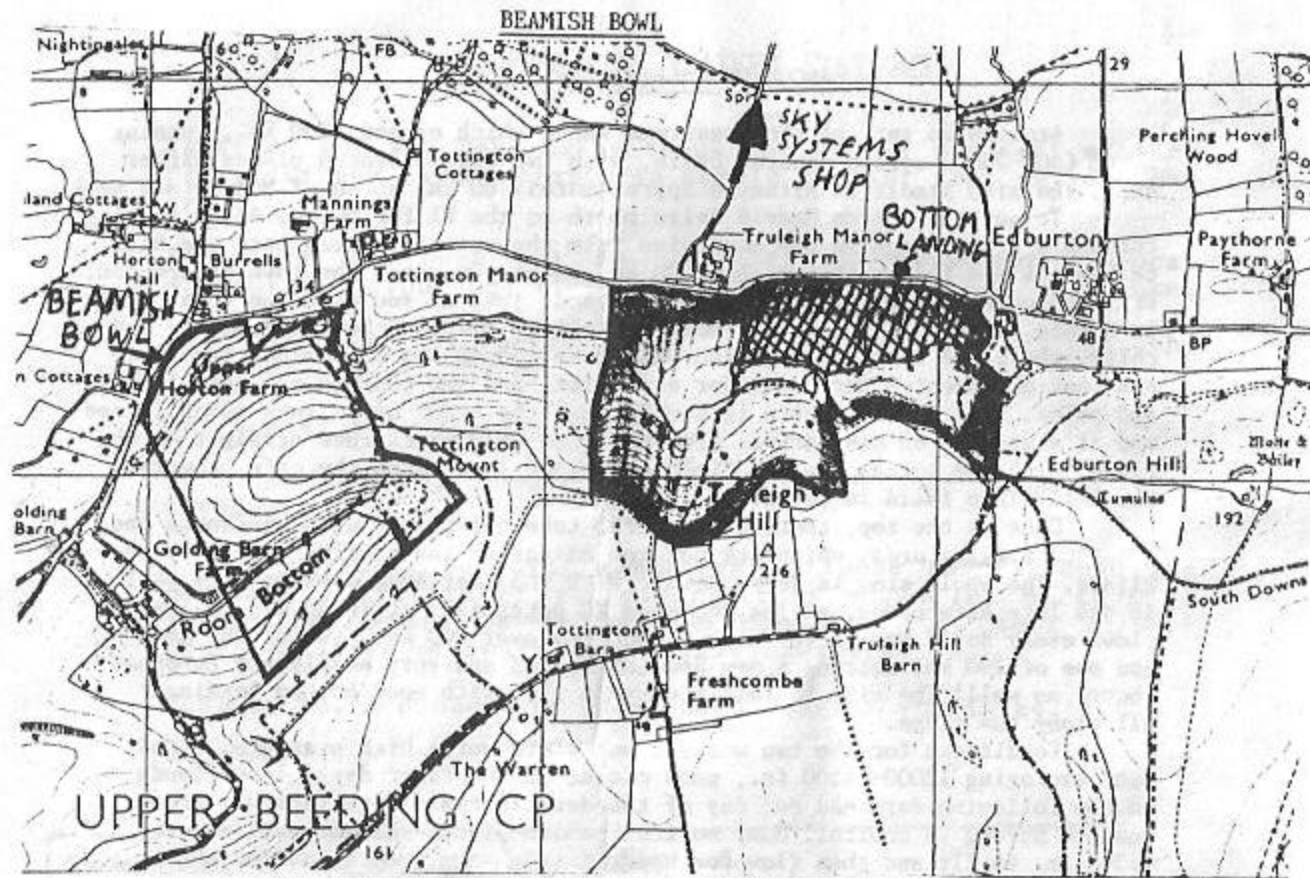
Once at the top, there are several take off points with windsocks and generous rigging areas which are not too savage on the leading edge of your glider. The whole area is very thermic with the flatlands working very well in the late afternoons, giving enormous XC potential: at least 175 km. was flown every day I was there, with a good few over 200 km., two of 249 km. and one of 290 km. setting a new Spanish record and very nearly the European record as well! The site is fairly easy to fly, with good bottom landings all along the ridge.

Conditions for the two weeks I was there were: high pressure, cloud base averaging 12000-14500 ft., good clouds on the first days, less clouds on the following days and one day of thunder. Thermals were variable from weak to strong to orbital! Many novice Spanish pilots waited until about 6:30 p.m. to fly, and then flew for hours in the very smooth and buoyant conditions until landing at sunset, with massive grins on their faces.

I have flown many sites in the Alps and Morocco, but this place is by far the best.

Tony Lucessi.





Sky Systems have negotiated a new site for tuition, coaching and free flying at Beamish Bowl (the area marked on the left). It is right at the Truleigh end of the ridge from Devil's Dyke and any Schools or Clubs wishing to use this site must approach through Sky Systems, who say they are quite amenable to site sharing with prior negotiation. The same applies to the Sky Systems site at Truleigh Hill (the area marked on the right), however, the large landing field at the bottom is available as a bottom landing field for S.H.G.C. members (NO £10 fine!) at all times. Be aware that you must take care when using this landing field as most of the pilots using the hill will be under training or coaching.

CAPTION COMPETITION RESULTS

We have a couple of lucky winners for the caption competition which was set in the July Windsack.

1st prize: "I know my reverse parking isn't much good, but neither would yours be if you were told that this was nine inches!"
STEVE UZOUCHUKWU.

2nd prize: "And it's this big when it's swollen!"
DAVE MOLYNEAUX.

As Eddie Bilous has refused to have a night out with either of them, their prizes will be in the post.

Latest crack from the Derbyshire Soaring Club, following the admittance to hospital of another prominent pilot with paragliding injuries requiring osteopathic treatment:

Q: What's the difference between a hang glider pilot and a paraglider pilot?

A: The hang glider pilot has the metalwork on the outside.

MINUTES OF THE SHGC COMMITTEE MEETING, 31ST JULY 1991

Present: J.Carr, M.Brady, A.Turner, N.Ward, D.Williamson, K.Pickering, M.Carnet, M.Johns

Apoloiges: A.Shaw, N.Gibson, M.Woodhams

In Attendance: J.Dabbs (Chairman, Mid-Sussex Area Bridleways Group), D.Keepax, A.Keepax

1. Introduction

J.Carr said that Jo Catlin was taking a job in Northern Ireland and, therefore, has had to resign as Club Airspace Officer. Although no airspace issues had arisen since he was elected at the last AGM, J.Carr wished to thank Jo for the time and effort put in as a committee member.

A request for volunteers for the positions will be placed in Windsack.

2. Minutes From Previous Meeting

The following amendments were agreed:

Section

2.7 The amount of the cheque payable to the farmer at Ditchling should be £400.

3. Horse Riding Along The Downs

At this point, Mrs Jennifer Dabbs arrived. In order not to detain her unnecessarily, J.Carr brought forward the agenda item to discuss an occurrence at the Dyke on Sunday 16th June, the result of which was a letter of complaint sent to Brighton Borough Council by the Mid-Sussex Bridleways Group.

Mrs Dabbs explained that she and a number of other riders were approaching the large north bowl at the Dyke along the South Downs Way and from the west (they should, therefore, have been visible from a distance). A number of paraglider pilots whom she believed to be under training were also on the South Downs Way. Instead of moving aside to allow the horses to pass, the pilots were inflating their canopies, causing

4.2 the horses to become very frightened. Mrs Dabbs pointed out that horses are extremely nervous animals and if startled they may go out of control, creating a very hazardous situation for both the riders themselves and passers by.

As a result Mrs Dabbs and her party were forced to move off of the South Downs Way, which serves as a bridleway at this point, and ride along the footpath adjacent to the fence. Although footpaths are prohibited to horses, under the circumstances, Mrs Dabbs felt she had been given no other option.

In the subsequent discussion, a number of other points were raised:-

- It is not just inflated canopies that can frighten horses. The bright colours and noises made by canopies on the ground could also cause a horse to bolt.

- A.Keepax expressed concern that with towing, the cable could drop near passing horses, also causing problems. She was assured that, except in easterly winds, the entire operation takes place in the field to the south of the fence. In easterly winds it takes place to the north but parallel to the fence and close to it - therefore, well away from the South Downs Way.

- D.Keepax said that the South Downs Way goes through all our sites and that the issues raised by this incident apply equally wherever horses may be present. Also pilots should check for passing horses before top landing.

D.Keepax has already written a letter to Windsack on the matter.

D.Williamson will forward a copy to Tim Williams for publication in Skywings!

Mark Woodhams will be asked to communicate with each of the SHGC-registered schools requesting them to remind their instructors to show consideration when horses are around and for all instructors to ensure their pupils are briefed on this matter.

J.Carr will forward to Mrs Dabbs a copy of Windsack reminding members to take care when horses are around.

M.Johns requested Mrs Dabbs to write to Brighton Council, notifying them of a satisfactory outcome to her complaint.

4. Matters Arising

4.1 Visiting Flyers

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

Club's Insurance Cover Under The General BHGA Policy

A letter of reply has been from Reggie Spooner and a telephone conversation has subsequently taken place with M.Brady. The insurance situation is as follows:

As BHGA members, the Club and its officers are covered under any circumstances for claims against them as a result of Club activities (i.e. those that are accepted as valid by the insurers or upheld in a court of law). Any non-committee members who are BHGA members are also covered.

Where an accident involving an uninsured hang glider pilot at a site controlled by the Club results in injury or damage, the resultant claim will still be paid if the Club is seen to have taken all reasonable steps to prevent uninsured hang glider pilots from flying. (M.Carnet quoted an example of this happening). However, if the Club is seen to be negligent in this respect, it is unlikely that such a claim would be paid.

BAPC Club members are covered separately under a national BAPC policy (the £500 paid by the BAPC towards the BHGA policy is to cover BAPC members at BHGA social events).

The possibility of sending lists of Club members to the BHGA/BAPC to verify membership of the respective Association and, therefore, that they have the corresponding insurance cover, was discussed. Alternatively, a complete list of BHGA/BAPC members could be obtained and cross-checked by the Club.

4.3 Site Rent For Farmer Williams

The cheque has been paid.

4.4 Lock and Chain at Furie Car Park

A note has been placed in Windsack notifying members of the combination.

4.5 SHGC Membership of the BAPC

This will be discussed at the next meeting when N.Gibson will be present.

4.6 Bottom Landings At Ditchling

Payment has been made to the farmer.

4.7. Sussex Downs Conservation Board

Letters of reply have been received from the East and West Sussex County Councils, both directing the Club to the Nature Conservancy Council. A letter was duly written recommending A. Turner as the Club's representative. The reply stated that it interests rather than individual organisations were to be represented and that the Sports Council for the SE would have significant influence in selecting the Board members.

Prior to receipt of this letter, a meeting had been arranged for 22nd August between Alison Buller of the Sports Council, J. Carr and A. Turner. A. Turner's representation on the Board will be discussed at this meeting.

4.8. Blackboard For Use On-Site

K. Pickering brought the board to the meeting. M. Johns will now look after it.

4.9. Low Flying In Small Bowl At Dyke

A note has been placed in Windsock.

4.10. Club Coaches

K. Pickering will provide D. Williamson with an upto date list for publication in Windsock.

4.11. Sites Guide

M. Johns has completed the Dyke portion and sent it to M. Woodhams. M. Carnet will have Mount Caburn by the time M. Woodhams returns from holiday in 2 weeks time.

An alternative quote for 500 copies will be obtained by M. Woodhams.

N. Ward expressed the view that 500 copies is inadequate (there were 400 members at the end of last year). This will be discussed further on M. Woodhams' return.

4.12. Doug Maynard Letter

M. Brady had written to Doug Maynard detailing Eastbourne Council's complaint and pointing out the insurance implications of not belonging to the BHGA with copies to Mr Ferguson, the Downland Ranger and Tom Hardie, BHGA Airspace officer.

In Doug's letter of reply, which was read to the committee, he claimed that his landing was not as described by the Ranger and that any deviation from a normal approach had been in the interests of safety. M. Johns stated that, departing from prevailing rules for safety reasons is quite legitimate.

On the issue of membership of the BHGA and SHGC, Doug had said that he is currently spending a lot of time outside the country and does not want to incur the expense of membership even though the insurance implications had been pointed out to him. Also, BHGA insurance covers flying overseas.

J. Carr and M. Brady will draft a further letter to be signed by the Chairman.

4.13. Fulking Council

M. Brady had written a letter of reply to the secretary of Fulking Parish Council which J. Carr had taken personally to Mr Harris, the Chairman.

According to Mr. , the pilot who had landed in his field was about to pay a £10 fine when Gary Mitchell appeared and advised him not to. There is conflicting information as to whether the pilot had landed in standing crop or in field full of thistles.

Mr said his main concern is where paragliders are continually launching and slope-landing along the ridge between the Dyke and Truleigh, on days when conditions are not good enough to permit straight out and return flights. A note will be put in Windsock accordingly.

Mr has also written to the CAA which had replied with air law information (minimum height rule etc). His letter will be addressed at a CAA meeting later in the month.

M. Carnet suggested arranging a landing field with Mr. It was felt that the Club could not justify the expense, however.

J. Carr felt that Mr. was happy with the situation after their discussion.

4.14. Illicit Training At Beachy Head

N. Ward had checked Club membership records. Dave Vickers membership has lapsed. Carl Hannington has never been a member.

It was reported that D. Vickers' has said he was flying with qualified friends and not teaching them. He also said he was a member of the Club.

M. Johns reported that the landing area flags at Beachy Head had been vandalised. "Hang gliders" had been overwritten with "Paragliders". The result is so unglightly that the flags will need replacing. It was agreed that this kind of behaviour is extremely petty and juvenile. Also, the winches and armbands have been stolen.

As paragliding liaison officer, A. Shaw will be asked to monitor the situation and obtain flags with "hang gliders and paragliders" on them.

4.15. Eddie Bilous Windsock Article

D. Williamson had contacted E. Bilous. It appears there was some misunderstanding since he had not written one which had not been published.

4.16. Documents for Alison Buller

A copy of all relevant correspondence plus the Club's constitution has been sent to A. Buller.

4.17. Non-Renewals

A list has been published in Windsock. This will be repeated but indicate whether members are BAPC or BHGA to aid identification.

4.18. Sky Systems Lectures

Details have been published in Windsock.

4.19. St. John's Ambulance

J. Carr will obtain a cheque from P. Day for £30 for payment to St. John's Ambulance.

5. Towing

M. Carnet reiterated from the previous meeting that he is establishing a towing syndicate open to Club paraglider pilots and qualified hang glider pilots in possession of a release system. Members will be entitled to launches at a cheaper rate than non-members. Paraglider pilots will be able to obtain towing endorsements within the syndicate.

Members prepared to qualify and perform winchman duties will earn credits against the cost of their own tow-ups.

6.3

Dyke

J. Carr has paid the £400 due to the Lee family for the current year. One of the Lee brothers has said that the fee for next year will be much higher to cover income lost through leaving fields open for bottom landings. The fee has been static for some time so a reasonable increase is probably due.

6.4

Beamish Bowl

Sky Systems has negotiated to use Beamish Bowl for one year starting from August 1st. The bowl takes W/SW winds and has good XC potential. The site is good for hang gliding but, due to the bottom landing is only suitable for XCPC and above.

It may be possible in the future to open the site for Club use.

6.5

Firle

The car park is now fully fenced and has a gate. This work cost £250. A. Turner erected the fencing and cut the grass.

Hardcore is still needed, however.

Proof of BHGA/BAPC Membership

To help ensure that pilots flying Club sites have 3rd party insurance cover, members will be asked to carry proof of membership. It is the responsibility of all Club members, not just the Committee, to check out strangers.

K. Pickering will put a note in Windsock.

6.6

Socials

A barbeque will take place at Johnny Carr's place on Saturday 21st September at 7.00 p.m. and will be strictly for members only.

D. Williamson will draw a map (with OS Ref).

Tickets will be £3 each to cover food. Attendees should bring their own bottles.

A parachute packing seminar will also be arranged. N. Ward will give J.C. Russ Crowley's telephone number. J. Carr will ask Russ if facilities exist in the Croydon area. A video night will also be arranged in the Croydon area.

Officers' Reports

9.1

Windsock (D. Williamson)

Current annual advertising rates are only 2/3 of what adverts cost to print. For 3 issues the Club breaks even and a profit is made on singles. It was agreed that, with immediate effect, advertising rates would be increased to reflect the cost of publication.

9.2

Safety (M. Johns)

Accident report forms were handed out.

9.3

Membership Secretary (N. Ward)

For the Club's last financial year, income only just covered costs. This year we are faced with increased site fees, sites guide etc. To avoid the need to increase membership fees, we need to ensure that users of our sites are fully paid up members or alternatively, day membership fees are collected.

J. Carr will write a chairman's message in Windsock explaining the Club's financial situation and the responsibility each member has for all pilots have paid for the privilege of using Club sites.

10.

AOB

Spanish Joe is organising the draw for the BHGA raffle and has asked if the manager of the Dyke Hotel would be prepared to do it.

Keith Stainer has suggested that the Andy Napolitan Trophy should be awarded for a combination of airmanship and promotion of the sport.

Sue Brooks was asked to provide a list of existing trophies, their holders and what they were awarded for.

11. Date of Next Meeting

28th August 1991, 7.30 p.m. at the Dyke.

6.3

Dyke

Hang glider pilots may obtain towing endorsements through Dave Whymark's school. Alternatively, as a Club activity, M. Carnet offered to schedule Sky Systems lecture and towing facilities at specific times to enable Club hang glider pilots to obtain towing endorsements - If enough people are interested. Obtaining an endorsement will require a preliminary half day indoor preparation.

M. Brady will organise and co-ordinate a group of hang glider pilots interested in gaining towing endorsements. M. Carnet will liaise with M. Brady to make facilities available.

The BAPC are planning to introduce a winchman qualification (which already exists in the BHGA).

M. Carnet is very keen that Club pilots should become proficient in operating winches since a pool of qualified winchmen is essential if towing is to succeed as a Club activity (rather than as an offshoot of a school's commercial operation). It was suggested that, if this happened, it may be possible to obtain a grant from the Sports Council for the purchase of a winch.

M. Carnet is prepared to make Sky Systems towing facilities available to the Club on a commercial basis until there is sufficient demand for the Club to run its own operation. J. Carr thanked him for this generous offer.

6.2.

High & Over

At the AGM, Dave Keech had suggested that the launch at Newhaven could be made safer and suitable for lower airtime pilots by filling in the dip. He had also examined the bottom landing area and stated that it large enough for these pilots.

Dave is prepared to organise the work if the Club can get permission from the local authority. Any reshaping of the hill will be landscaped to preserve the appearance of the cliff top.

J. Carr will contact Paul Milmore to establish how to go about getting this permission from Lewes Council.

6.2.

High & Over


A. Turner will contact Simon Wallon the farmer to see if we can cut down some bushes in front of the trig point.

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

TURQUOISE LE
GREEN CHEVRON
YELLOW U/S
WHITE TS

SMALL ADS

JOHNNY ROTOR LTD
THIS MONTH:
JET 699 £
OMO
EXOCET
MINT CON. 499 £
MARIA 383 £



EPIC WELCO

FF

MAGIC IV 155FR
Mid blue L/E, fluoro pink U/S and keel pocket. Pitchy and bar mits. Excellent cond. Recent strip down and service. High performance with beautiful handling.
£850 for quick sale.
Phone Mark on:
0273 834984

ACE 160. V/B, aerofoils etc. Excellent condition. £490.
Phone David Slater on:
? 40 HOURS 081 660 0991 87

FALHAWK ATHELETE medium.
Almost brand new - flown only 4 times. Includes Sky Systems harness. Immaculate condition. £1,000 or offers.
And,
AIRMAN ACE 22.
Small fast intermediate canopy. Ideal first canopy. Includes Sky Systems harness and Metamorphosi back-up chute. £500 or offers. Without back-up chute £400 or offers.
Phone Joe Hayler (Spanish Joe) on:
0732 357413 (home)
0732 358983 (work).

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

"CITROEN" FULL RACE AIRWAVE.
Stripdown, superb handling. £800.
Phone Daphne on:
04865 2366

MEDIUM BLACK MAGIC paraglider. Pink & yellow, with harness. Low airtime (15 hours). Class 1 ACFPULS & Gutesiegel. £750 o.n.o. Also: WANTED. ACE SPORT in decent condition for about £750.
Ring Steve 0622 36219.

CONTRAIL PARAGLIDER
Good (immaculate) condition. £650 o.n.o.
Phone Bjorn or Grahame on
0273 844586

MAGIC IV 155 FR. Good condition. White/pink. £750 o.n.o.
Phone Richard on:
0892 655754 anytime.

NO SWEAT- Gig Guide
Venue: Rodney's Head, Herne Bay.
Time: 9:00 p.m. onwards
Dates: 20th Sept., 8th Nov., 29th Nov.

SINGLE ROOM TO LET IN SHARED HOUSE.
Bottom of Truleigh Hill (very close to Sky Systems). £125 p.c.m. plus phone bill. Non-smoker.
phone Gary or Mick on:
0273 857235.

VISION 5
Dec. 1990. Spare uprights, pneumatic wheels, garaged, loved and never damaged. £900 o.n.o.
Phone Andy Keyte on:
081 464 3355.

LARGE TYPHOON S4. Good condition. Rainbow U/S, speed bar, V/B. Possible dual glider. £450
Phone Simon Phipps 0932 341912

SMALL RUMOUR. Aug. '90, clean condition, low airtime, 3 spare uprights. £1650 o.v.n.o.
Phone Colin on:
0273 430167

MYLAR RUMOUR
£1095.
Phone Johnny Carr on:
0444 84217

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

VISION ECLIPSE (go faster Vision, no keel pocket). Ideal first glider. 40 hrs. use. Stored indoors, pneumatic wheels, never pranged!! plus,
Airtime Pod harness. Red, suit 5 ft. 7 in.- 6 ft. 2 in. Good, comfortable, hardwearing harness. £1000 o.n.o. the lot
Phone Steve on:
0444 416832

LARGE BLACK MAGIC FOR SALE. Including harness, immaculate condition, 6 months old. Only £1000.
Phone Paul on:
0798 873338

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

GET THE MOST FROM THIS SUMMER!
Buy my ACE 160 (V/B, wheels, green U/S, etc.) - a bargain at £590. Sweetly tuned, will do the thermalling for you!
Ring Paul 0293 775021 (eves.)

WANTED; MAGIC IV FR 166. Possible part exchange, with additional cash, for MAGIC KISS.
Phone John Charlton 0342 716006.

DEFINITION OF "WELL UNHAPPY":
I've got a LARGE BLACK MAGIC in yellow/black that I can't fly due to a CYCLING injury!
Max. 1 hour airtime from new (pukka condition). Worth £1050 ish?
Then give me a bell:
Simon 081 650 3657

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