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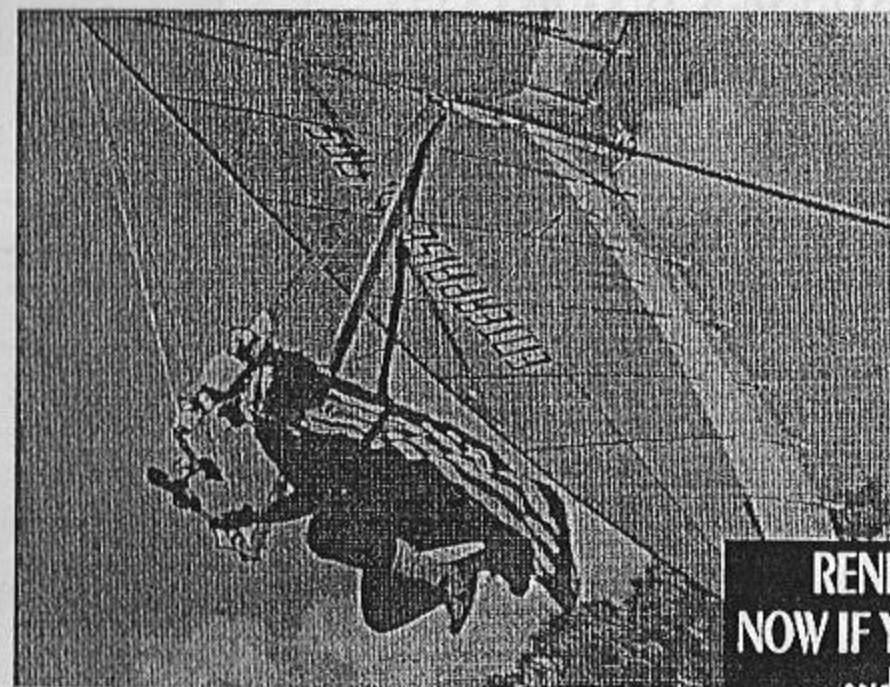
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WINDSOCK

The Journal of the Southern Hang Gliding Club



RENEW YOUR MEMBERSHIP NOW IF YOU HAVEN'T ALREADY! AND MAKE SURE ALL YOUR FRIENDS HAVE RENEWED!

IN THIS EDITION:

CROSS COUNTRY LEAGUE RESULTS

BERNIES PROBLEM PAGE

BAPC COACHING SCHEME

SAFETY INFORMATION " THE PITCHY "

TEST FLIGHT REPORTS

LETTERS OF XC FLIGHTS AND LEARNING EXPERIENCES





**THE SOUTHERN
HANG GLIDING CLUB**
P.O. BOX 1359,
BRIGHTON,
EAST SUSSEX BN1 4QX

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Johnny Carr
0444 84217

BAPC Liaison Officer

Andy Shaw
081 517 7945

Secretary

Martin Brady
0444 233346

Club Coach

Adrian Caple
081 660 0824

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Peter Day
0734 421481

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Irwyn Jehu
0903 723884

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Mark Woodhams
0273 501043

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Devil's Dyke
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0273 857002

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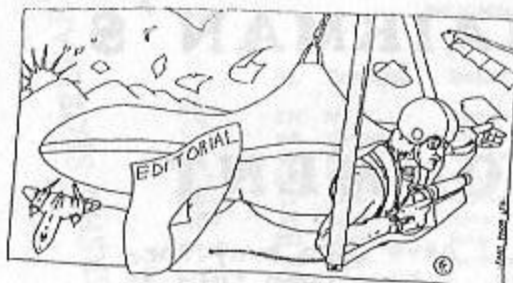
Small Ads:

Small ads are free to members or £2 to non-members. They will appear in the mag for 3 issues before being removed.

Cheques or postal orders should be made payable to the Southern Hang Gliding Club, and sent in with your copy.

**Please Check
That All Your
Friends Have
Joined the SHGC**

keep our sites the best in
Britain- don't subsidise
freeloaders, folks!



WELL YOU HAVE JOINED THE CLUB BUT AT THE LAST COUNT OVER 200 PEOPLE HAVE NOT YET JOINED . SO IF YOU KNOW OF ANYONE WHO HAS NOT PAID UP TELL THEM ITS ABOUT TIME WE STOPPED KEEPING THEM . I HAVE HAD A SMALL ADD FROM L.SIMPSON WHO IS ESTABLISHING A BUNGY JUMP/CHUTE COMPANY . THEY WOULD OFFER A UK FIRST TEST DEPLOYMENT AND PACKING ACTIVITY , RING SUSSEX COLLEGE FOR INFO 0273 609925

S.H.G.C. XC LEAGUE

HANG GLIDING IN MILES

TOTALS

MARTINI LEAGUE

S.COOK	32.3	26	18.3	15.4	13.1	=	105.1
A.LUCCHESI	23.5	17.5	11.3	14.4	13		79.7
D.WILLIAMSON	20.87	12.4	8.5				41.8
T.CALLOW	7.0						7.0
S.OZCHUKWV	7.0						7.0
A.MORTIMER	6.3						6.3

SUSSEX LEAGUE

A.LUCCHESI	23.5	17.5	8.3	6.6			61.3
S.COOK	26.0	18.3	6.0				50.3
D.WILLIAMSON	20.9	12.4	8.5				41.8

WEEKEND LEAGUES

D.WILLIAMSON	20.9	12.4					33.3
A.LUCCHESI	17.5	8.3	6				31.8
S.COOK	18.3	6.0					24.3

**PARAGLIDING LEAGUES
MARTINI**

D.PERRIN	34.0	9.0					43.0
N.GIBSON	27.0						27.0
S.SWANTON	14.0						14.0

SUSSEX

N.GIBSON
S.SWANTON

PLEASE SEND XC DETAILS TO MY NEW ADDRESS 18 WHITEHILL CLOSE
CROWBOROUGH , E.SUSSEX TN6F 1JG . TEL 0831 276 309

P.S IF YOUR XC'S ARE NOT HERE AND YOU HAVE SENT THEM, PHONE NOW

CHAIRMAN'S COMMENT

CHAIRMAN'S LETTER.

Well folks I am back from America. I have been away for 5 weeks and I have had some good flying. I have been told that I have not missed a lot of flying around here. If there is a positive aspect to the last sentence it can only be that the pressure has been taken off of our sites for a while.

I read in the windsock a reference to me going to see the Queen. I went with Diane on the Thursday the 9th July and we had a great time. It was a garden party in honour of all the Sports champions during her 40 year reign. There were many famous sports stars at the party and it was a great honour to be there.

Anyway on to club business, Partly due to the thoughtless action of a pilot the committee have had to put in a lot of work while I have been away. For those who didn't know, Hang gliding/paragliding was on the agenda of the Poynings village council. One of the issues raised was a pilot being abusive to a farmer who had a go at him because he landed among the sheep over the back of Truleigh somewhere. This was just one of a number of issues brought up at the council meeting in an attempt to curtail our activities. Remember be polite even if you think the farmer is being unreasonable, he may own the land you fly from or have the influence over the person that does, and could prevent you, and even worse the club from flying. The committee members that went to the council meeting did a good job on your behalf. We may not be so lucky an other time.

Thanks to all those that responded positively to the request for marshalling duty, some of you felt that you did not have enough experience to do it. If that is the case just be around the system a couple of times when its in operation and you will soon get the idea. It is my intention to make marshalling duty mandatory at the next AGM for all suitably qualified pilots. That way we will only be on duty about once a year. A similar system works very well in the sailing world. In the meantime everyone that is on the list of volunteers will receive a date and a list of marshals and their dates. If the date allocated is unsuitable it will be the responsibility of the pilot concerned to ring a pilot on the list and swap dates. Thank you for your cooperation. See you on the hill.

Fly safe, fly high, fly far

Johnny Carr.

SOUTHERN HANG GLIDING CLUB RENEWALS: 1992/93 SEASON

THESE FOLKS HAVE NOT RENEWED YET
(as of 20-07-92) - apologies if you have paid since this date

THE MEMBERSHIP SECRETARY
P.O. BOX 1359
BRIGHTON
EAST SUSSEX BN1 4QX

Please make sure that you return your forms asap, with a cheque or postal order (NO CASH) for the appropriate amount, made payable to "SOUTHERN HANG GLIDING CLUB", to:

Garry Cook
Membership
Secretary
SHGC.

SHGC MEMBERS NOT RENEWED TO DATE - 20th JULY 1992



No.	Forename	Surname	No.	Forename	Surname	No.	Forename	Surname
226	M	Allwright	373	Alan	Green	415	Marin	Pepper
406	Monique	Amman	51	Richard	Greenslade	162	Ron	Phillips
433	Robert	Auchibald	168	Kevin	Grey	87	Kevin	Phillips
227	Richard	Arthur	434	Neil	Hammerton	88	Simon	Phlpps
22	Marc	Atkinson	251	Anthony	Harradine	89	Roy	Phypers
24	Ralph	Bacon	355	Ron	Harrington	114	Michael	Pickering
353	Chris	Baker	55	Gordon	Harris	127	Kenneth	Pickering
442	Nigel	Barrington Wood	252	Simon	Harris	354	Dick	Pitman
344			192	Jose	Hayler	90	John	Prendeigast
345	Larry	Batten	122	Andrew	Habb	91	Herbert	Prohl
228	Paul	Beasley	124	Les	Hedges	236	Nick	Przybylski
436	David	Beattie	421	Roger	Hemming	329	Graham	Rankin
197	Mark	Begg	209	James	Henderson	335	William	Rawley
314	Guy	Beicher	428	Mark	Heynen	115	Bridget	Reeve
308	Kenton	Birch	245	Steve	Hilbourne	93	Duncan	Reeves
28	Jel	Black	306	Andy	Hirst	223	Ian	Reid
268	Jason	Blackiston	57	Anthony	Hobden	266	John	Ralph
430	Mark	Blackledge	326	Dave	Hollingsworth	205	Drummond	Richardson
424	Ian	Blackmore	234	Rob	Howe	224	Russell	Richings
229	Richard	Bonwick	199	Dave	Hurn	316	Mike	Robertson
376	Harry	Bowyer	390	John	Hutcherson	95	Paul	Robinson
30	David	Brickwood	327	Mark	Jackson	128	David	Robinson
196	Sue	Brooks	350	Clintyn	Janes	332	Mark	Robinson
299	Chris	Brough	405	Irwyn	Jehu	281	Simon	Rose
177	Roger	Brown	211	Colin	Jobey	394	Keith	Ross
167	Peter	Bruce	7	Mark	Johns	97	Paul	Rowland
178	Andrew	Budd	357	David	Jones	142	Steve	Ryan
34	Peter	Burden	312	Bill	Jongeneel	184	Clarie	Sanders
35	Graham	Burton	125	Dave	Keenan	423	Roy	Scott
240	Barry	Busby	62	David	Keepax	194	Peter	Shand
216	Mike	Buller	352	Neil	Kelly	382	Tony	Shay
374	Duncan	Caird	156	Richard	Kenyon	99	Shane	Siggins
328	Tony	Callow	126	Graham	King	437	Lindsay	Simpson
36	Peter	Campbell-Burns	213	Robert	Klee	217	Jerry	Small
37	Gavin	Caspersz	65	Marshall	Lambert	172	Brian	Smith
11	Jonathan	Catlin	247	Paul	Lambert	173	Chris	Smith
38	Malcolm	Chance	305	Mark	Lavender	267	Simon	Smith
120	Paul	Chislett	66	Tony	Leader	391	Sara	Smith
260	Matthew	Clarke	334	Kiera	Leeming	195	Mark	Snow
149	David	Clayton	67	Daniel	Lees	117	Simon	Spear
270	Richard	Coates	69	Owen	Leigh	143	Keith	Stainer
40	Eric	Cockain	201	Richard	Lever	389	Mark	Stevens
301	Patrick	Coghill	265	Gregory	Leveredge	258	Malcolm	Stoodley
198	David	Cole	310	David	Lewis	147	Jackie	Stowell
179	Richard	Collar	273	Steven	Lloyd	341	Lyndon	Sutcliffe
41	Richard	Collie	269	David	Lockie	237	Alison	Syrell
439	Jean	Collin	137	P	Lovell	397	Nick	Taffinder
395	Stuart	Connor	138	DJ	Lovell	185	Stewart	Tanner
151	Liz	Cook	139	John	Lovell	412	Ian	Thomas
42	Clive	Cope	13	Antony	Lucchesi	186	Paul	Toms
43	Brett	Cormick	331	Ian	Macadam	118	Mark	Tooby
219	Geoff	Collin	381	Edward	Maddison	102	Jane	Tucker
180	Rob	Couper	202	Nick	Mair	250	Mark	Turner
190	Robert	Dalley	257	John	Manlow	104	Noel	Venn
422	Mark	Dalton	158	Don	Mapp	426	Jeff	Wagland
152	Michael	Davies	74	Robert	Mardell	246	Susan	Walker
349	Terry	Davis	214	Stephen	Marnier	369	Michael	Waterworth
130	Colin	Davison	193	John	Marshall	358	Mark	Watts
280	Ian	Dehaan	215	David John	Matthews	377	Dave	Watts
175	Craig	Dolwin	271	Tim	McDonald	387	Adrian	Webster
402	RT	Dunn	254	Janet	McGill	385	Raph	Weyman
435	Maurice	Eaton	274	David	McLeod	249	Adrian	Whitmarsh
414	Ray	Edmonds	75	Andrew	Meldrum	336	Chris	Whitwell
418	John	Elkins	176	Jonathan	Melville-Brown	106	David	Whymark
241	M	Ellis	235	Dejan	Mihalovic	243	Peter	Williams
263	Steen	Eriksen	276	Mike	Millwood	403	Peter	Williamson
440	Ian	Ferguson	203	David	Molyneaux	367	Steve	Willis
288	Gus	Filgate	295	Sarah	Monaghan	443	Jeremy	Willis
47	Philip	Flower	77	Mark	Motimore	351	Colin	Willis
231	Ben	Forrester	78	G	Moss	174	Kevin	Wilson
221	Peter	Forward	283	DA	Neill	133	Peter	Winsor
110	Mark	Fowler	140	Catherine	Newnes-Smith	225	Mike	Woodcock
309	Rob	Fox	429	David	News	393	Kevin	Worthington
181	Dafna	Freedman	80	Hugo	Nollidge	144	Gordon	Wuest
386	Kevin	Fresson	242	John	O'Neill	145	Stewart	Yates
191	Nick	Funnell	441	Clive	Oakes-Smith	253	Ricky	Young
111	Charles	Galbraith	81	Don	Oliver	413	Martin	Young
153	Vanya	Gant	372	Gary	Ounsworth			
182	Robert	Gastman	348	Paul	Page			
208	N	Gerard	83	John	Pakulski			
431	Rowan Alan	Gilpin	84	Stewart	Park			
135	Paul	Goodyear	161	Steve	Parker			
121	Keith	Gransby	222	Graham	Parker			
			171	Kiran	Patel			

To Fly or Not TO Fly.

In France hang gliding is known as vol libre, which means fly free, or as one French man said to me, "you are free to fly or not to fly, the choice is yours". Undoubtedly the biggest element of our sport is decision making and the decision whether or not to fly is clearly crucial.

The first step comes in assessing the weather - before you leave home. Try to get as much weather information as possible. Use volmet, T.V. forecasts, weather stations and the eyeball. Beware of making a long journey and then feeling compelled to fly. Err on the side of safety particularly if conditions are likely to be strong. When you arrive at a site obtain as much information as possible. Assess the wind by walking round the site. Beware of being misled by the effect of such features as buildings, bowls, trees and clouds. Watch other pilots carefully. What appears to be small movements when seen from the ground will be much worse in the air. Beware of strong winds and large variations in wind speed. A 3 minute top to bottom in nil wind can be much more enjoyable and rewarding than 10 mins of being thrashed about in a gale.

Please - for the sake of your family and friends, make the correct decision so that you can fly again another day. If in doubt talk to a club coach. We now have 22 qualified club coaches.

Adrian Cople

LEARNING EXPERIENCES.

About two hours ago I crashed my Hang glider in way which could have easily taken my life.

It's monday 11th April, the wind was on the Dyke this morning but too strong and thermic to consider teaching so I decided to fly myself.

I should have known better. Take off was a case of pulling in and going up vertically 500ft. After working a couple of thermals up to about 1500ft and struggling back to ridge I decided to land. Because the wind was off to ~~xxx~~ west I decided on the unorthodox and to make my approach in from the modellers' bowl and land near to take off - HOP ING to avoid any rotor that I was sure existed in the normal landing area. I intended to put down on the grass in front of the loos.

The approach was ok and I was coming quite nicely, but at 100ft the compression increased dramatically and I found I had to go down to my knees on the bar to remain in the same place, at 50 ft the wind simply stopped and I dropped like a stone. At 2ft I ~~xxxx~~ let go of the bar. My uprights crumpled, I remember thinking "this ~~xx~~ is going to hurt", then the glider was airborne again in a left bank and I thought once more "this is going to hurt", I covered my face with my ~~xxxx~~ hands, crunched in and punched myself in the face.

Result. Bruised shoulder, cut nose and blood everywhere.

Glider; ripped sail and broken keel and bent tip.

Moral. If the cumulus is building spectacularly and the wind is gusting expect a rough ride, especially on landing. Remember at 500ft it doesn't matter if you suddenly need to drop 60ft to regain airspeed at 50 ft IT DOES!

My advice. Don't take off if you are unsure. If in doubt take the advice of more experienced pilots ~~you~~ who have successfully landed.

In retrospect I was too keen to get in an xc. I should have bottom landed rather than attempt the unusual landing approach. I have learnt another lesson.

Thanks to Salvadore, kev and Mike and all the others who helped me after my crash.

Take care everybody.

Tim Cox,

What a guy!

The British Paragliding Record has gone again! The 2nd. leg of the 1992 British Nationals saw Richard Carter (yes him again) completing a mammoth flight right across the Dales, crossing almost from one side of England to the other.

This is the seventh UK distance record in a row to be broken by a Team Sky Systems member. The record, of 93 kilometers, was achieved on a U.P. KATANA, using an SAS harness and extreme piloting skill. The previous record was also held by Richard, and was set at the first round of the Nationals in Wales. Other Team Sky Systems members currently in the top 15 include Dave Perrin (currently 5th), Mike Millwood (13th) and Tim King (15th).

SLOVENIA - EUROPEAN PARAGLIDING CHAMPIONSHIPS.

BRITISH PARAGLIDING TEAM MANAGER & SHGC MEMBER (lapsed) CAPTAIN NICK PRZBYLSKI arrives at take off three-quarters of an hour late; just in time for the opening of the task window. Reason? He had fallen asleep in his sleeping bag at the bottom of the mountain in spite of the helicopters taking off and landing 100 yds away as they ferried everyone to the top.

Nick's tiredness was rumoured among the Swiss team to be the result of too many late nights at the "Club Exclusif", a tawdry on-site nightclub, where Nick is rumoured to have put a bit too much "cordiale" into his "entente" with the Eastern Bloc. Your reporter is well aware that this may just be nasty gossip, circulated by the Swiss in revenge for Nick scuppering a pleasure boat captained by top European pilot and delinquent Sebastian Bourquin. Nick was assisted in his scuppering by Sarah Fenwick, women's distance record holder.

Has anyone been watching the re-runs of "Porridge" on Sunday nights?

What on earth is Steve Ozuchukwu doing putting on a daft Glaswegian accent? We thought he was usually behind the cameras!

IMPORTANT NOTE ++++++

CAP-85. The new version is out NOW, including all the new UK air law information. Existing CAP-85 update subscribers should have been notified of the change - anyone buying a new copy beware - make sure it's the latest version.

Anyone taking any exams in the near future beware! Exam answers may still refer to old information. If you are in any doubt, check with your instructor.

SATURDAY 18TH JULY :

Mark Begg (captain of the Thames Valley Paragliding Team) sitting alone on the top of Milk Hill. Mobile 'phone in hand, he is ready to answer queries about the SHGC/Thames Valley comp, to be held that day (it had been cancelled from the previous weekend).

Phone rings. Mark answers.

It's Tim King, co-ordinating his team's tactics: "What's the weather like, Mark?"

"Very windy," says Mr. Begg.

It transpires that he's alone on the hill.

"Where are you then, Tim?"

"In my living room."

FRIDAY 19th JUNE 1992.

Devil's Dyke.

Following a reasonable (i.e. it's a 50/50 chance I know, but I've got a day off and I'm getting desperate to fly) forecast.

I arrived at the Dyke to find a howling gale, and just 2 other pilots getting ready for a blow job. I settle back in my car seat to watch, when I was distracted by howling laughter from the vicinity of the club notice board.

My wasted journey was then made more palatable by the site of a bus-load of Germans (not fliers) falling about laughing as they read out loud the "Site Rules for Visiting Pilots" displayed on the notice board. Evidently the German version contains some real howlers - they found it so funny that three of them took photos of the noticeboard - presumably to take home and amuse their friends.

Perhaps someone fluent in German should tell us non-German-speaking members what the joke is!

Full translation in Windsock asap.

WHISPERS... say that Ace Pilot and SHGC Member (lapsed) Mark Turner is less than happy about being crammed into a super new "ZOOT" suit for advertising purposes. This is a direct consequence of running away to join Simon Murphy's Circus.

TEST FLY THE SIGMA 2 - ring Tim 0273 609925

ARTICLE TAKEN FROM VOL LIBRE

SIGMA 2 - BY NOEL BERTRAND July 92

There is an endless variety of free flying experience which forms the wealth of one activity. All have a common feeling to share in the growing world of aeronautical sport; in which the only real objective is to have fun. The Advance Sigma 2 seems to have been designed essentially for this belief.

The Source

The story of Robert Graham, the developer of Advance canopies blends fairly quickly with the history of paragliding. In fact, since 1985 he was making canopies. In 1987 he returned to North Sails, in the Bern area. He developed and produced the Evolution and Revolution until the end of 88. There he left North Sails with Rolf Zeltner, the ex-production director and founded his own company, Advance, situated today in Thun in the Bernese Alps. The team gathered strength. In 1990 Valery Chapuis from Grenoble, a person with great conviviality who guarantees the commercial aspect, visits schools, accompanies the network of retailers, test, etc... He is a man who is a passionate paraglider Valery left his managerial job as a sales and marketing manager to join up with the ITV team whose diversifying points of view on certain company strategies led him to leave. In need of a sabbatical year, he discovered by chance the Sigma which delighted him. Robert Graham quickly offered him a position to work within Advance, where Valery Chapuis today uses his successful talents.

The manufacture of Advance canopies is guaranteed in France by Aerotec. The Sigma 2's are now being produced in Hungary where the Nova and Firebird are already being constructed. In 1992 about a thousand Alpha, Sigma and Omega canopies were produced. The canopy repairs for French clients and some prototypes for Robert Graham were carried out by Aerotec, but also in the sail loft in Thun.

The 1990 Sigma had captivated the market which had elected it "canopy of the year 1990". The perfection of the work involved from the sail-loft, but above all the manoeuvrability, the sensitiveness, the subtlety and the lightness of the controls of this canopy were surprising in the new developing paragliding market.

It's high price and it's lack of understanding from the flying public for such a canopy did not help with its success as a commercial paraglider. At this time, the Falhawk Athlete was the most popular.

The Welcome

Upon my arrival in Thun, I was given a most hospitable time. The company was occupied with the Swiss Paragliding Championships. This needs a mention. With my guide Valery Chapuis, I got to know almost the entire flying in Switzerland from the first day; which saved hours of site-searching; therefore allowing many more flying hours. This is a great advantage when you know the fantastic countryside that you are flying over in this region of Switzerland.

Discovery

The Sigma 2 comes in an excellent typical "mountain" rucksack, which can be used as a European reference like those of MCC and Flight Design. It has perfect dimensions, wide and padded hip belt, high and low adjustable straps, handles, huge front pocket and firm sliding closure. It opens up wide. The canopy is of Porcher Skytex Nylon 6.6 to 44gr/m, relatively compact which comes in a stuff sack with some self sticking sail material for repairing a tear, a realistic and clear technical manual, setting out the Sigma 2 as it is, with a few freebies from Advance.

The risers are fitted from the beginning with an accelerator adjusted by the retailer. The functioning is in two parts pulling first on the B and A risers which brings it up to 35km/hr; then by a direct traction on the leading edge which allows for a few more km/hr to be gained. The line layout is very efficient. They are one single line split and doubled at the crossroads, the lines are of kevlar, of 1.5 and 1.2mm. It is carefully studied to a diminutive! and therefore diminishing the drag. It would probably be difficult to do better in this field! A supple and transparent plastic sleeve holds the lines in place on the mallons of the risers. The "D" lines are attached against the mylar flares which distribute the load as with the Flyair. The load of the other lines are resumed by a re-inforcement on the intercellular divisions. The brake controls run through the pulleys. The brake handles are wide and soft, with tubular grips.

The canopy has on its trailing edge a double Terylene binding as it is with all the half moon openings on the leading edge. These are held in place, by a piece of Mylar which is also ventilated. The last 6 cells are as good as closed. Their air supply is guaranteed by a fine resilient mesh. The intrados seams are suppressed and all internally stitched.

TEST Fly THE SIGMA 2 - my Tim 6273 609425.

In Flight

Executed and marked as A, the Sigma 2 is set out more or less classically, pressed into the snow on take off from Grindelwald swooping then climbing like a bird leaving canopy without dragging behind or passing over the pilot, despite this, a pocket of air hopelessly "behind" due to a north wind and a displaced thermal, looms before the take off. A light braking allows it to be held whilst glancing at the controls. The Sigma 2 is a great deal better at take off than its elder sister which was a bit fuzzy at this stage of flying. It accelerates well, doesn't roll at all. I just had time to finish settling myself into the harness before thermalling to 2400M. The turning is disconcerting! The inverse way is sensitive and the canopy responds with a great precision to the controls. This, which is very progressive at the beginning, finished with only cm's to spare. A tiny extra effort and the Sigma 2 inclines a few degrees more in order to centre the thermal. It's a treat with some help from the harness, everything becomes infinitely subtle. This behaviour is probably accountable by a braking system which rolls up lightly. The Sigma 2 claims to have a bit more flying effort than its predecessor, but with 3.5kg for flying, turning at 26 km/hr, we stay in a field where canopies are enjoyable especially at 28km/hr, the dynamic does not need more than 3 Kg.

During the first three hours of flying that I had, the conditions got progressively stronger and its not uncommon to notch up 5m/s continuously with a few accelerations that my vario no longer reads! What is less common is to be able to do it, from the base of the summit, in the company of some of the best pilots at the moment, Boehren, Haari, Hediger, Toole etc.... The Sigma 2 is far from being ridiculed in thermals against the prototype and competition canopies of the Champions! It's great facility and its' precision accounts largely for its' better sink rate. In return at the time of departure into transition, courage returns to a more standard value after this euphoric moment in the thermals! nevertheless, the Sigma 2 produces a good speed of 39Km/hr. But the Champions fly quicker, nothing can be done about that... And so I wait for them to return to their turnpoint while I explore the surrounding summits and the North face of the Eiger! And so that's how to discover a "model" pilot at altitude in the mountains, looking for another take-off place in order to take him home.... In turbulence, the Sigma 2 remains very much alive and clearly acknowledges the aerology through the harness. The canopy "talks" a lot and for a pilot who is assertive and talented, he would shut at the very most, one or two cell cavities which would be re-opened in the time that he would notice it. In a big roll, due to the wind descending from the Grosse Scheidegg, I saw the canopy leave from in front of me. I reheld it at half brake, kept it central, without the slightest closure. It's as usual at 2pm in the small tepests of St-Hilaire du Touvet where my attention is drawn. During the afternoon of 13th May, I saw three pilots at the bottom in the trees, one behind the cliff because of rotor and another in the trees at the take off, at the South Delta take-off at the end of the afternoon!

Everyone made the same mistake; flying too near to the mountains considering the wind conditions. Definitely between one particular technical take-off zone and often inconsistent thermals, this site is really a godsend for testing the canopies!

In calmer conditions, a flight with a Sigma 2 is also a time of great enjoyment. Everything seems possible with this canopy which responds very well to the requirements of the pilot.

The manoeuvres for a quick descent, "big ears", "B" line stall does not cause any particular difficulty but we will continue to advise pilots to anticipate and to avoid lift into the big cumulus. "Big Ears" or "B" line stall whatever their efficiency, do not allow an escape from occasional consequences such as a phenomenal ground wind of more than 100km/hr for example.....

Measures

With a sea level pressure of 1031 HPA, a take off at 950M of altitude and a wing loading of 3.42 kg/m, the Sigma 2 takes off at 18Km/hr with 8.5 kg of effort a short gliding phase then handles perfectly by simply letting go of the brakes. The inversion of the turn 360°/360° at 28 km/hr needs at least more than 2kg!. The sink rate measured by Vol Libre are of 1.42 to 25 km/hr, 1.3 to 28 in flight and 1.36 speed in the turn of 20°, 1.49 at 32 and 1.66 at 37. Therefore this via Pythagoras the finesse/respective air in symmetrical flight of 4.75 to 25km/hr, 5.83 at 28, 5.82 at 32, 6.06 at 37. It's very good for this type of canopy with only aspect ratio of which does not aim for the competition market. It has been measured to more than 6.4 for finesse/ground at the time of comparative competition during the winter.

Conclusion

Advance with its Sigma 2 offers once again a canopy of great importance. The manufacture is of a higher level and the flying qualities are remarkable. It is alive, alert, precise, manoeuvrable, easy when thermalling and produces convincing behaviour in all conditions by an inflating wing span. This sporty canopy with a great deal of character produces enormous pleasure to autonomous pilots, educated, sometimes subtle, sometimes sensitive and sometimes dynamic. For free flying at the beginning, the Alpha is preferable and for Competition the Omega performs very well. The Sigma 2 is designed to give pleasure and performance to autonomous pilots.

BERNIE'S PROBLEM PAGE WITH TOP TIPS AND HANDY HINTS

A new feature, Bernies problem page deals with your questions and will be packed full of things all you hang and para pilots need to know.

Dear Bernie,

I'm a lady para pilot and I've just met this nice man with a large Apache. We get on really well and he says he loves me and we should do it together. He also says that he thinks I should be the one to take precautions. What precautions should I take???

Sarah, Worthing.

BERNIE says: I take all my paragliding problems to Bernard Kane, MBE who sent the following reply:

Dear Sarah,

You must take precautions, all wise pilots do. The best precaution for safe two up activities is to practise your PLFs. PLF together until you're blue in the face. I always enjoy a good PLF first thing in the..(Thats enough PLFs-ED).

TOP TIP: Derig your glider before doing a top to bottom, that way you will save having to derig in a muddy field.

Dear Bernie,

Despite having a top competition glider, punters on Skyhook Silhouettes sit two hundred feet above me and I'm always bottom of the stack. What should I do????

Gale Hanger, Brighton.

BERNIE says: Get back on the Avian Amour and learn how to fly, you sad man!!!!

Dear Bernie,

I've just bought a K3 from a top league pilot who assured me that I would become a top pilot and be knee deep in batten bunnies. So far I've done nothing except break uprights and get laughed at. Whats gone wrong???

Mr Keen

BERNIE says: I've given Johnny Carr a telling off for selling you a "hot ship". Get back on that Vision!!

TOP TIP: Fly XC without your nose catch done up, it will save you derigging time.

Dear Bernie,

I've been banned from nearly every campsite and Happy Eater in Wales, Spain, France and Derbyshire. Why does this always happen to me??

Wild Boy, no fixed address.

PS. Can I have a free plug for the APCO Santana??

BERNIE says: Use the ASDA instead. Avoid calling the manager a

c**t, it never helps. The Santana has a glide angle so good that it has forced sailplane pilots to look to hang gliding for more performance. Happy??

Dear Bernie,
My friends keep calling me Rude Kid. Do you know why???

BERNIE says: P*** off you c*** what kind of f***ing pathetic w*** do you call that???

TOP TIP: Trash your glider at the agent's house rather than on the hill. That way you'll save time and be able to check which spares are available before you damage your glider.

Dear Bernie,
I'm a League pilot of some note who finds himself on an overpriced bag of washing. I want to fly my old glider but need a good reason. What should I do???

Jolly Carbonfibreman.

BERNIE says: Do the same as you did at the South Wales League but make the arrangements and pay the £50 BEFORE the first task.

Dear Bernie,
Despite my vast literary talent and the large number of articles I wrote in last months mag, people keep calling me a boring old fart. How can I sort the buggers out??

El Bandito (c)1992

Bernie says: They are right. I'm sending you the address for a Train Spotters magazine. I suggest you send your boring old trash to them instead.

TOP TIP: Do two PLFs before you take off. That way, should you have a heavy landing, you've already done the necessary emergency procedure.

CUSTOM SAIL ALIEN 22 PARAGLIDER

Small (55-75Kgs). Only six hours airtime, immaculate. Bag and Sky Systems harness. Very stable, ideal first canopy. £695.

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10 hours airtime,
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also
Metamorfofi Reserve (unused!)
£300 ono

Contact Steve Parker, 071 585 3817.

BAPC COACHING SCHEME

THE BAPC COACHING SCHEME is now in place.

Seeking to fill in the famous "black hole" for fliers who have completed all their tasks for a pilot rating (ie. up to Club Pilot), and who find themselves still in need of advice from time to time, the BAPC have initiated a COACH scheme on a similar vein to the BHGA's tried and tested system.

Fliers of BAPC "PILOT" level and above can apply to the BAPC for details of becoming coaches - but be warned, it's not all beer and skittles... you'll find yourself having to advise and coach people on the hill when you'd *really like to go flying*.

Anyway - here are the official *BAPC COACHING SCHEME TERMS OF REFERENCE*, reprinted here so that folks don't get confused about what coaches can and can't do...

COACH'S TERMS OF REFERENCE

Essentially the purpose of the Coach is to help turn a basic adequate pilot into a GOOD pilot. The coach is someone to whom anyone can go voluntarily for advice; not as part of an obligatory training programme. Instructors may look after all aspects of training but, in practice, there may be occasions when training is not involved and Coaches can fulfil a role.

The availability of Coaches should fulfil the need for casual expert advice. This applies to both self-launch and tow-launch situations but most importantly within the non-training hill flying clubs. In addition to their primary function of improving general airmanship, Coaches may advise on competitive and cross-country flying, may witness training tasks and other achievements and may advise pilots in converting to different equipment.

1. Coaches MAY ONLY give advice to BAPC members who MUST be at least CLUB PILOT rated in the relevant discipline.
2. Coaches MAY ONLY advise within the limits of their own qualifications or other formally documented experience. They must be at least PILOT rated in the relevant discipline.
3. Coaches MAY NOT teach basic flying skills or training exercises. That is the province of Instructors.
4. Coaches MAY NOT convert pilots to another discipline. That is the province of Instructors.
5. Coaches may specialise in any area of any discipline or may go on to coach in other disciplines or with other clubs. The status of "Coach" is not discipline-specific but their activity is limited by their Pilot Rating endorsements.
6. ALL CLUBS are encouraged to monitor the performance of Coaches. Any Coaches identified as poor or inactive will firstly be offered assistance but may be de-rated.

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BAPC COACHING SCHEME, CONT...

7. Coaches should be familiar with the following areas of general knowledge (in as much as they fall within their proven experience) to give one-to-one coaching.

- Care & maintenance of equipment
- Airworthiness & choice of equipment
- Use of instruments, maps, etc. IN THE AIR
- Task setting and analysis
- Handling canopy instability
- Specialised control techniques (facilities not common to all canopies)
- Alpine flying
- Pressure flying (competitions, demonstrations, etc.)
- Mental & physical preparation
- Emergency parachutes
- Contingency planning

- Weather prediction
- Recognising sources of rising/sinking air
- Making best use of rising air
- Out-Landings
- Characteristics of other aircraft

8. To be effective in their club environment, Coaches must..

- be able to assess the pilots ability/attitude
- Know the sites (rules, phones, other users, landowners, etc.)
- Know the locality (sensitive areas, airspace restrictions, etc.)

9. Coaches have an official capacity and as such represent

• The local club; BAPC; FAI
which means they must be familiar with the..

- and..
- Procedures, schemes, facilities of: club; BAPC; FAI
 - Hold stocks of forms and information sheets.

REMEMBER:

INSTRUCTORS are responsible for both basic and advanced training.

COACHES may only offer guidance and advice.

HANG GLIDING TOWING

Unfortunately there is not a lot to report on the towing front due to the cruddy stable conditions we've been subjected to lately. I'd just like to remind you that facilities for towing hang gliders are available from Sky Systems.

More often than not, the Sky Systems winch will be operating over the back of the Dyke. So, if you turn up there to find the wind off to the west or south west, or if it has sea-breezed, go and see if any towing is taking place. The lads have said that interested spectators are most welcome.

Even better, tow endorsed pilots may use the winch (so long as they have wheels, release, and the necessary BHGA insurance). Before travelling down specifically to do towing though, it is advisable to check with Sky Systems that a qualified hang gliding winchman will be on site.

Towing courses are run periodically by Sky Systems for prearranged groups. Alternatively, Dave Whymark's school regularly runs towing courses not far north of the Dartford tunnel. So, if you want to get an endorsement on an individual basis and without having to wait for the next local course, contact Dave.

Looking ahead, the Club is seeking to increase the amount of towing that takes place and eventually, would like to run its own tow facility. The Committee is investigating ways of achieving this. But before committing to such a venture we need to be sure that there will be active involvement from more than just a few diehards - not just regarding the flying, but also the supporting activities that are necessary for towing to work successfully.

So.....give it a go - it's FUN!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

If you want any further information, contact me, Martin, on 0444-233346.

At a recent committee meeting, Adrian Caple's hidden talent became evident, namely, in the field of gymnastics. Next time you see him in the Dyke Hotel, ask him to demonstrate his speciality - the backward outside loop with beer can.

FREEflight PARASAILING

Ground Floor, 274 New Church Rd, Hove, Sussex BN3 4EB
0273 411239

Model	Apollo22	Apollo24	Apollo27
Naked Pilot Wght	45-65kg	60-80kg	65-90kg
Projected Surface	23.0	25.0	28.0
Span	8.50	9.40	10.20
Chord	1.60-3.16	1.60-3.21	1.60-3.25
Cells	21	25	27
Aspect	3.24	3.50	3.75
Weight	5.05	5.55	6.04
Glide	+6	+6	+6
Min Sink	1.3	1.3	1.3
Max Speed	38	38	38

Optional - Accelerator system

Certification - Straight A's in all manoeuvres and instability drills.
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The Apollo
The overwhelming success of this wing in the UK has established it as the best and safest option as a first paraglider with fantastic performance. It has become our most popular canopy, now with very special graphics - you will be noticed with this canopy. From only £1300

In spite of the recession '92 has been our most productive year - lots of satisfied pilots, flying the best equipment, getting friendly, professional tuition and honest advice. Our two years of selling Edel canopies has left its mark on the South Downs. The wings are superb and the prices very reasonable - just like our tuition!

THE EAGLE HASN'T LANDED YET... HES FLYING AN EDEL



FREEflight PARASAILING

Ground Floor, 274 New Church Rd, Hove, Sussex BN3 4EB
0273 411239

Model	Racer21	Racer23	Racer25	Racer27
Naked Pilot Wght	50-65kg	60-80kg	70-110kg	75-130kg
Projected Surface	22.52	25.31	28.19	30.11
Span	9.89	10.81	11.73	11.83
Chord	1.05-3.00	1.05-3.10	1.05-3.20	1.05-3.20
Cells	43	47	51	55
Aspect	4.34	4.60	4.65	4.88
Weight	5.10	5.60	6.10	6.60
Glide	+7	+7	+7	+7
Min Sink	1.0	1.0	1.0	1.0
Max Speed	44	44	44	44

Optional speed bar system

Certification - DHV Gutesiegel category 2
B-lining and big ears facilities.
4 into 2 riser system. 4 Sizes - 5 Colour options

The stunning new high performance machine - currently gunning around the skies of Europe, notching up fine distances and great competition results. Fly this wing and you may just have to get used to looking down on people!! From only £1950

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Beautiful craftsmanship, adjustable flying position, cross bracing, built in parachute yolk and D rings. Large storage pocket and Kevlar/foam composite deck plate. This ensures the ultimate in energy absorption without transferring the load to other parts of the body and causing transfer injuries.

The Force harness is available at an introductory price of £260 - you will not be able to beat the price or the quality - simply the best.

THE RACER



The stunning new high performance machine - currently gunning around the skies of Europe, notching up fine distances and great competition results. Fly this wing and you may just have to get used to looking down on people!! From only £1950

Certification - DHV Gutesiegel category 2
B-lining and big ears facilities.
4 into 2 riser system. 4 Sizes - 5 Colour options

Model	Racer21	Racer23	Racer25	Racer27
Naked Pilot Wght	50-65kg	60-80kg	70-110kg	75-130kg
Projected Surface	22.52	25.31	28.19	30.11
Span	9.89	10.81	11.73	11.83
Chord	1.05-3.00	1.05-3.10	1.05-3.20	1.05-3.20
Cells	43	47	51	55
Aspect	4.34	4.60	4.65	4.88
Weight	5.10	5.60	6.10	6.60
Glide	+7	+7	+7	+7
Min Sink	1.0	1.0	1.0	1.0
Max Speed	44	44	44	44

Optional speed bar system

Certification - DHV Gutesiegel category 2
B-lining and big ears facilities.
4 into 2 riser system. 4 Sizes - 5 Colour options

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Yes we've chopped £700 off the price! - No they're not stolen - This wing is well priced at £1700 but it is being discontinued later this year and we are clearing the way for the new model and giving you the chance to get a brand new Edel, for less than the price you might pay for a second hand one. Very limited offer supplied on a first come, first served basis.

Certification - DHV Gutesiegel category 2
B-lining and big ears facilities.
4 into 2 riser system. 4 Sizes - 5 Colour options

Model	ZX21	ZX23	ZX25	ZX27
Naked Pilot Wght	60-80kg	70-95kg	80-120kg	85-130kg
Projected Surface	23.83	26.49	29.15	31.82
Span	9.25	9.95	10.59	11.15
Chord	1.38-3.20	1.38-3.20	1.38-3.20	1.38-3.20
Cells	43	47	51	55
Aspect	3.40	3.70	3.95	4.10
Weight	5.60	6.10	6.70	7.20
Glide	+7	+7	+7	+7
Min Sink	1.0	1.0	1.0	1.0
Max Speed	39	39	39	39

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PARAGLIDING XC FROM DYKE

Friday, 24th July 1992

With a light NW wind and thermals about we took the school up to the Dyke to do a bit of "demonstrating". At the Sussex College, we feel that demonstrating is vital for morale!

I was flying an Advance Sigma 24 for the second time and it looked remarkably similar to the small Voodoo that Mark Turner was throwing around the sky. After spiralling around for a bit, showing the lads from Sky Systems how it should be done, I landed and watched Herb float around on his Amour. He caught a bubble and so a few of us launched. Almost immediately I entered a lovely smooth thermal. The Sigma is the correct size for me and I felt as safe as I ever do on a paraglider, so I tried to relax and go back with the thermal.

Once you have 1000 ft or so it's much easier, and actually quite fun, to try and centre the thermal. Eventually at the crossroads it began to weaken, or I lost it, and I began to go down from about 2000 ft AMSL, a bit disappointing.

But then, voila, the Asda thermal wafts up and takes me at 4 up straight into sea breeze front cloud. For the first time on a paraglider, I find myself flying up and around cloud, great fun! I could see that the sea breeze front had pushed a long way inland, so I tried very hard to stay on the land side of the scraggy cloud that seemed to be popping up everywhere.

Although I caught another thermal over a farm past Sussex University, the cold sea air undercut me, and soon I fell down through into it. The canopy fluttered a little but a touch of pressure on the control lines left it intact. I came down to land alongside the traditional shocked tractor driver in a field by the roundabout at Lewes.

The second car to come along after I'd packed up contained Dave Baker, and old EPC pupil, who drove me in his Morris back to the Dyke.

Great stuff!

Canopy	Advance Sigma 24 (we sell 'em!)
Harness	Advance X Braced
Vario	Wasmer (moisture detector)
Socks	Odd
Helmet	Borrowed
Pullover	Borrowed (Dave Williamson)
T-Shirt	Sussex College of HG and PG 0273 609925
Distance	14km

Tim Cox

APCO SANTANA: TEST FLIGHT

Before I start this review I have say that there is one very big problem with the Apco Santana that will severely affect sales of it in this country, and that is the fact that it doesn't have a Solar or Airwave sticker on it. The Santana tested, for those of you who haven't seen it is the red one that Steve Cook is flying at the moment.

The set up is very much standard except that the glider has three intermediate battens, which are not so popular nowadays and the three under surface battens are very widely spaced. The sail is 5.4 oz metallized cloth and has a weight and gloss to it not found on any other glider. The VB is unique in that it is worked by an electric motor that sits on the keel. The motor is powered by a small battery on top of the keel next to the king post. The VB is then operated by a two position switch on the base bar. The idea had infinite fascination for other pilots on the hill who tried it, hummed about it and announced it wouldn't catch on.

But what does it feel like I hear you ask?? The initial feel is light in weight with very easy ground handling due to the tight side wires. The side wires on the VB version have a little more slack but a lot less than most keel pocket gliders and far less than the Cobra. Carrying and levelling the glider prior to take off is therefore a doddle.

The first thing on tries after take off is a turn or two. The Santana is very easy to turn, very light but with the kind of feedback to let you know exactly what the air is doing. The base bar has a very shallow bend to it unlike older gliders, which allows for a very comfortable grip. 360s are obviously next on the agenda, the co-ordination is very good and the angle of bank may be changed very easily. The weight of pitch matches the roll very well, and no highside or further trim is required in a stable 360.

The next thing on trial was the speed range. I was flying with the trim set on the middle of the three holes. The Santana has a king post hang point, and is adjusted by moving the king post to another hole with the glider flat on the ground. The fast end was tried first, and the glider accelerates quickly when the bar is pulled in. I can't tell you how fast it was without an ASI but it compared favourably with my 14 stone (with harness) on a small La Mouette Cobra. I PIO'ed the first time I flew it really fast because I'm used to a (heavy) Ace but after 20 minutes flying I was able to scream the glider really fast dead straight. The slow end of the range is amazing. The glider can be flown to the point of almost total silence and does not stall. The glider also remains very manoeuvrable at low speeds unlike most gliders which tend to get hard to turn. The stall is very mild unless you go to full arm stretch. I think this is a by product of the winglets on the top surface, the glider's most distinctive feature. The winglets were mainly to stop high speed yaw, a solution also used by Moyes on the small XS.

The best thing about this glider is that you don't get turned in turbulence against your will. The light roll and excellent roll rate mean any rough air can be ridden out but you still know whats happening. This is why Steve is still flying when the rest of us have given up and landed with aching arms.

Never mind all this old rubbish I write, check out Steve's or Paul Rankin's on the hill, Paul's has the electric VB which provides an excellent solution to the Arnold Schwarznegger stiff VB problem. Cheaper than the opposition, so ask Tony for a test flight but you have been warned, most people who try them become addicted.

Masked Man 1992

SITES

BEACHY HEAD

Members will be able to fly from the southerly take-off and along the cliffs as from 1st August.

The ban will most probably be re-imposed early next year.

Tony Turner
Sites Officer

1300 Pinecrest Road
Apartment 1011
Ottawa, Ontario K2C 3H5
Canada

30th May 1992

Dear Chris

Here is some more mail that has been forwarded across the Atlantic. Original postmark was 24th April, and it arrived here five days ago, so obviously came by sea! Could you please pass them on to Martin?

I have twice phoned the BHGA (last time was end of April) to try to get them to address the minutes to the P O Box number, with seemingly little effect. Can you ask Martin to contact them as this situation is ridiculous.

I received the March edition of Windsock in the same post - very readable edition - but I fear it may not always arrive with only a 24 pence stamp on it. I think the minimum overseas surface rate must be more than that. Can you check on that, please?

Give my regards to everyone,

Nigel

BASSANO - AN ACCIDENT WAITING TO HAPPEN!

Bassano was defined before I left England as an excellent site, an excellent competition, but one in which an accident was waiting to happen. Having returned safely to England I would agree with the majority of these statements. The flying conditions require a level of experience which most qualified pilots in the UK should possess, although care and advice should be sought.

Free flying is generally well controlled on the whole but the standard of flying is terrifying. To witness pilots (I use the term loosely) attempting several take-offs and then flying straight into rotor is sickening to watch. To the assembled crowd it takes on almost a gladiatorial atmosphere with deflations and tucks bringing an Ooh and recovery from spins and stalls resulting in wild applause. In the ten days we were there only one helicopter was seen, although several flat spins into the trees and two reserve deployments were reported. Parking your car on the mountain road could also be a hazard, as more than one pilot was transported to hospital for mis-judging take-off and providing more work for the car panel beaters.

Even more concerning is the number of pilots in the sky at any time. At certain times during the competition, it was feasible to have 150 competition paraglider pilots crossing the path of 150 hang glider pilots. Add a further 100 free-flying pilots on paragliders and hang gliders, with widely varying flying skills and knowledge of air law, all trying to fly their thermal, and suddenly it makes flying at Devils Dyke look positively safe.

Thankfully I know of only one collision between a hang glider and paraglider, although two others have been subsequently reported, and all pilots were uninjured.

So what of the competition? Meeting Internationale Di Volo Libero Monte Grappa, or 'Bassano' is held just outside Bassano, Romano D'Ezzelino a small village about an hour's drive north from Venice at the foot of Monte Grappa on the Venetian Pre Alps.

In its 12th year the event runs for five days over the Easter holiday period, and the competition now boasts to being one of the largest in Europe with over 400 pilots competing from 18 different European countries. There are three divisions with 100 microlight pilots (ULM), 150 hang gliders and 150 paragliders.

The competition is well sponsored with 3 million Lira as first prize (approximately £1,400) and a team prize of £250 and many other cups and prizes.

The base and 'goal' field is combined with the International Exhibition and Aviation Fair. This exhibition is made up of a large tented village on the edge of a grass runway from which a selection of invited helicopters, microlight aircraft and paramotors provided display and entertainment for the 60,000 visitors who attended over the Easter period.

The Monday and Tuesday before the event was used as preparation in order to get used to the conditions and site. The flying on Tuesday was 'classic' with good cumulus clouds and Steve Higham 'Squeaky' eventually attempting to cross the border into Yugoslavia 60km away. This innocent attempt at re-establishing European harmony we felt may have just been misunderstood by the authorities. This however I heard second hand as this was the day I chose to explore Venice. Of course the following day was rained off.

The first day of the competition was not untypical. After registration, a met forecast and an unannounced competitors' briefing, we were all sent to the top of Monte Caine, the competition take off point. It was obviously too windy and on arrival at the top (40 minutes away) we found the peak buried in cloud.

Friday saw the first task set, including two turn points and 68km goal. No pilot was to reach goal, with the best distance being 36.3km. Robbie Whittall and Richard Carter were the highest placed Brits with 32.3km, closely followed by Steve Higham at 30.9km.

For those that had not been at an international competition before, it became very clear how stressful an event like this could be. Acknowledging their personal pressure to perform successfully, the combination of the competition, new site, new conditions, peer pressure, gamesmanship and many spectators takes a lot of getting used to.

It is for these reasons that the team becomes important both before and after the task. This was further highlighted as control of one of the three take off gates could mean taking off in the best conditions or an hour after they had passed.

Every evening back at the hotel, a full debrief was held with the most successful pilots providing an insight as to the conditions and task as it unfolded.

Saturday turned out to be the most important and the most turbulent. The goal was set at 40.4km with two turnpoints. We deliberately got to take off earlier in order to command a gate ready for the day's task. This, however, came to nought as the Meet Director announced in Italian that it was to be an aerial start commencing at 1.30pm. English was the official second language for the competition. This meant, however, that any English announcement was made five minutes after the Italian one and was always considerably shorter, leaving you to feel that something important had been missed out.

The start was spectacular if not at times hectic. The timed aerial start meant nearly all the 150 pilots were above take off at one time. The task took the group north east towards Monte Grappa over the public take off area and on to Bassano. The secret was to stay as near to the bottom of the inversion as possible (2500-2700 metres). Windspeed was between 20-35km/h, thermals good, but ragged and zero centigrade at about 1800 metres. As soon as you started to lose height the turbulence increased and most canopies, except those with a combination of stability, handling and performance, suffered a deflation or two!

This display was exciting for the visitors and added more than a touch of interest to the hang glider and paraglider pilots approaching the goal field as they did not stop the air display on approach and was probably why most of the tasks set were made as difficult as possible to complete.

Getting the team together once having tracked them down from the four corners of the world was not in itself difficult. It was however complicated by the fact that many paragliding pilots had also been selected to fly hang gliders and getting a decision out of them was sometimes difficult.

Having confirmed the team and eventually getting the organisers to recognise our entry, the full team looked like this.

Alison Syrett, SHGC (1991 British Champion)	Firebird Ninja
Richard Carter	UP Flash
Irwyn Jehu, SHGC	Corrado
	Challenger
Howard Travers, SHGC	Nova Phantom
Barney Barnes	Airwave Voodoo
Dave Botha	Airwave Voodoo
Mike Millwood, SHGC	Falhawk Apex MR
Steve Higham	Nova Phantom
Mike Allen, SHGC	Falhawk Apex MR
Ralph Smith	Falhawk Apex
Tim King, SHGC	Falhawk Apex MR
Robbie Whittall (Honorary Member)	Firebird Apache

The team included the World Champion Robbie Whittall, British Champion Alison Syrett and British Distance Record Holder Richard Carter. While this excluded several who represented GB in the 1991 Worlds, it did provide a good blend of experience and talent with experienced pilots albeit new to competition.

In view of this spread of competition experience, it was felt important to keep the team as much together as possible. A small, cheap hotel in the Old City of Bassano was found and gradually the team came together in the three or four days before the event.

Flying at Bassano this year was evidently not as rough as previous, although I don't think anyone would argue with the term lumpy to describe the conditions.

Thermal activity generally began around 12 noon ending at around 5.30pm. Throughout the competition we were subject to a predominantly northerly airstream from the Alps which, when combined with stray valley winds, early morning inversions and wide temperature differences, provided the competitors with a weak fohn situation, small rocket-like thermals and generally turbulent conditions.

Thankfully this did not seem to cause the team any problems flying, although there was a certain degree of motion sickness which in one case caused a mid air 'chunder'.

52 of the pilots completed goal with the Swiss dominating the top six places. Richard Carter was the highest placed Brit (17). Sunday brought another good day although it was forecast to become more unstable in the afternoon. The programmed distance was 46.6km with the task turning out to be too difficult and the best distance achieved being 35km. The main incentive for the pilots was that only the top 50 pilots would go forward to the final day on Monday.

As it turned out the competition on Monday was cancelled because of strong turbulence and valley winds. Urs Haari was overall winner with Austria narrowly beating Switzerland for the team prize.

The team prize was awarded according to the top three scoring team members on each task. These were consistently Robbie Whittall (12), Richard Carter (13) and Steve Higham (22), whose combined score put the British team fifth just behind France and Germany. Apart from Dave Botham (58) the rest of the team featured in the bottom half of the table.

Overall the result may not have been as good as one would have liked, but the experience gained from the competition will prove to be of value. What becomes clear is that these competitions are not just about winning, but about physical and mental preparation, good observation, clear decisions and above all experience. Of course the canopy and equipment used can make a significant difference, but to be consistent over a week-long competition and be successful requires more. If nothing else, this was one of the most important lessons to learn. May I extend my thanks to 'the team' for their commitment and support and to the organisers for being typically Italian.

Howard Travers

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MINUTES OF THE SHGC COMMITTEE MEETING, 15th July 1992

Present : J. Carr, M. Brady, G. Cook, A. Caple, N. Gibson, A. Turner,
O. Elliot-Webb, I. Jehu, M. Carnet, K. Pickering, C. Bartram

Apologies : A. Luchessi, M. Woodhams

1. Introduction

J. Carr opened the meeting by welcoming Gary Cook onto the committee and thanked him for agreeing to take the position of Membership Secretary.

2. Minutes From Previous Meeting

These were accepted.

3. Matters Arising

3.1 Steyning Bowl

I. Jehu will clarify with Eddie Bilous the use of the site for post-school training.

3.2 Meeting with Mid-Sussex District Council

J. Carr thanked A. Turner and M. Carnet for attending the meeting on behalf of the Club.

A. Turner reported that the meeting went very satisfactorily. He had suggested that meetings be held on a periodic basis to help ensure that minor problems are addressed and dealt with before they become serious.

It is necessary to impress on pilots that they should always be polite to farmers and landowners, even if they are themselves treated rudely. The present problem had originated because a pilot had landed in the middle of a flock of sheep that had been rounded up for dipping, scattering them, and had been extremely abusive when confronted by the farmer. Given this type of behaviour, it was fortunate for the Club that the meeting had turned out as favourably as it did. Pilots should also be constantly aware of horses and should avoid inflating canopies, taking off and landing when they are nearby.

M. Carnet said that many of the concerns expressed arose from the perceived lack of control over flying activities. These were largely allayed when the marshalling system was explained. Copies of Club Sites Guides were passed out to the attendees. The chairman of the meeting had suggested including a piece on how to behave in the vicinity of horses.

A. Turner suggested that briefings should be held at the Dyke to ensure that pilots are informed of the rules of the day.

N. Gibson will look into the inclusion of a 'ten commandments' section in the Sites Guide.

The Club's sincere thanks were expressed to Mark Lee, Alison Bullar, Tom Beardsley and ranger Ford, all of whom had attended and had been very supportive of the Club.

Another meeting is expected in about 6 months time. The Club will wait to hear from the Council.

Subsequent to the meeting, M. Carnet had discussed with Alison Bullar, the possibility of Sports Council Funding to assist in the purchase of a Club winch. To maximise the benefit, a priority would be to persuade Farmer Williams to open up all the land at the back of the Dyke for towing. However, the Sports Council seemed keen that the operation should be decentralised from the Dyke. A. Bullar suggested the possibility of applying for a grant from both the Sports Council and the Arts & Sports Foundation.

It may also be possible to obtain funding for a paid officer for a 3 year period - 75% in year 1, 50% in year 2 and 25% in year 3. *This will be discussed further at another meeting.*

3.3 Report from A. Caple (Hang Gliding Coach)

A. Caple had written an article about flying in dangerous conditions and providing guidance for red streamers to be published in the Sites Guide. A copy had also been submitted for Windsock.

It was also proposed that club coaches should be contacted in writing by the Club to the effect that they would be expected to take control if conditions require it, i.e. according to crowding or weather - irrespective of the site or day of the week.

A. Caple had also spoken about aerotowing to Mark Dale who had expressed considerable enthusiasm.

3.4 Emergency Meeting

a) *K. Pickering to pass Emergency gliding procedures to M. Woodhams for inclusion in the Sites Guide as a matter of priority.*

d) An analysis of the glider and equipment had been provided for M. Carnet by K. Pickering.

e) A report had been produced by M. Carnet and forwarded to the coroner and BHGA. The coroner's verdict was misadventure.

The primary recommendations in the report were :-

i) The BHGA should re-evaluate strong wind flying with modern gliders. The speed limitations of older gliders imposed a restriction on the wind strengths which could be flown.

ii) Encourage as many members as possible to become proficient in first aid.

iii) Introduce a universal signalling system to get pilots out of the air in an emergency.

Arising in part from the fact that some red ribbons flew on the day of the accident having been advised not to, and in part from more general concerns which had been expressed, a note will be placed in Windsock instructing red ribbon pilots to consult a Club Coach before flying at any Club site. This will also be put in the Sites Guide.

M. Carnet will write a safety article when the results of the investigation/inquest are officially available.

J. Carr congratulated M. Carnet on producing a thorough report under such tragic and unpleasant circumstances.

4. Sites

4.1 Caburn

A replacement disc is required and the remaining ones have gone white. *J. Carr will look into replacing/repairing the discs.*

4.2 Beachy Head

The Club can fly the cliffs from the 1st August. However, the Council wishes to re-impose the ban on 1st January.

J. Carr will contact authoritative sources to establish what the situation is at other sites shared by hang gliders and peregrine falcons.

4.3 Dyke

Payment to farmer Williams is overdue.

4.4 Cuckmere Haven

The ranger has reservations but will try to persuade other interested parties and will respond within a fortnight.

J. Carr will bring A. Turner to meet the ranger and ask a paraglider pilot to give a demonstration. J. Carr may suggest a trial period.

4.5 Ditchling

J. Carr will talk to K. Simpson re. the Downs Club.

J. Carr will chase up his contact at Ditchling.

5. Towing

O. Elliot-Webb had contacted Dave Whymark who had offered the use of his winch except at weekends when it is used most intensively by his school.

J. Carr/M. Carnet will contact farmer Williams regarding making the tow field bigger.

M. Brady will write a note for Windsock outlining a basis for hang glider pilots to use the Sky Systems towing facility.

6. Club Radios

M. Brady suggested that the Club should purchase radios as these could be used for marshalling, towing, coaching and competitions etc. For some of these uses airband radios would be needed (at a cost of £170 upwards).

The consensus was that this would be costly for the Club and practical difficulties would be encountered such as where they would be held, who would recharge them etc. The subject could be raised at the next AGM.

7. Officers Reports

7.1 Sites Control (N. Gibson)

A few problems have been encountered with slope landings at Mount Caburn, i.e. not near the discs. The offenders have been spoken to.

The site agreement for Caburn has now been finalised.

A complaint was received that on Sunday 5th July, overcrowding was occurring at Firle due to student paraglider pilots being sent off *en masse* and going down. The Club will expect payment of fines by the school in question. (MW to investigate?)

Organising the marshalling system is proving a time consuming and costly exercise for N.Gibson. This is due primarily to his having to contact each volunteer independently.

G. Cook mentioned that some comments had been received back on the membership forms regarding the requirement for members to share turns for marshalling duties.

A chairman's letter will be published indicating that all suitably qualified pilots will be appointed a date for marshalling.

A replacement windsock and armbands will be produced for Beachy Head.

N. Gibson will produce a list of site equipment requirements.

7.2 Paragliding Coach (I. Jehu)

The BAPC are planning to introduce mandatory airworthiness requirements for paragliders. This could pose significant problems for pilots with uncertificated wings.

7.3 Membership Secretary (G. Cook)

Membership is currently looking quite healthy with 202 paid up members. About £5,900 has been banked. As yet 240 have not renewed.

The stock of embroidered badges has run out. A quote for £220 per 100 had been received. This seemed to be expensive. *G. Cook will contact the BHGA to find out where they get their badges from and at what price.*

7.4 Editor, Windsock (C. Bartram)

More material is needed, including safety reports. Pressure has been greatly relieved now that the peak in membership renewals has passed and G. Cook has taken over as Membership Secretary.

7.5 Away Comps (K.Pickering)

Significant problems have been experienced due to apathy in spite of attempts to stimulate interest by K.Pickering and Steve Uzochukwu.

- The Club's participation in the European Airwave challenge has had to be cancelled due to lack of interest.

- The Norfolk tow comp. was cancelled for the same reason. The Norfolk Club would like to rearrange.
- The SE Wales comp was blown out. The rearranged comp was cancelled due to lack of interest.
- A team was (barely) scraped together for the Sheffield comp.
- The Thames Valley comp. was rearranged for the forthcoming weekend. (18th/19th July). If the Southern Club do not compete in this they will be out of the Airwave Challenge.

7.6 Social (O. Elliot-Webb)

Complementary comments had been received following the Club video evening.

Difficulty was being experienced getting anybody to give the XC lecture the following Saturday.

Oriole submitted her resignation from the committee. J. Carr thanked her for the hard work she had put in while serving as a member.

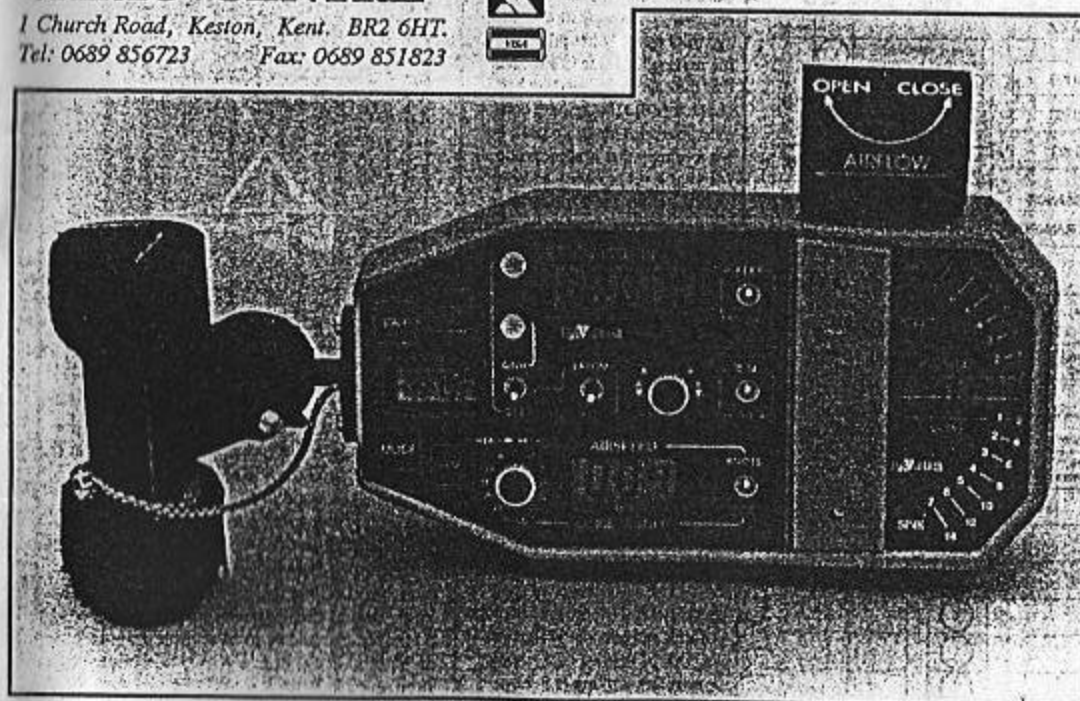
8. Date Of Next Meeting

Wednesday 5th August, Devil's Dyke Hotel

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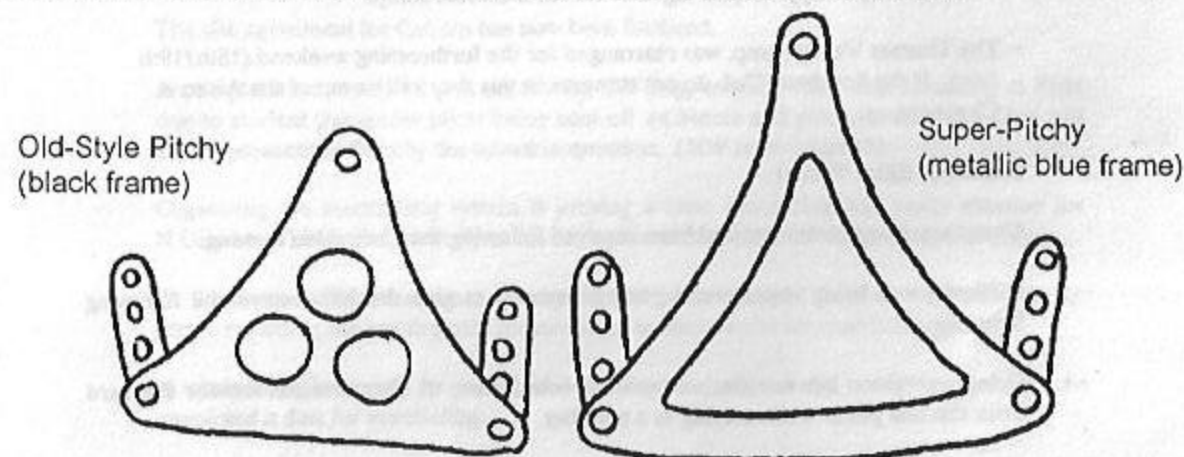
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