

Do you want a new Hang Glider?
Can't get rid of your old one?

Call Dave Perrin now to talk about possible super PX deals on a new AIRWAVE, LA MOUETTE, AVIAN or SOLAR WINGS glider. LA MOUETTE COBRA now available for demo.

IT'S COLD UP THERE!

Warm yourself up with an Ozee Thinsulate Suit. Fully zipped legs mean you can get in and out without removing your boots, thinsulate plus lining and shell means that you'll stay warm when it really gets cold. £79.99. Also available in waterproof, breathable Aquatex version for £129.99. Keep your face, ears and nose warm with a Helly Hansen Balaclava. Thermal material really works. £7.00. We stock many more items of sports wear - phone for the latest version of our mail order price list.

M E S H TECHNOLOGY

THE SEARCH FOR STABILITY... Falhawk's unique use of MESH INTER-CELL WALLS has made the APEX MR a canopy which boasts a HIGH INTERNAL PRESSURE by allowing a VERY EFFICIENT SPANWISE FLOW OF AIR, aiding STABILITY AND DEFLATION RECOVERY. This means that the APEX MR is probably the most stable of the high-performing hot ships. NOW, Falhawk take their Mesh Technology one step further with the introduction of the ATOLL... the highest performing canopy with 12 straight A's in ACPULS tests

12 grade A's **Top quality polyester**

FALHAWK ATOLL THE NEWEST paragliding machine from the Falhawk stable - this really is a hyper-stable high performance paraglider. All four sizes are ACPULS straight A's (the medium only with cross or semi cross harness). This beauty handles like a dream, flies very fast, and gives you what you have always wanted - **ABSOLUTE SECURITY** coupled with very **SASSY PERFORMANCE**. Call us for the latest news or to arrange a test flight.

SKY SYSTEMS FLYING SUITS - Now

available. The breathable Sofitex oversuit, worn by the British Paragliding team in the '91 World Championships. The suit incorporated leg mounts for a vario and zipped map pocket on chest section. Lilac and purple. Elasticated cuffs. Made in the UK, and exported all over the world. Lightweight. £89.00.

Sky Systems Ltd Edburton, Nr Henfield, West Sussex BN5 9LL
Telephone Brighton (0273) 857700 : Fax (0273) 857722

We offer expert STRIP DOWNS and REPAIRS to most

popular makes of hang glider and paraglider in our fully equipped rigging workshops. Ring us for a quotation on your specific needs, whether small or large.

EMERGENCY 'CHUTE REPACK & CHECK

Always available in our workshops.

Make sure your reserve is ready for the new season. From £15.00, including an overnight airing.

Airwave VOODOO!

Made in the UK, the VOODOO represents the result of an arduous R&D programme by Airwave to find a competition-performance machine and retain superb stability - the VOODOO is that machine...

We are pleased to offer a **FREE SKY SYSTEMS SHOCK ABSORBER SYSTEM (SAS) HARNESS** (worth £199) with every VOODOO purchased.

Equipment Sales

Whether you're an absolute beginner just buying your first glider, or a hard-boiled seasoned XC veteran looking for the latest gizmos, a visit to Sky Systems' showroom will always be worth the journey. Our shop is for pilots - it is crammed with over 300 products for hang gliding and paragliding, plus paramotors, leisure clothing, mountain bikes and much more... below are listed a few items from our current price list...

- HELLY HANSEN HOOD £13
- HELLY HANSEN BALACLAVA £7
- GUL ANKLE SUPPORT £9
- FRENCH SITES GUIDE £25
- SILVA COMPASS inc. CLAMP £55
- AIR PILOTS MANUAL Volume 1 (Air Law and Meteo) £16
- BAPC PARA LOG BOOK £4
- CROSS-COUNTRY MAGAZINE £3
- VIDEO HIRE (1 week) £6
- SKY SYSTEMS WINDSOCK £35
- AIRWAVE WINDSOCK £10
- BEN PARA MAP HOLDER £10
- HANG GLIDER XC BAG £30
- ROOF RACK TIES (pair) £6
- REPLACEMENT SUPP ZIP £6
- PARACHUTE RAPACK from £15
- HANG GLIDER STRIP DOWN £59
- PARAGLIDER INSPECTION £29

Well Arch!

Please do not hesitate to call us if you are confused by the mysteries of the ACPUL or GUTSEIGEL systems. We believe that understanding these test procedures is vital when choosing your new wing...



MARCH 92

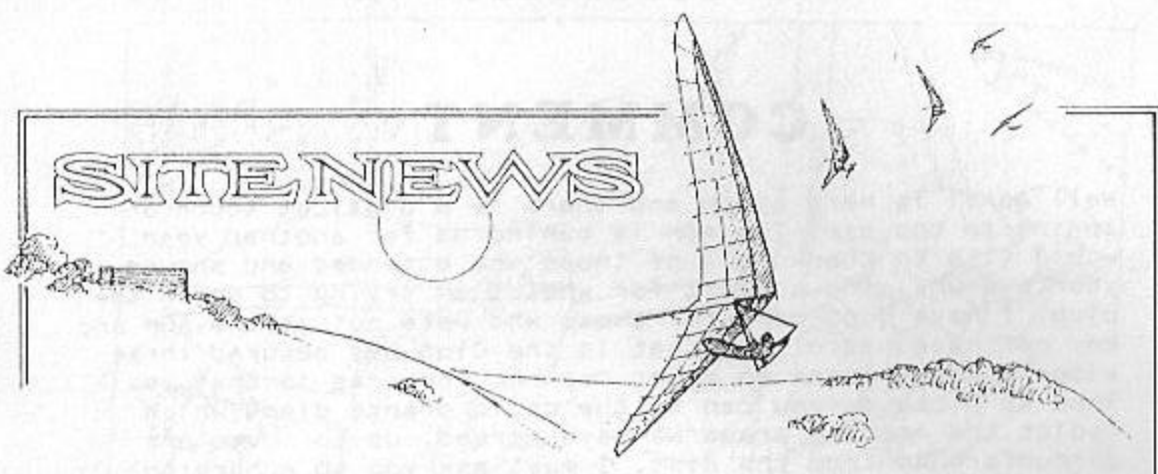
THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

Johnny Carr

VOTED IN



Johnny Carr



SITES NEWS

BEACHY HEAD

SOME OF YOU WILL RECALL MY TELLING YOU AT THE A.G.M. THAT FOR THE PAST YEAR THERE HAD BEEN NO RECOURSE FOR THE WARDEN OR EASTBOURNE COUNCIL CONTACTING ME OR THE CLUB OVER ANY PROBLEMS AT BEACHY . FOUR DAYS LATER !! ON WEDNESDAY 1st APRIL (BUT THIS IS NO JOKE) PARAGLIDERS WERE TAKING OFF FROM THE SOUTHERLY LAUNCH AND FLYING THE CLIFF . THIS IN ITSELF IS NOT A PROBLEM BUT ONE PILOT WAS OBSERVED TO HOVER FOR A PROLONGED PERIOD DOWN THE FACE WELL BELOW THE TOP . THIS CAUSED A RARE PROTECTED NESTING BIRD TO LEAVE ITS NEST AND BECAUSE OF THE NEARNESS OF THE PILOT WAS KEPT OF ITS NEST FOR A CONSIDERABLE TIME .

ON CHECKING THE LOG BOOK I CAN FIND NO RECORD OF ANYONE FLYING AT BEACHY SINCE 25th MARCH ? WERE THESE PILOTS PIRATING OUR SITE OR JUST ABSENT MINDED MEMBERS .

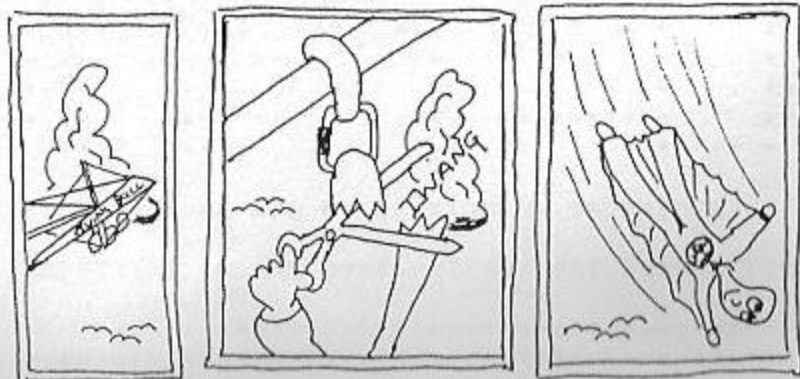
THE NET RESULT OF ALL THIS IS THAT THE SOUTHERLY TAKE OFF AND FLYING OVER THE CLIFFS IS NOW SUSPENDED . PLEASE DO NOT FLY THERE UNTIL FURTHER NOTICE . WE ARE IN NEGOTIATIONS WITH THE WARDEN AND HOPE TO RESOLVE THE SITUATION THIS COULD MEAN THAT WE WILL NOT FLY THE CLIFFS DURING THE NESTING SEASON . FURTHER NOTICES WILL BE PLACED IN WINDSOCK , IN THE MEAN TIME IF YOU SEE ANYONE ELSE ATTEMPT TO FLY BEACHY CLIFFS STOP THEM . NORMAL FLYING OF THE SOUTH EASTERLY BOWL IS STILL OK .

THIS ACTION HAS BEEN TAKEN BY THE S.H.G.C. IN CONJUNCTION WITH THE EASTBOURNE COUNCIL . THE FOLLOWING NOTE WILL BE ATTACHED TO THE LOG BOOK AT BEACHY HEAD . . .

BECAUSE OF DISTURBANCE TO THE PROTECTED NESTING BIRDS NO FLYING CAN TAKE PLACE FROM THE SOUTHERLY TAKE OFF OR ALONG THE CLIFFS UNTIL FURTHER NOTICE .

SIGNED . . . BEACHY HEAD WARDEN A . FERGUSON
S.H.G.C. SITES OFFICER A.A.TURNER

AIR HEAD TRIES HIS NEW BAT PACK CHUTE



SHGC AGM

MAIN POINTS ARISING

1. Based of the election of the Chairman, 82 members were present.
2. Fence at Ditchling - Committee to see what can be done. In the meantime, amend Sites Guide.
3. Volunteers for marshalling - form sent round.
4. Larry Tudor's gear stolen in Wales including his computer containing all his flight data for the last three years. Four Wills harnesses nicked. Apart from Cloin LArk's stock, these are the only ones in the country and should be conspicuous. Judy Leden will provide details to be publicised in Windsock.
5. Helpers requested for scrub clearance at Ditchling.
6. Plans to arrange 2 day Club Coaching course with Bob Harrison if 10 people or more are interested.
7. Compaints from paraglider pilots that Newhaven is a Pilot site only, preventing pilots from advancing from Club Pilot level. Underlying problem is the BAPC Coaching scheme. Committe to discuss at next meeting.

N.B. Steve Uz requested that the Club write to the BAPC expressing dissatisfaction with the current arrangements.

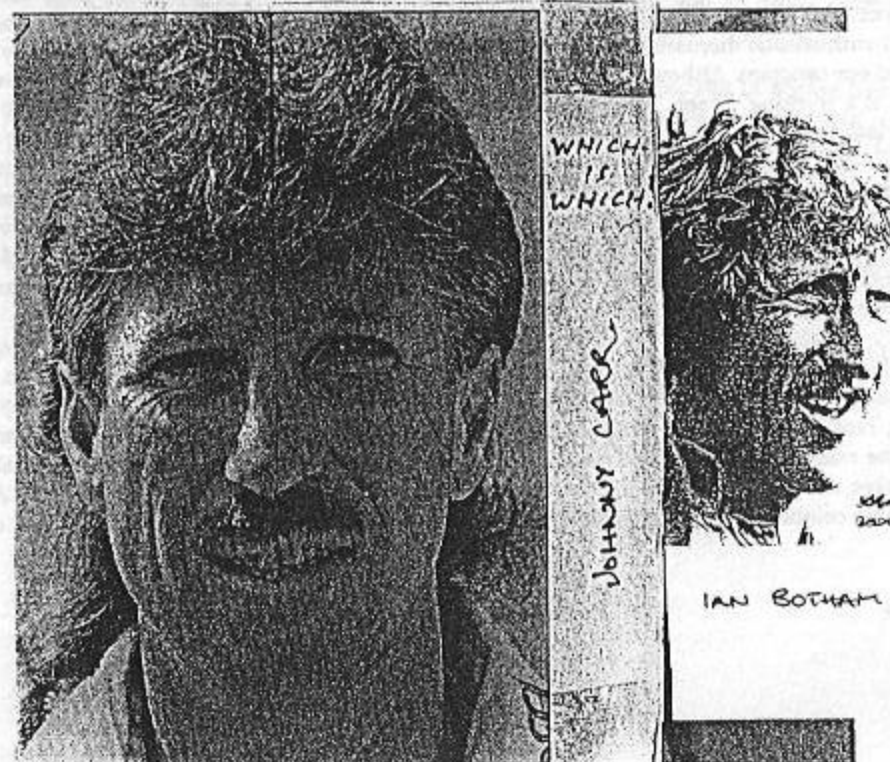
It was suggested that the restriction be based on number of hours rather than pilot level.

8. First Club lecture arranged. More will be held only if adequate attendance.
9. Schools will have to start logging training from April. No excuse for not providing the required documentation after this. Will consider deregistration of schools not complying.
10. Paragliding pilots with F1/F2 ratings will need to transfer to new scheme - no extra charge to pilots though. Notify members of transfer process through Windsock.

N.B Spanish Joe wanted letter of complaint sent to BAPC.
11. A note to be placed in Windsock stating the SHGC's BAPC number and giving members the option of registering as SHGC members.

12. Committee will endeavour to find bank/building society that won't make such hefty charges.
13. Revise Club's financial year to co-incide with the AGM. Arrange membership renewals to take place just after the AGM.
14. Membership at record levels : 432.
15. P.O. Box
16. J. Charlton would like to see the proportion of hang glider v. paraglider renewals.
17. Suggestion to mail shot non-renewals to find out why.
18. D. Williamson - "No mention of ther mid-air in Windsock"
Tony Callow would like to see the paraglider pilot' s accident report since he doesn't really know what happened.
19. Minor changes to VFR. Notice to go in Windsock.
20. More airspace maps to be available at cost price.
21. New bottom landing situation at the Dyke will be publicised in Windsock.
22. Parachute packing and XC lecture arranged. Video night in offing. Experienced helpers requested for parachute packing. Assistance needed for XMAS bash.
23. Need to train hang gliding winch men.
24. Safety report for next Windsock (mid-air?).
25. A report from Kevin will appear ion the next Windsock.
26. Election of Chairman :-
John Charlton, seconded Dave Williamson : 5 votes
Johnny Carr, seconded Tony Luchessi : 73 votes
4 abstentions
27. Election of Paragliding coach :-
Irwyn Jehu, seconded Lawrence Batten
28. The rest of the committee stood. No positions were contested.

29. Motion passed to increase the membership fee to facilitate the allocation of funds for the future purchase of Dyke. (Proposed Tim Cox, seconded Stuart Swanton) 7 votes against, rest for. Will cause renewal subscriptions to increase to £45 and joining subscriptions to £50.
30. Motion to ban paragliding at the Dyke :-
Proposed John Charlton, seconded Dave Williamson. 3 votes in favour, 3 abstentions, rest for.
31. 11/12 July, rematch against Thames Valley Club.
32. Alexandra Rose Day appeal netted £620. Will try again this year.
33. Motion to cease the blocking of the Downs Club registration with the BHGA. Proposed John Charlton, seconded Dave Williamson.
19 votes for motion, 57 against.
34. Motion to renew arrangement for use of the weather station at the same price for another year. Proposed John Charlton.
3 votes against.
35. Motion to increase visitors fees to £3 per day, but not schools fees. Proposed Mike Broadbent, seconded Ron Harrington. Carried unanimously.
36. Meeting closed 11:45 p.m.



CAPE TOWN CAPERS AND OTHER TALES

By Bruce Argue

The Christmas holiday always stirs an urge in me to escape to somewhere entirely unseasonal. My dilemma over how to avoid a cold, and probably unflyable, Christmas in England was solved by Mike Ryder's article in September's Skywings about South Africa, called 'Flying the Fairest Cape'. His glowing description finally tipped the balance, and I succeeded in deluding myself that I could afford the excuse of a long promised trip to visit an old school friend in Johannesburg.

I eventually purchased the cheapest (read: least exorbitant) return ticket from a dubious bucket shop in Tottenham Court Road which promptly went bust. After frantic faxes and calls to ABTA, all was well, and I was re-instated on the original Air Mozambique flight. This is an airline I would heartily recommend...to anyone with an interest in vintage aircraft. This being said, I did arrive safely some twenty fours later, and my Edel ZX didn't spend the next three weeks sitting in the baggage check at Maputo airport, as I had feared.

What about the paragliding you ask? After a few days in JHB, we set off north to visit friends in Finsbury in the eastern Transvaal. It has to be seen to be believed. There is some serious flying country up there. Long Tom Pass is epic. However, the microclimate is another matter. It will change from hot sunshine to thunder storms, and back again in the course of the day, whilst the wind blows the four points of the compass.

However, in the absence of local advice, the thought of vicious rotor, and other unseen hazards, coupled with my allergy to serious injury, lead me to restrict my activities to the more benign slopes of Finsbury valley. At least, I had the satisfaction of almost certainly being the first pilot to fly in that valley.

Having returned to celebrate the New Year in Johannesburg's notorious Rocky Street, an all night drive brought us to the next stop, Wilderness, about 550Km north of Cape Town. In desperation, after many fruitless hours of searching the coast for suitable sand dunes, I enquired at a petrol station if they knew where anyone flew. By a fortunate coincidence, the mechanic was an avid microlight and hang glider pilot. He pointed out a site only couple of hundred metres away by the Holiday Inn, advising a call to George airport to get a NOTAM issued because of the operation of helicopters in the area.

The take-off turned out to be a short wooden hang glider ramp on top of an 80 metre cliff, with barely enough room between the bushes to layout a canopy. Within minutes of arriving, a couple of other pilots showed up. An enthusiastic discussion on the relative joys and hazards of the sites in the vicinity ensued, as we unpacked our canopies. Although not all of their observations inspired confidence: "The Map of Africa is mega when it's working" "Yeah, but you need enough height to clear the trees...I dragged my feet through them last time".

Several attempts, ending in laboriously untangling my lines from some very tenacious shrubs, convinced me that a rear inflation just wasn't on. This left the choice that I didn't relish, a forward inflation with barely enough room to abort if the canopy didn't stabilise immediately. I was soon to get used to this, restricted take-offs seem to be the norm in South Africa. A few flights proved, frustratingly, that the lift was nearly, but not quite working.

The next day, just as we were about to leave, I spotted an orange canopy soaring high above the cliffs. It didn't take much to persuade myself to postpone my departure, and within minutes I had my canopy unpacked. Yes, rear inflations are equally exciting here in a good wind, and an anchor man essential. As soon as I left the ramp, I hit the lift and went up like a rocket, turning left, I followed the cliffs along the beach. Sun, miles of white sand, the Indian Ocean and a silky smooth sea breeze - heaven. After 20 minutes, I became complacent, dropped out of the lift on a turn and failed to scratch my way back up. Still,

there a worse things than a stroll back along the beach. I managed another quarter of an hour, but then the wind dropped off and I was forced to console myself with a plate of smoked salmon and an ice cold beer at the Holiday Inn. Not as decadent as it sounds, at only about £2.50.

Having been warned that not to visit the Cape would virtually be a criminal offence, and enticed by Mike Ryder's superlatives about the flying there, I took the evening flight to Cape Town. Mike met me at the airport driving what appeared to be a mobile rust research station, explaining that I was lucky to see him at all. Three days previously, he had fallen asleep at the wheel, resulting in his Alpha having a close encounter of a terminal kind with a cliff face, hence the borrowed Renault.

Mike put me up on a B and B basis (Bed and Beer) in his house in Houts Bay, which he shares with another paramaniac, whom I had already met at Wilderness, Keith. It wasn't long before I found myself immersed in the social life of the Glen Country Club, the Cape Town paragliding club. It has a lot to recommend it, they must be the friendliest bunch of pilots that I've met, the club house combines a bar and a landing field, the beer's cheap, and Lions Head is right behind it. One word of warning, Cape Town pilots are very health conscious. They have all given up smoking - Just until you take out your cigarettes!

On the first day, half a dozen of us drove up to Lions Head, then climbed the path to the 470M ASL take-off. Another typical South African launch point: short, steep, and covered in boulders, and shrubs. After only having one tree in Steyning Bowl to contend with, the warnings about the various hazards to avoid, such as the fences at the tennis courts, the sea, the road, the trees and the telephone lines, seemed a bit awe inspiring. I felt a lot better after being convinced that there were plenty of potential emergency landing zones, and anyway, the ZX would allow me plenty of height.

Since the wind at take-off was light, and variable in direction, I was advised to take my cue from one of the more experienced pilots. Upon hearing, through my borrowed full face helmet, a muffled "Think about going now", I did an all or nothing forward inflation. Before long, I was enjoying my longest top to bottom, at nearly 10 minutes, high above Cape Town with Table Mountain as a back drop.

My delight at lining up so neatly for landing in front of the clubhouse was soon dispelled. The wind had picked up, and the turbulence I hit on my final approach caused my left wing to tuck. All credit to the Edel, it recovered very quickly and I hardly noticed the deflation.

Whilst sitting in the bar afterwards discussing our flights, the pilot who had seen me off said "Why the \$@&! did you take-off then?" I replied "But you said, think about going now" And let his response be a warning to ensure your helmet does not affect your hearing "No, I said DON'T EVEN think about going now! I thought we were going to have to scrape you up when I saw you go. But I must admit, it was a perfect downwind take-off".

The next few days were spent indulging in the time honoured pilots pursuit of always being at the wrong site for the conditions, and being greeted upon return to the clubhouse by the inevitable "You should have been at (substitute about the only site you did not visit today), I logged over two hours!". Lion's Head was flyable most days, so there was no cause for despondency.

So many sites, so little time. Maniac's Mile - several deserted miles of beautiful dunes. Hermanos, a long 900M high ridge, reputedly one of the country's best sites. Vryberg, where Andrew Smith flew 231Km. I'll be back.

Mike Ryder is beginning to organise paragliding trips, and is incredibly helpful to pilots like myself going it alone. For more information call him during working hours on 010-2721-64-4222.

A LONG WAY BACK BY JOHNNY CARR.

It was a weekday late in April the forecast looked good and as all XC articles start, the day dawned blue. I phoned my friend Simon who said if ever I needed a driver he would be more than willing. I picked him up about 11 and we trundled off to the Dyke. On arrival I was disappointed to see the wind very light and northerly, and only Mick Perrin scratching in the north bowl, my enthusiasm ground to a halt. I looked upwards and could see only about three clouds in the whole sky. I watched to see Mick slowly, painfully slowly climb to about 1500' and I was thinking negative having had great expectations of the day. Simon said go on Johnny give it a go, your here now. I remember saying something like, Mick probably got up on the only thermal of the day and if I rig it wont be any good, you know, the sort of thing you say when you are trying to talk yourself out of rigging. Just then Gary Mitchell took off and flew to the north bowl and immediately started to climb. I rigged my blue mylar rumour thinking if I had not procrastinated for the last half our I would be in the air now, (there has got to be a lesson there). Having rigged and all pre flights done I said to simon that I would try an out and return as the wind was north and I had my camera and film at the ready. I gave him my flight plan and headed off, it was just soarable and I climbed out to about 3000' before heading west. The interesting pattern of the day was that once you got high it was quite easy to stay there I was getting really long glides that day and although there were only a few clouds in the sky the air was really buoyant. The only worrying time on the way out was by the A24 about 10 miles into the flight, I was convinced I was going to land and got a mercy thermal from about 150'. This thermal turned into one of the biggest thermals I have had in this country, I ended up 5000' over Parham Gliding Club mixing it with the sailplanes having the time of my life, although by now my hands are very cold. I have Simon following in the car as I head off on a long crosswind glide to Graffam. The south downs continue at this point but are 4 km inland. I make it easy with about 1000' to spare. Still heading west I head towards Cocking a town south of Midhurst on the A286, looking towards Harting I can see that I have still a long way to go to fulfil my ambition, to fly to Harting and back to the Dyke. On reaching 4000' above a town 2km short of Cocking, and checking the time to find its about 4 oclock, I take my outbound photo of the crossroads at Heyshott, knowing if I go any further the day will shut down before I get back. What an weird felling it is flying over 22 miles and then turning back, knowing that if I went down I was getting less distance for every mile I flew unless I made it all the way back.

This fear got worse as I was getting drilled with vengeance to within 500' of the ground before my next thermal, (luckily Simon is still with me), although it was very weak to start with it did develop well and a good looking cumulus formed above me as I ascended to about 4000' before heading off. I am fully aware that its only April the day could shut down any time the last thermal was the weakest one of the day so far and I am only half way back. I can see in the distance the Dyke ridge only 2 thermals away, I try not to get excited about it as it would be devastating to go down now. I find a thermal in the steining gap, there is no drift and its very weak, milking it as much as I can it only gets me to 2000' but its enough to get me to Truleigh 2.5 miles from the Dyke. I begin to get excited and call Simon on the radio and tell him I am in with a chance of breaking the out and return record. As I am getting lower I realise that there is no ridge lift at all and I am slowly getting lower and lower, the national grid stands between me and the record. I move out from the ridge to where the high power cables are sagging, I glide over them with some to spare. Fumbling in my harness I find my camera and take a couple of shots of the start line before landing ungracefully in the field at the bottom of the Dyke. All in all a lovely days flying on a lovely glider, on a day that looked so ordinary I nearly went home.

TOTAL DISTANCE FLOWN 45 MILES.

GLIDER MEDIUM RUMOUR.

SKY SYSTEMS HARNESS.

● NEW PRODUCT NEWS

UP TRX

A QUANTUM LEAP IN HANG GLIDING DESIGN & MANUFACTURE

A decade after the last real revolution in Hang Gliding with the UP COMET, Ultralight Products from Utah, USA have done it again! The TRX has already started to become a talking point on the South Downs - check it out soon.

Using carbon fibre technology for the tubing, this superbly finished glider gives far more performance with much lighter handling than other current top models. In less than a year since it was first produced, the TRX has won many main competitions such as the prestigious and radical Owens Valley Classic - a real test if ever there was one. The TRX is on demo now from Sky Systems.

Soon there will be two kinds of pilot - those who fly the UP TRX and those who have never tried one.

Don't take our word about this superb glider - find out why **THE ONLY WAY IS UP!**

UNDERSTANDING THE SKY by DENNIS PAGEN

A sport pilot's guide to flying conditions. 280 pages, fully illustrated throughout with photos and very clear diagrams. Absolutely brilliant - and easy to understand. Ideal for all levels of pilot.

Understanding the Sky will be available from Sky Systems from May for £12.99.

"...Every pilot needs to understand the ways of the sky to fly successfully and safely..."

COMPETITIONS

Although it has been a bit damp and blowy over the last couple of weeks, the X.C. season is definitely with us and we have the summer to look forward to.

I have organised a number of qualifying competitions for this year's Airwave Challenge, all I need are Team Members to fly them, I know I can rely on old faithful's like "Rocket" Ron Richardson, Craig Dolwyn, Dave Matthews and a few others but I would like to see more new faces this year. Any X.C. rated pilot can fly in these competitions and although the flying is competitive the tasks cater for the inexperienced pilot, so it doesn't matter if you have never flown in competitions before, you will still have a lot of fun. If you have never flown X.C. then these competitions are an ideal opportunity to try. It is surprising what you can achieve when you have a definite incentive to go "over the back" and then there is the wealth of experience to tap from the above mentioned pilots.

These competitions are open to paraglider and hang glider pilots although some clubs do not allow paragliding - their loss! Last year our paragliding team numbered 0 yes, that's right, a big fat zero. We almost lost a semi final the year before last, due to one of the rival teams fielding some paragliders, giving them the advantage to score more points. So come on para's join the Southern Zoo and have some fun.

This year the "European Airwave Challenge" is being held in Laragne, France, a brilliant venue. I am trying to organise an official "Southern Zoo" team to compete and thrash the rest of Europe. I will approach 'Ben' for some more "Southern Zoo" 'T' Shirts, sweats etc, maybe with European Airwave Challenge printed on them, what do you think?

While on the subject, one or two 'Zoo' members have voiced their disapproval about the use of the official SHGC Team Logo, the Southern Zoo flying rat, being used by some members to carry on childish taunting in Windsock. This had better stop. My 'brief' has his eye on the situation!

Over the last few years I have found it very difficult to select a team of four pilots plus one reserve for the Airwave Challenge Final, out of the 10 - 15 pilots who flew in comps' during the year. So last year I started using a points system which seemed to work quite well. It gave then advantage to the very keen 'average' pilot, who turned up at all the comps' over some 'hot shot' who fly's in the odd comp and expects to be in the team for the finals.

The points system:-

Turn up for competition = 2 pts per day
Placings per day = 1st - 10 pts, 2nd - 8 pts, 3rd - 6pts
4th - 5 pts, 5th - 4 pts, 6th - 3 pts
7th - 2 pts

If task attempted but no score due to bottom landing, not reaching minimum distance etc - 1 pt.

A problem in the past, has been that people commit themselves to a particular competition, seen that the weather for the weekend looks a bit dodgy so have not turned up leaving a reduced team to battle it out. I hope the incentive of 2 pts per day for turning up will overcome this to some extent.

The points position after last years semi-finals was as follows:-

POSITION	NAME	POINTS
1st	Dave Matthews	31
2nd	Kevin Pickering	28
3rd	Noel Venn	25
4th	Dave Williamson	24
5th (JOINT)	Ron Richardson	20
5th	Craig Dolwyn	20
7th	Martin Brady	19
8th	Warren Simonson	9
9th (JOINT)	Dave Keepax	5
9th	Steve Uz'	5
11th(JOINT)	Trev Upright	4
11th	Gary Mitchel	4
11th	Jo Catlin	4

Unfortunately some of the higher scoring members couldn't make the Airwave Challenge Final last year due to the short notice given. However, Dave Matthews, Craig Dolwyn, Dave Williamson and Warren Simonson flew their nuts off during the comp and

came up with a very respectable score. They did not win but I think this year its going to be Gold for the Southern Zoo. If you would like to represent the Southern Club in any of the competitions, give me a ring for details, the more the merrier.

These are the comp dates so far, keep an eye on Windsock for comps' later on in the year.

APRIL	25/26	S.E. WALES
MAY	30/31	NORFOLK FLATLANDS - TOW RATED PILOTS ONLY. NO PARAS
JUNE	20/21	LONG MYND - SORRY NO PARAS
JUNE	27/28	DERBYSHIRE

Kevin

KEVIN PICKERING
COMPETITIONS OFFICER

Come Gliding...

Experience the joys of soaring silently above the beautiful Sussex countryside with an instructor in one of our modern two seat gliders.

Trial lessons are usually available, weather conditions permitting, at Parham Airfield on any Tuesday between April and September, or other days by prior arrangement. Single flights cost from as little as £30.

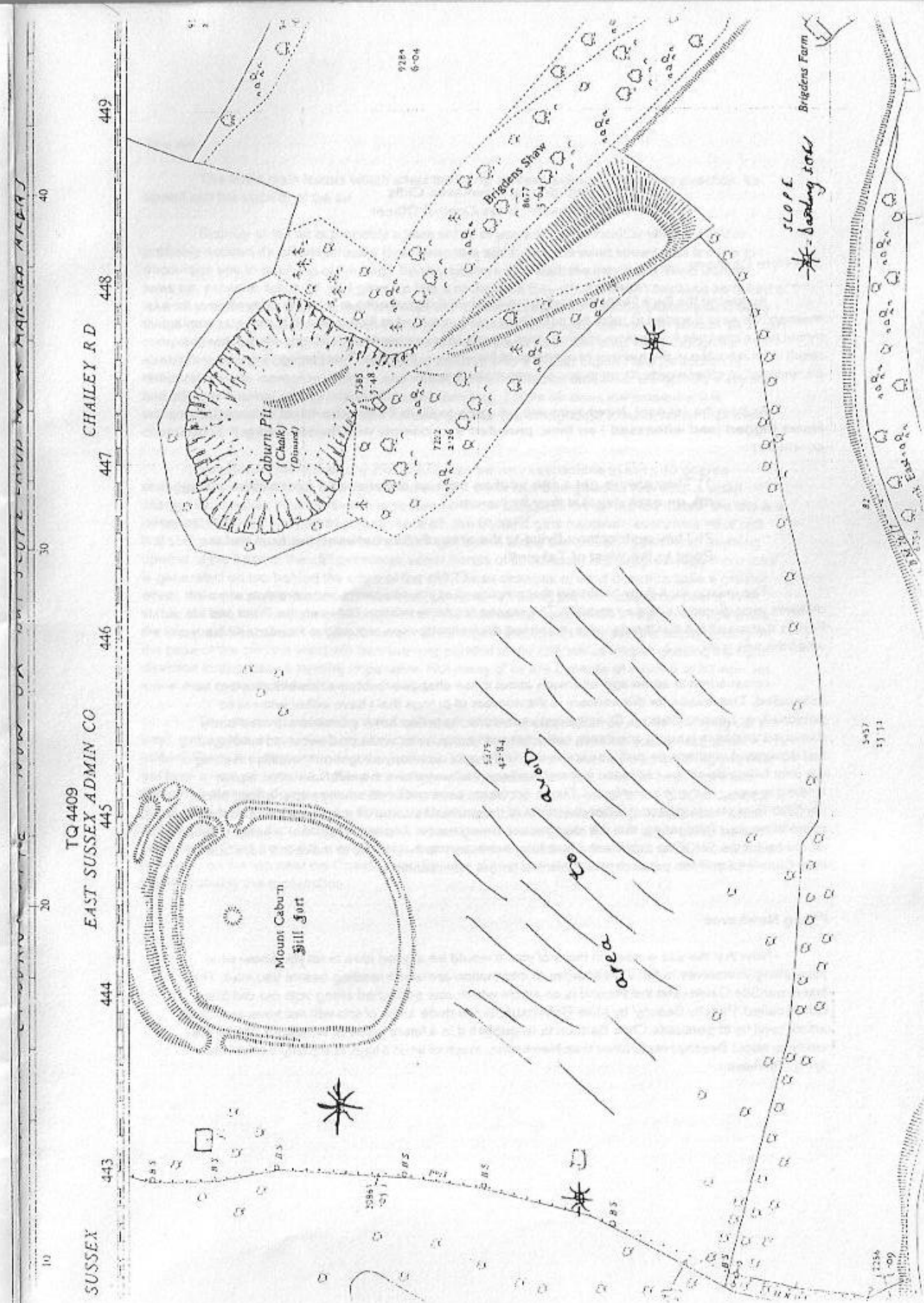
Vouchers, which come with an explanatory booklet and can be exchanged for a Trial Lesson, make a unique and exciting gift. Why not get one for a friend or relative?

Special one day and half day packages, including briefings and refreshments to choice, can also be arranged for groups - minimum six people. Full details of availability and costs may be obtained from:

Sue Hill 0798 812499 Colin Robinson 0737 350305

Southdown Gliding Club

Parham Airfield
Pulborough Road
Cootham
West Sussex RH20 4HP
0903 742137



Paragliding at Newhaven Cliffs
Nigel Gibson - Sites Control Officer

Site Rule Changes

Following the flack I experienced at the AGM, and discussions at a recent committee meeting, we have decided to relax the paraglider rating required to fly this site. It is our intention to try out these changes first, before making them a permanent arrangement. Should these changes result in an increase in the number of incidents at Newhaven, then the 'Pilot Rating Only' rule will be restored. In other words it's up to you guys to make it work!

As from the 1st April, Newhaven will be open to Club Pilots who have at least 10 Hours logged (and witnessed) air time, provided they comply with the following conditions:-

- 1) They always get a site briefing from an experienced pilot before taking off, on each day that they fly the site.
- 2) They restrict their flying to the area of cliffs between the Fort and the Point to the West of Take off.

The reason for a daily briefing is that conditions at this site can change dramatically with different wind directions and air stability. The reason for the restriction between the Point and the Fort, is that we all felt that the dangers increased dramatically once around the Point, particularly when the tide is in!

I must admit to some apprehension about these changes, but hope this will prove to be unfounded. The reason for this concern is the number of prangs that I have either witnessed personally or been told about. Over the last year alone there has been a broken arm and badly damaged ankles in landing accidents, collisions with breakwater walls on downwind landings, fast downwind landings on rocky beaches and in the sea, a canopy caught on the cliffs resulting in the pilot falling down the cliff to the bottom, landings half way down the cliffs and even a pilot landing in a skip in the Water Works! These accidents have occurred to very experienced pilots (by Club Pilot standard) and it is only because of the problems some of you are experiencing in completing your Pilot rating, that the changes are being made. I honestly feel that a better solution would be for the SHGC to provide the coaching necessary to help pilots to make the transition from Club Pilot to Pilot, but accept that this is a longer term solution.

Flying Newhaven

Now that the site is open to more of you, it would be a good idea to let you know what your letting yourselves in for. Two sources of information are worth reading before you start. The first is our Site Guide, and the second is an article which was published along with our old Site Guide called 'Peachy Beachy' by Mike Robertson. Since quite a few of you will not have seen this article I will try to persuade Chris Bartram to re-publish it in a future issue of Windssock. While the article is about Beachy Head rather than Newhaven, much of what it says is equally useful when flying Newhaven.

The Air

The three main factors which affect the flying at Newhaven are the winds direction, it's speed and the stability of the air.

Stability of the air is probably a term some of you will not be familiar with, but you've probably noticed it's effects already. Ever been to a site to find the wind speed a bit too low to encourage you to get it out of the bag? So you sit there and wait, the inevitable 'Wind Dummy' turns up, unpacks, takes off, and goes up like a rocket (the B-----d)! If it wasn't because he fluked a take off straight into a thermal, then chances are it's because the air is nicely unstable, and every thing's going up. Unstable air means that anything which encourages the warmer surface air to part company with the ground, like a cliff, causes it to go up and carry on rising, even though it's already cleared the obstruction. This occurs on days with a higher Lapse Rate (reduction of temperature with increasing height), and will often be marked by nice clear air visibility early on, and obvious thermal activity inland (Cumulus forming). Stable air does the converse, it is remarkably reluctant to part company with the ground, preferring to go around, rather than over obstructions, if at all possible.

Newhaven, more than any inland site, can be very susceptible to even 10 degree changes in wind direction, the whole nature of the place can change even with such a small change in direction. When the wind is square on to the cliffs, and the air not too stable, the site is a pussy cat to fly. As the wind becomes more off, the lift band gets narrower, every little bit of cliff that sticks out starts to generate rotors which get blown along the cliff face downwind, anything upwind of the base of the cliff generates wider bands of turbulence, and progressively more rotor is generated on top behind the edge of the cliff. These changes of wind direction have a greater effect, the more stable the air is, since it will prefer to run along the cliff rather than over it. With stable air, and the wind about 15 degrees off, the downwind beat will be a real rocket ride while the into wind beat seems to take for ever. Once it gets like this it's time to think about landing. At the base of the cliff, the wind will be travelling parallel to the cliff, which makes choosing the right direction to approach a landing imperative. Not many of us are capable of running at 30 mph, let alone over rocks, boulders or a shingle beach!

The effects of increasing wind speed should be obvious to all of you. When flying cliff sites, getting blown over the back is disastrous, and should never even be considered as an option. There is always rotor over the back, and it will be far more serious than anything you ever get from a nice smooth hill. If there is enough windspeed to blow you over the back of the cliff, then the rotor will dump you, badly! The more stable the air, the lower to the ground the rotor (generated from the cliff edge) will remain. Unstable air tends to create slightly less rotor which will also be further away from the ground, since it tends to start from the cliff edge going up and backwards. Often behind this curtain of turbulence, the air will feel quite still. If there seems to be little wind on the top near the Coast Guard Station, but higher wind speeds at the cliff edge then this is probably the explanation.

Assessing the Site

While driving to the site, you should get a reasonable idea of how stable the air is going to be, just by observing conditions inland. I prefer to park my car on top near the Fort, not just because I don't like walking up hills but because if I don't walk up the track to the Coast Guard Station but walk along the cliff top instead, my assessment of the site conditions can start sooner. If you meet people who have parked at the bottom of the cliff ask what the wind was doing down there! Remember this is potentially the least painful way to learn about the site! On your first visit, walk the entire length of the cliffs that you intend to fly. Walk around close to cliff edge and further back, compare wind speeds (are any differences due to rotor or unstable air?). Try to find where it feels turbulent (blustery feel to the wind) and make a mental note of these points on the cliff face so that you will recognize them when flying, that way the turbulence will not take you by surprise. Work out what is causing any turbulence you detect and whether it's best to take off on the cliff edge or further back. Imagine how water would flow over the site if coming from the same direction as the wind. If other paragliders are in the air then watch them for a while and see what sort of flight they are getting. If you get a chance to talk to someone who has already flown, ask them about conditions. If other pilots are not about then watch the seagulls soaring, does it look rough or smooth for them, are they travelling faster on one beat than the other. Look at the flag and anemometer on the CG Station, it's not unknown for the flag to be blowing in the opposite direction to the wind, you couldn't get a better indication of severe rotor. Look at the direction of the wave set and condition of the waves (white caps etc.), does this tally with your measured wind speeds? Occasional white caps on the waves means that the wind over the sea isn't far short of 20 mph, lots of white caps means that it's getting on for 25 mph. Remember because this is a cliff site you will need far less windspeed to stay up than you would on a hill. When flying cliff sites you should modify your range of flyable wind speeds (Max and Min wind speeds suitable for hill flying) down by about 3-4 mph at least. Try to remember all of these observations prior to take off. If you fly off away from Newhaven you will need them for comparison when you return later and try to assess whether a top landing is feasible.

Take Offs

In addition to numerous take offs from the cliff edge, there are two take off areas higher up, back behind the cliff edge. The first is directly in front of the Coast Guard Station, and the second is to the west on the other side of a small bowl. These two take off areas can be used by paragliders when they are sure that they are not being badly affected by rotor. The advantage of using them is that you arrive into the Lift band higher up than you would if you started from the cliff edge. They can therefore be particularly useful in light winds. Their main disadvantages are that you inevitably have to fly through air behind the cliff edge which could potentially be turbulent, and you must have sufficient performance to ensure that you will clear the cliff edge. When using these take offs, always fly towards the closest bit of cliff edge. I once watched a pilot take off from the CG area going straight out towards the south, land just before the cliff edge causing his canopy to partially collapse, and then continue to run over the edge. He was lucky he was flying an Alien which re-opened half way down!

When the wind direction is to the east of south, take off from the CG Station area. One exception to this is when the Harbour Wall breakwater is directly down wind of this area. The breakwater can generate some spectacular rotor which will be carried downwind onto the cliffs and up over the CG take off when the air is stable and the direction right. The number of times I've watched pilots trying to take off into conditions like this, their canopy dancing about all over the place like demented banshees, just defies belief. If rotor is affecting the CG take off then use a take off out of the rotor, from a sloping cliff edge into the bowl behind the Cafe.

When the wind direction is to the west of south, use the take off to the west of the CG Station. Watch out for the palling fence when using this take off, though at the moment it's not a problem since it's fallen down.

There are plenty of places to take off from the cliff edge. Always use assistance with take offs from the edge to ensure you don't suffer from premature departure! Another good tip is to find an area of edge which has a sloping rather than sharp profile. Also check out the ground for anything that will snag your canopy before you lay it out, some of the areas have broken off metal posts and brambles which can do a lot of damage (which you may not find out about until you're airborne). When taking off from the cliff edge don't jump up as you go, this un-loads your canopy and causes collapses just when you don't need them. Always choose a take off where you can take a few paces down the cliff and fly off.

In the Air

Once your feet have left the ground, you can't afford to relax until you've got into the center of the lift band (and even then you need your wits about you). Any cliff take off involves flying through some turbulence so keep control of your canopy and don't give it chance to collapse. This is particularly important when using the higher take off areas. All the time that you are airborne continually monitor the wind direction and speed, you will need to be sure of this information should you be forced into an unexpected landing (see Out Landings). Always keep a good look out for other pilots both in front and behind you. When flying in close proximity to other pilots, the more you do to make them aware of your intentions lessens the chance of collisions. When you find yourself in a group of pilots all trying to work some good lift to gain height, then all of you should turn together and avoid the need to pass each other. When trying to identify the next area of strong lift remember that the Seagulls always seem to congregate in the best areas, that is until a paraglider blunders in there!

Out Landings

Always assess the wind direction while you're flying, so that you always know which way it's off relative to the cliff. Remember it will change according to the orientation of the bit of cliff your flying, in addition to shifts in wind direction. It is rare for the wind direction to remain constant for more than an hour at Newhaven, it always seems to be shifting one way or the other. It's a good idea to occasionally change the direction of your beat, even if you're heading for the Marina, and note the difference in ground speed in order to establish this information. On the longer flights past the Point there are plenty of places where you will not have a lot of height to turn into wind for landing. Always be on the lookout for suitable landing areas. When choosing a landing area, if at all possible, avoid areas where the tide comes right up to an unprotected base of the cliff. There is always plenty of large boulders strewn around these areas, which make dangerous landing hazards. These boulders are hard to spot from the air, and equally hard to hit. If people are anywhere near your intended landing area then politely make your intentions known to them, well in advance. It saves scattering them like headless chickens at the last moment, and there is always one that runs around in circles to meet you as you land. Concrete pathways at the base of the cliffs, once past Telscombe, make the safest landing areas, choose these in preference to the beaches (also less tar). Avoid rocks uncovered by the tide even if they look nice and flat, they are as slippery as hell.

Top Landings

Because of the amount of rotor around, behind the cliff edge, you should always ask yourself if you really have to do a top landing, it's a lot safer to land down on the beach and the exercise walking back up will do you good. If you must top land then the first thing you need to establish is how much conditions have changed while you've been flying. Next work out what effects will these changes have on your proposed landing. If you've been up for more than 45 mins it's unlikely that the conditions are the same as when you took off. Remember the rotor behind the cliff edge and use all the indicators you can (those mentioned in Site Assessment) to re-assess conditions. Shout down to anyone on top to give you more clues. Is there a windsock to help? Finally, good luck!

Air Law

Cliff sites, particularly with more stable air, tend to have much narrower lift bands. This inevitably means you are going to get much closer to other pilots (than you would when flying hill sites) when passing head-on or overtaking. Because you are closer, the effects of the wing tip vortices of the upwind canopy on the downwind canopy will be more severe. If at all possible try to engineer the passing manoeuvre so that the higher canopy passes upwind (further out) of the lower canopy. You should try to avoid overtaking if possible, but if you must, then do it with the cooperation of the other pilot. If you find you keep catching up with another canopy it's better to turn away for a while then resume your beat. Make your intentions clear to other pilots well before you do things, there is less room for error on this site. Don't expect the pilot with the cliff on his right (the one who has right of way) to fly behind the edge of the cliff (he won't if he's got any brains - rotor), therefore it's completely under the control of the pilot giving way to pass at a SAFE distance. Use hand signals (stick an elbow out), or slight turns before the turn you intend to make, to signal your intentions to other pilots. In advance, this can eliminate a great deal of confusion and guessing on the part of the other pilot and greatly increases safety.

Crossing the gaps

There are three large gaps in the cliffs which have to be crossed to get to the Marina at Brighton. These are the Water Works, Saltdean (the widest), and Rottingdean. The Water Works gap often seems hardest to cross because of the relatively long run of low cliffs on either side of the gap. The more stable the air, the more of a compression in the gaps. Be prepared for this increased wind speed and always aim to keep upwind of the point you're trying to get to across the gap. Get plenty of height, on the highest part of the cliff you can find closest to the gap, especially if crossing on the into wind beat. Always be prepared to go down if you don't manage the crossing and have a landing place sorted out before hand. If wind is off, when crossing a gap on a downwind beat, remember that you will need to turn through 180 degrees before landing if you go down, since the wind will be running along the bottom of the cliff.

The Tides

Flying Newhaven when the tide is in adds yet another danger. There are quite long stretches of the cliff where the high tide water level comes right to the base of the cliffs. When flying these sections you must be absolutely sure that there is enough lift to maintain your height. Don't even think about trying it if your flying along anywhere near the top of the cliffs. Ditching into the sea on a paraglider even in the summer could easily have fatal consequences, in winter you will be hypothermic within minutes, and unconscious shortly after. One area where people seem to get caught out most is the section of cliffs between the Point (to the west of take off) and Telscombe, when heading west. Once around the Point, the cliffs favour a more south westerly wind direction, hence if the wind is south to south east, you suddenly discover a great deal less lift, and have to face a head wind to get back around the Point to safety. One aspect that should be remembered by all of you is the BAPC Mandatory Safety Requirement that a life jacket must be worn by any pilot flying over water!

MINUTES OF THE SHGC COMMITTEE MEETING, 4TH MARCH 1992

Present : J.Carr, M.Brady, M. Woodhams, A. Caple, O. Elliott-Webb,
A. Turner, M. Carnet, C. Bartram, T. Cox, K. Pickering

Apologies : A. Shaw, N.Gibson

1. Minutes From Previous Meeting

Section 2.7 The AGM will actually start at 7:00 p.m.

2. Matters Arising From Previous Meeting

2.1 Visiting Flyers

Monique Amman will review the German version and convert to hang glider speak

2.2 Dyke Lease Document

Letter of acceptance started. *M. Brady to contact the solicitor and give approval for the document in the next couple of days.*

2.3 Dyke Purchase

Proposal for AGM received from T.Cox.

2.4 Socials

As long as there are no last minute bookings, the Dyke Hotel is available for the XC lecture on the 25th April. A. Luchessi, S.Cook, M.Carnet and M.Milward will give the lecture.

The event will be publicised at the AGM and a full page ad placed in Windsock.

N.Gibson to seek social venues in the Reigate area.

The Broadbridge Heath Leisure Centre has been booked for April 4th for parachute packing. *O. Elliott-Webb to ask if the surface can be cleaned/vacuumed beforehand.*

Forthcoming video night to be notified to members, requesting contributions.

2.5 AGM

Notification has been placed in Windsock.

2.6 Thames Valley/SHGC Competition Trophy

A. Luchessi will obtain a cheque from P. Day for payment to the TVHG Club.

2.7 Marshalling System

The Windsock article has been vetted and will appear in the next issue.

2.8 Club Notice Board in Dyke Hotel

Some mould has appeared. *K. Pickering will investigate.*

2.9 Towing At Firle

A. Shaw to contact farmer regarding the placement of B&B adverts in Windsock.

2.10 Purchase of Club Winch

M. Carnet has provided a price list. *A letter will be sent to the Sports Council tomorrow.*

2.11 Beachy Head

C. Bartram to give A. Turner an upto date membership list to pass on to the ranger.

N.B. A list of current members is going out with Windsock.

2.12 Thames Valley Competition

A. Luchessi will provide dates for next year's competition with the Thames Valley Hang Gliding Club (to be held on their sites).

2.13 Copies of Windsock For Schools

A Caple has received a list of registered schools and has written a letter to them. He has also written an article for low airtime pilots. Any other volunteers?

2.13 Membership Applications

Forms are about to be produced in bulk. *C. Bartram to provide copies for J. Carr to put in Dyke Hotel.*

3. Sites/Paul Milmore Meeting

3.1 High & Over

The fence has now been moved back 20/30 yards. The area in front is ideal for rigging and launching. However, top landings must take place behind it. *The National Trust need to be informed that we will be landing behind the fence.*

Paul Milmore asked if the Club would help to clear scrub at the site. Dates are awaited from him - expected towards the end of the summer.

The agreement with the National Trust is now official. A. Turner read out the letter received from them. A. Turner and J. Carr were congratulated on the results of their efforts. *A. Turner to request a cheque for £100 from P. Day to be sent to the Trust.*

Over the other side of the road there appears to be a W/NW site with some potential. *T. Cox to ask acquaintance about the possibility of using it. J. Carr/A. Turner to talk to the National Trust.*

3.2 Cuckmere Haven

P. Milmore mentioned that though previous requests to use Cuckmere Haven for hang gliding had been rejected, there is a possibility that it could be made available for paragliding. *M. Brady/J. Carr to write to P. Milmore requesting permission.*

3.3 Newhaven

The subject of filling in the dip at Newhaven to facilitate launching was discussed. P. Milmore had a list of rules relating to the site which made it seem unlikely that permission would be granted. However, he will raise the subject "if the time seems right".

3.4 Firle (Towing)

The main problem would be the use of bikes. There may be a better chance if buggies/water cooled (i.e quieter) engines were used.

3.5 Ditchling

This site is outside Paul Milmore's area.

4. Countryside Commission

A. Turner's application (on behalf of the Club) had been rejected, as had those from many other sporting organisations since only one out of thirty six places had been allocated for this purpose. Representatives may be co-opted onto the committee at a later date. *M. Brady/J. Carr to draft letter expressing continued interest.*

5. PO Box

The Burgess Hill facility is discontinuing. *Whether to set up a PO Box in the Brighton area should be discussed at the AGM.*

6. 1992 AGM

The agenda for the meeting was discussed and agreed.

After some discussion, M.Carnet proposed that a copy of last year's minutes be sent to all Club members prior to the next General Meeting. This was seconded by C. Bartram. Carried (6 for, 2 abstentions).

All committee members present will be standing.

M. Brady to purchase book for members to sign.

7. Officers' Reports

7.1 Safety

M. Carnet expressed concern that the landing strip in the bottom field is too tight and too near the road for low-airtime pilots. J. Carr explained that a more sizable area would have been prohibitively expensive (i.e. £1,500 per annum).

7.2 Schools Liaison

M. Woodhams said he had not been receiving the backup paperwork with the schools' site fees.

An application for registration had been received from a Mr P. Burnham who is a member. The application was approved.

7.3 Social

O. Elliott-Webb said the AGM and parachute packing evenings had been booked at Broadbridge Heath. Concern was expressed that insufficient

expertise would be available. *J. Carr will ask Dave Perrin. A. Caple will contact the schools asking for help.*

The XC lecture is scheduled and a video night is being planned.

7.4 Away Comps

K.Pickering reported that a 6-club event is being arranged at the Long Mynd and will qualify for the Airwave Challenge. A towing competition in Norfolk is also being organised.

Kevin, who will be in the Shetlands on the date of the AGM, passed a letter to J.Carr to be read to the members.

8. Any Other Business

The committee expressed profound sympathy for Andy Shaw who had lost his brother in a paragliding accident.

A club member, David Haydock, was reported as having been killed in a flying accident.

J. Carr had passed complementary tickets for the Larry Tudor talk to the Mid Sussex Times and to the Burgess Hill Leader which expressed considerable interest and wanted to see some live action. A ticket was also sent to the Evening Argus.

M. Carnet said that use of the site at Woldingham (S - W) had been offered to the Club for £1,000 per year. To be discussed further.

M. Woodhams enquired as to whether a refund had been received from J.Charlton regarding payment for the weather station. It had not. *M. Brady to write to J. Charlton repeating the request.*

J. Carr said that one reply had been received to his request for volunteers to assist in the marshalling system and that person was already on the list! All in all very disappointing considering membership is at an all time high.

9. Date of Next Meeting

Wednesday 1st April 1992, 7.30 p.m. at the Dyke Hotel.

Dear Editor,

Whilst chatting, largely to myself, in the Devils Dyke pub during an extended sink cycle, I had a few ideas about flying that I thought I should share with the membership.

Surely, I thought, learning to fly a hang glider is like learning a private language which can actively provide you with more than just a review of the geography of our planet.

Flying gives you access to another clearly defined edge to our earthly existence, just as sailing allows us to escape, albeit temporarily, the barriers presented by the ocean; each flight is like a voyage, self-contained within its survival-success judgements.

But you can read more into this exquisite temporization of existence, these hectic purgatorial interludes, than simple sporting act, hang gliding enables us to map out in the sky the very structures by which we assemble thought.

Sentences themselves, trains of thought, progress in a linear fashion along the railroad of time, but each component of a sentence wrests meaning from a depth of wealth of connotation (just think how many ideas you associate with the one word 'flight'); great poems, great jokes, always give the impression of a great overview.

So hang gliding is more than distance runs, or even height gains, it is, at its best, a subtle echo of outstanding human thought brought into an artful physicality that puts thermal location in the shade.

Therefore hang gliding is an active confrontation of of the ultimate philosophical dilemma that is waiting in the wings...

Kevin Worrthinton

Thank you, Mr. Kevin Worrthinton
The Tatty Home On Wheels
The Dyke Hotel Carpark
Brighton.

Next week I will be thinking about paragliding and its pivotal role in the debasing of the human spirit.

Stop Press news! First big paragliding XC of the year (?)

Mike Millwood flies 45.5 k (28+ miles)

Date: 05/04/91

Takeoff/Landing: Butser Hill, near Petersfield to Steyning, near Steyning Bowl.

Glider: APEX MR with Kasmer speed system.

Harness: SAS full race.

In-flight entertainment: Razzle

Underpants: Heavily soiled

BITZ 'N BOBZ

News and views from around the region kicks off with the British Nationals 1992 or 'The League' as we all know it. This year being sponsored by Solar Wings and with some interesting new gliders in the start gates. This year Robbie Whitall, Dean Crosby, Mike Stephens, Julian Barman and Astrid Nittrache will all be flying Pirebird Laser gliders. Jes Flynn, Chris Ashman, Rick Pain and Mark Dale will be flying La Monette Compact Cobras and it looks as if Solar and Altrave have a fair amount of competition.

There's a new Amour in the wings. The new Amour is a larger variant with a sail area of 158 sq ft. Lighter than the competition, like its smaller stablemate, and targeted at the heavier (12.5 stone) pilot with a weight range from 11.5 to 16 stone. The new Amour has 8 curved upper battens per side, 2 u/s battens and no intermediates. It also has no tip rods like the Wills Wing Super Sport. The launch date is very soon and the target price is around £2150, as of going to press the glider has just passed its pitch test and awaits load testing.

The Apco Nimbus has just arrived in this country and demo models are now available. The Nimbus is aimed at the post CPC pilot and was highly recommended by the glider survey for Skywings! Both 160 and 180 sizes have DHV 'SHV' and BHGA certifications. The price is a knockout: £1400 is very low. There is also a new paraglider called the Astra available soon - very high performance for the competition pilot.

The new Solar Wings 12m Rumour is supposed to be a big hit in Japan and there is a shortage of them in this country although there appears to have been little mention of this in Skywings. This means that their range now has 12, 13 and 14 metre sizes with a 'whisper' of a now intermediate to be announced soon. The new small Rumour has an AR of seven and an area of 131 sq ft. The 'A' frame has been reduced by 100mm compared to the 13m size and the space between bends on the base bar reduced by 50mm. All intended to make the glider better for the small pilot. The ideal weight is 55kg, but the glider caters for the range 45-80 kg. The glider is very light, the quoted weight is 59lbs. Only a few pounds more than a Clubman!

By now most of you will have seen Johnny Carr's 'UP TRX'. This new glider is available in 140 and 160 sizes and has USGA and DHV certification. The whole frame except the base bar and keel is carbon fibre composite. £2995 to you, much. Johnny will be flying his in the League. See the back page of Skywings for a photograph of this amazing glider. Also new from up is a high performance canopy, the successor to the slash called the Katana. Available in three sizes as soon as tests are complete.

A new speed system is now available for paragliders. The KASHER system gives a 27% speed increase to a canopy whilst allowing it to retain its certification. The Palhawk Acoli as tested with the system is still 12 'V's and the system is now available for the Apex and is being produced for TV canopies soon.

Ron Lobbeck, TVS weatherman has produced a book called 'The Barometer - Your Home Forecaster'. The book deals with all aspects of weather forecasting and deals in depth with using a barometer to give short term forecasts. He also gives a lot of beneficial advice to help you extract the most possible from the synoptics shown on TV.

(c)1992 Masked Man Publications.

BITZ 'N BOBZ PART II

Talking of Skywings Gordon Rigg addresses the issue of bias in our national magazine in the Derbyshire club magazine. He alleges that some of the manufacturers are unhappy about the cost of advertising in Skywings which is £734 for a full page colour ad with 15% extra for a prime position. An agent needs to sell at least three gliders to pay for this. Things are tough especially in the price stakes with the gliders mentioned all around the £3000 mark except the Apco Santana and the Avian Amour.

The Wills Wing seminar with Larry Tudor and Randy Haney were attended by over 450 people in the three main locations that they were held. This represents over 14% of the BHGA and was obviously very good for Wills Wing as a company. On demo were the Wills Wing HP AR in two sizes, 145 and 158 sq ft. This is a top performance glider with a unique two position VB. It costs £2825. The Super Sport is a very similar glider but with no VB and different sailcloth. It is made in three sizes, 143, 153, and 163 sq ft. There is also a post CPC glider called the Spectrum with a target price of £2,000. Larry and Randy claim that the HP AR is faster and has a better glide at speed than the K2. The new range of gliders have no tip rods to save weight and have USGA certification. BHGA C of A is being sought at the time of going to press. There will also be a range of harnesses. Colin Lark is the importer.

The huge success of the Wills Wing trip to Britain has club sites to show and demonstrate their wares. Rather than spend on advertising at national level to use the individual club magazines ahead of a visit to a particular club or sites. La Monette are holding the first show for their gliders over Easter on the sites of the South East Wales Club.

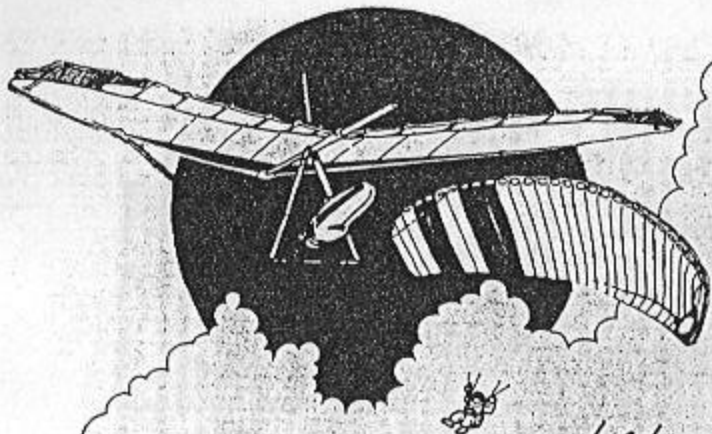
Joe Bluns will be running XC courses on the Welsh sites on 5-9 May and 15-19 June. Costing £30 a day with retrieves thrown in. Ring him on 0873-890395. He's also involved with the La Monette demo previously mentioned.

The Solar Wings Ager Challenge will run from 23 to 29/8/92, and is open to all makes of hang glider. Declan Doyle is organising this event with sidelines like trips to the Olympics in Barcelona. There will also be at least one task to the nearby white water Olympic centre 85 km away. Tasks will be wide ranging to suit all types and abilities of pilot. The competition will consist of 6 flying days, one rest day and a barbecue open to all competitors and their friends.

So, who in the Southern Club area is selling what? No, you'll just have to read the ads. Windsock needs its advertising revenue!

If you like the format of this news item Chris Barham is looking for a person to do this on a permanent basis. Hard work to deadline. On the other hand you could be the first to know. Think about it.

(c)1992 Masked Man Publications.



NORTHERN HANG-GLIDING AND PARAGLIDING CENTRE

Dunvegan Lodge, Front Street, Barmby Moor,
York YO4 5EB. Tel: (0759) 304404 (& Fax)
or (0325) 460542

Paragliding clubs, / *Club mag release*

2nd ANNUAL PROMOTION WEEK :
YORKSHIRE DALES. MAY 29TH- JUNE 2ND

Some of you may have attended or heard about the Promo week run in the Dales last autumn. All the major UK manufacturers and importers were represented and all the latest canopies, harnesses and accessories were available to be tried out.

This year we are doing it again but with two differences. The first is that it will be held at the start of the season rather than the end.

The second is that there will be a programme of other attractions in addition to the chance to try all those expensive goodies!

On Friday night weather guru Tom Bradbury -author of Meteorology and flight.- A pilots guide to weather. Will be giving an illustrated lecture and answering questions. The venue will be the Crown inn in Hawes market place at 8pm.

On Saturday night at the same venue and the same time there will be a showing of some of the latest flying videos, including some of the entries from the St Hilaire film festival. We also have some interesting film of pilots being trained in instability manouvres.

CANOPIES AND EQUIPMENT FROM : ADVANCE/ AIRWAVE/ APCO/ EDEL/ FALHAWK/ FIREBIRD/ FLIGHT DESIGN/ HARLEY/ NOVA/ UP

Whether you are a student pilot trying to decide on a first purchase or an XC pilot wanting to compare the latest hot ships, or even if you just fancy a more interesting flying weekend than soaring the same old sites. - Get along to the 1992 Promo week.

The promo week is being organised by the Northern paragliding centre. Please call Rob on (0325)-460542 for further information, accomodation and location details.

Daily weather/ and site check in at 10am at the Northern paragliding centre, Hawes. Or by phone on (0969) -667815

See you there!

Don't forget your BAPC card.

MUCKRAKER

Pilots seeing several large deep furrows in the paddock at the Dyke were worried that the Shoreham bypass had been re-routed. They were relieved to be told that the furrows were the result of severe last minute braking attempts by Kevin "The Human Arrestor Hook" Pickering.....

Tony "wild boy" Luchessi now top of the overshoot stakes, having overshoot several times on his red demo Santana landed to tell everybody about its "Phenomenal glide!!!!"

Steve "Nappyrash" Cook when queried about his tight poser lycra top replied that cutting down on drag was the way forward. Colin Jobey thinks so too, having given up wearing tights, although ladies clothes were not the kind of drag that Larry and Randy were refering to at the seminar.

Dave "tired and emotional" Williamson last seen at the Dyke, confused, no glider, harness or idea where he was, looking for a place to be unwell very quietly. Events unconnected with his impromptu cabaret the previous evening, and a clear demonstration of what Downs Club membership can reduce one to. Is Guinness really good for you?????

Tim "Got a fag?" Rothwell now a rising star in the Derbyshire and Sheffield Poly clubs following his naked exploits in Lanzarote. Photos are changing hands at serious prices in Derbs and he's been unable to buy back the negatives. Watch this space.....

Michel "Allo, Allo" Carnet seen with a hang glider, an UP TRX no less at the Dyke. Surely some mistake?????

And last of all..... Do not say I told you but.....Dealer X on site Y with punter Z. Punter is test flying a brand new glider when the wind whips up to 30+ mph. Punter lands on top of a small earthwork, like the one at the Dyke by the trig point, is unable to hold the glider, it goes over backwards and the sail and every tube is destroyed. Punter has an attack of poverty and dealer X is left with a large carrier bag full of parts and a sob story. John "Downs Man" Charlton has a cast iron alibi and the site was not Beachy Head. Given that clue, the first correct listing of the unknown dealer, glider and punter wins a photo of Tim Rothwell in Lanzarote.....

HAPPY HOUR + 2 RED RIBBONS = ELATION

It's official - Sue Brooks stayed up for 20 minutes at the Dyke on Sunday 8 March, very much aided by the unselfishness of more experienced pilots who landed or flew to the other end of the ridge during the novice hour. Also gaining a personal best for the Dyke was Janet McGill who managed slightly longer at 35 minutes. Apart from the time aspect, new horizons were literally viewed for the first time - Sue ventured as far as the power lines on the Truleigh run and Janet threw caution to the wind and went to Truleigh, never having been past the scrubby bushes at the end of the north ridge before.

Neither retained enough height to get in a top landing, but both landed safely in the field below the Dyke (the "broken arm" field, as Janet calls it). Bodies were tired, brains bemused, but their pleasure and personal satisfaction was plain for all to see (and hear).

Although to many that sort of flight might count as a failure, for two happy novices they'll be fondly remembered. Many thanks to all those who helped marshal and see novice pilots off on what was a very memorable day for some.

HASTINGS CLUB NEWSLETTER 1992 NO 1

Happy New Year and welcome to the first newsletter of the year. November the 24th turned out to be a good day for the club on site; the site takes SSE to SSW winds and several people were able to fly the site for the first time. Top landings were on the whole good despite the slippery grass. Most of us were pleased to have flown the site at last and Alan managed a very credible 1100 ft above take off. The sea thermals were quite strong, especially for those who doubted their existence. May this be the first of many good flights on this site.

The site was also flown on 18/2/92 and 10/3/92. Good flights for the people on site and the top landing area continued to be hospitable.

SITE RULES

- 1) Flying may only take place with a member of the Hastings club present.
- 2) All visitors must contact a member of the club prior to going to the site.
- 3) No parking is allowed on the track between the metalled road and the top landing area. This is a fire access road and must not be blocked or parked on at any time. Park back at the road, walk along the track and get the key to the site from a club member. They will give you instructions on site access.
- 4) This take off is not suitable for paragliders and so no paragliding is allowed from this site.
- 5) The area below take-off is for emergency landings only. This site is not suitable for top to bottom flights. Do not take off if you are not sure of being able to top land.
- 6) No more than four cars may be parked on the site at any one time and a twelve foot gap must be left between the cliff top fence and any parked gliders or cars.

PARAGLIDERS

Paraglider pilots: Do not worry. Several alternative take off areas are being explored but in the meantime do not use them as this will jeopardise delicate negotiations going on.

CLUB MEETINGS

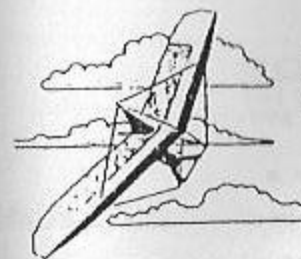
Club meetings will usually be combined with parachute packing at a local hall. The prime purpose of the club is the protection of the Hastings site however it has been suggested that a five pound fee would secure a site key and badge. The site comes up for renewal at the end of March so should you wish to fly after that then check with Dave.

CONTACTS

Dave Molyneux.....0424 752615
 Alan Mortimer.....0424 434879
 Laurie Adey.....0424 434093
 Steve Uzochukwu.....0622 36219

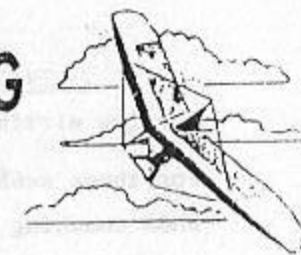
Until next time...articles etc will be gratefully received .. to Dave or Alan. Safe flying!!!!!!!!!!!!!!

(c) Hastings Club/Masked Man Productions.



**FREE FLIGHT HANG GLIDING
 SCHOOL AND CLUB**

Dave Whymark Chief Flying Instructor



Don't stop flying just because it's winter. Keep your hand in and take advantage of our 'out of season' offers at our tow site. Just off Junction 30/31 on the M25.

- Up to Elementary Pilot Certificate - Normal rate:
- Elementary Pilot Certificate to Club Pilot Certificate £45 per day:
- If you have your own equipment then it's £35 per day:
- Tow Conversions £40 inclusive of hire of tow release and wheels:
- Experienced Pilots - £15 per day (min. 2 pilots) Exclusive of tow release and wheels.

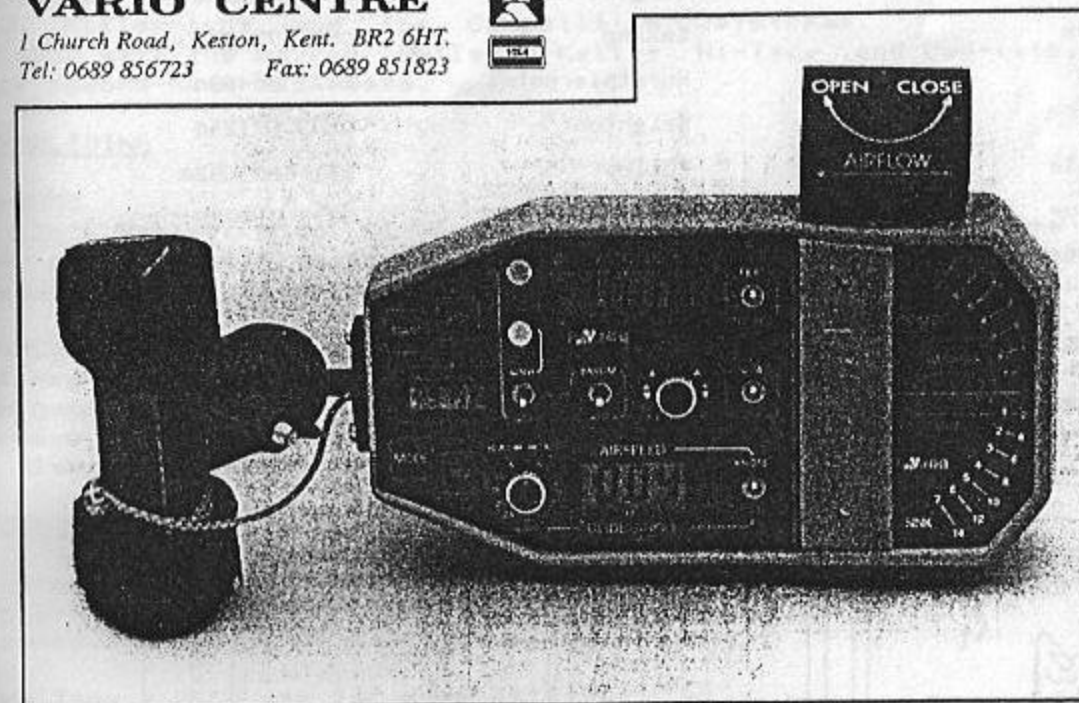
BOOK NOW BY PHONING 0277 372650

DAVRON

VARIO CENTRE

1 Church Road, Keston, Kent. BR2 6HT.
 Tel: 0689 856723 Fax: 0689 851823

**INTRODUCING THE NEW TEC SERIES
 RANGE OF FLIGHT INSTRUMENTS**



NEW 700:-£470 All the 600 features plus, Digital Averager with adjustable time weighted average from 10 to 30 seconds.

Phone for Information pack now available for the complete DAVRON range

500:- £330.00 Three Altimeters, Dual scale Vario with adjustable damping, Digital Clock and Stopwatch, RFI Suppression, Low battery indication, Programmable audio with adjustable thresholds, New style extremely tough injection molded case, Aeroball clamp, Protective bag.

600:- £430.00 All the 500 Features plus, Digital Air Speed Indicator, Glide Angle indicator with programmable head/tail wind adjustment, Imperial and Metric Altimeter switch, Barometer readout, Adjustable Electronic Total Energy compensation,

**Sky Systems
 Recession
 Specials
 Secondhand
 Canopies**

phone Brighton (0273) 857700
 for tests & further details
 Dual Canopy: ADG Vertiges
 Guteselgel for tandem. Multi
 colours, good nick. Only £580.
 Old Generation line harness:
 Altes De K Britzler. Small/medium
 Good condition - a bargain for a
 small beginner. £400.
 Airwave Black Magic Small
 Ideal beginner's canopy. Turquoise.
 Excellent condition. £900.
 Custom-Sail Allen 22 (small)
 Green/yellow. A good beginner's
 canopy. Good condition. £675
 Custom-Sail Allen medium.
 Taken in part-exchange, this wing is
 really immaculate condition. £780.
High Performers (ex-harness):
 Airman Ace small. Good condition,
 one owner. £570.
Bargains of the year!
 Nova Phantom. Medium,
 immaculate.
 Only flown in '91. National. £1,539
 ITV Rubis. Large. Pink. Immaculate
 - ABSOLUTE BARGAIN. £1,499
 Falhawk Neo. Small. yellow. Only
 test flown once. Quite literally 'as
 new'. £1,299.

CLUB COACHING COURSE.

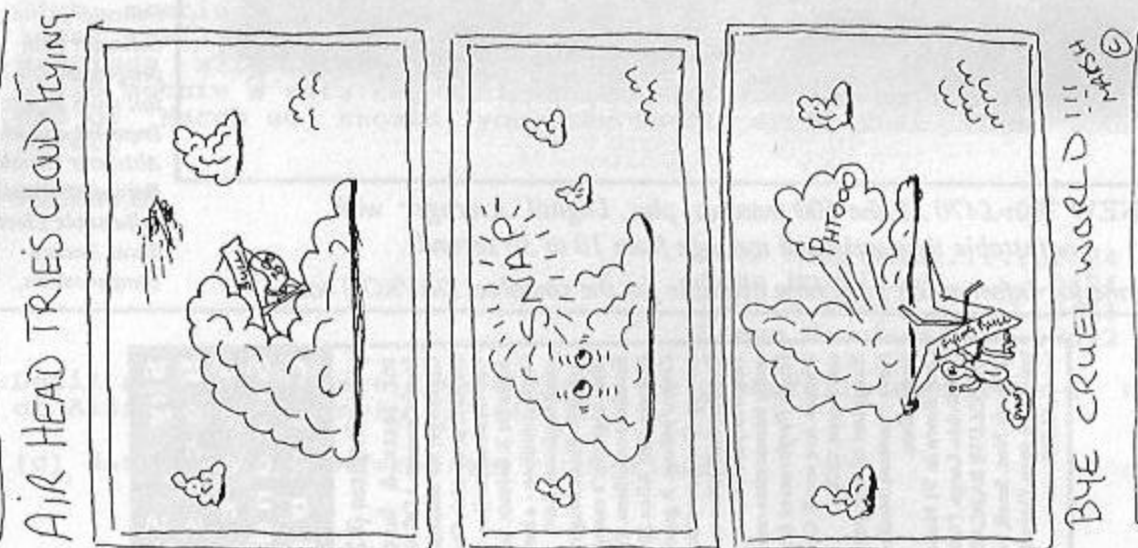
For low airtime pilots, the club coaches are available to help you. For those members with more airtime I would like to arrange for a BHGA coaching course to be held locally. This would run over a week-end and consist of some very interesting lectures as well as actual flying. It would not only make you better able to help others, but will help to improve your own flying skills. One of the attractions of our sport is that there is always more to learn and I recomend this course to you. Please give me a ring if you are interested.

Alape P.S. PROVISIONAL DATES 9TH-10TH MAY

A. Caple.

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 856273
Steve Pugh	Greenwich	081 692 8554
Tony Luccesi	Storrington	0903 745277

P.S THE COACHING COURSE IS OPEN TO PARAGLIDING PILOTS AS WELL.



SOUTHERN GLIDING SERVICES

Tel: 0903 745277 / 0831 276309 (mobile)

For all your Hang and Paragliding needs.

HANG GLIDING

GLIDERS

APCO SANTANA SRC : High performance, easy handling and a terrific price at just £2150*. This glider is a real beauty. If you're thinking of buying a new glider then this must be seen and test flown. (Demo available).

*****SPECIAL OFFER*****SPECIAL OFFER*****SPECIAL OFFER*****

Buy a new Santana SRC and Apco competition harness and we'll throw in a free APCO MAYDAY reserve parachute worth over £300*

AIRWAVE: Calypso, K2, K3 and the new K4. (demo K2 + K4 available).
LA MOUETTE: Compact Cobra (Demo available)

We have a large selection of second-hand gliders - Calypsos, Clubmans, Magics 4, Rumours and Kisses etc.. Part exchange welcome.

HARNESSES

APCO Keller-type and the Competition Jetstream. We also sell the Davron Bullet, Keller Hi-Tec, and Pod-lite. Plus many more second-hand harnesses.

PARAGLIDING

GLIDERS

We stock Harley, Apco, Airwave and Edel paragliders and are agents for many more. Test fly the ASTRA new Apco Hot Ship, fast and safe. Demo's are available on some of the above canopies. Ring for details.

HARNESSES

All new safety harnesses from Apco with standard foam protection, but a new gas powered inflatable back protector looks like a real winner. Airwave Paradise and Edel harnesses. We also have some second-hand equipment.

ACCESSORIES

We stock all sorts, compasses, variors, alti's, books, reserve chutes etc. Winter holidays in Morrocco Jan-Feb 1993 (para only)
Arcones Spain June 1992 (hang & para)

Give Tony a ring now for more details.

*While stocks last

THE SOUTHERN HANG GLIDING CLUB

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

PRESIDENT AND CHAIRMAN
Johnny Carr
0444 84217

SCHOOLS LIAISON OFFICER
Mark Woodhams
0273 501043

AWAY COMPETITIONS
Kevin Pickering
0273 846319

SECRETARY
Martin Brady
0444 233346

WINDSOCK EDITOR

TOWING REP.
Michel Carnet
0273 857722

TREASURER
Peter Day
0734 421481

CHRIS BARTRAM
UNITS G & H
21 CAMPBELL RD
BRIGHTON BN1 4QD
0273 682499

SOCIAL SECRETARY
Oriole Elliot-Webb
0273 419645

MEMBERSHIP SEC.
Chris Bartram
0273 682499

BAPC LIAISON OFFICER
Andy Shaw
081 517 7945

SAFETY/PRESS OFFICER
Michel Carnet
0273 846319

CLUB COACH
Adrian Caple
081 660 0824

SITES LIAISON OFFICER
Tony Turner
0825 762969

AIRSPACE OFFICER
Tim Cox
0273 671214

SITES CONTROL OFFICER
Nigel Gibson
081 890 7476

HOME COMPETITIONS
Tony Lucchesi
0903 745277

PARAGLIDING REP
IRWYN JEHU
0903 723884

ADVERTISING RATES.

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.

page 2.

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

SMALL ADS



GLIDER ACCESSORIES

STIRRUP HARNESS; very comfortable; padded; excellent condition
Cost £95, as new £50
VARIO/ALTIMETER; digital Davron 500
Bargain at £95
HELMET, very strong; lightweight; has vents in ears for airspeed indication
Very good condition £17 ono
COMPASS, Plastimo; still boxed; has swivel bearing; very impressive
£45 ovno
Phone Shane on: 081 764 3594

AILES DE K BRIZAIR 9 (60-80kg)

with Troll harness
Good condition
Excellent beginner's canopy
£500.00

Phone Dave: Work 081 464 3333 x 5511
Home 0634 718695

AIRMAN PARAGLIDER LARGE

Low airtime, ideal for beginner;
safe and stable with harness
Excellent condition
£495.00 ono

Phone B Reed: 0323 639429
or 081 777 0012

CLUBMAN 160. Excellent condition.
T.

plus,
CALYPSO, 1 hr. airtime. £1150. T.
call Tim on:
0273 609925.

AVIAN ELAN HANG GLIDER

Excellent beginner/intermediate
glider. Fast but very stable. C of A
Fluoro pink & yellow; very clean;
stored indoors; very low airtime
(9 hrs); great condition; looks
brand new; wheels included.
Bargain at £1,150 ono

Phone Shane on: 081 764 3594

Magic IV 177FR, CoA, Orange Mylar L/E,
Garaged, Used but not abused, I want £399 but
lets haggle, Phone John 0737 776085 (work),
0825 890248 (home).

CS ALIEN 22 PARAGLIDER

Small size. Only 6 hours use, immaculate.
Bag and Sky Systems harness. Very stable,
ideal 1st canopy. £875

Call Bruce 081-342 9595

MAGIC IV 166 V.G.C LOW AIRTIME V.B. WHEELS RECENT AIRWAVE
OVERHAUL C OF A . £ 650 .

CRUISE HARNESS BLUE TOW RELEASE V.G.C. SUIT 5'10" PILOT £ 150
APEX M.R. MEDIUM CANOPY ONE SEASON OLD EXCELLENT CONDITION
WITH SKY SYSTEMS S.A.S.HARNESS (NO BACKPLATE) £ 1500
HARRY GREENE 071 482 4927

page 19.