

## AIRWAVE WINTER MAINTENANCE 1992/93

INFORMATION  
FOR ALL AIRWAVE HANG GLIDER AND PARAGLIDER OWNERS

This year, Sky Systems are co-ordinating the Airwave Winter Maintenance programme for the South Downs area. Please read the notice issued by Airwave that is reproduced below.

We hope to arrange a pick up date in early November, although Airwave have suggested 24th October for collecting your wings we are going to try to move this a few weeks later. Please bring your glider's log book with you, so that Airwave can stamp it. If you would like your machine checked over please don't leave it too late.

Please contact Liz Cook on 0273 857700 for more details, or to arrange for your glider to be checked over.

### Free Maintenance Check

Magics - K Series - Calypsos  
Black Magics - Taboos - Voodoos  
1st October 1992 - 18th December 1992

To ensure the best performance from your hang glider or paraglider Airwave recommend that it be thoroughly checked over annually, so please take advantage of our free annual maintenance service and fly safely into 1993.

This service is available to all owners of Airwave hang gliders and paragliders. For hang gliders the complete strip down and check over is free of charge. All replaced parts and labour for repairs will be charged for.

For paragliders the first 30 mins of labour for checking is free of charge (a canopy in reasonable condition can be done in 20mins), all additional time will be charged at £25 per hour or part thereof. All carriage charges are for the pilots account (many dealers will be arranging bulk delivery of wings to Airwave, so do contact your local dealer for more information on this).

All wings are taken on a first come first served basis.

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

# WINDSOCK



## SHGC



# CHRISTMAS BANQUET 1992 SATURDAY 5th DECEMBER

Traditional 4-course roast dinner

Raffle - Disco

Prizes - Dress as you like

To be held at:

Ravenswood Country Inn

Horsted Lane

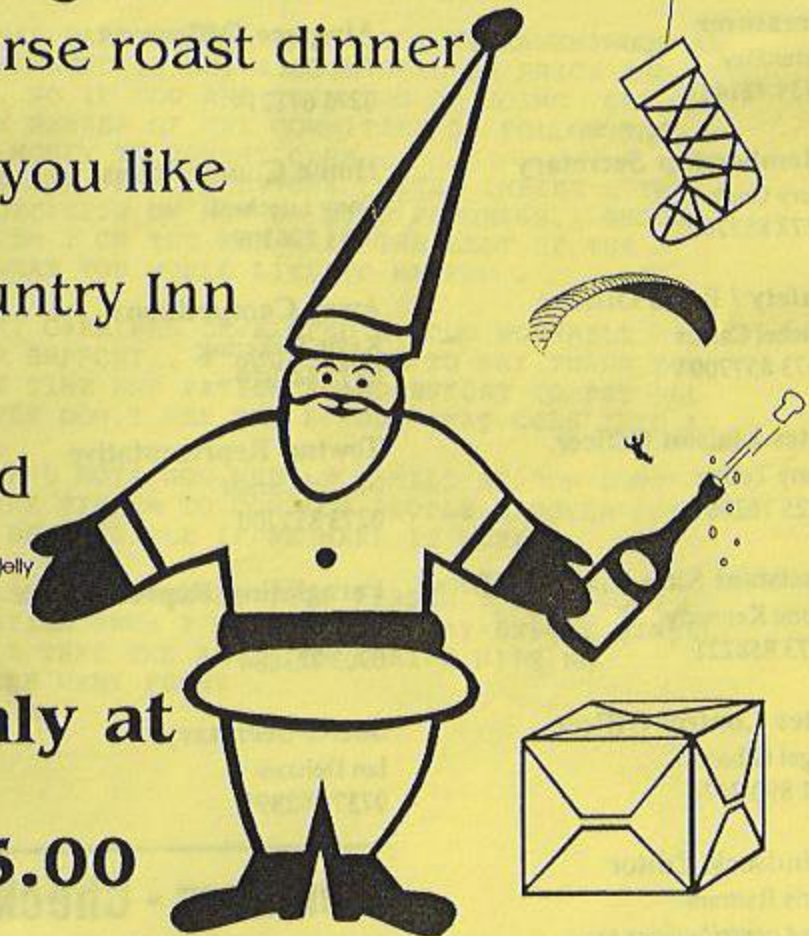
Sharpthorne

Nr. East Grinstead

Sussex

*'tis the season to be jolly*

**80 Tickets only at  
£14.50 each  
Disco only £5.00**



Tickets from Committee Members, or from Johnny Carr, "Tillershaw", North Common Rd Wivelsfield Green, East Sussex.

Send SAE and make CHEQUES PAYABLE TO SHGC



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

**YOUR COMMITTEE, '92**

**President & Chairman**

Johnny Carr  
0444 84217

**Schools Liaison Officer**

Mark Woodhams  
0273 501043

**Secretary**

Martin Brady  
0444 233346

**Club Coach**

Adrian Caple  
081 660 0824

**Treasurer**

Peter Day  
0734 421481

**Airspace Officer**

Tim Cox  
0273 671214

**Membership Secretary**

Gary Cook  
0273 857700

**Home Competitions**

Tony Lucchesi  
0831 276309

**Safety / Press Officer**

Michel Carnet  
0273 857700

**Away Competitions**

Kevin Pickering  
0273 846319

**Sites Liaison Officer**

Tony Turner  
0825 762969

**Towing Representative**

Michel Carnet  
0273 857700

**Assistant Sites Liaison Officer**

Fionn Kennedy  
0273 858221

**Paragliding Representative**

Irwyn Jehu  
0903 723884

**Sites Control Officer**

Nigel Gibson  
081 890 7476

**Social Secretary**

Ian Dehaan  
0737 762895

**Windsock Editor**

Chris Bartram  
Send contributions to:  
Units G & H  
21 Campbell Road  
Brighton  
East Sussex BN1 4QD  
0273 682499

**Members - Check  
That All Your  
Friends Have  
Joined the SHGC**

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

Devil's Dyke  
Weather Machine:  
0273 857002

**Advertising  
Display Rates:**

No. issues	1	3	6	12
quarter pg.	£7	£13	£24	£42
half pg.	£12	£21	£37	£65
full pg.	£21	£37	£66	£105
back pg.	£31	£48	£75	£125

**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.

**SHGC Committee Meetings:**

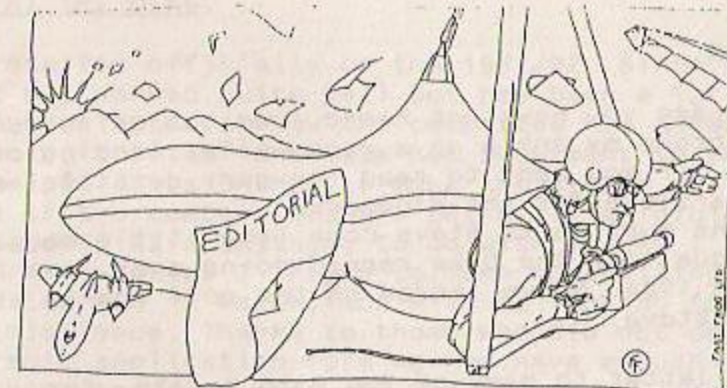
Committee Meetings are held on the first  
Wednesday of every month at the Devil's  
Dyke Hotel.



The SHGC  
supports  
the aims  
and ideals  
of the  
British Hang  
Gliding and  
Paragliding  
Association

**READERS PLEASE NOTE:**

- Contents of this magazine  
*MAY NOT* be reproduced  
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the SHGC Committee.



THANKS TO ALL THE PEOPLE WHO PUT IN THEIR ARTICLES THIS MONTH . WE  
HAVE GOT A MEGA ISSUE WITH SOME GOOD ARTICLES ON XC FLYING . I LIKE  
STEVE COOKS ONE ON HIS EPIC FLIGHT FROM THE DYKE TO DEAL .

FRONT PAGE IS OUR CHRISTMAS PARTY THIS YEAR . SET AT RAVENSWOOD AN  
EXCELLENT VENUE WE HAVE MANAGED TO GET A GOOD DEAL ON PRICE AND  
NUMBERS WILL BE LIMITED . SO IF YOU ARE THINKING OF GOING ,GET IN  
NOW , YOU CAN CONTACT ANY MEMBER OF THE COMMITTEE OR FOLLOW THE  
ROUTE OF SENDING IN YOUR MONEY TO JOHNNY CARR .  
WEATHER STATION MORE NEWS SEE JOHN CHARLTONS LETTER INSIDE . THE  
COMMITTEE HAS TO MAKE A DECISION ON HOW WE BEST PROGRESS , SHOULD  
WE SCRAP THE PRESENT SYSTEM ? OR TRY AND MAKE THE BEST OF THE  
SITUATION ! LET US KNOW WHAT YOU WOULD LIKE TO HAPPEN .

MARSHALING SYSTEM , JOHNNY CARR HAS DEVELOPED A GOOD WORKABLE  
SYSTEM WHICH DESERVES OUR SUPPORT . I WOULD LIKE TO SAY THANK YOU  
TO JOHNNY IN DEVOTING THE TIME AND PATIENCE AND EFFORT TO PUT ALL  
THIS TOGETHER . MOST PEOPLE DON,T SEE THE EFFORT THAT GOES INTO A  
VITAL PROJECT LIKE THIS .  
READ THE LISTS CAREFULLY AND NOTE NOW WHEN YOU WILL BE "ON DUTY" IF  
YOU HAVE ANY DOUBTS USE THE SYSTEM TO CONTACT PEOPLE . COVER FOR  
ALL THE FLYING DAYS WILL BE POSSIBLE IF WE MAKE IT WORK .

RUCKMAKER , MANY PEOPLE ASK ME , WHO IS THIS PERSON ? WERE DOES HE  
GET SUCH ACCURATE INFORMATION FROM ? WILL HE ONE DAY EXPOSE HIMSELF  
TO US ?!! ALL I CAN SAY IS THAT THE ARTICLES ARRIVE WITH NO  
SIGNATURE ON THEM AND THERE VERY FUNNY .

THE SOUTHERN  
HILLS GLIDING CLUB

CHAIRMAN'S LETTER.

Hi folks, in case you have not heard I am out of action for a while. I broke my ankle on a rock whilst landing on a slope in France. If you want to read the gory details I will be writing an article for the Windsock.

Congratulations must go to Steve Cook (you little megga star you), on equalling the Dyke record going east, set by Michel Carnet in 1984. Steve landed on the golf course at Deal. Well done Steve.

I have sent a letter to many of you with a date for marshalling duty. I would like to thank you all for co-operating with this very important task that is essential to the smooth running, and possibly the long term survival of the club. The good news is that our marshals will only be on duty one day every year.

In fairness to all those paid up members out there, the committee is going to take a much harder line with free loaders. It was proposed, seconded and carried, that day membership fees should be increased to £5, that day membership receipts should be paid into the account for future land purchases by the club, and that any pilot unable to present a membership sticker will be required to pay the day membership fee before flying.

This is no hardship to members, the stickers are small and if you do not want to stick it on your helmet, do what I do and pop it in your credit card wallet. Please help the club by carrying your sticker it will help you to stop subsidising free loaders.

It was also agreed that temporary membership be made available to visiting pilots for £15 for two weeks, from the site control officer or the membership secretary. The price would include a copy of the sites guide. Anyway must go now before I fill up the Windsock.

I hope to be on the hill soon, (crutches in hand) and look forward to seeing you all again.

Johnny Carr.

MARSHALLING AT THE DYKE.

Marshalling started officially on the 19/1/92. Since its inception it has worked quite well but has been a lot of work for a few volunteers. Now the committee has asked all members to help, a letter and date has been sent to you all, along with helpful tips on how to make the system easy to operate. One or two members who are perfectly eligible to marshal refused to have anything to do with it. As I said in my last Chairmans letter I intend to make marshalling mandatory at the AGM in March, and will be looking for your support on this issue. Thanks to those who did not object on their membership application form we now have enough marshals to have three on duty one weekend day a year, instead of two marshals on duty the whole weekend. This also means you should be able to snatch some flying at an appropriate time on your duty day.

HOW THE SYSTEM WORKS.

1. The three marshals on duty from the rota system will take control of the flying at the Dyke whenever it is flyable at weekends.
2. The first marshal to arrive at the Dyke should put out the flags to form the launch gates. One in front of the Dyke pub and one in the north bowl for hang gliders and paragliders, and the other in the paddock for hang gliders only. We must ask all pilots to take off between the flags. If there are a number of pilots rigging gliders or spreading canopies as you arrive you could call a two minute briefing to explain your plans for the day.
3. If the sky is getting crowded the marshals of the day and any helpers should put a dayglo strip across each of the gates. This will mean no further take offs until someone has landed. Anyone may be asked to supervise this. If you have been up for some time and you see the launch gate closing please be courteous and land allowing other pilots some air time.
4. Happy hour will be from 10 until 11 in the morning and possibly again later in the day, (sea breezes permitting). A double cross symbol will be put in the paddock, visible to all pilots. This will mean please land in good order to allow our red ribbon pilots some time in the air to improve their skills. If pilots are at Truleigh or at 2000' common sense must prevail. In this situation pilots must keep well clear of the red ribbon air space, even when landing. It will also mean no further take offs by anyone other than red ribbon pilots.

Make sure you are ready and in your harness as happy hour approaches in order to maximise your air time. Ask for help because anyone still on the ground 5 minutes before the novice hour begins has little point in taking off, therefore they may help you. I have suggested times will be 10 till 11 in the morning and if the sea breezes in the summer permit another hour in the afternoon. These times can be flexible and will be put on the blackboard by the site Officers of the day. The hour sessions will be split in half between the novice hang gliders and the novice paragliders. Look at the blackboard to see who goes first and the times. Please get used to looking at the blackboard as it will be used for other relevant information. The blackboard will be by the big stile.

We must show that we have a plan to control the number of pilots in the air at our busy sites or we could lose them. We also owe it to our low air time pilots who do not want to mix it with 30 or 40 other pilots.

These are the guide lines, as marshal you have the right to amend them as you see fit, according to the conditions on the day.

MAKE SURE YOU PUT THE EQUIPMENT BACK AT THE END OF THE DAY.

Fly safe Johnny Carr.

DEAR CHRIS,  
 PLEASE PASS MY APOLOGIES TO THE COMMITTEE FOR THE WEATHER STATION BEING U/S. IT HAS WORKED FAULTLESSLY FOR OVER A YEAR AND I WILL HAVE IT WORKING AGAIN AS SOON AS POSSIBLE. PLEASE PUT AN APOLOGY ALSO IN WINDSOCK.  
 REPAIR HAS BEEN DELAYED DUE TO MY BEING FLAT ON MY BACK WITH A DISPLACED VERTEBRAE (NOW MENDING FAST).  
 THERE IS NO TRUTH IN THE RUMOUR THAT I DID IT BY FLYING INTO A BRAMBLE BUSH. I DID IT LAUGHING ABOUT IT THE NEXT DAY.  
 PLEASE ALSO RUN THE FOLLOWING AD:  
 JAMAICA: THERMALS ALL YEAR ROUND: CHEAP ACCOMMODATION: CAR AVAILABLE: POSSIBLY A GLIDER TO HIRE LATER IN THE YEAR:  
 RING: JOHN CHARLTON 0342 716006  
 REGARDS,  
 JOHN CHARLTON  
 P.S. GOOD WINDSOCK LAST TIME.

OYKE MARSHALLING ROTA

Eorename	Surname	TelHome	TelWork		
Howard	Rhind	071 585 2445		0	31/10/92
Ron	Richardson	06898 56723	06898 51823		31/10/92
Reginald	Richardson	0323 416366	0323 639211		31/10/92
Mike	Robertson	0273 772784		0	01/11/92
Peter	Rollinson	081 874 9522		0	01/11/92
Nell	Russ	071 586 6169	071 600 0808		01/11/92
Martin	Ryder		0 0279 429531		07/11/92
Martin	Sales	0825 764613		0	07/11/92
Paul	Sanders	081 390 3076		0	07/11/92
David	Searson	081 644 6137	081 343 5376		08/11/92
Peter	Sharman	0342 892554		0	08/11/92
Daniel	Sharpstone	0273 621347	0703 777222		08/11/92
Andy	Shaw	081 517 7945		0	14/11/92
Warren	Simonsen	0344 844852		0	14/11/92
David	Slater	01 660 0991		0	14/11/92
D Angus	Small	071 385 2414	0635 521505		15/11/92
Chris	Smith	01 651 1743		0	15/11/92
Henrik	Sode	071 386 8385	071 726 6000		15/11/92
James	Spall	0705 370704	0705 321212		21/11/92
Ben	Stevens	0825 890461	0825 890461		21/11/92
Michael	Stevens	0273 515341	0273 474111		21/11/92
Tim	King		0	0	22/11/92
Stewart	Swanton	0273 732219	0903 205222 ex 409		22/11/92
Ian	Thomas	071 235 1639	071 235 1639		22/11/92
Howard	Travers	0737 763352	0256 817777		28/11/92
Steve	Tuck	081 303 0135		0	28/11/92
Hugh	Turlington		0 0323 641133 ex 508		28/11/92
Anthony	Turner	0825 2969		0	29/11/92
Mark	Turner	0903 812 504		0	29/11/92
Steve	Uzochukwu	0622 36219	0622 684474		29/11/92
Martin	van Willingham	081 874 6367	0895 431243		05/12/92
Jeff	Wagland	0628 474954	071 430 5134		05/12/92
Michael	Watson	0424 424341		0	05/12/92
Adrian	Webster	081 547 0506	071 696 9966		06/12/92
Stephen	Westbury	0923 770930		0	06/12/92
Peter	Whichello	081 546 5619	0483 272121 ex 5537		06/12/92
Elizabeth	Wild	01 674 9427		0	12/12/92
Chris	Williams	0403 731519		0	12/12/92
David	Williamson	0273 604752		0	12/12/92
Stuart	Wilson	081 959 1174	081 540 8300		13/12/92
Mark	Windus	0753 862874		0	13/12/92
Phillip	Wood	081 671 9257		0	13/12/92
Mark	Woodhams	0273 501043	0444 245733		19/12/92
Richard	Wragg	0689 853732		0	19/12/92
Phillip	Wraight	0622 850258		0	19/12/92
Peter	Butt	081 751 3644		0	20/12/92
Jane	Ferguson	081 874 7793	071 831 6262		20/12/92
Tony	Wye	081 897 9369	081 479 3628		20/12/92
Paul	Rankin	0293 775021	0293 785544		26/12/92
Jon	Reid	07373 63231		0	26/12/92
Warren	Travers	0273 220850		0	26/12/92
Herbert	Prohl	0273 685689	0273 609925/685689		27/12/92
Barry	Puckey	081 693 8722	081 693 8722		27/12/92
Steve	Pugh	081 692 8554	0793 619999		27/12/92
Laurence	Adey	0424 434093		0	02/01/93
Mike	Allen	0444-450892		0	02/01/93
Bruce	Argue	081 342 9595	081 342 9595		02/01/93
Denis	Autier	071 402 7006	071 355 2000		03/01/93
Mike	Backhouse	0279 506896	071 324 7176		03/01/93
Robert	Banfield	0323 20872		0	03/01/93
Peter	Banner	0306 884588		0	09/01/93
Ian	Barnes		0	0	09/01/93
Ernest	Bayliss	081 390 7891	081 942 2233		09/01/93
John	Benfield	081 857 5351	071 938 9498		10/01/93
Chris	Bere	0273 452370	0860 400747		10/01/93
Peter	Bernon	0903 245447	0903 245447		10/01/93
Ken	Besfor	081 651 4573		0	16/01/93
Eddie	Bilous	0273 411239		0	16/01/93

Forename	Surname	TelHome	TelWork		
Martin	Brady	0444 233346	0273 745318	16/01/93	
Mark	Blackledge	071 231 5384	071 437 6136	17/01/93	
Bill	Blunt	0342 810928		17/01/93	0
Stephen	Boaich	0304 374901	0304 361396	17/01/93	
Charles	Blackburn	081 840 1875	071 324 8325	23/01/93	
Richard	Bonwick	0892 655754	0892 655754	23/01/93	
Joao Carlos	Borges	0273 202893	0273 642256	23/01/93	
Lisa	Brewer	0403 710739		24/01/93	0
Steve	Brewer	0403 710739		24/01/93	0
Michael	Broadbent	0424 210951		24/01/93	0
Charles	Brockis	04834 27218		30/01/93	0
Arthur	Brooker		0 0322 66550	30/01/93	
Sue	Brooks	0273 834984	0444 451881 ex 356	30/01/93	
Chris	Brough	081 671 0663		31/01/93	0
David	Brown	0403 54469	0403 210345	31/01/93	
Chris	Bryson	0425 272535		31/01/93	0
Peter	Bruce	081 689 2813		06/02/93	0
Duncan	Caird		0 071 867 7362	06/02/93	
Adrian	Caple	081 660 0824		06/02/93	0
Michel	Carnet	0860 667874	0273 857700	07/02/93	
Johnny	Carr	044484 217		07/02/93	0
Andy	Chad		0 071 712 6825	07/02/93	
Clive	Chippendale	081 878 1061		13/02/93	0
John	Clements	0227 70803		13/02/93	0
Bernard	Clifford	081 848 5536	071 873 3000 ex 3601	13/02/93	
David	Cole	081 868 0905		14/02/93	0
Steven	Cook	0903 725724		14/02/93	0
Andrew	Cooper	0903 850788		14/02/93	0
Jerry	Cooper	081 674 9427		20/02/93	0
Graham	Cooper	0634 842 853	0372 222688	20/02/93	
Tim	Cox	0273 671214	0273 606925/685689	20/02/93	
Francis	Cracknell	081 568 4184		21/02/93	0
Russell	Crowley	06898 73873	06898 73873	21/02/93	
Tim	Day	071 701 9313	071 387 7050 ex 2747	21/02/93	
Rob	Croad	081 641 6193	0737 370 370 ex 6413	27/02/93	
Tony	Crowley		0	27/02/93	0
Sue	Day	0883 349845		27/02/93	0
Ian	Dehaan	0737 762895		28/02/93	0
David	Drake	081 508 9019	081 529 3501	28/02/93	
Derek	Evans	0202 309301		28/02/93	0
Warwick	Dufour	081 677 5858		06/03/93	0
Amanda	Elias	0483 755101		06/03/93	0
John	Elkins	04027 51310		06/03/93	0
Andrew	Elphinston	0737 240719	0763 71976	07/03/93	
Ben	Forrester	0903 892589	0903 47171	07/03/93	
Ken	Fox	0753 866139		07/03/93	0
Vanya	Gant		0	13/03/93	0
Paul	Gardiner	0444 881 387		13/03/93	0
Robert	Gastman	081 722 8855	071 636 2294	13/03/93	
Nigel	Gibson	081 890 7476		14/03/93	0
David	Goepel	0273 419645		14/03/93	0
Frank	Golding	0273 305636		14/03/93	0
Paul	Goodyear	0444 450741	071 934 2520	20/03/93	
Damian	Gordon		0	20/03/93	0
Kim	Gouldstone	081 773 0495	071 233 0288	20/03/93	
Ian	Gravatt	071 733 5259	071 924 1282	21/03/93	
Harry	Greene	071 492 4927		21/03/93	0
Paul	Gurling	081 764 8301	081 750 0360	21/03/93	
James	Gurney	0483 768719	0483 740958	27/03/93	
Nell	Hallsworth	081 395 6046		27/03/93	0
Alexander	Hammond	0978 861381		27/03/93	0
Bernard	Hanning	081 908 1549		28/03/93	0
Jerry	Hansen	0273 481783		28/03/93	0
Jim	Hardiman	081 311 0683		28/03/93	0
Ron	Harrington	0252 625246	0420 86618	03/04/93	
Les	Hedges	081 847 1815		03/04/93	0
Liz	Johnston	0273 556160		03/04/93	0
Keith	Henson		0	04/04/93	0
Bernie	Hewing	071 737 4849	081 966 3123	04/04/93	
Anthony	Hobden	0273 473467		04/04/93	0

Forename	Surname	TelHome	TelWork		
Albert	Holder	0273 514383	0273 513818	10/04/93	
Robin	Hooper	071 978 8664		10/04/93	0
Eddie	Horsfield	081 657 93076	fax 081 689 2076	10/04/93	
Patrick	Houston	0323 440331	929 0951	11/04/93	
Rob	Howe	081 748 0735	081 746 1700	11/04/93	
John	Hutcherson	081 810 5050	081 879 3252	11/04/93	
Andrew	Jackson	081 524 4944	071 939 0267	17/04/93	
Colin	James	081 399 6278	071 753 5881	17/04/93	
Inike	Jansen	081 390 3076		17/04/93	0
Nigel	Jarvis	0883 349845		18/04/93	0
Irwyn	Jehu	0903 723884		18/04/93	0
Vicky	Jones	0424 222630	0424 32281 ex 320	18/04/93	
Ian	Jenkins		0 0980 630351	24/04/93	
Andrew	Keyte	081 464 3355		24/04/93	0
Neil	Kinnear	081 697 1363		24/04/93	0
Robert	Kelly	081 755 2592	0836 533410	25/04/93	
Fionn	Kennedy	0273 858221		25/04/93	0
Kevin	Kincaid	0483 426653	0276 71617	25/04/93	
Nick	Langford	081 541 1378		01/05/93	0
Stephen	Langridge	Balcombe 811731	Cranley 532875	01/05/93	
John	Leggott	081 657 0725	081 318 7511	01/05/93	
Robert	Klee	081 543 2646	081 990 2985	02/05/93	
Amanda	Lansbury	081 470 0988		02/05/93	0
Owen	Leigh	081 946 2552	071 236 8000 ex 2286	02/05/93	
Richard	Lewis	0273 417465		08/05/93	0
Simon	Lewis	0372 363009		08/05/93	0
John	Lovell	081 689 0926		08/05/93	0
Edward	Lockhart	071 673 6827		09/05/93	0
Antony	Lucchesi	0831 276309	0892 669295	09/05/93	
Simon	Lyon	081 693 2366	0293 612 648	09/05/93	
Alison	Maddock	081 341 3383		15/05/93	0
Phillip	Mailardet	09592 3742		15/05/93	0
Stephen	Marnier	0273 770166	0293 654749	15/05/93	
Ian	Maskell	0273 540755		16/05/93	0
David	Matthews	0273 604752	061 797 6000	16/05/93	
Janet	McGill	0279 876327	07 248 4444 ex 2083	16/05/93	
Bob	Middleton	0843 596126		22/05/93	0
Stephen	Millson	081 675 7062	0860 236470	22/05/93	
Mike	Millwood	0273 400372	0273 857700	22/05/93	
Gary	Cook		0	23/05/93	0
Brian	Milton	071 263 5475		23/05/93	0
William	Morris	081 648 0255		23/05/93	0
Christopher	Morley	0273 588578		29/05/93	0
David	Morrison	0342 716701		29/05/93	0
Alan	Mortimer	0424 434879	0424 853481	29/05/93	
John	Moss	081 644 6504	071 228 8551	30/05/93	
Steven	Murray	081 977 9907	071 934 7071	30/05/93	
David	Newns	071 622 1501	081 305 1505	30/05/93	
Peter	Myers	0273 687336		05/06/93	0
Hugo	Nottidge	081 994 7187	071 827 2681	05/06/93	
Tim	Oakley	081 868 3824	0753 34655 ex 2249	05/06/93	
Paul	Osborn	081 462 2833	0689 825771 ex 431	06/06/93	
Colin	Palne	0903 60468		06/06/93	0
Stewart	Park	081 644 0300	081 680 3655	06/06/93	
Graham	Parker	0992 812910		12/06/93	0
Graham	Parslow	0737 243834	0372 222336	12/06/93	
Martin	Pepper	0732 454424	071 425 8167	12/06/93	
Tony	Parsons	0737 760435		13/06/93	0
Richard	Perkes	081 977 3838		13/06/93	0
Kevin	Pickering	0273 846319	095781 561	13/06/93	
Nicholas	Preslon	081 871 1858	071 387 7050 ex 5324	19/06/93	
Jonathan	Pritchard	081 698 8942		19/06/93	0
Clive	Pritchard	081 671 5206		19/06/93	0

IMPORTANT SAFETY INFORMATION FOR: Johnny Carr  
Tillershaw  
North Common Road  
Wivelsfield Green  
East Sussex RH17 7RG



Southern Hang Gliding Club - PO Box 1359 - Brighton - East Sussex BN1 4QX

Dear Johnny,

Thank you for your club renewal form. You will have noticed the new club policy for bringing all new members into the The Dyke marshalling scheme. This means that you will be asked to do marshalling one day a year. If for any reason the enclosed date is inconvenient please change it with another member from the list provided and notify the Windsock Editor with the name of the replacement. This is important, as the list of duty marshals will be printed in Windsock. If it is flyable at The Dyke on the day you are on duty it is very important you to make it your responsibility to be there, or find a substitute in your absence. You will not be alone, as we will have at least two other marshals on duty every weekend.

YOUR DATE IS: 07/02/93.

#### A quick guide to how it works:

1. Marshalling equipment is kept in the boiler room next to the gents toilets at the east end of the building.
2. Equipment consists of 6 flags, 3 dayglo ribbons, a gliding activity symbol (double cross) and a blackboard.
3. The marshals should arrive at the hill at 9:30 am and put the blackboard near the wide glider stile and write your names on it. If it looks remotely like being a busy day, chalk in a lime for "happy hour" - I suggest 10:00 till 10:30 for paraglider red ribbons and 10:30 till 11:00 for hang glider red ribbons. If it is a good soaring day, and it is fairly busy then maybe put aside another hour later in the afternoon. Write information on the board to keep the pilots up to date with what's happening.
4. Set up 3 gates with the flags, one in front of the pub, one in the paddock and the other in the north bowl. Leave a dayglo strip next to each gate. The gliding activity symbol is opened up in the paddock 5 minutes before and during happy hour as a way of reminding all non red ribbon pilots to land. After happy hour, roll up the symbol and place it by one of the flags.
5. When it gets busy, put the dayglo strips across the gates and tell pilots not to launch until you consider it safe to let more pilots take off. When the situation is right, remove the dayglo strips.
6. At the end of the day, make sure that you put the equipment safely back in the boiler room.
7. Finally, if you feel that you are not experienced enough to organise the marshalling, still turn up. When it is flyable at The Dyke there will be an abundance of experienced pilots - both hang glider and paraglider - in addition to the other two marshals. Never be afraid to seek advice.

Many thanks.

- The Southern Hang Gliding Club Committee.

## October 1992 - 2nd-hand Canopies List

phone **SKY SYSTEMS** Ltd on Brighton (0273) 857700

### Intermediates (including harness):

#### ★ Trekking Aero 27

Large. Good condition - a beginner's canopy with good performance. Green. £650

#### ★ Airwave Black Magic

Small. The ideal beginner's canopy. Turquoise. Excellent condition. £600

#### ★ Custom-Sail Alien

(medium). *IMMACULATE*. Yellow. Perfect beginner/intermediate canopy. Bargain. £780

#### ★ Custom-Sail Alien

(large). Average condition. Perfect beginner/intermediate canopy. Bargain. £550

#### ★ Airman Ace small.

Good condition, one owner. £700

#### ★ Trekking Mustang.

High performance. Ex-Demo. Flies really well. Small-Medium. VGC. £650

### Ex-demo, high performance, latest models (ex-harness):

#### Falhawk Atoll 100.

Ex-demo - only £1,450.

#### Falhawk Apex MR 120 - large.

Immaculate condition. Sky Systems signed. Green. Absolute bargain. Stable high performance second paraglider. Only £1,490 - see Gary.

#### Falhawk Apex MR 110 - medium

Flown in world championships. Special fast comp. rigging. Medium. £899.

#### Falhawk Apex 110 - medium

1990 model, still immaculate. A real bargain for an experienced pilot.

Medium. VGC. yellow. £739.

#### Falhawk Apex MR 110 - medium

Pink. Immaculate. Real bargain - £949.00.

#### Falhawk Apex 100 - medium

Small - Pink. £850. Good condition.

### Dual Canopies (including harnesses):

#### ADG Vertiges

Guteseigel for tandem. Multi colours, good condition. Only £799.

SKY SYSTEMS:

Second Hand &amp; Ex-Demo.

HANG GLIDERSUP TRX

The best from the US. Carbon fibre airframe, super strong. One of each size in excellent condition.

TRX 140. white/orange/lilac. £1,999  
TRX 160. white/pink. £1,999

AIRWAVE K4

The best medium size British glider, BY FAR. Ex-Demo less than 5hrs "AS NEW"

K4 155. white/grey/red. £2,400

RUMOUR I 145

All blue mylar ex Johnny Carr league hot ship, handles beautifully. good condition.

£900

MAGIC IV 155 FR

White/purple, very good condition, hardly used for the past three years, stored inside.

£650

MAGIC IV 155

White/red/R.bow, ideal first performance glider.

£475

MAGIC IV 177

White/blue, very good condition, ideal first performance glider for larger pilot!

£600

ACE 160 RX

White/Lt.blue, probably the most versatile and easiest to handle of the performance gliders.

£650

All of the gliders above are able to be seen at Sky Systems. Call and ask for Dave or Michel if you want a test flight. The list is always changing, the information above was correct at 21/10/92. If you see something of interest, but can't afford it TRY AN OFFER.

COMPITIONS

Congratulations to Noel Venn, Ron Richardson, John Young and Alan Mortimer for taking the "Southern Zoo" to fourth place in the Airwave Challenge final at Hawes in Yorkshire.

This result was quite remarkable when you consider that the team had to compete with only four pilots. The good old Southern Hang Gliding Club, the largest club in the country, could not muster five pilots to compete in the major U.K. competition of the year. The rules allowed for four pilots and one reserve, all five could compete with the top four scoring. This proved significant on the final day as one of our pilots failed to score so with only three of the team scoring they came fourth with 1400 points, just 40 points behind the third placed team and 90 points behind the second. If we had had a fifth pilot in the team all he needed to do was flop over the back of the ridge and the "Zoo" would have come home with a bronze medal. If he had flown a few K's it could have been a silver. Sounds like any pilot, even a novice could have been Hero of the day.

I am afraid this lack of interest in competitive flying has been prevalent throughout '92. I have had to cancel several competitions this year, very frustrating after the time and money spent trying to organise them.

My thanks to Ron Richardson and Steve Uzochukwu for helping out with a bit of organising and recruitment. Also to the rest of the team who flew the comps' this year, especially Noel Venn who sacrificed his car at Mam Tor! Well flown chaps.

The European Airwave Challenge was pretty much the same. A small fortune was spent 'phoning Airwave France to reserve 16 places in the comp', two teams of eight, one Para' and one H.G. Two flyers responded. Thanks Steve Brewer and Rocket Ron. Ron actually managed to scrape a team together at Laragne and did very well. He is sure that if he had been able to recruit the SHGC pilots who were flying for other teams (Boo - Hiss - Burn them at the stake!!) the Southern club would have won.

In only three months time I will start organising the competitions for 1993. If you are the sort of pilot who wants to improve, likes the challenge of cross country flying and thinks he can handle the "Apré Fly" give me a ring.

THE SOUTHERN ZOO NEEDS YOU!

KEVIN PICKERING  
COMPETITIONS.

I LEARNED ABOUT FLYING FROM ALL THAT . . .

(c) Howard Rhind - 22 Sep 92

In August, I went on an SIV (Emergency Procedures) Course in France during which I saw a number of incidents including one fatality.

Eddie asked me to make some points which will hopefully help YOU avoid such tragedies.

First, a word about the SIV Course. If you can get on such a course you really ought to go. Basically, you will practise deliberately entering hazardous situations such as tucks, stalls, spins and spiral dives over water with a rescue boat, life jacket and radio. You only end up in the water if things go wrong (!), otherwise you recover to a nearby landing field. Out of about 50 sorties, this only happened to one person.

The great thing about this course is not only gaining confidence in recovering from an emergency situation but the sensation in flight just before the emergency occurs.

So the first point for everyone to take on board is that if you are flying when everything goes horribly quiet, and you are losing any sensation of wind speed YOU ARE ABOUT TO GET INTO A SERIOUS SITUATION. YOU MUST IMMEDIATELY LET UP ON THE BRAKES to regain flying speed. Typically in UK, this could be using too much brake while "scratching" the ridge or slowing down for a spot landing while forgetting the wind shear effect.

The second point is that you should never fly in the Alps unless you have thoroughly checked out where you are going to fly with the locals; there are other people flying; and you can either see people landing safely or you have radio contact with the landing field.

The reason is that conditions can become very dangerous without appearing so. A breath of breeze on the mountain can turn into a 40 mph wind at the bottom of the valley. Vicious thermals can build up during the heat of the day. You must be aware of the potential risks.

I spoke to two people who had flown on their own during Alpine holidays and they both said they were very lucky to have got away with it, having been thrown about all over the valley. If you want to try a twenty minute flight with the canopy collapsing and recovering every few seconds for the whole flight, just ignore this advice!

Now to the incidents which were nothing to do with the SIV Course, although there were some pointers to the competence of some of the foreign pilots flying at the sites we used. We noticed that some were having real problems taking off in conditions that were not giving any trouble to ourselves. Canopy control on reverse inflations was very poor and they were being blown about all over the place.

On my last day, I went over to Annecy to stay with some friends and fly from the Col de la Forclaz. My friends, Angus and Fiona, knew the site well and I got a careful briefing about take off and particularly the landing field. As the landing field could not be seen from the take off site, they went over the area on a large scale map and made sure I understood the layout and hazards.

We went up to the take-off site and in the next hour I saw more disasters and potential disasters than I have seen in two years' flying in UK.

There were several incidents of foreign pilots attempting reverse inflations which went wrong and ended up with them being blown back into the crowd of watchers and surrounding trees. The wind was not excessive and Angus and Fiona had no problem on take off.

A pilot took off on a Voodoo with a tip tangle resulting in a quarter of the wing flapping although it eventually came out. Then someone else did exactly the same thing on another canopy, except this time they lost control on take off, and ended up being blown back over the local cafe and ended up in the trees behind.

I decided it was high time to leave this mayhem, and carefully laid out my canopy for a forward inflation, as the wind had by now reduced.

I had a good take off and cruised around the ridge looking for a thermal and managed to find a couple of small ones which lifted me to about 500 ft above take off. Then nothing, and I started to lose enough height to decide I had better make for the landing field round the next spur.

As I came round the spur, there was the landing field about 1500 ft below exactly as per the map. It was a triangular field with the approach over the base. It was not very large, each side was about 90 yards, but it seemed adequate. The right hand side was bounded by an escarpment with tall trees, and the left hand side was bounded by a road with the medium variety of three line power cables on metal pylons about 40 ft high running alongside. Just to make things really interesting there was a lower wooden posted power cable across the approach base of the triangle.

There was also a large field before the official triangular landing field, and another landing field for hang gliders the other side of the road and the three line power cables.

The hazards stood out very clearly and I could see the wind sock indicating a light wind directly into the approach. I had already made the decision that if I got into any difficulties I would go for the large field mentioned or failing that the trees; under no circumstances was I going to mess around near the power cables having read the recent article in Skywings!

Trying to remember all I had been taught, I carefully set up my approach. I came over the center of the field at about 1000ft and turned up wind for a bit to lose some height and check penetration which seemed fine. Then down wind to the base of the triangle. Then a number of "S" turns to bleed off height which went exactly as planned.

I checked penetration on each turn and tried to lose height within the confines of the landing field, as I had been taught, rather than over the hazards. Everything seemed to be working really well and I came out of final turn at exactly the right height and touched down about a third of the way down the field feeling extremely pleased. Unfortunately, this feeling did not last very long.

Angus landed a few minutes later, having also made a trouble free approach. After we had packed up our canopies, we sat around waiting for our transport, and watched the other pilots coming in.

What was interesting was that while some appeared to have no problem with touching down in the proper landing field, some others were landing all over the place; in the large field and even the hang gliding field over the road.

As I had a video camera with me I started to film one pilot on his approach. For some reason he got too low over the tall trees on the left hand escarpment and smacked into the top of one of the them. Six feet of tree broke off releasing him, while the canopy remained flying in a dive towards the ground. Both pilot and canopy pendulummed into the landing field from about 80ft; he was obviously badly injured.

Hardly had we taken in this incident when a commotion from the onlookers caused us to look up and see a paraglider pilot coming down on his reserve. Whether this was for real or practise, we didn't find out, but if it was for practise, it was extremely hazardous due to the power cables in the area.

The reserve was a properly opened pulled down apex, but I was surprised at how fast he was descending, and the amount of uncontrollable drift he was experiencing, even in a light wind.

He appeared to be doing the right thing in reefing in his main canopy, and he eventually disappeared from sight in the scrub. He was O.K. as far as we know.

As our transport had still not turned up, we decided I should get a lift back to my motorbike, sort things out, and then come back to pick up Angus. As I returned to the landing field, there was the most horrific incident of a pilot hitting, and then being strung up on, the large power lines.

This was quite the worst thing I have ever seen, and all I can do is echo the Skywings advice that anything is preferable to hitting a power line. Do not be under the illusion that your canopy and lines will insulate you; at power line voltages everything starts sparking and catching fire. No one could do a thing. Eventually, the canopy lines burned though, the pilot fell off and died later.

So what went wrong? What can we learn? Part of the general problem may have been the fact that it was a French Bank Holiday with lots of inexperienced or long layoff pilots rushing down to Annecy for a weekend's flying. There also seemed to be a somewhat cavalier attitude to flying; there were quite a number of pilots flying without helmets.

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Considering the specific incidents, it seems that if you are going to hit a tree, you must try to stay in it. Current advice seems to be absolutely correct: Head for the bushiest part, slow down or flare if you have time and grab on to anything you can.

If you end up suspended in your harness, stay there until help arrives. Don't try and climb out on your own. You are much more likely to injure yourself falling out of the tree than in the original impact. But what are you doing low over trees in the first place?

If you throw your reserve you will come down at a fast rate (definitely PLF time), and you cannot control your drift, which could be a real problem near buildings or other hazards. It would seem that providing you have plenty of height, you should try for a recovery in preference to throwing your reserve, although this must be an extremely difficult judgement to make for real.

Power cables have simply got to be avoided. My safety height has now doubled itself. If you think you are going to hop one it could well be your last thought. We have all experienced a sudden sink of 20 or 30 ft for no apparent reason; don't let this ruin everything. And don't lose height over power cables or other hazards if at all possible; move to where the area below is safe.

At this point I had finished, but here is a bit more following two incidents last weekend; one to stop me being sniffy about tip tangles.

On Saturday, I went to a cliff site far from my usual haunts, in view of another pathetic weather forecast for the South East. For once I got the weather right and had a really good soar as soon as I had got the hang of the new site. I was sitting, relaxing between sorties, when someone attempted a cliff take off which I think they were lucky to get away with.

The take off area was a very rough grassy and scrub bowl leading to a proper vertical type cliff face with rocks and beach below. The wind was light, slightly off and a forward launch was being attempted.

After inflation, the canopy was not properly flying, but the take off was continued with a lot of pumping which did not improve things. My heart leaped into my mouth as both pilot and canopy disappeared over the edge, still not flying properly.

Fortunately, in the event the canopy recovered and all was O.K., but I think there was a serious possibility of things turning out differently which would have resulted in yet another tragedy.

If you are attempting a cliff take off, my advice is preferably to use a reverse inflation if the wind is sufficient. At least you can check your canopy properly. And do ensure that the wind is not too strong or too far off which can lead to rotors running along the top of the cliff.

If you must do a forward launch, you must be prepared to abort immediately if the canopy does not inflate properly. Maybe it would be best to reserve forward launches for steep escarpments rather than vertical cliffs!

Lastly, some advice from Nigel Gibson, the SHGC Sites Officer, which I found extremely helpful with regard to cliff take offs, providing the edges are rounded. If you find yourself committed, approaching the edge, but not quite flying, whatever you do do not unload the canopy by slowing down or worse still jumping(!). Psyche yourself up to "run down the cliff". This will immediately load the canopy sufficiently for you to fly off safely.

Now for my own boo-boo (twice) just to prove I am not Mr Never-Does-Anything-Wrong quite yet. I have got a brand new canopy, which shall remain nameless to avoid embarrassing Eddie, and which I really like.

On Sunday, the usual band of SHGC addicts including myself were having a good fix at Mount Caburn. A few thermals and lots of ridge beats.

After landing from one of my mini beats, my friend Ian said, "Did you know that you have just flown the last beat with a tip tangle?"

"No, I didn't", I said, thinking he must have been mistaken because I had launched after a reverse inflation, and I could not understand how I could have missed a tip tangle. Also the canopy had handled quite normally. I made a mental note to double check in future.

Fast forward to the last flight of the day. We like a pre-catabatic evening top to bottoms at Caburn, and the idea was that I would launch first and Ian would follow and take some pictures.

The wind had dropped by this time, so a forward launch was called for. All went smoothly, quick canopy check, and off. Everything, was normal although I thought I was coming down slightly faster than I would have expected. I put this down to a bit of sink, which there was anyway. Still, I was going to clear the power cables by masses, so I was not particularly worried. I did a nice gentle turn onto finals and landed normally.

Ian landed a few seconds later to tell me my left hand tip was tangled again, I had taken off with it tangled and failed to notice it on the trip down. Worse still, its all on a photo apparently, so I can't pretend it didn't happen.

He said he had decided not to tell me as the canopy was obviously flying O.K. and he knew I was not going to be trying anything radical. I don't think I would have done anything even if I had known. If I had had masses of height maybe, but as the canopy seemed to be flying normally I think the right decision was made or rather not made. If it's flying O.K. keep everything gentle and land. You might possibly make it worse if it's a real tangle and you start pumping like mad. (?) Maybe there are some other views on what course of action to take if you are low.

The tangle had disappeared on landing, it probably came out in my flare, so it could not have been very severe, and there did not seem to be any problems with the lines.

So how come I have managed to take off twice with a tip tangle and failed to notice it? The answer, I believe, lies in the fact that my previous canopy never tangled, (two riser system, thicker lines) so I became somewhat complacent about carrying out a proper canopy check on take off. I could tell by feel whether things were "go" or not.

My new canopy has a three riser system, thinner lines and a much larger span. I was simply not looking far enough towards the tips on a canopy check, and I was relying too much on feel.

I will now have a very careful tip check procedure in the future. And a few practise nil wind foward inflations in Battersea Park before my next visit to site!

I learned about flying from all that . . .

Airwave Black Magic (Medium),  
with Paradise 1 Harness,  
10 hours airtime,  
£650 ono

also

Metamorfoosi Reserve (unused!)  
£300 ono

Contact Steve Parker, 071 585 3817.

AIRWAVE KISS GOOD CONDITION  
BLUE L/E 1000  
FLASHPOD HARNESS AND PARACHUTE  
SUIT PILOT 6' 1" ALL AS NEW  
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**FOR SALE : CLUBMAN OXF 180**

White, low airtime and in excellent condition. With blue stirrup harness and helmet, both like new.

All in price of £750.

Please call Theo on Crawley

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**FALHALK NEO MEDIUM**

LESS THAN 10 HRS 980

PINK PLUS RAINBOW .SAFE,

STABLE CANOPY YET OUT

PERFORMS MANY OTHERS

CONVINCE ME TO SELL IT!

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## WHY EVERYBODY SHOULD FLY WITH A RESERVE

(or the day I threw the old bag out!)

In August I set off on holiday to the Alps to do some flying, principally Annecy and Mieussy, both places I have flown before. I thought it would be another opportunity to meet more foreign pilots, but I actually saw more Southern Hang Gliding members than at the Dyke on a bank holiday!

During the first week at Annecy the flying was good and varied and felt quite relaxed, having amassed probably one third of my 100 hours in alpine flying conditions. So, on the second Monday I moved on to Mieussy, arriving at 4pm and had a lovely late afternoon flight which confirmed why I like this site - large easy take off, large soarable faces with reliable thermals and unusually large and uncluttered landing area. (What, no trees or cables!?)

On Tuesday 25th August I flew Samoens along the valley just after lunch, but the lift was disappointing so I returned to Mieussy. After the usual assessment of conditions and checks to equipment I took off and soared and thermalled for 30 minutes, but it was a little bumpy (!!) so I decided to fly down. On nearing the landing area I was aware of four gliders all at similar altitude and distance from landing, a common occurrence in the late afternoon at this site.

I decided to B-line and lose some height, thereby leaving more room for those above. I have B-lined my Voodoo many times and have always found it a very safe and effective manoeuvre. I pulled in at 600ft AGL and let out at 300ft AGL and it should then have been a nice glide in, but things went horribly wrong. I think I exited the B stall into a thermal which tipped the wing and made it spin uncontrollably. The lines were twisted up from the harness to the branches, beyond my reach to control the glider with the brake lines. Then I had an asymmetric collapse and started to spiral dive, all of which had taken maybe less than 2-3 seconds.

My height was now 250ft and the options started to run out fast. So with clear and deliberate thoughts I decided "it's reserve time".

I reached to the side of my harness for the handle, pulled it out and threw and it was very reassuring to see that red and white mushroom opening above me. I landed in 60-70ft trees, snapping the top out of one on impact. Fortunately I always fly with a kevlar back protector, or I might have found myself impaled like the fairy on the Christmas tree.

This is only a brief account of what happened, but I am convinced that the reserve and back plate saved me from serious, if not fatal, injuries.

I would like to thank the French instructor of Le Choucas flying school, Mieussy, who managed the site, for recovering all my equipment undamaged for me from the trees, and the British pilot, whose name I forgot to ask, for his moral support during the recovery. Also thanks to Bruce Goldsmith and Airwave for their subsequent knowledge and advice on canopy stability and recovery, and Sky Systems for their promotion of safety equipment and their reserve deployment seminar which I attended.

### Points of Note:

- 1) Reserves save lives - fly with one and practise static deployments so you are familiar with your system.
- 2) Kevlar back plates reduce injury risk.
- 3) Whenever you deform your glider from normal flight, things can go wrong.

### Equipment

Glider: Airwave Voodoo 29  
Reserve: Metamorfofi  
Harness: Sky Systems SAS with kevlar back plate

STEVE BREWER

21.

BETTER FLYING

Improve your flying skills with the B.H.G.A. coaching course. Following the course held earlier in the year we are now running another for those who were unable to attend. The provisional dates are the 28<sup>th</sup> and 29<sup>th</sup> of November. This course is now recognised by the B.A.P.C. and there are places for 5 or 6 hang glider and 5 or 6 paraglider pilots. Its a chance to learn how best to assist low airtime pilots and also to improve your own flying skills. The course will be held at Sky Systems and on the hill and will consist of lectures seminars and some flying if the weather permits. Phone me on 081 660 0824.

LECTURES AND EXAMINATIONS.

Any pilot wishing to improve his performance by upgrading his rating may perform the necessary tests on committee evenings which are held on the first WEDNESDAY evening of the month at the DYKE HOTEL in the upstairs functions room. If you need help with any subject I will arrange for personal tuition rather than lectures if you get in touch.

CURRENT CLUB COACHES

I will publish the existing list of club coaches next month. In the meantime if anyone would like to know who there nearest is give me a ring.

*Adrian Caple*

To Windsock Editor  
S.H.G.C.  
PO Box 1359  
Brighton  
East Sussex BN1 4QX

2nd October 1992

From C Blackburn  
25 Creighton Road  
South Ealing  
London W5 4SH

I am unable to attend as a marshal on my assigned date of 16/01/93, off skiing, and have arranged a swap to 23/01/93 with Martin Brady.

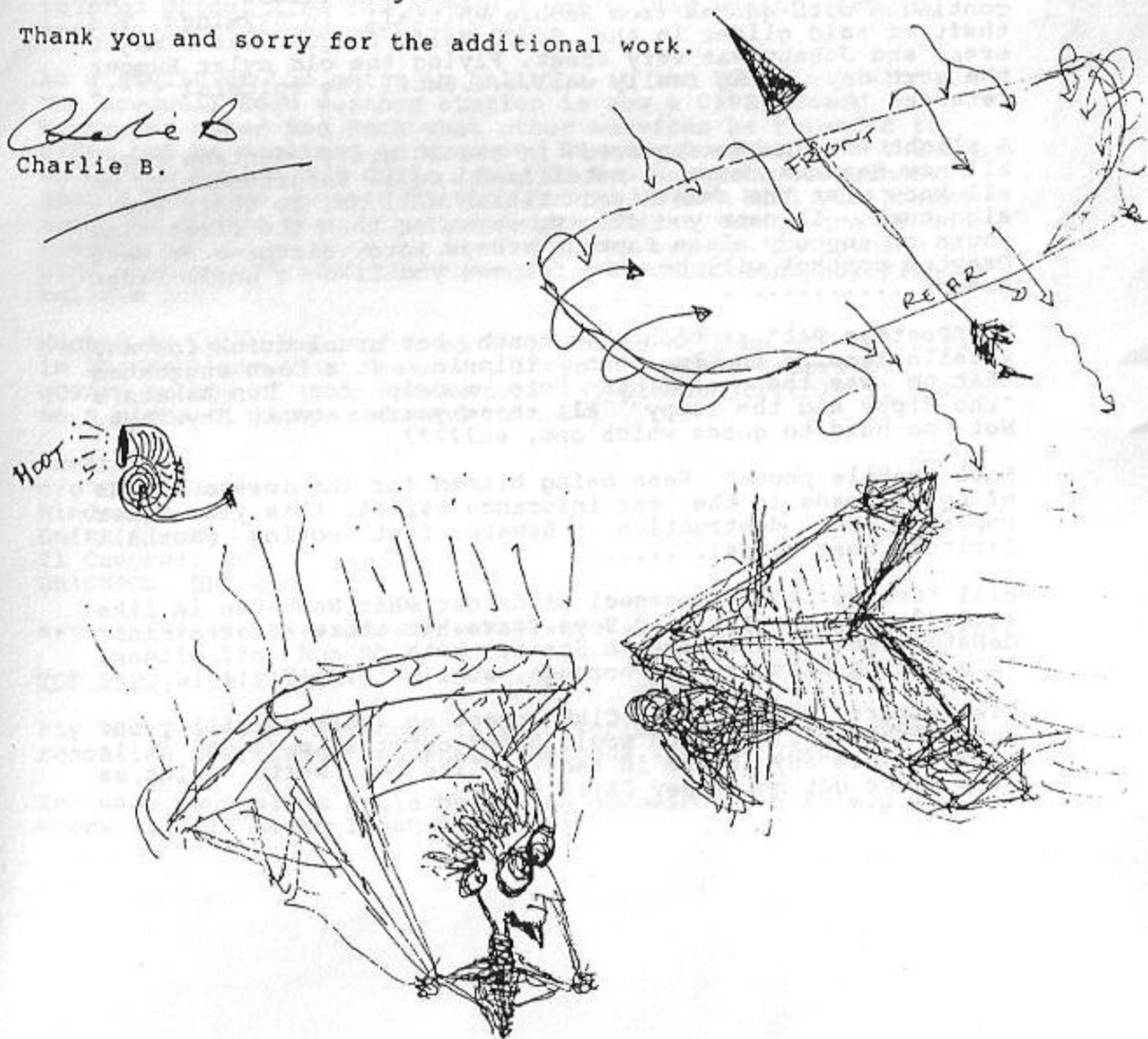
Therefore please amend the rota to :-

16/01/93 Martin Brady  
16/01/93 Eddie Bilous  
16/01/93 Ken Besfor

23/01/93 Charles Blackburn  
23/01/93 Richard Bonwick  
23/01/93 Joao Carlos Borges

Thank you and sorry for the additional work.

*Charlie B*  
Charlie B.



Irwyn "Road Runner" Jehu on one of his occasional visits to the Dyke in strong winds is forced to go XC before getting above take off. The would be XC to Brighton resulting in a loud dragging sound as the unnecessary parts of his harness are ground off by the road. Eventually his spinnakering canopy comes to rest in the car park behind the Dyke Pub without so much as a BAPC approved PLF.....

Tony "Top to Bottom" Luchessi watches from the bottom landing field again as the red Apco Santana goes XC again. Maybe its time he took his own advice and bought a brand new Apco Santana of amazing glide angle fame. Maybe he could blag one off Steve "Only got as far as Deal" Cook??????????

Tim "Model Instructor" Cox gives Steve "Upright Trophy" Jaccuzzi prolonged abuse about the content of last months Muckraker. Nice try Tim, but you're out as to the identity of the author. Please note your antics are still under scrutiny...

Herbert "Wasmerman" Prohl decides he's too far behind in the glider destruction stakes. He lands, going backwards in a howling gale in the middle of the clump of trees at the back of the Dyke paddock with only a muddy front to show for it. A stunt which has cost other pilots uprights or the embarrassment of a tree landing.....Not even Tim's students were flying, it was that windy.....

The saga of Johnny Carrs "really marvellous" UP TRX continues with quotes from Robbie Whittall in Skywings. The theft of said glider in the South Wales League was a major event and Johnny was very upset. Flying the old mylar Rumour the next day, doing really well.....until the spiteful \*\*\*\*s returned the TRX.

A slight hiccup has appeared in the XC crazy Santana saga. All new Santanas have a metallized sail. Unfortunately, we all know what the metallized finish will do to their radar signature. In case you didn't, remember that the first time yours or anybody elses Santana strays into airspace Mr West Drayton control will be able to see you like a small radar beacon.....

No "Postman Pat" section this month, but usual drink for any details leading to imminent ridicule. It's been suggested that he was the one of the role models for Ben Ashman's "The Hippy and the Yuppy" all those years ago in Skywings. Not too hard to guess which one, eh?????

Noel "mobile phone" Venn being blamed for the losses Lloyds of London made in the car insurance market this year after repeated car destruction. Beware fast moving Vauxhall Carltons near sites.....

Bill "Grange Hill" Jongeneel finds out what Newhaven is like at 5.30 am when the Wild Boys leave him there after a minor debate about his antics in Spain, both on and off glider. It's a long hitch to Crowborough, so I'm told!!!!!!

Disclaimer: The Southern Club accept no responsibility for any of this b\*ll\*\*s and would point out that none of it is true or has any basis in fact and its not worth suing us 'cos we've got no money OK!!

## RUCKMAKER MARK II

Martin "Sargeant" Pepper in the seedy loos near the Blorange bottom landing field car park sits in a cubicle reading out the writing on the walls for the entertainment of Kenton "Rude Kid" Birch and Steve "CRASHER" Jacuzzi. Unfortunately they leave as soon as two old men and a leather boy arrive without telling Martin who continues to read out loud the very non heterosexual graffitti to the dismay of the old men and the keen interest of the leather clad one. Martin exits the cubicle, sees the error of his ways and manages to leave before the leather king can go down or execute a bottom landing.....

Venue: The Dyke. Tim Cox to Rude Kid: "You should have been here earlier..it was very light...only blowing 18 m.p.h."

Mark "Rambo" Chick decides to show the admiring public what he can do at the recent Windsurfing scenario in Brighton. Charged up with bravado and with a thousand video cameras rolling he goes on the tow. A premature double release at 150 ft sees him bounce off the water close to the shore and get slightly wet feet but he feels after a second tow and a few wing overs that he's ready for anything. The loop of all loops shows symptoms of insufficient speed and stops at the top. Desperate weight shift has no effect and his upside downness watches his leading edge break and throws his chute. Casualties?? Bruised arm and injured pride. Time for a "Why I won't loop again" fawning article in Skywings perhaps?????

As a result of the shift in politics in the DSC Wendy Windblows the Bradwell Edge weather station is now a 0898 number. Muckraker asked Rod Buck what other services he intended to offer but he declined to comment. He was, however seen talking to Martin Pepper and Colin Jobey on two separate occasions.. Should the Dyke weather station become 0898?? Will Sue Brooks agree to record the voices on said numbers?? Which one of the numbers would you like to see?? You may say you're phoning a wind machine but will the husband/ wife/girlfriend/boyfriend believe you?????

Muckraker is in need of good first class dirt on anybody flying in the Southern Club area. So, if you have any scurrilous gossip on any of your old favourites, please scribble it down on a piece of paper and send it to:

Muckraker,  
c/o Chris Bartram,  
Windsock!  
Units G + H,  
21 Campbell Rd,  
BRIGHTON, BN1 4QD.

\*\*\*\*\*

TOP TIPS with Bernie

Fly under CU-NIMS to check if your vario really does automatic rescaling over 10-up and what it sounds like at 20-up.

Increase your glide angle by flying downwind in a 40 m.p.h wind where it will be at least 26:1!!!!!!

DEVIL'S DYKE - NOT MUCH BOTTLE, THEN AGAIN...?

The date, 29th August; the forecast, light to moderate NW going SW and picking up to 25-30mph, with a possible shower in the afternoon. Not brilliant, but I hadn't flown for three weeks and I was desperate. I arrived at the Dyke at 9am and found Tony Lucchesi rigging. The wind was very light NNW and the air looked very saturated. Very unconvinced at the conditions, I rigged up, not bothering with map and radio.

I did my pre-flight checks and clipped in. The time was 10.15am. The paragliders were intermittently launching and going up 30-40ft in weak cycles which lasted a few minutes. At 10.30am another cycle came through so off I went. I caught a weak thermal and worked it up to 800ft ATO where it died out, so I pulled forward to a reasonable looking cloud which was out the front. After a little searching I found some two up lift which I stayed in until cloud base 2200 AMSL just over the back of Newtimber Hill.

I drifted along to the A23 where it broke up, so I glided off for a cloud which was over the back of Ditchling. I arrived quite low about 500 AGL with little hope of finding any lift. When I bumped into a zero which I worked for a while, after a few 360s the vario registered one up and then two, then four, I drifted along to Lewes Race Course where I reached cloud base 2500 AMSL. I could see the sea breeze coming in over Firle and across Eastbourne - I had to fly north.

In the past I may well have gone for the sea breeze, but it has put me on the ground more than it has got me up, and with good cumulus to the north I had one choice. I got to a cloud just north of Lewes and reached cloud base at 2900 AMSL with the air drying out and cloud base going up. Things were looking better and it was only eleven o'clock.

There was a large blue hole beyond this cloud to the north and the sky looked good over towards Ringmer. I arrived just south of Ringmer Gliding Club at 1500 AMSL. I couldn't see any gliders circling, no thermal markers, but the sun had been on the ground for quite some time and there were clouds forming. I found a zero which, after a few 360s turned into one up, so I drifted along with this covering ground nicely. It gradually accelerated and I reached cloud base about three miles later, now 3000 AMSL.

I now began to think of a big distance with the wind going more west and the sky developing nicely. There were good cumulus to the north east over Horam, so off I went. The sink was worse than I had anticipated and I arrived low, 400-500 ft AGL. There were large clouds above and the sun had been on the ground for some time, so with any luck there should be some lift. The best thermal of the day so far appeared, six up to cloud base 3200 AMSL - I drifted along for around two miles and then went for a cloud just down wind and climbed to cloud base again.

I decided to head north around Darwell reservoir where there was a good cloud. I found good lift back to base 3500 AMSL. I could see by the ripples on the water that the wind had gone more west and picked up. Just what I wanted, but unfortunately there was a large blue hole east of the reservoir which was around 7-8 miles wide and the sky looked broken up to the south with a sea breeze moving in. So I turned north and headed for Hawkhurst.

After a two mile glide I reached a good cloud and got to base and carried on pushing north where just south of Hawkhurst I found strong lift eight to ten up, and was joined by a sail plane. I drifted along at cloud base before getting impatient and headed for Tenterden. Maybe a mistake, but I didn't want to get stopped by the sea breeze and there were good clouds over towards Tenterden. I found some weak lift on the way, but not much and arrived with 2500 AMSL under a big black cloud that looked like it would cu-nimb plenty of lift or so I thought. Nothing - not a blip - the biggest, blackest cloud I had seen so far produced no lift.

I was down to 1500 AMSL after a short search for lift, so I headed for some ploughed fields which had been in sun for a while just downwind of the town. I picked up a weak thermal which slowly accelerated to six up, cloud base 3800 AMSL. I could now see Ashford in the distance. I drifted along underneath the cloud, then went for a cloud downwind about two miles. Back to cloud base 3800 AMSL the drift seemed to have some south in it, so I left and glided for Ashford.

The sink was worse than I had expected and I arrived at 600 AGL about half a mile short of the town. The air was rough and turbulent, a good sign of lift, so I searched around losing 200 ft in the process. Then a weak blob appeared and I slowly climbed to 1500 AGL where I opened up the 360s and found four up and after a couple of minutes six up, and back to cloud base 4500 AMSL.

There was a short cloud street here which I flew under, finding strong lift all the way along. At one point I had to pull on 50 mph to stay out of cloud and failing. When I popped out I could see Deal in the distance! I now realised I had a very good chance of making it and all I had to do now was to stay up. So I sat on the front edge of the cloud just drifting along.

I could see by looking at the ground that the cloud was expanding fast, so I glided away to have a look. It was bigger than I had thought, towering as far as I could see - a good possibility of a cu-nimb. So I pulled on and headed for Deal. The air was smooth and buoyant and I arrived at some friendly clouds over the A2 about 4-5 miles south of Canterbury.

I climbed to cloud base 4500 AMSL and drifted across to a town called Aylesham where once again I found the lift becoming very strong and had to pull on to 45 mph and still I found I was getting one up. This lasted about two miles and then steady sink. Only five miles from Deal with 4000 ft I began to relax. There was no sign of any sea breeze coming in from the coast, cumulus stretching off out to sea.

Oh sh\*t!!!, it's the bloody Red Arrows flying in formation - very worrying indeed, and there's not much you can do about it either due to the fact they're doing around 500 mph! Luckily enough they had spotted me before I spotted them (they must have good eyesight). They were around 500-1000 ft below and quarter of a mile away flying in a circle from left to right around behind me. As they came back into view the front few aircraft let out smoke trails to say hello and then disappeared off to the west.

I hadn't noticed the vario for the last couple of minutes, and it was showing eight down. To land short now would be disastrous, but soon I was back to two down with occasional zero. I reached the edge of the town with 1000 ft where I found some eight up lift, but with no more land left I pulled on through it and set up a landing approach. Ideally I wanted to land on the beach, but the wind had picked up and a beach landing would mean putting it down behind a small bank in rotor.

So I ended up landing in a field 3-4 hundred yards from the beach and even there it was rough. The flight took three hours and 30 minutes. I landed at two o'clock - maybe if there was more land I would have done a really big one?!

I have to write a bit about the glider. I'm flying the Santana SRC which is probably the most underrated glider there is, and after flying most other high performance machines, I believe is the best. I've been flying the SRC for the past two years; it's very easy to fly due to the light handling and stability, coupled with very progressive stall and positive feedback through the control bar. The sink rate and glide speed are excellent. Even at low speed the glider is easy to turn, making scratching and working the low-save thermals much easier, having had climbs from 150 AGL. I've failed to find any yawing tendencies and find it easy to land and take off. What more could you ask for? If you don't believe me test fly one??

Thanks to Tony Lucchesi for the retrieve - I owe you another one.

Glider: Santana SRC (lovely jubbly)  
 Vario: Davron 100  
 Harness: Podlite Thinsulate  
 Total Distance: 75 miles  
 Max Height Gain: 4900 AMSL

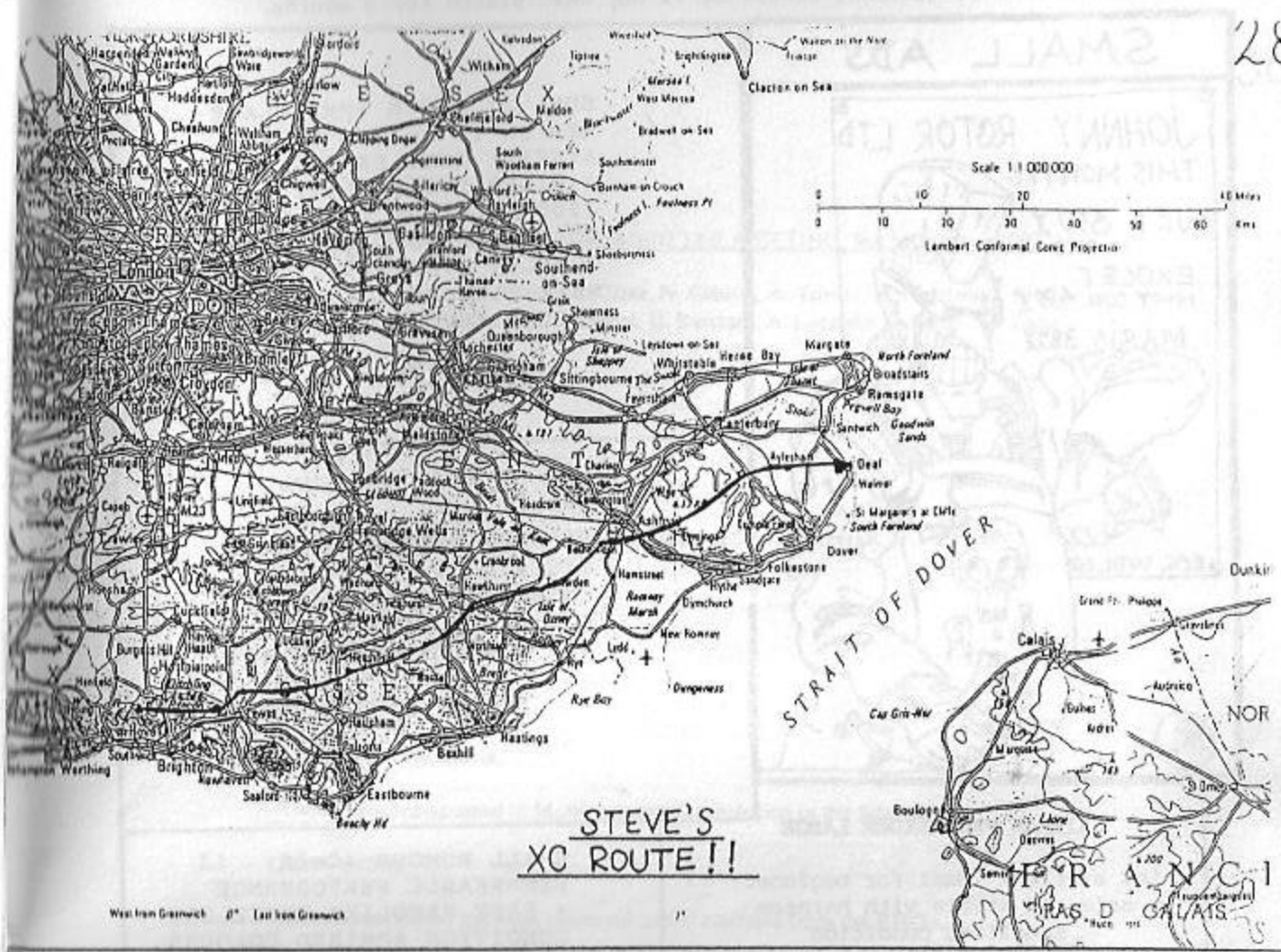
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Dear Chris:

Enclosed an item of inconsequential nonsense that you may fill the foot of a page with.

*Bernard J.*  
 (B. Clifford)

Release

Six o'clock in the office lift: release

Half an hour west on the District Line: release,

A check on the met. and a good night's kip: release,

Heading south with the wing on the rack: release,

An unhurried rig and a breeze on the ridge: release,

A bloke from the club with a grip on the wires:

RELEASE!

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## MINUTES OF THE SHGC COMMITTEE MEETING, 9th September 1992

Present: J. Carr, M. Brady, A. Caple, N. Gibson, A. Turner, K. Pickering,  
M. Woodhams, M. Carnet, C. Bartram, A. Lucchesi, I. Jehu, I. Dehaan

Apologies: T. Cox, G. Cook

### 1. Introduction

J. Carr welcomed I Dehaan to the committee as Social Secretary.

### 2. Minutes From Previous Meeting

The minutes were accepted.

### 2. Matters Arising

#### 2.1 Emergency Procedures

These have been passed to M. Woodhams for inclusion in the Sites Guide.

#### 2.2 Safety Article

An accident report has been produced and is available from the BHGA.

#### 2.3 Markers at Caburn

J. Carr was unable to replace/repair the discs, being immobilised due to an ankle injury.  
J. Carr will ask Fionn Kennedy if he will deal with this.

J. Carr mentioned that Fionn had asked for a notice board displaying the site rules to be erected at the bottom of the hill. This would need to be waterproof. J. Carr will talk to Chris Pearson about making a board. The new issue of the Sites Guide will be used.

#### 2.4 Peregrine Falcons at Beachy Head

J. Carr had made further attempts to reduce the period for which Beachy Head is closed to hang gliding/paragliding, unfortunately without success. The bird protection organisations are adamant that, for the next couple of years at least, we must err on the side of caution to ensure that nothing happens that will discourage the birds from nesting at the site.

N.B. At one time, peregrine falcons were evidently quite common on the cliffs but were wiped out during World War II because they killed the carrier pigeons.

#### 2.5 Towing at the Dyke

The farmer is receptive to the idea of developing a towing site. The land at the back of the Dyke would also offer a nursery slope in a south westerly and would support aerotowing. Equipment could also be stored on the farm. To finance such a venture, the Club would need to charge for launches. Based on the crop cycles, the earliest the complete area could be made available would be autumn 1993.

## SMALL ADS

*M. Carnet will work on the package and obtain independent advice to determine a mutually acceptable fee. He will prepare a proposal to put to the AGM.*

I. Dehaan mentioned that he may be able to make social facilities available to the Club in Dorking.

## 2.6 Armbands/windsock for Beachy Head

A windsock was provided at the meeting by M. Carnet on behalf of G. Cook.

M. Carnet also stated on G. Cook's behalf that the mailshot to chase up membership renewals had worked well.

## 2.7 Acquisition of Flares

N. Gibson pointed out that a pack of flares only comes with one flare gun and so, could not be distributed amongst Committee members as planned. *K. Pickering offered to obtain some spare guns. N. Gibson will purchase one pack of flares.*

## 2.8 Unauthorised Training

The school seen training at Firle without authority was written to and has taken note. They are aware of the consequences of further breaches.

## 2.9 Car Parking at Caburn

The farmer has been paid for use of the car park.

## 2.10 Club Badges

*M. Carnet reported on G. Cook's behalf that he had been contacting badge suppliers for quotations.*

## 2.11 Subscriptions Set Aside For Land Purchase

*M. Brady will contact P. Day to ensure that funds are placed in a separate account.*

## 2.12 Liaison With Mid-Sussex Council

A letter has been sent requesting permission to erect the warning sign. As yet, no response has been received.

The Council are anxious to receive information regarding the amount of usage of the Dyke. *A. Lucchesi will provide M. Carnet with logged flying days at the Dyke. M. Carnet will collate these with his own records and forward the information (1st January to 1st September) to M. Brady who will write to the Council.*

## 2.13 Club Members' Achievements

J. Carr read out a statement of achievements by Club members produced by G. Cook. *A copy will be placed on the notice board in the Dyke Hotel.*

## 2.14 Towing Grant Application

The application for a loan will be held over until further progress has been made regarding the acquisition/renting of land to run a towing operation.

## ORDER

## 2.15 Marshalling Duties

A meeting was held to assign dates to marshals. 180 persons were available. J. Carr read out a letter to be sent to all marshals with the list of dates. Less experienced pilots can always obtain advice and guidance if necessary.

## 3. Sites

Payment has been made for use of the bottom landing at Firle.

It is anticipated that another bottom landing field will become available there next year. An area of about 2 acres will be required.

I. Jehu has spoken to Eddie Bilous regarding the use of Steyning by club members. Club members are welcome to use the site, but would they please talk to Eddie before flying there.

J. Carr is still waiting to hear regarding Cuckmere Haven. He had proposed a trial period.

The possibility of using the site which was brought to the attention of the Committee by T. Cox will be raised as an agenda item at the next meeting.

Of late, little income has been received from the schools. M. Woodhams is expecting to receive the appropriate payments in the near future.

M. Carnet observed that, since the bottom landing area at the Dyke has been open, use by schools has increased which will generate income for the Club.

## 4. Use Of Club Sites By Non-members

This issue was raised for discussion because of the difficulty in getting daily sites fees from non-members who often evade payment even when asked, and because of the feeling that the current policy of the Southern Hang Gliding Club may disadvantage the membership as other clubs close their sites to non-members.

M. Carnet said that the objective should be to make pilots want to join the Club (rather than membership simply being an obligation in order to be able to fly Club sites).

N. Gibson had spoken to some local Clubs who seemed keen on establishing reciprocal arrangements so long as there is a mutual publication of sites guides ensuring that current site rules are understood.

Following a discussion, the following possibilities were considered :-

- Increase day membership to £5 as an incentive to join the Club to those who are not genuine visitors but see day membership as a cheap option.
- Pay all day membership receipts into the assets account for the purchase of land by the Club.
- Reinforce the requirement that on-site, membership stickers should be either visible or presented on demand.
- Upto date membership lists should be held by Club officials. Anyone unable to demonstrate they are a member will have to pay day membership.

K. Pickering also suggested reintroducing the Devil's Dyke XC Competition.

*Internal Club comps will be discussed at the next meeting.*

In T. Cox's absence, K. Pickering presented the changes to local airspace due to be implemented on 12th November. This basically amounted to a reduction of controlled airspace in our area including raising the ceiling at the Dyke to FL55. The BGA had been involved in discussions with the CAA to support the interests of the local gliding clubs. It is not clear whether the BHGA had any involvement, or whether any advantage the Club gained was purely fortuitous!

5.3 Social Secretary (I. Dehaan)

*The Xmas bash will be arranged at the Ravenswood for the first Saturday in December.*

6. Any Other Business

A national windsurfing competition will be starting in Brighton on Wednesday 16th September. It will also feature paragliding and hang gliding.

K. Pickering suggested appointing a PR man for the Club.

It was agreed not to make any further payments for the weather machine until the next AGM.

A meeting is to be held between the Southern Hang Gliding Club, the Downs Club and the BHGA in the next couple of months.

7. Date Of Next Meeting

Wednesday 7th October, Devil's Dyke Hotel

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- Introduction to Paragliding by Zygmunt Frankel. Humorous introduction to flight. Pocket size. £6.00
- ABC of Paragliding by Hubert Aupetit. £9.99
- Paragliding - The Airsport for the 90's by Gary Cook. Exam primer for P/G exams. £2.20
- Air Rider's Weather by Alan Watts. The latest meteo book for hang gliding and paragliding - lots of info. about South Coast weather! £14.99
- Understanding the Sky by Dennis Pagen. Brilliant study of the weather and how it affects our flying conditions. £12.00
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- French Sites Guide. 677 pages, lots of pics and maps - indispensable for French travelling. £25.00
- Hang Gliding Flying Skills by Dennis Pagen. Great primer for all levels from beginner to advanced.
- Hang Gliding Techniques by Dennis Pagen. Furthering existing skills. Thermalling, XC etc. £5.90
- CAP '85 NEW EDITION. CAA guide to UK air law. Essential for all exam candidates. £5.00
- BAPC Paragliding Log Book. £5.00
- Cross-Country Magazine - International hang gliding/paragliding magazine. English Language. 'phone for issues available. £3.50 per issue.

### Miscellaneous

- Sky Systems Standard Flying Suit. Breathable, windproof, weatherproof oversuit. SOFITEX cloth, with full length zips and elasticated cuffs. Ideal for all pilots. S-M-L-XL £89.00
- Kid's Flying Suits - as above, perfectly scaled. 2-4 yrs £45.00, 4-7 yrs £55.00, 7-10 yrs £65.00
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