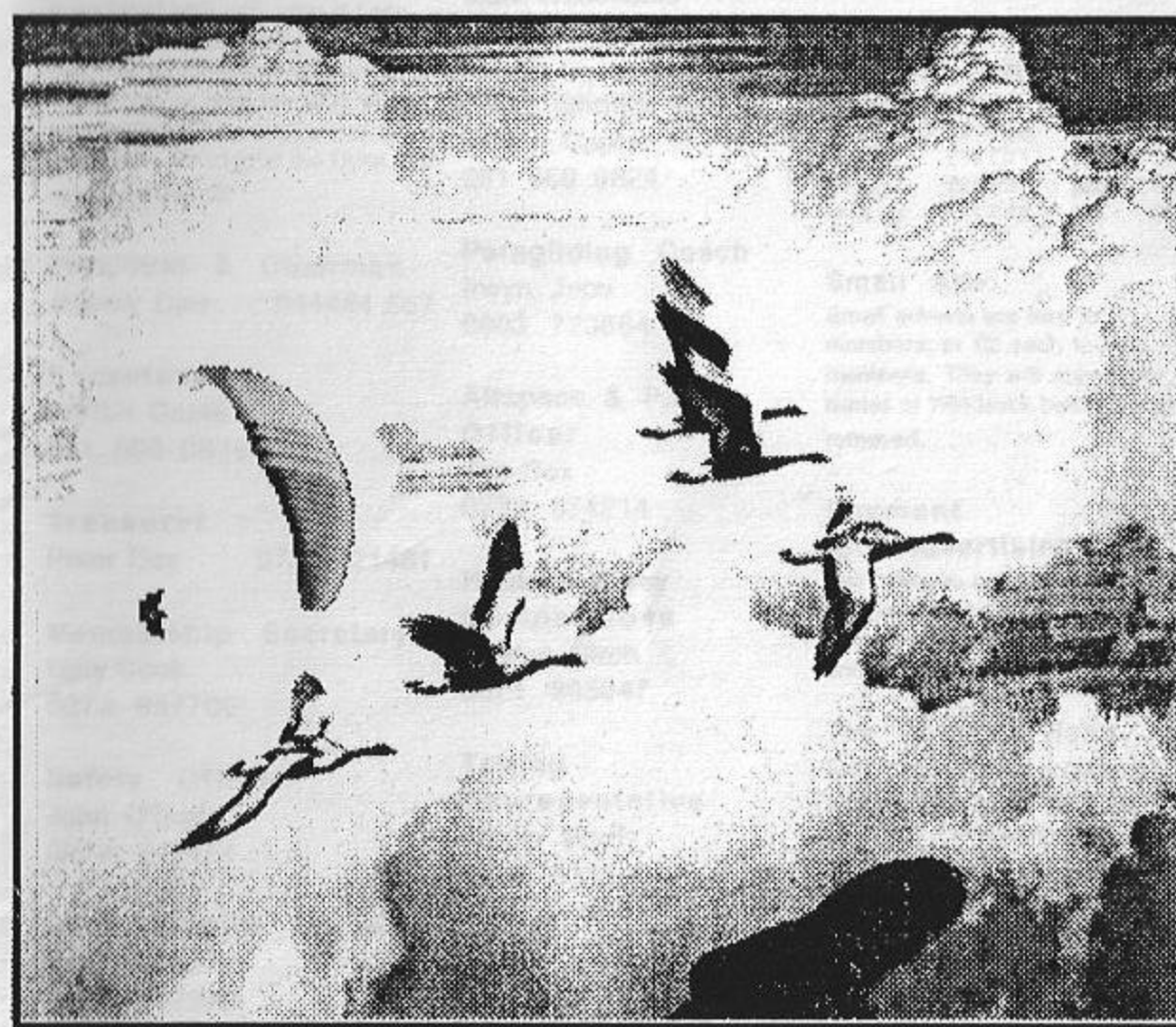


THE SOUTHERN  
HANG GLIDING  
P.O. BOX 1359

December 1993



# WINDSOCK



Magazine of the

**Southern Hang Gliding Club**



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

**COMMITTEE DEC. 1993.**

Please note - we can always do with people to help out the committee with some of the chores associated with uch! stop It Let's thrust some new stuff into the Club; if you think that you could do something, or help the Club in any other special little way, come to a Committee meeting at the Dyke and volunteer for it!

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**Secretary**  
Adrian Caple  
081 660 0824

**Treasurer**  
Peter Day 0734 421481

**Membership Secretary**  
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0273 857700

**Safety Officer**  
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Competitions**  
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0621 893047

**Towing  
Representative**  
Martin Brady  
0444 233346

**New Devil's Dyke  
Weather Machine:**  
0839 600603

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**The Southern Hang  
Gliding Club** supports the aims and ideals of the British Hang Gliding & Paragliding Association.

**Readers Please Note:**

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- The views expressed in articles, letters, etc. in Windsock are not necessarily those of the SHGC, the Editor, or the SHGC Committee, especially if they cause offence, boils, premature whatever, etcetera.

**WINDSOCK:**

Please send contributions (articles, photographs, gossip, suggestions, money, etc) to:

**Irwyn Jehu,**  
c/o P.O. Box 1359,  
Brighton, East Sussex  
BN1 4QX

## Up-to-date list of Club Coaches

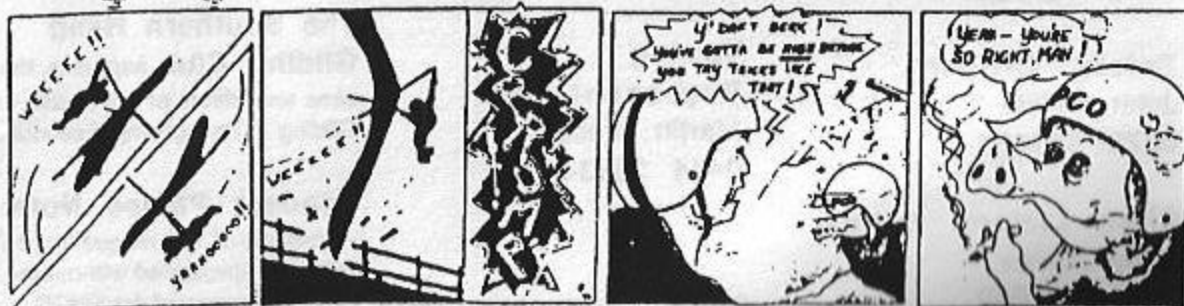
COACH/DISCIPLINE	LOCATION	Tel.
Steve Uzochukwu/bi-discipline	Maidstone	0622 36219
Steve Pugh/HG	Greenwich	081 692 8554
Reg Richardson/HG	Eastbourne	0323 416366
Ron Richardson/HG	Keston	06898 56723
Stewart Swanton/PG	Hove	0273 732219
Noel Venn/HG	Reigate	07372 21023
Dave Williamson/HG	Brighton	0273 604752
Steve Brewer/PG	Henfield	0403 710739
John O'Neill/HG	Brighton	0273 541451
Mike Broadbent/HG	Bexhill on Sea	0424 210951
Steve Cook/HG	Littlehampton	0903 725724
Francis Cracknell/PG	Isleworth	081 5684184
Nigel Gibson/PG	Feltham	081 890 7476
Harry Greene/PG	Orpington	071 482 4927
John Hutcherson/HG	Wandsworth	081 810 5050
Chris Jones/HG	Ealing	081 579 2830
Dave Keepax/HG	Burgess Hill	0444 245 233
Rodney Lees/HG	Brighton	0273 300328
Tony Lucchesi/HG	Harvel, Kent	0474 812106
Ali Maddock/PG	London	081 341 3383
Dave Matthews/HG	Brighton	0273 604752

REMEMBER: THE COACHES LISTED ABOVE ARE HERE TO HELP LOW AIRTIME PILOTS TO ESTABLISH THEMSELVES IN OUR CLUB.

GIVE ONE OF THEM A CALL, OR LOCATE ONE ON THE HILL FOR HELP OR TASK SIGNING OFF.

### Sty-high

by Steve Cottle



### AGM 1994

**WE WILL NEED TO REPLACE OUR CHAIRPERSON (M/F) AND MEMBERSHIP SECRETARY (M/F) AT THE 1994 AGM**

- please think about filling these positions if you can, and do your bit to help the Club to live long and prosper.

All other electable positions are up for grabs as well, although the present incumbents may willing to stand again. Please volunteer if you can.

## Chairmans' letter January 1994

Well new year greetings everyone. I for one am looking forward to the coming season and I am quite glad to see the back of 93. Those of you who couldn't make the Christmas bash missed a really good night out.

There is a Quite a lot happening on sites at the moment. I am working on 3 possible new ones, they are all in very sensitive areas so there are no guarantees. You can talk to committee members if you would like to know more about them.

I received a few letters of complaint about the cartoon character Conchita, who was on the front cover of the Magazine. I am sorry if this offended anyone. I can assure you all, that was not the intention of the editor. For those of you who are not aware Conchita was introduced to our club by Andy Napolitan who had quite a bit to do with the magazine in the '80s. As she was wearing a Christmas outfit and we were advertising the Christmas dinner it seemed a good idea to put it in, and bring back a bit of nostalgia from the Andy Napp days. The

new Editor says it will not be printed again, so any Conchita fans will have to make do with the cartoon girl on who framed Roger rabbit, she's nice. oops ok, its a fair cop I am a cartoon pervert too. As far as sexism goes I was expecting comments about an article in the same magazine that I thought was sexist and no one picked up on it. Anyway sorry ladies lets let it rest and get on with the flying.

The swift is coming and should be seen flying on our sites from late January to early February, I can't wait. Don't forget to check your marshalling date, it is important.

I have been having a few gliding lessons at Parham since October and I am progressing slow but sure. That is why I haven't been seen on the hill till that really nice day Boxing day Sunday. I am going to write an article about gliding from a hang glider pilots point sometime soon.

Anyway that's all for now I look forward to seeing you and wish you all safe and happy flying in the coming season.

JOHNNY CARR

## What's Yours Called

by Ralph Coulam

I badly need help. I have recently bought my first glider and I don't know what to call it.

Renault's (or was it Citroen's?) ads last year were a good idea. They tried to establish a personal link between the owner and the car by suggesting that they ought to have the same names (ther cars that is). But who could get lyrical about a car? - in simple terms, aren't they really just necessary evils to get us to launch sites and then home again afterwards?

But, with a glider - now there is something quite different! If we had been born with wings, we would have had a natural relationship with them. Same as arms and legs - stands to reason, doesn't it? Remember the song from the musical show South Pacific: "I call her hips Twirly and Whirly."? We haven't got wings, but we have had the sence to equip ourselves with gliders instead and therefore our gliders ought to have names.

Good, now that we agree we're all on the same wavelength - I can see several heads nodding in agreement - the question is: "What sort of name?". The answer is obvious. Consider the characteristics of a glider - willful, headstrong, determined - and at the same time reliable, dependable, contrloable. In fact, all the characteristics of a good woman. So, there's no argument then, glider names have to be feminine. At least that's a starting point.

But, from here, the choise is thoroughly daunting. Just consider a few possibilities that spring to mind:-

Medusa - one look at her and be turned to stone,  
Boadicea - she slashes mens legs with scythes on her axls.  
Joan (of Arc) - she had a fiery end.  
Catherine (the great) - wasn't she a tyrant?  
Mary - the nursery rhyme says she was quite contrary.  
Margaret (Thatcher) - she wasn't for turning (180 - 360 ?).  
Avis - now we're back to cars (rental that is).

What do I do now? Well, one of the few things I learned in training was that was that a newcomer must learn from the more experience pilots by asking, asking and asking again. So here goes: What's your called?

*I have to confess to little knowledge in this:-*

*Firstly I,m Welsh and our language awards everything gender just like the French so we don't relate gender and sex .*

*I have two canopies one I call **Carlo** which is the welsh familliar name for a hound or your Prince Charles (the one with big ears) - the other is called **Mort**. If you want to know why - fly it.*

*The only other guy I know who names his canopy is Howard Travers CPCC - He calls his **Conchita** because although she wont go very far she looks as if she might.*

*Irwyn*

## It Takes Two To Tango But It's Too Late To Teach You To Fly.

Harnesses? Check! Helmets? Check! Vario? Check! Glider? Check! Camera? Check!

November 15th and we've got that M & M feeling. After nearly a month of nail biting delay a moderate NNW wind hits the South Downs and is propelling Chris Bere and all his mates into orbit A faint hysterical giggle can be heard even at the factory.



Mike Millie and I don our Blues Brothers shades and grab a large nylon sac. We have a job to do. The unmarked Vauxhall Astra awaits.



By **Mark Turner**

As we career round the final bend into the car-park we know today will be the day. Lumps of ripstop and dacron litter the sky like doggy doos in the rigging area. We turn to look at each other and two pairs of Ray-Bans nod knowingly. The time has come.

Nonchalantly we walk to the front of the Dyke and careful to avoid both prying eyes and doggy doos we spread out an inconspicuous yellow and blue canopy. And two harnesses. And two helmets. One Vario and one camera.

We are spotted. A just audible jeer runs through the mass of

Katana and Space pilots. But they know not to raise their voices too high, just in case. Which is as well.

The wind is perfect. We are ready. Mike steadies the sail and heaves forward. I run, pulling hard. His feet bite air and the canopy banks left towards the bowl. We are off.

In the front seat my movements are involuntary. I must submit to Mike's will. But it is the same; to complete the first tandem out and return to Truliegh on a paraglider.

But first, some fun.

Steve Cook banks hard into a core ahead of us and begins a climb. Our speed quickens and we head out off the ridge. A strong surge, the vario screams, Mike brakes hard left and we both weight shift. A steady climb results. Steve is closer now.

We draw along side. We have to admit he is a cool character. But he is only one. My hand reaches for the holster. Mike steadies the bank. I am ready, aiming, waiting. Click! The horror on Steve's face is captured for ever. I lower the camera as the top of the Santana drops below us.

Still we are climbing! 1200' in November! Enough height now to clear the pylons, even so our sphincters twitch.

Ahead a Voodoo. Flown by an Ewok?

"Psst! Wanna buy a back plate?". Jerry Hansen. Small fry. His canopy has enough holes in anyway. We cruise on.

Up again. Truliegh is now within gliding range.

The school is out. And so is someone with a fetish for school uniforms. Voices now. "Allright! No Problem!" Click! a photograph for Ruth.

A quick wind check and we are into the bowl. And climbing. Fast. Enough height now to glide out to the factory. Or carry on.

Level with the Tottington Manor and the main target is approaching. Nearly in sector. Aiming. Nearly! Click! Click! Click! Just to make sure. Half way. Cold sweats.

Now it's Mike's turn to enjoy the view.

The brakes are heavier than I thought. Not so high now. Down to ridge height. Too low for the pylons...

Scratching two up is hard work.

A Katana wheels over the point. Mike Allen. We cannot fail now.

At last a slow climb. We are ready for the Sphincter zone. We lift our legs. The cable is close! Factor 10 on the Sphincter Scale.

It is easy now, we relax. Mike draws along side. The proud father. Click!

One for Nancy and Jamie. Out of film. Round the point. A different world. Goldfish bowl. Will they ever learn?

Scratching now. Across the paddock. Nearly home.

Something on the ground glints ahead. a red Ozee suit. He is aiming. We have been betrayed! Swanton! Closer now. Defenceless.

We do not hear the shutter, we are busy. Rotate for the flare, air flow slowing, ground rush.

We are down. Big grins. Mission complete.

A giggle from above. "You faggots!".

The grins fade. Sun-glasses converge. We nod. A hand scrawls a single word in the tattered black book. "Bere"

We will return.

## **AGM PREPARATION, PART ONE: WE PRINT HERE THE 1993 MINUTES OF THE ANNUAL GENERAL MEETING OF THE SOUTHERN HANG GLIDING CLUB**

**IN TIME FOR YOU TO READ THEM  
BEFORE THE NEXT AGM  
To be held on the 12th March**

Date : 13th March 1993  
Time : 7.30 p.m.  
Venue : Devil's Dyke Hotel  
Committee: J. Carr  
(Chairman/President)  
M. Brady (Secretary)  
G. Cook (Membership Secretary)  
A. Caple (Hang Gliding Club Coach)  
A. Turner (Sites)  
P. Day (Treasurer)  
M. Woodhams (Schools Liaison)  
I. de Haan (Social Secretary/Windsock Editor)  
N. Gibson (Sites Control)  
I. Jehu (Paragliding Club Coach)  
F. Kennedy (Sites)  
T. Cox (Airspace)  
M. Carnet (Safety/Towing)  
Apologies : K. Pickering (Away Competitions)  
C. Bartram

### **1. INTRODUCTION**

J. Carr opened the meeting by welcoming the members. A signing-in book was circulated.

Time permitting, proposals would be accepted from the floor later in the meeting.

### **2. APPROVAL OF MINUTES**

J. Carr proposed that the minutes of the previous AGM be approved. Seconded by M. Woodhams. Carried unanimously.

**3. MATTERS ARISING** None.

**4. OFFICERS REPORTS**

4.1 Hang Gliding Club Coach (A. Caple)  
During the year, there had been 2 courses providing the Club with 12 more coaches, a number for each discipline.

A. Caple commented that, during his first year on the Committee, he was impressed by the amount of work performed by it, hence his proposal that Committee members should receive refunds on their subscriptions. He hoped this would be an encouragement to others to step forward.

4.2 Sites (A. Turner)

On the whole good news with very few problems with site owners. However, equipment has been going missing at Beachy Head requiring it to be replaced. Reports have also been received of the equipment being left out at the end of the day.

The closure of Beachy Head cliffs during the first half of the year, because of supposed nesting Peregrine Falcons, is currently being looked into further.

The bottom landing at Firle (to the west of the road) is due to close at the end of May. A. Turner pointed out to the meeting that horse riders use the coach road at the bottom of the field.

The use of Firle by schools is restricted to those registered to do so. Other training may be given to Club members under the auspices of the Club Coach.

There is an additional bottom landing at Ditchling when crops are not in.

While there are no specific problems at the Dyke, it is important, as always, to observe the site rules.

Use of Steyning continues under the control of Eddie Bilous.

Some parking problems have developed at Newhaven. A. Turner will meet with the warden to discuss what can be done.

A. Turner and F. Kennedy are going through the area and contacting farmers

through the area and contacting farmers regarding potential sites.

It was pointed out from the floor that the landing markers have gone at Mount Caburn.

Mark Windus and his father have very kindly given authority for paragliders to fly from Truleigh for a trial period of one year.

A. Turner and F. Kennedy were applauded for their efforts.

#### 4.3 Treasurer (P. Day)

The available figures cover 11 months (end March-end February).

Nevertheless, receipts seem to be getting less and expenditure greater.

P. Day has contacted a number of banks (Clydesdale, Co-op, Giro) to check out the possibility of opening an account with lower charges than those levied by Barclays, but without success.

J. Carr thanked Peter for a splendid job.

[Later in the meeting, Peter provided the following figures for 1974 (when the SHGC was established) for comparison with the present : Income: £2,400, Payment to Farmers : £1,200 (£4,808 for 1992/3)]

#### 4.4 Schools Liaison (M. Woodhams)

The schools currently registered to train on SHGC sites are : Sky Systems, Sussex College, Free Flight (Paragliding), Green Dragons, Skywings Sports and Purple Haze.

Some members have expressed concern that fee income from schools does not reflect the use of Club sites. The amount was £561 this year as compared with £496 last year which would seem to be reasonable in view of the economic situation.

While there is no evidence that schools are not paying, M. Woodhams suggested tightening up the procedures for making payment along the following lines :-

a) All payment must be made to

the Schools Liaison Officer with the required documentation (see 3) below).

b) Payment must be received by the Club by the 30th of every month. (until now, there has been no stipulation as to when schools should pay).

c) Standard information shall be provided with payment. The following is suggested: pupil, glider type, site, amount received, date of instruction and name of the instructor(s).

d) A letter dated 4th January 1993 was sent to each registered school, specifying who may teach at which sites.

e) All school instructors, whether qualified or not, must be full flying members of the SHGC.

f) School registration runs for one year renewable at each AGM.

All school proprietors should see M. Woodhams to sign the registration document.

In response to a question regarding teaching at Firle, the rules relate to an old agreement with the landowner permitting Tim Cox and Russ Crowley to use the site. Both only teach hang gliding there.

Sites Guide :-

This will cost in the order of £1,000 for 600 inners and 200 binders and covers. The new version will contain changes to airspace and other details. The Truleigh sheets will be issued about 1 month later.

J. Carr thanked M. Woodhams for his considerable contribution over the year.

#### 4.5 Membership Secretary (G. Cook)

There are 378 paid up members including 6 honorary members. 27 members failed to renew from the previous year. A degree of turnover is to be expected with people leaving the

area, sport etc.

Some membership details may be inaccurate due to incomplete information on membership forms. However indications are that 50% are paragliding only, 42% are hang gliding only and 8% pursue both disciplines.

106 additional renewals arose as the result of a 'reminder' mailshot.

£12,446.56 was banked for membership payments, the Christmas Party and site fees.

G. Cook reminded the meeting of the importance of providing accurate information on the renewal forms.

#### 4.6 Airspace Officer (T. Cox)

Some recent changes have benefited the Club thanks largely to the efforts of Ringmer Gliding Club. T. Cox will acquire new air maps when they become available for sale to Club members. He emphasised the need for an up to date map for any pilots thinking of going XC.

#### 4.7 Social Secretary (I. de Haan)

I de Haan had taken over in the position during the year. An Xmas Bash was held at the Ravenswood. This made an £80 loss.

I de Haan will be placing an article in Windsock asking members what they want. Please let the Social Secretary know.

I. de Haan also stepped in at short notice to pick up Windsock - with considerable assistance from Gary Cook. Hopefully Windsock will now continue to appear on a regular basis.

#### 4.8 Sites Control (N. Gibson)

Hopefully, the revised rules for Newhaven are now acceptable. The only incidents have been with pilots ignoring the rules.

The road at Caburn is currently blocked off and people have been parking outside the beauty parlour - a potential source of trouble for the Club. Please read the Sites Guide and act accordingly.

We will only keep sites if we can demonstrate the members will conform to rules.

Some Club members who are regularly on the hill have been issued with flares. If a red flare is fired, this signifies a life threatening situation and pilots must land immediately.

#### 4.9 Paragliding Coach (I. Jehu)

As a sport paragliding has come of age which is now reflected in the coaching system.

I. Jehu would like to see coaching and competitions organised within the Club and for paragliding members to get involved.

#### 4.10 Towing (M. Carnet)

A successful hang gliding towing event was held earlier in the day. M. Carnet is currently trying to persuade the farmer to dispense with the fences at the back of the Dyke and to turn the land over to pasture. There is some potential for assistance from the Sports Council.

#### 4.11 Safety (M. Carnet)

The year had seen a number of lucky people. Unfortunately there was also the fatality. A consistent problem for the Safety Officer is obtaining information about accidents and incidents. Perhaps more reports would be received if they were anonymous as is the case in Germany.

A recurring feature in hang gliding accidents is strong winds. The lack of wheels has been to blame for some breakage's.

Paraglider pilots have also been flying when it is too windy and being blown back onto fences etc. Too many people are performing manoeuvres such as B-lining and big ears without understanding what is happening, with resultant crashes.

In general, few problems were experienced with overcrowding though there were 2 mid-air's each involving a

hang glider and paraglider.

A notable incident (well publicised to the detriment of the Club) was a hang glider crashing on the concrete path at Rottingdean.

A member asked what had happened to the mid-air incident report promised at the previous AGM - it could provide low-airtime pilots with valuable information. M. Carnet said it was extremely difficult to get accident information from the BHPA. He also felt that articles rather than straight reports were more constructive. J. Carr will make sure the details of the incident are publicised.

I. Jehu said he had recently attended the Air Accident Investigation Branch. One pertinent point raised was that serious accidents are very often preceded by a series of less significant incidents involving the individual. It is, therefore, important that seemingly minor incidents are registered.

#### 4.12 Chairman (J. Carr)

J. Carr thanked all those who stepped in at short notice, particularly, Gary Cook, Irwyn Jehu, Ian de Haan and Finn Kennedy.

Hopefully hang gliding and paragliding are now experiencing a more harmonious coexistence.

Marshalling seems to be working satisfactorily. There is still scope for improvement but we are getting there.

J. Carr thanked the Committee for their efforts over the past year.

#### 5. ELECTION OF COMMITTEE

J. Carr announced his intention to stand for another year as Chairman. He was planning to stand down but had been 'leaned on'. Club members should be thinking about a replacement next year. J. Carr was elected unopposed.

J. Carr said he was looking for an even balance of hang gliding and paragliding on the Committee.

M. Brady was standing down as Secretary to help progress towing within the Club. A. Caple was proposed by M. Woodhams, and seconded by N. Gibson. Elected unanimously.

M. Woodhams unopposed as Schools Liaison Officer.

G. Cook unopposed as Membership Secretary.

A. Turner unopposed as Sites Officer.

N. Gibson unopposed as Sites Control Officer.

J. O' Neill unanimously elected as Safety Officer.

T. Cox unanimously elected as Press Officer. (Proposed M. Woodhams, seconded J. Carr)

P. Day unopposed as Treasurer. This completed the offices to be filled as defined in the constitution.

The remaining members were co-opted onto the Committee :-

- F. Kennedy to help with sites.
- In view of the difficulties experienced in issuing Windssock on a regular basis, due mainly to the effort involved, M. Woodhams suggested that a team be formed rather than put all the responsibility on one person's shoulders. E. Lockhart said he would assist.

- K. Birch as Competitions Officer.
- M. Brady as Towing Rep.
- I. de Haan as Social Secretary.

J. Carr reminded the meeting that the constitution requires that pilots should be able to provide evidence of current membership of the Club when flying Club sites. Please be co-operative if asked. The need can be avoided by members displaying their stickers - a practice that could be encouraged by the schools.

Some concern was expressed at the way in which pilots were sometimes approached and asked for proof of membership. It was felt that this simply served to alienate people.

J. Carr pointed out that free loaders are being subsidised by paid up members. On one day in October, a purge on free loaders was conducted and £300 was collected. £185 had been collected between 1st February and the date of the AGM. Visitors should introduce themselves and volunteer payment. The Club shouldn't need to ask. It is the responsibility of all members to ensure that free-loaders are not using Club sites. M. Carnet suggested comparing names against a membership list.

#### 6. PROPOSALS

In response to J. Charlton's proposal that "Motions be accepted at this AGM without prior notice", J. Carr agreed to accept motions from the floor, time permitting, once those on the agenda had been addressed.

##### 6.1 Commercial Interests

"The recommendation that persons on the Committee should not be eligible to vote on any issue which might be seen to be related to their commercial interest, made by the representative of the BHPA should be accepted as Club policy."

Proposed by J. Charlton, seconded by J. Carr. Motion passed (1 vote against).

##### 6.2 Towing

"The Southern Hang Gliding Club will set aside a sum not exceeding £1,000 for the year commencing at the 1993 AGM, to be used to establish towing as a routine Club activity."

Proposed by M. Brady, seconded by I. de Haan. Motion carried unanimously.

##### 6.3 Marshalling Duties

"All Southern Hang Gliding Club members who are eligible shall be put on the marshalling rota. Fulfilment of assigned marshalling duties shall be a condition of membership and mandatory for members."

Proposed by J. Carr.

An amendment was proposed by S. Brewer, seconded by T. Cox that members not wishing to be included on the rota be entitled to put a valid reason in writing for consideration by members of the Committee. This could be allowed for on the membership form.

Motion carried (2 against)

##### 6.4 Equal Opportunities

"The Southern Hang Gliding Club endorses a policy of equal opportunity for all pilots within the BHPA and will not allow any difference of opportunity to arise based on aircraft type except on the grounds of safety. The SHGC and its magazine will no longer afford a platform to those opposed to this principal."

Proposed by S. Uzochukwu, seconded G. Cook

Following discussion as to whether it would be unintentionally restrictive, the motion was withdrawn.

##### 6.5 Weather Station

a) "Since the installation of the weather station, there have been periods of unavailability for which the SHGC has, nevertheless, been charged. An annual fee is paid for the weather machine each August. I propose that the period between August 1993 until the 1994 AGM should be provided to the Club

free of charge as reimbursement for the periods of unavailability. Thereafter, the continuance of, and any alterations to, the current arrangements should be approved by subsequent AGM's."

Proposed by M. Brady, seconded by I. de Haan. This proposal was backed by the Committee.

D. Williamson said he had been tasked with maintaining the weather station during J. Charlton's absence but has been unable to resolve the problem which had made it inoperable.

Motion carried (1 against).

b) "The weather station should be funded for a further year at a modest price increase (the first after 3 years of operation) to £450 p.a."

Proposed by J. Charlton, seconded D. Williamson. Motion defeated (1 in favour).

#### 6.6 Paid Club Employee

"We are now a large and active Club and we need to be well organised to meet the challenges to our sites and airspace.

I propose that the best way to do this is to employ a Club Officer whose responsibilities would be to protect our sites, liaise with farmers, collect memberships etc.

This could be a part time post. This person would be paid to take care of our interests - he or she would have the time to talk to farmers and other interested parties. Their wages would be more than covered by the extra memberships, site fees, etc. collected. Amongst the more obvious tasks, they

could also fund raise (Sports Council, etc.), look out for sites to buy or lease, etc. Members of the SHGC would have someone always on hand for advice."

Proposed by T. Cox

T. Cox supported the motion by saying that grants could be obtained (e.g. for 2 years from the Sports Council) and part of the employee's role would be to raise funds for the Club. In opposing the motion, I. de Haan said that the responsibilities were already being covered by the Committee.

T. Cox withdrew the proposal on the basis that a feasibility study would be performed to be completed within 3 months and the results published in Windssock.

#### 6.7 Sites To Be Marshalled

a) "Marshalling duties be extended to cover sites other than the Dyke. This would be a diluted form of the system used at the Dyke for overseeing flight safety. Where more than one site is flyable, the marshal should go to his/her usual site in that wind direction"

[Proposed by J. Carr]

b) "Bearing in mind how effectively the system of marshalling is now operating at Devil's Dyke, I feel this could be extended to cover all SHGC sites. The elected marshals for that day would then be responsible for site safety and collection of site fees from non-members. I appreciate it is conceivable that two or more sites could possibly be flyable in the same wind direction on the same day, but generally speaking most people congregate at the most appropriate site.

Overcrowding has become very common at most Club sites, i.e. Mount Caburn, High & Over etc, and I feel this would also indicate to all local authorities that the Club is adopting a responsible attitude.

Hence, my proposal is 'Should the marshalling system be extended to cover all Club sites?'

Proposed by S. Brewer

J. Carr withdrew his proposal since a) and b) were both so similar. Following an amendment that marshalling is extended to cover all sites "when it is unflyable at the Dyke", the motion was seconded by S. Swanton.

Motion carried (3 against).

#### 6.8 Free Membership For Committee Members

"Committee members attending a minimum of 8 meetings per year will be granted a refund on their membership"

Proposed by A. Caple, seconded by J. Carr. Motion carried (4 against, 2 abstentions).

#### 7. ANY OTHER BUSINESS

N. Woods enquired whether day members were given copies of the site rules. J. Carr said that Sites Guides were available for sale and that visiting pilots should always obtain a site briefing. S. Uzochukwu supported this saying that BHPA guidelines required visitors always to contact the club concerned beforehand.

the meeting closed at 23.20

## SMALL ADDS

For sale

**MAGIC 10 166,**  
White, red leading edge and part orange under surface. Excellent condition - recent competition winner....

Full Airwave service Feb 1993. Will throw in a super pitchy and one upright.

£500 for a quick sale as the owner is moving abroad..

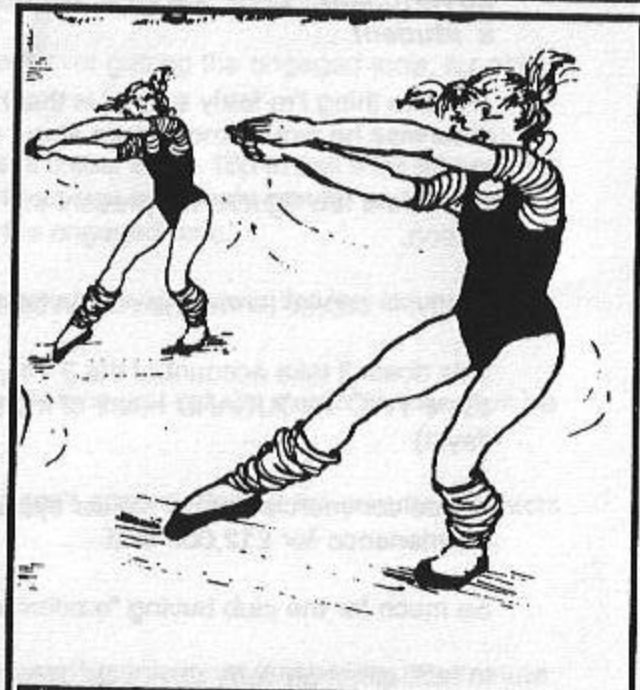
Phone Martin 071 - 425 8167. (3)

Anyone want to buy an AIRWADE product?

**£1200 voucher**

for only **£900!** Contact

Nigel Gibson 081 - 890 7476 (3)



**Keep flying fit this winter**  
contact the editor for details

A lesson in customer relations and sundry financial matters for Teachers, Local Government officers, Civil servants, students and Jerry Hansen  
( who is of course none of these - but a lot of our members are!!) **by Rod Buck**

Gee, thanks, Jerry Hansen. Nice to know my efforts to provide a reliable weather station are appreciated!

However, a few of Jerry's "facts" need correcting.

He accuses me of being "an outside operator" who: "makes a lot of money out of us."

Perhaps Jerry has some in built prejudice against anyone making money out of anything to do with Hang Gliding.

Yeah. Right.

Perhaps he'll now call for the club (of which, by the way, I'm a member) to manufacture gliders, so that "outside operators" like Airwave aren't making "lots of money" out of poor club pilots by ripping them off with their outrageous prices.

And, perhaps, the Club should set up its own retail operation, so that "outside operators" such as Sky Systems aren't ripping off innocent members by (gaspl) MAKING A PROFIT out of them.

I'd take a small bet that Jerry (whom I don't know) **works in teaching, local government, civil service or some other financially-unreal world. Or is a student**.

The one thing I'm fairly sure of is that he has never run a successful business - otherwise he would know more about costs.

Perhaps a few figures will present the real situation with regards to my weather station.

Firstly, in capital terms, the station cost some £1500+.

This doesn't take account of the 3 - 4 years of R&D it took to develop, comprising some TWO THOUSAND hours of my spare time (including many damn flyable days!)

In true commercial terms, similar systems sell to local authorities for highway maintenance for £12,000-odd.

So much for the club buying "modern equipment", Jerry.

In fact, although Jerry obviously doesn't know this, I offered the Club the chance to

buy the equipment outright, and run it themselves on a local line, just as Jerry advocates.

However the Club declined this offer, being unwilling to take the financial risk.

Also, I pointed out the major disadvantages of such a scheme. I ran a station at Bradwell on just such a basis a Jerry proposes for three years, and, due to the fact that it was to sit on an ordinary BT line, like an answering machine, it was damn near impossible to get into it on a flyable weekend or Bank Holiday - it was permanently jammed with callers. There's only one line you see.

So, instead, I offered the Club that I would take the financial risk of installing the station at MY expense, and recoup the cost through the 0839 number.

They accepted this, and you now have the station, which, due to the fact that it is on a 60-line bank, is NEVER engaged.

Now, Jerry states that this costs 53p a time to call. It doesn't. Or at least, it needn't.

The line costs 48p a minute weekdays, 36p a minute weekends.

The latest wind information is given first, and you get the complete max, min and average strength, and direction, in less than 30 seconds.

BT charges at the rate of 5p for every 7 seconds or so weekdays, so this information will cost you about 20p during the week.

At weekends and Bank Holidays, you will get approx 10 seconds for 5p. So, to get the basic info will cost you  $3 \times 5p = 15p$ .

You can call and get the vital info, without ever getting the engaged tone, for either 20p or 15p.

If it was on a normal BT line at the Dyke, it'd cost about 10p to call it for 30 seconds from London. So, by using an 0839 number, you need only pay 5p or 10p more than that - and in return, you never get the engaged tone.

the other 30 seconds of the report gives you the history over the last hour-and-a-half which you can listen to if you wish.

So, when Jerry says it costs you 53p every time you call, he doesn't know what he is talking about.

Now, as to whether I'm ripping you off, I don't mind disclosing the commercial facts behind the station.

It goes like this:

When you call an 0839 number, it costs you 36p/minute at weekends, 48p/minute

in the week, right?

BT (or in this case, MERCURY) keep half of that. The other half goes to Telecom Express, the people who run the large computer on which the 0839 services operate. They keep 20% of it in return for running the service.

So, for every minute someone spends calling the service, I get either:

Weekdays.....24p less 20% = 19p  
Weekends, holidays.....18p less 20% = 14.5p

The station has averaged, since August, when I put it up, some 700 minutes of calls per month.

So, I've had back approx 700 x 16p = £112 / month.

However, it costs £35 / month to run the phone line connecting the station to the 0839 service, so on average the station is returning some £70 / month.

As it cost £1500 to put up, it will take over 20 months to actually break even!

- and that presumes there's no cost for repair / maintenance!

So, I'm ripping you all, off am I Jerry?

I tell you what, mate. If it's such a profitable thing, why don't you spend 2,000 hours of your spare time inventing a station, and a week (unpaid) to build it and erect it, and then be out of pocket to the tune of £1500 for nearly two years?

- all this for the privilege of being sniped at by wasters like you!

And what would callers save by following your suggestion? About 5 - 10p a call!

Which, if you're going out flying, is the small half of less than a quarter of one percent of bugger-all

I made an agreement with the club to fund the station myself - if, at the AGM it is decided to continue the funding or support of John Charlton's station in any way, I will see that as unfair competition, and I will withdraw mine, and install it at one of the other 5 clubs that currently want me to provide them with a weather station.

And, before you ask - no, I have no antipathy to John Charlton. I know the amount of work he put in to create his station, and how difficult it is to get it working reliably.

Rod Buck (temporarily Mr Angry!)

Alison, 14, a student of Business Studies typed this letter (Mr Buck's disc was too big for her machine) and thinks he must be a very nice man and much too clever to think of putting the phone number in his letter so here it is - 0839 600 603

Hey Gang. Hope this comes in handy. I have tried to collect together all the weather bulletins I could find in one place in a "cut out and keep" format.

If any of you have any more suggestions for sourcing good weather reports or predictions let Windsock know.

Bear in mind that media schedules change - don't blame me if you wait up till all hours and find out there's only "The Equalizer" or "The Hitman and Her" on.

I reckon among the best forecasts are the trusty old Country File (BBC Sunday Lunch time - worth videoing), and the evening BBC Local 6-50pm - but be careful with this one, it doesn't have a fixed time slot and sometimes shifts a little earlier in the programme.

Of the "premium" services, the best is probably the fax report,

which gives you a synoptic which you can peruse at your leisure, and also gives you an aftercast of what's already happened - not as silly as it sounds, 'cos you get three pieces of info. -

1. what the isobars / frontal systems REALLY looked like x-hours ago,  
2. What's REALLY happening now, and  
3. What the Met. Office think the synoptic will look like in x-hours.  
Then you can make a pretty good guess about conditions. That's my theory anyway.

## TELEVISION

### SATURDAY

BBC1 7.25am, 12.12pm  
5.10pm, 9.05pm

BBC2 6.55pm

ITV 6.10am, 1.05pm,  
4.50pm, 5.05pm, 8.45pm

CHANNEL 4 7.00pm

### SUNDAY:

BBC1 8.15am, 9.00am,  
12.55pm, 6.15pm, 9.00pm



BBC2 none -

ITV 6.55am, 12.55pm,  
1.05pm, 6.25pm, 10.40pm

CHANNEL 4 5.10pm

## MONDAY-FRIDAY

NB. please check times, which sometimes vary. I have tried to put only the standard ones here - there are often late bulletins, ie. just before closedown on BBC1, but these vary from day to day.

BBC1 7.25am, 7.50am,  
8.20am, 10.00am, 12.10pm,  
12.55pm, 1.25pm, 6.25pm,  
6.50pm, 9.25pm

BBC2 3.00pm, 3.55pm,  
12.05pm

ITV 6.00am, 6.30am,  
7.00am, 7.30am, 8.00am,  
8.30am, 9.55am, 10.50am,  
12.50pm, 3.25pm, 5.55pm,  
6.25pm, 10.25pm, 10.35pm

CHANNEL 4 7.00am to  
9.00am every 20 minutes;  
7.45pm

## TELEPHONE CONTACTS:

Devil's Dyke Premium Line:  
0839 600 603

**TENERIFE PARAGLIDING**  
Once again we're off to our traditional winter retreat. The land of sun, sand and Ben Miguel. Very limited places and at £295 for the week - flight, apartment and BHPA instructor to guide you - you'll need to be quick!  
Details from:  
**AIRBORNE**  
or Fax 0122 834989

Devil's Dyke John Charlton  
Line: 0273 857002

Shoreham Windsurfing  
Line: 0839 800 868

Weathercall: 0891 500  
402 (South East Area)

Airmet: 0891 500  
693 (Airmet South)

Marinecall: 0891 500 456  
(South East Area)

**FAX:** This service is available to anyone with a Group 2 or above (polling) fax machine. All you do is dial the number, wait for a connection, then send (as if you were sending a document). The report is then sent straight to you. NB. some posh faxes do

this automatically, I think. Watch this one though - it can be expensive, especially if it's very windy. (Think about it...)

**Surface Analysis Chart**  
- 0336 400 502

**Index page** (lists the rest of the services available) - 0336 400 501

**RADIO: EVERY DAY:**

Radio 4 FM 92.4 - 94.6

**SHIPPING FORECASTS:**  
5.55am, 1.55pm, 5.50pm,  
12.33am

**WEATHER FORECASTS:**  
6.03am, 6.55am, 7.55am,  
8.58am, 12.55pm, 5.55pm,  
9.59pm, 12.20am

**Radio Sussex & Surrey  
FM**

95.0-95.3 / 104.0-104.6

**SATURDAY:**

every half hour  
10.00am to 2.00pm

**SUNDAY:**

every half hour  
6.00am to 9.00am,  
then every hour  
10.00am to 2.00pm.

**WEEKDAYS:**

5am,	5.30am,	6am,
6.30am,	7am,	7.30am,
8am,	9am,	9.30am,
10am,	11am,	12pm,
12.30pm,	1.00pm,	1.30pm,
2pm,	3pm,	4pm,
5pm,	5.30pm,	6pm,
6.30pm,	7pm,	8pm,
9pm,	10pm,	

**SATELLITE T.V.**

SKY NEWS and CNN have weather reports - CNN is especially good for a global look if you're off overseas, but I'm blown if I can find a listing - even on the text service. Help anyone?

**T.V. TEXT SERVICES:**

BBC1 pp 400-401-402-404

BBC2: pp 400-401-402-404

ITV: pp 180-181-182-183  
(shipping 188)

SKY TEXT: pp 600-601-602-603

CNN TEXT: pp 400-460

UK GOLD: pp 400-404-405



# XC Flying

by Mike Milwood

When choosing a site to fly XC from you obviously chose the site according to the conditions but you should also think of the distance potential. In this part of the country this can be difficult as we are so near the coast. A good example would be in a North North East wind. Most people would go to Firl but the best distance from there is about 30 miles. From Ditchling however 130 miles has been flown so obviously the best choice is Ditchling. As with the case of a lot of good XC sites it is not always the smoothest site to fly. It is best to judge your time to take off so that you are not flying too long at the site, but are up to cloud base and on your way as quickly as possible.

After you have chosen the site for the day get there and get ready. Its no good having your kit in the bag when everybody is thermalling up to base. You might then think, "if I get ready now then I can get the next thermal". Quite often there is only one good cycle in the day, so if you don't get up when it comes you have blown it. There is the saying "you wont go XC standing on the ground" So if it is flyable get ready and fly. In light conditions so often people stand on the hill and watch for better people to take off. Try and judge the conditions for yourself. The more times you take off and try the more chances you have of finding lift, and so the more you learn.

So you are on the right hill for the day. Having the right kit is the next step. The obvious things are a glider and a harness. Don't think you need the latest hot ship to go XC. Most gliders can get you to cloud base, and its better to be

on a glider you know really well when you get in this situation for the first few times. The more basic things you need are a good flying suit and gloves. I don't like sweating myself to death on the hill, but you will only need to get cold once whilst going XC to realise that your concentration goes very quickly and you will be on the ground even quicker. I have personally yet to get to quit an XC, but I have been cold a few times and as a result blown some good days. You will therefore get hot on the ground and need to drink so I think a Camel Back is far from a gimmick but a vital piece of kit. In long flights it is pleasant and important to have a good relaxing drink.

In our part of the country because of the coast it is usually easy to navigate. This is no excuse not to carry an easily readable air-space map. On the epic day you will reach a part of the country you don't know and if doubt gets into your mind about air-space, again you will be back on the ground. Ask Mark Watts about this!

A compass is not only important for navigation but if you do get into a cloud, it is nice to be able to get on a heading and at least know you are going in the right direction and not be confused and go the wrong way.

Being on the right hill with the right kit are not the only things. You have to fly. So often I see people arrive at the hill early, they fly and then when it gets good they are back on the ground talking about it. You can talk all night, if it is flyable then fly. The more you fly then the more experience you get of flying in XC conditions even if you don't leave the hill. People also tend to stay near take off where everybody else is. With a paraglider you can try pushing to the next bowl or where you think a thermal might be. If it does not work then slope land and learn from your mistakes. there are no excuses for not trying.

When you are flying watch what's going on around you. Where are people finding good lift? where are the clouds developing / decaying. Where's the sea breeze, the birds or are sail planes circling? Every piece of information should be taken in.

Often people ask me "What height should I be

before I leave the ridge?" This comes with experience. But if you find yourself in a good thermal it does not matter if you are 50 ft below the ridge or 1000 ft above it. If the lift is good and keeps going then stay with it. Obviously if it is windy then make sure you can always get back to the ridge safely if you lose the thermal. Once you have found and centred in the thermal, then concentrate on what's going on around you. Which other clouds are working or decaying, are there other good signs of lift in the direction you want to go? So when you reach cloud base you already know where to go next. Otherwise you will probably make a rush decision as the cloud sucks you into its grey mass and before you know it you will be back on the ground.

In all the books it says that once you reach cloud base you can stay with the cloud and watch the miles fly past. If you have a hundred miles of land down wind then this can be true, but on the South Coast, it is very important to head across or even up wind otherwise you end up on the coast with fairly limited options. I would much prefer to land near Ditchling from the Dyke than at Newhaven. At least I know that if I do get the next thermal then I will have many more options and the potential of a much longer flight. So from this we can see it is important to stay in the air rather than just heading off down wind for distance. Keep your options open and just keep airborne, - then the miles will build up.

The lack of thermal at this time of year it is no excuse not to think of XC flying. Read all the books and magazines you can get. Study your air space map and work your routes out for next year. The more you think about it, the more desire you will have to fly further. A classic quote is, "Argue for your limitations and they shall be yours". So don't think about 10K flights think about 120K flights. You will probably make many short XC flights to begin with, but always assess them. Which were the right and wrong decisions? If you don't understand where you went wrong then ask, and don't make excuses. In the next article I will write about certain flights I have made, and what I did right and wrong.

Fly far Mike.

## AIRWAVE CHALLENGE THE 1993 BRITISH CLUB CHAMPIONSHIPS

### RESULTS:

**Hang gliding - 4th**  
**R. Richardson**  
**S. Long**  
**A. Mortimer**  
**J. Young.....1,123**

**Paragliding - 1st**  
**N. Barrett**  
**P. Gardiner**  
**I. Jehu**  
**D. Mewns**  
**M. Watts.....1,570**

### Overall Champions SOUTHERN

by  
429 points

Interestingly the paragliding score also beat that of the best hang - gliding team by 245 points.

Anyone interested in competing in 1994 please register in writing to the committee so that squad lists can be made up. The competition may be run on different lines this year and it is hoped that there will be squad training and 'fun comps' for newcomers to competitive flying.

## PUY-DE-DOME by Jerry Hansen



This site lies in the Massif Central, the volcanic region of central France.

Puy-de-Dôme, is a rather large extinct volcano with a top to bottom of about 1600 feet and several Mount Caburn like launch sites.

The landing sites are quite large but amongst trees, the main one is at the foot of the volcano just by the coach and car park. This makes it very convenient for a return trip to the top and for inspection prior to flying..

### PUY-DE-DOME

The second one is about 2K from the car park and is a better and larger landing area, it should be easy to hitch back to the the car park with the local pilots so that should not put you off trying it.

The main points = It's just like a big Mount Caburn with a road to the top. The road is closed at 11.30 and access is then by coach. At the top are shops and resteraunts toilets etc. Top landing is OK but better in some directions than others. We found one camp site near to Clermont, and plenty of shops.

If you are passing by or have come out of the alps in search of better weather it may be worth a look.

## PRIZE WINNERS 1993

### Paragliding Trophies

**Best newcomer** Elizabeth Lewis  
**Most Improved Pilot** Mark Watts  
**Best Novice XC** Chris Bere  
**Longest XC in Sussex** Mark Watts 41K  
**Andy Napolitan Trophy** Steve Ozochukwu

### Martini League

3rd Richard Carter 118K  
 2nd Mark Watts 157K  
 1st Mike Millwood 233K

### Sussex League

3rd Stewart Swanton 67K  
 2nd Mark Watts 121K  
 1st Mike Millwood 130K

### Hang gliding Trophies

**Best Newcomer** Colin Baine  
**Most Improved** Reg Richardson  
**Best Novice XC** Reg Richardson

### Sussex Weekend League

3rd No Entrant  
 2nd Tony Shay 12 miles  
 1st Warren Simonsen 53 miles

### Martini League

3rd Johnny Carr 145 miles  
 2nd Tony Lucchesi 148 miles  
 1st Steve Cook 178 miles

### Ron Steadman Cup

Tony Turner

Sussex Longest XC

Warren Simonsen 53 miles

**Sussex league**

3rd	Ron Richardson	67 miles
2nd	Tony Lucchesi	80 miles
1st	Steve Cook	108 mile

**Outstanding achievement**

Ron Richardson

**Super Hints.** by Mark Turner  
**The indispensable guide to a better life.**

This month's hint comes from Mark Turner, Sky Systems "If it moves fly it" Factory Pilot.

Always in search of an easy life, when carrying out the winter overhaul of my hang gliding kit I am careful to ensure I am well prepared with my can of Silicon spray. Here are four possible uses:-

- 1) A quick squirt on the battens after checking the profiles and you find they slide into their pockets easier than James Herriots hand up a cow's wotsit. A squirt on the VB system stops your right arm aching after a long flight and a dribble on the pip pins ensures easy rigging.
- 2) For those of you with floating hang point harnesses (Airwave Race, Solar Edge, Klafski, Moyes etc), spray a little on the tubes or track and rotating for landing will suddenly become as easy as in your old Supp.
- 3) Lube your harness zip with silicon and avoid those one handed roller coaster launches and embarrassing Jaba The Hut landings. You'll find it works a treat on your flying suit zips too.
- 4) Lube the bottom of your flying boots to prevent the dreaded Devil's Dyke Dog Doops sticking to your Vibram soles.

Silicon spray is available from all good hang gliding retailers, alternatively try a good dry mountain bike lube such as Finish Line.

Next month, a hundred and one uses for a piece of bungee elastic....

**Towing Downdate**

by  
**Martin Brady**

A towing weekend was organised for 27/28 November. I wrote to those members who had previously shown some kind of interest. In the event, two pilots actually turned up. Without going into the why's and wherefore's, I have reluctantly had to reach the conclusion that periodic tow events simply are not working and shan't be organising anymore. The little feedback I've had, supported by the evidence, suggests that pilots are happy to go towing so long as it's nice and sunny and there's nowhere better to go. Unfortunately, I can't see a fair weather approach sustaining a regular operation.

In spite of the disappointing outcome, I would like to express my sincere thanks to the following:-

- \* Dave Whymark for leaving home at 5 a.m. to bring his winch down to the Dyke and for giving up his weekend.
- \* Sky Systems for loaning their tow field to the Club.
- \* Irwyn Jehu for being 'on standby' in case any paragliders turned up.
- \* Ron Harrington and Colin Paine for turning up.

So, what's the big deal about a couple

of mugs wasting their weekend sitting in an empty field? To me, the whole towing issue symbolises something deeper, namely, what the Southern Hang Gliding Club is really all about. Among the Club's constitutional objectives are:-

- \* To preserve and encourage the sport in the south of England.
- \* To provide facilities for its members to fly.

That is the theory. But this involves looking ahead - a vision for the future, not just reacting to events as they occur. Towing is a clear instance of what the Club ought to be pursuing with a vengeance, particularly given our overcrowding problems and lack of sites for certain wind directions. In reality, the attitude is that it's just too much trouble and too much money to make the investment. We're put to shame by a lot of smaller clubs. For goodness sake we're supposed to be a flying club not an investment club.

We, the membership, really need to give deep and careful consideration to what the Club represents and where it should be taking us, or rather we should be taking it, before new opportunities and developments in the sport leave us behind. I can't say that I currently hold out much hope though. I fear the Club is simply too big and Geographically diverse to foster the enthusiasm needed to move forward.

At the moment, the only way club (ie non-commercial) towing will become established is through a small and independent group of committed individuals willing to make the necessary sacrifices. How about the Weald Hang Gliding Club? I quite like the sound of that.

Following the letters re Conchita, a number of members have bid me publish the Solar Wings ad opposite in support of their firm held view that Art is Art - see in it what you will, debate the composition or context but respect the artists skill, integrity and above all her right to challenge your conceptual map of the universe. Damn censorship and PC Irwyn

Then again

How and why has it come to this? Like you I work hard to forward and represent the sport. I am proud of the progress Southern have made, and sincerely believe it is the best in the country. Have things really descended to this level? The latest issue of Windsock, The cover particularly, is appalling, insensitive and short sighted. Please ensure that similar things don't happen again and destroy all the good work so many have strived to achieve  
Regards,  
Howard Travers  
PG Comps Chairman.

and from London News Network

### Quotes

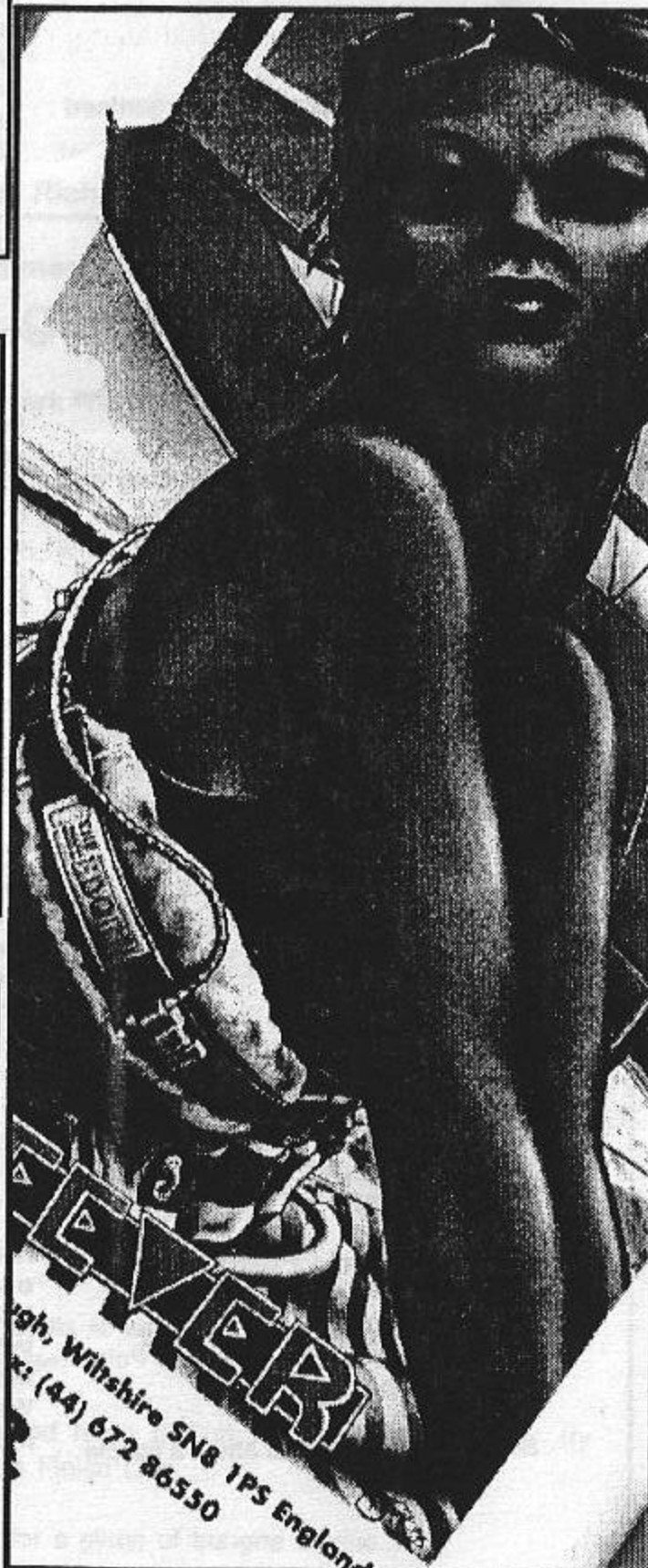
Nige: "I've done this XC....."

Monique (on porosity) "It's not fair....."

El Muck: "It was only supposed to be a joke, it all got out of hand!"  
**REWARDS ARE NOW BEING OFFERED FOR THE REAL NAMES OF EL MUCK AND GLENDA SLAG, WHO ARE BOTH WANTED FOR TREASONOUS ACTIVITIES...ED**

Conchita: "Why everybody-a get cross because I show me backside???"

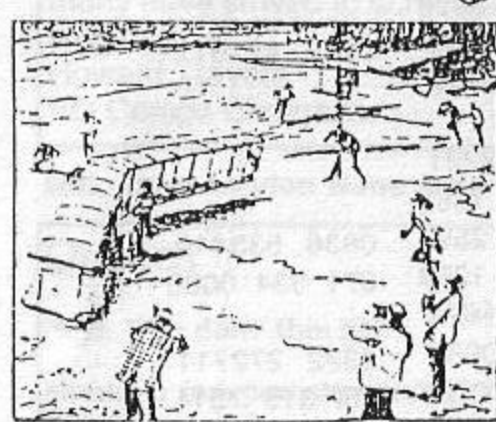
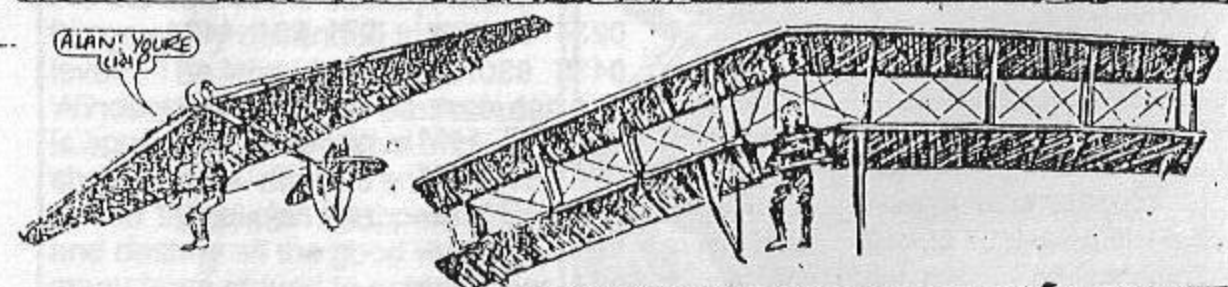
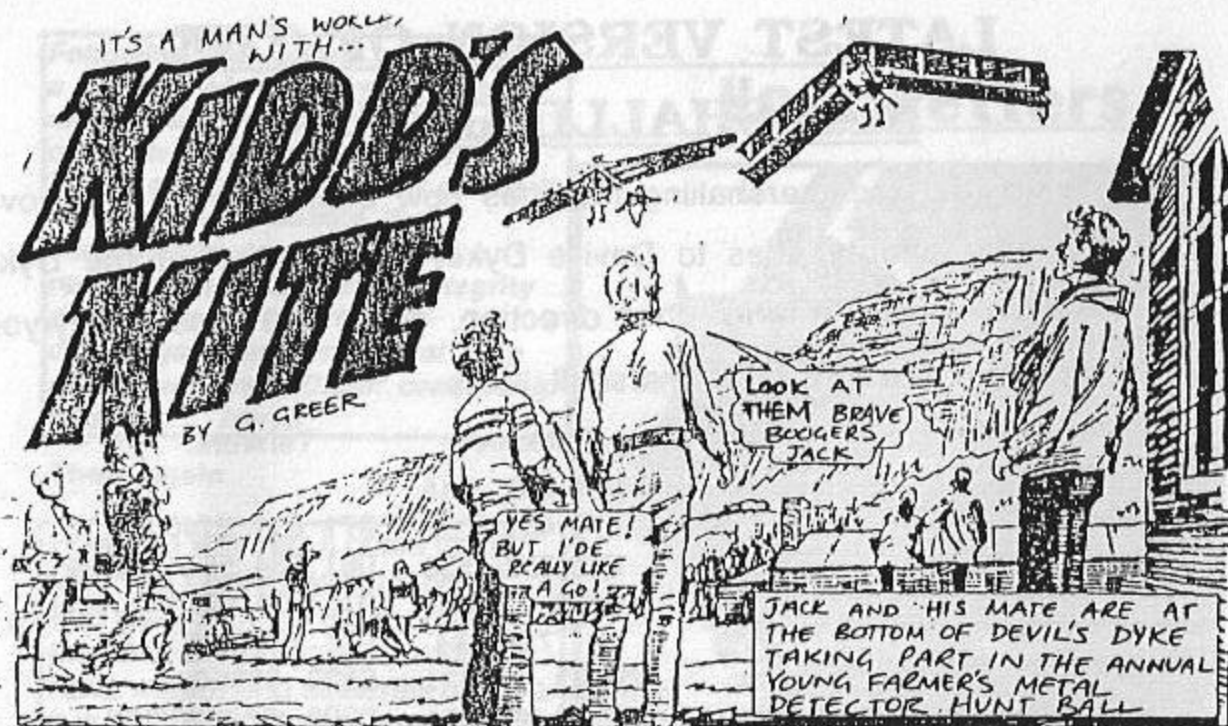
## Your Letters



## LATEST VERSION OF THE MARSHALLING ROTA

Please note that the marshalling rota has now been extended to cover all our sites - priority goes to Devil's Dyke, ie. if it's on at the Dyke, you marshall there. In any other direction, go to the most likely/your local/your favourite site, and marshall there...

Date	Forename	Surname	TelHome	TelWork.
08/01/94	Les	Hedges	081 847 1B15	
08/01/94	Keith	Henson	071 431 232D	071 631 2140
08/01/94	Mark	Jones	OBI 550 4536	081 534 5544 x2532
09/01/94	Patrick	Houston	0323 440331	071 621 0011
09/01/94	Bernie	Hewing	071 737 484	081 9B6 3123
09/01/94	Jack	Hobbs	0323 490371	0323 898660
15/01/94	Paul	Hodson	0372 274691	0293 668232i282
15/01/94	Pameh	Hughes	0234 273512	071 231 4474
15/01/94	Graham	Hutton	0435 830753	
16/01/94	Colin	James	081 399 6278	071 753 5881
16/01/94	Paul	Isaac	071 702 1461	081 980 3252
16/01/94	Robert	James	081 946 9495	081 946 9495
22/01/94	Andrew	Keyte	081 7773495	081 6581666
22/01/94	Nigel	Jarvis	0883 349845	
22/01/94	Inike	Jansen	081 390 3076	
23/01/94	Kelvin	Kincaid	0483 428653	0276 471617
23/01/94	Kim	Jenkins	0825 733722	
23/01/94	Dave	Jones		
29/01/94	Fionn	Kennedy	0273 858221	
29/01/94	Neil	Kinnear	081 697 1363	
29/01/94	Robert	Kelly	081 755 2592	0836 533410
30/01/94	Philip	Laidler	071 704 1259	071 334 0088
30/01/94	Peter	Leaback	0923 854624	
30/01/94	Edward	Knight	0322 270684	0322 272711
05/02/94	John	Leggott	081 657 0725	081 318 7511
05/02/94	Jonathan	Lewis	081 546 0320	081 890 1111
05/02/94	Herve	Le Dorze	0273 691172	
06/02/94	Edward	Lockhart	081 675 9889	
06/02/94	Paul	Lucas	081 543 7113	071 587 8979
06/02/94	Ian	Lewis	081 802 2406	071 492 2326
12/02/94	Alison	Maddock	081 341 3383	
12/02/94	Philip	Maillardet	095992 3742	081 4641111
12/02/94	Elizabeth	Lewis	081 4582317	071 7940500 x 4350
13/02/94	Ian	Maskell	0273 540755	
13/02/94	Salvatore	Marano		
13/02/94	Don	Mapp	081 520 1565	071 247 3814



## SMALL-ADS

Send small-ads in to the Editor - they will appear for 3 Windsock editions. Free to SHGC members, non-members pay £2 for 3 insertions (cheque with copy please)

### FOR SALE: PARAGLIDERS

**APEX MR 110.** Blue top, white underside and striped tips. 18 months old, low airtime. Excellent condition. Ideal for upgrade to advanced canopy without vices. £1100. Contact Ian on fax/tel 0628 72042. New rucksack thrown in. (3)

**ITU RUBIS.** 12 A's. Good intermediate canopy that will last well into soaring and XC, new 1992 still crisp and clean, no repairs, cost £1699, sell for £1050. Best flight +3000 ft, 2 hrs, and been to Truleigh and back a few times. A nice safe canopy, give me a call on 0273 461783. (3)

**FALHAWK NEO.** Medium (65kg-85kg), 35 hours new, unique colours. Beautiful canopy, ideal for intermediate pilot. Price includes paradise 2 harness and rucksack. This is the best value Neo for its price in the area. £750. Tel: 0342 314397. (3)

**BLACK MAGIC 27** (65kg-100kg). Blue, not faded, excellent clean condition, 30 hours only. Big ears kit, harness (paradise 1), helmet, back protector. Safe & predictable. £650 ono. 0869 247100. (3)

**RAVE 27.** Rare opportunity to buy the latest and the best second hand. Low airtime, excellent condition. Jade & purple. £1,900 ono. Call Dave on 0273 600450 or 0273 857700. (3)

**AIRWADE RAVE 27.** Bargain price.

Phone Mike Millwood on 0273 857700. (3)

**BLACK MAGIC** (medium) with Paradise harness. Pink. Mint condition, very low airtime. 12A's ACPUL grade1. Pilot weight 55-85kg. Safe, rock steady glider for discerning student/club pilot. Genuine sale- moving to the Voodoo. £600 ono. Darren (0903) 245062. (3)

**APCO HILITE II** with weight shift harness and reserve. Only 5 hours since UK agent's overhaul; 9 hrs. in the last 2 years. 65-120kg pilot. £700. 0293 537580. Peter Perry (3)

**CUSTOM-SAIL ALIEN 22.** Small (55-75 kg). Only a few hours airtime, immaculate. Bag and Sky Systems harness. Very stable, ideal first canopy. £595.

Bruce 081-342 9595 anytime. (3)

**FALHAWK NEO** Excellent as new condition, low air time. Medium size. Orange with rainbow tips. Complete with harness, rucksack and flexi back-plate. Also compatible Metamorfoosi Reserve canopy, Never used. £1,000 all in.

Call Jonathan Pritchard. 0892 - 527971, or 0531 - 650494, or 0732 - 764216 (2)

**Firebird Navajo 28** White Very clean Low airtime Offers around £1750 Tel Mark 0903 812505 (H) or 0273 857700 (W) (1)

**Wanted - Edel Space 24** good price paid, or exchange for a **Falhawk Neo + cash.** Phone David on 0483 481320 (1)

### FOR SALE: HANG GLIDERS

**MAGIC IV 166 FR.** Nice condition. £400 telephone Richard Toyne at home on 071 737 0459 or at work on 071 480 2685. (2)

**AIRWADE K4.** Excellent condition. reasonable offers please to Kenton at SkySystems.(2)

**MAGIC 117.** Blue mylar l/e. White & blue sail with extras. Good cond. £700. Tel: 0273 516150. (3).

**SOLAR WINGS TYPHOON (med)** + harness. Good condition. £250.00. Phone Mike 081 341 6818. (3)

**CALYPSO + ENTERPRISE POD.** In super condition. £950 ovno. Delivered and test flown at local site. Ring Chris or Helen 0303 272272. (3)

**CLUBMAN 160.** Last of the AVIAN production. Pink/Yellow. 20 hours only, dry stored, perfect condition, speed bar & wheels. Now trading up, would suit recent CPC 11st. plus. £800. Also:- **FRONT LOADING POD** C&A Systems as above 5'-9" to 6' 0". £150 Phone 0252 625246 (2)

**SkySystems Bug**  
to suit 5'9" - 5'11" £150

**Parazoot (HG or PG)** £250 or both for £350 Call Mark on 0903 812504 (H) or 0273 857700 (W) (1)

**Airwave Magic Kiss 154 (Mylar)**  
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**UP TRX 160:** Graphite frame. £1,500.00

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**CUSTOM-SAIL ALIEN:** Small, perfect beginner's canopy, only £475.00

**CUSTOM-SAIL ALIEN:** Lge, excellent nick. A bargain! £755

**AIRMAN RC23:** (new "XC" style). Yellow. Good nick. £500.00

**AIRMAN ACE:** Small. Needs a caring owner. £540.00

**FALHAWK NEO:** Small and pretty good - ideal for beginner on a budget. £850.00

**FALHAWK NEO:** Large; nice condition, nice price at: £750.00

**FALHAWK ATOLL:** Medium (100). Perfect condition; only £1,499.00

**FALHAWK NEO:** Large, pink. Ex-demo in very good condition £994.00

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Double version - £54.25

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