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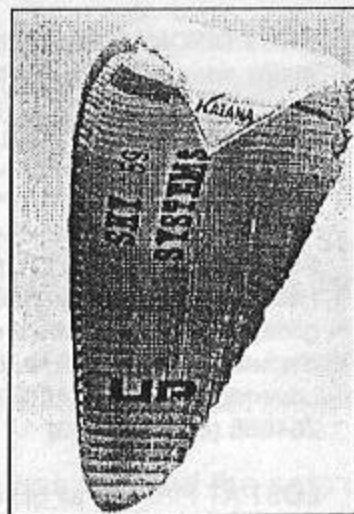
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THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB
March/April 1993. Free to members

INSIDE THIS ISSUE:
AIRSPACE CHANGES! YOU'VE BEEN ZX-ed! **CABURN!**
Oh! L'Amour! **GLENDASLAG!**
FRUSTRATION! MUCKRAKER! AND SO ON!

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No, not a CD of ropey old sixties R&B bands, but...

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Instructions for use:

1. Take your existing site guide.
2. carefully pull out the innards, retaining the cover and the plastic spine.
3. Recycle the paper, but remember that the information is redundant
4. Insert the new innards.
5. Make yourself a coffee, sit in a comfy chair and familiarise yourself with the changes/updates in it.
6. Remember the rules and suchlike when flying... be safe!



**THE SOUTHERN
HANG GLIDING CLUB**
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SHGC Committee Meetings: are held on the first Wednesday of every month at the Devil's Dyke Hotel (upstairs) - all members are most welcome to come along and air their views.

COMMITTEE APRIL 1993.

Please note - we need volunteers to help out with the editing and distribution chores of Windsock. Let's pump some new blood into the Club; if you think that you could do something to help out, or help the Club in any other way, come to a Committee meeting at the Dyke and "put yourself forward"!

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Layout/DTP by KINO 1993

Return of the Son of Muckraker II

Dave "Headbutt" Matthews, cross that Beachy Bowl is not soarable, decides to nut the ridge to teach it a lesson. Unfortunately his neck and glider were unable to damage the ridge and several beer vouchers were spent in the Sky Systems aluminium bin... Would be "Fly on the wall" pundits note...

Steve "Toujours l'Amour" Elkins is unable to land a Foil 152 in the paddock despite attempts to s-turn off height and after several overshoots has to go in the bowl. Obviously hasn't flown a high performance glider in ages...

Postman Pat seen with the ex Colin Jobey Santana... All the people who had their gliders borrowed are now queuing up... Just as well there's a pinball machine in the Dyke pub.

Michel Carnet described in Cross Country as bi-everything - does that include bi-sexual???? Maybe they should change the title to Cross dresser, and Ray Sedgewick could become the editor. This is the result of agreeing to be interviewed by the legendary "Spanish Joe" Hayler. Being described as bi-discipline also has interesting connotations....is this some new form of S&M??? And-a "Why is-a Steyning Bowl no-a Club Site????"

Whilst on the subject of Spanish Joe, he alleges JOHN PENDRY a) Can't do a 360 on a paraglider and b) Is the person everyone wants to beat. So what else has he in common with their meat?? Comments John please!! May we suggest that you approach your old mate Robbie Whittall, see if he can do for your paragliding what he did for Judy Leden's.

Gliders 200 ft above take off not good enough for Marshall "Six Pack" Lambert. He announces during the best NW of the year at the Dyke that it's not on and he's going towing instead.....Surely some mistake????

John O'Neill shocked at the AGM at being described as a "member of a little clique" that went around hassling people for site fees.....Some people just can't bear being asked if they're a club member!

THE GREAT SITE BLAG!

by Steve U.
What's the greatest asset any hill flying club can have? The answer must be its sites. Come the summer we'll all be spending huge amounts on petrol rushing to the Peaks and to Wales to enjoy better flying than may be had locally. Without sites (hill or tow) there would be almost no point having a club. Yet the attitude to site protection and preservation in the club is, it has to be said, most cavalier. At the AGM it transpired that a lot of new members are unaware of the previous history of site hassles and do not know the background to the fights some clubs have had to keep their sites open. If you've been in hang or paragliding for more than two years then you'll want to skip the rest of this article as it constitutes doing a "Marc Asquith" but bear with me and see if the debate can be got off the ground again. There was a lot of debate about the new attitude to site fees as pioneered by our Editor at the AGM. Some people felt that they were being hassled for their club cards excessively or unfairly. Unfortunately looking back over ten years of Wings and then Skywings it shows that Ian has already sussed out what some clubs have only learnt by bitter experience. Visitors who do not ask about the site rules are an unexploded time bomb. Given that for most clubs site fees constitute 70% of their annual expenditure why do we allow this huge amount to be jeopardised by people who couldn't care less about us or our flying future?? People who are not prepared to give anything to keep open the site they are enjoying. Time and time again clubs have gone through the same hassle which runs thus....
Named popular site has become sensitive, you must find out rules before you fly.
Site rules being broken you must adhere to the following if you are a visitor.
Site rules still being broken, the site is now members only, Membership available from.....
Unknown visitor has lost us the site, it is now closed.
Some of us want to save the Southern Club this heartache. Cast your mind over....
The Thames Valley Club, who have lost Pilot Hill

cont overleaf...

sites, cont...

a great NE site with 35 mile down wind XC potential. A car parked in the wrong place was the subject of a polite request from the land owner. The driver was uncooperative and the site was closed as a result.

The South East Wales club, who have had to close Hay Bluff to non members, following the site nearly being lost owing to pressure of use resulting in soil erosion.

The South West Wales club, who, as a result of the activities of a large portly instructor known very well locally, his students and a number of visitors who persistently broke the rules, have closed Rhossilli to visiting pilots. The site is now members only, which is a tragedy, because this is one of the best EPC/CPC sites in the British Isles. Non payment of site fees was sited as a major factor, despite the site being crowded during the summer only £16 was collected by the village shop in site fees.

The South West Wales club again. Bryncaws, a fantastic SE site, with XC and wave potential. The access to this site is via a farmyard and one of the rules is that a max speed of 5 mph through the yard is adhered to. Site visitor, races through yard killing sheep dog. The club managed to keep the site, by serious negotiation and replacing the dog immediately, at a great cost. ALL SW Wales sites are now members only.

THE SOUTHERN CLUB, when Farmer Lees' wife was nearly run over by a hang glider pilot. By now you get the picture. We have to protect our sites. The level to which they've been taken advantage of is shown by the collection of £300 in one day. Every one of those visitors doesn't get Windsock and therefore doesn't know the site rules. We only need one of them to be abusive to one of the Lee brothers having landed in the wrong place.....

The worst thing about all this is that there is a code of practice for visiting pilots. It goes something like this...

Contact the Club controlling the site you want to visit. Find out the rules and offer to buy a site guide. On visiting the site find a club member and get a site briefing, irrespective of the number of hours you have or the number of comps you've won. Find out if the rules have changed.

Stick to the rules and pay the site fee. Be polite to everybody you meet. That berk who held you up for 10 minutes on the track might just be the land owner in which case

- a) They're not a berk and
- b) Annoy them and the site gets lost.

If you end up flying a site for weekend after weekend, then you should join the club, put something back in, rather than being a worthless parasite enjoying other peoples good will.

If visitors did this, there'd be no problem and hardly any sites would be members only. However the "couldn't care less attitude" gets passed on from generation to generation and more and more sites become members only. The large portly instructor has turned his attention to Woolacombe. How long do you think it will be before the site becomes "MEMBERS ONLY"???

Collecting fees from visitors is only part of the process of policing the sites and making sure that visitors know the site rules and adhere to them is the only way of ensuring the long term future of the clubs' sites. I think we should offer at LEAST a 50% discount on site fee to any visitor who can produce an up to date site guide. Forcing them to write their name on the top of it would prevent multiple use of it.

You may resent the position of being a legitimate member being asked to prove it at the Dyke but I promise you that you would resent it far more if the Dyke was closed.

Having said all this some of the new low airtimers have been asking why there's no national sites guide.....? I rest my case.

Thank you very much luvvies, and good night!!

Pippin at Cloudbase (c)1993

PS.

Please note if you are not a Thames Valley Member there is a site fee to be paid.

ACCIDENT PREVENTION & REPORTING

from Gary Cook : 14.3.93

At the AGM last night, it was mentioned quite a few times that there had been quite a few incidents/accidents on our sites (thankfully, most would appear to be minor) throughout the last year. I didn't want to interrupt the smooth flow of the AGM by interrupting proceedings on the night; so here's my ten pennor'th on the subject...

As some of you may already know, I am now the Statistics Co-ordinator for the BHPA's Flying & Safety Committee's Accident Panel. Very grand-sounding - but basically it means that I receive all the accident/incident reports - both HG and PG - from all over the country, and try to analyse them. I collate all the information that the panel is given onto a computer database which then allows me to break down reports into a set of statistics as required by the BHPA.

The report forms remain totally anonymous and confidential - no names, addresses or 'phone numbers are used for statistics purposes.

It is vital that reports of any accident/incident are sent in to the BHPA office for every occasion which members are either involved in, or witness... a couple of scenarios which will hopefully show the value of incident reporting are as follows:

IMAGINE THIS:

1. A piece of equipment (let's say, for the sake of argument a harness) has a manufacturing fault. One unlucky purchaser experiences, let's say, an in-flight legloop failure, but lands safely. He goes to his local dealer and complains in no uncertain terms. The fault is corrected/the money is refunded, and the customer goes away semi-happy. He continues flying with the harness and has a long and happy flying career. Apart from a few of his flying friends and the dealer, NO-ONE KNOWS ABOUT THE FAULT. No incident report is filed.

Imagine that the same thing happens at a couple of other flying centres up and down the country, with similar results... no incident reports are filed.

Now, imagine a new customer (maybe you) buying one of these harnesses; he/she flies happily for a couple of months; he/she spots nothing wrong with the harness. Then one day the leg loops fail and the flier ends up with a reserve deployment/broken leg/broken back (delete as applicable).

This may be an exaggeration (I truly believe that all manufacturers are now sufficiently sorted out not to allow this sort of thing to happen) BUT if three reports about the same kind of failure on the same kind of harness had been received, it is quite possible that the trend could have been recognised and the membership and manufacturers alerted - possible result no accident and no more faulty harnesses produced.

NOW IMAGINE THIS:

2. A flier (of either discipline) who continually breaks site rules/flies when it's too windy/breaks air law/flies with too much brake/forgets to hang check (delete as applicable). He/she is noticed repeatedly doing the same thing; everyone agrees that one day he/she will come a cropper. One day, he/she does come a cropper, but takes someone else out too. Everyone says "told you so". If incident reports had been forthcoming then perhaps the repetition of one name would have been noticed - perhaps they or their club could have been contacted - perhaps advice would have been heeded?

These are just two illustrations of why INCIDENT reports are important - remember, it's not embarrassing to admit you make mistakes - people who don't admit that they make errors are bloody liars.

So - next time you are involved in, or witness, an incident - don't just gossip about it with your mates - if you feel strongly enough about it, send an incident report in to the BHPA and maybe help to prevent a future accident.

Also, remember that the SHGC has its own Safety Officer who can advise the Committee on your behalf of anything which you think we should know about, but you don't really want to report for some reason.

FLYING IN MIXED COMPANY; FOR PARAGLIDER PILOTS

by Steve U.

After the success of the version of mixed company flying for hang glider pilots feedback has indicated there would be interest in a version to help paraglider pilots understand the particular problems and flying styles of hang glider pilots.

Hang gliders fly by weight shift, whereas paragliders are aerodynamically controlled. Therefore the position of a hang glider pilot in relation to his gliders base bar tells you the manouevre he/she is attempting. A hang glider will shift his/her body left to fly left, and the same for right. The pilot will push the bar out to slow down and pull it in to speed up. Hang gliders haven't got the pendulum stability that paragliders have, and often get turned against their will. Hang gliders have a large reserve of speed and may exceed 50 mph.

Just like in paragliding, the type of glider a pilot is flying will tell you a lot about his experience. Slower, more forgiving gliders will be flown by low airtimers who will need extra room. The very low airtimers will have the red ribbon as required by the BHPA rules. They'll be flying gliders with not much double surface, round section upright tubes and not many battens. Examples include the Avian Clubman, Airwave Calypso and Hi-way Vision. These pilots will be unused to turbulent conditions so give them extra room and don't forget your canopy generates a lot of wake turbulence, which can feel very frightening to a low airtimer pilot. Remember your first collapse?? Gliders with large amounts of double surface, lots of battens and a jam cleat on the base bar for a Variable Billow (VB) are higher performance and tend to be flown by more experienced pilots. The variable billow (VB) is worth noting. It tightens the sail on a hang glider and improves the speed and glide. The penalty is paid in much reduced handling and manouevrability. When the VB is on a long length of rope may be seen dangling from the base bar of the glider in flight. Give more room, because the glider will be a lot slower to turn, and will be moving faster.

The biggest difference between hang gliders and paragliders comes in landing convenience. Paragliders may put down on the side of a hill but hang gliders require to top or bottom land. Slope landings (or "Fly on the wall") require a lot of experience and are potentially very risky. To derig a glider having bottom landed and re-rig takes at least an hour. Therefore in light winds where gliders run the risk of going down that little bit of extra room you give them or the two minutes you give them alone in the air are very much appreciated. Pop your canopy in on the slope, let them sneak in for a top landing.

Hang gliders require a take off and overshoot area that is clear of inflating canopies. Hang gliders cannot easily abort a take off; it requires commitment.

One of the worst things for a hang glider pilot committed to a take off or an overshoot is to see a canopy pop up from just over the lip of the hill. On a light wind day be very aware of the landing approaches and overshoot area for hang gliders. Hang glider pilots about to land will have their harness unzipped if its a pod type or will have their feet off the stirrup if its the stirrup (non enclosed) type. Their legs may be dangling, although some pilots don't get out of their harness when landing until the last moment. Other times when the pilot is not fully in the harness is when he's just taken off or is intent on fiddling with it to get into it, both of which are times when they might not be 100% aware of other air users.

Very fast or very slow moving hang gliders generate a lot of wake turbulence. Mega collapse city!! Ridge hogs who buzz the take off area are irritating and may collide with parked gliders or spectators. Also unpopular with hang gliders are slow moving canopies in front of a landing area, for all the reasons mentioned before but also because the wake turbulence breaks away from the trailing edge of the

canopy, rolls across the hill and catches them at the worst time, on the uprights for landing with reduced control. Cross wind landings for paragliders are not a problem generally, but if a wing drops on a hang glider in the last stages of landing the corner of the "A" frame may contact the ground hard, with expensive and possibly painful results.

Recently a keen paraglider pilot in the Southern Club was able to fly on a large Typhoon with a dual rated hang glider pilot. He said the experience gave him an almost instant window on the problems hang gliders have in mixed company. Valuable experience, and worth considering but just getting to know the site from a hang glider pilots point of view by chatting will make the site safer, more enjoyable and easier to fly for both parties.

The REAL Pilot Profiles

by Glenda Slag.

John "Basket Ball Player" Pendry.

Has been a Champion ever since he started hang gliding. Was taught to enjoy himself and relax by Robbie Whittall. John Charlton once asked him: "Who the hell are you?" to a chorus of raucous laughter at an EGM. Loves watching and enjoys the company of female basketball players. Became known as Snowy after hanging around with Tin Tin (see below). Life time ambition is to streak at Lords during an Ashes tour by Australia. Buys his jeans in Millets.

Trevor "Trev man" Ackroyd.

A loveable shambling figure, Trev man used to be one of the faces in the Southern club. He collected a large number of very knackered gliders, most of which were the design aberrations hang gliding wants to forget. Explorers, Excaliburs and any other hunk of homeless junk would find shelter with him. His Excalibur had so much reflex that pictures exist of ten people sheltering from the wind at Firlie under the trailing edge alone!!! One season he broke more uprights than all the other winners of the trophy put together. Had his upright straightened by a female instructor on the way back from Steyning once!!!! Drove all the way back from Spain with a broken ankle rather than admit he'd broken that as well! Buys his jeans in Millets.

Irwyn "Frank N. Furter" Jehu.

Definitely a Rocky Horror Picture Show fan, this man. Likes being dragged around, whether its attached to a canopy at Beachy Head or in a nice tight dress. Managed to keep it all a secret until his daughter, surrounded by hang glider pilots in the Dyke pub, blurted out his secret. Lost his job in the cast of Pob-y-Cwm after he admitted enjoying life in England. Used to employ a personal translator, but has now grasped certain phrases like "Look you, Boyo", "oh hell aye" etc. He has described himself as a converted crag rat, but no-one knows what this means. Is the only person from Merthyr Tydfil to indulge in any sort of foot launch flying. Buys his jeans in Millets.

Robbie "Tin Tin" Whittall.

Also called the Smiling Kid, slaphead etc. Does the most outrageous things in the air, and lives a charmed life but cannot ride a mountain bike more than 10 yards without being in a near fatal crash. His last mountain bike accident broke his wrist, which ruined his sex life. Is an Honorary life member of the Southern club, so gets to fly for free, like he gets gliders and canopies and varios and posy Sky Systems suits for free. A Jack-the-lad addicted to prank playing. Robbie met his match when Darren Arkwright put Ex-lax in his bedtime chocolate drink the night before the last league meet in Wales year before last. Cannot be in a restaurant for more than 10 minutes without throwing food. Trashes the nuts off his gliders. Treats his women the same way. Will one day grow up, but not in the near future. Buys his jeans in Millets, and bears a remarkable resemblance to "Pob" of "Pob's Programme" fame.

"Spanish" Joe Hayler.

Famous for his interview technique. Makes Jeremy Paxman, Brian Walden and John Cole seem like rank amateurs. Has a more interesting accent than John Cole as well. May be spotted at the Dyke usually with the most expensive glider at the bottom of the stack. Edits Cross Country?! Still wants to know why Steyning Bowl isn't a club site. Life time ambition to interview Eddie "Buffalo" Bilous, who Buys his jeans in Millets (see fig. 1, right)

Next month Monique Amman, Judy Leadburn and Daphne Freedman talk "woman to woman" to Glenda about their lifestyle and the incident with the Chippendales at the Womens Championship.



You've been ZX'ed!

Tuesday the 16th of February was, on reflection, a very good day. I'd surveyed the Sussex downs from just under 2000 ft ATO on my first cross country flight on a canopy. Up until the end of September I'd be doing top to bottoms on a Black Magic, which I'd owned for two years. My weight had gone over the optimum and I'd seen a lot of canopies from underneath while attempting to soar on it. Several good flights on it at Milk Hill persuaded me to stick with it and the advert Eddie placed in August Windsock had me strapped in to the Edel ZX medium to try at Steyning one fine September day.

The performance compared to my Black Magic was astounding - this was not even large enough for me and yet I was skying out. I was hooked and ordered one the same day. Tim Cox was good enough to buy my Black Magic for his school and I was on the road to serious paragliding city.

The canopy arrived early in October and I had some conversion training with Eddie and Pete who also set the canopy up for me. At first for financial reasons I bought the basic canopy with a Force harness but with no backplate or reserve. The canopy quickly proved itself to be a very serious contender. I was now getting to the top of the stack when I managed to get my flying sufficiently together and the canopy was exceeding all expectations.

I was very cautious because this kind of canopy cannot hope to match the Black Magic for stability and I did not want to become a "bought a new canopy, crashed next day" statistic. I've done enough of that in hang gliding. Lots of good flying followed but the canopy didn't like the wake from other canopies.

After a couple of months the thought of the spring coming round began to bug me. I'd need a reserve and a backplate and articles by Howard and Steve Brewer made it obvious that there is no economy in not having these things.

So, once again, a phone call to Eddie gets an offer of a chute at a good price and the necessary modifications to fit a Vitamin Sea backplate to the harness.

So I've got all the kit for less than the price of a discounted Voodoo and boy, are they discounted at the moment.

The additional weight now has me smack in the middle of the weight range for the large ZX and the behaviour of the canopy is now almost unbothered by wake.

However, no excuse for complacency...

So, Dyke on the 16th of February, hoping for some thermalling to sort out my technique on a paraglider. After a few false starts I'm getting the odd blob up to

250 - 300 ft ATO. A couple of small blobs I follow back over the pub and head for the same thermal as Golly, fortunately he gets established above me in the best lift. This is slightly behind the pub and a few 360s later its debatable if I'm going to make it back. Golly's now behind the ridge marking a core so I fly 100 yards downwind and connect with it. Two 360s later and I know I won't get back. Oh well, see whats to be had in this scrappy little thermal, land at the cross-roads having had a little dash and a practise outlanding. At this point the thermal blobbed off nicely and became 4-6 up.

I 360'ed up to 1150 ft above take off, at which point, a mile behind TO and committed to an XC attempt I switched over to QNH. By 2000 ft AMSL the core I was in had died but a brief search under a darker part of the cloud had me back in a 1-up. Just under base at 2250 AMSL the drift has me almost over the A27 and into the back of Portslade where there's nowhere to land. I set off cross wind for a small cloud. There's loads of sink on the way there and paragliders can't outrun it the way hang gliders can. However looking at the sky and the developing clouds is so much easier on a canopy. I get there and get a 1-up which I work. That gets me over the cross roads and into the outskirts of Brighton at 2120 ft AMSL. The drift is again taking me away from the odd green spots into the metropolis where again there's nowhere to land. The lift I'm in is dying off so crosswind I go but with no lift I'm soon on the deck just short of Ditchling Road. A group of kids playing football watch me set up the approach to the playing fields and after a text book landing my landing witness said I came down "Just like an Angel". Jealous Stuart?

Pack up my gear and walk out of the field looking for a phone conscious of the fact my car keys are in my pocket and a lift back is unlikely. Help is at hand, however in the shape of a parked taxi and 20 minutes later I'm back at the Dyke. A distance of 6.65 km and something I don't think I'd have ever done on the Black Magic.

First XC on a canopy, first XC of 1993, and Salvadore please note: Top of the stack on an unstable XC day is cloudbase, not 190m above take off. By the time I got back conditions had deteriorated so I was very glad I went for it. I've got an accelerator kit to fit, the risers had the pulleys as standard and Michel's fixed me up with a stirrup. It's a damn good looking canopy, bright yellow with the black eagles' head symbol and the multicoloured stripes on one tip. Hopefully there'll be a lot more of it at cloudbase this year. Much thanks are due to Eddie and Pete. This is without doubt the best aviation purchase I've made.

Masked (paragliding) Man (c)1993

Chairmans letter

from Johnny Carr

Well here I am, Chairman again for another year.

The AGM came and went without too much of a fuss, however there have been some important proposals carried of which you should all be aware, you will find them in this issue. We have some new committee members to compliment some of us old-timers, so I think it will be an interesting time ahead.

The thermal season is with us at last - it started with a couple of really good days in March, lets hope the trend continues. Its really good to see so many members going cross country, some going over the back for the first time, keep it up. Don't forget to tell Kenton all about it, his number is on the list of committee members. Many of you will be having your first flights for many months so please be careful, if you are unsure of the conditions please ask. Don't take chances, live to fly another day.

ANYONE INTERESTED IN COACHING OR BEING COACHED - PLEASE MEET IRWYN JEHU (PG) or JOHN O'NEILL (HG) AT THE COMMITTEE MEETINGS: DEVIL'S DYKE, 7:30, FIRST WEDNESDAY IN THE MONTH.

REMEMBER: THE LAST PERSON TO LEAVE BEACHY HEAD AFTER FLYING MUST TIDY UP AND PUT THE EQUIPMENT AWAY.

PLEASE NOTE: The cliffs at Beachy Head are still closed to the SHGC - peregrine falcons are nesting.

THE DYKE LANDING STRIP IS NOW ACTIVE - LANDING ONLY ALLOWED IN THE UNCROPPED PORTION NEAR THE GATE. THIS RULE IS STRICTLY ENFORCED - £10 LANDING FEE FOR THE CROP.

A new category of membership has been introduced for people who don't want to fly our sites, but wish to be members and receive Windsock/bulletins/a sites guide. This Non-Flying Membership will cost £20, and £15 for a renewal.

REMINDER TO SCHOOLS TEACHING ON SHGC SITES.

Only registered schools are allowed to teach on any of our sites, and are subject to the rules and regulations of the Club. All monies due to the Club must be paid in full at the end of each month, to Mark Woodhams, Schools Liaison Officer. Or else...

TRULEIGH HILL (the other end of the ridge to Devil's Dyke) IS IN THE PROCESS OF BECOMING A CLUB SITE. UNTIL THE OFFICIAL RULES ARE PUBLISHED, PLEASE NOTE THE FOLLOWING: SKY SYSTEMS SCHOOL/INSTRUCTORS HAVE PRIORITY ON THE SITE, AND WILL ACT AS SITE MARSHALLS THERE. THE SITE IS RESTRICTED TO PILOT LEVEL PARAGLIDERS ONLY AT PRESENT, ALTHOUGH THE LANDING FIELD IS OPEN TO ANYONE WHO FINDS THEMSELVES AT THAT END OF THE RIDGE UNABLE TO GET BACK

YOUR LETTERS

Vigilance

Would all pilots, especially the low airtime pilots please be vigilant. This means looking all around you all the time, above, below, behind, in front, left side and right side.

Please do not perform 360's in front of the hill/ridge at low altitude, especially not starting the manoeuvre downwind.

The spring thermals are now upon us and already we have had 9ups.

To those newly qualified pilots that means people below you can very quickly come past you with the right of way and take you by surprise if you are not looking.

And where there is phenomenal lift there will also be some very heavy sink causing you to suddenly go down very fast. So then where would you be if this happens to you in relation to the other pilots around you?

- Ian de Haan

Airlaw - and the "New Pilot's" Point of View

Every issue of Windsock seems to contain articles on how poor our flying is, and how we don't understand our airlaw, and how the schools are pushing students through, etc., even when the BHPA mark the papers and the new pilots must have passed.

As a novice pilot it's a bit daunting flying in company for the first few times - the red ribbon helps but you are on your own, and you experienced pilots don't often "give us a bit more room".

We all know our airlaw; the problem is interpreting it. Some basic questions that we could do with some help with are:-

1. How soon should you turn?
2. How often should you look all around?
3. How long should you look away from your direction of flight for you to look all around?
4. What happens if you are flying the ridge and you can't fly as slowly as the pilot in front, who is flying too close to the ridge for you to pass ridge side?
5. What is the wrong beat?
6. What happens if another pilot turns and passes just under you?

The answers to the above depend on a lot of variables - different circumstances, different answers.

Experienced pilots also get it wrong - the other day I heard someone giving a very experienced pilot 10 minutes of aerial verbal abuse about his airlaw interpretation, or application.

The problem is also one of decision taking, rather than not knowing airlaw - the more pilots in the air, the smaller the site, the faster the decisions that have to be made.

As you gain experience, your decision making gets better, but we all make mistakes. If our decision making was 100%, then pilots wouldn't crash, get dragged 100 yards down the road on their bums, or get their woolly hat covered in cow excrement, would they?

Have you ever made a mistake? No? Hmm...

It would be nice to read a lot more friendly articles in Windsock, a lot less wingeing about how bad everyone else is, and see a bit more help and understanding of us poor "new" pilots.

Hopefully our editor will now fill in the answers to the above questions.

- Jerry Hansen

Thanks for the letter Jerry. Firstly some news - Ian de Haan is no longer the editor of WingeSack, pressure of work and all that have meant he has relinquished his hold on this organ to a new Collective editor. Contributions to the PO Box No., please.

You are quite right in many of your points - perhaps some constructive articles will now be forthcoming from experienced pilots in order to help lower airtime chaps and chappesses out. Hopefully we can gently lose the accusatory tone which has slipped into certain of our

correspondence over the last few months.

Another suggestion for low airtime pilots - contact your Club Coaches. We are pleased this month to welcome aboard 3 new paragliding club coaches - Alison Maddock, Steve Brewer and Stewart Swanton.

The Modeller's View

I fly (models) mainly at Mount Caburn, the last couple of times I flew, the sky was crowded with Paragliders and Hang Gliders.

On busy days, we retreat and fly in the back of the bowl, leaving the best lift to you lot, even with us flying in the back of the bowl as far out of the way as we can, we still find that you fly and turn right in front of us.

Please can you leave a bit of clear airspace for us, as it is impossible to see our models and what we are doing if you fly between us and our models.

Our models can fly at about 60mph - if they hit a hang gliders' rigging or a paragliders' strings, a serious accident could be caused.

Can you all fly with a bit more regard for us. Yes, we do exist, and we have flown many sites long before your sport was invented.

All we ask is that you turn a bit sooner, not in front of us - and don't get between us and our models.

- Nigel Tusk

In answer to Nigel's letter - all we can say is that our club members should be courteous to ALL other air users (including each other) - and this often means modellers, who were often there "before us". It's also worth referring to the wording re. Caburn in the site guide:

Aero Modellers: Aero-modellers make good use of this site and were there first. Friction has occurred in the past, so if modellers are flying, go and have a polite word with them and reduce the risk of a clash of interests.

Better Use of Steyning?

Well, from the bit in Muckraker, the editor didn't like my last idea about an open window for Hang Gliders at the Dyke on busy days. Well, I have another idea about better use of Steyning Bowl on busy days.

The problem is only 3-up and lots of pilots waiting. What happens is that when one pilot lands, most of the grounded pilots race to get into the air - fine for the experienced pilots, but what about the "new pilots"? They may not even get to fly.

The other Saturday I noticed the good pilots flying 4 or 5 times, always beating the "new pilots" to it, and some pilots flying for nearly an hour, rather hogging it. One novice in particular who had been waiting for about an hour to fly - wall built, ready to go at the slightest chance - when an experienced pilot plonked down in front of him, built his wall and blocked any chance of take off by the novice, a couple of polite words resolved the situation and the novice flew.

It would seem to me to be a good idea if our sites officer were to have a chat with Eddie (Bilous) and evolve a flight order for busy days, still giving Eddie priority when he wants it, but giving our novices a chance to fly without the "Le Mans" type start needed at the moment. This would, I think, improve the flying enjoyment of everyone.

Well Ian - what do you think of that one? I look forward to your reply in Muckraker.

- Jerry Hansen

Comments from Eddie I guess? The new editorial Team at Windsock towers are trying to ensure that the Muckraker column does not become a forum for personal sniping - hopefully contributions in future will be a little less "nasty" in tone.

Stewart Swanton has asked me to mention that on the 24th of March of this year he took off at Devil's Dyke and did the longest X C of the day flying 22.36km.
Well done Stewart! Also, a big congratulations to Paul Gardiner and Nigel Barrett, and the many others that went XC the other day. Well done & keep it up.
Did any one else go X C that day? Let me know, write in and tell us all about it... I de H.

Late Small Ad

Comet CX 21 Orange. Suit Pilot weight 65-120kg. Very pleasant to fly, good first or intermediate canopy. Has speed trimmers, big ears lines, bag and harness.

Flown one season. Still an excellent performer, nylon construction. Come and fly it, Firtle or local area.

£850 ono. Fionn Kennedy 0273 858221. (1)

Mount Caburn (revisited)

Caburn is a small site shared by Hang gliders, paragliders, modellers and occasionally sailplanes from Ringmer. Some days it does get very crowded =

Another case for a bit of marshalling?

Some of the modellers feel, with some justification, that we crowd them out of many of the best sites. I have written to Lord Hampden to check the status of the modellers. I suspect there is no formal agreement, and so we are in a strong position. However, I think we should take a sympathetic attitude as they should be allowed to continue to enjoy their sport as we do ours. They are often useful in guiding paragliders and hang gliders to the best lift,

so I recommend a policy of peaceful co-existence and communication.

If there are any modellers on the hill first, have a word with them before you fly.

A general rule might be to leave room for modellers to launch and fly in the bowl when they want to and to try and avoid flying between a model and it's pilot.

- Fionn Kennedy

MINUTES OF THE SHGC COMMITTEE MEETING:

11th February 1993

Present : J. Carr, A. Caple, M. Carnet, F. Kennedy, G. Cook, M. Brady, T. Cox, N. Gibson, I. Jehu

Apologies : K. Pickering, M. Woodhams, A. Turner

1. Matters Arising

1.1 Flare Guns: The flare guns have now been obtained. These will be distributed to Committee members who are regularly on the hill.

1.2 Sites Guide: N. Gibson has communicated the required changes.

1.3 Xmas Bash: G. Cook has banked £240. Additional payment may be forthcoming from I. de Haan.

1.4 PR Officer: The vacancy will appear in Windsock.

1.5 Schools Use of Club Sites: I. de Haan will put a note in Windsock ensuring members that, under the existing arrangement, they are entitled to use Steyning Bowl.

1.6 Brighton Council Meeting: Minutes of the meeting have been received.

1.7 1993 AGM: Minutes from the 1992 AGM have been published in Windsock.

Members have been asked to put their proposals in writing to the Secretary. J.Carr

has received a summary of the key points from the minutes of meetings over the last year.

1.8 Downs Club: A letter restating the Club's position has been sent to the Downs Club with copies to John Clarke and Kay Simpson. (The outcome of the subsequent meeting was discussed later).

1.9 Club Employee: M. Brady had contacted P. Day very shortly before the meeting to establish how much the Club can afford and was waiting for a reply.

1.10 BHPA Sites Policy: M. Brady has written to John Clarke expressing the Club's support.

1.11 Beachy Head Log Book: A. Turner has replaced the one which has gone missing.

1.12 Airspace Changes: N. Gibson has double-checked the changes with K. Pickering. We now have a clear understanding of the changes.

1.13 Introduction of Novice Paraglider Pilots: I. Jehu has initiated a scheme for novice pilots to contact prior to the monthly committee meeting to arrange for coaching.

2. 1993 AGM: At AGM's, members of the Committee traditionally stand down. In order to achieve a healthy turnover of people, other Club members should be encouraged to stand. To avoid a situation where people are deterred from standing at the AGM itself because of who else might be standing, G. Cook will put a note in Windsock indicating that all posts are vacant together with a proposal slip for anybody who is interested.

3. Payment For The Use Of Club Sites By Schools: At the AGM, members will be asked by the Committee for authority to devise a scheme for Schools to pay the Club since the current approach, although successful for most schools, can be improved upon.

4. Members Forum: From time to time representations are received from members for discussion at Committee meetings. It was agreed that there should be a regular item on the agenda for members to raise issues, either by attending in person or by communicating them to a committee member for discussion.

M. Brady said that Mike Broadbent had contacted him concerning 'Black Saturday'. The half hour allowed for hang gliders only was very welcome. However, Mike felt that it was not enough since, given the crowded conditions on that particular day, the mixed sessions amounted to paragliding only. He suggested that 'time sharing' should be employed more extensively, possibly in proportion to the relative numbers of hang glider and paraglider pilots on the hill. The Committee agreed with this in principle - that when similar conditions occur (i.e. light winds and marginal lift), the marshall should consider this approach to alleviate any overcrowding. Alternatively, allowing hang glider pilots to launch and gain height first might also work.

5. Officers Reports:

5.1 Membership (G. Cook): There were about 10 new members over the last month bringing the overall total to about 370. Most of these were hang glider pilots giving an overall balance of hang glider to paraglider pilots of about 50:50.

G. Cook will order helmet stickers for next year.

5.2 Airspace (T. Cox): Definitive changes are now available. N. Gibson will get these published in Windsock.

5.3 Towing (M. Carnet): A hang gliding tow weekend has been arranged for 13th March for pilots wishing to obtain endorsements and for those already with endorsements wanting to do some winching. I. Jehu and F. Kennedy expressed an interest in doing some paragliding towing.

M. Carnet said that when the time comes, a payout winch (rather than a static winch) may be a cheaper option for the Club.

Sky Systems would be able to train and give winchman qualifications for hang gliding. There are presently a few regulation problems for paragliding but these are expected to be resolved.

5.4 Sites (A. Turner): J. Carr said he wanted to commence a thorough survey of the SHGC area to identify any possible sites. F. Kennedy and A. Turner will get together to identify potential sites, contact landowners and if appropriate, commence negotiations.

A. Turner had expressed concern at the loss of the log book at Beachy Head (a replacement of which has been provided). He asked for a note to be put in Windsock asking for its return.

M. Carnet suggested using a lockable post box (available from builders merchants) together with preprinted log sheets. The key could be held by A. Turner possibly with a duplicate in the pub. A. Turner will investigate.

A. Turner will obtain a replacement stake for the windsock at Beachy Head which has also gone missing.

A. Turner and F. Kennedy will work out ways of making the top landing area more visible.

A. Turner also asked for some changes in the Sites Guide to High & Over.

[M. Brady reported to the meeting on behalf of A. Turner.]

5.5 Sites Control (N. Gibson): N. Gibson reported that the top car park at Newhaven has been closed and that the only access to it now is from the bottom of the hill.

Hang Gliding Coach (A. Caple): Marshalling on the previous Saturday was a great success despite busy conditions. A. Caple expressed his thanks to the paraglider pilots for their co-operation. He felt that the system is working well.

J. Carr said that a number of members wished to congratulate A. Caple and the other marshalls on the day.

5.6 Paragliding Coach (I. Jehu): Coaching can be arranged at committee meetings for the following weekend. Based on the current evening the scheme looks promising.

The form will appear as a permanent feature in Windsock.

6. Downs Club: A meeting was held on 30th January between the SHGC, the Downs Club and the BHPA in an attempt to resolve the differences between the two Clubs. John Clarke (who chaired the meeting) and Kay Simpson represented the BHPA. Unfortunately the Downs Club refused to respond to the SHGC's proposal.

John and Kay decided to recommend registration of the Downs Club with the BHPA with the following provisos :-

- representation of the sport with any local bodies will be handled by the SHGC
- the Downs Club shall be open to all BHPA members (although the Downs Club reserved the right to veto membership applications)
- each club's committee meetings shall be attended by 2 of the other club's

committee members

- committee members of any club should not be allowed to vote on any issues in which they may have a commercial interest (though they may speak on the issue)

At a follow up meeting between J. Carr, M. Woodhams, M. Carnet and M. Brady who had attended the original meeting, it was decided to send a personal letter to John and Kay reflecting on the meeting and thanking them for their time. A separate open letter outlining the Club's stance on the whole issue, would be sent to the BHPA Executive in advance of the meeting at which they will be discussing the Downs Club application.

7. Any Other Business: O. Elliot-Webb had told J. Carr that a first aid course is being run by the Red Cross. It is due to run for one evening a week for 14 weeks commencing 18th February. A note will be put in Windsock.

The issue of financial concessions for members who are in financial difficulties (e.g. unemployed) was discussed. It was felt that this would be too complicated to implement in a way that could identify which are bona fide cases and that it would not be fair to those members who have paid. However, any further suggestions will be considered.

A letter of thanks to the Club was received from John Clarke for the contribution to the Bradwell Edge Fighting Fund.

1993 AGM Highlights!

All in all, this year's AGM was a relaxed affair with 55 members present at the Devil's Dyke Hotel (according to the signing-in book). A few changes have occurred on the committee and an approach to marshalling has been ratified by the members. But more of that later.

Officers Reports

Thanks to Adrian Caple's efforts in organising two Club coaching courses, we now have 12 qualified coaches in the Club covering both disciplines. Tony Turner reported that, unfortunately, Club equipment is consistently going missing at Beachy Head and reminded members that it has to be replaced at their expense, so please take care with it. On a brighter note, Mark Windus has very kindly offered the use of Truleigh Hill to suitably qualified paraglider pilots. Site details will be published in due course. Tony has also been working closely with Finn Kennedy to identify and follow up on any potential new sites in the area.

Peter Day said that it had been possible to put £4,400 into a separate high interest account (including the 20% to be set aside for land purchase as agreed at last year's AGM).

There are presently 6 schools registered to train on Club sites. Only the Sussex College of Hang Gliding and Skywing Sports may use Firlie. Income from the schools for 1992/93 for the use of Club sites was £561 as opposed to £496

last year. The rules governing payment will be tightened up to ensure it is received on a regular basis and with specified supporting information. A new Sites Guide is to be produced at a cost of £1,000. Sheets for Truleigh Hill will come a month later.

Paid up membership now stands at 378 including 6 honorary members. 164 are hang gliding only, 187 paragliding only and 27 fly both types of craft. 27 members didn't renew from last year.

Tim Cox reported that airspace restrictions in the area have been relaxed thanks largely to the efforts of the Ringmer Gliding Club. Details will be circulated in due course.

Please let Ian de Haan know what you want in the way of social events and he will endeavour to comply.

Irwyn said that paragliding had come of age as a sport and encouraged members to get involved in coaching and competitions.

Johnny Carr thanked the committee members for their work over the year, particularly those who had stepped in at short notice.

On the issue of non-members flying our sites, concern was expressed by some members present that a heavy handed approach was being taken to establishing whether unfamiliar pilots are members and if not, in obtaining payment. While there is no intent to antagonise anybody, the meeting was reminded that non-members are expected to volunteer payment before flying. If they don't they are flying at the expense of the membership. Ian de Haan, who has raised a considerable amount of money for the Club in site fees, is regularly confronted with evasive tactics from pilots who do wish to avoid paying. He is merely protecting the interests of bona fide Club members. The simplest way to avoid being asked for proof of membership is to have your sticker clearly visible. Having said that we should all approach unknown faces courteously and make an effort to welcome new members into the fold.

Election of the Committee

Having been "leaned upon", Johnny Carr has agreed to remain as Chairman for another year. He said, however, that members should seriously consider who they want to take over at the next AGM.

Martin Brady stood down a Secretary to concentrate on establishing towing within the Club. The vacancy was eagerly snapped up by Adrian Caple (alright then - after some gentle persuasion had been applied). Tim Cox's responsibilities were extended to include those of Press Officer. Welcome to the Committee to John O' Neill as Safety Officer and Kenton Birch as Competitions Officer.

In view of the difficulties experienced last year regarding Windsock, it has become apparent that the task is just too large to reasonably expect one person to do. In order to maintain regularity, it is planned to assemble a team of people. Volunteers will be most welcome. Contact the Secretary if you can help in any way.

Proposals

An amount of upto £1,000 is to be made available to establish towing within the Club (for both disciplines).

Inclusion on the marshalling rota is now a condition of membership for those who are eligible. Members who wish to be excused will have the opportunity to put their reasons in writing on the renewal form for consideration by members of the Committee. Marshalling will also be extended to cover sites other than the Dyke, but in a much less regulated form.

A study will be carried out to establish the feasibility of employing a Club Officer.

Committee members attending 8 or more meetings in one year will be granted a refund on their membership.

Until next year then

MINUTES OF THE COMMITTEE MEETING: 9th March 1993

Present : J. Carr, M. Brady, F. Kennedy, G. Cook, I. Jehu, I. de Haan, A. Turner, A. Caple, M. Carnet, A. Lucchesi, N. Gibson, T. Cox, M. Woodhams

Apologies : K. Pickering

In Attendance : M. Windus, C. Bartram

1. Introduction: K. Pickering had told J. Carr he would not be standing again at the AGM.

Since taking on Windsock, I. de Haan has incurred other commitments and is finding the amount of work too much. Gary Cook has very kindly stepped in to issue the last couple of issues but he cannot reasonably be expected to be responsible for both Windsock and membership. The subject of Windsock was discussed at greater length later in the meeting.

2. Minutes From Last Meeting: The minutes omitted to mention that the top car park at Newhaven had been fenced off making it inaccessible to hang gliders. They will be corrected before being issued in Windsock. A. Turner will speak to Paul Milmore.

3. Matters Arising

3.1 Flare Guns: Steve Cook currently has these.

3.2 Xmas Bash: I. de Haan had banked all money received before Christmas.

3.3 Schools Use of Club Sites: I. de Haan will put a note in Windsock ensuring members that, under the existing arrangement, they are entitled to use Steyning Bowl.

3.4 Committee Positions: Notification has appeared in Windsock, encouraging members to stand at the AGM.

3.5 Helmet Stickers 1993/94: These should be in the post. G. Cook expected to receive them the following day.

3.6 Airspace Changes: These will appear in the next issue of Windsock.

3.7 Potential Sites: A. Turner and F. Kennedy have been drafting a list of potential sites.

3.8 Equipment At Beachy Head: F. Kennedy has a new pole for the windsock. A. Lucchesi said the number of flags were steadily getting less and less.

A. Turner will investigate getting permission for a lockable post box to contain the log sheets (possibly see-through so as not to arouse the interest of vandals).

Sky Systems will sponsor the post box. Once in place, completed log sheets will be torn from the book and placed in the box.

A note will appear in Windsock to the effect that the last pilot to leave should make sure that all the items of equipment are put away.

A. Turner will obtain more stakes for the flags.

N. Gibson has made changes to the Sites Guide to clarify where hang gliders and paragliders should launch and land.

3.9 Paragliding Coaching: The post AGM editor needs to be asked to put the coaching request form in every issue of Windsock.

4. Sites:

4.1 Truleigh Hill: Following a meeting with Tony Turner and Finn Kennedy, Mark Windus attended the meeting to say that he was prepared to open Truleigh Hill (the bowl with the aerial masts) for a trial period of one year, to paragliding members with Pilot rating, outside the lambing season (i.e. April). If all goes well, it may be opened to Club pilots next year. Take off could do with some clearance. There is a small amount of parking at the bottom of the hill. Alternatively, pilots could launch at the Dyke and fly along to Truleigh.

J. Carr expressed the appreciation of the Club to Mark Windus for his kind offer.

N. Gibson will draft the site rules for publication in Windsock and a copy will be forwarded to Mark Woodhams for the Sites Guide.

4.2 Steyning: Following receipt of information that Mr Bower at Steyning expected to have a meeting with the Club, A. Turner contacted Eddie Bilous who knew nothing. A. Turner then contacted Mr Bower who said he was in the process of drawing up a new contract but was happy with the present arrangements.

Eddie mentioned that there had been an attempt at poaching Steyning and that he was astonished and disgusted. He has reported the matter to the BHPA who are taking action.

Free Flight Paragliding and Purple Haze hold the site jointly and the arrangement with the SHGC will remain as at present.

5. 1993 AGM: The meeting will start at 7.00 p.m.

Because the agenda was not circulated in time, proposals will be accepted from the floor.

J. Carr suggested that co-opting assistants onto the Committee may be a way of encouraging members to participate in running the Club.

6. Members' Forum: No issue had been raised.

7. Windsock Editor: I. de Haan took over as editor of Windsock when Chris Bartram was under pressure with other commitments and has been given significant help by G. Cook. Like all committee posts, the position will be open to anybody at the AGM.

There was some confusion as to whether C. Bartram had been offered honorary membership of the Club when he was originally asked back onto the Committee. M. Brady will look through the minutes to see what was agreed.

M. Brady will contact Dave Keepax to ask if he knows the whereabouts of the printer.

8. Officers' Reports

8.1 Sites (A. Turner/F. Kennedy): N. Gibson had recently contacted the BHPA to find out what sites were registered to the SHGC. The list included Steyning.

M. Brady will draft a letter of agreement between the Southern Hang Gliding Club and Free Flight for the use of Steyning Bowl.

8.2 Social (I. de Haan): On a matter of flying safety, I. de Haan said he had received complaints from members that a pilot had been flying so recklessly that he was endangering life.

I. Jehu will interview him and report back to the Committee. N. Gibson and I. de Haan will submit incident reports to I. Jehu.

J. Carr said that he would have no qualms in throwing any pilot out of the Club who had been found to be flying without regard for other peoples' safety and had ignored requests by members of the Committee not to fly dangerously. I. Jehu said he had attended a lecture given by the Air Accident Investigation Panel. A particularly relevant point was that pilots suffering serious accidents have generally been involved in a string of previous incidents. Therefore, occurrences of the kind reported here should be taken very seriously.

I. de Haan felt that 'videoing' the Sites Guide would be of use to low airtime pilots.

G. Cook reinforced the need to report all incidents to the BHPA.

8.3 Membership (G. Cook): The current number of members is 377 (including 6 honorary members). According to current information 153 (42%) hang glide only, 187 (50%) paraglide only and 27 do both. 27 didn't renew from last year which is a lower than normal turnover. 106 people renewed late after the emergency mailshot. 50 members joined before May 1988.

G. Cook has banked £12,000 since taking over as Membership Secretary.

8.4 Secretary (M. Brady): M. Brady had contacted P. Day to establish how much the Club could afford for a paid employee. In the past year receipts exceeded outgoings by about £1,500. It should be remembered, though, that this figure will not necessarily remain constant every year.

8.5 Schools Liaison (M. Woodhams): M. Woodhams proposed that only the inside pages of the Sites Guide are reprinted. This will cost about £800. Rather than incur any further delays, he would rather issue the Guide and send out details for Truleigh Hill later.

£561 was received this year from the schools for use of Club sites as opposed to

£496 last year. To avoid any ambiguity or confusion, M. Woodhams recommended tightening up the procedures for schools to make payment :-

- All payments must be made to the Schools Liaison Officer
- Payment is due at the end of each month
- A standard sheet must accompany each payment to ensure that consistent information is received from the schools
- All instructors training on SHGC sites must be members of the Club
- Registration will be renewable at each AGM

9. Downs Club: The Club's application for registration with the BHPA is still under review and a decision is expected at the next meeting of the Executive.

J. Carr reiterated that he would not object to introducing new segregated sites to the Club if this was beneficial.

10. Any Other Business: None

11. Date Of Next Meeting: To be arranged after the AGM.

TOWING UPDATE

Firstly, I'm delighted to report a highly successful towing weekend on the 13th/14th March. The Saturday was particularly good with pilots routinely getting over 1,000 feet and Mike Broadbent getting over 1,600 feet on one occasion. That was with a complete lack of thermal activity. Sincere thanks go to Finn Kennedy and Mike Broadbent for helping out with the line retrieves.

The AGM voted to allocate an amount of up to £1,000 to establish towing as a routine Club activity. To be able to achieve this we have to get some qualified winchmen trained. With this in mind, I am in the process of establishing a Towing sub group to discuss how to move towing forward in the Club and help with the organisation. Unfortunately, there is a bit of an anomaly whereby you have to be an instructor to be able to tow paragliders but to tow hang gliders one can qualify as a tow coach without being an instructor. Addressing this will be one of our top priorities. I'll keep you posted.

Anyway, it is clear that, to make towing at all viable, the Club has to take on as much of the running of it as possible. This doesn't just refer to winchmen. We need people to act as launch marshalls or collect fees for launches which anybody can do, also to ride the retrieve bike. If any of you are interested in getting involved in towing give me a ring on 0444-233346.

The Effects of the October 1992 Air Space Changes on SHGC Sites.

Nigel Gibson - 25-02-93

As most of you are now aware, some significant changes were made to the Air Space in the SHGC area, which came into effect in November '92. These changes have only been published in the form of Latitude and Longitude coordinates of affected areas, hence I have had to plot these coordinates onto OS Maps to get a more accurate picture (I have a copy of this information if anyone is interested). As new Air Charts showing these changes are yet to be published, I have compiled a list of our Sites affected to update the Sites Guide, and to keep you informed.

The following is the best sense I can make of it:-

Steyning Bowl	Ditchling Beacon	Newhaven Cliffs	Mount Caburn	Beachy Head
No changes.	No changes.	No changes.	No changes.	No changes.

Devil's Dyke

The Air Space changes effectively add an area of 5500' Air Space south of a line passing directly over the site. (The line runs almost directly over the pub), and running approximately WNW/ESE. To the north of this line the Air Space remains as was (3500'). The ridge run to Truleigh is therefore almost all in 5500' Air Space but XC flights over the back of the site are likely to track almost along the dividing line between the old 3500' and the new 5500' Air Spaces, hence care will be necessary.

Firle (Bostal Hill)

New Air Space adds an area of 5500' directly over the site.

High & Over

No change. The new 5500' Air Space area is not far to the north and west of the site starting after Alfriston.

Voodoo Owners

Please contact Airwave a.s.a.p. if you haven't received notification from them (dated 25.03.93) of the "Porosity Situation With The Airwave Voodoo" an information pack is available; Airwave can be contacted on (0983) 78611.

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 marshal there. In any other direction, go to the most likely/your local/your favourite site, and marshal there...

03/04/93	Les				
03/04/93	Liz				
03/04/93	Ron				
04/04/93	Anthony				
04/04/93	Bernie				
04/04/93	Keith				
08/04/93	Albert	Holder	0273 514383	0273 513818	
10/04/93	Robin	Hooper	071 978 8664	-	
10/04/93	Eddie	Horsfield	081 657 93076	fax 081 689 2076	
11/04/93	Patrick	Houston	0323 440331	929 0951	
11/04/93	Rob	Howe	081 748 0735	081 746 1700	
11/04/93	Paul	Gurling	081 764 8301	081 750 0380	
17/04/93	Colin	James	081 399 6278	071 753 5881	
17/04/93	Andrew	Jackson	081 524 4944	071 939 0267	
17/04/93	Inike	Jansen	081 390 3076	-	
18/04/93	Nigel	Jarvis	0883 349845	-	
18/04/93	Vicky	Jones	0424 222630	0424 32281 ex 320	
18/04/93	Irwyn	Jehu	0903 723884	-	
24/04/93	Andrew	Keyte	081 7773495	-	
24/04/93	Ian	Jenkins	-	0980 630351	
24/04/93	Neil	Kinnear	081 697 1363	-	
25/04/93	Fionn	Kennedy	0273 858221	-	
25/04/93	Robert	Kelly	081 755 2592	0836 533410	
25/04/93	Kelvin	Kincaid	0483 428653	0276 71617	
01/05/93	Stephen	Langridge	Balcombe 811731	Cranley 532875	
01/05/93	Nick	Langford	081 541 1376	-	
01/05/93	John	Leggott	081 657 0725	081 318 7511	
02/05/93	Owen	Leigh	081 946 2552	071 236 8000 ex 2286	
02/05/93	Robert	Klee	081 543 2646	081 990 2965	
02/05/93	Amanda	Lansbury	081 470 0986	-	
08/05/93	Richard	Lewis	0273 417465	-	
08/05/93	John	Lovell	081 689 0926	-	
08/05/93	Simon	Lewis	0372 363009	-	
09/05/93	Antony	Lucchese	0474 81 2106	0892 669295	
09/05/93	Simon	Lyon	081 693 2368	0293 612 648	
09/05/93	Edward	Lockhart	081 675 9889	-	
15/05/93	Alison	Maddock	081 341 3383	-	
15/05/93	Philip	Maillardet	09592 3742	-	
15/05/93	Stephen	Marnier	0273 770166	0293 654749	
16/05/93	David	Matthews	0273 604752	061 797 6000	
16/05/93	Janet	McGill	0279 876327	07 248 4444 ex 2083	
16/05/93	Ian	Maskell	0273 540755	-	
22/05/93	Bob	Middleton	0843 596126	-	
22/05/93	Mike	Millwood	0273 400372	0273 857700	
22/05/93	Stephen	Millson	081 675 7062	0860 236470	
23/05/93	Gary	Cook	-	0273 857700	
23/05/93	William	Morris	081 648 0255	-	
23/05/93	Brian	Milton	071 263 5475	-	
29/05/93	David	Morrison	0342 716701	-	
29/05/93	Alan	Mortimer	0424 434879	0424 853481	
29/05/93	Christopher	Morley	0273 588578	-	
30/05/93	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	
05/06/93	Peter	Myers	0273 687336	-	
05/06/93	Hugo	Nottidge	-	071 827 2681	
05/06/93	Tim	Oakley	081 868 3824	0753 34655 ex 2249	
06/06/93	Paul	Osborn	081 462 2833	0689 825771 ex 431	
06/06/93	Stewart	Park	081 644 0300	081 680 3655	
06/06/93	Colin	Paine	0903 60468	-	
12/06/93	Graham	Parslow	0737 243834	0372 222336	
12/06/93	Graham	Parker	0992 812910	-	
12/06/93	Martin	Pepper	0732 454424	071 425 8167	
13/06/93	Kevin	Pickering	0273 846319	095781 561	
13/06/93	Tony	Parsons	0737 760435	-	
13/06/93	Richard	Perkes	081 977 3838	-	
19/06/93	Nicholas	Preston	081 871 1858	071 387 7050 ex 5324	
19/06/93	Jonathan	Pritchard	081 698 8942	-	
19/06/93	Clive	Pritchard	081 671 5206	-	

081 847 1815
0273 500190
0252 625246
071 737 4849
0420 86616
081 986 3123
Hedges
Johnston
Harrington
Hobden
Hewson
Henson
Les
Liz
Ron
Anthony
Bernie
Keith

MEMBERS' FORUM

At the February Committee meeting, it was agreed that "Members' Forum" should become a regular agenda item. This will provide an opportunity for members to air issues and concerns formally at the meetings. Alternatively, members may prefer to contact a Committee Member who will raise them on their behalf for discussion during the forum session.

Committee meetings are normally held on the first Wednesday of the month at the Devil's Dyke Hotel - but check the date with a committee member beforehand to be on the safe side.



Coming soon from Meridian Television- "On The Fencepost" with Stewart Swanton. A song, a smile and a new set of lines.

Mount Caburn 20 3 93 : Mike Millwood, whilst landing at Mount Caburn and running to collapse his canopy demonstrates the technique of using other people and their canopy lines to make an abrupt halt whilst landing softly in order to completely deflate your canopy by running inbetween a pilot and his canopy in the aforesaid manner. This technique is extremely successful but can take the other pilot by surprise when they are not looking and drinking hot drinks at the time.

Caburn !

With the recent spell of good weather and light southerly and south westerly winds Mount Caburn has been flown a lot. This has also caused a few local people there to become very upset at the following :-
 Parking in the car park belonging to the "Beauty Barn".
 Walking up through a seeded field instead of around the edge.
 Landing on land owned by a farmer with whom the club has no agreement whatsoever.
 To avoid losing the club this site would all members please enter Ranscombes Lane through Glynde. This can be approached easily from Lewes and avoid the road works.
 Please park in the field as shown in the sites guide.
 By observing these rules the local residents will not become upset. Please do every thing you can to keep the good will with these people. Thank you ! - I de H.

Mount Caburn 20 3 93: Pilot unknown (?) inflates his canopy into the flightpath of a pilot who was overflying the takeoff/ landing area. Thnett result of this oversight was that the pilot flew into the canopy and immediately became engulfed in it and dropped to the ground. TUT ! TUT! I wonder who was the most surprised ? Point is DO NOT OVERFLY TAKEOFF/LANDING AREAS Secondly, LOOK BEFORE YOU INFLATE YOUR CANOPY AND WHILST IT IS INFLATED! IF YOU OVERSHOOT THE LANDING/TAKEOFF AREA THEN LET PEOPLE KNOW BY OPENING YOUR MOUTH! (shout)
 Whilst flying at Mount Caburn, the day after the AGM, Sxxe Txxk manages to very successfully completely stall his APEX MR canopy and drop straight out of the air on to the hill, landing on his back! Fortunately for Steve he was not very high and his back protector saved any injury. When asked what happened he said that he had applied too much brake not realising how different the effect is from his previous canopy. Find out from the dealer what the canopies characteristics are BEFORE you do something like this even accidentally.
 One the same day Hxxxxd Rxxxxd, whilst over flying the ridge from Mount Caburn, finds that the lift all but disappears and lands on said ridge, not content with landing on a forbidden area, decides to sunbathe for a while and then takes off from this same out of bounds area. TUT! Are you deliberately trying to loose us this site?

Up-to-date list of Club Coaches

COACH/DISCIPLINE	LOCATION	Tel.
Mike Broadbent/HG	Bexhill on Sea	0424 210951
John Charlton/HG	Copthorne	0342 716006
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
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
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
Dave Keepax/HG	Burgess Hill	0444 245233

"Frustration on The Hill"

an Entertainment by Nigel Barrington Woods

- Mr. Muck:** Only meee - what you got there then?
- Bemused Pilot:** It's a...
- Mr. Muck:** You don't wanna fly one o' them. You wanna fly a Trekking Espace like I do. It stays up much longer.
- Bemused Pilot:** I've just been flying at Newhaven and...
- Mr. Muck:** You don't wanna fly at Newhaven, you wanna fly here at Mount Caburn.
- Bemused Pilot:** That's why I've just come here. There's no wind there...
- Mr. Muck:** That's what I've just told you. You don't wanna go flying at Newhaven when there's no wind, you wanna come to Mount Caburn, there's lots of wind at Mount Caburn. You wanna listen to what I tell you, you do. Anyway - what kind of helmet do you wear?
- Bemused Pilot:** The one I've got on my head now.
- Mr. Muck:** You don't wanna wear one like that, you wanna wear a knitted hat with a pom-pom on it over the top of your helmet.
- Bemused Pilot:** I thought you told everyone to wear their membership sticker on their helmet. How on earth can anyone see it if you're wearing a big hat with a pom-pom on the top over it?
- Mr. Muck:** You can't fly here anyway - you haven't got a sticker at all. Are you a member? £5 please! You wanna be a member, don't you? Then pay £5. Only £45! But you do get a sticker for your helmet.
- Bemused Pilot:** Calm down. Here's my membership sticker, on my flying suit.
- Mr. Muck:** You don't wanna put it on your flying suit. Ask Sky Systems to sew a special plastic pocket on to put it into - don't just stick it on the outside.
- (Bemused Pilot decides to fly in order to escape the endless tirade, but hasn't noticed the wind strength increasing, and he gets blown back)*
- Mr. Muck:** Now I don't believe you wanted to do that! You wanna sit here on the hill with me and tell other people how to fly. You don't wanna land there... *(exits, pursued by a bear)*

LARGE AMOUR: LOVE AT FIRST FLIGHT???

by Steve Uzi

Monday the 22nd of February was a moderate North Westerly at the Dyke. Tim Cox, local school proprietor turns up with a very important guest. His guest is none other than Steve Elkins, main man at Avian. Steve has turned up to show Tim the much awaited large Amour. At 158 sq ft, it's in keeping with what we've come to expect for that size. After some pushing and shoving, I manage to get a test flight. I flew the glider for just under an hour, and here are my impressions of it. They won't mean much if you don't know my background, which includes about 130 hours of flying, mostly on Aces fitted with super pitchies. Most recent trials include Wills Wing Super Sport, La Mouette Cobra (both sizes), Apco Santana SRC and Foil 152 Combat. The "look" is very good, with attention to detail well above average. The glider I flew was a pre production prototype, and had a couple of unused extra batten pockets. The glider like most now has no keel pocket. There are nine upper surface battens per side, and three lower. There are no intermediate battens. This makes a total of 25 battens. Uprights are the standard aerosafe used by Solar, Avian and Hi-Way. The glider has a conventional hang point, and has no VB. Good flying is enhanced by good ground handling, which the Amour excels at. The side wires are tight when the glider is on the ground, which makes carrying and levelling the wings prior to take off very easy. The "A" frame is about 6" shorter than the Ace/Magic/K series gliders which is very good for the not so tall. The static balance of the glider requires no thought at all. Take off is therefore a doddle, even with the odd gust. Flying along the ridge, the glider climbs quickly to the same level as the other ones, and feels very easy in pitch and roll. The roll particularly is very light but with good feedback as to which wing the lift is under. Therefore deciding which way to turn to thermal is no problem and thermalling requires very little thought or effort, thus allowing you concentrate on other gliders and next source of lift etc. The co-ordination in 360s is ideal for me, with a little pitch pressure and no highside or frequent correction needed. It took me effortlessly to 1250 ato, well above the other gliders flying at the time. All this height gain happened in the one thermal, found, centred and used with only two slight corrections to the initial turn rate. This ideal for the pilot new to thermalling and cross country as the glider is very undemanding, yet enormously enjoyable.

The glider was trimmed for 19mph hands off for me. Stall was very progressive, with little height lost. I had to go to full arm stretch to get a proper stall. At the other end of the speed range, the pitch feedback got very strong after 35mph, and this not, in my opinion, the fastest of all the gliders I've test flown. Steve Elkins disagrees, and says the top speed or glide at speed is as good as any other high performance glider. But out and out performance isn't what this glider is about. If you owned this glider, you would really enjoy flying it. I'm not known for being good at landing, but the large Amour is very easy to land. It is very easy to pull on speed when on the uprights, and to control in roll, unlike the heavier, older generation "performance" gliders. Its easy to fly, with faultless ground handling and very light to carry, which is important in Northern England where carry ups are part of the regular flying scene. Judy Leden and Louise Anderton both chose Amours for the Dacron Eagles migration flight, so they've obviously got potential well beyond the first hundred hours. Given the scrappy nature of lift in this country, good handling is paramount, possibly more so than performance. Cross country flights are not done on extended glides from 12,000ft, more the ability to turn and work all types and areas of lift. This a glider excellent for thermalling, because thermalling on it is so effortless. That, for me, is the key to cross country flying, knowing that a small bubble could turn into a low save on an XC rather than wrestling a board around the sky which won't turn but will outglide everything at 40 mph. If it doesn't thermal well you're never going to get high enough to outglide everyone else. Several people flew the glider that day, they all loved it (hence the name!!) and broadly speaking re-echoed the opinions found here. Light, simple, uncluttered and yet devastatingly effective. Price is very competitive at only £2300. Excellent for the ambitious low airtimer as a first performance glider, and ideal for the club flyer. Being flown in the League by Steve, so watch the result columns!!!

Summary:

Handling: Very good, amongst the best I've flown.

Performance: Min sink very good, speed range adequate.

Finish: Good, but will be even better on the production ones.

Value for money: Very hard to beat.

A big thanks to Tim and Steve for lending me their gliders and varicos for the day. Steve's top of the range Ruddock is very good and Tim's now an agent!

BACK TO THE 70'S WITH MORE MUCKRAKER

QUIZ CORNER: Oriole Goepel Elliot Webb seen clipped into her NEW! Edel Space, in a thermal, 2000ft above take off at the Dyke on Wednesday the 24th of March (Black Wednesday????), and screaming her head off. For the first prize in the Muckraker monthly competition you need to chose the correct reason why she was screaming from the following suggestions:

1. She saw Ian de Haan and Michel Carnet (pictured here asleep in a German Youth Hostel on a recent business trip) approaching her from opposite directions at the same time, with Ian mouthing the words "Site fee" and remembered that she isn't a club member
2. She was terrified and in danger of being blown back.
3. She couldn't get down and hadn't yet fitted the speed system.
4. She wanted to attract attention to the amazing performance of the NEW!! Edel Space.
5. Postman Pat had just joined her thermal, circling the opposite way to everybody else!

The first prize is a night out with Ian de Haan at the restaurant of your choice. Second prize is, yes, you've guessed it, two nights out with Ian de Haan.

GOLDER SHOWERS: Also an interesting conversation between M.Carnet and Judy Leden took place about the ways and means of 'having a wee' whilst flying ending with the comment that "Its different having a wee with all your clothes on." Its also very cold and damp later on, I'm told!!

Overshoot stakes: Mark Turner on Avian Amour..... but look out... Everyone's favourite old fellow Trev Man has returned...*Watch this space!!!!*

BOTTOM: Andy Keyte having come back from the trig point at Firlie with over 600ft is still unable to sort out a top landing approach and as a result goes down...To join the other disappointed souls at the bottom!

EPIC: Tony Luchessi (Buys his jeans in Millets) goes XC on Wednesday 24/3 (Black Wednesday)... Conditions were allegedly "epic" - and this is the very same word that Tony applied to the price of two new uprights, purchased the very next day (Black Thursday).

CLICKING: RUMOUR has it that our Social Secretary can be frightened away by whispering "Ski Club of Great Britain" and clicking your heels together three times. Don't ask us why.

VULGAR: The identity of a pilot heard swearing profusely at Firlie on Friday 26/3 (Black Friday) is wanted by El Muck - usual drink for details!

SLAG: Information has reached the ears of El Muck that Glenda Slag is none other than Jerry Hanson, wit, raconteur and designer of new flight patterns at the Dyke... Should you know differently, contact Windsock, in confidence!



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

BEAUTIFUL NEO. Fast but forgiving. Medium build. 15 hours of fun time. Unique colours. Sense of humour. Own harness and bag. Seeks pilot willing to learn. £725 or offer. Bernie - 071.737.4849 (H). 081.986.3123 x 4314 (W) (1)

METAMORFOSI PARAGLIDING RESERVE. As new complete with outer bag; £300. Call (0273) 604051 evenings. (1)

VOODOO 26. Yellow/white. 12 months old. Very good condition, less than 50 hours. £1,500 ono. with custom SAS harness AND backplate AND Metamorfoosi reserve (fitted). Call Dave Perrin on 0273-600450. (1)

AIRWAVE VODOO 26. Race risers, excellent condition, won 1992 Nationals final... £1350 or with paradise 3 harness £1500. Tel. Mark 0903 812504 evenings. (1)

FIREBIRD APACHE 26. Complete with speed system. Excellent condition, low airtime. Suitable pilot weight 60-80kg. Bargain at £1,400. Telephone 081-959 1174. (2)

AIRWAVE BLACK MAGIC (small) + harness. Very low airtime - excellent condition - pink/yellow. £650. Phone Francis on 081 568 4184 office hours. (2)

CUSTOM-SAIL ALIEN 22 small, only a few hours airtime. Immaculate. Bag and Sky Systems harness. Very stable, ideal first canopy. £595. Bruce 081 342 9595 anytime. (2)

ITV ASTEROPE MEDIUM. Blue; bargain - £1000. Ring Eddie on 081-657 9307. (1)

FALHAWK NEO Medium Ideal First canopy for pilot 65-85 kg (10.2-13.4 STONE). Less than 20 Hours airtime and less than 2 years old, complete with harness. Bargain at £650.00. Please Call 081 657 4958 Evenings. (1)

NOVA PHANTOM 45 (medium) H-reg. 9/91. Full MOT (purple) Low Mileage 148 XC Miles. 55 Hours One Careful driver. Reliable. £1199.99 ono (incl. speed sysem), Howard on 0737 763352 Surrey. (1)

SITUATIONS VACANT

PUBLIC RELATIONS OFFICER required for the SHGC (voluntary post). Please think about it - applicants make yourselves known at the next Committee meeting... (3)

FOR SALE: HANG GLIDERS

AIRWAVE KISS 154 Mylar. Excellent condition, no yaw, pleasant handling, stored indoors. £1050 ono. Tel. Mark 0903 812504 evenings. (1)

RUMOUR 14.5 (large). Mylar - recent checkover from Solar Wings. Blue/yellow - a "hot" performer! £950 a bargain. Call Johnny on 044484 667. (1)

GENERAL

FOR SALE: 4 berth frame tent. 13 years old but v.g.c. £140 o.n.o. Call 0444-233346. (2)

OLYMPUS AZ 200 SUPERZOOM COMPACT QUARTDATE (remote control infra red). Brilliant camera with 3 lenses. £125. **THOMMEN TX26.** £75 with velcro strap. **DAVRON 700 ALTI/VARIO.** Para or hang gliding. £395. Eddie on 081-657 9307. (1)

FOR SALE: Windhaven 24 foot hang gliding reserve canopy. £45 o.n.o. Call 0444-233346. (2)

BALL VARIO & THOMMEN ALTIMETER with Davron mount to fit HG £99.00. 081 644 6137. (1)

SKY SYSTEMS BUG HG HARNESS Suit pilot 5'8", 5'10". Good nick, various factory-fitted options. Tel. Mark 0903 812504 evenings. (1)

SONY DISCMAN Portable CD player. Car adapter, mains adapter, soft case, leads, 'phones. Immaculate. £100 complete. Tel: (0273) 604051 eves. (1)

LOST & FOUND

FOUND: WAXED COTTON JACKET at Beachy Head on 3rd. January. Believed to belong to a hang glider pilot, as there is a webbing hang loop in the pocket. Also a dark blue duffel bag. Contact Greg Leveridge on 0525-718877 ext 258 (day) or 0923-264686 (evenings). (3)

LOST AT FIRLE: Pair of sunglasses. Very special. Contact Steve Millson on 081-675 7062. (2)

LOST AT FIRLE: Temper. Call Ian de Haan on 0898