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2ND HAND!

WINDSOCK

JANUARY 1994

The Magazine of the Southern Hang Gliding Club

STOP PRESS!!

Saturday, 4th February

TOWING

encompassing winch and aero-towing.
Hosted by Martin Brady

N.B.
At time of going to press - to be held at Devil's Dyke Hotel - however due to re-development this may change. Please check nearer the date.

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

COMMITTEE - Updated June 1994

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Social Secretary

Steve Brewer 0403 710739

Windsock

Gail Hopkins 0273 771327

**THE SHGC supports the aims
and ideals of the British Hang
Gliding & Paragliding Assocn.**

Chairman's Letter

Dear Members,

It has often struck me how inexperienced pilots (i.e. red ribbons) exhibit less caution towards flying conditions than many who are longer in the tooth. But surely, the longer you fly, your experience builds, you get better and your confidence in handling strong winds and rough air has just got to increase. Well, yes and no. Yes, with practice, you will be conscious of the improvement in your ability to assess and anticipate conditions and to handle turbulence. On the other hand, some of the experience gained as part of the learning process will be of the less pleasant "next time I'll steer well clear of that" variety. With experience comes not only improved skills but also a knowledge of situations to be avoided. So when the sky looks epic and gliders seem to be doing well but there are top pilots waiting on the ground, it may simply be because they are having a rest or have just arrived. Equally, it may be that something has brought to mind lessons previously learned. Either way, no matter how good conditions might appear, especially in the spring when the air can be at its roughest and we are at our rustiest, there's nothing to be lost by taking advantage of other pilots' experience to avoid finding out the hard way. That's why we have Club Coaches so make full use of them. As the addage goes - it's better to be down here wishing you were up there, than up there wishing you were down here.

Elsewhere in this issue you will see a letter from Mark Woodhams our Schools Liaison Officer. Sadly for the Club, Mark is moving out of the area. A founder member, he has given a lot to the Club and presently supports the sport at national level as Chairman of the Skywings Committee. It was for his significant contribution over the years that he was recently awarded the Andy Napolitan trophy. Mark shall be missed on the Committee, not only because of his professional approach to Club business but also his deep commitment to our sport and its participants. On behalf of the Club I would like to wish Mark all the very best for the future.

Now back to that old chestnut again; towing - but this time aerotowing. We know that getting an operation going would take a significant amount of work. We might have a start though in that there is the possibility of obtaining the use of a suitable field (requirements for aerotowing being slightly different those for winching as the field does not need to be so big but noise is more of a problem). If you're interested in helping to establish aerotowing then come to the February Club night where we can discuss possible ways of achieving this and gauge whether there is enough enthusiasm and commitment there in the first place. In particular, is there anybody willing to do the groundwork? It doesn't just extend to those wishing to be aerotowed which, at the moment, is practical for hang gliders only. We won't get far without tug pilots so, paraglider or hang glider pilot, if you've a PPL for microlights or light aircraft and are interested in the prospect of free or self-financing flying then let's see you there.

Just one more thing. For those of you who remember my attempts to get winch towing going and are thinking "doesn't that guy ever learn?", I suppose the answer has to be "probably not!"

Take Care,

Martin Brady

CLUB COACHES - Updated June 1994

Steve Uzochukwu HG/PG	Maidstone	0622 736219
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
Dave Williamson HG	Brighton	0273 604752
Steve Brewer PG	Henfield	0403 710739
John O'Neil HG	Brighton	0273 541451
Mike Broadbent HG	Bexhill	0424 210951
Steve Cook HG	Littlehampton	0903 725724
Francis Cracknell PG	Isleworth	081 568 4184
Nigel Gibson PG	Feltham	081 890 7476
Harry Greene PG	Orpington	071 482 4927
Chris Jones HG	Ealing	081 579 2830
Dave Keepax HG	Burgess Hill	0444 245233
Dave Matthews HG	Brighton	0273 604752

THE ABOVE COACHES ARE HERE TO GIVE HELP AND ASSISTANCE TO NEW MEMBERS AND THOSE NEW TO OUR SITES - SO USE THEIR EXPERIENCE.

IF THEY ARE NOT READILY IDENTIFIABLE BY A 'CLUB COACH' ARMBAND, ASK SOMEONE ON THE HILL TO POINT THEM OUT TO YOU - THEY ARE THERE SOMEWHERE.

MARSHALLING ROTA

Lest You Forget.....

14/01/95 Edward Knight	0322 270884	0322 272711
14/01/95 Steven Bradley	0293 565461	0273 513177 x 157
14/01/95 Roy Barton	0634 579939	-
15/01/95 Mark Hastings	0234 273512	071 231 4474
15/01/95 Pamela Hughes	0234 273512	071 231 4474
15/01/95 Noel Venn	07372 21023	-
21/01/95 John Hansen	0273 461783	0273 268500
21/01/95 David Funnell	081 641 3283	-
21/01/95 Graham Hutton	0435 830753	-
22/01/95 Peter Banner	0306 884588	-
22/01/95 Tony Shay	0892 667115	-
22/01/95 Jonathan Lewis	081 546 0320	081 890 1111
28/01/95 Bill Blunt	0342 810928	-
28/01/95 Richard Britton	071 431 1661	071 638 1240
28/01/95 Peter Bemon	0903 245447	0903 245447
29/01/95 Bernard Clifford	081 948 5536	071 873 3000 ex 3601
29/01/95 Tim Cox	0273 888113	0273 609925/507794
29/01/95 Francis Cracknell	081 568 4184	-
04/02/95 Harry Greene	071 482 4927	-
04/02/95 James Gurney	0483 768719	0483 740958
04/02/95 John Harmon	0825 890248	071 860 4758
05/02/95 Tony Hobden	0273 721995	0273 203281
05/02/95 Albert Holder	0273 514383	0273 513818
05/02/95 Patrick Houston	081 994 8850	071 621 0011
11/02/95 Colin James	081 399 6278	071 753 5881
11/02/95 Christopher Jones	081 579 2830	0273 528755 ex 2611
11/02/95 Finn Kennedy	0273 858221	-
12/02/95 Andrew Keyte	081 7773495	081 697 9595
12/02/95 Alison Maddock	081 341 3383	-
12/02/95 Philip Maillardet	095992 3742	081 464 1111
18/02/95 Paul Rankin	0293 775021	0293 785544
18/02/95 Howard Rhind	071 585 2445	-
18/02/95 Andy Shaw	081 517 7945	081 593 5217
19/02/95 Steve Uzochukwu	0622 736219	081 827 7700
19/02/95 Peter Whichello	081 546 5819	0483 272121 ex 5537
19/02/95 Peter Butt	081 751 3644	-
25/02/95 Liz Cook	-	-
25/02/95 Gary Cook	-	0273 857700
25/02/95 Stewart Owen	0798 831402	0403 261086
26/02/95 Ron Richardson	06898 56723	06898 51823
26/02/95 Stephen Boalch	0304 374901	0304 361396
26/02/95 Andrew Jackson	081 542 4944	071 939 0267

SWAPS ARE OK - Just plan it in advance.

TELEPHONE other marshalls of the day to make arrangements

SOCIAL CALENDAR

I would like to report that the parachute repacking evening was a total success, with a large number of reserves being repacked. My thanks go to those who came along and helped repacking chutes for other people, especially Kenton Birch and Steve Purdie. It was good for so many people to actually see their reserves (quite a few for the first time) and maybe learn a little more about deployment techniques. However, let's trust that nobody needs them this year.

The social night for 4th February will be hosted/organised by Martin Brady, the topic being TOWING, encompassing winch towing and aero-towing with the possibility of some land becoming available very close to the Dyke. We hope to use the usual venue, upstairs at the Dyke 7.30pm, but this is to be redeveloped imminently. If necessary another venue could be arranged - please check nearer the date.

This year's AGM will be held on 4th March and due to the changes at the Dyke Inn will be held at Henfield Sports Centre. Please come along and support your Club, as I think the decisions made this year could be crucial to our future direction. We are actually using the bar as our meeting room, so no-one will need to go thirsty!!

Finally, due to pressures of work and hopefully a house move this year, I will be standing down from the post of Social Secretary at the AGM. If anyone thinks they might like to stand for the position, I will be more than happy to discuss the responsibilities and procedures with them, as I have still got lots of possible ideas in the pipeline.

Hope to see you at the AGM.

STEVE BREWER

CLUB COACHING

To those who attended the coaching course I hope you all enjoyed it and will be able to put the learning to good use.

For those who I could not fit in I will try to arrange another course as soon as possible. (Now 25th + 26th March at Sky Systems)

Any hang glider pilots who would like to upgrade their rating you can take the XCPC or APC exam on committee meeting evenings or at some other time by arrangement.

If any one is interested in lectures on the exam syllabus register your interest with me and if possible I will try to arrange something.

In the meantime for those who have not heard it here are a few words from John Magee who is now confined to flying of the angel wings type following a mid air collision.

Oh I have slipped the surly bonds of earth and
danced the skies on laughter silvered wings.
Sunward I've climbed and joined the tumbling mirth
of sun split clouds and done a hundred things
you have not dreamed of.
Wheeled and soared and swung in the sunlit silence.
Hovering there I've chased the shouting wind along,
and flung my eager craft through footless halls of air.

Up up the long delirious, burning blue I've topped the
wind swept heights with easy grace where never lark nor
eagle flew, and while with silent lifting mind I've trod the
high untrespassed sanctity of space. Put out my hand and
touched the face of god.

Adrian Cople

THE AGM

The next SHGC Annual General Meeting will be held on Saturday, 4th March at 7.30pm - venue to be confirmed in the next issue.

This is your club and you should make the effort to come along and contribute to the discussions.

If you wish to raise any issues, your proposals should be put in writing to the Club Secretary

As is normal practise, all committee members will stand down - most are willing to stand for re-election, however some will stand for different posts and some are standing down altogether. At this time, the committee is aware that you will need to find and elect a MEMBERSHIP SECRETARY and a SOCIAL SECRETARY.

You have a Club mag. every month (thanks go to those who have been contributing).

You have a social night every month (thanks go to Steve - We probably all second the letter from Peter Perry which appears elsewhere in this issue)

Progress is being seen in finding other sites, setting up towing, sponsorship.

Give some thought to helping your Club and to what new ideas you could contribute. Info on what these (and other) posts involve can be found by contacting the current post-holder.

There are almost 400 of you out there - but you
keep very quiet.....

Gail Hopkins

To fellow members of the SHGC.

I'm very sorry that I was not able to be present at the 1994 Christmas bash, particularly as it meant that I wasn't there to pick up the Andy Nap cup that I've just heard I was awarded. It has always been a source of disappointment to me that, despite 20 years flying hang gliders and then paragliders, that my actual flying performance has been so pathetic. The longest XC I've ever done is to the cross-roads from the Dyke, and I don't really like it when the flying gets too rowdy.

So naturally I was surprised and delighted when I heard about the award. That it is the Andy Napolitan award is the icing on the cake. I can't think of anything in the way of recognition for my contribution to the sport that could have made me so pleased. I count it as a privilege to have known the man, indeed it was his example that first persuaded me to try paragliding. I am very honoured to be associated with his memory.

After 27 years in Brighton we have decided to move to Falmouth. I'll miss the Downs. Every time there's a northwesterly forecast I'll think of the Dyke. I just hope that Cornwall has some alternative sites. Lester Cruse is down there and he used to be an SHGC member so I'll look him up and see where the local flying is.

I wish all members of the SHGC all the very best flying luck in the world and hope that you will enjoy the sport as much as I have done. It is a brotherhood. Keep the faith.

Regards from Mark Woodhams
Schools Liaison Officer of the SHGC
Chairman of the Skywings Committee.

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Date: 11/94
Pages: 1 (Pink)

British Hang Gliding
and Paragliding
Association Ltd
The Old Schoolroom
Loughborough Road
Leicester LE4 5PJ
Tel (0116) 281 1322
24 hour answering
Fax (0116) 261 1323



SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee - 29 November 1994

All Hang Glider pilots (including Safety officers, Coaches and Instructors).

If you hold a copy of the BHPA Operations Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.

Hang Gliding Harness Failure

(Please also refer to Safety Notice FSC.SN.6 Issued 06/94)

A fatal accident occurred in Britain earlier this year following a mid-air collision and successful parachute deployment. The pilot's 'pod' - style harness was of the type with only a single rope joining the top of the two shoulder pads, through a ring attached to the rest of the harness, to allow movement in flight. This rope failed, and the pilot fell from his harness to his death.

The BHPA has done a lot of work on ropes and cords since, and the results of the research are available as a full report from the office.

The general conclusion is that, when brand new, "5mm diameter Accessory Cord of Kernmantle Construction" meeting UIAA standards (or the new CEN European standard) is adequate for the likely loads in harness shoulder ropes (and is capable of sustaining nearly 8G in this configuration). It should be noted however, that the opening shock of small pulled-down apex parachutes can exceed this (10 - 15G), and if the pilot happened to be in a head down position when the parachute opened

Very importantly we estimate that for ropes used in this way, wear rates may be as much as 10% of strength per 25 hours use (this estimate is based on the testing of 'used' ropes submitted by pilots).

All pilots with harnesses of this type are therefore advised to inspect ropes carefully and replace them if there are any signs of wear. Wear can be indicated by any of; stiffening, a change in cross section, polishing, or a generally 'woolly' appearance. Ropes should be replaced in any case (being careful to get properly approved 'Accessory Cord' as described above) every 50 flying hours.

Changing from 5mm to 6mm rope provides a useful 10% - 25% increase in effective strength. However, going larger than this is likely to create fitting problems due to the larger diameter, and not give much strength improvement since the load is still being applied by the narrow (4mm) ring. Running the rope through a 6mm or 8mm steel Maillon Rapide instead of the ring will provide some further strength increase (but the amount is difficult to quantify).

Continued

It is very important to make sure that knots are of the correct type, and secure. Tapes are only as strong as the knots securing them! If you have any doubt whatsoever about your knot tying knowledge or skill, get help.

A better answer, if the harness manufacturer is still in business, is to get them to change the design to eliminate the single point failure inherent in the 'sliding-rope-through-a-ring' shoulder support. This should be retained as the primary support, but with sewn in tapes as a backup, for example.

Please exercise great caution if you are tempted to make any DIY harness modifications.

COMIC RELIEF

RED NOSE DAY 1995 IS MARCH 17TH

The organisers of Red Nose Day 1995 have contacted the Club asking if we would like to organise any money raising activities. In 1993, £18 million was raised for Comic Relief and over the last 9 years, Comic Relief has raised £92 million for projects in Africa and the UK.

During the 1994 appeal an incredible £18,000 per minute was pledged with schools and clubs being very proactive in their support.

If anyone has any ideas for raising cash in which the Club can participate - speak now! Contact the Committee with your idea and get a Fundraising Pack.

A Fundraising Pack can be obtained from Debbie Adams, Comic Relief, Room D115, Sulgrave House, 1 Woodger Road, London. W12 8QT (send an A4 sae with 2 first class stamps).
Tel: 081-576-4475.

The day of the Swift. By Johnny Carr

I took delivery of my swift back in March but due to splitting my loyalties between class 1 (flex wings) and class 2 (none weight shift hang gliders) I have not done a lot of flying on the Swift this year. Now my fate has been sealed in the league I have made a special effort to fly the Swift every opportunity I get, as I am sure many of you SHGC pilots would have noticed.

I am still a bit of a novice on the Swift but I am getting more to grips with it every time I fly. The Swift is a very challenging glider to fly but also very rewarding when you get it right. My total air time on the Swift up to this flight was about 2 hours, mostly ridge soaring.

I am going to share with you one of my most memorable Swift flights this year, by the time you read this it will be winter and although the five grand cloud bases of the spring will be locked away in your memory banks. It will be nice to reflect on just one day in a very good year for flying.

It was March 25th the wind was northerly at Devils Dyke. I took off and had about half an hour in the air before landing on top to make way for a helicopter rescue, there had been a nasty accident which went unnoticed by a few of us. The landing was good and after about an hour or so flying activities started again. Conditions got even better and cloud base was 5500' asl. I was soon flying along to the end of the ridge at Trulliegh, (2.5 miles to the west) then 1 mile in front of Trulliegh to the Sky Systems factory and then back to the Dyke, parallel to the ridge, but about a mile in front. I was thinking about going back to the north bowl when I noticed a paraglider and an old 1980 UP Comet also a long way out in front of the ridge. As I was circling with them I thought how marvellous it was to have just 1 of each type of glider going up in a thermal together. That thermal drifted us back over the Dyke and before long we were all over 4000' asl. I looked down and could see pilots in the bottom landing field and no activity on launch. I found out later that the conditions switched off for quite a time making going down a strong possibility.

By now I had been in the air for over an hour, I was getting very cold despite my warm clothing. My feet were the coldest. In the Swift you are laying on your back with your feet out in front exposed to the cold air.

I was Getting tempted to try my luck, leaving the ridge I heading east towards Lewes and putting the stick forward I was soon on my way. Without loosing much height at all I quickly found another core and worked it up to about 4000'. I did this a couple more times but I noticed that the thermals were getting a little weaker.

I basically bottled out and started to head back towards the Dyke.

I got my last good thermal at Ditchling Beacon, as I was climbing I could see Stevie Cook Climbing to the west of me, east of Jack & Jill windmills, that will do I thought and went to join him. We circled a couple of times together and Steve shot off to where I had been thermalling. I was tempted to go with him knowing Steve would go all out for distance, but I was now shivering and my feet were numb. I left the thermal when it stopped working I was about 2500' asl and headed off back. I encountered the worst sink of the day as I approached Wolstonbury Hill I was about 400' above it as I flew over the back towards the safe landing field at the bottom of the north face of Newtimber hill. I had picked it as a safe option if I needed it. I was feeling much warmer at the lower altitude and was concentrating on getting my landing checks sorted out, suddenly as if heaven sent, a really smooth thermal came out of the lee side of Wolstonbury and I slowly climbed to 3500' asl. Wow! that was my first low save on the Swift what a great feeling it was too. I stated to get cold again and as I was now looking at the top landing area at 3500' asl, slowly descended to land safely on top. Stevie Cook braved the cold and went on to land at Bexhill and said there were good thermals on route.

I climbed out of the Swift and looked up to see Martin Brady our new Club chairman coming over to greet me, we both acknowledged that was what it was all about and with the assistance of a another pilot, we took the Swift back to the main paddock and de-rigged it. What a great days flying. The only sad part of it all was that I had one of the best days imaginable and the pilot involved in the accident suffered serious back injuries. We all wish him well

THAMES VALLEY CONVERGENCE CHALLENGE

COOMBE GIBBET TO DEVIL'S DYKE

Following the success of Jerry's IOW challenge last year, won by Mark Begg, the committee have agreed to throw down the gauntlet once again. It's harder, it's further, it's FREE and IT'S OPEN TO ALL!

Here's the plan, two of the best known sites in southern England, our own Coombe Gibbet and the southern club's Devils Dyke both take a northerly breeze and are often flyable at the same time, the challenge is to fly between them, a distance of approximately 103 km.

The challenge is open to any BHPA member flying either a hang glider or a paraglider (it's out and return for swifts), a special entry is not necessary but take off and landing witnesses will be required. This flight has been achieved once before, by Neville Almond, flying a hang glider. However, I felt it unfair to set the task specifically for paragliders so there will be a separate trophy for each discipline.

As well as the aforementioned trophies, there are also two prizes on offer in the form of a voucher for £ 103 (flight distance in Km) if the winning pilots from each discipline are Thames Valley members. ✱

RULES

1. Every pilot attempting the challenge is responsible for their own actions. No responsibility will be accepted by the TVHGC or its committee for the actions of any pilot attempting the challenge.
2. Entrants must be current members of the BHPA.
3. Any pilot believed to have infringed airspace restrictions during the flight will be disqualified.
4. A minimum of one take-off and one landing witness will be required when a claim is made as evidence of the flight. Photographic evidence would be beneficial.
5. Entrants must have access to a current airspace map and working altimeter throughout the flight.

CLAIMS

All claims of a completed flight are to be made to me, Martin Brown, 18 Fleet Way, Didcot, OXON. (01235) 817247 within 7 days of the flight.

HINTS, TIPS AND BULLSHIT

I shall be supporting this challenge with an article on how the flight may be achieved with the help of more experienced pilots in a subsequent article of Volplane.

The SHGC will be offering two prizes of £103 to the first SHGC members in each discipline to make this flight - rules as above apply.

SOME INSPIRATION

FROM : B.MORRIS CLASS III RECORDS BHPA

TO : BHPA CLUBS 12/94

WORLD RECORDS - FAI CLASS O - 3 - PARAGLIDERS.

CATEGORY : GENERAL

Straight Distance : 283.9Km : Alex Louw (SA) : 31.12.92

Distance to Goal : 182.5Km : Etsushi Matsuo (JPN) and Masashio Minegishi (JPN) : 28.12.92

Distance via single TP : 252.0KM : Robby Whittal (UK) : 22.01.93

Out and Return Distance : 134.9KM : Xavier Raymond (FR) : 13.05.92

Distance over Triangle : 89.6Km : Christian Heinrich (AUT) : 17.05.93

Speed over 50Km Triangle : 15.8Km/H : Judy Leden (UK) : 20.07.94

Gain of Height : 4526M : Robby Whittal (UK) : 06.01.93

CATEGORY : FEMININE

Straight Distance : 128.5KM : Judy Leden (UK) : 09.12.92

Distance to Goal : 100.7Km : Sarah Fenwick (UK) : 18.07.94

Distance via single TP : 129.1Km : Judy Leden (UK) : 09.12.92

Distance over Triangle : 50.3Km : Judy Leden (UK) and Sarah Fenwick (UK) : 20.07.94

Speed over 50Km Triangle : 15.8Km/H : Judy Leden (UK) : 20.07.94

Gain of Height : 2971M : Herena Muhr (GER) : 13.12.91

CATEGORY : MULTIPLACE

Straight Distance : 110.7Km : Urs Haari (SWI) : 28.11.92

Out and return Distance : 73.5Km : Roland Würgler (SWI) : 08.08.94

Gain Of Height : 4150M : Urs Haari (SWI) : 30.11.92

NOTE : THERE ARE OUTSTANDING CLAIMS YET TO BE VERIFIED SO THIS LIST WILL CHANGE.

THESE CHANGES MAY BE FOR SEVERAL FEMININE CLAIMS, MULTIPLACE AND GENERAL TRIANGLES WHICH ARE PENDING HOMOLOGATION.

PETER PERRY WRITES

I think thanks and congratulations should go to Steve Brewer for the hard work he has put into this year's social calendar. Although the attendances at these meetings have been variable, the programme for the year has been popular and declared a success by those who did attend.

The evening with Dennis Trott was well attended and very interesting and informative.

The talk by David Fletcher of the Sussex Paramedic Service was very reassuring with the knowledge of how they work, why they do what they do and letting us know how we can help them when they arrive on the hill.

I missed the August meeting being in St. Andrea (super flying and text book thermals).

The October short video competition was good fun with its very worthwhile prize of a year's subscription to the Club. I'll try harder if it is on again next year.

On the vario night, I found out that my vario is 180 feet low when at 20,000 feet - I'll have to bear that in mind.

Thanks again Steve for all the hard work you must have put in - I do wish more people would come along and give it a try.

N.B.

Steve will be stepping down as Social Secretary at our next AGM (March 4th).

We will therefore be looking for someone to step forward before or at the AGM who will continue the good work Steve has done.

Anyone interested should contact Steve for the lowdown - there are already several evenings organised, so you won't be starting from scratch.

MINUTES OF THE SHGC COMMITTEE MEETING 6.12.94

PRESENT: M.Brady, G.Hopkins, A.Caple, A.Chisholm, M.Turner, F.Kennedy, N.Gibson, M.Ogden, S.Brewer, J.Brewer.

APOLOGIES: P.Day, A.Turner, M.Woodhams, J.Carr, G.Cook, T.Cox

ABSENT: C.Bere

1.0 MINUTES OF PREVIOUS MEETING:

1.1 CARRIED OVER: None

1.2 ON-GOING:

4.3 Committee positions - notice to go in Windsock reminding club members that all positions need to be re-elected. Also an outline of the schools liaison post to be placed in windsock.

A.C./G.H

2.0 MINUTES FROM 6.10.94:

2.1 CARRIED OVER:

3.0 Airwave letter.

M.T

7.0 T-Shirts

S.B

8.0 D.Fletcher.

S.B

2.2 ON-GOING:

2.1 Airwave Challenge report.

M.T

7.2 Will Hole - £250 to be paid to the farmer for bottom landing field.

T.C

3.0 MINUTES FROM 14.9.94:

3.1 CARRIED OVER: None

3.2 ON-GOING:

2.0 M.B to contact clothing companies, TSB, Whitbread and AMEX.

M.B

11.0 Buying sites- possibilities have been suggested.

F.K

4.0 MINUTES FROM 7.6.94:

4.1 CARRIED OVER: None

4.2 ON GOING:

1.3 Voicebox- Various options are being looked into.

M.T

5.0 SOCIAL EVENTS:

5.2 Christmas dinner - Many thanks to Steve and Liza Brewer, Colin and Diane Morely and the staff at the Pepper Mill for organising the Christmas dinner

6.0 INCIDENT:

Following repeated contact from the farmer concerning an XC landing earlier in the year, N. Gibson has referred him to the BHPA as the pilot is not a Southern Club member.

7.0 FARMERS:

Expenses of about £150 have been provided for Christmas gifts for the farmers.

8.0 A. TURNER:

Tony Turner has very generously asked Sky Systems to sell his hang gliding equipment, on his behalf. All the proceeds will go to the sites fund. A letter of thanks will be sent on behalf of the club.

A. Chisholm

9.0 MARSHALLING GUIDELINES are to be placed on the board at Devil's Dyke.

A. Chisholm

10.0 SITES GUIDE:

In order to update the guide the site references are to be sent to N. Gibson.

F. Kennedy

11.00 FLAGS:

The small flags have once again gone missing from Devil's Dyke!

New one are to be provided.

F. Kennedy

12.0 The AGM will be held on 4th March 1995. Details will be discussed at the next meeting. The venue is to be arranged.

S. Brewer

13.0 COMIC RELIEF:

The organisers have contacted the SHGC to see if anyone would be interested in arranging fund raising activities. An article is to be placed in Windsock.

G. Hopkins

14.0 RECEIPT BOOKS:

The progress concerning the production of new receipt books is to be looked into.

M. Brady

15.0 DATE OF NEXT MEETING:

10.1 1995 - 7.30 PM at Devil's Dyke Hotel.

NOTICEBOARD

IF ANYONE HAS AN OLD SCHOOL LOCKER, OR SIMILAR, WHICH THE CLUB CAN USE IN THE STOREROOM AT THE DYKE, WOULD THEY PLEASE CONTACT MARTIN BRADY. THANKS.

SPACE 24 (75 - 95kg)

Excellent beginner/intermediate canopy. Only 25hrs airtime. Canopy and rucksack only. Colour yellow. Excellent condition. Offers £1250

Tel: 0883-653084 Paul

SPACE 22 (60 - 80kg)

Excellent beginner/intermediate canopy. Very low airtime. Complete with SAS 2 harness and kevlar carbon backplate. Plus Pick-Up helmet (sml). Excellent condition. Good reason for sale.

Offers - £1600

Tel: 0883-653084 Paul

EDEL SPACE 75-95kg

Yellow, 12 A's, speed system, suitable beginner to advanced intermediate. £1200

Tel: Tony 0903-873924

NOVA SPHINX 26 (75-95kg) VGC

White/Blue £1600

Tel: Tim 0243-573331

PACKING IN SPORT

SOLAR WINGS EDGE

HARNESS - brand new, suit 6t person. Cost £465, Sell £300

RUMOUR 3 RUSH 2hrs flying time. Excellent handling. Brand new condition. Cost £2966 Sell £2000

MAGIC 3 166 - fair condition. £150 just spent on service £300

20ft industrial plastic tube, ideal for glider in garden. Cost £130 Sell £50

FLYLIGHT HARNESS brand new. Suit 6ft person. Cost £300 Sell £200

WASP STIRRUP HARNESS, excellent condition, found in cupboard - still in bag. Could be collectors item - Offers.

SPEEDBAR WHEELS - 2 types. 1pr x lg rubber wheels, 1pr x sml wrparound with VB gap. Offers/give with sale of gliders

Tel: Jack 0323-490371 (Hm)
0323-898660 (Wk)

NOTICEBOARD

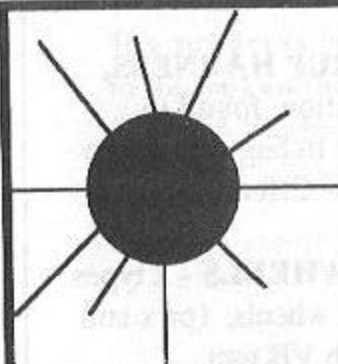
SKY SYSTEMS now has an INTERNET e-mail number - any product feedback or requests, orders etc. Can be posted there. The number can also be used to send your articles to **WINDSOCK**.

The address is (all lower case) -
muffin @ pavilion.co.uk

EDEL RAINBOW 28 (70-105kg)
almost new, white £2000

METAMORFOSI RESERVE
BARGAIN - Regularly aired and re-packed £240
Tel: TIM 0243-573331

The wind machine at Devil's Dyke is not working properly at the moment. Rod Buck is currently in hospital and obviously cannot repair it. But as soon as something can be done - it will.



JAMAICA

B & B £6 per night, half hour from deserted beaches, 2000ft asl, Magic Kiss available to experienced pilots. Thermals all year round - fly to the beach. Flights from England cost £129 to £300 return if you shop around.
Fax: 0101 809 963 1403 to John Charlton

WINDSOCK

Send contributions, gossip etc, etc, to:

WINDSOCK
c/o P.O. Box 1359
Brighton
East Sussex BN1 4QX
(This is your mag - help to make it interesting)

Readers Please Note:

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WEATHER MACHINE

Devil's Dyke:
0273 857002

See notices in Windsock for updated services.

COPY FOR WINDSOCK

- Handwritten clearly (my eyesight's fading)
 - Typed - onto A4 (if poss., reduced to A5 size - I'm as lazy as you are)
 - On a floppy (disk), readable by WORD
- Thanks!

All and any (well, most) contributions welcome - Any ideas you have are welcome - they may be ignored, but they are welcome. Give yourselves something more interesting to read than the minutes of the last committee meeting. Overseas trips, memorable XC's, ideas for Club events, advice etc, etc, etc,

ADVERTISING DISPLAY RATES

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

SMALL ADS:

Small Ads are free to members or £2 each to non-members. They will appear for 3 issues of Windsock before being removed

PAYMENT FOR AD

Cheques and postal orders (no cash) should be made payable to The Southern Hang Gliding Club and sent in with your copy.

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and Paragliding
Association Ltd
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Leicester LE4 5PJ
Tel (0116) 261 1322
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Fax (0116) 261 1323



SAFETY NOTICE

Issued by Angus Pinkerton - Chairman of the Flying & Safety Committee - 23 November 1994

All pilots (including Safety officers, Coaches and Instructors).

If you hold a copy of the BHPA Operations Manual this notice must be inserted into it and retained until it is withdrawn or superseded on instructions from the Chairman FSC.

Parachutes

Investigation into the death of the second pilot involved in the mid-air collision on Sunday 5th June 1994 has now revealed that he also successfully deployed his pulled down apex parachute at about 2000 feet above ground level. Analysis of the electronic barograph recording of the flight shows that the pilot impacted the ground at a speed of approximately 11 metres per second (roughly equivalent to a fall of 6 metres). Whilst this rate of descent would be expected to lead to serious injury, albeit survivable given a favourable landing position, in this case (as with many hang glider reserve deployments) it would appear that the pilot had little control over his body position and impacted head first.

Reports from experienced parachute professionals presented at BHPA Parachute Seminars have previously suggested that a maximum rate of descent for any reserve should be less than 7.5 metres per second at maximum all up weight (roughly equivalent to a fall of 3 metres). The DHV Gutesiegel requirements include a maximum descent rate of no more than 6.8 metres per second (measured with a 105kg dummy) which equates to a fall of about 2.5 metres.

The parachute has been examined. It is an 18 gore, pulled down apex 'Paraclete' reserve. The chute measures 264 cms in nominal radius along a main seam (244 cms of fabric from the peripheral hem to the apex hem plus an additional 20cm of lines to the centre of the crown), giving a nominal fabric area of 22m² (Pi r²). (Whilst this is not a strictly accurate method of measuring canopy size, it is a method used by most reserve manufacturers, and is simple for pilots to repeat.) It is understood that this canopy type was also used in reserve systems sold under different names by other companies, and is of similar construction and dimensions to those produced by many other manufacturers.

The total suspended weight in the accident descent is estimated to have been in the order of 122kg (76kg pilot, 10kg harness and equipment, 36kg glider). (As a broken hang glider cannot be relied upon to produce much additional drag, pilots should always include its full weight into the suspended load calculation.) A review of several manuals for reserves of similar size and design has revealed that the suspended load in the accident deployment was not only greater than the maximum usually recommended for the size of the parachute used, but was also above the maximum for the next bigger size of the parachute.

Continued

The FSC recommends that all pilots carefully check that their all up flying weight (including glider) is less than that recommended by the manufacturer of their reserve.

Those pilots that do not have manuals for their reserves should contact the manufacturers. In the meantime the following 'ball park' figures for pulled down apex reserves may help:

SMALLER SIZE:

nominal fabric area (measured as above) = around 23m²
number of gores - usually 16
manufacturer's typical recommended max. susp. weight = 106kg

MEDIUM SIZE:

nominal fabric area (measured as above) around 28m²
number of gores = 18 (sometimes 16)
manufacturer's typical recommended max. susp. weight = 120kg

LARGER SIZE:

Larger sizes of p.d.a. reserve exist but the FSC currently has insufficient information to suggest typical figures.

VOLAIR PARACLIMBING UK

Wishes to announce
that we are now in the UK
as well as France!

- Fully BHPA registered school
- Tim King CFI
- Expert tuition for ALL levels! We also have a unique 5 Star Coaching facility for personal 1 on 1 teaching, tailored to your needs for maximum airtime, maximum attention and extra fast progression - excellent if you're fed up with being stuck in slow, crowded lessons - get out of that rut and into the air.
- Dealers for all makes of equipment inc. SKYLINE, NOVA, UP, APCO, EDKI, ITV, and many more. Demos available.

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- FFVL registered school
- WINTER - Chase those SW gales away and go on an action packed ski / fly holiday in the Alps. Sid the crisp morning snow and then soar in the afternoon thermals. £399, inc. guiding, meals and lift pass!!!
- SUMMER - SIV and Alpine flying.
- SPRING SAFARI - The Ultimate challenge for experienced XC pilots. Fly from Annecy (after a day's SIV) to St. Andre, over two weeks.

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