



## SKY SYSTEMS

PARAGLIDING & HANG GLIDING

EDBURTON - NEAR HENFIELD - WEST SUSSEX BN5 9LL  
Tel: Brighton (0273) 857700. Fax: (0273) 857722

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### Paragliding Trip September 1994

Sky Systems are now taking bookings for a Paragliding Trip to La Plagne, in the French Alps, for September 3rd-10th '94.

This trip, to be made in association with VolAir International, will give you guided access to some of the most beautiful and exciting flying sites in France. Your course will be based in an alpine chalet, boasting en-suite bedrooms and a large comfortable living area. It even has a landing field almost in the garden! We are offering two types of course, which will run together. Your English instructors will make your stay - and your flying - a memorable experience, whichever option you choose:

**OPTION 1: SIV.** Standing for Simulation d'Incidents en Vol (Simulation of In-Flight Incidents), this has become a part of any pilot's advanced training. Your course will consist of controlled over-water manoeuvres with coaching and radio contact with your instructor. In addition, the course will include general Alpine flying, with thermalling/XC-clinic as standard. (CP-plus fliers only, please)

**OPTION 2: SP to CP+ COURSE** Without the SIV option, our week still offers exciting flying, whether it's your first mountain experience or you are wishing to extend your thermalling knowledge. (This option is ideal for Student Pilots who wish to achieve Club Pilot)

There are other lively non-flying options in the area, such as mountain biking, climbing, rafting, etc. (some incur a small surcharge), so if the weather proves no cop for flying, we'll keep you occupied.

**BOTH OPTIONS COST 399** (places limited to 8 for SIV, 6 for SP to CP+)

Board & Accommodation only £179

Prices include: Full Board at the Chalet Perrier, transport and retrieves, pick-up from airport, train station etc., all site fees, guiding/instruction.

Prices do not include: Transport to Chalet, Geneva airport or Annecy coach station.

Please note that Sky Systems are agents for VolAir for all 1994 holidays - if you wish to book any week between June and September, please ask us about availability (all trips run Saturday to Saturday).



STOP PRESS: AIRWAVE RAVES IN STOCK NOW

### DEMOS? DEMOS!



STOP PRESS: AIRWAVE RAP HARNESS IN STOCK NOW



**Paragliders:** We now have demonstrators available for the complete ITV range - the TOPAZE (a realistic performance all-round intermediate), the AGENA (performance & stability - a real dream intermediate), the ATIKS (high-performance/competition. Just watch Mark Watts go!). Phone today to arrange a demo on any of them, or catch Chris Bere on the hill - he's currently got our demo ATIKS and he'll be pleased to give you a go (experts only).

**Hang Gliders:** Our hang gliding team are currently raving about the Airborne range of hang gliders. Have a go and you will be too. Choose a go on the posh intermediate STING, or the high-performance BLADE. From the sex, sea and sunshine of Oz to the overcast cowpat-strewn South Downs, Airborne stands for "serious recreation"

# WINDSOCK

JULY 1994

The Magazine of the Southern Hang Gliding Club

**STOP PRESS!!**

Saturday, 6th August

An XC social evening with Martin Brady and other well known Southern Club XC faces.

(e.g. Johnny Carr)



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

**Chairman's Letter**

**COMMITTEE - Updated June 1994**

**President**

Johnny Carr 0444 84667  
(W) 0444 84217

**Chairman**

Martin Brady 0444 233346  
(W) 0273 745513

**Secretary**

Alison Chisholm 0273 703501

**Treasurer**

Peter Day 0734 421481  
(W) 071 928 5151 (x30193)

**Membership Sec**

Gary Cook 0273 857700

**Safety Officer**

Chris Bere 0273 452370

**Sites Liaison Officer (1)**

Fionn Kennedy 0273 858221

**Sites Liaison Officer (2)**

Anthony Turner 0825 2969

**Sites Control Officer**

Nigel Gibson 081 890 7476

**Schools Liaison Officer**

Mark Woodhams 0273 501043

**Club Coach**

Adrian Caple 081 660 0824

**Airspace Officer**

Tim Cox 0273 888113  
(W) 0273 609925/507794

**Competitions Officer**

Mark Turner 0273 857700  
(W) 0903 812504

**Social Secretary**

Steve Brewer 0403 710739

**Windsock**

Gail Hopkins 0444 242239

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

You'll all be delighted to hear that nostalgia is not dead. The other day I was talking to a long standing pilot who was lamenting a passing, the demise of something which used to go hand in hand with our sport. Whenever a pilot was trying to explain to a non-participant what it was all about, sooner or later you would hear the word 'camaraderie' mentioned. The dream we all share created a very real bond and made you feel you were part of something special, something that extended beyond just your closest flying buddies. "Where is it now?", we wondered.

The incident which provoked this wistful reminiscing had involved a hang glider landing in strong, rough air. Imagine as a group of pilots stand by, watching. "Hmmm, that looks interesting", "It looks rough as hell", "It's really blowing a hooley, he could be in a spot of bother", "Ooooooh, aaaaaaaahhhh!". The pilot's feet touch down, but the glider ground loops leaving the him struggling to unclip. "I don't believe you wanted to do that!". Once the accident has happened the onlooking pilots decide that maybe they ought to help. Thankfully, there was no damage to pilot or glider but the point is that a few years ago the incident would never have got as far as it did because someone would have been there waiting to grab the nose, and without having to be asked. I know there is generally less need for assistance these days but I had to agree that the kind of situation just described has become more common which is really very sad.

Next time a hang glider pilot is landing in strong conditions, or a paraglider pilot is having trouble collapsing a canopy after landing and is being dragged along, let's see them getting plenty of help - without having to shout for it first. If a glider lands out of sight over in the bowl at the Dyke, nip over and make sure they're all right. If a paraglider has suffered an unfortunate entanglement with a bush or fence, lend a hand. Surely, kinship among pilots isn't dead; just hibernating perhaps.

More good news for the Club on the competitions front. The six person British hang gliding team, captained by Johnny Carr and including Club members Steve Cook and Warren Simonsen, successfully regained the Bleriot Cup from France after four years. Well done!

Finally, I really must praise the Committee members, many of whom have been doing a lot of work over and above what they joined the Committee to do. Even though much of it may not be very visible, they really do a huge amount on behalf of the Club, i.e. yourselves, and things would deteriorate very rapidly indeed without their efforts behind the scenes. Last and certainly not least, a big thankyou must also go to Committee members' spouses whose help has been so valuable in times of need - and they don't even have any of the fun!

Safe and fulfilling flying,

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
Noel Venn HG	Reigate	07372 21023
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
John Hutcherson HG	Wandsworth	081 810 5050
Chris Jones HG	Ealing	081 579 2830
Dave Keepax HG	Burgess Hill	0444 245233
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

**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.**



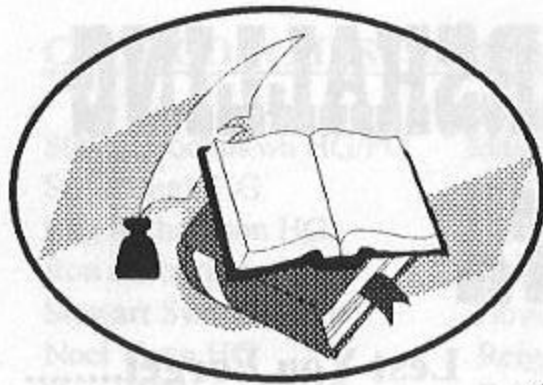
# MARSHALLING ROTA

Lest You Forget.....

30/07/94	David	Evans	081 303 7828	-
30/07/94	Stephen	Bruce	0483 572988	081 675 8548
30/07/94	Patricia	James	0705 599482	-
31/07/94	Paul	Gardiner	0444 881 387	-
31/07/94	Alastair	Owen	0354 53278	071 538 5227
31/07/94	Alasdair	Denton-Miller	0306 621425	0483 451122
06/08/94	Steven	Murray	081 977 9907	071 934 3531
06/08/94	Amanda	Woods	081 761 8013	-
06/08/94	Ian	Hughes	0223 327432	0223 420651
07/08/94	Stephen	Westbury	0923 770930	-
07/08/94	Rob	Shimmin	081 341 6253	071 631 4547
07/08/94	Robert	Darby	0784 242425	-
13/08/94	David	Whymark	0277 372650	-
13/08/94	Alan	Mortimer	0424 434879	0424 853481
13/08/94	Celia	Persaud	081 543 7113	071 248 4499
14/08/94	Peter	Sharman	0342 892554	-
14/08/94	Robin	Johnstone	071 371 0956	071 371 0956
14/08/94	Paul	Frawley	0883 653084	081 940 0762
20/08/94	Paul	Newman	0233 638896	081 681 0846
20/08/94	Guy	Belcher	0243 376353	0243 377231
20/08/94	Peter	McHugh	081 675 9469	081 675 9469
21/08/94	Mike	Robertson	0273 772784	0273 504923
21/08/94	Lawrence	Batten	-	-
21/08/94	Simon	Mathewson	081 989 9341	081 534 5544 x2193
27/08/94	Paul	Gurling	081 784 8301	081 750 0380
27/08/94	Dan	Petty	0342 314397	0342 316200
27/08/94	Christopher	Buse	0442 66806	0442 230000 x3373
28/08/94	Colin	Paine	0903 60468	-
28/08/94	Ricky	Young	081 686 5947	-
28/08/94	David	Morrison	0342 716701	-
29/08/94	Andrew	Elphinston	0737 245184	0737 774155
29/08/94	David	Goepel	-	0273 524024
29/08/94	Paul	Martin	0276 475672	0483 440509
03/09/94	Simon	Lewis	-	-
03/09/94	Nigel	Duckworth	081 947 0709	0246 328111 x 3032
03/09/94	Norman	Bristow	0252 312326	0252 345119
04/09/94	Andrew	Sutehall	081 330 5350	071 230 8383
04/09/94	Matthew	Ogden	0273 328994	0273 681177
04/09/94	Paul	Williams	0992 465340	071 587 3051
10/09/94	Richard	Perkes	081 977 3838	-
10/09/94	David	Nortcliff	0273 303610	0273 771666
10/09/94	Martin	Young	0273 844279	0293 502471
11/09/94	Martin	Sales	0825 764613	-
11/09/94	Malcolm	Cheese	0424 848237	0860 203890
11/09/94	Denis	Dell	0236 373051	-

**SWAPS ARE OK - Just plan it in advance.**

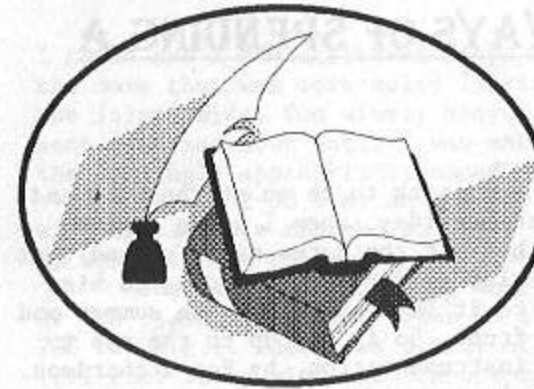
**TELEPHONE other marshalls of the day to make arrangements**



## GET YOUR DIARIES OUT

### Upcoming Events

- 6 Aug Social Night An XC social evening  
Come along and hear how Steve Cook and Dave Williamson fly to Deal; Mike Millwood can fly from Coombe Gibbet to the Isle of Wight on a paraglider; and how Johnny Carr can seemingly go anywhere!
- 3 Sep Social Night Talk by Andy Cowley, BHPA Vice Chairman Flying Safety Committee  
A leading authority on all types of parachutes, Andy will be discussing all aspects of reserves.
- 1 Oct Social Night Members' Night  
A chance to stand up and tell everyone about your latest flying holiday - competition for best short video - **the prize for winner will be one year's free club membership.**
- 5 Nov Social Night Unfortunately, Judy Leden has had to postpone her talk until February due to commitments in Jordan re Flight for Life.  
  
We are hoping to organise a major manufacturer to come along and talk about glider design and construction. See next month for more details.
- 3 Dec Xmas Dinner Currently looking at venues - will keep you posted.



## GET YOUR DIARIES OUT

- 7 Jan Social Night Parachute repacking evening. Make the most of this opportunity during non-flying weather to deploy and repack your reserve. We will endeavour to arrange for proficient people to be there to help and supervise. Miss this at your peril!
- 4 Feb Social Night Talk by Judy Leden  
Judy has kindly agreed to spare us some time from her busy schedule to tell us about her most recent projects and generally share her wealth of knowledge.

I am happy to report a very successful turn-out for the First Aid talk given by David Fletcher, for which on behalf of the Club I would like to thank him. To show our appreciation and to further David's interest in flying, the Club has arranged for Chris Bere to organise some dual flying on a paraglider ... and we hope he enjoys it! All in all a very informative talk on dealing with shock and trauma following an accident.

Our thanks also go to Johnny and Diane Carr for allowing the use of their "OK Corral" for our Annual Barbecue. Those who came along had a wonderfully relaxed evening in pleasant surroundings and with good weather!

It is now time to start thinking about your video entries for the October Club Night/Video Competition. These should be limited to 10-15 minutes maximum, and must obviously be flying related. Apart from that, the most interesting/amusing/exciting/etc effort wins the prize of **one year's free club membership**. So, off you go on holiday and get videoing!

There have been one or two changes to the Social Calendar - please check the up-dated schedule for details.

See you all soon

STEVE BREWER

## I CAN THINK OF BETTER WAYS OF SPENDING A SUNDAY AFTERNOON

Sunday 5th June 1994 looked like it was going to be on at the Dyke and I was contemplating having an early night on Saturday, when I got a 'phone call from Dave Matthews. He told me that I had got the dates mixed up and that there was a Club Night at the Dyke pub. He also said that, according to his theory, Sunday would be a good X/C day due to it being early in the summer and post cold frontal with an approaching warm front. So it was up to the pub to attend an excellently entertaining talk on instrumentation, by Ron Richardson. It was also nice to be able to take the fairly rare opportunity to have a chat with Ron and Val (and blackmail them with the photographic evidence of the goings on at Ron's 40th birthday party)! If I'd known then how much of Ron I was going to see on the following day I would probably not have been quite so bothered. We got home late and got the gliders loaded up ready for the morning.

On Sunday morning I overslept until 9.30 a.m. — oh dear — but still went through the routine of grating a teaspoon of fresh ginger into my cup of coffee (it numbs the nerves in your stomach and prevents airsickness in rough thermals, without causing drowsiness). I was rigging my Santana at the Dyke in a moderate westerly wind and watching a few gliders, including Tony Lucessi, already soaring Newtimber. By the time I was clipped in they'd already thermalled away into a good looking sky. I had three flights, attempting to get to Newtimber in difficult to work thermals, which all ended in tight top landings back at the Dyke (one of them involved having to avoid Sky Systems training ground-handling on top of the east bowl)!

Steve Cook, on a borrowed Moyes which I think had a handling problem due to mis-rigging, bottom landed, as did Johnny Carr on the Swift (perhaps it would be more associated with thermals if it were sponsored by Damart). Two paragliders managed to get airborne in a rare lull but landed very soon afterwards. Presumably it was too strong; it was certainly rough!

My next attempt found me in a weak thermal that carried me over to Newtimber, where I joined five others and we soared for over 45 mins. Lots of thermals were coming through, but all of them were too weak to gain any real amount of height in. As usual, people soaring the Dyke looked like they were frequently doing better than us. Eventually a good cycle came through at Newtimber and all six of us went over the back in it. Ron Richardson and Dave Matthews were initially the highest but Trevor Ackroyd and myself were in the best core, slightly upwind in 8-up lift. The situation resolved to the point that there were three of us in the weakening thermal core: Ron on top; me in the middle; Trevor below. We could see the others landing out as we drifted with the lift along the line of the Ditchling ridge. I had to let Trevor through as he was climbing faster than me, turning very flat, as you can on a Rumour. Trevor moved about 200 yds. away from me and got a slightly better climb, so I flew towards him, also finding a better climb, until we converged to be back together again. Ron was watching from above, picking off the best bits as we marked them. We topped out at about 2,500 ft. a.s.l. and, not being able to find anything else around, stuck with the thermal, gradually losing about 900 ft. As we drifted over Cliffe Hill, past Lewes at 1,600 ft. a.s.l., Trevor went back into wind and got some better lift. He gained height and turned north. Sadly, although there were plenty around, the inland thermals were too weak to maintain in and he went down. With Ron still above me I continued to drift over the new opera house at Glyndebourn, all the while losing height in weak lift, until I was so low, at 1000 ft. above the ground, that I had to head downwind towards Chalvington, north of the Arlington reservoir. Ron saw me rewarded by a 2-up climb and came over to join me, still above. I seem to remember seeing a de-rigged glider on the ground near here which could have been Tony Lucessi. As I passed the reservoir the lift diminished again so I headed towards Hellingly hospital to get a bit more inland. Ron waited up high until I contacted lift, then came over to join me.

I could see a few scattered wisps of sea-breeze convergence and one clump of the same that was more solid looking, so I headed north to dive under it to the inland side. Ron wisely stayed in the lift to see what happened to me. I went down and down until I was making a landing approach from 300 ft. at — the seemingly appropriately named — Brownbread Street.

It was 2.00 p.m. so the pub would still be open; I'd done 25 miles without making a mistake so maybe things could have been worse. All the same, it was not nice to look up and see Ron still at 2,000 ft.

Just as I was choosing whether to land in the field with horses in it or the field with power lines in it, BANG!; I hit the sea-breeze front at 200 ft. a.g.l. There was plenty of strong but totally incoherent lift. I had a real good scrap with the sea-breeze front: a 360 here; change direction and a 360 there; S-turning and trying to stay in the lifting bits of the churning air — in 3 miles of drifting I gained 70 ft.! I was then blessed with two bits of good fortune:—

Firstly I saw a group of white birds leave the ground on the north side of Battle and immediately headed for them but: "Oh woe is me!", they flew south, flapping all the way, in the cold side of the front. Half-way to where I'd seen them take off from I stumbled into a more solid patch of lift and started S-turning to feel my way round it. I then noticed a glider which I had not seen earlier, coming at me on a long glide from a WNW direction, losing height all the way. It turned out to be Warren Simonsen. He arrived at the same height as me, 100 yds. to the west, failed to contact the lift and went down at Battle.

The second bit of luck was a bonfire, which had just been lit, indicating by its smoke trail that it was in a north-westerly airflow and therefore just on the warm side of the front. I circled the consolidating 4-up lift, staying exactly downwind of the bonfire and rising with the smoke. Everything became more comfortable and less sweat-drenched!

I climbed to 2000 ft. and then headed inland a bit, using the bonfire as a marker to give a good mental picture of the front, going just south of the Powdermill reservoir. Upon climbing to 3,000 ft. I met up with Ron again and shouted an appropriate greeting, as he'd been convinced that I'd gone down. We thermalled together for about 5 miles and the sea-breeze convergence cloud was starting to form a solid line behind and above us towards the coast and out beyond Rye to the east. Many, many miles to the west there was some high cloud visible from the approaching warm front. As we passed Rye I headed inland following the line of the Royal Military Canal (disused) around the inland edge of Walland Marsh, thus having a good chance of staying on the warm side of the front. Ron carried on drifting due east and was about 1,000 ft. above me when I saw him 'rocketing' along in a straight line downwind without losing any height; he was obviously in the sea-breeze front, lower than the visible convergence. Wishing that I was up there with him, I set off on a straight glide to follow his lead, only stopping to circle after hitting a good bit of 5-up lift. I saw Ron, by now about 3 miles east of me, stop and circle his way up the warm side of the convergence cloud until he was out of sight round the bend in the front. A dozen Hercules transport aircraft flew by in procession, following the coastline, about 3,000 ft. below. They were returning from Normandy after having dispatched their loads of paratroopers to mark the D-Day commemoration. I climbed up the warm side of the convergence cloud 5 miles due south of Ashford and followed the line of it round the Military Canal and Romney Marsh, thankful to have the sea-breeze lift to get across the 'Ashford Blue Hole.' As I rounded the corner of cloud: "Oh joy of joys!", the convergence line was clearly defined for the next 20 miles to beyond Dover! I was thinking: "It's on for Deal from here," but told myself to stay calm and not make any more mistakes. I was amazed not to be able to see Ron where I expected him to be: having a whale of a time flying the front.

→ (AFTER MAP)



(cont.)

As I zoomed flat out along the front, at 4,000 ft., I looked down through a hole in the cloud and saw Ron 2,000 ft. below me, sinking in the cold side. It seems that the convergence cloud to the east had not formed when Ron got to Hythe, just 10 mins. before I did, and so, with no visible signs of the front, he had pressed on and got caught on the cold side. He landed near Folkestone.

I then had another 15 miles of classic full speed sea-breeze front flying, never below 3,000 ft. and up to 5,000 ft., running parallel to the coast south of the Channel Tunnel entrance at Folkestone and then just north of Dover harbour. The Channel Tunnel is an impressive construction, but will anyone be happy about the security of such a venture — particularly in view of the discovery of a terrorist plot to disable it by booking a cargo load of tampons on Le Shuttle, with the intention of activating the fire sprinkler system exactly half-way across? — Anyhow, from 5,000 ft. at Dover harbour I could see the mainland of France below me on the other side; it looked tempting but, with a cross-wind, I wouldn't realistically have expected to make it more than half-way. There was a short gap in the convergence line over Dover town but I only lost 400 ft. crossing it and then climbed back up to 5000 ft. at South Foreland.

I turned north, away from the convergence, on a heading towards Deal, thinking that perhaps I ~~would~~ make it to North Foreland. As I headed north I got no lift at all (the inland thermals were still too weak) and so, thinking that Deal would have to do, I dropped my legs out of prone at 3,000 ft. and pedalled the air for a while to get the blood flowing again (they'd been hooked up in prone for 4 hours and I wanted to have a functioning undercarriage)! At 1,500 ft. over Deal I flew out to sea to take a photo, just to show that I'd got beyond the coast, finally landing 3 yds. from the low tide mark in front of Deal Castle (Ref. TR 379 523). It was about 3.45 p.m.

I kissed the ground and put the pebble d'amour into my harness pocket. — Well, I have been trying to make this flight since my first attempt in 1989 ended after only 25 miles! — I couldn't carry my glider up the steep beach as the shingle was sliding down under my feet, so the children who had run up to me when I landed got behind and pushed the keel for me. The sea-breeze came in on the Deal coast at 5.00 p.m. and didn't look like it was that usable — but who knows; maybe by waiting over South Foreland for 75 mins. the record could have been broken? Having de-rigged, I found a pub which was serving all afternoon, despite it being Sunday, and arranged for a retrieve.

It may be coincidence but the only two gliders to make Deal in the last six years or more have been Santanas. Sadly, they're no longer manufactured anyhow!

I'm sure that I can think of better ways of spending a Sunday afternoon; it's just that I've never managed to think of any thus far!

DAVE WILLIAMSON.

Distance: 74.25 miles. Glider: Santana SRC. Vario: Davron 200.

Time: 3 hrs. from leaving Newtimber. Harness: CJ Stirrup.

Shit stepped in prior to take off: Dog.

Fags consumed during flight: 0. Fags consumed after flight: 20.

P.S. Should anyone have not yet seen my photos, I'm available at the Devil's Dyke Inn (I'll have a pint of Murphy's)!

## The New Stealth Harness

**The Aim** To design, test fly and produce the ultimate hang gliding prone harness.

**1st STEP** — Get the right design team. Namely:

Kelvin Wilson (harness maker of proven excellence, designer for Airtime, long-time hang glider pilot, perfectionist).

Clive Betts (sail maker of wings since 1977, maker of Cyclone microlights and Avian hang glider sails, inventor of the internationally renowned Bettsometer, perfectionist).

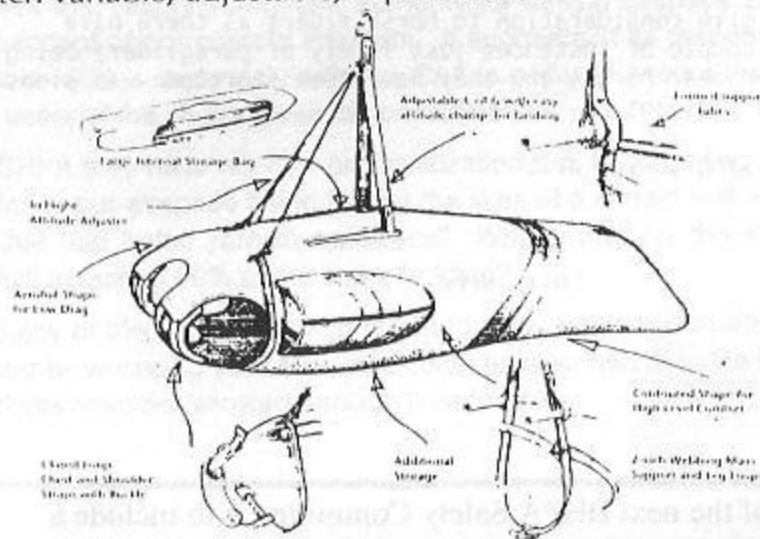
Steve Cook (British hang gliding team member, the most successful pilot this year in the south, another perfectionist).

Tim Cox (hang gliding and paragliding instructor, HG harness team optimist; "That's a really good-looking harness, Kelvin", "That's the bag it goes in, Tim").

**2nd STEP** — Give them a sail loft, the best materials and 2 years...

## The Answer THE STEALTH HARNESS

Comfortable, safe, beautifully made, sleek, easy to land in, pitch variable, adjustable, superb value.



For further information send your name, address details, hang glider and harness type to:

### Stealth Products

The Sail Loft, 16 Scarborough Road, Brighton, East Sussex or Telephone 0273 507794/609925

# **SAFETY**

## **...You Know It Makes Sense**

### SAFETY OFFICER REPORT

Nothing dramatic has happened this month thank goodness. There has been just two points brought to my attention.

Firstly, never fly alone, contact somebody before you leave home and tell them of your intentions and when you will be back home. When you get to the site make contact with a Club Coach or Instructor for advise on conditions etc. the above also applies when you fly abroad.

The second item is for paraglider pilots who fly our sites. Please give consideration to horse riders as there have been a couple of instances just lately of paragliders being inflated near horses and they have been startled - so please be more vigilant.

Good flying to you all.

Chris Bere

The agenda of the next BHPA Safety Committee is to include a discussion on full face flying helmets.

At this time, the Club is recommending members against the use of full face helmets. Although they are not banned, it should be noted that motorcycle helmets are.

More news when available.

## **✈ Privatisation of National Air Traffic Services (NATS)**

The BHPA has recently received a consultation paper from the Department of Transport. If the privatisation was implemented as proposed, this would give a commercial organisation not only responsibility for running Air Traffic Control but also authority to define regulated airspace.

The BHPA have put together a reply within the tight deadlines that had been set, expressing its concerns. The big fear is that the Company will organise airspace to maximise its profitability. This could mean extending regulated airspace at the expense of the airspace in which we fly: more controlled airspace = less congested controlled airspace = less controllers needed to manage it = less cost. This obviously poses a serious risk to the interests of general aviation which includes us. Leisure flying and military activities would all be squeezed into a reduced area reducing current levels of safety. An ancillary concern is that safety information would become prohibitively expensive to acquire or difficult to obtain. There may be additional implications for the cost of our flying.

The stance of the BHPA is that it has no views on privatisation as such but believes that responsibility and authority for setting airspace should be kept independent of commercial interests. It suggests in its response to the DOT that this resides separately with the CAA in order to ensure that the interests of all users of the air are given fair consideration.

The BHPA may have no view on privatisation but, hang gliding aside, how do you fancy our airspace being run by the likes of a certain well known security firm that had better remain nameless? What would be the effect of British Airways acquiring 60% of the share holding?

Does any of this bother you? It ought to. You can support efforts to nip it in the bud by writing to your MP. You could have written direct to the DoT but its deadlines have not allowed enough time for this.

## **LANZAROTE -**

### **THE DEAD GOAT TOUR**

Flyable most days, excellent thermalling, sites for all wind directions, retrieves, sunshine, cheap food and drink, great accomodation. Dreaming? No, you're in Lanzarote with the Sussex College of Hang Gliding and Paragliding.

We arrange flight, accomodation and car hire, guidance around the sites and retrieves, point you in the direction of cheap food and generally provide the basis for a terrific hang gliding holiday. All you do is turn up at the airport with your hang gliding kit.

There will be quite a few other pilots flying the sites so it is advisable that you have been flying regularly and that you have a good level of experience. This regrettably rules out red ribbon pilots. You should also have the confidence not to fly if you don't want to.

**WHEN:** Two weeks in the first half December '94 (either 5th or 8th)

**FROM:** Gatwick Airport

**COST:** £795 for 2 weeks (insurance not provided)

**HOW:** Send us your deposit of £100 together with the form below. (Cheques payable to G. Hopkins)

### **BOOKING FORM**

To: Sussex College of Hang Gliding  
12 Scarborough Road  
Brighton. E. Sussex  
Tel: 0273-609925/ 0444-242239

NAME: .....

ADDRESS: .....

TEL. NO.: (Home) ..... (Work) .....

HG QUALIFICATION: ..... BHPA NO.: ..... NO. HOURS: .....

## **SO, WHEN IS IT GOING TO SEA BREEZE?**

The other day I had a phone call and the subsequent conversation was about a problem that affects Southern club members, but especially those who live in or around London. Picture this: It's forecast to be a light wind day. Keen pilot battles their way out of London through traffic to find that it sea breezed less than ten minutes before he or she got to the Dyke. It's been one and a half hours on the road, the return trip leaves no change out of a tenner on the petrol front and a wasted day that could have spent doing DIY or mowing the lawn. So I get a number of phone calls from people wanting to know when it will sea breeze and is it worth going to the Dyke?

Let's be clear, the object is to work out how likely it is to sea breeze early in the day and how much of a risk you run of not flying after the journey. What nobody can tell you is: It will sea breeze at 2:30 this afternoon. So lets look at the factors that govern the sea breeze and how they affect its arrival.

The sea breeze is caused by convection inland and it is the strength of this convection that determines the vigour and depth of penetration inland of the sea breeze. It may arrive at the Dyke anytime between 11 o'clock and 5 o'clock.

The sea breeze is held up by the prevailing wind, and the strength or weaknees of this also affects sea breeze propagation.

Lets look at the prevailing or met wind. When the prevailing wind is strong the sea

breeze cannot summon the strength to oppose it. If the prevailing wind is in the force 4 bracket (19 - 24 mph) sea breeze is unlikely or may only happen in the high summer with great instability inland. If on the other hand the prevailing wind is light then the sea breeze will have nothing to stop it. Notice that the other factor, stability of the airmass has already been mentioned. I'd like to consider them seperately, but you must regard them as very interactive.

The stability of the airmass is the other factor. It is the far more complicated factor. To understand fully the ideas here, knowledge of the characteristics of highs and lows, fronts and the different types of airmasses is a prerequisite. Bob Harrison has just written a very good article on airmasses in the May edition of Skywings.

Basically, an unstable airmass is required for a sea breeze. It is the upward movement of the air heated over the land that requires the sea air to rush in and replace it. Thus the sea breeze is strongest when the air is most unstable, say post frontal (Polar Maritime Airmass) and when the sun can heat the land best, like at the height of the summer. Heating of the airmass from contact with warmed up land can increase the temperature of the lowest layer of air and hence increase instability of that airmass.

The shape of the landmass also affects when the sea breeze gets to sites, Firlle being out on a promontory so prone to early sea breezes. Ditchling is slightly

further inland than the Dyke so should sea breeze later.

So lets start to lay down one or two rules of thumb. The late spring and summer are the times for strong or early sea breezes, spring because of high instability of the arriving airmass, and summer because of the sun's heating effect. Sea breezes are very rare in the depth of winter, but not unknown. If there are thermals about then there may be a possibility of sea breeze. Light wind days have early sea breezes because the prevailing wind can't keep it at bay. High pressure areas with attendant inversions have lighter or later sea breezes because the inversion limits convection in the lowest layers.

The sea breeze prediction starts with the weather forecast the previous night. Note where the air is coming from and thus how unstable it is likely to be. Phrases like "sunshine and showers" or "cloud will quickly bubble up after a clear start" tell you the air will be unstable. Next note the wind strength. Light and variable means there's a chance it may not be on the hill at all and sea breeze at 11 o'clock. On the day itself, check the forecast is correct by listening to Volmet or ringing the Dyke weather station. Watch the sky closely. Cumulus forming early will reinforce the idea of an unstable airmass, whereas haze indicates an inversion, which is the opposite. On each day you're on the South Downs, note the time the sea breeze comes through. It will help you see whether you got the combination right. If not, try and work out why!

Once you're on the site the advancing sea breeze is not too difficult to spot. The sky above the coast starts to clear of cloud to be replaced by blue. Where the clouds end there may be tendrils of cloud dangling down from cloud bases. This is the sea breeze front but the sea breeze on the ground will normally be several miles ahead of this. From a decent height all this will be easier to see. Given a moderate wind and a powerful sea breeze the convergence zone may be soared, but that's the subject of another article. See Wings Summer 1988 for a brilliant article by Dennis Thorpe on sea breeze front flying.

The other question I'm sometimes asked is: Does it ever come back on the hill after the sea breeze? The answer is Yes, but it depends on a lot of factors. A strengthening of the prevailing wind will push the sea breeze back or over development will damp it down. The sea breeze needs the inland convection to keep it going. If it overdevelops, the sun is prevented from heating the land and the whole process slows down. Let's illustrate this with some stories:

#### Sea Breeze Story 1:

One day there were a large number of PG pilots at the Dyke flying a light NW. It sea breezed about 1:30, and a number of us decided about 2:00 to go to Caburn. Gandhi and Milly didn't reckon it, and stayed behind saying: "It'll be back on here soon". We all went to Caburn, but after an hour the wind was too West to fly. I returned to the Dyke to see if it was West enough to fly there. I got as far as the second roundabout on the Lewes bypass before I saw Milly and Gandhi going XC

at cloudbase. I returned to the Dyke, where it was flyable but no longer thermic, to find it came back on about 3/4 of an hour after we all left. Milly when asked how he knew it would happen pointed out the level of over development, something I'd missed.

#### Sea breeze story number 2:

16/6/94 at the Dyke. The wind is light but the sky is hazy. The inversion starts to break up about 10:30am. By 11:15 it has sea breezed at the Dyke. Everybody packs up and goes to Caburn or to Newhaven to lie on the beach except Dave Williamson and Ian Blackmore. I stay with them outside the Dyke pub just passing time. The sea breeze front is seen overhead and then moves inland. Dave suspects it may come back on. Later the sea breeze front gets pushed back and it comes back on the hill very briefly. It then sea breezes again and Dave starts to derig. Unknown to us the NW prevailing wind is getting stronger. The sea breeze front is again seen overhead and is then pushed behind the Dyke towards the sea. About 3:30pm the wind comes back on the hill, about 12-15 mph. Dave is too tired to fly but allows Trev-man (Ackroyd) to borrow his glider. Trev takes off into some turbulence but all the time the wind is strengthening and he gets up in ridge lift. Ian attempts to fly but is unable to penetrate comfortably so does not fly. Kenton returns with his new Blade and rigs up. An Edel ZX flies and gets blown back. Wind is now 15 gusting 20 mph. the air is very rodeo, but Kenton and Trev get up and away. Kenton is seen near 'base past Newtimber and Trev gets

3,000ft just beyond the bypass, at gone 5:30pm! The wind drops and smooths out and by 7:30pm there are a large number of HG and PG flying.

Lastly, Londoners, leave early, avoid the rush then racing or gambling against the sea breeze is less of a problem. For the club pilots amongst you, getting a couple of good lectures on met is a good idea, it will improve your flying, save you petrol and make the decision to stay at home or go flying that much easier and less of a gamble.

Most of the stuff in this article has been distilled from conversations with a lot of good pilots, but Mike Millwood, Steve Cook, Ron Richardson, Johnny Carr and Dave Williamson seem to spring to mind as far as I can remember.

This is not strictly true. The day after I'd written this article Michel Carnet showed me a copy of the Sailplane and Gliding Yearbook for 1993. There's an article inside by a guy called John Simpson showing graphs plotted of lapse rate, met wind and daytime temperature. The resultant curves allow them to predict the arrival of the sea breeze at Lasham.... very recommended reading. Also recommended reading is the yellow softback book Meteorology and Flight by Tom Bradbury. Available from Sky Systems or the BHPA shop.

These pilots have all got to Deal from the Dyke, thus joining a very small club!



## HANG GLIDING & PARAGLIDING HUT

### BULLET PROOF?

Toward the end of last year the French Free-flying Federation carried out tests on four leading paragliding safety harnesses for shock absorption. The Scorpio Sandwich System (constructed of specially prepared layers of foam) easily came out tops. However, the Kevlar back plate systems gave slightly better protection against penetration. With this in mind, Scorpio have developed their Sandwich System a stage further.

Using a material similar to that found in bullet proof vests, they have applied the new material to the existing safety system. The results in recent tests have shown this new material to be more effective than Kevlar and also three times more supple. The main advantage, apart from the improved protection, is that the new material is completely flexible - unlike rigid Kevlar with the awkward pre-formed base.

Owners of the Sandwich Mk 1 may like to know that they can up-date to the new system (Sandwich Mk 2) for approximately 100. It can also be used in most other types of safety harness.

For further details contact the UK distributor:

**COLIN LARK'S H.G. & P.G. HUT**  
WEST END, COALEY, GLOS. GL11 5DX  
Tel: 0453 890767/Fax: 0453 890075

Members of B.H.P.A.  
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V.A.T. No. 484 6742 08

### DEVILS DYKE WEATHER STATION

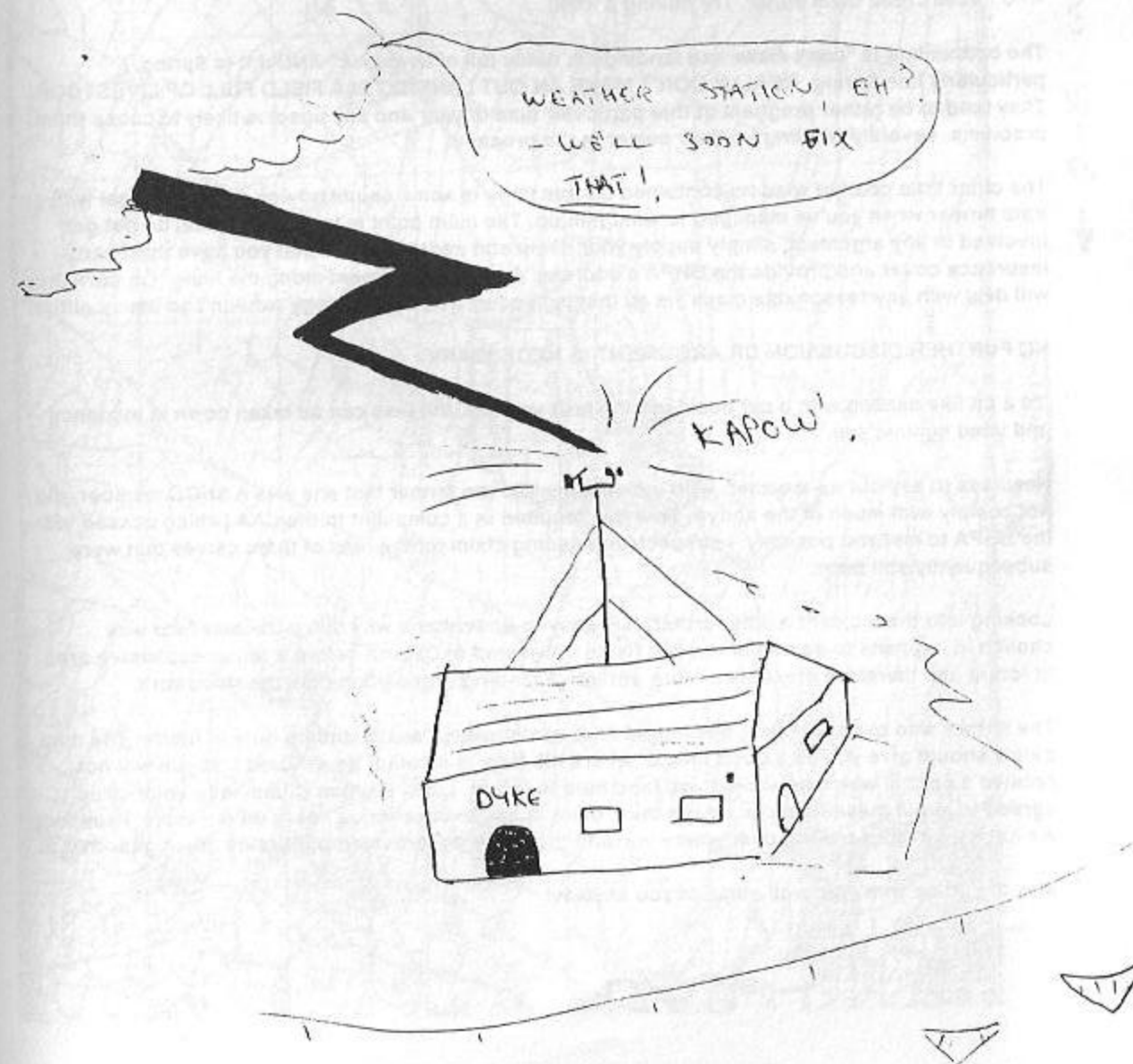
Oh God, I reckon there's a voodoo on the Dyke! I trail all the way down from sunny Sheffield to the darkest depths of rural Sussex to reinstate the weather station on the local number, as per my note in last month's Windssock, and what happens?

Ten days later, a stonking great thunderstorm comes along, and zaps the bloody thing, comprehensively cooking all the computer chips!

This, of course, two days before the Windssock comes out, publicising the new (old) number!

- AND I'm in the middle of moving house, too. Oh well, I'll have it back on as soon as possible. Please note new number for me below.

Rod Buck (0742-530372 or 0836-284853)



## VISITING PILOT PUTS THE SHGC IN IT!

Nigel Gibson - Sites Control Officer.

10-6-94.

As some of you may be aware the Club had a friendly inter-club competition on its sites on 8 May.

On the day, the paragliders involved assembled at Mount Caburn and an Open Distance Task was declared. Well, a number managed to get away, and one in particular subsequently managed to do absolutely nothing for our relations with the local farming community.

While this pilot is no longer a member of SHGC, she had, until our recent renewal, been a member for a number of years, and should therefore have been well aware of the guidance notes in the front of our Sites Guide. "The what?" I hear you say. I suspect there are more than a few of you out there who haven't read them either. Try having a look.

The bottom line is "don't make out landings in fields full of livestock" AND if it is Spring, particularly late Spring, REALLY DON'T MAKE AN OUT LANDING IN A FIELD FULL OF LIVESTOCK. They tend to be rather pregnant at this particular time of year and any upset is likely to cause them problems, severely winding up their owner in the process.

The other little pearl of wisdom contained on this page is some sound advice on how to deal with an irate farmer when you've managed to wind him up. The main point is to remain polite, do not get involved in any argument, simply supply your name and address, state that you have third party insurance cover and provide the BHPA's address. A simple statement along the lines "I'm sure they will deal with any reasonable claim" is all that is needed. The odd apology wouldn't go amiss either.

**NO FURTHER DISCUSSION OR ARGUMENT IS NECESSARY.**

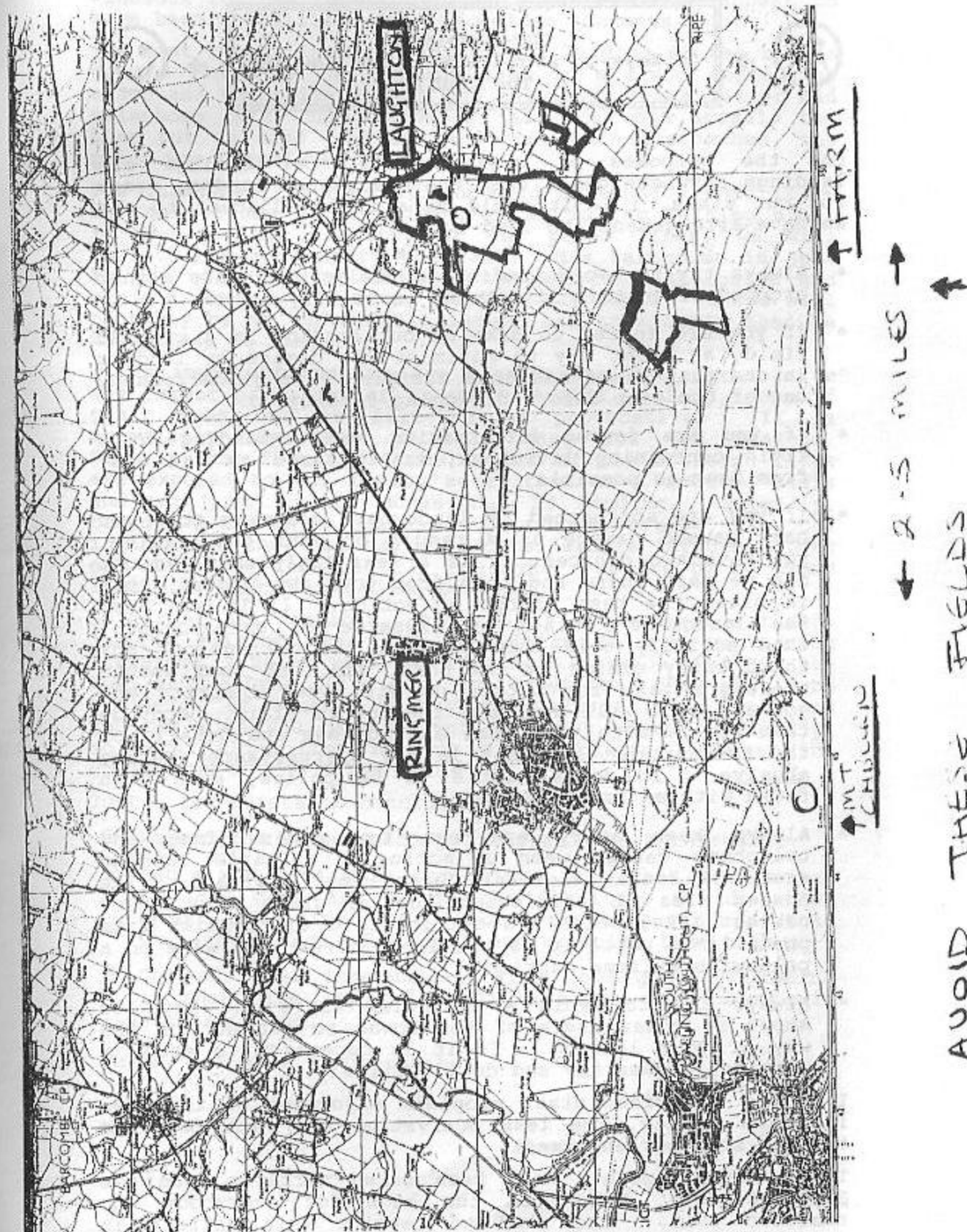
It's a bit like dealing with a car accident, the less you say, the less can be taken down in evidence and used against you.

Needless to say our ex-member, who incidentally told the farmer that she was a SHGC member, did not comply with much of the above. This has resulted in a complaint to the CAA (which passed via the BHPA to me) and possibly, I suspect, an ensuing claim for the loss of three calves that were subsequently still born.

Looking into the incident a little further, it is easy to understand why this particular field was chosen. It happens to be one of the last fields downwind of Caburn before a rather expansive area of forest and therefore presents a more attractive landing proposition than the woodland.

The farmer who owns this field has asked if we would please avoid landing here in future. The map below should give you all a good idea of where his farm is located. Be assured that you will not receive a cordial welcome should you land here in future. Local Balloon Clubs have voluntarily agreed to avoid these fields so I don't think there is any excuse for us not to do the same. I suspect we have a bit more control over where we land than they do, provided our brains are in gear that is.

May the lift be with you, well some of you anyway!





**OUT-LANDINGS**  
(6 Ways To Avoid Hassle For You And  
The Club)



For the purposes of this article, out-landings are landings anywhere other than the designated landing areas for our sites, i.e. it could be a field adjacent to one we have arrangements to land in.

- Always try to avoid landing in fields which are either cropped or contain livestock, especially horses.
- If you are forced to make an out-landing in a cropped field, at least try to minimise the damage by landing in the tram lines and then carrying your glider/canopy out of the crop before derigging/folding up.
- If you are forced into making an out-landing in a field containing livestock, try to land as far away from them as possible.
- If you are approached by landowners claiming that you have caused damage as a result of your out-landing, you have two choices: 1) If a reasonably small amount can be paid there and then from your own pocket, this is often the best course of action. 2) If you feel the landowner's claim is excessive or unreasonable, then politely tell them you are insured against any third party claims by the BHPA, and that they should therefore take the matter up with your insurers who you are sure will meet any reasonable claim. Provide them freely with your name and address and details of the Association. Do not in any circumstances become abusive. It costs little to be polite, even when faced with an irate farmer.
- Always keep away eye out for power lines and telephone cables when selecting a suitable landing area and remain vigilant during your approach. The Sussex area in particular, has a great many power cables (18Kv) which are difficult to distinguish from phone lines until it is too late. Treat any wire on a pole with extreme caution!
- Always try to avoid a situation where you have to shout at other users of the Downs to get out of the way of your landing. If it is necessary to shout a warning, please try and do it politely.

The less we affect other people's enjoyment of the area in which we fly, the less motivation they will have to try and stop our enjoyment.

The preceding points have been taken verbatim from the Sites Guide. A pat on the back for everybody who realised this. The need to reprint this extract in

Windsock follows recent incidents where pilots appear to have been unfamiliar with the Guides contents.

The most recent incident involved a landing at the bottom of the ridge in the Fulking area in a field containing sheep and young lambs. In the resulting irate letter and telephone call, the landowner said that his animals had been put in some distress and that when approached, the pilot was unapologetic.

The landowner, Mr Harris, has said he expects that if we do land in one of his fields (i.e. in the Fulking area, in the general vicinity of the power lines) we will contact him and report the fact. His farmhouse is just to the north of the road at the bottom. Apologise and explain why you needed to land in his field - there will probably be an unavoidable reason and this could then be made clear to him.

It is important that we are considerate and courteous to any farmer or landowner in whose fields we land, even if their behaviour is felt to be provocative. It is especially important in this case for two reasons. Firstly, the farmers at the bottom of the Truleigh ridge are exposed to our flying activities on a routine basis and not just to the occasional XC landing. Secondly, though we may enjoy certain rights under airlaw, as local inhabitants they can exercise considerable influence over our continued right to fly the Dyke. We are by no means immune to what happened at Bradwell.

So, if at all possible, steer clear of landing in fields in the Fulking area and especially in any containing livestock. Being used to landing alongside cows in the bowl at the Dyke, it's easy to forget that they should be avoided. Of course, safety must always come first and you may find you have no option. But where outlandings do occur along the Truleigh ridge, please remember the guidelines in the Sites Guide.

Just a few points in conclusion then :-

- ⊙ Reread the Sites Guide periodically as a refresher.
- ⊙ Let's not have more complaints like this. It's bad for the Club and we on the Committee would rather spend our time doing more positive things than writing letters of apology and articles like this.
- ⊙ One of those innocuous-looking cows quietly grazing in that nice, big, flat field might just be a bull with attitude.

Thanks for your co-operation.

Martin Brady

## Minutes of the S.H.G.C. Committee Meeting - 7th June 1994

Present : C. Bere, F. Kennedy, M. Brady, N. Gibson, A. Chisholm, T. Cox, K. Kinkaid  
M. Turner, M. Woodhams, G. Hopkins, J. Carr, S. Brewer

Apologies: P. Day, A. Turner, G. Cook, A. Caple.

### 1.0 MINUTES OF THE LAST MEETING 8.4.94

- 1.1 Actions carried over : 2.5, 9.0
- 1.2 Actions amended:
  - 2.5 Letter to be sent after trials.
  - 12.1 Farmers to be contacted concerning the placing of phone numbers on sites.

F. Kennedy

### 1.1 MINUTES FROM 4.5.94

- 4.1 Cupboard not available at Sky Systems. Alternatives to be looked into. M. Brady
- 7.0 Airborne 1994 - not able to participate, letter has been sent to the organisers.
- 10.0 Amended - see new actions 7.0.

### 2.0 WINDSOCK

Welcome to Gail Hopkins, the new editor of windsock.  
Many thanks to Carl Cobb who stepped in at the AGM and offered to produce a much needed edition of Windsock.

- 2.1 Windsock Entries:
  - 2.1.1 Where the equipment at Beachy Head is kept. G. Hopkins - X
  - 2.1.2 Tour de France dates. G. Hopkins - ✓
  - 2.1.3 Article to be written concerning incident( 10.1), with a map detailing the farmers land. N. Gibson
  - 2.1.4 Further to recent incidents a reminder to pilots to read the sites guide. G. Hopkins - X
  - 2.1.5 A reminder to XC pilots to send entries to the Southern Club. M. Turner
  - 2.1.6 Flight for life publicity (13.0) M. Turner
  - 2.1.7 Suggestion that marshals contact each other prior to marshalling. G. Hopkins - ✓
  - 2.1.8 Entry concerning the new flags at Devil's Dyke (16.1) N. Gibson
  - 2.1.9 Horses at Firle (17.4) C. Bere
  - 2.1.10 Right hand 360s (18.0) C. Bere

### 3.0 FLAGS

New flags for Devil's Dyke are to be produced by Sky Systems.

M. Turner

### 4.0 AIR HORN

The air horn is to be left at Sky Systems or Devil's Dyke so emergency procedure trials can take place.

J. Carr

### 5.0 DEVIL'S DYKE NOTICE BOARD

The new board is to be made.

M. Turner

### 6.0 STILES

The stiles for High and Over have been made, and will be put in place.

F. Kennedy

### 7.0 FULL FACE HELMETS

- 7.1 D. Fletcher and Stoke Mandeville hospital to be contacted to see if there have been any reports produced concerning the wearing of full face helmets. S. Brewer
- 7.2 Action 10.0 from 4.5.94 to be reviewed taking into account 7.1. M. Woodhams

### 8.0 SPONSORSHIP

- 8.1 Brighton County Council to be contacted.
- 8.2 Any ideas about possible sponsorship would be welcome.
- 8.3 The owners of the pub at Beachy Head are to be contacted.
- 8.4 The manager of the pub at Devil's Dyke is to be contacted.

C. Bere  
Committee  
C. Bere  
M. Brady

### 9.0 MEMBERSHIP RENEWAL

- 9.1 Membership renewal is dependant on agreement to Marshalling duties, and exception cannot be made.
- 9.2 Reply to be sent to Howard Travers. A. Chisholm
- 9.3 Letter to be written to Green Dragons concerning club membership M. Woodhams

### 10.0 INCIDENTS

- 10.1 A complaint was received from the CAA after a pilot flying in a competition a Caburn landed in a field of pregnant cows. The farmer has requested that his land is not used as a landing site. ( see: 2.1.3)

### 11.0 SOCIAL EVENTS

- 11.1 The low attendance is a cause for worry. If the situations does not change, the events will have to be reconsidered.
- 11.2 Publicity is to be stepped up to try and increase numbers.
- 11.3 J. Carr is to be sent two complementary tickets for the BBQ for Paul Millmore. S. Brewer
- 11.4 Tickets for the BBQ can be bought from C. Bere, S. Brewer, and G. Cook.
- 11.5 It was good to see Tony Turner at the social event on the 4th June.

### 12.0 SITE FEE COLLECTION

- 12.1 Ian de Haan has declined to take up his position on the committee.
- 12.2 Ian de Haan is to be contacted concerning the return of the receipt books. M. Brady
- 12.3 The record of who was issued with receipt books is to be looked for J. Carr/ A Chisholm

### 13.0 FLIGHT FOR LIFE

- The following ideas have been put forward to raise money. Any more ideas would be welcome:
- Individual sponsorship per mile.
  - On the spot competitions.
  - L. Ying has collecting boxes, t-shirts and sweatshirts.
  - Publicity is to be placed in Windsock.

M. Turner

### 14.0 HARDWARE FOR FIRLE

- 14.1 Some club members will be going to Tony Turner's house to move hardware.
- 14.2 The farmer is to be contacted. F. Kennedy

### 15.0 MARSHALLING

- 15.1 There are continuing problems with non-attendance.
- 15.2 A voice box system to allow messages concerning marshalling is to be looked in to. M. Turner
- 15.3 Marshalls are to be encouraged to contact each other prior to the marshalling date.
- 15.4 The log book must be completed in order to keep a record of attendance.

# NOTICEBOARD

## 16.0 NEW FLAGS AT DEVIL'S DYKE

16.1 Two new flags have been produced for use at Devil's Dyke, unfortunately the committee cannot remember who offered to make the flags, and can therefore thank the person concerned. Could you please let us know who you are.

16.2 The flags have the following meanings:

- Low airtime pilots
- 20 minute rule in operation.

## 17.0 SITES

- 17.1 The payment to Richard Wallon is to be checked. F. Kennedy
- 17.2 Red and white poles are to be placed at West Fife. F. Kennedy
- 17.3 The emergency keys for the bowl gate padlocks have been placed at Devil's Dyke.
- 17.4 There is concern about paraglider pilots continuing to ground handle while horses have been trying to pass at Fife. Windsock entry. C. Bere

## 18.0 RIGHT HAND 360S

There is concern that some pilots are refusing to apply the new club rule - right hand 360s only at all Southern Club sites below 1000 ft. We hope that these pilots will reconsider their actions as they are putting the safety of other pilots at risk. Windsock entry. C. Bere

## 19.0 SOUTH DOWNS CONSERVATION

Russell Robson is to be recontacted concerning the possibility of a club member being on the conservation board. M. Brady

## 20.0 ROD BUCK

- 20.1 P. Day to be contacted concerning payment of £90 to Rod Buck for windtalker. M. Brady
- 20.2 Windtalker may decide not to support the system. If this happens R Buck may decide to take it over.
- 20.3 R. Buck to be contacted concerning the repair of the Devil's Dyke windtalker. M. Brady

## 21.0 DATE OF NEXT MEETING

Wednesday 6th July 1994- Devil's Dyke Pub at 7.30 p.m.

## FOR SALE

### Clubman 180

Old but trustworthy. Ideal first glider. Stored indoors. Complete overhaul inc. new wires. Inner sleeve in keel. Offers

Tel: 0273 703501 (Alison)

### Falhawk Neo Med (65kg - 85kg)

Ideal beginner/intermediate canopy. Very safe with performance. 16hrs air time. Complete with harness & rucksack.

Lovely purple colour with rainbow tips.

Offers around £800

Tel: 0483 799531 (David)

## Flight for Life

**T-Shirts  
and other items**

on sale at

**SKY SYSTEMS**

0273-857700

May Issue, p.8 - article on Internet was from Martin Pepper. Steve Uzochukwu has some printouts of the dialogue on Internet if anyone would like a look. (Tel: 0622-736219)

Martin also wrote the article on June Skywings centre pages with pics by Steve. The glider in the pics (Red Magic 4-166) is currently for sale. Contact Kenton or Micel at Sky Systems

## Steve Uzochukwu updates:

- The US mag 'HANG GLIDING' has said there is a 164 version of the Xtralite due.
- Cross Country reports the removal of a temporary grounding of the Ramair 154 now a modified luff line compensator is available.
- The debate rages over the two rival European standards - AFNOR .v. Guteseigel. Bruce Goldsmith is quoted as saying that the Guteseigel results in "worse gliders". Some gliders pass AFNOR but fail Guteseigel. Its the first time I've seen it acknowledged in print that the Voodoo failed the Guteseigel.

# NOTICEBOARD



## BRUCE ARGUE WRITES:

Readers who are looking for inexpensive paragliding insurance combined with holiday insurance should check out DIRECT TRAVEL INSURANCE SERVICES. I recently paid an extra £10 to include paragliding on their standard travel policy (£11.50 for 10 days in Europe). It is also good to know that their definition of Europe is very loose and includes North Africa, some of Russia, Turkey, Canaries etc. The policy is underwritten by General Accident. DIRECT LINE can be contacted at: The Old Granary

Wiston  
Steyning  
West Sussex. BN44 3DH  
TEL: 0903-893333

*(Thanks for the other info Bruce, but I don't think the Southern Club is ready to share your discovery yet!! - Ed)*

## COOMBE GIBBETT TO ISLE OF WIGHT STARMEISTER BECOMES FATHER

In a joint production on Sunday 3rd July, Mark and Emma Turner produced a baby boy - Jack. Mother and baby are both well, but Mark is a little tired.

## N.B.- BEACHY HEAD

The marshalling equipment is in the manager's office. The staff there have been made aware of this and will hand it over when the marshall requests.

## STOLEN

### £200 REWARD

A £200 cash reward is offered for information leading to the recovery of 3 black 'square'

### PARACHUTES - STOLEN

between 19th and 23rd June 1994 along with other goods from the paragliding club at Duke of Gloucester Barracks, 29 Regt. RLC, South Carney, Glos.

Any information, call a club instructor on Cheltenham (0242) 575698

Amongst the stolen items were:-  
3 RAM AIR canopies (parafite MT-1X)  
MM 13998  
MM 10936  
MM 10903

All canopies are seven cell and black in colour.

Any information, sightings, etc., please contact Detective Constable Lambourn 0225-810193 (MOD Police CID)

OR  
the club instructor as shown left.

## 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:

Contents of this magazine may NOT be reproduced without the express consent of the SHGC Committee and/or the auther, in any form whatever.  
- The views expressed in articles, letters, etc herein are not necessarily those of the SHGC, its Committee or the Editor.

## WEATHER MACHINES

### Devil's Dyke:

New: 0839 600603 (36p/min w/ends & 48p/min week)  
Old: 0273 857002

Shoreham: 0839 800868  
(rates as 0839 above)

## 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 - I've received a couple of things, but need more. Give yourselves something more interesting to read than the minutes of the last committee meeting. Overseas trips, memorable XC's (If its not Deal, its Ashford!) ideas for Club events, etc, etc, etc,

## ADVERTISING DISPLAY RATES

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

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