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SKY SYSTEMS LTD - Edburton, Nr. Henfield, West Sussex BN5 9LL  
Tel: 01273 857700. Fax: 01273 857722. e-mail muffin@pavilion.co.uk

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**ITV KITES** - from the mild to the outrageous. Come and have a go when the sou-westers blow - reap the wild wind!.....from £59.99

Call in to the showroom or phone for your copy of our latest 2nd. hand list. We always need to PX good condition gliders, instruments, harnesses. Call us!

## 2ND HAND!

# WINDSOCK

APRIL, 1995

THERE IS NO CLUB EVENING

ARRANGED FOR

THE 1ST SATURDAY IN MAY

News of the next evening will be posted as usual  
in the next Windsock

# THE SOUTHERN HANG GLIDING CLUB

P.O. BOX 1359  
BRIGHTON  
EAST SUSSEX BN1 4QX

## Chairman's Letter

### COMMITTEE - Updated April 1995

**President**

Johnny Carr 01444 84667  
(W) 01444 84217

**Chairman**

Martin Brady 01444 233346  
(W) 01273 745513

**Secretary**

Alison Chisholm 01273 703501

**Treasurer**

Peter Day 01734 421481  
(W) 01734-579740

**Membership Sec**

Trevor Ackroyd 01903-505889

**Safety Officer**

Steve Brewer 01403-710739

**Sites Liaison Officer (1)**

Fionn Kennedy 01273 858221

**Sites Liaison Officer (2)**

Sue Brooks

**Sites Control Officer**

Nigel Gibson 0181 890 7476

**Schools Liaison Officer**

Irwyn Jehu 01903-723884

**Club Coach**

Adrian Caple 0181 660 0824

**Airspace Officer**

Tim Cox 01273 888113  
(W) 01273 609925/507794

**Competitions Officer**

Kenton Birch 01273-822194 HG  
Mike Millwood 01273-624188  
01273-857700 (wk) PG

**Social Secretary**

Ian Blackmore 01825-762473  
0589-240815 (mob)

**Windsock**

Gail Hopkins 01273 771327

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

Dear Members,

Firstly some information about the sale of the Dyke. I have now received a letter from Brighton Borough Council confirming that "disposal to the National Trust will be subject to the restriction that it shall be used for all times for public open space which will of course protect those rights that you [i.e. SHGC] have enjoyed under the Council's ownership". Good news, but the comment in my last letter that the Trust are going to be very unsympathetic to adverse reports about us still holds true.

As I mentioned last month, the AGM passed a proposal to appoint a Club official who would be reimbursed for services provided for a trial period of 6 months. After this, the situation will be reviewed to decide whether the appointment should continue. An important consideration will be the cost which we would hope will be largely offset by additional receipts for day and annual membership. The Committee is currently working on a job description but we will be largely dependent upon the person concerned to make a success of the initiative (while hopefully, also being able to take advantage of the opportunities that flying the appointment would offer). Are you interested? Do you know anyone who might be?

Sunday 19th March was a busy, light wind day at the Dyke with thermal cycles, i.e. exactly the sort of day that marshalling is needed most. All things considered, I thought it worked extremely successfully thanks to Sue Brooks, the only marshal who turned up, and to Kelvin Kincaid who helped Sue even though it wasn't his turn. Thanks also to the vast majority of pilots who co-operated to make the system work.

Unfortunately, as you may have heard, there was a mid-air later in the day, thankfully without injury or serious damage. As is often the case, it actually happened during a less busy period. The marshalling system was introduced for one purpose, - to give us safer flying, something that most of us will appreciate. But it is not a substitute for vigilance in the air and cannot possibly work to our benefit if the marshals do not turn up which is more often than not, the case.

How many of you saw Judy Leden's 40,000 ft balloon drop on the television? Epic stuff for sure. Even though the flight was a success, watching that moment of release still had me holding my breath. Judy deserves full credit, not only for her personal accomplishments, but also for being such a committed and articulate ambassador for our sport. Meanwhile, I'll be seeing you somewhat nearer terra firma.

Martin Brady

3/4/95

**CLUB COACHES - Updated April 1995**

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
James Hardiman PG	London	0181-311-0683
David Massey PG	Horsham	01403-268601
Barry Phillipot PG	Lindfield	01444-482225
Jerry Hanson PG	Shoreham	01273-461783

**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.....**

22/04/95 Paul Sanders	081 390 3076	0784 245058
22/04/95 Inike Jansen	081 390 3076	-
22/04/95 Neil Hallsworth	081 401 2032	-
23/04/95 Jim Hardiman	081 311 0683	-
23/04/95 David Brown	0403 254469	0403 210345
23/04/95 Frank Golding	0273 305636	081 669 9483
29/04/95 Ian Barnes	0375 386289	071 987 2762
29/04/95 Clive Chippendale	081 878 1081	-
29/04/95 Robert Kelly	081 755 2592	0836 533410
30/04/95 Ron Harrington	0252 625246	0420 86616
30/04/95 Steve Tuck	081 303 0135	-
30/04/95 Graham Cooper	0634 842 853	071 245 3420
01/05/95 Andy Chad	-	071 712 6825
01/05/95 Ian Gravatt	071 703 0849	071 924 1282
01/05/95 Howard Travers	0256 769167	0256 817777
06/05/95 Chris Williams	0403 731519	-
06/05/95 Bruce Argue	081 342 9595	081 342 9595
06/05/95 Reginald Richardson	0323 416366	0323 639211
07/05/95 Stuart Wilson	081 959 1174	081 540 8300
07/05/95 Denis Aulier	071 402 7006	071 355 2000
07/05/95 Ian Maskell	0273 540755	0273 778708
13/05/95 Philip Wraight	0622 850258	-
13/05/95 John Leggott	081 657 0725	081 318 7511
13/05/95 Ray Edmonds	0435 873721	0273 475432 x44417
14/05/95 James Spall	0705 370704	0705 321212
14/05/95 Jerry Hansen	0273 461783	-
14/05/95 John Elkins	07085 51310	081 507 4643
20/05/95 Tony Wye	081 897 9369	081 479 3628
20/05/95 David Drake	081 508 9019	081 529 3501
20/05/95 Jeff Wagland	0628 474954	0494 459100
21/05/95 Robert Archibald	0784 244605	0753 817242
21/05/95 Chris Bere	0273 452370	0860 400747
21/05/95 Nigel Barrington Wood	0825 768657	0342 325220
27/05/95 D Angus Small	071 385 2414	-
27/05/95 Nancy Christiansen	0444 450892	-
27/05/95 Paul Hodson	0372 274691	0293 668232/282
28/05/95 Bernie Cammell	0243 575684	0705 494291
28/05/95 Steve Walsh	0279 730710	0279 654237
28/05/95 Tony Crowley	0903 873924	0903 873924
29/05/95 John Hart	08675 79581	-
29/05/95 Joao Carlos Borges	0273 833735	0273 642256
29/05/95 Robert Chisholm	0903 504759	-

## Southern Hang Gliding Club Trophies 1994

Hang Gliding	
Best Newcomer	Darren Blackman
Most Improved	Not Awarded
Best Novice XC	Austin Haines
Longest Sussex XC	Dave Williamson
Martini Trophy (1st)	Dave Williamson
Martini Trophy (2nd)	Warren Simonsen
Martini Trophy (3rd)	Steve Cook
Sussex League (1st)	Dave Williamson
Sussex League (2nd)	Steve Cook
Sussex League (3rd)	Dave Matthews
Sussex Weekend League	Dave Williamson

Paragliding	
Best Newcomer	Max Pollard
Most Improved	Ian Blackmore
Best Novice XC	Robbie Williams
Longest Sussex XC	Mike Milwood
Martini Trophy (1st)	Richard Carter
Martini Trophy (2nd)	Mike Milwood
Martini Trophy (3rd)	Mark Turner
Sussex League (1st)	Mike Milwood
Sussex League (2nd)	Ian Blackmore
Sussex League (3rd)	Mark Watts

General	
Andy Napolitan Trophy	Mark Woodhams
Ron Steadman Trophy	Matt Ogden
Outstanding Achievement	Richard Carter

## competitions

We now have a few dates already finalized for Hang Gliding comps. Remember that these competitions are open to everyone so if you are interested in taking part in any of the following comps then please give me a ring or catch me out on the hill.

THAMES VALLEY/DUNSTABLE 29/30 APRIL  
 DALES/PEAKS 27/28 MAY NOT CONFIRMED  
 WESSEX 17/18 JUNE  
 S.E. WALES 24/25 JUNE

SAFE FLYING - KENTON

### PARAGLIDING CLUB COMPETITIONS

If you are interested in being in the Southern Club team then give me a call on 01273 624188, or tell me on the hill. The teams are usually of 5 or 6 pilots so hopefully in the early rounds we will be able to send an A and B team. I do not have any fixed dates as of yet, and the competitions can sometimes be announced at the last minute. Therefore I can not always give a lot of notice. The competitions usually involve going XC, so as long as you are fairly compliant and are keen to learn give me a ring.

Also all XC's you want to register to the XC leagues should be sent to the P O Box.

Mike Millwood

DAVE SNOWDEN  
PENLON COTTAGES  
PENTIR, BANGOR  
N.WALES. LL57 4UU.  
tel HOME 0248 370560

REGIONAL CONTACTS.

SCOTLAND ED GRINDLEY  
LAKES ED CLEASBY  
SNOWDONIA JOHN GLADSTONE



AIMS:- CHARITY BASED EVENT. ALL PROCEEDS TO BE ALLOCATED TO ONE OR MORE CHOSEN CHARITIES. MONIES TO BE RAISED BY INDIVIDUAL/TEAM SPONSORSHIP, NOMINAL ENTRY DONATION, RAFFLE, AUCTION PLEDGES OR OTHER.

CHALLENGE:- TO ASCEND ON FOOT BEN NEVIS, SCAFELL PIKE & SNOWDON TO DESCEND BY PARAGLIDER MINIMUM 2000' FROM EACH MOUNTAIN. TRAVEL BETWEEN BY LAND TRANSPORT. COMPLETE WITHIN 24 HOURS. ADDITIONAL COMP TASKS MAY BE SET ON EACH LOCATION.

PARTICIPENTS:- TEAMS CONSISTING OF TWO OR MORE FLIERS PLUS SUPPORT /RETRIEVE DRIVER. OPEN TO ALL PARAGLIDER PILOTS RATED CP OR OVER WITH CURRENT BHPA MEMBERSHIP. MAX ENTRY 20No. TEAMS. ENTRY BY TEAM REGISTRATION. DONATION OF £5.00 PER FLIER FIRST COME BASIS.

EVENT DATE(S):- TO BE SET OVER A WEEKEND (SAT THRU' SUN). PERIOD OF AVAILABILITY FROM 20/05/95 TO 24/06/95 (6 POSSIBLE DATES).  
THE EVENT REQUIRES STABLE LOW WIND CONDITIONS FOR DURATION THEREFORE THE DATE WILL BE FIXED ON THE WEDNESDAY PRECEEDING THE EVENT DATE.  
ALL TEAM LEADERS WILL BE NOTIFIED BY PHONE ASAP WITH START DATE.

EVENT TIMING:-

SAT 1400	MEET LOG IN & BRIEFING. PICNIC AREA 500m Nth GLEN NEVIS YHA.
SAT 1700	ASCEND TO SUMMIT BEN NEVIS @3.5 Hrs. LOCATE SUITABLE LAUNCH SITE, FLIGHT & DECENT TO VALLEY. INFORM LOCAL MARSHAL COMPLETION & LOG OUT (PHONE)
SAT 2200	RETRIEVE & DRIVE TO LAKES @5Hrs
SUN 0400	ARRIVAL WASDALE HEAD. INFORM LOCAL MARSHAL OF ARRIVAL, LOG IN (PHONE) ASCEND TO SUMMIT SCAFELL PIKE @3 Hrs. LOCATE SUITABLE LAUNCH SITE, FLIGHT & DECENT TO VALLEY. INFORM LOCAL MARSHAL COMPLETION & LOG OUT (PHONE)
SUN 0900	RETRIEVE & DRIVE TO SNOWDONIA.
SUN 1200	ARRIVAL PEN-Y-PASS YHA CAR PARK INFORM LOCAL MARSHAL OF ARRIVAL, LOG IN (PHONE) ASCEND TO SUMMIT SNOWDON @3 Hrs. LOCATE SUITABLE LAUNCH SITE, FLIGHT & DECENT TO VALLEY. INFORM LOCAL MARSHAL COMPLETION & LOG OUT (PHONE)
SUN 1700	RETRIEVE & DRIVE TO LLANBERIS FOR LIGHT REFRESHMENTS, DE-BRIEFING, RESULTS, RAFFLE, AUCTION, BLISTER CREAM ETC.

APPLICATION FORMS

REGITSER IN WRITING TO DAVE SNOWDEN AT ABOVE ADDRESS.  
DETAILS REQUIRED:- NAME, ADDRESS, CONTACT PHONE NOS  
TEAM NAME, No FLIERS, ANY DATES YOU ARE NOT AVAILABLE.  
AN ADDITIONAL GENERAL INFORMATION PACK (SPONSOR FORMS, LOCATION MAPS, B&B LIST ETC. WILL THEN BE SENT. THE REGISTRATION DONNATION WILL ONLY BE PAID ON ATTENDANCE.

ADDITIONAL SAFETY

CONTACT WITH LOCAL MARSHAL BY MOBILE PHONE/RADIO.(NUMBERS, FREQUENCIES TO BE ISSUED).  
QUALIFIED FIRST AIDERS AVAILABLE ON EACH LOCATION.  
LOCAL MOUNTAIN RESCUE TEAMS TO BE INFORMED/INVOLVED.  
FINAL DECISION TO FLY IS RESPONSIBILITY OF 'TEAM LEADER'  
REMINDERS ON MOUNTAIN FLYING CONDITIONS & HAZARDS, FATIGUE DE-HYDRATION, IF IN DOUBT DONT.

## VOLAIR PARAGLIDING 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, EDEL, ITV, and many more. Demos available.

### VOLAIR FRANCE.....

- FFVL registered school
- WINTER - Chase those SW gales away and go on an action packed sld / fly holiday in the Alps. Ski 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.

For UK courses or equipment contact Tim King on 0143 573331. For holidays contact 21a, Selsmore Ave. Hayling Island, Hants. Tel / Fax 0705 467147.

# **SAFETY**

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

### **AIRLAW**

Some basic reminders:

1. When joining other pilots in a thermal, fly in the established direction.
2. When a lower pilot is climbing faster than you are in the same thermal, make way and let him/her through.

Some pilots are apparently not following these basic anti-collision rules.

### **REMINDER**

**MOUNT CABURN - please remind yourselves of the designated places for slope landings at Mount Caburn.**

**These are clearly laid out in the sites guide.**

**There is a farmer who is very anti-flying and who is becoming agitated when we land on non-designated spots.**

**DEVIL'S DYKE - there is a conservation area at Devil's Dyke. Again, this is clearly laid out in the sites guide.**

**Thankyou.**

JAMAICA 3 JAN to 16 JAN 1995

We stayed with John Charlton and Jaqui at their bungalow on the West of the Island, in the province of St. Elizabeth, 2000 ft. up in the Santa Cruz Mountains (the height keeps away the mosquitoes). Five miles behind are the Don Figuerero mountains, and on the plain in between is Santa Cruz, which is actually below sea level and very hot.

If, when you go to hell, you see a man with a large blanket wrapped around him-He was from Santa Cruz.

The temperature in January at sea level is between 25-30 C.

Jamaica is located South of Florida and Cuba; and West of Haiti. Go due South from Miami for 440 miles and you arrive at Jamaica, South of the Tropic of Cancer. Your flight will take you through the Bermuda triangle. A journey of over 4,000 miles and about a ten hour flight. On the way back its only eight hours, due to the jet stream. Jamaica is about 140 miles long and 48 miles wide with a population of about 2.5 million people. Capital city Kingston on the South East coast.

The island is very mountainous with lots of unexplored ranges from a Hang/Para gliding point of view.

The largest and best known range are the Blue Mountains (famous for its coffee), located to the East of the Island, and peaking at 7,400 ft. a.s.l. Adjoining this is the Grand Ridge, some 20 miles of prime flying site. But, no-one's looked for a take-off yet. Hang gliding is almost unheard of on the Island.

Dawn breaks at six and a heavy dew is always present, accounting maybe for the lush green of Jamaica. As, so far we have seen no rain at all.

If it does rain it has the grace to do it at night. In paradise even the weather is obliging.

The earth here is bright red and very fertile; Bauxite; aluminium rich dyes the feet red and stains clothes.

This is not found anywhere else but SW Jamaica. A large American combine has the mining rights and a very large plant to process it.

The only explored take-off to date is at Round Hill on the Santa Cruz mountains. But looking at the map it should be possible to fly from the Blue mountains to Great Bay, a cross country of about 80 miles. Triangles and out-and-returns also look promising.

The only problem may be retrieving. The signposting is almost non-existent and mountainous pot-holed roads mean a low average speed for the retriever. If you are lost, ask; the locals are very obliging.

The retrievee however, even if he/she lands out somewhere without the smallest hint of habitation, will find the locals flocking around and eager to de-rig and carry any gear any distance.

No; they will not steal anything.

You are now a big, big hero and nothing is too much trouble.

The language is Patois and you need a keen ear to understand it. It comes in three versions:-

1. Speak slower and its English (just about)
2. I can understand about every third word (if your lucky)
3. Nice bloke, wrong planet (Mime what you want doing)

Your retrieve team will find you lazing under a coconut tree, plied with local drinks such as cold fruit punch or coconut milk drunk from the nut after trimming with a machete (both of which are absolutely delicious). And answering a myriad of questions, if you feel like it. You may only have a few hours flying but to the locals, your a star.

## THE FLYING

10th. Jan 1995

The locals call the pilot 'parachute mon' and no amount of insisting its a hang glider is going to make any difference.

Air space corridors are at 6,000 ft. and with only two major airports, both of which are on the coast, the place has real possibilities.

We arrived at Round Hill at about noon, it was on. A slight breeze gently wafted up the slope.

Huge butterflies frolicked amongst the coarse grass, eluding all of my efforts to video them. John crows (vultures) with five feet wing spans flew left hand 360's on the spur to the left of take off, their pin feathers looking like fingers pointing out and upward.

Large cumulus clouds proceeded from behind the ridge, forward, completely opposite to the direction on the ridge. A sea breeze was developing fast from the coast, blueing out the first two miles from the sea. And creating a thermal rich plain below.

We carried down one field and rigged, as the last batton went in the wind shifted and came over the back at about five m.p.h. What a bugger.

I clipped in and waited, light thermals occasionally changed the wind direction, but only for a few seconds.

After 30 minutes the thermals were getting stronger and more frequent. I launched into a six m.p.h. head wind, with 'john crows' circling over the spur.

On take off I am at 2,000 ft. a.s.l. The plain is 1800 feet below, a right turn and I move toward the spur, in vain I search for the lift, john crows have gone. Just like England.

After ten minutes of maintaining in zero's another bunch of John Crows are going up at a fair rate, I join them and start to climb on broken thermals, beneath what is now a rain laden sky. The ragged thermal becomes a constant six up and singing along with the vario I climb to cloudbase at 3,500.

Whispy cloud engulfs me, so I pull speed and head to the shadow side of the cloud, where the lift is less, Time to relax.

The view is breathtaking, to my right five miles away is Great Bay, the Caribbean sparkling and gleaming. There is a good landing field here just behind the beach. In front Treasure Beach, in shadow but still inviting, to the right is the 'Morass' full of crocodiles with big appetites.

I turn left. (wonder why)

After 90 minutes of idyllic flight, exploring just about anywhere I wanted to go, except crocodile creek. It starts to rain gently.

John tells me that in Jamaica, when it rains the last thing you want to be doing is flying.

It comes down as though standing in a waterfall, drenching you to the skin in half a second. with the obvious gust fronts associated with torrential rain, you could get your slate cleaned.

So, in true British fashion I gritted my teeth and panicked. In with the bar, a hard left turn, stick it on a wing tip, hold the bar in and try to spiral off 3,000 feet fast. That's when you hit the best bit of lift you've had all day. So, 'find the sink' is the name of the game, where there is big lift there has to be big sink.

Eventually I found it and spiralled down to the safety of the flatlands below. The rain getting harder and the skies looking blacker.

Jamaican children have just finished school, and 50 of them flock onto the landing area to watch 'parachute mon'.

Looking at the area it is devoid of habitation except for one or two wooden dwellings. Where all of these people came from I do not know. So, its mind the power lines, a slipping turn at speed to lose the height fast, straighten up and flare hard, perfect.

If I had been Pavarotti at the Albert Hall I could not have recieved a bigger round of applause.

They are all eager to help and the glider is de-rigged in record time, except for Mandy's attempts to put the battons in the bag, they have a life of their own she says.

Triumphant, the children and a few adults carry all my kit and the glider 1/4 mile to the roadside and load it onto the car. I have to tie it on, its a hard life.

Mandy hands me a cold Red Stripe beer, it helps in a temperature of 28°C, and this is January, back home in England its 5°C.

Of course the inevitable happens, the rain stops, the sea breeze pushes the clouds back beyond the Santa Cruz mountains, and I could still be flying.

Well, it was a good 90 minute flight, and I could have stayed up a lot longer, but gambling with the weather I'm not into. Especially in the tropics.

In a tee-shirt at cloudbase it wasn't cold at all.

It was possible to fly a lot more than I did. But with so much to see, I didn't mind missing a few days. In fact the first week was purely sightseeing and lapping up the sun, and trying to walk on beaches that burnt the feet. The only solace, the bar (there's one at every turn) full of cold Red Stripe.

Its hard work enjoying yourself.

SHOPPING: 'Its life Jim but not as we know it'

Supermarkets range from a bus shelter with local produce and a tin of soup to large establishments with an amazing variety of everything you don't want.

You must try the hot corn bread.

Shopping is a rewarding if frustrating pastime best delegated surreptitiously to some unsuspecting person.

But, If you cannot get out of it, it's fun. You will meet lots of very friendly helpful people, and see things you never thought existed. You will also get to do some bargaining at roadside local produce stalls.

SAFETY

How safe are you out here ?.

Well, I did not go to a big city, only to arrive and go back to England from the airport at Montego Bay. So I cannot comment. Other than to say, like everywhere else, big cities invite crime, increase suspicion and reduce communication.

There are only four big cities on the whole of the Island. Kingston, Spanish Town, Mandeville and Montego Bay. If you want all of the amenities this is where to go.

Out in the sticks the people are the most friendly and accomodating I have ever had the pleasure to meet. On first sight it may not seem that way, they will eyeball you without facial movement of any kind (slightly disconcerting). The answer is to smile and say 'How you doing' or 'Hi'; O.K. so its an American phrase, but they all understand it, and respond. You are now in lets make a new friend mode.

Red Stripe beer costs \$25 Jamaican, (the exchange rate is \$50 to £1 sterling) Mandy and I decided to have a quick one, so we pulled up at a bar (wooden hut), the doorway was blocked by three scruffy Jamaicans talking loudly and sporting 16" machetes (Some things are more important than getting murdered).

I approached the doorway and got eyeballed by the largest ugliest looking bloke in the district. I uttered the magic words 'how ya doing' His face lit up with a smile that looked like the sun, he moved aside and asked how I liked Jamaica so far, what a nice bloke. And I love Jamaica.

You will be approached to buy various things, a smile and a 'No' is all it needs. No-one is intimidating or pushy. All over the Island, children, young women, everyone hitches a lift, regardless of the time of day or night - in any passing car. They have no fear of travelling with strangers. Rape and mugging is dealt with by the locals, very rarely the police. The severity of the punishment is best left to the imagination. If these people have any faults it's their attitude to animals and smoking Ganja, the latter in retrospect not being a fault.

#### SIGHTSEEING

Too much to see in one hit. We had previously bought some postcards, a good way to find out what the beauty spots are, and with the help of a Jamaican tourist map, where they are. One postcard in particular hit me like a blaze of light, so I bought three copies of it, one of everything else. The card in question was of Gut River; I had to go and see it. Sunday we rise at dawn as usual, Jamaica is five hours in front of the U.K. and we had a hard time adjusting for the first couple of days. We left, planning to take in Alligator Pond on the way, the river section that is, a beauty spot which is some way from Alligator Pond itself.

Well, we missed the turn and drove into Steven King country:- Alligator Pond consists of the most dismal and depressing set of unpalatable props anyone can possibly imagine. Except that no-one's imagination could prepare them for the first sight of Alligator Pond. About ten buildings of random size make up the nightmare. Drab brown buildings, doors like black throats, uninviting and sinister form a 'U' shaped trap. No sign of any vegetation at all, not even the occasional clump of grass.

--Nothing lives in Alligator Pond--

A dust bowl, not of the honest bright red Bauxite, but dirty brown, matching the wooden or block dwellings. Dust swirls as we are trapped in the cul-de-sac. Local people stare like zombies.

--No-one moves in Alligator Pond--

A pack of mangy dogs moves slowly toward the car, its wheels in the thick dust, its occupants desperate to get out of here. Worried, that the car may be bogged down, unable to move without the help of the zombies entrenched in black doorways. The wheels spin, fighting for grip. The dogs move closer. A tree, dirty brown, moves and casts its shadow across the windscreen. The car moves and executes a tight turn. Forward - out of nightmare village. The asphalt road is reached; a zombie is observing us; opens its mouth and says "hey man, have a nice day" and smiles a smile that's genuine friendliness and warmth. Then directs us to Gut River. In Jamaica and Alligator Pond appearances can be deceptive.

#### GUT RIVER

We drive toward Gut River on a good tarmac road, the Caribbean deceptively close, twinkling through the roadside scrub. After a mile or so we stop, and twenty paces later are on the beach which stretches for miles. We are the only ones on the beach; except for the footprints of one man and his dog. Pelicans dive for their breakfast and kites glide without flapping.

We continue toward Gut River, the road gradually getting narrower as we go. We slow down for cattle and goats grazing the scrub. Coconut palms wave a greeting to us. The road runs out at a stone bridge and becomes the bright red and limestone track that any vehicle hates, in deference to the car we stop on the bridge. Over the parapet is the view on the postcard; only it's better. Crystal clear water surges beneath us through sheer rock, and sparkles in the most glorious fashion. The first pool is 20 feet deep and the bottom of multicolored rocks shimmers gently as the surface ripples distort the pool floor. Lizards of every colour watch us climb down the rocks to the second pool, we scatter butterflies as we go. From here the river broadens and shallows to ten feet deep until it reaches a riverside bar, gleaming white on the grassy slopes. Palm Trees fringe the banks, the clear water providing an almost perfect mirror image. At the bar the river turns right and runs parallel to the beach, a wooden slat bridge two feet above and two feet wide spans the river to the beach and bright blue sea. Vultures cruise the coast flapping reluctantly in sinking air. They look graceful until two kites come into view, wings impossibly pointed and long; jet black silhouettes with long slim tails and never a flap. Complete masters of the Caribbean air currents.

We return to the second pool amongst dappled shade from the overhanging palms. A bleached red metal bench is embedded into the rocks. The water looks inviting and I have brought my snorkel kit; it's on and I'm in: Paradise; an arms length away is a shoal of six inch fish, bright yellow tails, golden heads and green iridescent stripes across their gill covers. Eyes of bright gold watch the watcher. We are suspended, the water so clear that an illusion of flying is created. The shoal moves lazily away - I dive to the bottom which is covered in lacy weed. At the margins yellow mottled weed reaches for the surface six feet above and finds it. Tiny strands of minute bubbles continually leave the water plants and slowly dance to the surface, aerating the crystal water on the way. A fishing net lays at the bottom, a few corks holding it upright. Twin white ropes, top and bottom snake from the first deep pool to the shallows at the bar. I swim the length of the net and find one seven inch perch trapped in it. I am unable to release it, and it's just as well I didn't, as the locals use this to obtain a meagre supply of fish. A young lad paddles an old windsurfer board along the net line, spots the Perch and dives, removes it in record time and tucks it away in the boards sail slot. He checks the rest, diving 20 feet into the deep pool. The perch is his only reward on this trip. You can safely dive from the rocks. It's cold, then it's not. Like the Caribbean, hours can be spent in the water without getting cold. What a terrible name for such a lovely place, Gut River.

#### NASTIES

Never saw one at all. Black widow spiders make webs just above ground level. Scorpions give a sting stronger than a wasp. Snakes, no poisonous species.

#### CAR HIRE

very expensive due to the lousy driving of the locals. AVIS £45 per day: \$70 American: \$2,250 Jamaican. Probably better to hire cheaper from a local firm.

SUMMARY

A very picturesque mountainous country, take loads of film.  
 Plenty to see and do. The beaches are magnificent.  
 A safe place to be, even if your on your own.  
 Wonderful mountain sites. Pick your own takeoff.  
 Local cuisine. not good.  
 Cheap food in supermarkets.  
 Clothes expensive. Tee shirts start at £6.00.  
 One problem, the Jamaican CAA: If it flies its a plane; if its a plane the pilot needs a CAA licence.  
 Currently this is flying illegally, as Hang gliding ratings do not appear to be recognised. Not that anyone takes any notice, anything that brings tourists to a district is looked upon as manna from heaven. The tourist is a protected species.  
 However the CAA function is about to be taken over by the States. This of course will allow Hang/Para gliding.

And here are a few Jamaican sayings for you.  
 Live in peace; or rest in it.  
 De breeze she blow de rong way.  
 Think Pink.

JAMAICA IS PROBABLY BEING  
 SWITCHED TO PARAGLIDING +  
 HANG GLIDING:

Dave Keepax

1 July 1995

*Bi-wingual Party*

All Bi-wingual pilots are invited.  
 Bring, Bottle, Burger, Bird Bedding



Tanyard Fishery  
 Tanyard Lane  
 Danehill  
 OS Ref 410,267

**Ritual Destruction?**

According to the conservationists, Devil's Dyke was, until a few years ago, considerably higher than it is now. This drop in height is mainly due to the large numbers of visitors who are now allowed into the area to witness the regular sacrificial ceremony known as "Hang-Gliding".

During the ceremony, the participants build framework structures using bamboo or scaffolding poles, to which they attach gaily coloured coverings made from fertiliser sacks. The 'Unfortunate' chosen for sacrifice are then tightly bound to the framework and firmly thrown down the hill. The sacrificial object can be seen frantically struggling to free themselves during the downward descent, if the wind is favourable the descent can take several minutes, much to the pleasure of the onlookers. The struggles to free themselves are usually to no avail, and they invariably arrive crumpled and confused in a field at the foot of the hill, to then be attacked by terrified horses and cattle.

Due to the large and ever increasing number of spectators arriving by car or coach, the increased in weight has compressed the substructure of the hill, and everything is slowly sinking.

Presented to me by a local modeller who found it in their newsletter the 'Fly Paper' (Feb 95, orig 1970).

Things haven't really changed all that much in twenty-five years, have they!!

Kristin Hansen.

### Flying in the Canary Islands.

I fly more at other sites ~~more~~ abroad than at home now. No, I am not rich, its just that over the past 5 years work has been a hell of a lot harder and the time I get to fly gets less. (OK so I am getting older too)

I decided to take my Paraglider abroad a few years ago and packed it up tight so it could be taken on the plane as hand luggage. I had no problems with the airline but the wife looked a sorry state laden with all the gear I would normally take. ( she is a good sport...)

Cheap holidays are always on offer, Tenerife and Lanzarote offer excellent flying sites with scenery to match. The wife or girlfriend can enjoy the sun, and you get a chance to fly. (A good 50-50 holiday)

The main holiday resort on Tenerife is Las Americas. From here flying sites are generally near and you can hire a car (or motor scooter) at very cheap rates to get you to the flying site, most found by the side of a good road, an added bonus. Just look inland towards Teide from the resort and you will see flying if conditions are OK, then just point your nose.

As usual, landing areas are best known before you consider flying else you will find your wonderful canopy ends up in shreds due to the hefty growth of cactus on the island. The spines are long and tough so do not consider flying with trainers or in shorts. (it gets dam cold when youre dumped out of a thermal...)

The time to be airborne is by 9am, by this time an on shore breeze has developed and once up you can thermal about a lot longer. If you try to launch after that time life gets harder as the heat of the day builds. Afternoon flights are best attempted when the sun has lost a lot of altitude, the thermals are kinder and the sea breeze its remarkably smooth, I found the late thermals very soft at the edge but strong at the core with an easy transit, this is a great confidence builder if you are low air time pilot.

Take up a 35mm panorama camera and you can take some pictures of your memorable flights.

Lanzarote is usually more costly and its known as the "windy isle" in the summer season.

(OK for a hang glider but for a paraglider you will be lucky to get a flight in.)

The best months to fly are between the end of October to April. the winds are far less aggressive.

The terrain is far more jagged than Tenerife, so please don't underestimate the sites. No soft grass here.

A site guide can be purchased from BHGPA, but I must give a word of warning as the maps shown are rough drawn and the dirt tracks to the site take some finding. (you will knock up plenty of car miles).

One tip for you, the best 15km (possible) x 330m ridge run site is at Teguisse. The local Police chief is the chairman of the hang gliding club so if you want an armed escort direct to the launch site call into the Police station. it saves a lot of time trying to sort out which way to go up the dirt tracks. ( I got armed escort complete with blue flashing light to!)

I personally found Lanzarote a bit of a disappointment. The wind either blew too hard for me or not at all.

Two mornings on the trot I was up at the Teguisse site by 6am, once blown out, the other a dead calm.

When conditions are like this you have to spend time going to the other sites, even the local flyers cannot say where you could fly due to the very local conditions, the wind speed and direction change a lot, you have to go to the site, check it out and see what you think. Hence you can log a lot of car miles on this island unlike Tenerife. In my week here I never got to fly the Famara ridge at Teguisse, (sob) but I wish you luck and I remain very jealous for any of you that have already done it...

With both islands the main volcanoes are national parks. Launch in the parks and on your ultimate landing you will be confronted with a uniformed chap running to meet you, not to congratulate you on your flight but to confiscate your glider and put you in jail..... so be warned.

Another word of warning when flying the small volcano sites which are plentiful. Inside they are as deep as they are high, they have small rolled off edges at the top to stand, and the inside of the vent has edges as sharp as razors so never ever take a chance of getting blown back as you wont get out unaided.

I met a local paraglider pilot with bad scars on his arms after just such an event, the scars were not pretty so don't fly just to get in that last flight if you are not 100% happy with the conditions wait till next year.

Perhaps this article is a bit tame for most of the readers of windsock who have flown abroad but I hope that this may induce some of you to put on teletex on the TV and say to the wife "how about a winter holiday to the Canaries..."

PETER BRUCE

### Dyke Weather Station

Thanks to the many people who rang up after my last article in Windsock, to let me know that, yes, they want me to continue the station, as they find it valuable, and please can I fix the direction errors as soon as possible?

No-one at all rang with any negative comments.

So, the average complaint at present is that the temperature readings are all over the place (I know!) and that the wind readings seem OK when either:

A) The wind is in the southern half of the compass, and/or

B) the windspeed is below about 15mph.

If the wind is in the northern half, anything over about 15 sends the direction readings haywire.

I'm pretty sure I know the reason for this - rotor. The sensor head is on the pub, and is as high as I can get it there. But, it suffers from the rotor generated by the front of the hill, and the pub roof.

Often, the direction vane can be seen performing vigorous 360's!

This rapid change in readings confuses the computer, which then gives spurious directions/speeds.

Plans are under way to cure this, by erecting a pole in a field nearby, and moving the sensors to it, so that they will be in clear air.

Being not very fit yet after my accident, I'll need a few volunteer helpers to erect said pole - it involves digging out a hole about 5ft deep, standing the 25ft pole up in it, tying it off, and then concreting it in. A mornings/afternoon's graft, I think. Any takers? I'll provide a crate of beer for the day, and arrange it for a non-epic weekend if I can!

I'll need about 3-4 guys, I guess.

Rod Buck

Tel: 0114-253-0372.

### THANKYOU

To the paraglider pilot who found my wallet, workpass, etc. On Saturday 4th March at Newhaven.

I would be grateful if you would contact me and let me know where he/she found it as it is a mystery to me how I lost it

Andy Keyte 081-777-3495

MINUTES OF THE SHGC COMMITTEE MEETING 7.3.95

**PRESENT:** M.Brady, A.Chisholm, F.Kennedy, D.Williamson, C.Bere, T.Cox, M. Millwood, I.Blackmore, G.Hopkins, K.Birch, I.Jehu, T.Ackroyd, N.Gibson, M. Pollard, T.Spires, S. Howes, S.Greenwood

**APOLOGIES:** P.Day, J.Carr, S.Brookes, A.Caple.

**ABSENT:** S.Brewer

Welcome to all new committee members.

1.0 MINUTES OF PREVIOUS MEETING(7.2.95)

1.1 CARRIED OVER:

9.0 CLUB COACHES:

9.1 The next club coaching date was originally set for 25/6 March, but this may have to be postponed due to low numbers. A new date will be set for October. A.Caple

9.2 The club coaching list is to be updated and placed in Windsock. A.Caple

2.0 MINUTES FROM 10.1.95

2.1 CARRIED OVER:

7.0 Sites Guide references N.G

2.2 ON-GOING:

6.0 Sponsorship S.B

3.0 MINUTES FROM 6.12.94:

3.1 CARRIED OVER:

9.0. Marshalling Guidelines A.C.

3.2 ON-GOING:

3.0 MINUTES FROM 6.10.94

3.1 CARRIED OVER:

8.0 D.Fletcher- to be contacted.

D.Williamson

3.2 ON-GOING:

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

4.0 HORSE ENDURANCE TRAILS will take place on the following dates:

May 28<sup>th</sup> - from Plumpton College.

July 2<sup>nd</sup> - from Jack and Jill to Lewes.

August 3<sup>rd</sup> - Firle.

The organisers are to be contacted to explain our situation in the case of a northerly wind. A notice will also be placed in windsock, nearer the date, to notify club members M. Brady/ F. Kennedy

5.0 RECEIPT BOOKS: Ex committee members will be contacted to see if they still wish to carry receipt books.

M.Brady

6.0 COMPETITIONS: Welcome to Kenton Birch and Mike Millwood. A notice will be placed in windsock asking any club member interested in competitions to contact them.

7.0 NEW MEMBERS:

7.1 New members' evenings are to be organised to fill the gap between leaving school and flying club sites.

I. Jehu/I.Blackmore

7.2 A sub committee, including the membership secretary, social organiser, schools officer and the club coaching organiser, will be set up to welcome new members and run over details of the club. Proposals will be made at the next meeting.

8.0 WINDSOCK: Information for Windsock needs to be sent to G.Hopkins within a week of the committee meetings.

9.0 DESIGN WORK: Max Pollard has kindly offered to do any design work for the club. If you wish to contact her telephone the club secretary for her phone number.

10.0 TROPHIES: A list of the trophies awarded is to be published in windsock. M.Brady

11.00 AIRSPACE MAPS: The new ones are due out on 7.3.95.

12.00 EMPLOYEE: The exact details of this post are to be decided by T.Cox, M. Brady, F. Kennedy, and J.Carr, and sent to A.Chisholm, so they can be sent out with the agenda for the next meeting.

13.00 COMPUTER: Tim Cox has kindly offered the use of a computer for club use.

14.0 NEXT MEETING: 4th April 1995 at 7.30 p.m. at Devil's Dyke Hotel

# NOTICEBOARD

**MAGIC IV 166** (C of A) with speedbar, not flown for over a year (pilot unable to fly now). Quick sale as a bargain £300.  
**DAVRON 500 TEC** alti-vario in good working order (a giveaway at £90). Give me a bell on Brighton 0273-687336 Peter Myers

**MEDIUM TYPHOON S4 PLUS** excellent condition. Superb colours. Less than 10 hours airtime from new £475.  
**DAVRON BULLET HARNESS** with new Justa Stratos parachute. Suit pilot up to 6ft 3ins. Offers £295.  
Also, full face helmet £40 and Davron vari-alti £65. Ian 0171-987-2762 (wk) 0181-850-6790 (hm)

## VACANCY

Club Officer for Southern Hang Gliding and Paragliding Club (SHGC).

A unique opportunity for the right person to help run Britain's premier club.

Apply for further details to:  
PO Box 1359  
Brighton  
East Sussex. BN1 4QX  
or telephone 01273-703501

**MAGIC KISS 154** red, white, blue. Average condition 0181-686-5947

**TANGO DUAL PARAGLIDER** as new £1500. The bomb proof wing from Airwave. Chris/Helen 0303-272272 (wk) 0935-825270 (weekends)

**SPACE 24** (75-95kg). Excellent condition. Beg/intermediate canopy. 12 A's. Only 25hrs airtime. Canopy (+ speed system) and rucksack. Colour yellow, excellent condition £1250 Tel: 0883-653445 Paul

## OWNER MOVING ABROAD - FULL KIT FOR SALE.

**RAINBOW 26** white, 1 yr old, immaculate.  
**AIRBULLE MODULAR HARNESS + PLATE.**  
**AEROLITE RESERVE**  
**DAVRON 300+**  
**ADI SENDER 2M RADIO** (brand new, unused)  
**HARLEY MISTRAL MEDIUM**, 2.5 yrs old, good nick.  
Could swap some or barter for Super Space/Space 24.  
**OFFERS?**  
Call Alex 0444-461-522

**AVIAN ELAN 160** vgc, 45hrs, speed bar and pneumatic wheels, garaged £1150 ono Tel: 01273-771327

## 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 author, 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 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.