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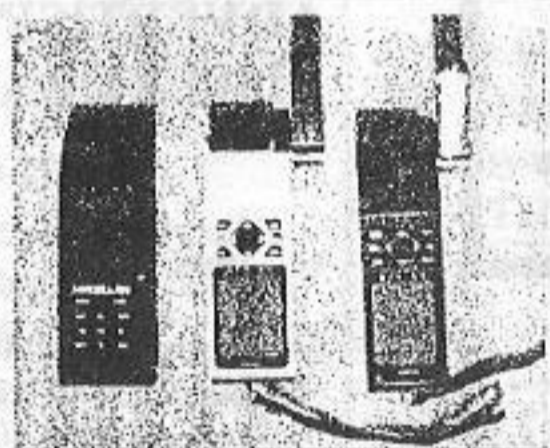


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WINDSOCK

SEPTEMBER, 1995

The towing event on Saturday 23rd August was a great success. In this instance, open only to endorsed pilots. But we hope to change this in the future.

Thanks to everyone who supported it by turning up to fly/help/watch, and to Kelvin Kinkaid for co-ordinating the event.

Watch this space.....

MARSHALLING ROTA - SEE JULY WINDSOCK

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

COMMITTEE - Updated April 1995

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Robbie Williams

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Jerry Hansen 01273-461783

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Windsock

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CLUB COACHES - Updated April 1995

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Dave Williamson HG	Brighton	01273 604752
Steve Brewer PG	Henfield	01403 710739/0378- 434929
Nigel Gibson PG	Feltham	0181 890 7476
Chris Jones HG	Ealing	0181 579 2830/01273- 528755 ext.2611
Dave Keepax HG	Burgess Hill	01444 245233
Dave Matthews HG	Brighton	01273 834984/071-240- 9827
James Hardiman PG	London	0181-311-0683
Adrian Caple PG	Purley	0181-660-0824
Dave Perrin PG/HG	Brighton	01273-857700
Nico Preston	London	0171-207-6290/0171- 380-7571
Martin Pepper	Sevenoaks	01732-454424/0171-425- 8000
Richard Arthur	Twickenham	0181-744-3159/01276- 697802
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**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.**

CHAIRMAN'S LETTER

Following an opportunity to get a small amount of towing practice at the All Out event, we had a very successful day's winching in Hailsham on September 23. If you want to know how successful, just talk to Dave Keepax. It was a beautiful day and, in spite of the rustiness some pilots were experiencing, the flying went very well. Even though there was negligible wind, and lift, 800 ft height gains were achieved. Dave Matthews, who never fails to irritate impress at these events by going much higher than anyone else, was on his way to well in excess of a grand when the weak link most unfortunately went. Heh, Heh, Heh! The only real problem with the day was that it got dark too quickly leaving pilots begging for one last go. Very many thanks are due to Kelvin Kincaid for organising a thoroughly enjoyable day, to Dave Whymark for making his winch available and operating it for us, to the Chiltern Flyers for coming all the way from the Oxford area to give us the benefit of their much appreciated experience, to landowner Adrian Cox for the use of his field and to those who turned up to help and didn't even get to fly.

Now, back to the hills. In the interests of safety and convenience, the Committee has decided to segregate the rigging of hang gliders and paragliders outside the Dyke pub (rigging in the paddock and north bowl will remain as at present). Roughly speaking, paragliders will be in the middle between the Royal Seat (the seat made out of large bricks) and the south-west edge of the pub, with hang gliders either side, including the area alongside the paddock fence across the road from the pub. There may well be ways of making further improvements to these arrangements so, once they have been given a try, please let the Committee know if you have any suggestions.

Julia continues to beaver away on the Club's behalf. Her responsibilities include off hill activities such as trying to attract sponsorship and maintaining a favourable Club profile with other organisations, particularly those on whose goodwill we depend. Feel free to ask her how things are going.

There has recently been some media coverage of a European initiative to curtail certain outdoor activities, including hang gliding and paragliding, at environmentally sensitive sites. We're presently

trying to establish what the real facts are, as opposed to accounts that may have been embellished by the media in the interests of a good Eurocrat story. A number of our sites may be affected so if anyone has any accurate information on this, please let a Committee member know.

Finally, I'm sorry to say that another Committee member has bitten the dust. This time it's Alison, our Secretary who has had to stand down due to pressure of work. Many thanks are due to Alison for her work on the Committee over the last 18 months - also for finding a replacement!. Welcome to our new Secretary, Robbie Williams.

Take Care.

Martin Brady 5/9/95

CHRISTMAS DINNER.

I've heard you all had a very enjoyable time at last year's dinner, so we'll do it again.

SAT. 2nd DECEMBER at THE PEPPERMILL.

Put the date into your electronic diary or onto the back of your fag packet.

Details to follow...

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November.

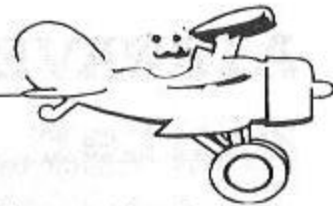
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Agents acting for AIRWAVE with their dates are as follows:

GREEN DRAGONS - collected 16th November - returned
7th December Tel: 0181-517-7945
RON RICHARDSON - collected 2nd November - returned
23rd November Tel: 01689-856723
SKY SYSTEMS - collected 16th November -returned
7th December Tel: 01273-857700

Begginer's Guide to
Aerotowing
by Ray Oldham



Aerotowing was something I had longed to try since first starting in hang gliding. From sailplane days in the seventies I knew this was an ideal way to get into the air, and now it is finally legal in this country, we can learn to aerotow without having to trek halfway across Europe to do it! After waiting 6 months for the Northampton Aerotow Group to have their new French tug CAA approved (and they are still waiting!), I decided to just get on with it and drove up to Tony Webb's airfield near Swaffham in Norfolk and start my endorsement.

The articles you may have read in Skywings tend to suggest that aerotowing is relatively easy, and a bit of a doddle to learn. My own experience has been a little different, and I imagine I am fairly typical of the weekend pilot, so if you are thinking of trying it, this is what you might expect. I have got to say that the first successful aerotow flight is a great thrill, but getting to that point was rather more difficult than I had expected! Here's how it went:

I arrived at the Webbs' airfield about midday, and was very impressed with the setup. There is a clubhouse and lecture room in a converted mobile home, together with a fabric covered hangar to house the winches and equipment, and a separate workshop at the nearby farm. The grass field has 2 extended 'runways' into the cropped fields either side, and permanent windsocks and gliding signals. But for the lack of long trailers, it looked like a small sailplane club. The tug was flown in, as I was offered a cup of tea and sat down for a briefing, all very civilised indeed and quite a change from hilltop life as we know it.

The conditions were quite thermic during the afternoon, and Tony suggested I wait until later in the day when the air would be smoother. Meanwhile, one of the club members arrived for an XC attempt, getting away for a few miles from his second aerotow, and calling back on to the mobile phone in the clubhouse to arrange for his girlfriend to set off on the retrieve - what luxury! There was some sorting of my release attachments needed first, and we agreed that I should have a winch launch with the students to check things out, before moving on to the tug.

The first winch launch was not one I am proud of, and I realised how rusty I was with towing. Tony and Rhona were deep in conversation when I landed, and suggested another go, followed by a 'simulated aerotow' on the winch to make sure I knew what to expect. The second launch went much better, and I thermalled to cloudbase, which sounds impressive except that the incoming front had brought this down to 1000 feet, and I had 700 feet off the winch.

My aerotow simulation was less successful. The idea was to tow on low tension to half to one third way across the field, holding the glider below fifty feet until the bat signal, when tension would be increased, I should let the bar out, and climb to sufficient height to release and circuit to land. I had real trouble holding the glider down, and shot upwards at a crazy angle when the tension was increased, wobbling about to the top of the launch. The whole thing felt less than controlled to say the least (I began thinking maybe I would have preferred a day to practice my winch launching instead). Too late - the tug was already started up, and waiting with a line when I had carried back.

The take off was a longer run than a winch launch, as it takes time for the tug to gather speed, but everything happens very fast once it does. Despite pulling on speed for all I was worth, the glider instantly gained 40 feet or so, and it was a real effort to keep from climbing further, when the tug leapt up into the air, evening things out a little. I managed to keep roughly in position to about 500ft or so, before drifting too far to one side of the tug and not correcting fast enough. As I struggled to roll the glider to turn there was a sudden jerk and the weak link went. There was just enough height to fly back over the field to drop the line and fit a turn in to land.

I didn't fare much better on the next flight. As we passed through a thermal, though I managed to follow the tug upwards okay, I seemed to roll off the edge of the blob as the tug dropped in the sink on the other side and was quickly well out of position with the tug below me and to my right. This is the time to part company, as getting too high can put the tug into a dive, taking you with it. I was trying to go for the release when the weak link went again (these are essential for aerotowing as you have probably gathered by now). Rhona had to make another trip to retrieve the line, and fit another weak link while I took a short break.

Another flight went rather like the one before, except that this time the rope broke, the Webbs diplomatically suggesting that the rope 'was probably getting a bit worn anyway' as Rhona set to work again. On the next, I didn't even make it out of the field, getting too far out of position quite soon after take-off. Tony,

by now fast running out of field, dropped his end of the line, and screamed the tug into a near-vertical looking climb to get clear of the bushes at the boundary. I had just enough room for an s-turn and land into wind. This was enough, I was just too tired to control the glider properly due to the sheer physical effort involved and would only have been wasting launches unless I had a good long break.

We talked over a cup of tea in the clubhouse about what had been going wrong. Tony and Rhona still seemed to think I was having the usual 'learning to aerotow' problems, and a couple of other people chipped in with 'you should have seen us when we were learning' type comments. My arms were very sore, and it felt like I had a fair amount of pain from my armpits where the harness was pulling forward against my shoulders, which of course only made it more difficult to control the glider at the 'bar to the knees' position needed to keep up with the tug. I decided I would help at the launch point with the students for a while, and see if I fancied another try later.

Things started to smooth out a little, and the school students certainly seemed to be having easier launches on the winch than earlier. After a while Tony saw me thinking about it, "Get your harness on then...", and before I had time to change my mind everything was ready. What a difference! Everything went much better in the smoother conditions, and I found that straightening my legs fully in the harness pulled it back from my shoulders, and also seemed to make roll control a little easier, so staying in the right place behind the tug was much less difficult. We carried on to about 1300ft without incident, and Tony waved me off as the first wisps of cloud came up.

After playing around for a few minutes with some weak lift I came in for a normal landing. At last I had managed to get to the stage where I was able to release on my own, rather than breaking the line or being cast off by the tug. It had taken most of the afternoon and evening to get that far, and I decided to de-rig and quit while I was ahead! In any case, I was absolutely exhausted.

My impressions? Well, I found aerotowing as difficult to learn, if not more so than winch launching. In particular, the different pull direction of the line, and having to fly at high speed were unfamiliar, causing new problems to overcome. In hill flying, we are rarely going fast for long, only to penetrate in strong winds or to escape the pull of cloud on XC's. In aerotowing, you need to get used to flying at 35-40mph for minutes at a time, and it's hard work! There is also the aspect of being attached to another aircraft. Unlike the winch, what

the hang glider does affects the tug as well. You can at least rely on a winch staying in the same place while you deal with the towing!

It is, however, a great way to get into the air, and quickly seem to become second nature to pilots who aerotow regularly. Towing in lively thermic conditions does sound to require a fair amount of experience, as you need to follow the tug as it climbs and falls, changing bar your position to avoid getting too high or too low. My next flights will still have to be in smooth conditions until I have built up some more experience, and I shall be going up to Norfolk again next month, hopefully to finish the course. Oh, I nearly forgot, there is also a little exam at the end.

I was really impressed with the airfield and operation, it was also really heartening to see people learning hang gliding, one who appeared at Mercury as a new member a fortnight later (Well done John!!). The tow launch training system, using a towing 'leg' with a line operated release on the upright, allowing the students to fly in 'budgie', looked really safe. Training started in the late afternoon, and went on to 9 o'clock, to make the most of the smoother conditions, and everyone seemed to be making real progress.

I am also sure that there will be more 'mini-sailplane clubs' like this in the future, and possibly (dare I say it?) some co-operation between hang gliding and the sailplane fraternity, even sharing of sites might be a possibility. Trikes have already been used to tow small sailplanes without problems, and there is a lot of interest in smaller, less expensive aircraft in gliding, particularly with the development of the 'World Class', (13m wingspan, no flaps and fixed undercarriage). There must be some possibilities here. The winching and aerotowing also seem to mix very well, though I was staggered by the cost of the club's annual site rent. A permanent site is not cheap!!

I'm now looking forward to another go at aerotowing, and hope I'll have the endorsement before the end of the summer. I don't think my experiences are necessarily typical, though I doubt if anyone finds this easy, so I hope I haven't put you off! I also have a great admiration for anyone who flies as a tug pilot, particularly teaching endorsements. Tony seemed very calm despite all the awkward situations I managed to get him into. I couldn't do his job every day!!!

Ray Oldam, Sky Surfers

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To take advantage of these offers - phone up - organise a group - or for an even better deal arrange a mid week or evening course.

A DAY IN THE LIFE OF A PARANOID PILOT

It's 6.30 am on an April morning and as I dozily hit the alarm and roll over to go back to sleep I wake with a start when I remember that I've decided to go flying today. I get that sudden sinking feeling - you know, the one you get when you're anticipating something really BAD happening. I've only got 4½ hours flying time and it's 4 months since I've flown so I'm desperate to get some hours in. But at the same time I'm a little sick with fear about the combination of my lack of experience and practice and those reputedly wicked spring thermals.

Almost immediately I start trying to think of excuses not to go. The weather forecast was good last night - force 3 to 4 north-westerly - perfect for the Dyke. But perhaps it's changed overnight. I sigh with relief at the prospect of a get-out, however unlikely, and then anxiously check the updated forecast. No, it's still perfect; and I have no meetings today; no crises at work; no niggling ailments - no excuses at all. I HAVE to go. I tell myself I WANT to go. Yes, this is the day to stop the rot! Think positive!

I have to go to the toilet 4 times while I'm getting the children up and breakfasted. I can't eat anything myself. I put on a brave face for Penny. I think she worries enough about my flying without me letting her know I'm sh*t scared too!

An hour later and I'm on the A23 heading down to Devil's Dyke, looking everywhere for signs of what the wind is doing. One minute it looks too blowy, the next it's flat calm. It never looks just right, but how can I tell from here? Next I'm thinking if it's 4 months since I've been seen on the hill nobody will recognise me. Nobody will talk to me. I'll be a loan novice amongst a crowd of flying aces. Who wants to know a pilot who only manages to fly once in 4 months? The paranoia is mounting. Have you ever tried to drive while sucking your thumb? It's all right until you try to change gear, then the gear-stick gets all slippery.

A while later I arrive at the Dyke car park and get out to survey the scene. The hill is buzzing with activity. Already a dozen or so paragliders and hang-gliders are in the air and more are rigging up to go. "It's going to be

too crowded", I think to myself. "It won't be safe for me to fly in all that traffic." Another excuse kept in reserve for when I haven't got the balls to fly. "Anyway, I won't fly anywhere with the hang-glider on the roof-rack," I say to myself. So I get it down and find a spot in the Paddock, where I sit and try to relax, resigning myself to not flying today.

I spot Darren over by the fence. He got his CPC at the same time as me but he's got about a hundred hours now. I nod and he nods back. I was right, he DOESN'T recognise me. He's talking to Steve Cook about radio frequencies or something. So Darren's mixing with the 'Sky Gods' now. Bastard! A couple of minutes later Darren comes over. "Hi! Chris, how's it going.

"OK," I say, "but I haven't flown for a while . . ."

"Get rigged up then," says Darren, "it's looking good," as he rushes off to get clipped in.

"What a nice bloke," I think to myself.

So I start to get rigged up. Slowly. Very slowly. Then I hit a snag - these new tip battens are about an inch too long and I can't get the loops over the ends of them. This is not an excuse. It's funny how pissed off you get when the reason not to fly that you've been looking for finally comes along for real.

Have you ever tried to saw the end off a tip batten with a Swiss Army knife? It's b****y hard work: after twenty minutes I'm half way through and my arm is dropping off. My efforts get some attention, though, and a mixed reaction - from curiosity through suspicion and disbelief to "I just won't ask!".

While I'm carrying out these running repairs a guy comes over and introduces himself as John. We chat and he says I should come over to Norfolk and do some winch launching with him and a group of other London-based pilots. We exchange phone numbers and he goes off to fly. "Another nice bloke," I think to myself.

Ten minutes more hacking and swearing at my tip batten and Sue comes over to investigate this lunatic behaviour. "What's the problem," she

enquires, in a concerned tone. I explain the problem. "I've got a couple of spares in the back of the car, if you want to borrow them," she offers. I accept, gratefully. "What a nice woman," I think, as Sue goes off to fetch the spare tip battens.

A while later I'm all rigged up but nowhere to go: it's still too crowded up there. I sit and wait. Those who have flown are describing the conditions in terms like 'rough', 'bumpy', 'turbulent' and 'stonking!'. Perhaps today won't be the day after all. By late afternoon the paragliders are mostly blown out and it's looking more promising, but still rough. Expert opinion seems to be it will get smoother later. So I still wait. I'm enjoying the atmosphere . . . and being here has got to be better than being at work . . . so it won't be a wasted day even if I don't fly, I tell myself. Who am I trying to kid!?

By early evening there are just a few hang-glider pilots left. Everyone else has gone off XC or gone home after a great day's flying. One other novice pilot is kitting up and getting ready to go under the friendly guidance of Dave Keepax and Oz Haines. I watch him take off, ruefully. Bastard!

Next thing I know Dave and Oz have surrounded me. "Are you going to fly then?" they demand to know.

"Er, well . . . maybe," I say, nervously.

"What are you waiting for then?"

A few seconds later I'm at launch, listening intently to Dave's soothing words of guidance, while Oz stands comfortingly at a wing tip. "When you're ready . . . take your time . . . good hard run." Wings level. All clear. A rush of adrenaline . . . "Release!" I'm off!

The air is smooth and the sky is empty - perfect. This is great! "What nice blokes," I think to myself half an hour later as I'm soaring blissfully into the sunset.

Chris Townsend

THE PARAGLIDING XC LEAGUE GETS A FACELIFT!!

You may, or may not know, that I am currently stuck at home with both feet in plaster getting exceedingly BORED. so in one of these fits of severe boredom I gave the paragliding XC leagues table a serious facelift. All the flights given to Mike now find their way into this nifty little database which seems to think it can work out your distances to the nearest millimetre. However, it does need four figure grid references, this saves all the faffing around with the sheet letters. We know that TQ is next to SU, but try explaining that to a computer!!! For those that haven't had to think about four figure grid references before, they can be found at the very corners of your standard Ordnance Survey Maps in teeny print.

To go with this nifty database I have come up with a new posh form to send them in on, and to make Mike's life a lot easier. There is a copy here for you to photocopy depending on how optimistic you are for the remainder of the year.

I have also done the latest(ish) league tables. The shaded flights are those that we do not have grid references for and so can not enter into the database. I do know that XC flights have to officially be over 10Km, but for those that have done their first XCs this year those below 10Km mean just as much.

Kristin Hansen

PARAGLIDING LEAGUE RESULTS - 19TH SEPT

MARTINI LEAGUE RESULTS

		Flight distances in Km.						
		1	2	3	4	5	6	Total
1	Mark Watts	107.4	107.4	75	47.4	41.8	38.2	417.2
2	Mike Millwood	90.3	86.6	49	37	33.7	28	324.6
3	Ian Blackmore	83.9	75.9	55.9	40.2	35.8	29.6	321.3
4	Nico Preston	37.1	23.9	22.5	20.4	19.8	17.2	140.9
5	Russell Ogden	35.4	27.5	9.5				72.4
6	Tony Crowley	40	13.5					53.5
7	David Massie	17.2						17.2
8	Kristin Hansen	14.1						14.1
9	Stewart Swanton	14						14
10	Steve Greenwood	9.2						9.2

SUSSEX LEAGUE RESULTS

		Flight distances in Km.						
		1	2	3	4	5	6	Total
1	Mark Watts	107.4	107.4	75	47.4	41.8	38.2	417.2
2	Mike Millwood	90.3	86.6	49	37	33.7	28	324.6
3	Ian Blackmore	83.9	40.2	20.2	17.3			161.6
4	Russell Ogden	35.4	27.5	9.5				72.4
5	Tony Crowley	40	13.5					53.5
6	David Massie	17.2						17.2
7	Kristin Hansen	14.1						14.1
8	Stewart Swanton	14						14
9	Steve Greenwood	9.2						9.2

SUSSEX WEEKEND LEAGUE RESULTS

		Flight distances in Km.						
		1	2	3	4	5	6	Total
1	Mark Watts	107.4	107.4	41.8				256.6
2	Mike Millwood	90.3	86.6					176.9
3	Russell Ogden	35.4	27.5	9.5				72.4
4	Tony Crowley	40	13.5					53.5
5	Ian Blackmore	20.2	17.3					37.5
6	David Massie	17.2						17.2
7	Kristin Hansen	14.1						14.1
8	Stewart Swanton	14						14
9	Steve Greenwood	9.2						9.2

Pilot Details

Name

Address

BHPA Membership N°:

Club

Club Membership N°:

Post Code

Telephone N°:

Flight Details

Pilot Name

Claim Distance

0.00

Flight Date

Canopy

Martini League

Sussex League

Sussex Weekend League

Open Distance

Out & Return

Triangle

Ridge Run

Out & Return Ridge Run

Take Off Time

Take Off Place

Grid Ref

(4 fig.)

Landing Time

Landing Place

Grid Ref

(4 Fig.)

Turn Point One

Grid Ref

(4 Fig.)

Turn Point Two

Grid Ref

(4 Fig.)

Take Off Witness

Take Off Witness Contact

Landing Witness

Landing Witness Contact

SUSSEX LEAGUE

NAME	FL 1	FL 2	FL 3	FL 4	FL 5	TOTAL
steve cook	88.69	69.11	49.22	44.38	43.85	295.25
dave matthews	95.16	46.65	33.10	32.43		207.34
johnny carr	62.79	45.08	41.86	40.25		189.98
john young	66.20	35.48	26.20	25.30	14.68	167.86
kenton birch	67.08	46.44				113.52
john harmon	110.29					110.29
kevin grey	82.86					82.86

WEEKEND LEAGUE

NAME	FL 1	FL 2	FL 3	FL 4	FL 5	TOTAL
steve cook	88.69	69.11	44.38	25.68		227.86
dave matthews	95.16	46.65	33.10	32.43		207.34
kenton birch	67.08	46.44				113.52
john harmon	110.29					110.29
kevin grey	82.86					82.86
john young	35.48	14.68				50.16

MARTINI LEAGUE

NAME	FL 1	FL 2	FL 3	FL 4	FL 5	TOTAL
steve cook	88.69	75.68	69.11	49.22	43.85	326.55
johnny carr	75.68	62.79	45.08	41.68	40.25	265.66
john harmon	110.29	55.71	28.66	21.73		216.39
dave matthews	95.16	46.65	33.10	32.43		207.34
john young	66.20	38.39	35.48	26.20	25.30	191.57
kenton birch	67.08	46.44				113.52
kevin grey	82.86					82.86
darren blackman	62.50	17.60				80.10
steve ozochukwu	55.31					55.31

PLEASE FORWARD ALL XC FLIGHTS ASAP MANY THANKS

A Competition ? - Not Me !

A week before the Airwave Challenge, I drove past the Blorenge by accident (I didn't know where it was!) and was so impressed that I called Chris Todd to say we HAD to go back there next weekend to fly it, or another site. To my surprise, he said that the Airwave Challenge was on that weekend and that he was going. A call to Darren / Kenton et al and I was persuaded that it would be worth going just to fly another site etc....

On arrival on Friday evening, I swore to my wife that I would not drink too much... 8 pints or so later, I went to bed.

Saturday morning - ouch, my head hurts. We went to a site south of Merthyr Tydfil and up the worst track you've ever seen. The task was set for open distance, the window opened at 12.30pm and shut at 5.00pm. I've never been cross country before, have only got 25 hours and fly a Calypso, so there were a few surreptitious grins from the Hot Ship Boys as I loaded up with map and compass etc. Yes, I did feel a little silly.

Many people got away, Ron Richardson leading Darren Blackman over the back. Quite a few people stayed and waited because the conditions seemed to be improving..... this turned out to be a mistake. Wind speed on the hill picked up from 15/20mph to over 40mph, peak reading was apparently 52mph !. Down to Merthyr for some food and back to the hill. It was now 4.30pm and the wind had dropped off to 10/15mph. Feeling lousy, it was nevertheless time to go.

Run, pull in, take off, turn left, sink, turn right, sink, line up for landing, touch down. Great. As far as I know, only two gliders went down that day, out of about 50....

Saturday night and time for a show of will power. Listening to stories of pilots wafting over valleys and hills, it would have been easy to have drowned my sorrows in a pint or ten. Nope, not this time - just six St. Clemences and an early bed.

Sunday morning found us at a site called Abertysswg, which caused a lot of concern. Bottom landing was the choice of a slope landing in scrub beside a road, a field in which the farmer was going to shoot you, or a slalom amongst various power cables... Not to mention that it didn't seem that high and the sky looked crap (yes, it even rained). During the wetting, Darren and Oz were programming likely destinations into the GPS... Chepstow, Bristol, Basingstoke or some such, finally culminating in Devils Dyke. Optimistic or what ?.

The rain stopped. Task was set at open distance (snigger), window between 1.00pm and 5.00pm. I'd vowed that I would take off (ignore bottom landing) as soon as it was proven to be flyable. One brave chap took off and actually went up. I grabbed my harness and helmet and was about fifth off. After 45 minutes of being about the lowest, I top landed.

94/95 Membership not renewed as at 7/9/95

Loads of people had gone. Chris Todd (congrats on the three A's) wound up to about 2,000ft but declined to take the plunge. When he landed, we had lunch and watched people gradually get lower and lower. Dave Keepax seemed to have a hard time getting above 400ft A.T.O., but finally disappeared into the ether. Jealousy is a destructive emotion, but also a great motivator...

At 4.45pm, I took off after borrowing my wife's jacket as an afterthought. As I climbed to 800ft, I realised I was a long way back and decided to do it. After all, a three-miler would have satisfied me. My lift was slow, but finally took me to 3,000ft A.T.O. (4,500ft A.S.L.). The view was fantastic - I could just make out the Bristol Channel, Cardiff, and Newport. The wind was a brisk North Westerly, so that was the way I was heading. Down to 3,500ft A.S.L. over a town (Abertillery by my reckoning) I found some rough air. Thinking there must be some lift, I pulled in, headed for where I thought the core of the thermal was, put a steep bank in and pushed the bar out. My vario made a funny noise - I looked at it and registered with shock that I was 'in a 12-up' as they say. This quickly took me the rest of the way to cloudbase at about 5,000 A.S.L.

I took my camera out and took lots of pictures (available on request!), enjoyed the view, watched a sailplane 2,000ft or so below me and generally felt on top of the world. I made the new bridge crossing my target and left lift when it left me, pulled in in sink, turned when I found lift again etc - just what people have been telling me to do for the last year or so. Well, it works.

Near the new bridge, I still had about 2,500ft so decided to cross to the old Severn Bridge and got hammered in sink on the way there. Just before arrival, at about 800ft, I encountered my last thermal. Had the power cables or the Severn not been there, who knows? (was the Dyke so daft after all?!). I landed at approx 5.55pm (1 hr 10 minute duration), in a nice field, with a good touchdown, 26 miles from takeoff. To cap it all, I was only a quarter of a mile from a pub that served Old Speckled Hen, my favourite beer.

4 pints later with another pilot (name of Derek - 'I couldn't believe I was seeing a Calypso flying over, shouldn't you upgrade?'), my wife turned up. We finally got back to Sussex at 3.30am on Monday morning. On recounting the story at work, my boss didn't understand why I hadn't purchased a lottery ticket that day!

I really enjoyed the Airwave Challenge and realise that I would not have tried what I did without a reason to do so (not any more) and the support of the other club members - Thanks. Any other novice pilots, my advice is DO IT - you never know.

See you at the next one.

Martin Strom.

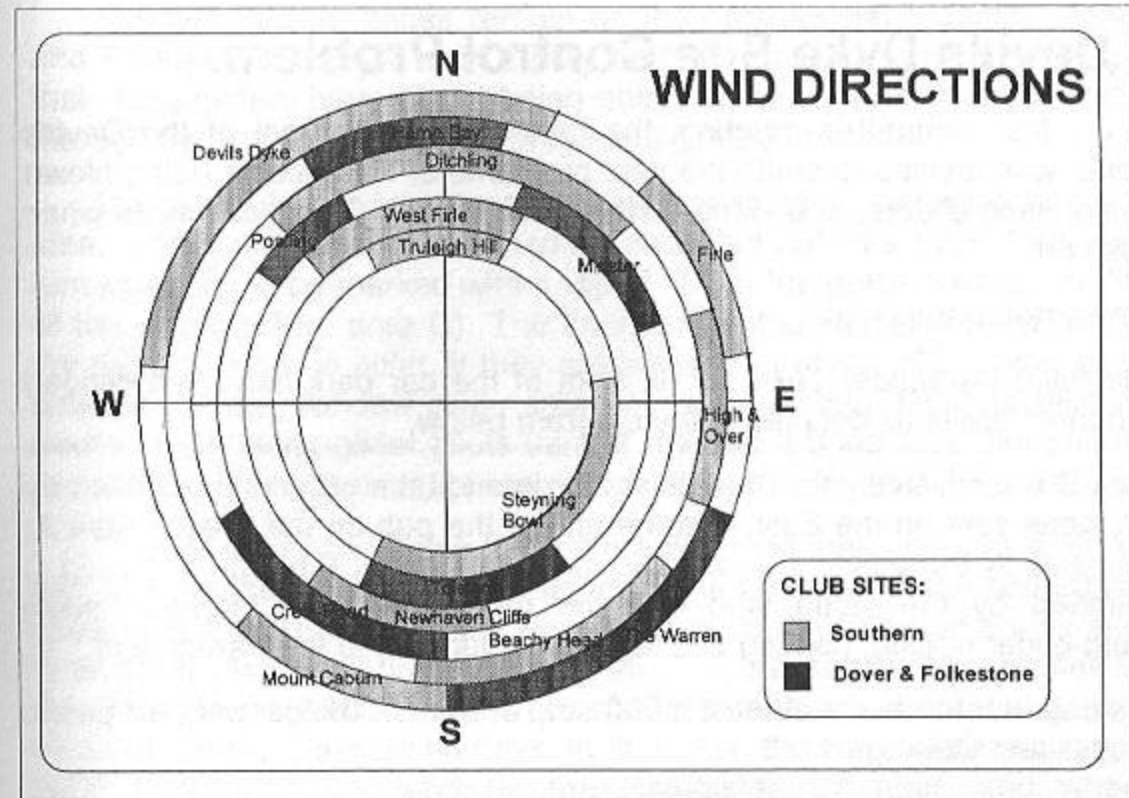
244 Mike	Allen	264 Bernard	Hanning	725 Tom	Spouse
388 Bruce	Argue	692 Karen	Harland	473 Christopher	Stevens
556 Stuart	Aspinall	506 Peter	Harlow	576 Robert	Stuart
342 Ian	Barnes	737 Jonathan	Hart	752 Martin	Szameitat
442 Nigel	Barrington Woods	503 Robert	Harvey	735 Paul	Taylor
28 Peter	Bernon	634 Jeremy	Harvey	710 Christopher	Thompson
10 Eddie	Bilous	747 Bob	Heywood	507 Carrie	Tiltman
722 Andy	Bircumshaw	487 Jack	Hobbs	713 Mark	Tooby
29 Bill	Blunt	711 Andrew	Holyoake	426 Jeff	Wagland
119 Stephen	Boalch	670 David	Home	732 Chris	Wallis
452 Joao Carlos	Borges	234 Rob	Howe	629 Mike	Watkins
540 Pete	Boyd	615 Sean	Howes	621 David	Webb
773 Grant	Boyd-Gibbins	664 Ian	Hughes	621 David	Webb
641 David	Bradshaw	123 Andrew	Jackson	651 Ann	Whitcombe
261 Michael	Broadbent	560 Robert	James	584 Christopher	Whitwell
650 Owen	Brown	742 Malcolm	Johnson	238 Elizabeth	Wild
675 Robert	Bunch	200 Vicky	Jones	187 Mark	Windus
668 Peter	Burfiend	736 Stewart	Jones	620 Stephen	Winkworth
660 Christopher	Buse	346 Robert	Kelly	534 Anthony	Woodley
696 Duncan	Caird	64 Andrew	Keyte	259 Richard	Wragg
500 Richard	Carter	479 Philip	Laidler	408 Philip	Wraight
598 Malcolm	Cheese	698 David	Laing	702 David	Wren
539 Robert	Chisholm	597 Herve	Le Dorze	656 Martin	Young
445 Nancy	Christiansen	67 Daniel	Lees		
550 Trevor	Clapp	573 Ian	Lewis		
687 Daryl	Clapton	617 Michael	Lockerbie		
101 John	Clements	701 David	Maledy		
605 Richard	Coates	214 Stephen	Mamier		
695 Jean	Collin	592 Paul	Martin		
65 Liz	Cook	176 Jonathan	Melville-Brown		
118 Steven	Cook	307 Alan	Mortimer		
727 George	Cook	691 Peter	Narbeth		
604 Ralph	Coulam	595 David	Nortcliff		
56 Francis	Cracknell	625 Clive	Oakes-Smith		
189 Russell	Crowley	593 Matthew	Ogden		
663 Robert	Darby	716 Craig	Pardce		
300 Sue	Day	74 Stewart	Park		
280 Ian	de Haan	738 Bernard	Pellant		
626 Michael	Dempsey	739 Mark	Pellant		
665 Alasdair	Denton-Miller	753 Richard	Pellant		
525 Lee	Donoghue	673 Ian	Penson		
384 Edwin	Dootson	359 Richard	Perkes		
410 Warwick	Dufour	536 Mark	Pe rett		
414 Ray	Edmonds	460 Nick	Pipe		
582 Mike	Eldergill	667 Henrik	Poulsen		
644 Anders	Erlend	676 Malcolm	Pound		
718 Simon	Forbes	419 Clive	Pritchard		
671 Andrew	Forsey	746 Andy	Pugh		
643 Dewald	Fourie	282 Bernard	Reed		
764 David	Funnell	396 Reginald	Richardson		
638 James	Ganderton	683 Christian	Ruud		
142 Vanya	Gant	361 Martin	Sales		
290 Paul	Gardiner	689 John	Saunders		
547 Philip	Gargin	544 Don	Shipton		
16 Harry	Greene	129 Warren	Simonsen		
318 Paul	Gurling	456 Eliot	Simpson		
590 Austin	Haines	782 Mark	Smyth		
379 Alexander	Hammond	614 TJ	Spiers		

THIS IS NOT A HIT LIST - BUT
IF YOU SEE ANY OF THESE
PILOTS REGULARLY FLYING OUR
SITES, GIVE THEM A NUDGE
AND ASK THEM TO JOIN UP.

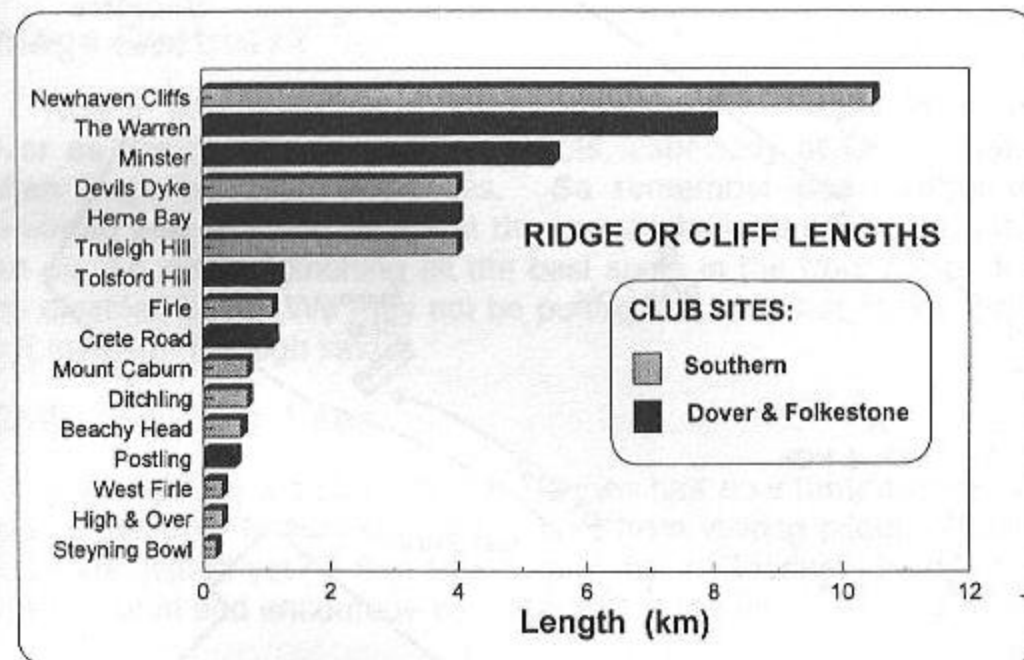
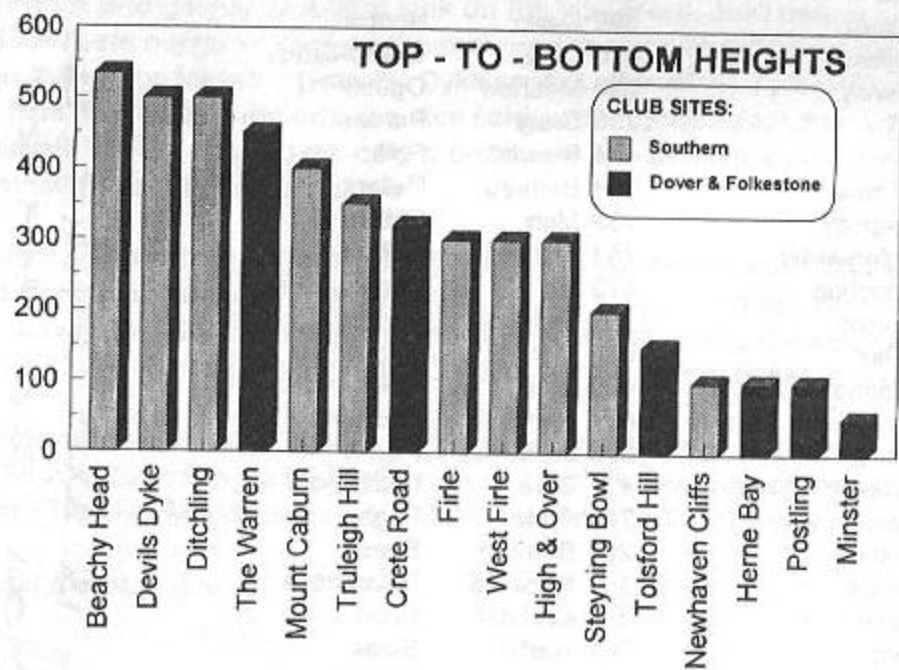
A COMPARISON OF SITES IN THE SOUTHERN AND THE DOVER & FOLKESTONE CLUBS

The following diagrams show wind directions, top to bottom heights, and ridge lengths for these two clubs. I have compiled the data from the site guides; my judgement of ridge length shown here is subjective, and depends very much on the wind conditions and the type of glider that you are flying. The comparison is meant to be statistical only, and not a full description of each site. Please note that many of these sites have special rules and restrictions, and all pilots must contact the Membership Secretary or other committee members of the club concerned before flying a site for the first time.

John Pinchin



Height in feet



The Devil's Dyke Site Control Problem.

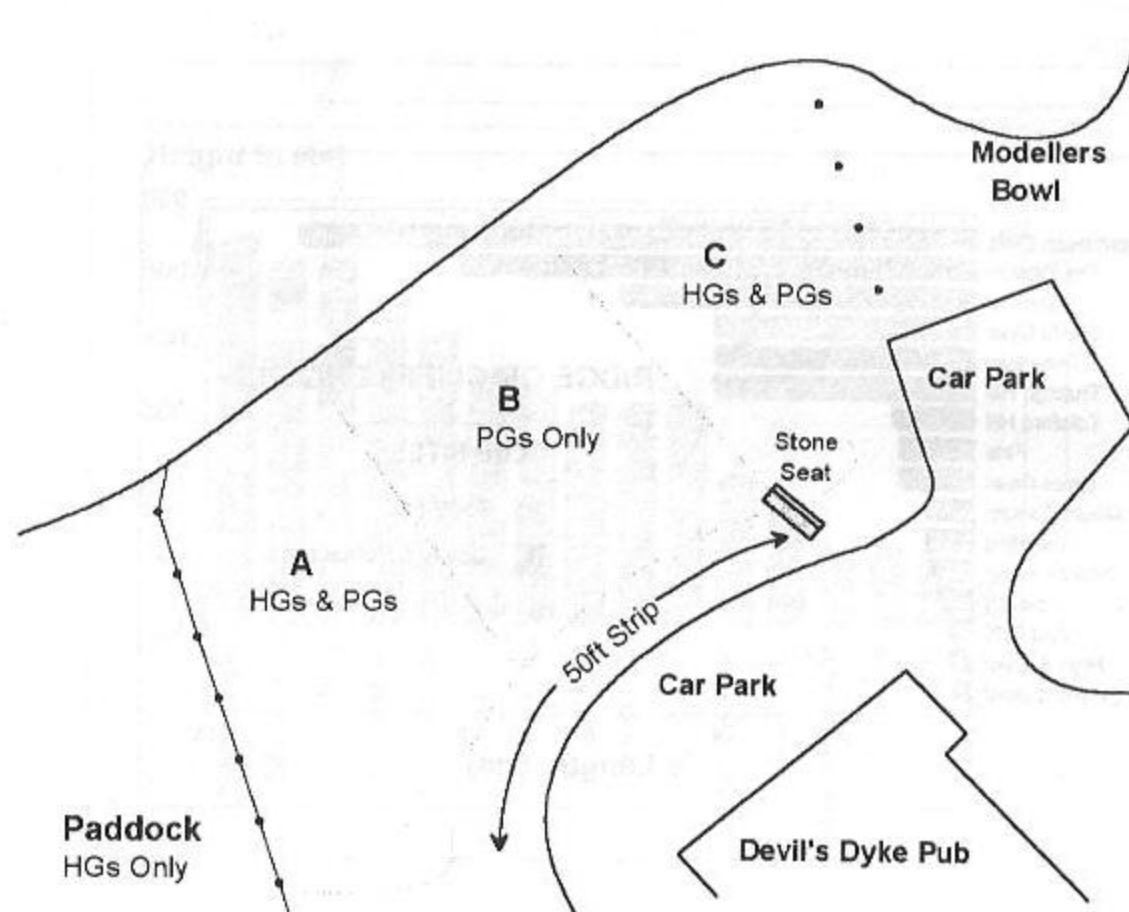
At the last committee meeting, the take off area in front of the Devil's Dyke pub, was revised to avoid the past problems of Paragliders being blown back onto Hang-gliders, and Hang-gliders decapitating Paraglider pilots when they take off.

The new arrangements are:

The main Paraglider Take off in front of the car park has been divided into three areas as detailed in the diagram below.

Area B is exclusively for Paragliders to rig and take off and is bounded by the stone seat on the East, and the end of the pub on the West. Area A, bounded by the paddock fence and the beginning of the pub, and area C bounded by the stone seat and the modellers' bowl markers, allow Hang-glider rigging, parking and take off in addition to the Paragliders.

It is important to leave at least a 50ft strip in front of the car park for public access and viewing.



The two outside zones remain as they always have, mixed Hang-glider and Paraglider. Longer term it may be better if we can resolve the problem that Hang-gliders have of not being able to take off when the thermals come through because of "a wall of Paragliders getting in the way"

One possible way to solve this, in part, may be to implement my turn point idea. I have tried this, with limited success, but not on a really busy day. The turn point would be marked with a taped "T" on the grass towards the NW end of the slope (within area C). The intention is that ALL pilots turn back along the ridge at the turn point, if they are lower than about 200ft, and so leave a small, but clear, window of air space for Hang-gliders pilots to take off into. Some of the Hang-glider pilots think it may be a good idea, but some of the Paraglider pilots consider it a restriction on them. So what do you think??

The 1/2 hour rule seems to be a problem and may need revising, We find that often in the Hang-glider 1/2 hour no-one takes off in the first 20 minutes, causing ill feeling amongst the Paraglider pilots watching an empty sky, only to find that when they finally take off they have to land a few minutes later for the Paraglider 1/2 hour. Not a lot of sense in that is there!? I have tried a variation on my marshalling days, in that once the Hang-gliders are up above 200ft they need not land for the Paraglider 1/2 hour, and when the Hang-glider 1/2 hour comes up it was on a "use it or lose it" basis. This was to encourage the red ribbon pilots to take off early in the 1/2 hour slot.

The above ideas are just being floated about so no long winded replies. Please see me on the hill and let me have your views.

Image Control??

Now a "little gripe" on our all important public image. We need to come over as a nice friendly bunch of pilots, especially at Devil's Dyke with our often huge weekend audiences. So remember when some of you are swearing and shouting abuse at the marshalls, club officers or other pilots in the air. As well as pinching all the best spots in the front car park, especially the disabled bays. We may not be putting our best foot forward, but putting it in it instead! Enough said!?

Collecting Site Fees..

That well known poacher Ozi Haynes has now turned game keeper and has volunteered to help collect site fees from visiting pilots. Thanks Oz (PS. Have you joined yet??) Sue Brooks and Adam Goodsale have also agreed to join the team and encourage our "visitors" to re-join.

Jerry Hansen.



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DON'T FORGET TO GIVE SIZE, COLOUR & HOW MANY YOU WANT.

Sou'Westers go All Out



We have had our first winching at Boship and the event was a great success. There were over 20 people who came along and some 15 or so who flew in one form or another. Ron and John demonstrated their motorised pods which were of great interest if a little noisy.

Due to the deadlines for print getting into Windsock it was not possible to notify everyone of the date but we did post invitations to all current members who are recorded as being winch endorsed, plus those others who telephoned me expressing interest. If you were missed then I apologise and suggest you let the club know so our records are upto date.

As the day went so well it was decided that we will be getting together very soon for another go. Dave Keepax has promised he will fly to Norwich but I think Rowan will have to give him some advice as to how to get up and stay up. Perhaps Dave needs to change the Xtralite for an Elan.

We are looking at forming a syndicate of 15 to 20 people and as I write this we are looking like achieving it very shortly. If your interested then let myself Rowan or Dave know very quickly because places are going fast!

Finally thanks for everyone's support and in particular to Adrian for the field, Dave for his winching and Brendan and Dave from Chiltern Flyers without whom the day would not have been possible.

Kelvin Kinkaid

01483 428653

0973 222921

TIP OF THE DAY from Paul Rankin.

Get up early, eat three shredded wheat, polish tow release, put glider on car, drive to Hailsham for a day's towing, take glider off car and put on grass ready for rigging. Get in car, reverse over glider on way to car park.

Weep pitifully whilst other pilots come to inspect the damage and offer useful advice.

WE HAVE AN AMAZING RANGE OF SKILLS WITHIN OUR MEMBERSHIP.

How nice it would be to have your car serviced by someone who talks about flying... or your extension planned by someone who knows how long it must be to store the hang glider....

Engineering, computing, advertising, service industries, etc., etc., we've got them all, big and small.

ADVERTISE YOUR TRADE OR PROFESSION IN WINDSOCK.

Think of the deals you could strike up... and no-one would be expected to work if it were flyable that day

SEND IN YOUR AD AND WE'LL PRINT IT IN THE NEXT AVAILABLE ISSUE.

When we've got enough, we'll compile a directory.

Julia Gibbs

Bad Landings?

the

FLYING OSTEOPATH

Get rid of the aches and pains left over from:

- slight lapses of concentration;
- changes in flying conditions;
- walking up the hill too often.

Your body can only take so much!

For an appointment with the

PURLEY

OSTEOPATHIC CLINIC

Call: 0181 763 0071

What's The Club Officer Got To Say ?

Windsock is YOUR monthly rag. Few people are lost for words on the hill, or in the pub at lunchtime, so how about committing some of them to paper.

Did you fly abroad for the first time recently?

Have you encountered some interesting conditions while flying in England?

Do you know the best cafe for breakfast in South Wales?

IF SO, LET US KNOW.

We are a big Club, so it's a great way of sharing your experience. You don't need to be an aspiring Tolstoy. While you're in the bath, just put down some news and views and send it in.

When chatting to a HG pilot the other day, he mentioned that he had left his radio on the ground while he took to the air for a while, and then went home. Later the person who found it was able to phone him up to arrange for its return. This is because he had wisely stuck a label on his equipment!

Such losses are common. A small reward is far cheaper than a replacement.

The moral of this story: An able-label enables the finder to find you.

Public Apologies: To Johnny for asking him to rig his glider in a different place, thereby almost being blamed for his missing the XC opportunity of a lifetime.....and to Dave Massey who did go XC and was unable to get me on the Club mobile for a retrieve. Ah well, you can't win 'em all.

For members who are interested, there is always lots of work for me to do off the hill. I still need to know how you want the Club to be, so don't be afraid to say, (some hope).
01273 463334 and 0589 951717.

Happy flying,

Julia.

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Our workshop will take your glider when it's convenient to you, change your nuts and bolts and quote for any other work that is needed.

Any sail repairs can be carried out at the same time in our sail loft.

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LOST! CARTIER WATCH! LOST!

2nd September at Devil's Dyke

engraved on back with "MANIAC 87"

- Huge Reward -

Contact: Nick on 01273 680573

or

Gary at Sky Systems

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mod. Good condition, stored indoors.
£475 ono phone Alastair 01483-417087
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K5 One year old, flies beautifully.
Owner moving abroad hence £1600 for
quick sale. Tel: Richard on 0171-737-
0459 after 6.30pm

EDEL RAINBOW 24 65/85kg
3 months old. 10hrs airtime. Perfect
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Aqua/grey. 5hrs airtime. Pristine cdn,
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ASI hand-held, very accurate.
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WILLS WING 134 RAM-AIR blue l/e
purple u/s. Pristine cdn, light handling,
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SOCIAL SECRETARY

Due to Ian Blackmore's
competition commitments, he is
standing down from his position
of Social Secretary.

The Club therefore needs a
replacement - could it be you??
Please contact the Club Secretary
for details. (Some plans are
already afoot for future events so
you would not be starting entirely
from scratch.)

MOTORBIKE WANTED.
£100 max. Off road 125cc +
Any condition, but must be
running. MOT no necessary.
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1. Radio lead
 2. Speed bar
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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)

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- The views expressed in
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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!

It has been suggested to the Committee
that some features in WINDSOCK
which are intended as good natured fun
may, in fact, cause serious offence to be
taken by the 'victim'.
For this reason, anonymously submitted
material will not be printed. However,
an author may request his/her name to be
withheld. This is on the understanding
that their name and address will be
provided should any member request it.

ADVERTISING DISPLAY RATES

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

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