

Spring is in the air - thermal season looming.
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Windsock

April 96



(Ex) Chairman's Letter!

Dear Members,

First of all, I would like to congratulate Club members Michel Carnet and Judy Leden who, I see from a recent BHPA notification, are due to received awards at a Royal Aero Club ceremony on March 8. As well as being an honour for the recipients themselves, this kind of positive recognition has to be good for our sport as a whole so, very well done.



As I mentioned last month but one, I shall be standing down at the AGM so this is the last letter you will receive from me as Chairman. I think it will do the Club good to have a change and, after five years on the Committee, I feel I could do with a break.

Obviously, being Chairman (or a Committee member in any capacity for that matter) does have its ups and downs. In a Club the size of ours, and in a sport (a word I've never felt really does justice to what we do) that participants feel so passionate about, you are not going to be able to please everybody all of the time. But, any down side has been more than compensated for being involved with such great people and pilots.

Although we haven't achieved everything I would have liked over the last couple of years (for instance, we still have a way to go with towing and gaining additional sites is an uphill (though not impossible) task), I feel the Club has continued to become more established, even after 22 years. Thanks very largely to Julia's work, I'm sure it has increased in stature with the local authorities and organisations with which we will increasingly have to do business.

I think we can feel optimistic about the future of the Club so long as we all work with one another and are prepared to make the necessary investments in order to move forward. In so doing, we need to recognise that not all these investments will have direct and immediate benefits to everyone in the Club. For instance, provision of aerotow facilities may be seen as only benefiting the hang glider pilots. On the other hand, any new hill sites we discover, and will no doubt have to pay for, will have a fair likelihood of being better suited to paragliding. If we take a "what's in it for me?" view on every issue then that is liable to prevent anybody at all getting the benefit of any opportunities for improvement. If, on the other hand, we take a broader Club-wide view, then everybody will ultimately benefit, directly or indirectly.

Now then, I can't finish my last Chairman's letter without expressing my thanks to my wonderful Committee. Please don't forget how hard they work for you and remember to give them plenty of support and encouragement. It really does help to know that your efforts are appreciated.

Finally, thanks to all of you who have supported me and what I have tried to do over the last two years. May I say that I have been very touched by the kind words I've received concerning my efforts as Chairman. At the end of the day though, whoever is at the helm, remember that this great Club is your Club, so get involved in improving it and shaping its future. Ours is still a progressive and continually evolving sport and we need to respond accordingly. Be prepared to invest in the future. I, for one, believe that standing still is not an option.

Safe and fulfilling flying,

Martin Brady

Windsock



Magazine of the Southern Hang Gliding Club

April 1996

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Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 19th April 1996. Sent to my address or to PO Box:

PO BOX 1359

Brighton

East Sussex BN1 4QX

Contributors

Martin Brady, Russ Brown, Dangerman(?!!), Alan Ferguson, Mark Hastings, Tony Lucchesi, Pegasus.

Editorial

Well, another action packed edition. This month we find out how Tony Lucchesi won back the Firle site record for the Hang Gliders. Mark Hastings reports the news from Flyability - the BHPA's disability Initiative - I wonder if there is anything we could do as a club to help?



Alan Ferguson writes about a recent trip to France where he stumbled on a radical new free flight development called Parahanging, a remarkable marriage of Hang Gliding and Paragliding resulting in a non-collapsible, ultra high performance glider - too good to be true, surely!

The AGM came and went without too much drama. Quote of the evening was from Tim Cox who when asked: "what exactly does the Airspace Officer do?" replied "it's a bit like homeopathy" (!?)

Don't forget about the **video evening - Saturday April 20th at 7.30pm at the Dyke pub**. Bring along your videos and photos and who knows, you might end up on the cover of Windsock!!

See you

London Pub Meet (Nos. 2 and 3)

Wednesday 17th April

Wednesday 15th May

St George's Tavern

Victoria SW1 (corner of Ecclestone Bridge and Hugh St)

FROM 7pm

If 13th March was anything to go by, amateur weather forecasting and telling (tall) flying stories is thirsty work. Everyone agreed we should do it again and possibly make it a regular item. I'm quite happy to fix the date and attend for the evening as long as there is reasonable interest. So come on people - if we have to be in London during the week we might as well get together. Better communication can only improve our flying prospects.

If you haven't been before and don't know anyone, call me first.

Cheers!

Andrew Johnston
0181 589 1256 (W)
0181 630 7071 (H)

Club Coaches

PARAGLIDING

Steve Brewer	Henfield	(M) 0378 434929
Jerry Hansen	Shoreham	01273 461783
James Hardiman	London	0181 311 0683
David Massie	Horsham	01403 268601
Barry Phillpot	Lindfield	01444 482225
Stewart Swanton	Hove	01273 732219
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650

HANG GLIDING

Adrian Caple Purley		0181 660 0824
Steve Cook	Littlehampton	01903 725724
Eddie Horsfield	Croydon	0181 657 9307 (M) 0850 088173
Dave Keepax	Burgess Hill	01444 245233
Dave Matthews	Brighton	01273 604752 / 0171 240 9872
Ron Richardson	Keston	016898 56723 / 016898 51823
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650
Dave Williamson	Brighton	01273 604752

The above coaches are here to give help and assistance to new members and those new to our sites - so use their experience.

If they are not readily identifiable by a "Club Coach" armband, ask someone on the hill to point them out to you - they are there somewhere.

New Paragliding Centre Opens

Airworks has been formed by two local pilots, Mike Millwood & Tim King. They have both been in the Hang gliding & Paragliding industry since the late 80's.

The new centre includes a well stocked showroom, fully equipped sail loft and school facilities for training.

Mike, who was the front man behind all the repairs at Sky Systems, has spread his wings and is now running the new workshop. Mike's skills are unique and he is regarded across the country as the only man for the job when it comes down to repairing Paragliders.

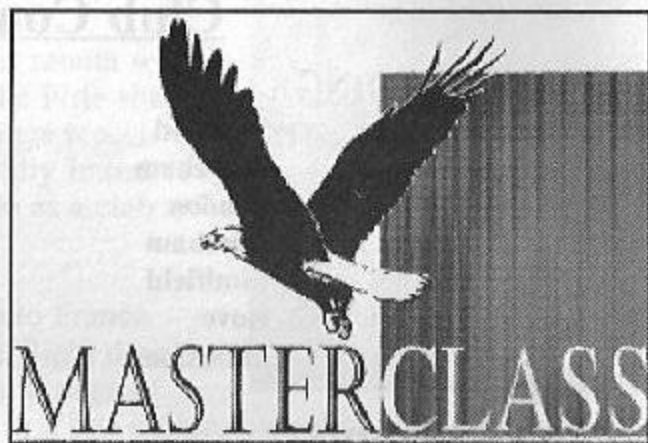
Tim has been an Instructor for six years now and has taught at all levels from beginners through to advanced flying (SIV) in the French Alps. Tim will be running the school and has also put together a series of Paragliding adventure holidays for those wishing to fly further afield at different times of the year.

AIRWORKS is situated in the heart of the SHGC sites at Glynde station near Mt Cabum. Tel. 01273 858108

Masterclass

the Best Tuition from Top pilots

Paragliding Masterclasses will be run by Jocky Sanderson (bronze medalist World Championships 1995) and Judy Leden (women's world champion 1995 and world record holder) for those who want to cut corners by learning the secrets of success without years of "trial and error."



Masterclass Competition

For competition pilots: competition strategy - tactical flying, optimising scoring systems, sports psychology - developing a winning mind, advanced flying techniques, final glides, when to race, use of GPS.

Course Dates:	5-11 May	St Andre les Alpes, France
	*10-17 August	Piedrahita, Spain

Masterclass Cross-Country

For pilots who want to improve their cross country skills: cross country planning speed to fly, sports psychology (coping with fear, improving concentration etc), thermalling technique, decision making, thermal finding and Alpine meteorology.

Course Dates:	27 April-3 May	St Andre les Alpes, France
	18-24 August	Piedrahita, Spain

Price

A 7 day course costs £395. This includes classroom and airborne tuition, transport to launch, retrieve and maps. Pilots will be guided by radio during cross country flights where possible.

*This course will encompass the Spanish Nationals and will give pilots the chance to have tuition while they compete, starting the day before the competition. In addition to the Masterclass syllabus, there will also be a full task briefing and evening debrief.

For information pack, contact Judy Leden at: Fulmar House, Alma Road, Tideswell, Derbyshire, SK17 8ND. Fax: 01298 871880. Tel (office hours): 01298 871498

PARAGLIDING XC LEAGUES ~ 1996

The end of winter is finally in sight, and already the first XCs of this season have been flown. The site was High and Over, with an unstable but light SE wind, and some classic looking cloud streets. Dave Watts (Mad Farmer), and Steve Purdie, took the one good cycle of the day, and made 28Km and 23Km respectively, AND that was only the 27th February! I was working, thinking that it looked a classic sky, BUT, probably one of those days when when it never really works. Oh Well... There have however been a few other thermic days to get us inspired for the new season.

Being optimistic. Please send your XC entries for this year to me via the Southern Club PO Box, or you can drop them in to me at Airworks.

~ Airwave Challenge Competitions 96 ~

The first Airwave Challenge Club Competition this year will be held at Easter, somewhere between the 5th and the 8th of April. We will be flying against Wessex, Thames Valley and Avon flying clubs. The site will be decided nearer the time and is very much dependant on the weather. If you are interested in competing then contact me ASAP!

~ Airwave Manx TT ~

The Airwave Manx TT is a BPC competition that is held in the Isle of Man, hot on the heels of the Biking Manx TT. It is a three day event from the 8th to the 10th June and is a mixture of flying and socializing and a good opportunity to fly different hills (or sand dunes!). If you are interested in competing and getting a Southern Club team together, and possibly reducing travel costs, then contact me for more information.

In fact, if you want to compete in any other BPC Competitions, then contact me and I will try to organise teams, etc.

Fly Far....

Mike Millwood

Hang Glider Retrieves Firle XC Record

Tony Lucchesi explains all!

Earlier in the year myself, Steve Cook and Johnny Carr saw a good looking east forecast and decided to go to Firle, only to arrive just in time to see Ian Blackmore and Mark Watts climbing away in the sea breeze at only 10.00 o'clock...horror!! The wind is now ESE and crap, later we hear Ian has flown to HMS Mercury and broken Ray Sedgwick's long standing record of 30 miles to Arundel by some 21 miles - what a bastard. We vowed that one of us would get this record back for hang gliding.

And so it was to be on a day in mid-August, I arrived at Firle and met up with Steve and Johnny, we rigged and launched. It was a good day with thermals to 4000ft asl. Out to the reservoir, out over Eastbourne and back to Firle, now having been in the air for over 2 hours I fly back to launch intending to top land. I can see Johnny soaring about but there's no sign of Steve Cook, no he's probably gone XC while I've been faffing about enjoying myself. I get a good climb and decide not to land, once again at cloudbase I decide to glide to Beddingham. Aha! I can see Steve low over Iford ridge. He starts to circle in a weak thermal so I decide to glide over to him and find a poxy 1 up, I decided to stay with it as I could see signs of sea breeze convergence over the coast. Steve pulls forward hoping for a better climb - it never arrived.

My thermal weebles its way to the coast. At about Brighton Marina the convergence boosts my thermal to 4 up and I climb to base at 4200asl. I can see a good looking cloud over Brighton University and decide to glide into wind for it. I lose 2000ft on the way but find 6 up to base under it. I can see another good cumulus a few miles to the west and glide towards it, this time the sink is strong flying crosswind and I lose nearly all my altitude, but I find a lovely climb over the golf course NW of west Dean...phew!!

I glide off west again, the wind is trying to push me towards Shoreham but I manage to stay just north and find a nice climb of 4 up just south of the cement works and glide towards the west, but that wretched sink is back. I find another climb and continue on my journey. After much saw tooting, climb, glide into wind, strong sink, climb, glide into wind, I arrive low over Arundel castle north of which there is a big gully with a tractor ploughing the field at the bottom of it. I have about 600ft above ground level when I arrive over the tractor. If it doesn't work I'm

going to have to land in his freshly ploughed field. Bingo! - a booming 8 up takes me back to cloudbase, now at 4800ft asl.

I then decided to try to get inland a bit. Much saw tooting later sees me north of Chichester but a big blue hole is between me and my journey west. Back downwind I can see the sea breeze crossing the gap - bollocks! - all that hard work getting in land wasted. I glide back downwind and just north of the M27 connect with the sea breeze and climb back to base at 4800ft asl and fly across the blue hole under a lovely convergence line into weakening cumulus.

North of Havant I get a good climb to base and decide to press inland again, a good cloud over Walderton Down gets me back to base, I can see Butser Hill and decide that the record is on! I immediately plunge into strong sink - oh no!!! bar in.. glide you fu**er, glide, shit I need some lift soon! or it's all over.

I glide towards the motorway and am down to 5-6 hundred feet, again a great climb comes off the motorway to 4000 asl, the sky has now blued out, the wind is still moderate NE, I glide off hoping that even on a glide I should just beat the record but a few minutes later I get my last climb to 2800. I can see HMS Mercury, I decide to glide towards Bishops Waltham and fairly buoyant air helps out but I land in a field a few miles short, outside a lovely old mansion. I go over to ask for use of the 'phone and ring Johnny.

Some time later Steve Cook arrives and retrieves me.

Pilot: A Lucchesi
Glider: Moyes Xtralite 137 Mylar
Airtime: 5 1/2 hours (inc 2 over Firle)
Distance: 55 miles and a new Firle XC record.
Conditions: Moderate NE

Max Cloudbase: 4800 asl

Aerodynamics

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Harness

We also have the new Silhouette Hang Gliding harness from La Mouette - high quality, low drag, angle of dangle, radio pocket etc. Because of its single sliding hang point system we have developed a new clip in system which will be the lowest drag hang point available.

Paramotors

Aerodynamics are sole importers for the superb range of La Mouette paramotors, consisting of a small, medium, large & even a dual!! All are top quality & competitively priced. We will also be running ab-initio and paragliding conversion courses for experienced paraglider pilots. Videos available.

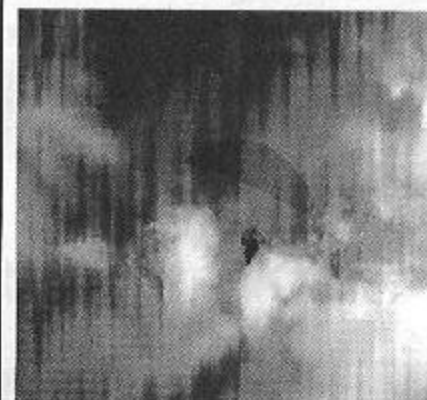
Used Equipment

We have a good selection of used quality equipment inc: Moyes, Solar and Airwave gliders and much more - phone for details

Reserves

We sell, repack & fit all types of reserve - Meta, Apco, La Mouette, Airwave & Junkers, from small PDAs to big floaters.

Do you know the descent rate of your canopy with your all up flying weight?



Holidays

We will be organizing winter holidays for both HG & PG in Southern Spain and adventure flying holidays in the Atlas Mts. of Morocco - a real cultural experience and some great flying!

For advice, information or just a chat, ring
Johnny Carr : 01444 471137
Tony Lucchesi: 01474 815239

Fun and fly Fair, Induga 29/2 to 3/3 1996

by Steve Uzochukwu and Graeme Malone

The Induga Fun and Fly exhibition is held every year in Augsburg, in the South of Germany near Munich. Several large halls are available in a purpose built exhibition centre. The scope of the exhibition covers hang gliding, paragliding, microlighting, paramotors and for the first time this year, sailplanes were included. The exhibition is one of the first of the year, so that typically this is where manufacturers from the German speaking countries traditionally unveil new products. 155 companies from around the world displayed products there, approximately 14,000 people attended the fair over the four days it was held.

Icaro 2000 announced a new 12m Laminar, Moyes had a 127 Xtralite and Airborne showed their new Shark. The Shark and the 127 Xtralite have a new VG system that does away with the need for a luff line compensator. The Shark had three luff lines running from the top side wires as opposed to the king post. The La Mouette Topless was shown and samples of the carbon fibre crossbar that makes it all possible were available for the public to look at.

Skyfloaters were in this year, as well as the first one by Wills Wing, Seedwings Europe and Finsterwalder also had glider of this genre. The German C of A has been modified to make it easier for this class of aircraft to be certified.

Nova and UP had new tow risers that pull on about 1/3 of the speed bar range which are used for towing in stronger winds. FreeX were showing their new competition canopy the Spark. Edel announced a new performance canopy called the Sabre.

This year the paramotor is very popular. A very high proportion of stands had paramotors, which are now legal in most European countries. Several harnesses with motors for hang gliders were also in evidence.

Three halls of second hand equipment including HG and PG attracted some viewers, prices ranged from £156 for a Moyes Mars to £2900 for a Klasic. Not many sales were witnessed.

Induga is a very well organised exhibition and well worth going to. Prices for flights are about £125 to Munich, the bus ride to Augsburg from Munich is about £10 and rooms are about £20 a night for a shared room. Haggle because even with the exhibition in town hotels are almost empty. Entry to the exhibition is £7 per day. We'll be there next year!

Sussex Hang Gliding & Paragliding URL Change

In a change to the one given last month their Web address is now simply -

<http://sussexhgpg.co.uk/sussexhgpg/>

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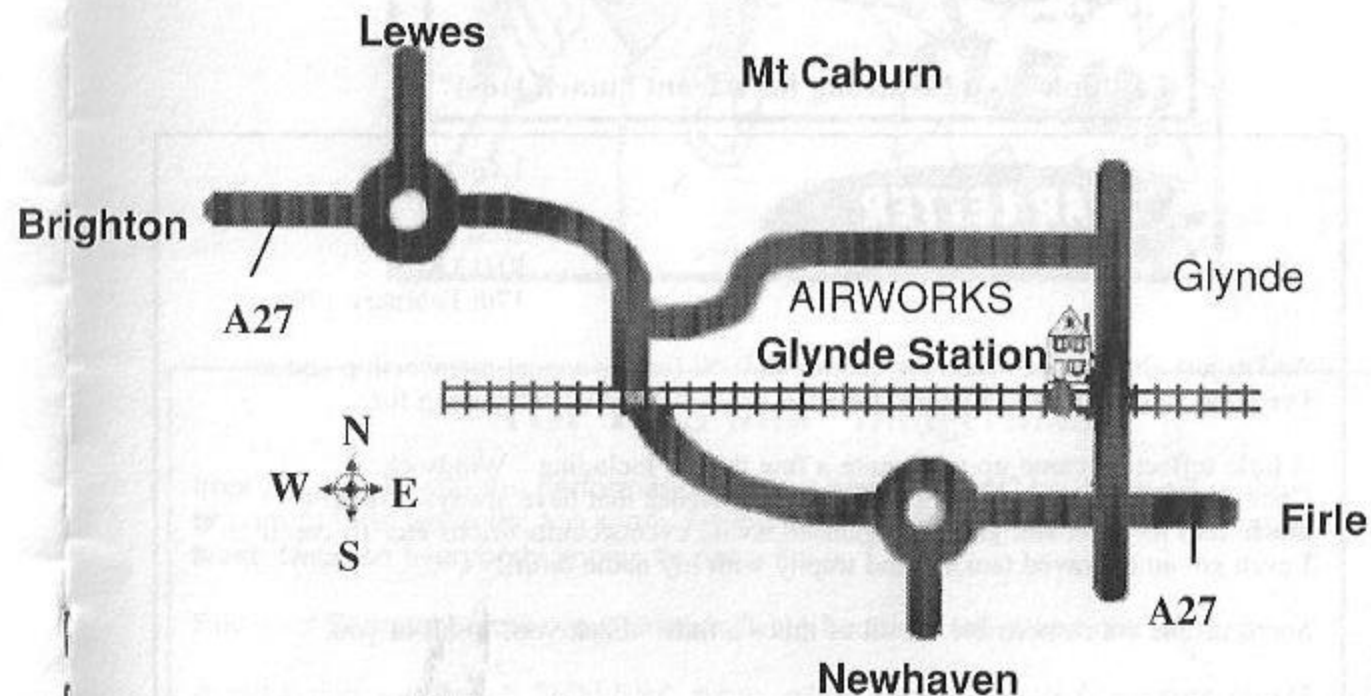
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"I think it's a bit strong for a front launch lads!"

STAR LETTER

I Glenthorne
Cowfold
West Sussex
RH13 8DR
17th February 1996

As I'm just about to be asked for another £50-60 for my annual membership and as I've done so little flying, I wondered what exactly it is that I'm paying for.

A little reflection came up with quite a few things, including - Windsock, a Committee fighting for my right to fly, Club Coaches that have always offered so much help for free, site guides, organised social events/competitions etc. To cap it all I even got an engraved tankard and trophy with my name on it!!

Some people are responsible for all of this - a little "thank you" to all of you.

Martin Strom

*Martin,
Thanks for your letter. I must admit that up until recently I felt the annual membership fee was too high. It was only after the AGM that I realised that over half the money that comes in goes to pay for the sites we fly. I think more people who fly our sites as non-members should be made aware of that fact and encouraged to join.*

Ed.

Help - Are there any video recorder experts out there? I need some impartial advice about a JVC machine. If you think you may be able to help then perhaps you would give me a ring on 01444-233346 or see me, Martin Brady, on the hill. I would be most grateful.



TOP TIPS with "Dangerman!"

Impress people with the performance of your new "Topless" by landing it at the bottom of Firlie when its too windy for low airtimers to fly. Repeat the performance at least twice so everybody knows its not a fluke.

Sell your Scandal before your friends/flying buddies tell everybody its crap.

Avoid losing your tough "Wild boy" hang glider pilot image by doing your paragliding at Beachy when you think nobody is watching.

Hang Glider Pilots: Double check nobody is watching before you paraglide at Beachy: (see above.)

Brits: Avoid misunderstandings with Yanks. Don't tell them that you "Snatch Launch" when you mean "Forward inflation" or that you "went down" when you had a "sled ride".

Yanks: Avoid misunderstandings with Brits. Don't tell them that things "sucked" when you mean that they were "crap"

Punters: Avoid overshooting at Firlie by not flying gliders with too much performance for you to handle!

Parahanging - the next big thing?

Alan Ferguson reports from the south of France on the development of a revolutionary new type of glider

I'm sure you are all aware of some of the latest developments in the sports of Hang Gliding and Paragliding- Skyfloating is set to take off in a big way, Paramotoring is becoming more popular, especially in Europe and La Mouette have recently given us the unusual "Topless" - kingpostless Hang Glider.

Having said that, nothing would prepare me for the surprise I got on a recent flying trip to the Alpes Maritimes region in the south of France. A couple of us were preparing to launch our paragliders, eagerly anticipating a good days flying when a small group of French pilots turned up and started rigging up what can only be described as the ultimate hybridisation of the Hang Glider and the Paraglider.

The group of pilots in question were from a French manufacturer - Ailes des Parapentes de France, a new company specially set up to explore radical ideas in glider design. Well, I can say that this was certainly one of the most radically designed gliders I have ever set eyes on.



The "Parahanger," as it has been dubbed, looks very much like a regular Paraglider when it first comes out of the bag, but rigging it up is very different. Firstly a crosstube is fed into a pocket, spanning the wing, the pocket is then zipped up. This tube would appear to be constructed of a very flexible composite material. Next a kingpost like structure is slotted in to the cross tube through a small slit in the top surface of the wing. The post is of a metallic construction and rigid. Next two battens are fed into the tips of the wing via two pockets near the tips. Wires are then attached from the top of the post to the tips of the cross tube and the battens. These wires have quite a bit of slack in them.

At this point the glider's "wall" shape is maintained by the flexible cross tube but full inflation is achieved in the usual way, the additional structures, as we found out on asking the Ailes des Parapentes guys, were to prevent asymmetric deflations in the wing and also to enable wings with a much higher aspect ratio to be flown with very high performance and stability.

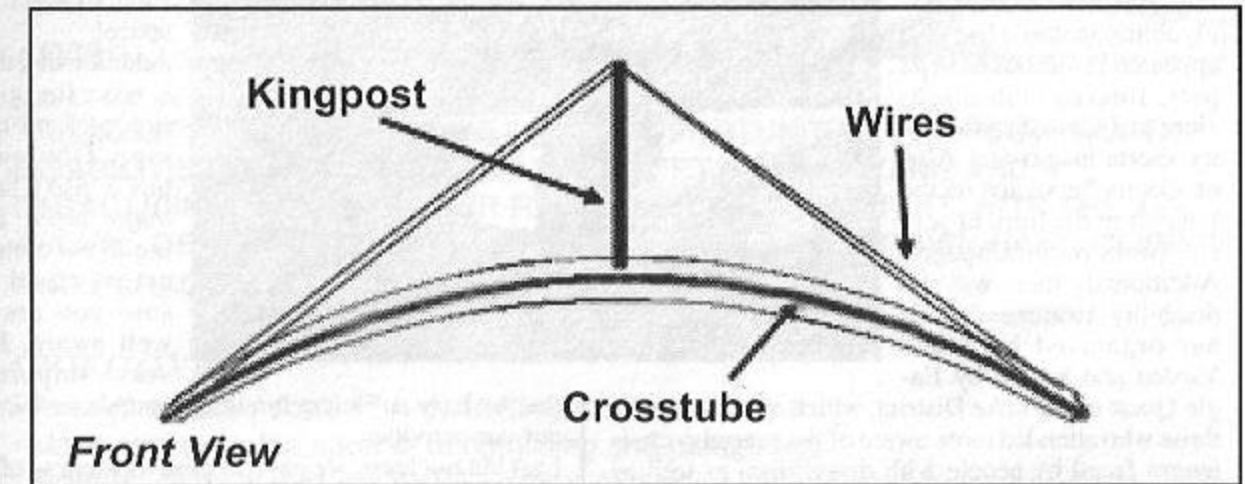
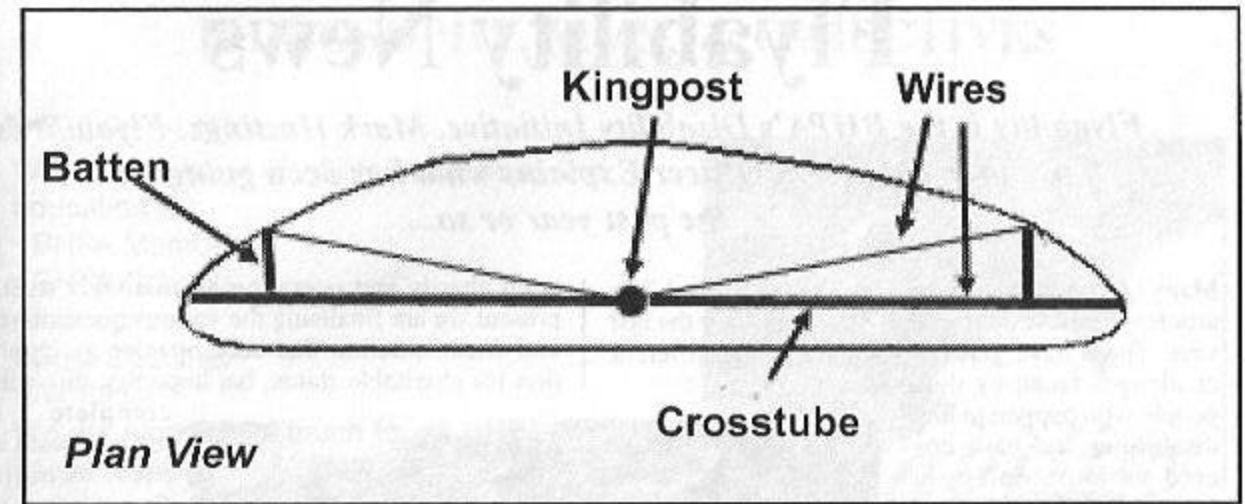
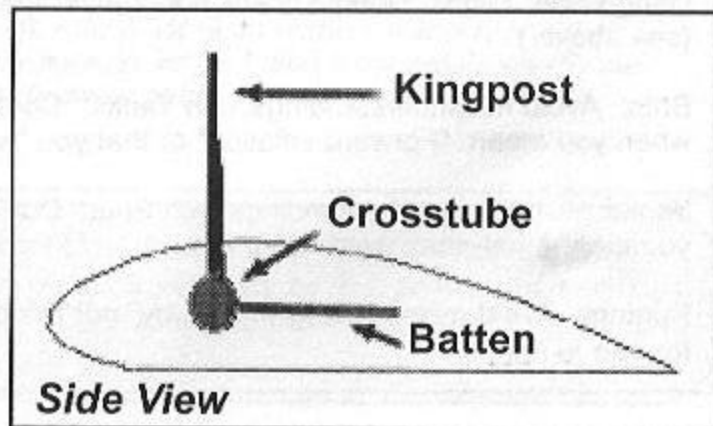
What we witnessed was a very early prototype, tests will continue throughout the year on this most amazing of craft and apparently a production version is planned to go on the market in early April 1997.

The APF guys were a bit reluctant to give too many details away, but I was able to see enough to produce the rough plans shown.

Could this be the end of canopy deflations? will our skies be filled with these new, stable and extremely high performing wings?

....Only time will tell.

Alan Ferguson



27/04/96	858	Trevor Conway	
27/04/96	859	John Csillag-White	01732 851149
27/04/96	860	Gabby Csillag-White	
28/04/96	861	Steve Huckins	01252 843966
28/04/96	862	David Ruse	0181 809 7397
28/04/96	863	Kenneth Westgate	01296 747282
04/05/96	866	Robert McGregor	0181 201 3876
04/05/96	865	Danny Nemeth	01273 441873
04/05/96	864	Kevin Noakes	01737 764380
05/05/96	867	Anthony Bailey	01483 573326
05/05/96	869	William Ferreira	01273 608839
05/05/96	868	Colin Watson	0171 704 6834
06/05/96	577	Chris Chapman	01342 323936
06/05/96	587	Kim Jenkins	01825 733722
06/05/96	568	Paul Lucas	0181 543 7113
11/05/96	872	Chris Franks	
11/05/96	871	Bel Stanley	01243 573331
11/05/96	870	Andrew Summerskill	01252 875453
12/05/96	873	Christopher Gabel	01273 471768
27/05/96	588	Alison Chisholm	
27/05/96	590	Austin Haines	01273 418293
27/05/96	591	William Yarham	01903 755831

Marshalling
ROTA

Flyability News

Flyability is the BHPA's Disability Initiative. Mark Hastings, Flyability's Treasurer & Liaison Officer Explains what has been going on over the past year or so...

Many of you will have read the excellent Flyability articles that have appeared in Skywings over the last year. These have generally related to the different challenges faced by those people who happen to have disabilities and have covered various topics surrounding this theme. Similar articles and other Flyability material has also appeared in various newspapers, foreign club magazines and specialist disability sports magazines. Also on CompuServe and on the Internet in the form of several World Wide Web pages. Additionally there was the disability awareness seminar organised by Steve Varden and hosted by Eagle Quest in the Lake District, which aimed to make those who attended more aware of the everyday challenges faced by people with disabilities, as well as discussing the issues directly connected to our sport. Flyability has offered ongoing advice to pilots of all abilities, schools, instructors, clubs, etc. whilst acting as a liaison point between various organisations such as the BHPA, the Calvert Trust and more recently The Sports Council. It has been instrumental in introducing a disability awareness content into various BHPA courses such as those for coaches and instructors. There have also been continued representations made to BHPA Officers and Committees with regard to the Flyability initiative.

Up until a few months ago the Flyability initiative had been very much 'self generating' in the sense that it was driven to some degree by supply and demand. The example that we were all looking to was the co-operation between Eagle Quest and The Calvert Trust (who run outdoor courses and activity holidays for people with disabilities). They have been working together very successfully for some time now using a buggy system mounted on a dual paraglider.

More recently in an attempt to try to open up the possibility of flight to a larger number of people, a group of us have got together to try to push the Flyability initiative forward more positively. There are a number of objectives involved, with the primary aim being to establish Flyability as a regis-



tered charity and operating as charitable trust. At present we are finalising the various questionnaires and documentation that accompanies the application for charitable status, but hope that this will be

complete and ready to send in to the Charities Commission very soon, so watch this space!

Additionally, there is also the question of fund raising. Obviously this is also a fairly major issue. Flying is not a cheap activity as I am sure you are all well aware. It is very important

that we have sufficient funding to enable us to carry out our activities.

Last but not least, we have to raise awareness of the existence of Flyability amongst its potential end users. There are a number of ways of fulfilling this requirement such as sending out mailers, sending personal representatives to discuss the initiative, or by direct advertising through relevant magazines.

In the future we want to see many more schools and clubs showing a positive commitment to the Flyability initiative. We want to see a commitment from their instructors and coaches to attend our disability awareness courses and other events.

We hope that more people will follow the example of Soar N Surf and Wessex clubs. As a result of attending the disability awareness forum last summer, a group of pilots from this club are currently purchasing a dual paraglider and accessories, to provide air experience flights for people with disabilities. This has been funded with money promised by foundations and local companies.

Our most recent event was a one hour Flyability forum held at the BHPA AGM in Telford. The forum was a great success with good attendance and valuable feedback from BHPA members. Thanks to everyone who attended and to those who offered to help. That then is a brief overview of the activities of Flyability over the past year or so.

Mark Hastings

PHILOSOPHY, AIMS, & OBJECTIVES

PHILOSOPHY:

We want to bring disability awareness and education to:

- BHPA Members
- BHPA Schools
- Instructors
- Club Coaches
- All Pilots

We are working as much for all BHPA members as we are for people with disabilities. Everyone learns - everyone benefits.



AIMS:

(as in our proposed Trust documents)

"FLYABILITY AIMS TO PROVIDE EQUAL OPPORTUNITIES FOR PEOPLE WITH DISABILITIES TO PARTICIPATE IN THE SPORT HANG GLIDING AND PARAGLIDING AND ANY OTHER RELATED FORMS OF FLIGHT, WITH THE APPROVAL OF THE FLYING SAFETY COMMITTEE OF THE BRITISH HANG GLIDING AND PARAGLIDING ASSOCIATION"

OBJECTIVES:

We want to give people with disabilities the opportunity to:

- Have access to the sport of hang gliding and paragliding
- Train as pilots in existing BHPA schools alongside 'able bodied' trainee pilots
- Experience 'free flight' through dual hang glider and paraglider flights

WHY CHARITABLE STATUS?

- It will give us more credibility
- It will enable us to be much more successful in raising funding, grants & sponsorship
- It will enable us to promote ourselves better

HOW CAN YOU GET MOTIVATED & INVOLVED?

WE NEED:

- Flyability Liaison Officer in every BHPA Club
- Flyability Liaison Officer in every BHPA School
- Equipment Officer/Curator
- Client Liaison Officer
- Newsletter Editor
- Press Officer
- Fund Raising Officer

Mark Hastings, 9 Oaklands Court, Hempstead Rd, Watford, HERTS, WD1 3LF
Tel : ~~01823 231066~~ 01923 231066

MINUTES OF THE SHGC COMMITTEE MEETING 10.1.96

PRESENT: M. Brady, K. Birch, T. Ackroyd, J. Gibbs, M. Millwood, R. Williams, D. Williamson, S. Brewer, D. Petty, S. Purdy, A. Caple, T. Cox, J. Hansen, S. Brooks, A. Turner

APOLOGIES: P. Day, J. Carr, F. Kennedy, I. Jehu

1.0 MINUTES FROM LAST MEETING (6.12.95)

CARRIED OVER

9.0 ADVANCED PILOT RATING: Steve will contact the BHPA to discuss the possibility of arranging for pilots to take their advanced pilot exams
Steve Brewer

12.0 SITES: Julia has spoken with both the Mid Sussex Council and the Sussex Downs Conservation Board and is currently looking at possible sites.
J. Gibbs

16.0 INSURANCE COVER: The BHPA are looking at extending insurance cover for members to £2m, which will offset any regional National Trust requirements.

2.0 MINUTES FROM 1.11.95

15.0 NEW SITES: Julia had a meeting with Lewes Council to discuss the possibility of obtaining sites around the Newhaven and Seaford Head area but it was decided there were no suitable sites, other than the sites currently in use by the SHGC.

3.0 MINUTES FROM 4.10.95

CARRIED OVER

8.0 DEVIL'S DYKE NOTICE BOARD: Mark Woodhams is to be contacted regarding the design of leaflets. Schools and other potential advertisers will be approached to see if they wish to contribute to the cost of the leaflet in return for advertising space.
J. Gibbs

4.0 MINUTES FROM 6.9.95

CARRIED OVER:

7.2 DEVIL'S DYKE SCRUB CLEARANCE: Johnny Carr, Dave Keepax and Fionn Kennedy will liaise to discuss the possible removal of bushes at the back of the paddock.
J. Carr/F. Kennedy/D. Keepax

ON-GOING

12.00 CLUB COACHING WEEKEND: Mark Dale will notify Adrian with a date for the Club Coaching Weekend, possibly in March.
A. Caple

13.00 FIRST AID EMERGENCY EQUIPMENT: Fionn will instal a box containing the first aid equipment at Firle.
F. Kennedy

5.0 MINUTES FROM 4.7.95

CARRIED OVER

12.1 RODMEL : Fionn has written to Green Dragons exploring the possibility of using Rodmel for members of the SHGC.
F. Kennedy

6.0 MINUTES FROM 7.6.95

ON-GOING

17.00 HIGH AND OVER: Julia will be meeting Caroline Richardson on 13th February to discuss details of the Agreement for High and Over.
J. Gibbs

7.0 MEMBERSHIP: Current membership of the SHGC stands at 351.

8.0 HULLS BOWL: Hulls Bowl is a school training site situated two bowls along from Firle. Would members please be aware of low airtime students flying in this area.

9.0 SITES: Julia will attend a meeting with Brighton Council and the Environment Services Department with a view to obtaining sites.
J. Gibbs

10.0 DEVIL'S DYKE: Julia has a meeting with the National Trust on 30th January to discuss Devil's Dyke.
J. Gibbs

11.0 MARSHALLING:

11.1 Marshalling Rota: Trevor and Jerry to discuss the marshalling system rota.
T. Ackroyd/J. Hansen

11.2 Marshalling Guidelines: Martin to review the guidelines currently outlined for marshalling.
M. Brady

12.0 MEMBERSHIP FEES: Martin to talk to Peter Day regarding membership renewal fee.
M. Brady

13.0 CHARITY FLY-IN: Kenton and Mike will come back with a proposal for the Committee for the organisation of a sponsored charity fly-in for Kings College Hospital.
K. Birch/M. Millwood

14.0 AGM:

14.1 MEETING: The AGM is to be held upstairs at Devil's Dyke pub on 16th March at 7.30pm.

14.2 PROPOSALS: Any proposals for the AGM are to be put in writing and sent to the Secretary before the end of February.

15.0 SITES FOR SCHOOLS:

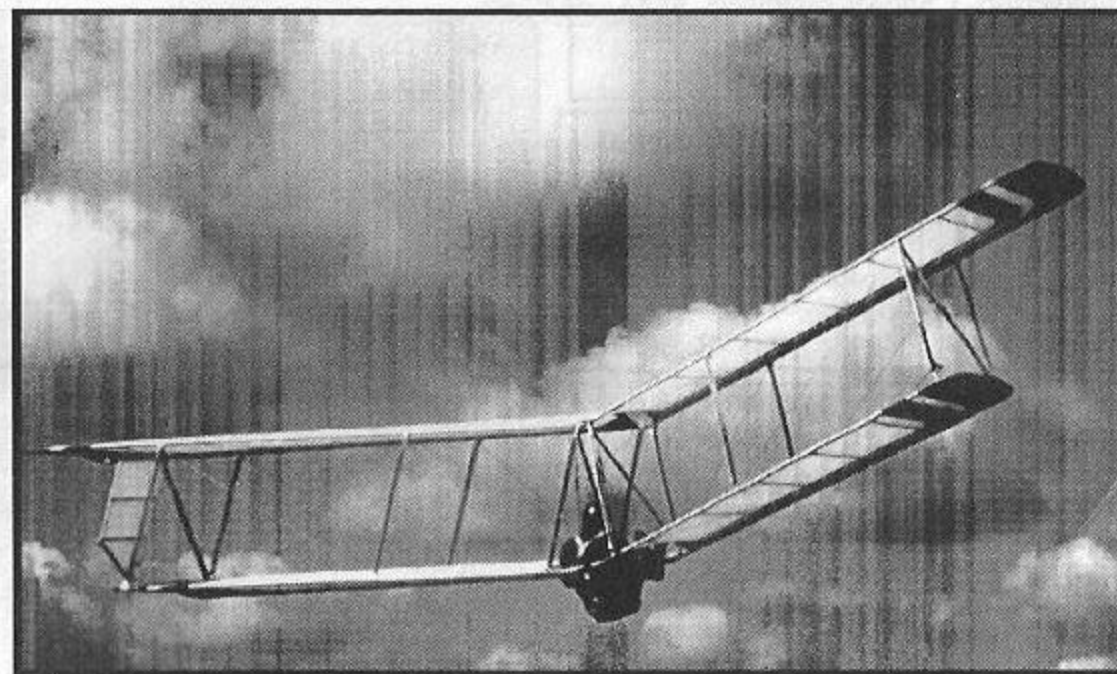
15.1 NEWHAVEN: It was felt Newhaven was unsuitable for teaching at a student level.

15.2 BEACHY HEAD: Eastbourne Council will not allow any commercial activity at Beachy Head.

15.3 FIRLE: Historically two schools operate at Firle which abides by the wishes of the landowners.



The Early Years...



Small Ads.

Moyes Xtralite 147 - Mylar competition glider, immaculate condition £2,600 ono.
Rumour I - 14.5m - Johnny Carr's ex-record breaking glider. £500.00 ono for quick sale.
For the above Tel: 01444 471137 or 471217

Kiss 154. Good condition. Good handling. Carribean colours. Fresh back from Airwave stripdown. £575.
 Call Martin on 01444-233346.

ITV Agena, yellow/pink, medium, 10 months old, flown twice. Pristine condition, incl helmet and harness. Impulse buy. £1,800.00 for quick sale.
'Phone 0171 267 8025

Sky Systems Bug Harness, suit pilot 5'9"-6" Fitted with reserve chute, £190.00.
Contact Dave Matthews on 01273 834984

UP Kendo Large 95kg-130kg, low airtime, spare trim risers, ACPUL=Performance, £2,700 new cost - £1650 ono.
Sky Systems Probe harness complete with thigh protectors + SupAir carabiners, immaculate condition - £375 ono
Phone 01273 708364

Selling up - Complete kit for sale. Clubman CFX180 - excellent condition. Supp + Harness, suit height 5'9-6'0. Steinbach reserve parachute. Alti-vario LCD III. Thommen Altimeter. Plus Ozee suit, flying suit, spare uprights, glider rider, helmet. £1099.00 ovno.
Tel Laurie: 01424 434093

Calypso - Good condition, low hours, complete with spare uprights, batten profile etc. Comes with complimentary Trevor Ackroyd test flight (3? 4? 5? years ago) & cross country experience! £850.
Tel Martin: (W) 01403 210184
(H) 01403 864212, (M) 0585 560947

Small Ads: Free to members or £2.00 to non-members. Ads will appear for 3 months before being removed

Airwave Voodoo II, large, pristine condition with spare risers, bag. Colours: aqua/grey - performance with safety. £1350.00

Airwave ASS parachute for paraglider, long bridle, save £70.00 on new price £295.00

New Skywatch (boxed) £75.00

18 gore parachute, just re-packed £200.00

Davron 300+ vario - as new, can be used for paragliding or hang gliding £200.00

For all the above Tel: 0181 657 9307

Edel Energy - Large. To suit pilot 65kg-90kg. White/purple, 40 hours only. £1,100.
Wills Wing Ram Ait 146- SEGA branded. 5 hours airtime. Still one of the fastest hot ships around. £1,200.
Tel Judy: 01298 871498

Rumour 3 - 13m. Superb handling glider for only £1100.
Contact Craig: Frimley 01276 202220
eemlad@ee.surrey.ac.uk

Advertising Rates: Display.

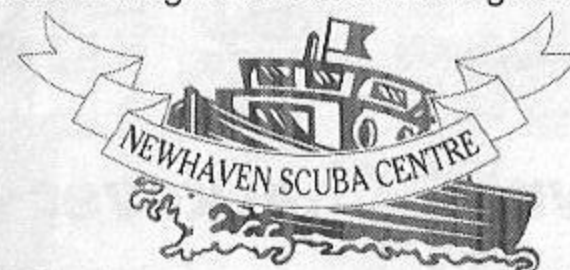
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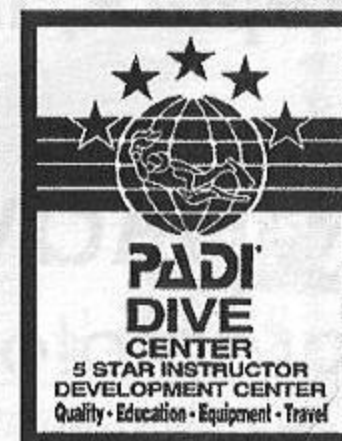
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For further details contact Margaret
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