

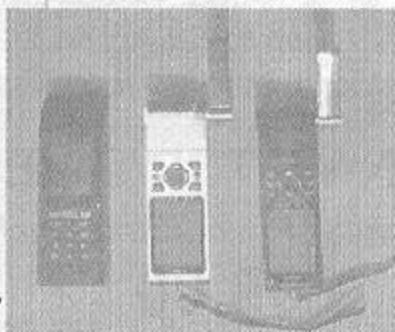
**SKY
SYSTEMS**

PARAMOTORS ARE HERE!

Sky Systems are now stocking, selling and advising on the ultimate system for reducing hill crowding - paramotors. We are also running ab-initio and paragliding conversion courses for this splendid new sport. The BHPA have now confirmed

Garmin and Magellan GPS handhelds in stock.

We offer full demo facilities for both units and PC software, plus we supply Garmin units pre-loaded with UK hang gliding/paragliding sites on request.

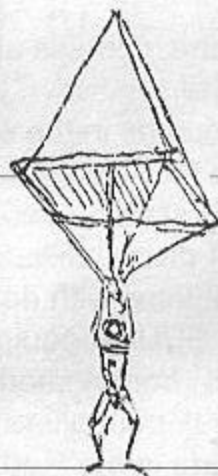


left to right, above: magellan 2000, garmin 45, garmin 90 with international airspace database

2ND HAND

WE STOCK BOTH 2nd-HAND AND EX-DEMO PARAGLIDERS, HANG GLIDERS, HARNESES and INSTRUMENTS: Call in or 'phone for the latest list

HARNESSES
Flightstyle - SAS3 - Probe
Hero - Rap - Rapette
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Windsock Feb 96



Chairman's Letter

Dear Members,

Today, following a morning of torrential rain accompanied by low, thick cloud, the skies cleared and the wind dropped, and it felt like one of those lovely days early in spring when you suddenly realise that winter is indeed behind us. A bit early I know as we're still in the first half of January, but it did get me musing expectantly over what 1996 might bring. Is this going to be a classic year I wondered? Of course, that is largely down to the individual, so, high time for a resolution or two to improve upon the lamentable amount and quality of airtime accumulated over recent years:-



- Don't only turn up when the weather looks a dead cert, and be patient if conditions are dubious - on all but the very worst days there will often be a flyable period, even if a very limited one.
- Don't only go out when it's northerly - among other sites, Beachy can offer excellent flying.
- Be prepared to launch in less than optimum lift conditions - some enjoy scratching more than others but even mediocre conditions offer the opportunity for useful practice,
- Fly sites elsewhere in the country - one very good way of doing this is to take part in inter-club competitions, so that's in the plan.
- Fly abroad - Laragne sounds appealing with its reputation for landing areas that are good as well as the hills and thermals. Maybe a long weekend at the Markstein in the Vosges (which is a lot nearer) wouldn't go amiss.

Who know's what'll happen in practice but you've got to start somewhere, haven't you? Anyway, enough daydreaming and back to Brighton in January.

Congratulations to Dan on his first Windsock; a great effort I thought. As I said last month, make sure he has plenty of material - that, above all else, dictates the quality of our magazine. Don't be shy now, send a mug shot in with your articles/letters and claim your 15 minutes of fame.

We're coming round to AGM time again (I know, borrrring!). It will be held on March 16 at the Dyke. Full details are elsewhere in this Windsock. Please make a note in your diaries and let's have a good turnout. Not everybody will be standing again, certainly myself and Robbie our Secretary. We are still looking for a Social Secretary, so consider who you want on the Committee and whether you would like to become involved in any capacity yourself.

Just a final thing to think about. We've been putting a proportion of our subscriptions away for a number of years now, into a land purchase fund. In the absence so far, of available places in this country, I was wondering whether we should consider somewhere abroad, a gite in France say, for use by Club members. What do you think?

Take Care. Yours, in eager anticipation of the real spring,

Martin Brady

Windsock

Magazine of the Southern Hang Gliding Club

February 1996

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Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 16th Feb 1996. Sent to my address or to PO Box:

PO BOX 1359

Brighton

East Sussex BN1 4QX

Contributors

Martin Brady, Russ Brown, Peter Bruce, Jerry Hansen, Nigel Page.

Editorial

Hello all! I'm glad you enjoyed the new look Windsock, I hope you like this edition too.

I have to say that you will find this edition very "paracentric" - this is not because I am prejudiced against Hang Gliders, in fact I'm a big HG fan, it's because no one sent me any Hang Gliding articles to put in!!

However I have been promised some hangie articles for next time, they sound like they might be pretty good too.

Meanwhile this edition sees a great article on Paramotors by Peter Bruce - especially interesting now the legal situation has been cleared up, as well as the results of an unusual survey - "Internet Paraglider of the Year," exclusive to Windsock.

Please note the announcement below about the AGM, make an effort to turn up, it's your big chance to make your voice heard in a situation where changes can be made. If you do have any proposals then make sure Robbie is notified in time.

Meanwhile I had my first flight of the year yesterday, at Beachy - it was great to get some airtime again, today looks like it could be on as well, so if you see any spelling mistakes it is because I have rushed through the proof reading in order to get to the hill - after all, that's what it's all about isn't it?

See you on the hill or at the AGM.



IMPORTANT ANNOUNCEMENT

Southern Hang Gliding Club Annual General Meeting

Saturday 16th March 7.30pm

Upstairs at Devil's Dyke Pub

Please send proposals to: Robbie Williams
46 Lansdowne Place
Hove
East Sussex, BN3 1HH

Robbie needs to receive all proposals by the end of Feb

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.

Paramotor Advice

By Peter Bruce

I hope when you read this article it will help to give you an honest insight into the pitfalls of using a paramotor without training.

Many of us currently flying paragliders used to fly hang gliders, do you remember how you felt when you had to do a transition course from hang gliding to paragliding? The exams? Wonderful going "Back to school". What a rotten feeling, there you are been flying for ages, loads of airtime on hang gliders and you have got to go back to school. Now be honest with yourself. Flying a paraglider is totally different from flying a hang glider so the time you spent doing the conversion was well spent. (Cos you're alive and reading this.) The same feelings will apply to a Paramotor, its back to school again.... SO ENSURE YOU DO IT, AND THIS IS WHY...

Paramotors look simple beasts but with their use comes differences. When you strap a power unit on to your back using your current paraglider wing (that one you have been flying for god knows how long, its as safe as houses etc etc.) and you start a take off run, you can find your wing becomes an enraged animal, and that's with your feet running on the ground, it can get worse in the air as some wings just don't like power. When you apply power for the first time you have got in excess of 200cc pushing you along in the centre of your back. The torque effect tries to turn you around and the extra weight of the unit (25Kg) gives you the feeling you have got someone else on your back.

The noise and vibration of the motor can considerably distract your attentions, you are running like hell. Looking up you think "hell is this my wing above my head?" It's nothing like it felt like last week. What also makes matters worse at this point within your take off run is that it seems to be easier to take off than to abort. "Should be going fast enough now" you think and you give a little hop to get into the harness. Down you come and a busted prop costs you three hundred quid and also puts a dent in your pride.

Also it is possible (I have been told) that when the prop ends splinter and fly apart the bits can also go right through your canopy so you can end up paying out for a new prop and also canopy repairs.....

If you do manage to get your feet off the ground on that "first try" you will find other nice problems. The hang points are more critical on paramotor harnesses. You could end up flying vertical unable to sit back into the harness with all your weight deposited on the leg

straps (very nasty for the gents). You can't do a damned thing except fly a circuit and land with your eyes watering. Also worth a mention is that some wings have a mind of their own and just won't go where you want them to go. Left turns are slower, and forces while doing a turn can be different to what you would expect.

While you have all this going on the prop is spinning round and round and it's better than a load of razor sharp knives...Remember the old line about a canopy always finding the only barbed wire fence around. The paramotor prop is worse than this. Right from starting the engine the prop spinning round is a lethal weapon not only to you but also to any onlookers. (Is that why they are also known as Body Blenders? Ed.) I can assure you that spinning prop really wants to suck in anything around big or small, heavy or light it just wants to grab it. You should very soon get the message that you can cause serious damage to your health (and others) without any training.

There is one thing I can say paramotor flying has in common with hang gliding. — You are always picking out a landing slot which you can guarantee getting into, just in case your wonderful motor cuts. (Air bubbles in the fuel line can cause you to get dumped into that tree that just "grew" which of course you forgot to notice at the end of the take off field because the torque of the engine turned your take off direction). Even if you miss the tree, the now "dead" engine on your back weighing 25Kg pulls you to earth quickly, the sink rate and drag is greatly enhanced and you are forced to land because you have to and not where you wanted to which could end up giving you a busted ankle or a damaged back in a field far from help. Are you getting the idea!

You can ensure you save the heart pounding and possibly your life (or another's) by going back to school and learning about the correct way of handling and flying with a paramotor unit. The course will help keep you safe and will pay for itself over and over, saving on broken prop costs. This saving alone must make the course worth it as each prop you bust will set you back some £300.00. (4 blade prop.)

A number of flying schools are going to offer courses. I did an introductory paramotor course with Sky Systems (no flying on the course as at the time it was illegal in the UK.) I found the information and practical ground demonstrations given to me were invaluable throughout my early flying hours using the

paramotor. (Thank you Gary) I was shown just the basics and I have had to get my pointers from hard experience and from other paramotor flyers. I have made a few mistakes and never take anything for granted. I have now got over 20 hours using the paramotor unit and I am positive it's the running about with an engine on my back and the information from the course I did with Gary at Sky Systems that has helped me to stay safe.

For the sceptics of you out there I did not buy my paramotor unit from Sky Systems nor do I have any connection with them. I found that Gary gave an excellent insight into all aspects of using the paramotor. His easy manner combined with detailed precision ensures you get the relevant points. In short I feel he is a good teacher and I would recommend him. This article is written in the hope it will keep you safe. it is not an advert. I can only pass on to you what I know and feel.....

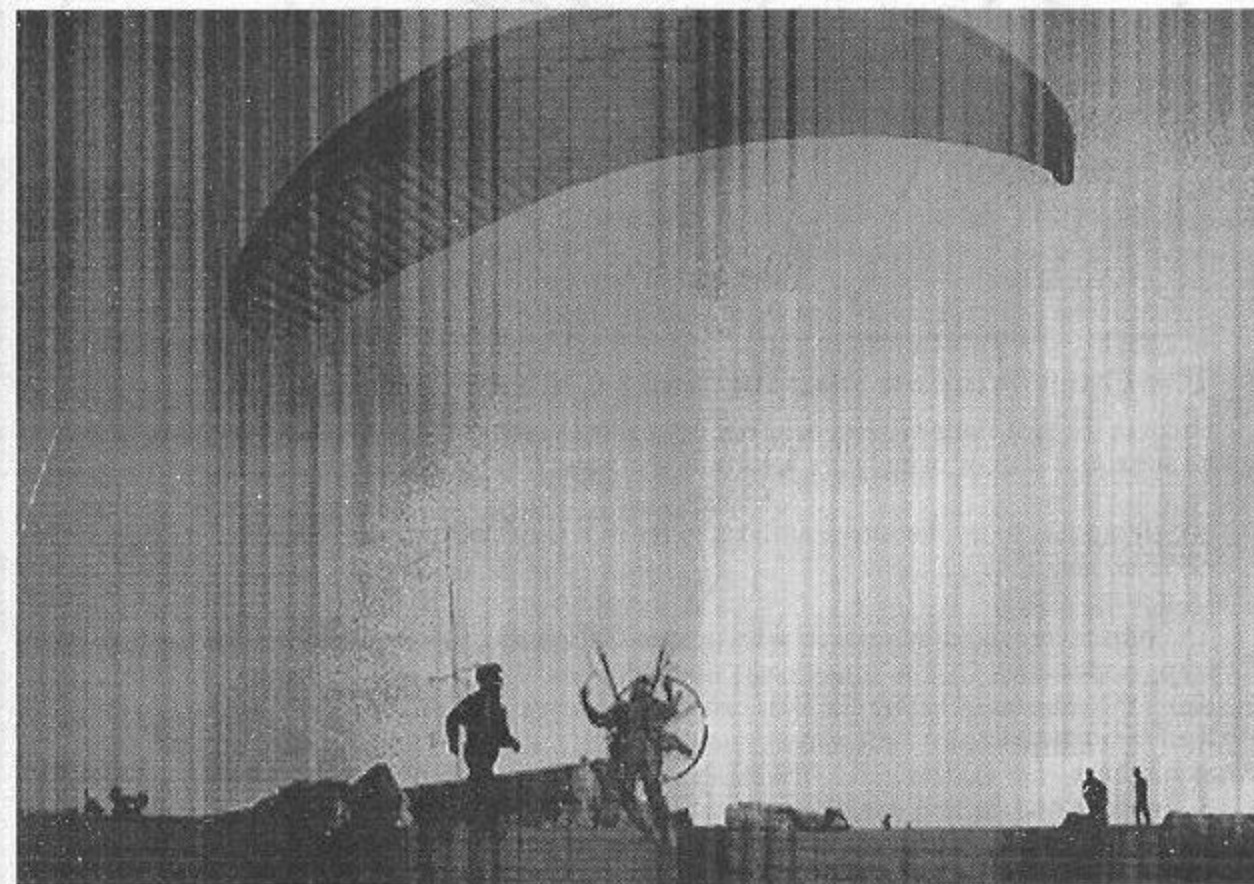
The paramotor is the most simple way to join the birds anywhere. You get the freedom to fly when and where you want to and you can go off in any direction (obeying all airspace rules.) It allows you to fly when calm conditions would otherwise ground you. (making better use of the investment you have made.)

The latter point is the reason I purchased my unit. Another advantage is that you don't have to go 50 miles to find out its sea breezed five minutes before you got there. (If I had a pound for every person that this had happened to I would be very rich indeed). Paramotors give you the freedom to fly far away from many congested hill sites. This gives more room for other hill flyers as you are not dependent on hill sites at all to fly. (There are advantages for all of us on this topic — make's a change.)

Now the legal situation has been cleared up some will see the paramotor as a natural progression. It goes without saying that to have any freedom to the sky you must be adequately prepared to ensure the safety of yourself and others so do it right, go back to school....

PETER BRUCE.

NB: The BHPA are now developing a rating scheme for paramotors, similar to those for hang/para gliding.



Reminder for the New Year

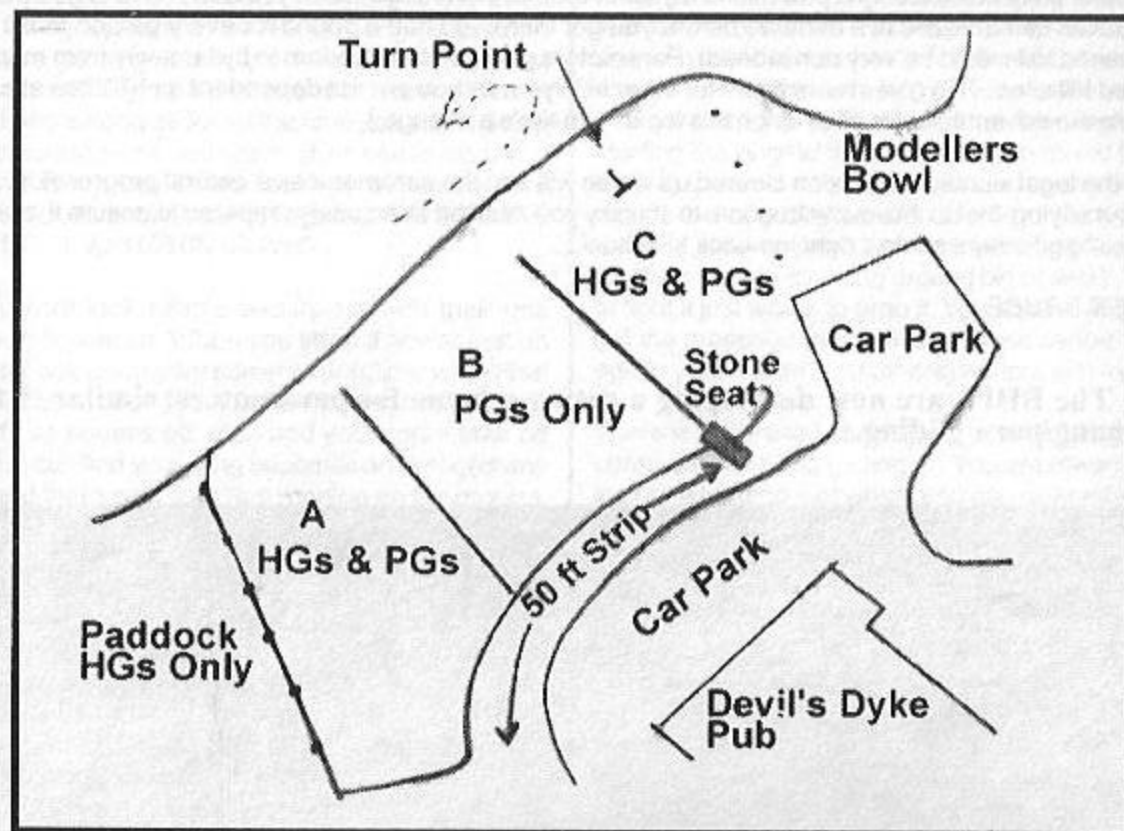
PG & HG arrangements at the Dyke

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 modeller's bowl markers, allow Hang Glider rigging, parking and take off in addition to Paragliders.

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



The Open Window Idea for Hang Gliders:

Often in the past Hang Gliders have not been able to take off when the thermals come through because of a wall of paragliders getting in the way.

We would like to try the turn point idea to try to resolve this problem for pilots trying to take off from area C.

The turn point would be marked with a taped "T" on the grass towards the North end of the slope within area C. The intention is that all pilots flying the ridge below 200ft turn back along the ridge at or before the turn point and so leave a small but clear window of air space for Hang Gliders to take off into.

So on your Marshalling day, if conditions are suitable and HG pilots are waiting in area C to launch, give it a go.

Red Ribbon Pilots Flying Newhaven Cliffs?

Sorry but the rule is NO RED RIBBON PILOTS may fly the cliffs, it's not so we can spoil your fun but to help you stay alive long enough to be an old pilot.

If you are a club pilot with 10 hours you may fly to the "point" and back provided you have had a proper briefing from an experienced pilot, you may not fly to Brighton.

"Why?" you ask

Simple, in the past we have had many incidents, the rules have evolved to protect you from what you don't know yet. Just last year we had:

A near drowning, pilot safe but all his gear trashed.

A club pilot trashed in rotor on the way to Brighton and hospitalised.

A club pilot flew into the cliff, fell to the bottom and lived!!

The above is just three incidents of many, the cliffs are dangerous but nice and just waiting for you to get it wrong - so be warned and wary.

Jerry Hansen

NORTH DOWNS SITES: DOVER AND FOLKESTONE CLUB

The Dover and Folkestone Club have for a long time controlled a number of sites along the North Downs. Owing to changes in the ownership of the land, we are now forced to re-negotiate our access and flying rights to this land.

Hollingbourne Estate is now an English Heritage conservation site. Extensive landscaping has been carried out and the new owners have asked us NOT to fly the site. This decision was partly caused by a large number of pilots who turned up on the Bank Holiday at the end of May, and despite requests from me and other club members not to land in the crops or not to fly, flew and landed in the crops. we are negotiating but with the landowner and may be able to re-open the site THIS SITE IS NOW CLOSED AND IF FLOWN BEFORE RE-NEGOTIATION WILL REMAIN CLOSED FOREVER.

Other sites on the Downs are also under negotiation but we have run into difficulties because they are being flown without permission from the landowners. Please do not fly any sites along the North Downs unless you have permission from the landowners to fly, you are making it more difficult for us to get sites in an area where they are already very scarce. Some unofficial sites which are public land are being flown. However the land below take off is all cropped and it is the large amount of crop landings this year that is creating a lot of bad feeling towards HG in this area of the country. Please do not fly these sites unless you have permission from the farmers to land on their land. Holly Hill and Wrotham are not official sites and landing in the crops has given us a bad name amongst the farmers we are now try to convince to allow us to fly.

If you come across a hill on the North Downs that is not in the site guide, it is safe to assume it is not a site and should not be flown. A VERY small number of sites are flown by three individuals who have negotiated a private arrangement with land owners. These sites are not open to anybody else and this letter is not directed at them. However their sites also cannot be flown by other pilots. In order to continue to fly the sites we have negotiated, we must be responsible and try to contain some of the long term damage already caused by visitors to our sites who didn't care about the damage they caused.

Peter Hook

LETTERS...

21 December 1995

Martin,

I was dismayed and intensely irritated to read the last but one paragraph of your letter, which I can only describe as sarcastic and sneering. Since I joined the SHGC 7 months ago - a process which itself took two months! - there was to my knowledge been only one event for new members or novice fliers, and I did not receive notice of that until two days after it was held. I do not particularly blame anyone for the surprising lack of support for novices, nor for the almost complete lack of social events - after all, we rely on volunteers who are to be praised for what they do, not blamed for what they do not do. Nevertheless, it was galling to be the object of your vituperation for not attending non-existent or non-notified events!

I would be very keen to attend any events for new members, and I would very much appreciate it if you could arrange for notice of any such future events to go out in advance of the event.

On a happier note, I'm glad to see that Windsock has been brought into the second half of the twentieth century with decent production quality.

David Williams

Chairman's Reply :

Oooooh Errr! I do seem to have touched a raw nerve here. I have no idea why David didn't receive notification of the event in question as it was publicised in the issue of Windsock that should have arrived with him about a week beforehand.

David describes my comment as 'sarcastic and sneering'. OK, I admit it was a touch sarky (though it was intended to be somewhat tongue in cheek). This was largely borne out of the disappointment I felt for the hang gliding coaches who had given up a Saturday evening for no apparent purpose. Sneering? Definitely not! Unfortunately, I don't know what vituperation means but underlying my comment, I was trying to make a serious point, not aimed at any particular individuals. It is a commonly recognised problem in the Club that newcomers do not seek advice from more experienced pilots. That is what our coaches are there for. Their details are

publicised each month in Windsock but they are simply not being used. Therefore, I fail to understand the comment about the Club's "surprising lack of support for novices." As I have said before, please, please use the Club coaches.

David complains about the lack of socials. We've been advertising again and again for a Social Secretary but without success, which is why there haven't been many events. Those that have been arranged are thanks to Committee members such as Adrian and Irwyn who actually have other responsibilities. I can only repeat that if you want regular social events then we need a Social Secretary. Anybody willing to fill the position would be welcome aboard with open arms.

Finally, regarding the comment about Windsock. Yes, Dan has done a superb job and long may it continue but I do take exception to the implied dig at Gail's efforts. The results can only be as good as the contributions and tools available to do the job and Gail did splendidly with what was at her disposal. It just so happens that Dan has more advanced facilities available to him which is the Club's good fortune. The role of editor is extremely time consuming and anybody good enough to give up their time for the Club deserves the thanks of the membership

Martin Brady.

Narrow escape for local nutter!

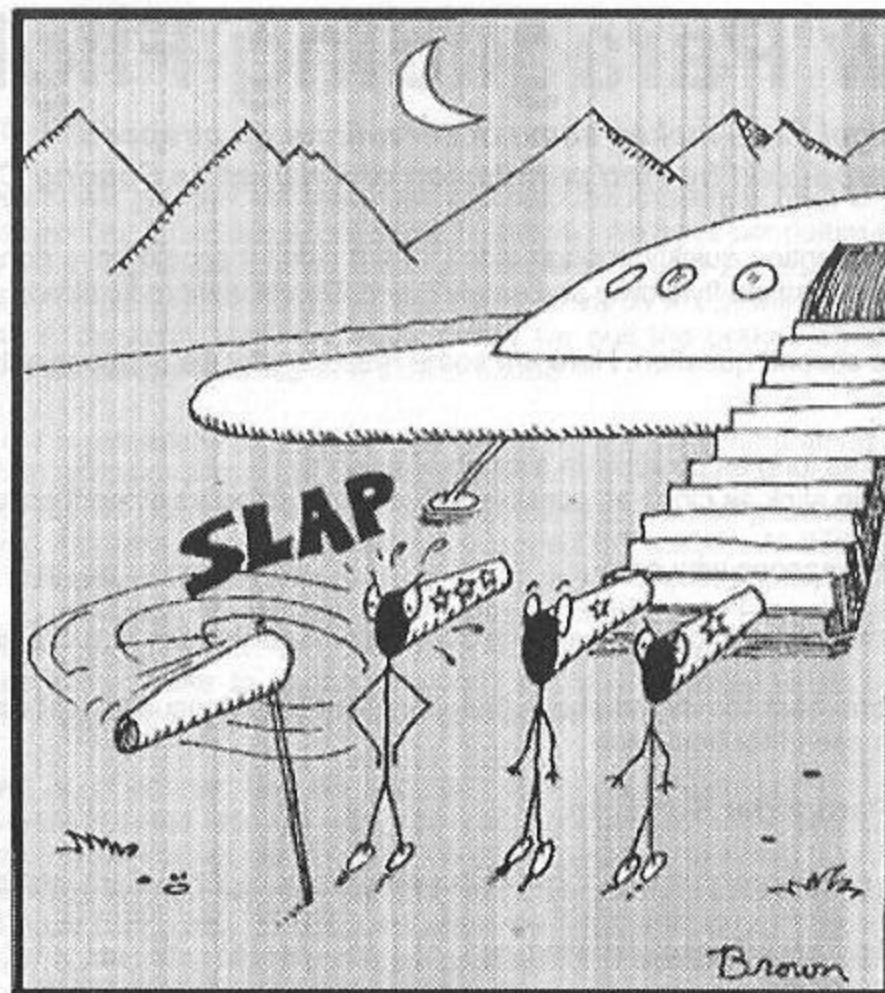
A paraglider escaped with a broken leg after he veered off course, hit a lamp post and crashed on to a road.

Matthew Nicholls, 31 of Buxted, Crowborough, was being towed along the beach at the Esplanade, near the Martello Tower, Seaford, by a friend.

But he smashed into the lamp-post and fell on to the road below.

He was taken to Eastbourne District General Hospital with minor head, back and leg injuries following the accident on New Year's Eve afternoon but was later released.

From Evening Argus 2/1/96



Unfortunately, an abrupt catabatic wind shift dooms the entire earth to annihilation

2.1.1996

I thought that Dave Keepax's article in January's Windsock was very helpful, particularly for someone who might not get out flying very often (like me, for example). I am sure that it simply says what we were taught when we were training, but that was a long time ago, and it was in the abstract, and not about a site that I actually fly. I have cut out Dave's article and added it to my site guide for Firlé.

There are quite a few bad top landings at the Dyke, too, so perhaps it might be a good idea to ask one of our better pilots to write a similar article for the Dyke - how to get it right first time?

Finally, can I add a word about Firlé myself? When the wind has a bit of north in it (or if you are a new pilot who thinks that he won't get in to the "normal" top landing site), it is worth landing at the east end of the ridge, behind the bowl: the hill flattens out quite a lot there and you have virtually no risk of getting caught in the rotor. So it's a longer walk back - it's still better than bending something expensive!

Regards
Dennis Childs

Slow Paragliding Flight

Nigel Page makes some observations on airspeed.

Article reproduced by kind permission of Derbyshire Soaring Club.

Ha! That got your attention quickly enough didn't it? If it didn't it should have done. The real questions are really 'Can we fly slowly and safely?' and 'Do we want to fly slowly anyway?'

Let's start with the second question. Here are some reasons why we might want to fly slowly:

- In order to spend as long as possible in a patch of rising air.
- When scratching to stick as close as possible to the slope giving us slope thermals.

And here are some reasons why not:

- We are more susceptible to turbulence when flying slowly, particularly to tucks and being stalled or spun.
- Our gliders perform best somewhat above their minimum speed, usually best sink rate is not far below the speed for best glide

Pressures on Paraglider Surfaces.

If we consider the pressures on the surfaces of our wing we have three elements to consider:

- Pressure above the top surface of the wing
- Pressure inside the wing
- Pressure below the bottom surface of the wing

For a 100kg all up weight paraglider of 30 square metres if we assume two thirds of the lift comes from the vacuum above the wing these pressures might look like this:

Inflation Pressure =
Atmospheric + 1.9 kg/sq. metre at
20kph. (nearing stall)
Atmospheric + 4.3 kg/sq. metre at
30kph. (min.sink or max.glide)
Atmospheric + 7.6 kg/sq. metre at
40kph. (brakes off)

Notice that the 'lift' pressures above and below the wing are averages of atmospheric -2.2 and + 1.1 kg per square metre respectively. The absolute pressures will vary chordwise and spanwise. Note too that the inflation pressure varies as the square of the airspeed whereas, for a still air glide, the average pressures above and below the wing are the same at all speeds. (The distribution of pressures above and below the wing may vary but the average should stay the same.)

Our wing is kept in shape partly by the 'lift' pressures and partly by the inflation pressure and we can see that at high speeds the inflation pressure is considerably greater than the average 'lift' pressures. However, at low speeds the inflation pressure falls to a value much closer to the 'lift' pressures and we may be nearing the condition where the wing, or at least part of the wing, is kept in shape as much by the 'lift' pressures outside the wing as the

inflation pressure inside. From here we might begin to see how, when we near the stall, we risk not only losing all our lift but also the structure of our wing.

Pitch Stability.

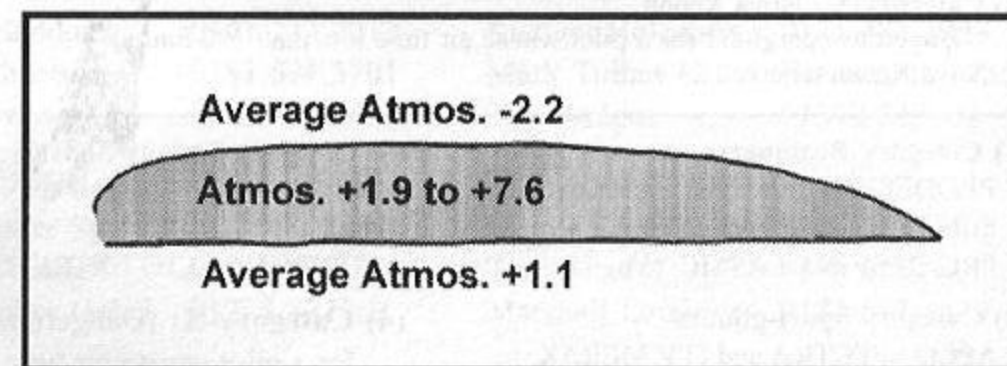
All very well I hear you say but how does that help me know how hard to pull the strings? It can help us but first let's have a look at pitch stability. We have pendulum stability, but is that the whole story? No chance. If we are in a straight glide with the brakes completely off and then pull them on quickly we know we will swing forwards which will pitch the canopy up and may cause a 'dynamic' stall. We know that if we pull the brakes on slowly this will not happen and we simply stabilise at a slower speed.

Consider our two reasons for flying slowly. There we are scratching along a mountainside in weak lift with occasional patches of stronger lift which we want to slow up in. In our eagerness to slow up we pull fairly hard on the brakes and as we swing forward under the canopy the resulting increase of pitch makes the airspeed fall quickly. At this point we inconveniently, but typically, reach the other side of the lift patch. We find ourselves dropping with low airspeed, poor inflation pressure and our canopy considerably pitched up. What should we do? Turn away from the hill? With poor airspeed and the canopy pitched up we may risk a spin. Let on some brake to regain airspeed? We have a delay whilst the canopy surges forward (or we swing back) to a position of reduced pitch.

The answer is, of course, that we shouldn't be in that situation. We should always have some airspeed in hand to cope with these inconveniences and make our changes of airspeed smoothly so that we don't swing too much (unless the swing is an intentional part of the manoeuvre). If in the above example we had smoothly pulled on rather less brake we would still have had plenty of airspeed when we felt the lift drop. This would enable us to either simply continue on along the slope or, if we felt it worthwhile, to make a turn back into the area of lift. There is no reason why, if it suits our purpose, we should not let some brake off on entering a patch of lift and use it to boost our speed instead of our height.

Most handling problems usually come back to airspeed in one way or another. If you are having problems try looking at your airspeed. It's usually the answer.

Nigel Page



Internet Paraglider of the Year

Pilots from all over the world with internet access have been voting on the "Internet Paraglider of the Year." Here, exclusive to Windsock, are the results:

Pilots voted on 4 categories: Beginners, Sport, Serious Flights and "Category X" - canopies dangerous to pilots without substantial experience. The pilots were also asked to declare their airtime, the results are as follows:

Table of declared air time:

more than 300 hours: 10 pilots
 100-299 hours : 20 pilots
 50-99 hours : 13 pilots
 10-49 hours : 16 pilots
 1-9 hours : 3 pilots
 not declared : 17 pilots

(1) Category Beginners: Pro-Design Compact

Compact won with receiving 6 votes. 4 votes among 6 were from pilots whose declared air time were more than 100 hours.

(2) Category Sport-gliders: Apco Spectra and ITV Merak

Both Spectra and Merak received 8 votes from all over the world:

(3) Category Serious-flights: Nova Xenon

Nova Xenon won by receiving 14 votes from all over the world, however, 10 votes out of 14 were from pilots whose declared air time were less than 50 hours or not written. If only the votes, more than 50 hours of declared air time, are counted, the result of this category turns into completely different:

1st: Edel Energy (8 votes)

2nd: Air Wave Alto-Extreme (5 votes)

3rd: Advance Omega 3 and Nova Xenon (4 votes each)

(4) Category-X : Nova Xenon

(Dangerous paraglider for a pilot whose air time less than 100 hours)

Nova Xenon received 23 votes

(1) Category Beginners:

PRODESIGN COMPACT (6 votes)

FLIGHT DESIGN A3 (5)

PRO DESIGN CLASSIC (5)

(2) Category Sport-gliders:

APCO SPECTRA and ITV MERAK

(8 votes each)

UP VISION (6)

NOVA PHOCUS (5)

(3) Category Serious-flights:

NOVA XENON (14 votes)

EDEL ENERGY (10)

AIR WAVE ALTO EXTREME (5)

(4) Category-X: (Dangerous paraglider

for a pilot whose air time less than 100 hours)

NOVA XENON (23 votes)

FREE X FIBER (11)

JUNKERS PROFLY VENTO (5)

Marshalling Rota

03/02/96

Paul Cropley -

Kevin Short 01903 242221

Tony Nancarrow 01273 464466

10/02/96

Brian Preston 01273 594183

Richard Lowe 01293 542606

Patrick Steel 0181 998 4066

17/02/96

Carlo Borsattino -

Mark Watts -

Gary Rothery 01303 813779

24/02/96

Andy Ross 0181 883 2073

Tim King 01243 573331

Andrew Johnston 0171 6307071

02/03/96

Ben Linstead 0171 730 4973

Howard Brooks 01444 440678

Paul Hewlett 01322 446310

09/03/96

Tony Lucchesi -

Terry Davis 0181 852 0434

Martin Cook 0181 668 8319

16/03/96

Glenn Haddock 0171 733 2012

Dave Rimmer 0181 691 3701

Tim Rozario 0181 395 6452

23/03/96

Christopher Symes 01273 890851

Robert Mardell 0181 697 2146

Christopher Gabel 01273 471768

30/03/96

Steven Diver 01245 495646

Josephine Jehu 01903 723884

Simon Forbes 01727 865365

04/02/96

Natasha Harrison 01273 822194

John Rose 01903525215

David Snowden 01248 370580

11/02/96

Adrian Critchley 0181 764 8934

Tim Charlwood 01143 515332

Nick Gillard 01273680575

18/02/96

Mel Pollard 0181 348 8225

Chris Wallis 01903 237721

Bernie Hewing 0171 737 4844

25/02/96

Malcolm Johnson 01784 423107

Neil Pearson 01903 201413

A. Abbot-Davies 0171 486 8587

03/03/96

Sirnon Smith 01732 833576

Steven Greenwood -

Ray Heyne 01860 663244

10/03/96

Pascal Sanz 01932 872809

Andrew Lindsay 0181 644 9594

Steve Darsey 0181 561 3325

17/03/96

Rudiger Holzapfel 0171 483 2938

Mark Tullett Eastbourne 773567

Tim Hodges 01372 813302

24/03/96

Simon Long 0181 460 5034

Tony Shay 0860 418398

Marshall Lambert 0181 597 4479

31/03/96

Bill Jongeneel 0181 751 8013

Nirk Smith 01273 699621

Harvey Rofit 01273 705592

Minutes of the SHGC Committee Meeting 1.11.95

PRESENT: M.Brady, K.Birch, T.Ackroyd, S.Brooks, J.Gibbs, G.Hopkins, I. Jehu, F. Kennedy, M. Millwood, A. Turner, R. Williams, D. Williamson, D. Matthews, D. Keepax, D. Blackman

APOLOGIES: A. Caple, P.Day, T.Cox, S.Brewer, J.Carr, J. Hansen.

1.0 MINUTES FROM LAST MEETING (4.10.95)

1.2 ON GOING

6.0 BEACHY HEAD: An airhorn and first aid kit are to be included in the equipment for Beachy Head
J.Gibbs

7.0 XMAS DINNER: Julia Gibbs will put a notice in Windsock confirming details about the Christmas dinner. Gail Hopkins to put a notice in Windsock that raffle tickets are available from Johnny Carr.
J.Gibbs/G. Hopkins

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 leaflet.
J.Gibbs

CARRIED OVER

9.0 CLUB COACHES: It has been noticed that some club coaches are no longer members of the SHGC. Adrian Caple will contact the relevant club coaches to see if they wish to continue being club coaches.
A.Caple

10.0 REPORTING OF ACCIDENTS: Steve Brewer will put an article in Windsock asking members to send him information when an accident occurs, for the future benefit of other members of the club. Steve will talk to Tom Beardsley regarding accidents that occur in the club. Martin Brady will contact the Flight Safety Committee of the BHPA.
S. Brewer/M. Brady

13.0 DEVIL'S DYKE RULES: Jerry Hansen has sent an updated sites guide to Mark Woodhams. A copy is to be sent to Trevor Ackroyd once it has been produced.
J. Hansen

2.0 MINUTES FROM 6.9.95

2.1 ON GOING

7.2 DEVIL'S DYKE SCRUB CLEARANCE: Gail Hopkins will put a notice in Windsock asking for volunteers to help clear scrub at Devil's Dyke on Sunday 26th November. Johnny Carr has a meeting with Chris Williams on 2nd November to discuss the clearance of trees at the back of Devil's Dyke paddock.
G. Hopkins/J. Carr

9.00 SCHOOLS

9.1 PAYMENT FOR USE OF CLUB SITES: Irwyn has spoken to the schools concerned.

9.2 INSTRUCTOR CLUB MEMBERSHIP: Trevor Ackroyd will send Irwyn Jehu a list of instructors who are teaching on Southern Club sites for Irwyn to check that instructors have current membership.
T. Ackroyd/I. Jehu

CARRIED OVER

12.00 CLUB COACHING: The club coaching weekend which was planned has been cancelled and will therefore be re-scheduled.
A. Caple

1.2 ON GOING

13.00 FIRST AID EMERGENCY EQUIPMENT: Permission has been granted by the land owner to install a first aid box at Firle. Jerry Hansen will provide a box for this equipment.

14.00 BEACHY HEAD: Julia Gibbs has spoken to the new manager who has agreed to the installation of equipment at Beachy Head

CARRIED OVER

19.00 EU: Julia Gibbs has a meeting on 8th November with the Sports Council regarding the EU proposal to ban outdoor sports on certain sites of scientific interest.
J. Gibbs

3.0 MINUTES FROM 4.7.95

ON GOING

12.00 TEACHING SITES:

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

12.2 TRULEIGH: Fionn has spoken to Mark Windus regarding lowering the rating to allow club pilots access to Truleigh. It was agreed that club pilots would not benefit from a new arrangement with Mark Windus therefore the pilot rating still stands

4.0 MINUTES FROM 7.6.95

4.1 ON-GOING

17.00 HIGH AND OVER: Julia Gibbs has written to Caroline Richardson regarding details of the arrangement for High and Over. Julia is waiting for a reply.
J. Gibbs

5.0 WEST FIRLE: The trees have been cleared at West Firle. Many thanks to Fionn Kennedy and all those who participated.

6.0 TOWING DAY: Fionn Kennedy has written to Andy Shaw to ask if he would be interested in organising a towing day for paraglider pilots.
F. Kennedy

7.0 WINDSOCK EDITOR: Due to other commitments, Gail Hopkins is standing down from the Committee. Many thanks for all her hard work over the past 18 months.

8.0 LEAGUE COMPETITION: Kenton Birch and Mike Millwood will provide Martin Brady and Julia Gibbs with details of the winners in the league competitions.
K. Birch/M. Millwood

9.00 SITES PURCHASE: Many thanks to Tony Turner who has kindly donated proceeds from the sale of his gliders towards the purchase of sites. Thanks also to Sky Systems for conducting the sale on the Club's behalf.

10.0 XMAS BOX: Tony Turner will be organising the farmer's Xmas box.
A. Turner

CLUB OFFICER REPORT:

11.0 SCRUB CLEARANCE: Charlie, the National Trust warden at Devil's Dyke has kindly volunteered to help clear scrub on 26th November.

12.0 NEW MEMBERS EVENING: Julia Gibbs has mailed details of the New Members' Evening to the relevant members.

13.0 EQUIPMENT AT FIRLE: Julia Gibbs will arrange for an airhorn to be part of the equipment at Firle.
J. Gibbs

14.0 METHODS OF PAYMENT: Julia Gibbs will discuss with Trevor Ackroyd the possibility of members paying by standing order.
J. Gibbs

15.0 NEW SITES: Julia Gibbs has been talking to Lewes Council with a view to obtaining sites around Newhaven and Seaford Head area.
J. Gibbs

16.0 ENGRAVING OF TROPHIES: Julia Gibbs will talk to Sue Brooks regarding the engraving of club trophies and tankards.
J. Gibbs

17.0 CLUB TROPHIES: The Committee members decided the discretionary places for the trophies which are as follows:
Andy Napolitan Trophy - Gary Cook; Outstanding Achievement Trophy - John Pendry; Ron Steadman Trophy - Sue Brooks; Most Improved Hang Glider Pilot - Chris Todd; Best Newcomer, Hang Gliding - Martin Strom; Best Novice XC - Chris Todd; Most Improved Paragliding Pilot - Russell Ogden; Best Newcomer, Paragliding - Kristin Hansen; Best Novice XC - Simon Smith; Broken Upright - Austin Haines.

18.0 RAFFLE PRIZES: Many thanks to Sky Systems for donating prizes for the Christmas raffle.

Small Ads.

Moyes Xtralite 147 - Mylar competition glider, immaculate condition £2,600 ono.

Rumour I - 14.5m - Johnny Carr's ex-record breaking glider. £600.00 ono.

Scandal, medium. (Darren Arkwright's 1995 glider - 4th in world championships) £2,200 ono

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.

Flight Design A4 70/90Kg. Low airtime. Good condition, £1000 with SAS1 harness £1,100.
Tel. Robbie: 01273 731011

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

AIRWAVE MAGIC KISS 154, Always stored indoors, bright colours, suit post intermediate pilot seeking performance with easy handling. First to fly will buy! £650.00
Contact Mark on 01883 652 529 or 0831 327849

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

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**For further details contact Margaret
01273 612012 (Fax 01273 612013)**

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