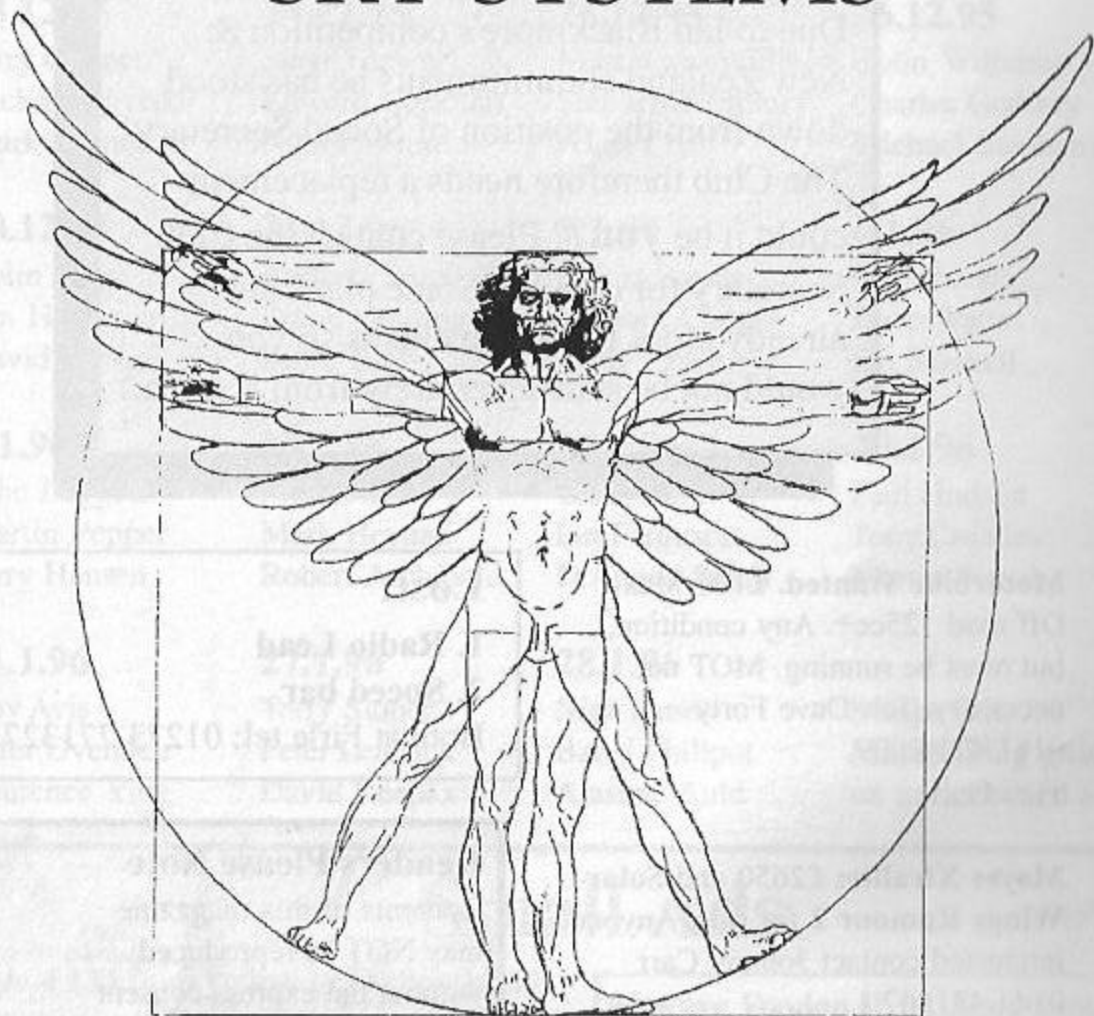


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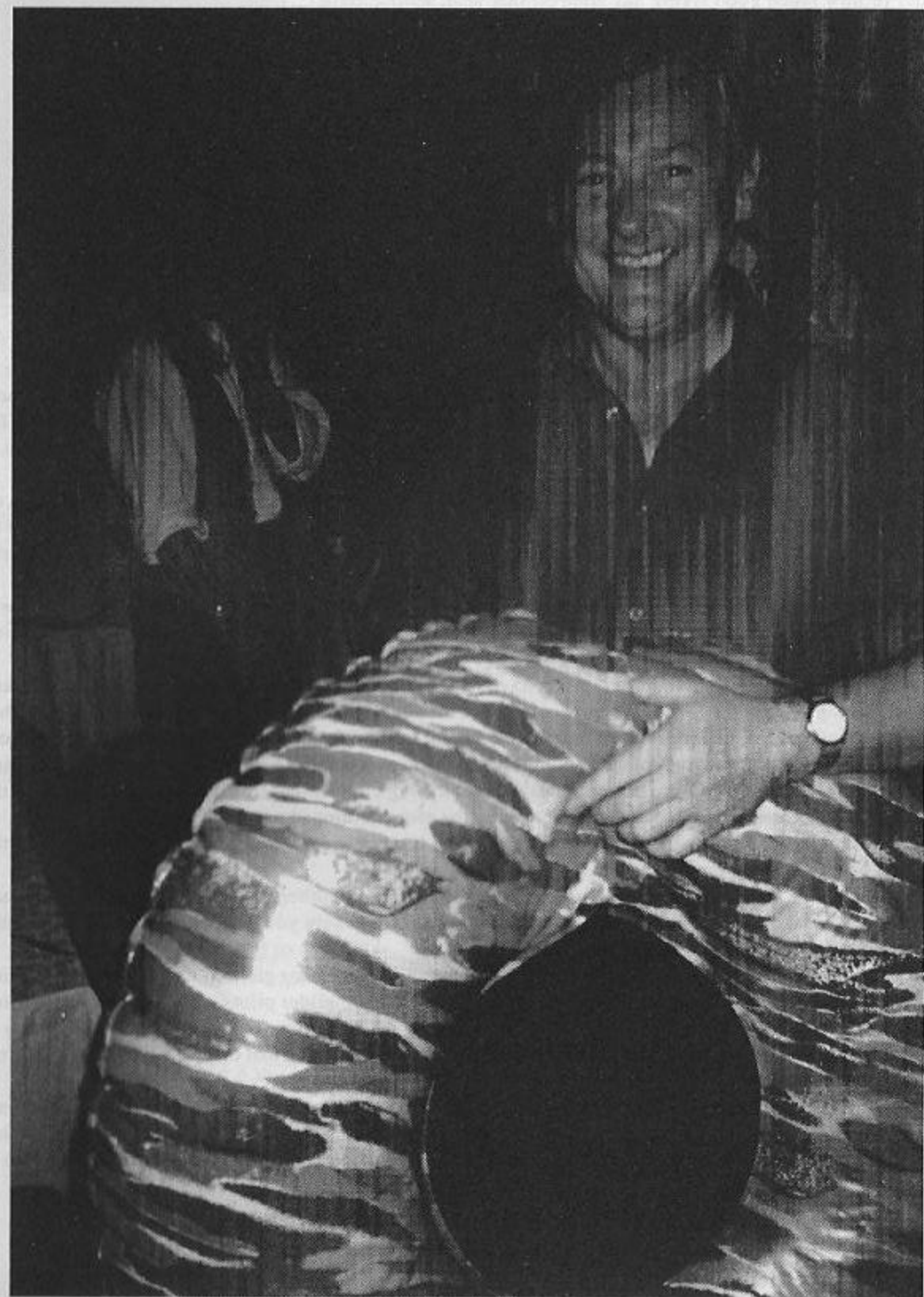
Tel: Brighton (01273) 857700 ; Fax: (01273) 857722

e-mail: garyc@mistral.co.uk

web: <http://www.pads.co.uk/vbrighton/sky-sys>

Windsock

Jan 96



Chairman's Letter

Dear All,

As you will see, this letter is very much a thank you letter.

I write this the day after the Club Christmas dinner. Everybody I've spoken to so far seemed to have had a great time. The trophy presentations were a reminder of how much good flying has gone on this year, with a higher proportion than normal of XC's taking place from our sites.

In paragliding, 1995 will go down as Mark Watts' year with two brilliant flights from the Dyke to the beyond Canterbury, and he won the Paragliding Martini League with flights all from Sussex sites. Well done Mark, a fantastic achievement! Hang gliding wasn't as one-sided, with Ron Richardson winning the Martini, Steve Cook the Sussex and Sussex Weekend League and John Harman, the Longest Sussex XC. Kristen Hansen's reaction to winning Paragliding Best Newcomer award was a sight for sore eyes - she was quite lost for words. She must take after her mum.

I was delighted to see Gary Cook's contribution over a large number of years to the Club and to our sport recognised by awarding him the Andy Napolitan trophy, and the Ron Steadman trophy awarded to Sue Brooks for looking after a League Pilot after a nasty accident out in Ager - both thoroughly deserving winners.

As I probably said this time last year, arranging the Christmas do requires a lot of effort. Thanks are due to Julia for organising the event itself and the trophies, Mike Milly and Kenton for running the competitions, Colin and Dee for allowing us back to the Pepper Mill, Johnny for organising the raffle, Tim and Dave K for making excellent roadies and setting up the PA, and to those who contributed raffle prizes. And thanks to everybody who supported the event.

On a less festive note, thanks are also due to everybody who helped with the scrub clearance at the Dyke on 26th November. We've cleared the bushes along the top of the hill outside the pub. The National Trust will be holding an event of their own over the last weekend in February to clear the rest of the slope down to the tree line and are hoping to attract 150-200 people. Any help from us would be very gratefully received.

The clearance should bring some immediate benefits. One of the main comments I received at the time was that, with the bushes gone, paragliders will now be able to land much more easily without the risk of getting tangled up in the bushes.

From what I've been hearing, one or two pilots have reservations about the segregation of hang glider and paraglider rigging areas at the Dyke. When you're next at the site, I think you'll see that the clearance work has nicely opened out the area, making it much more attractive for launching on a hang glider, in any direction from north through to west. I'm sure the scheme will ultimately be to everybody's benefit so please give it a fair try. I would also like to see us try Jerry Hansen's idea of establishing circuits that finish just before the end of the ridge so that there is always a space to launch into from the aforementioned part of the hill.

On behalf of the Club, I really must thank Tony Turner who has very generously donated the proceeds of the sale of his gliders to the Club's land purchase fund.

Yet more thanks, this time to Irwyn for stepping in to run the new members evening when our Club Coach Adrian Caple was taken ill, and to the Club Coaches who came. I'm sure you'll join me in wishing Adrian a speedy recovery.

The new members evening was well supported but, disappointingly for the hang gliding coaches, only paragliding pilots turned up. Obviously, there is nothing more the nine new hang glider pilots who have joined the Club since June need to know - surprising when I'm sure that the Johnny Carrs, Steve Cooks and Ron Richardsons of the Club would have little difficulty admitting there's still plenty about flying that they've yet to learn. My, my, the schools must be doing a fantastic job these days!

Unfortunately, we've lost another Committee member, this time our editor Gail who wishes to spend more time with her College work. Thanks very much to her for all her effort on the Club's behalf. Welcome aboard to Dan Petty who has featured in Skywings recently for making that magazine available on the Internet. Feel free to swamp him with contributions.

Have a very happy Christmas and hugely successful New Year,

Martin Brady



Windsock

Magazine of the Southern Hang Gliding Club

January 1996

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Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 15th Jan 1996. Sent to my address or to PO Box:

PO BOX 1359

Brighton

East Sussex BN1 4QX

Contributors

Ian Blackmore, Martin Brady, Russ Brown,
Rod Buck, Dave Keepax, Muckraker(?) &
Steve Uzochuchwu,

Editorial

Welcome to the new look Windsock, I hope you enjoy reading it. In case you don't know me, my name is Dan Petty, I have been a member of the Club for nearly 4 years & I fly a vintage Falhawk Apex MR paraglider.

The Southern Hang Gliding Club is the largest in the UK and boasts among its members some of the best pilots in the country. I aim to improve the quality of Windsock's production to a level fitting for such a great club.

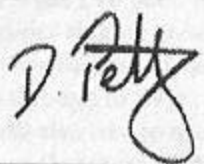
I have made some changes to the style of the magazine - we now have new printers and I can incorporate photographs into the magazine more easily than before. I'm not sure how this edition will look once printed but I'm sure that over the next two or three months I will be able to iron out any problems that may have arisen in this issue.

I ask all the regular contributors to keep up their good work and encourage anyone who has never submitted an article, who wants to share their flying experiences at home or abroad or needs to get something off their chest to put pen to paper or fingers to keyboard.

Remember, Windsock is your magazine, so if you see me on the hill and have any suggestions or ideas about it - just let me know, or write to me at the address in the front of the magazine.

Thanks to Gail for her efforts over the last 18 months or so, I'm only just beginning to realise what I have let myself in for, still, too late to back out now!

Finally I would like to wish you all a great Christmas and hope 1996 brings you safe and enjoyable flying.



Date for Your Diary:

Saturday 20th January

Parachute Repacking Evening

7.30 pm upstairs at the Dyke pub

All welcome, especially experienced 'chute packers

For further details call Steve Brewer on 01403 710739

Club Coaches

PARAGLIDING

Steve Brewer	Henfield	01403 710739 / 01378 434929
Adrian Caple	Purley	0181 660 0824
Nigel Gibson	Feltham	0181 890 7476
Jerry Hansen	Shoreham	01273 461783
James Hardiman	London	0181 311 0683
Eddie Horsfield	Croydon	0181 657 9307 (M) 0850 088173
David Massie	Horsham	01403 268601
Barry Phillpot	Lindfield	01444 482225
Stewart Swanton	Hove	01273 732219
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650

HANG GLIDING

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
Steve Pugh	Greenwich	0181 692 8554
Ron Richardson	Keston	016898 56723 / 016898 51823
Dave Williamson	Brighton	01273 604752
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650

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.

The Flight of the Dragons

A team of pilots is off to New Zealand in the New Year, their aim - to fly the length of North Island to raise money for cancer research, Ian Blackmore explains...

THE EXPEDITION AIM

We will traverse the length of North Island (825km/510 miles) by Paraglider and on foot where necessary, with no outside assistance, all equipment being carried by the team (approx. 30kg per person).

A trip of this length and difficulty has never before been attempted. Not only will this expedition raise a substantial amount of money for the Cancer Research Campaign via 'Flight For Life', but it will provide a catalyst for the further development of this unique sport.

THE TEAM

Darrell Ashtead, Kaz Harland, Chris Curtis, Simon Oliphant.

FLIGHT FOR LIFE

This organisation raises money for cancer research. It was inspired by a young Jordanian pilot, Yasmin Saudi who was suffering from terminal cancer. The original project involved flying by microlight from England to Jordan, with pilots Ben Ashman and Judy Leden M.B.E. (World women's paragliding champion, 1995).

His Majesty King Hussein of Jordan is the patron of 'Flight For Life'.

With help from these and other people we hope to raise over £15,000 for this worthy cause.

BIVOUAC FLYING (THE CAP 444)

The concept of bivouac flying was first developed in the mid 1980's by a Frenchman, Didier Favre. His idea was to emulate migratory birds, flying his hang glider, carrying only what he



needed to survive. He named his journeys CAPs (a French word meaning reaching or striving) and proposed an initial flight of 444 kilometers, hence CAP 444. He succeeded in 1992, in the French Alps. Interest grew in bivouac flying and in 1993 Pierre Bouilloux flew a Paraglider 500km, also in the Alps. However, due to the dedication, time and planning necessary to attempt bivouac flying, few people have succeeded. We are promoting bivouac flying as

an ecologically friendly sport, enjoying the beauty and tranquillity of the natural world. The North Island of New Zealand contains some of the most varied terrain anywhere in the world.

Its climate and mountain ranges provide a tough challenge for both flying and survival skills.

It is over 800km long which provides opportunities for long flights. The Team will need great determination and endurance to successfully complete the journey.

Team work and fine judgment will be essential for us to overcome the difficulties and dangers that lie in our path.

THE FLIGHT PLAN

The expedition will begin at the northern tip of North Island, Cape Reinga, in January.

The 825km journey will be completed in approximately two months, on arrival at Cape Palliser, the southern most point of the island.

PUBLICITY

To promote the expedition and to raise money for 'Flight For Life', we will use the following: newspaper and television coverage, both pre and post expedition.

The expedition film, for distribution to film companies and video sales throughout the world. Still photography, for publicity events, promotion of flying and 'Flight For Life'. An expedition journal for publication in various forms. An education project involving several London area primary schools.

SPONSORSHIP

In return for aiding our expedition we are offering a comprehensive package of benefits, designed to promote public awareness of our sponsors. This includes lectures, demonstrations or paragliding tuition. Our wings are flying billboards, and can be used very effectively for product or brand marketing.

We need your support in the form of donations to 'Flight For Life' and equipment sponsorship.

We have the right team for the expedition, with the necessary skills and attitude. We just need your help to make this venture a success.

Please help us in any way you can

PUBLICITY AND CHARITY WORK DURING THE EXPEDITION

One of the primary aims of this expedition is to raise as much money as possible for the 'Cancer Research Campaign'.

As part of this effort we will ensure that the route takes us close to towns and villages. We will walk down from the hills and collect money for Cancer Research Campaign in these towns.

Publicity will also be generated by Ian Blackmore, our man on the ground and support crewman.

We will also be working with several schools along the route and plan to 'drop in' to give paragliding demonstrations.

We would like to make as complete a record as possible using still and video photography without having to carry 2 months worth of films and batteries.

We also feel that a consistent emergency contact would be an essential safety feature of the expedition, given the potential dangers we will be facing.

For more details write to:

Expedition Co-ordinator

Simon Oliphant

62 Elephant Lane

Rotherhithe

London

SE16 4JD

or telephone:

0171 231 6756 (home)

01727 794 901 (work)

or E-mail:

100410.32@compuserve.com

Strong Winds & Landing Fast

Dave Keepax points out some important things to bear in mind when trying to land a Hang Glider in strong winds

There has been a spate of bad landings at Firlie in strong winds, two of which resulted in injuries requiring a helicopter to rush the pilots to hospital. Also landings behind the fence, here the land dips downward and sucks you out of the sky. Also gliders getting turned as they landed.

Ask yourself the Question, WHY ?

Perhaps looking at ground speed on the approach, and thinking you are going too fast, so - let's slow down. This results in insufficient air speed, and the glider is unable to turn.

If still in the air the pilot pulls an speed and tries to turn, just as the glider starts to fly again the pilot turns and dips the wing into wind gradient. Increased loading due to the turn and wind gradient stall the wing. The result can be fatal. SPEED IS SAFETY.

So here is how to keep your ass in one piece :-

Don't take off without thinking about how you intend to top and bottom land. (This may have to be fine tuned at the end of the flight.) Ask a Club Coach for advice, that's what we are there for. Insufficient air speed accounts for lots of bent aluminium. And the funny thing is the pilot always has a reason - I got gusted/turned etc. It's never their fault. Having lots of hours flying does not mean you're doing it right.

If the conditions are bad, you should not be flying. If you think its too blustery to clip in and control your glider as you walk to the front of the hill, it's too rough, then don't fly.

The pilot always has options:- 1. BOTTOM LAND: It may be safer
2. TOP LAND

Check the wind direction. Am I going faster in one direction when soaring the ridge? Look at the windsock. Make your approach into wind leg, ie, plan your approach-using a flight path that needs only a small turn into wind to land. In strong winds a big turn presents the top surface to the wind and invites getting bown back over the fence, especially if you are not flying fast enough.

Use a fast approach and keep the speed on in the turn. (This is where you may make the big error) With speed, the transfer of your hands to the uprights can result in as much trouble as flying too slow. If you move to the uprights too quickly and release the speed accidentally, the glider will pitch up - gain loads of height, go backwards and slow down. This you don't want.

So - move the upwind hand to the upright, maintaining speed, (this enables you to roll into wind if necessary the bar pressure is now felt by both hands, one on the base bar the other on the upright. Only after you are positive that you have the upwind upright securely, move the downwind hand to the other upright, maintaining speed with the upwind hand.

Now on both uprights keep the speed on, then use pitch/roll control to adjust your landing. Do not flare. After landing, step through and grab the nosewires.

Other pilots, PLEASE be there to assist and grab the nosewires.

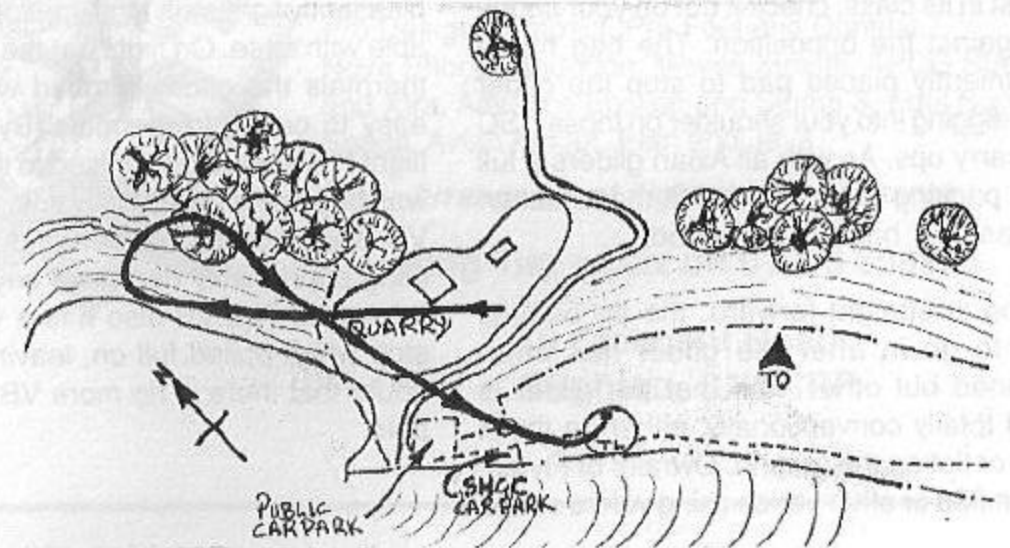
Practise the technique on days that are not strong, this is not just for strong wind days. Over a series of flights, gradually increase your airspeed to something you feel happy with. Talk to a Club Coach.

Fast approaches enable the Pilot to monitor more accurately his or her height. With speed on, the flight path is steeper, so start with a little more height, If you overshoot that's OK you're learning your glider's capabilities. Some of the speed can be used to gain a little height or increase speed to lose height (check out a polar curve.) Pitch control will get you there at the correct height, if not, overshoot. The most important thing is:- on the turn, even if dropped into wind gradient, or still air too far back. The glider has enough speed to manouver. Practice makes perfect. But take it (I nearly said slowly) gradually, build up the speed over plenty of flights.

LANDING APPROACH: FIRLE (Bo Peep Bostal) Your approach should be to fly past take off, over the quarry and to the first bowl. This gives you an excellent view of the landing area and other crafts. Take your time setting up the approach, if it takes 10-15 minutes that's OK. Get it right. Fly along the hill, and with extra speed, fly over the quarry, on a line that will take you just in front of the corner post of the fencing opposite the flyer's car park. Do not go behind the path!! On your approach put a very small turn in toward the front of the hill. The approach should be a gentle arc. You can correct as you go. Now only a very small turn is required to land.

Fine if the wind is bang on or to the East, If there is North in it the quarry is the last place you want to go, it's in shadow, and rough as a bears whatsit. Approach from the other direction, but beware, the hill falls away from you, making it a lot more difficult to get down.

I will probably be accused of teaching my granny to suck eggs. I do not like to see people getting hurt and bending or wrecking gliders. And mostly that bloody helicopter stops me from flying. Be safe, happy landings.



Java or Krakatoa?

Steve Uzochukwu tests Avian's new performance glider

Towards the end of last year a new prototype was seen in the area of the Avian workshop near Bradwell Edge. Steve Elkins, Avian Chief Designer had a beginner glider and a high performance intermediate and needed a top of the range glider to complete his portfolio. At the BHPA AGM last year the new glider was on display with a supine harness, and the prototype was called the Java. Since then a winter testing program in Lanzarote and this season's flying in the League have been used to fine tune the Java and get it through the necessary C of A testing.

The Java is a competition glider, designed with top level performance in mind. It is 155 square feet in area, with 80% double surface, with a pilot weight range of 65 to 100kg. For the first time an Avian glider is supplied with a VB. The Java represents a complete redesign from the Avian Amour, with only the uprights shared. The Java has a kingpost hang point, three undersurface battens and nine top surface battens per side. It has no washout rods, which is the norm nowadays. Unlike most other gliders which use a straight rod the Java tip batten has an aerofoil profile to it. Airframe is T6068 and the complete glider is amongst the lightest in its class, check it out on your shoulder against the opposition. The bag has a conveniently placed pad to stop the glider tubes digging into your shoulder on those DSC type carry ups. As with all Avian gliders a full set of packing pieces and well made batten and base bar bags are provided.

Rigging is straight forward, the tip battens need to go in after the glider has been tensioned but other than that the glider is rigged totally conventionally, either on the A frame or flat on the ground. Owners of Flytec, Davron 808 or other varios using velcro straps

should avoid mounting the vario on the right hand upright as if the straps are done up too tight they will trap the VB rope in the upright. This can be cured by the insertion of a piece of batten tube in the rubber trailing edge of the upright, should you prefer the vario on the right hand side. Base bar profile has been updated from the Amour and the glider is very easy to put wheels on. The hang strap conforms with the European norm so harness interchangeability should be excellent.

I've flown the Java in a variety of conditions, from nil wind at Rushup to light at the Dyke to moderate at Firle. I've put in about 3 hours on them in total, one Tims orange and yellow demo, the other a turquoise and blue one which is the factory demo. Take off is very easy due to the glider's low weight. Apart from in nil wind, the glider lifts off your shoulders requiring only light input to ground handle. Because the wires go tight very quickly, the loose side wires all VB gliders have do not interfere with take off on the Java. On the take off run, the glider can be held down whilst extra speed is built up to convert to height. Roll is very light, with forces similar to the Amour but higher roll rates. Pitch is pleasantly light, with high speeds being available with ease. On flights at the Dyke in light thermals the glider climbed well and was easy to centre in thermals. By the second flight I had fully acclimatised to the glider and was beginning to seriously enjoy myself. The VB is very light to pull on and off, but handling appreciably degrades beyond 50% of full travel. The VB also has a very positive stop when pulled full on, leaving you in no doubt that there is no more VB travel available.

Landing the Java is a doddle. The glider is very easy to control on the uprights, an area where most high performance gliders can be hard to cope with for the aspiring pilot. The Java has a very low stall speed, which makes nil wind landings straight forward. However it needs to be flared with some energy left, and not flown to the point at which it runs out of speed. It is as easy, if not easier to land than the Amour. Ground handling after landing and before take off are very good also, making a nose man redundant, although one should always be used if there is any risk of gusts or in strong winds.

The Java is aimed at pilots who have just done their first seasons XC flying right up to the top level competition pilot. This begs the question: How does it compare with other top performance gliders and the current hot ship on the South Downs, the Xtralite? I haven't yet flown the Xtralite, as its weight puts it outside my present flying capabilities due to my dodgy knee, but Kenton, Darren and Oz (Haynes) have all put in airtime on both gliders. Track them down and ask them! The Xtralite has two very successful competition seasons behind it, and the Java is very much the new kid in town. Next year there will be more than just the two this year in the League, and its full competition potential will be seriously evaluated. I like the Java for its superb handling and excellent performance, which is rare in a competition glider, as the former is usually compromised to provide the latter. For the ambitious low airtime pilot the Amour is the glider to go for, with the potential to do several XC seasons before it may become necessary to upgrade.

The best thing is to make up your own mind. Tim Cox (Sussex College) has demo Xtralites and Javas. Ring him and arrange a test flight. Price of the Java is £2966 but there will be a price rise in the New Year.

Thanks to Neil and Tim for lending me their demo gliders.

Steve Jacuzzi (c) 1995.



WE HAVE THE FOLLOWING DEMOS:

Pro Design Compact, Pre Feel and Contest, Nova Phocus and Zion, Moyes Xtralite, APCO Spectra and Xtra, Advance Epsilon and Sigma 3, Edel Super Space, Avian Amour, Elan and Java.

Arrange a test flight or part exchange

Ring Tim or Liz on 01273 609925

**10 Crescent Road
Brighton, BN2 3RP**

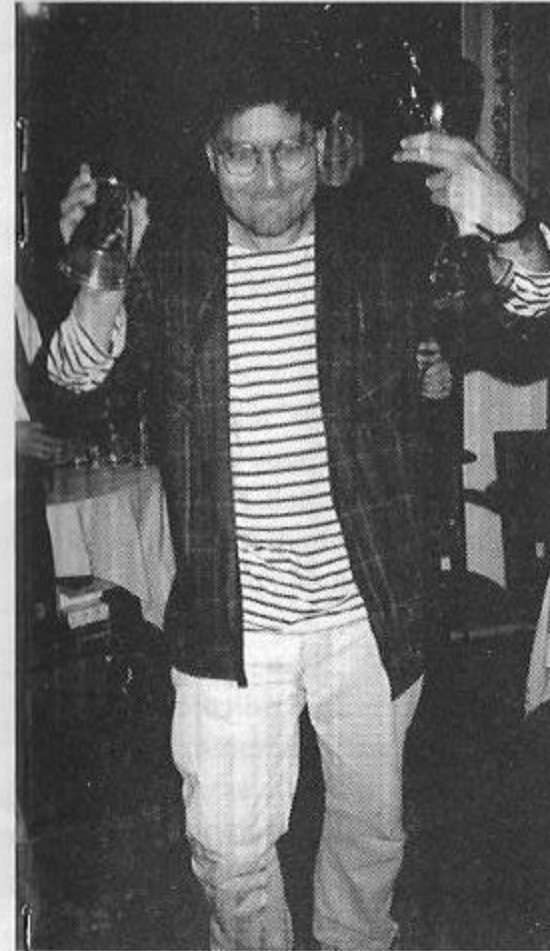
Christmas Party 1995



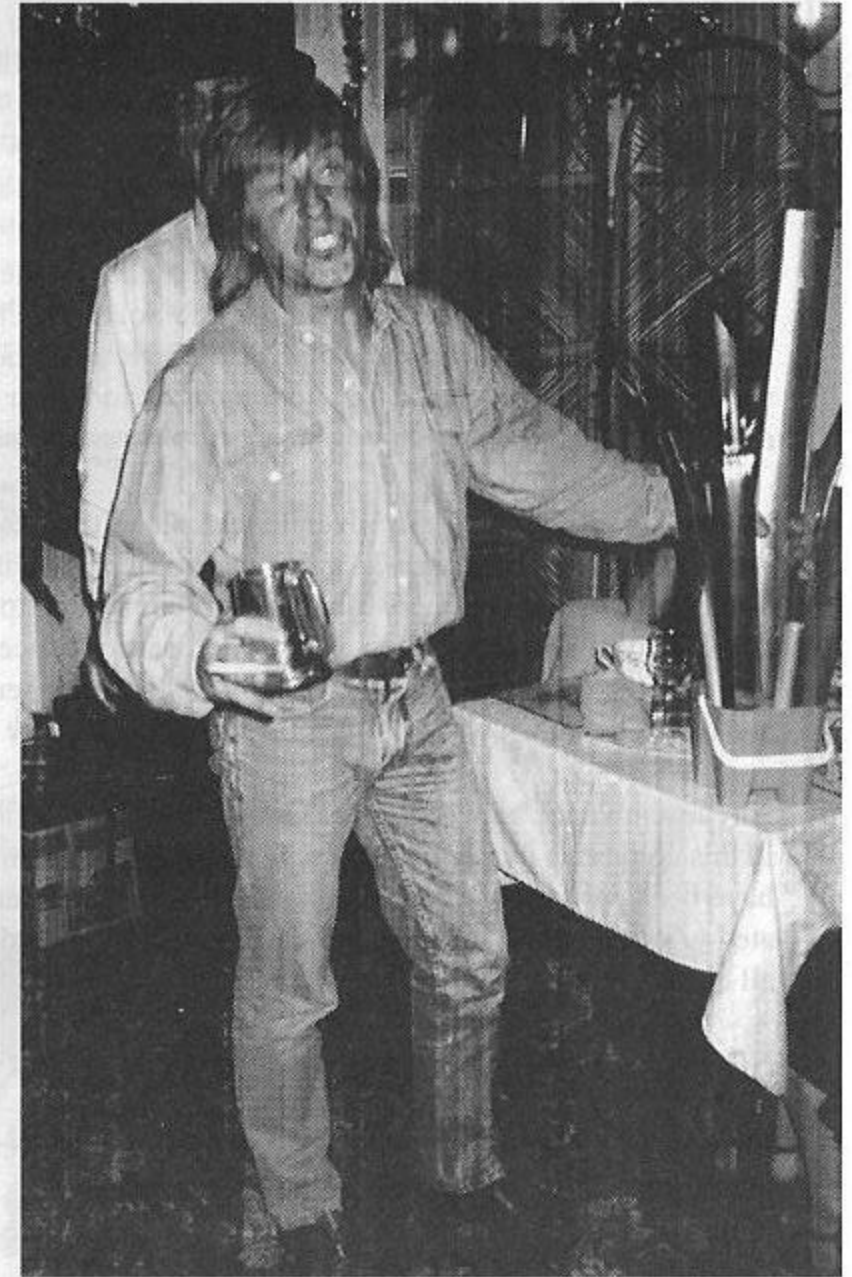
Left: Kristen Hansen - Best Paragliding Newcomer.

Below Left: Mark Watts picks up the first of many trophies.

Below: Ron Richardson - 1st place in the hang gliding Martini comp.



Above: Gary Cook - winner of the Andy Napolitan trophy.



Above: "I'll have one of what he's been drinking"
Oz Haines Bent Upright Award Winner 1995.



THE UNTAMED, THE UNEDITED MUCKRAKER

Muckraker has been absent whilst complaints about the content of this column were investigated. There were a number of complainants, who for legal reason will have to be referred to as Adult A and Adult B. As a result of the complaints, The Broadcasting Complaints Commission has asked us to put out the following transmission:

BROADCASTING COMPLAINTS COMMISSION ADJUCATION MUCKRAKER FROM 1992 TO 1995:

Muckraker accepts that there were no truth in any of the comments made in this column linking ANY male members of The Southern Club with the wearing of womens clothing. Muckraker would also like to point out that no gender stereotyping was intentioned, and that to use clothing as an indicator of gender preference is not acceptable in modern society.

Muckraker also accepts that several incidents in the Devil's Dyke Pub mens' toilets were reported out of context. Again no form of non politically correct dialogue or inferences were intentioned. Muckraker is committed to a 100% PC approach. An apology must also be made to all offended parties concerning a picture which appeared on the cover of Windsock in late 1993. Any resemblance between this picture and a naked woman was purely coincidental and totally unintentional.

Any resemblance between actual members of the Southern Club and people ridiculed in this column is purely coincidental and totally unintentional. Even when pictures have been published in Skywings of them (Adult A) wearing clothes normally associated with the opposite gender which in very stereotyped world.....Frankenfurter it's all over...

NORMAL TRANSMISSION RESUMES:

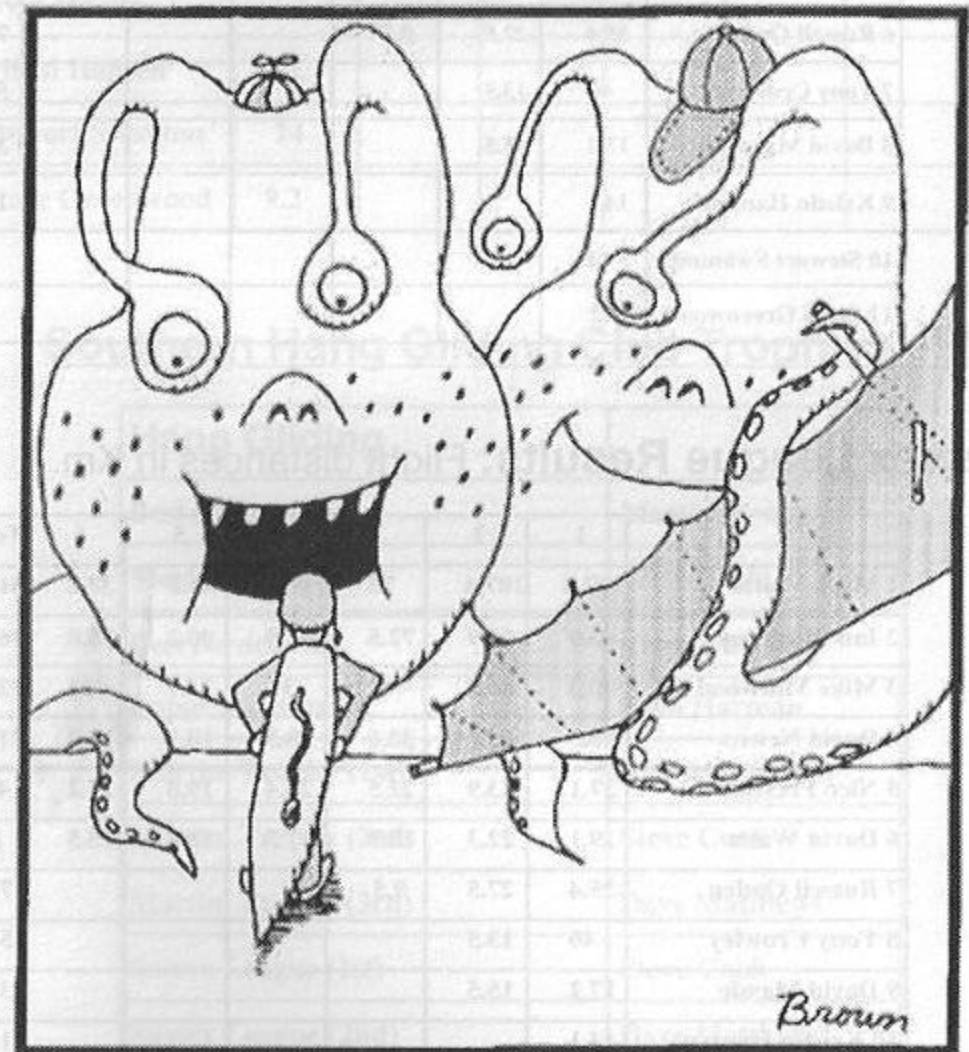
Back from the Nationals, in sunny St. Andre, a wild event we're told, it's been alleged that Robbie "Two before Breakfast" Williams spent her nights in a van with FOUR blokes.....

Back to the UK, Swanny tells the assembled new pilots at the "Meet the Coaches" evening to: "Use every flight to learn. Don't just play around with yourselves up there." Not sure what kind of early flying career he had??

At the same evening a person who cannot be named for legal reasons (Adult B) told the masses: "I spend a lot of time talking to young girls and they get a lot more excited than you lot!"

Dave Keepax holding court in the Dyke pub is constantly interrupted by Martin Brady whispering (sweet nothings) in his ears. Eventually they have to retire to a pub at a secret location but we never find out what happened. A fiver for details, if you know them.

The Paragliding Tree Rooster trophy continues with Bill Jongeneel aka Brand who parks his Edel Super Space in a bush and returns to the Dyke Pub two hours later in the dark, hot, sweaty and tired. When he gets there, he realises he's left Al's glider rigged and the lads have derigged it for him. On admitting he forgot about it, he finds himself covered in a shower of abuse. Whilst recovering from being called a "TART!" he finds himself covered in a shower of battens from the half derigged glider which Oz has thrown at him. As he explains to Oz about how he parked his Super Space on a bush, Oz's parting comment refers to a "Super Space" between Bill's ears!



"Neato! you ripped its wings off and it still walks around!"

Paragliding XC League Final Results

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 David Newns	90.3	45.2	30.6	18.5	18.1	12.8	215.5
4 Ian Blackmore	83.9	40.2	20.2	17.3			161.6
5 David Watts	29.1	22.3	18.9	17.5	15.8	15.5	119
6 Russell Ogden	35.4	27.5	9.5				72.4
7 Tony Crowley	40	13.5					53.5
8 David Massie	17.2	15.5					32.7
9 Kristin Hansen	14.1						14.1
10 Stewart Swanton	14						14
11 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 Ian Blackmore	83.9	75.9	72.5	55.9	40.2	35.8	364.2
3 Mike Millwood	90.3	86.6	49	37	33.7	28	324.6
4 David Newns	90.3	45.2	30.6	18.5	18.1	12.8	215.5
5 Nico Preston	37.1	23.9	22.5	20.4	19.8	17.2	140.9
6 David Watts	29.1	22.3	18.9	17.5	15.8	15.5	119
7 Russell Ogden	35.4	27.5	9.5				72.4
8 Tony Crowley	40	13.5					53.5
9 David Massie	17.2	15.5					32.7
10 Kristin Hansen	14.1						14.1
11 Stewart Swanton	14						14
12 Steve Greenwood	9.2						9.2

Sussex Weekend League Results: 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 David Newns	90.3	45.2					135.5
4 Russell Ogden	35.4	27.5	9.5				72.4
5 Tony Crowley	40	13.5					53.5
6 David Watts	18.3	15.8	15.5				50.1
7 Ian Blackmore	20.2	17.3					37.5
8 David Massie	17.2						17.2
9 Kristin Hansen	14.1						14.1
10 Stewart Swanton	14						14
11 Steve Greenwood	9.2						9.2

Southern Hang Gliding Club Trophies 1995

Hang Gliding	
Best Newcomer	Martin Strom
Most Improved	Chris Todd
Best Novice XC	Chris Todd
Longest Sussex XC	John Harman
Martini Trophy (1st)	Ron Richardson
Martini Trophy (2nd)	Steve Cook
Martini Trophy (3rd)	Dave Matthews
Sussex League (1st)	Steve Cook
Sussex League (2nd)	Dave Matthews
Sussex League (3rd)	Johnny Carr
Sussex Weekend League	Steve Cook

Trophies 1995 (Continued)

Paragliding	
Best Newcomer	Kristen Hansen
Most Improved	Russell Ogden
Best Novice XC	Simon Smith
Longest Sussex XC	Mark Watts
Martini Trophy (1st)	Mark Watts
Martini Trophy (2nd)	Ian Blackmore
Martini Trophy (3rd)	Mike Millwood
Sussex League (1st)	Mark Watts
Sussex League (2nd)	Mike Millwood
Sussex League (3rd)	David Newns
Sussex Weekend League	Mark Watts

General	
Andy Napolitan Trophy	Gary Cook
Ron Steadman Trophy	Sue Brooks
Outstanding Achievement	John Pendry

Aerodynamics

Is a new company formed in the SE of England. We are: Managing Director - Johnny Carr; Sales Director - A. Lucchesi; Test Pilot/R&D - Steve Cook.

Our aim is to be a "pilots" company, supplying the needs of all free flyers. We will be stocking a full range of products and are dealers for nearly all free flying manufacturers.

We also have sole UK dealership for all La Mouette products, including the all new 6th generation hang glider the Topless with carbon cross tubes and battens, no top rigging or kingpost.

Also a range of paramotors with ultra quiet engines, multi-blade props and even a dual.

Test flights on all these products are available now.

For more information see Johnny, Steve or me on the hill or 'phone: 01444 471217 or 667.

Dyke Weather Station

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

I did have plans to erect a pole in the fields across from the pub to move the sensors out of the rotor, however this has hit a snag, in that the farmer, when I spoke to him, wanted a substantial extra payment per year to allow this and the economics of the station don't cover such a cost. There were possibly some planning permission worries, too.

Therefore, I have put the upgrading of the station on hold until I can resolve this dilemma. I've either got to get permission from the owners of the radio mast on the pub to put the sensors on there, higher up out of the rotor, or I've got to beam the data back to the pub from a hilltop nearby - if anyone's got any contacts, or suggestions, can they ring me?

Rod Buck 0114-253-0372

MINUTES OF THE SHGC COMMITTEE MEETING 4.10.95

PRESENT: M. Brady, K. Birch, S. Brewer, S. Brooks, J. Carr, S. Cook, T. Cox, A. Chisholm, J. Gibbs, J. Hansen, G. Hopkins, F. Kennedy, M. Millwood, K. Williams, D. Williamson.

APOLOGIES: P. Day, A. Caple, I. Jehu.
ABSENT: T. Ackroyd

1.0 MINUTES FROM LAST MEETING (6.9.95)

1.1 CARRIED OVER:

6.2 NEW MEMBERS' EVENING: Martin Brady and Adrian Caple will be arranging a meeting for new members and club coaches to be held on 18th November at Devils' Dyke pub.
M. Brady/A. Caple

7.2 DEVIL'S DYKE SCRUB CLEARANCE: Fionn Kennedy will be arranging for volunteers to help clear scrub at Devil's Dyke on Sunday 26th November, weather permitting. Johnny Carr will talk to Wilf Williams asking permission to clear the trees at the back of Devil's Dyke paddock.
F. Kennedy/J. Carr

9.00 SCHOOLS:

9.1 PAYMENTS: There is some concern over the time some schools take to pay the club for the use of club sites for teaching, and over the details provided with the: payments. The schools which are causing concern will be sent a letter.
I. Jehu

9.2 INSTRUCTOR CLUB MEMBERSHIP: It has been noted that some instructors using club sites for teaching are not club members. Again the schools will be contacted.
I. Jehu

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: Jerry Hansen and Fionn Kennedy will be installing a first aid box at Firlle.
J. Hansen/F. Kennedy

14.00: BEACHY HEAD: The new manager will be contacted by Julia Gibbs.
J. Gibbs

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

2.0 MINUTES FROM 4.7.95

2.1 ON-GOING:

7.2 DYKE PUB: Mike Millwood will arrange a dual flight with Brendon from the Dyke Pub.
M. Millwood

12.00 TEACHING SITES: Green Dragons will be contacted regarding access to Rodmel for members of the SHGC. Mark Windus and Sky Systems will be contacted regarding Truleigh hill with a view to lowering the rating to allow club pilots access to Truleigh.
F. Kennedy

13.00 PILOT EXAMS: Martin to liaise with Adrian regarding a social evening to encouraging club pilots to take the pilot exam.
A. Caple/M. Brady

3.0 MINUTES FROM 7.6.95

3.1 ON-GOING

17.00 HIGH AND OVER: A map and details of the Agreement concerning the: use of High and Over will be printed in Windsock. Julia Gibbs will contact Caroline Richardson regarding the Agreement for High and Over.
J. Gibbs/J. Hansen

4.0 NT OPEN DAY: Devil's Dyke pub gave Mark Turner vouchers as a thank you for his work on the National Trust day.

5.0 FIRLE: Fionn Kennedy will be putting an article in Windsock asking members to keep clear of the west side of the challe pits as this is used as a shooting area from October to late February.
F. Kennedy

CLUB OFFICER REPORT:

6.0 BEACHY HEAD: Julia will arrange for new equipment to be installed at Beachy Head.
J. Gibbs

7.0 XMAS DINNER: Julia Gibbs will confirm with Dee and Colin Morley as to the availability of the Peppermill as a venue for the SHGC Christmas Dinner on 2nd December. A raffle for the Xmas dinner will be organised by Johnny Carr.
J. Gibbs/J. Carr

8.0 DEVIL'S DYKE NOTICE BOARD: Leaflets will be produced advertising hang gliding and paragliding. Julia Gibbs will approach schools to reimburse the cost of the: leaflets.
J. Gibbs

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

11.0 CROSS COUNTRY FLIGHTS: Members must have current membership for cross country flights to be eligible for the SHGC league.

12.0 TOWING DAY: Many thanks to Kelvin Kinkaid for his hard work in arranging a successful towing day at Boship.

13.0 DEVIL'S DYKE RULES: New rules for the rigging, taking-off and landing for both paragliders and hang gliders will be printed in Windsock.
J. Hansen

14.0 MEMBERSHIP SUSPENSION: A six month suspension of membership is available: for members who will not be flying Southern Club sites during that time.

15.0 RED RIBBON RULES: Pilots no longer need to get signed off with Club Coaches before they take their red ribbons off.

Marshalling Rota

23.12.95 Jerry Cooper Nick Przybylski Mark Turner	24.12.95 Steve Brewer Edward Lockhart Nico Preston	25.12.95 Martin vanWillingh Stephen Westbury Allen Cox	26.12.95 Colin Williams Charles Godfrey Michael Stephens
30.12.95 Colin Paine Jim Hardiman David Brown	31.12.95 Andrew Sutehall Frank Golding Steve Tuck	1.1.96 Ernest Bayliss Graham Cooper Andy Chad	6.1.96 Ian Gravatt Dave Watts Ian Maskell
7.1.96 John Leggott Martin Pepper Jerry Hansen	13.1.96 John Elkins Mark Heynan Robert Archibald	14.1.96 Chris Bere Ian Ferguson D.Angus Small	20.1.96 Paul Hodson Tony Crowley Martin Stansby
21.1.96 Roy Avis Peter Ovenden Laurence Ying	27.1.96 Terry Sloper Peter Leaback David Keepax	28.1.96 Nick Ames Barry Phillpot Alastair Auld	Swaps OK Marshalling guidelines on noticeboard at Dyke

Small Ads.

Magic 4 133 fluoro yellow l/e. Yellow/pink/white stripe u/s. Winter factory overhaul including keel mod. Good condition, stored indoors. £475 ono phone Alastair 01483 417087 (home.)

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 condition - as new. £1650. Tel: 01273 708364

Wills Wing Ram Air 146. Less than 5 hours airtime, immaculate, fast with excellent handling. Sega logo. Any sensible offer considered. Tel Judy 01298 871498

Airwave Voodoo II 1g. Aqua/grey. 5hrs airtime. Pristine cdn, with spare risers, bag and some spare lines. (Performance with safety.) £1295.

Airwave ASS Parachute (PG) New £295 save over £70 on new price.

Garmin GPS 40 boxed with how to use video £300

ASI hand held, very accurate. Kts/Beaufort/Km/M £45.

Wills Wing Ram Air 134 Blue l/e purple u/s. Pristine cdn. Light handling, one of the quickest gliders around. £3450

For All Tel: 0181 657 9307

Social Secretary

Due to Ian Blackmore's competition & New Zealand commitments he has stood down from the 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 not necessary. Tel: Dave Forty 0181 421 2009.

Moyes Xtralite: £2650 and **Solar Wings Rumour 2** for sale. Anyone interested contact Johnny Carr 0144 471667

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

Kiss154. Good condition. Good handling. Carribean colours. Fresh back from Airwave stripdown. £575. Call Martin on 01444-233346.

Lost:

1. Radio Lead
2. Speed bar

Both at Firle tel: 01273 771327

Readers Please Note

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