

# They're Here!

# Adventure Paramotor Sales

All training to BHPA/BMAA syllabus, Member of A.P.I.

**PARAMOTORS ARE UK "LEGAL"!** At last, the Civil Aviation Authority have dotted their I's, the Department of Transport have crossed their T's, and Sky Systems are stocking, selling and advising on the ultimate system for reducing hill crowding - the Adventure Paramotor.

We are up and running both ab-initio and paragliding conversion courses for this splendid new sport. (The conversion course is free for existing CP-plus pilots buying a unit). The BHPA have confirmed their syllabus and licencing structure following this decision, and naturally Sky Systems will be awarding ratings as soon as it becomes available. Insurance is now available, too...

Paramotor Training



We are South-East distributors for:  
Airwave, ITV, Nova, FreeX, Apco, Firebird

Summer will be here shortly (honest)!  
Get a real checkover - dust off the mothballs  
and go flying...



**Hang Glider: Stripdown & Report**  
**Paraglider Checkover & Report**  
**Reserve Repack, including airing**

**SPECIAL OFFER!**  
**TO SHGC MEMBERS**

RESERVE REPACK +  
HARNESS CHECKOVER +  
CANOPY CHECKOVER  
all for £29.95



JUST IN!  
DJ-190e VHF FM  
Handheld Transceiver.

**ONLY £199.99**

***The wolf in sheep's clothing!***

check our new web pages on: <http://www.mistral.co.uk/skysystems/>

**SKY SYSTEMS LTD** - Edburton, Nr. Henfield, West Sussex BN5 9LL

**Tel: 01273 857700. Fax: 01273 857722.** e-mail [skyinfo@skysystems.co.uk](mailto:skyinfo@skysystems.co.uk)

# Windsock

JUNE 96



## Chairman's Letter

Dear Members,

I was recently passed on a letter of complaint from the High Weald Bridleways group to the CAA about paragliding on the South Downs Way. The letter concerned paragliders being dragged back in front of and more importantly landings being made close to horses, thereby alarming them and ergo endangering their riders. Needless to say you are all aware that the average horse is easily spooked and it is understandable that their riders are worried about being thrown by a panicked animal. It is a measure of just how concerned this group has become in that they have gone over our heads to the CAA.



I feel sure that we, as a club, respect the right of horse riders to enjoy the freedom of the South Downs Way and other bridleways and would remind you all to keep an eye out for horses. When they are about don't launch or ground handle and try to stop canopies and sails flapping. Getting into a thermal that might take you XC doesn't have priority over maintaining good relations with other Downs users.

When about to land it is a pre-requisite to ensure that the landing area is clear to do so, should there be a horse in the vicinity then postpone the landing or land as far away from the animal as it is safe to do so - by safety I don't mean convenience.

To preclude being dragged back on take off, ask for assistance and when someone is about to land in strong winds be prepared to lend a hand.

Also please ensure that you don't obstruct any bridleways by laying out your canopies across them. There was a separate complaint made to a committee member about paragliders obstructing bridleways that run up the bowl at Firle (Bostal) and up Holes Bowl (School Instructors please note).

Again should anyone approach you with a complaint, don't do a Steve or Tony, a little politeness might dent your self image but it does wonders for the club's reputation.

T.A.

# Windsock



Magazine of the Southern Hang Gliding Club

June 1996

### Windsock Editor

Dan Petty 01342 314397  
danpetty@pncl.co.uk  
36 Brook Close  
East Grinstead  
West Sussex RH19 3XZ

### President/Social Secretary

Johnny Carr 01444 471137

### Chairman

Trevor Ackroyd 01903 505889

### Secretary

Kristin Hansen (W) 01903 205277  
(M) 0973 282111  
kristin.hansen@epid.eurotherm.co.uk

### Treasurer

Peter Day 01734 421481  
(W) 01734 579740

### Membership Secretary

Dave Matthews 01273 857163

### Safety Officer

Steve Brewer (M) 0378 434929

### Sites Liaison Officer

Fionn Kennedy 01273 858221  
Sue Brooks 01273 857163  
(W) 01444 441881 x 4859

### Sites Control Officer

Jerry Hansen 01273 461783

### Schools Liaison Officer

Adam Goodsell 01273 749412  
(W) 01293 684244

### Club Coach

Adrian Caple 0181 660 0824

### Airspace Officer

Tim Cox 01273 888113  
(W) 01273 609925/507794

### Competitions Officer

Mike Millwood (W) 01273 858108 PG

### Club Officer

Julia Gibbs 01273 858010  
(Mobile) 0589 951717

### Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 21st June 1996. Sent to my address or to PO Box:

**PO BOX 1359**

**Brighton**

**East Sussex BN2 4AS**

### Contributors

Andy Chipling, Ozzie Haines, Kaz Harland, Andrew Johnston, Dave Massie, Mike Millwood, Peter Perry, Clive Robinson, Glenda Slag

# The Flight of the Dragons

*Kaz Harland describes the epic journey of the Flight for Life expedition to New Zealand which took place earlier this year*

The team consisted of Chris Curtis, Simon Oliphant, Darrell Adshead, Stu Reeks (Flt Lt), Ian Maclachlan (Capt) and myself, Kaz Harland. Ian Blackmore acted as our support crew and aimed to break the New Zealand distance record.

Each team member made a substantial personal contribution to the finances of the expedition and to the Cancer Research Campaign. We mugged everyone we knew for donations and also acquired a great deal of sponsorship.

Our major sponsor was the BFAHPC (British Forces Alpine Hang Gliding and Paragliding Centre). They arranged the loan of 6 G-Sport gliders through Firebird, the use of 6 bivouac harnesses and reserves, Garmin GPS and provision of a New Zealand Army Unimog as a safety vehicle.



*Flight For Life Team Photo*

On 18.1.1996 we received a ceremonial blessing at the North Point. The local Christian and Maori ministers gathered a small congregation together at the Cape Regina lighthouse. Blessings were made in Maori and English, followed by hymns and a Maori Hongi where the congregation either shook our hands or rubbed noses with us depending on their culture. I think everyone during this time thought hard about what we were doing and of the struggles we would have to face along the way.

## 90 MILE BEACH

Early the next morning we set off on the first day of our expedition. It was not flyable so we decided to walk to 90 Mile Beach as soon as possible. The dunes were of ample height and we only once got our feet wet negotiating a rocky

outcrop into the sea. However we did encounter a really strong wind blowing parallel to the beach, frustrating our plans to fly, or even walk along with inflated canopies.

The beach was fairly firm, and after a short time we arrived at a headland and stream. Everyone

was very tired and dehydrated and we replenished with iodised water supplies before starting the ascent of the large headland. The heat reflected from the white sands became oppressive. To conserve energy and water we set up basha sunscreens. Later we continued on our way. The wind was blowing on to the headland but rough seas and no bottom landing options didn't make it an appealing flying option so we carried on to the next cove - hoping to be able to soar the dunes.

The dunes were a mere five feet high and irregular, not producing enough lift to fly. We continued at a slower pace, taking more regular breaks. We made it across the bay expecting to find another stream, as indicated on the maps but the only evidence of water was a brackish dribble surrounded by wasps and flies. Although



*Doing some PR in Auckland*

tired, the lack of water forced us to continue over the next 400m headland to resupply, we shared the remaining water out before setting off on the final climb of the day with the 38Kg packs feeling increasingly heavy.

We eventually gathered on the crest of the Headland and looked on with mixed feelings on the expanse of 90 Mile Beach - to fly it would be amazing, to walk it would be horrific. We talked to base camp on the radio and set off down the bluff to be welcomed by Ian, Mark (a local pilot) and Jason (the Moggy driver).

With effort we stretched out our aching muscles and reached camp. Mark stayed with us whilst the Moggy retired to safer ground. Food that evening tasted good and everyone was cheerful despite the hard first day. Ian Blackmore had unintentionally reached 1000' above the dunes in convergence and we looked forward to similar conditions on the following day.

Evening entertainment was provided by Darrell who volunteered to play dummy for Mac who wanted to practice IV drip procedures - Darrell has monster veins making him a good candidate, and he was also sick. As it was the whole team learned a lot from paramedic Mac and we were reassured to know that we would all be able to use the IV in case of accident or dehydration.

The next five days remained similar to the first. We had E and SE winds from 20-35 mph with

rain on three of the five days. We settled on 10Kms as a target distance for each day, taking frequent rests and stopping when the sun became too hot.

Despite these precautions several medical problems emerged. Mac developed large and painful blisters, Simon had blistered feet and back from the rubbing of his rucksack.

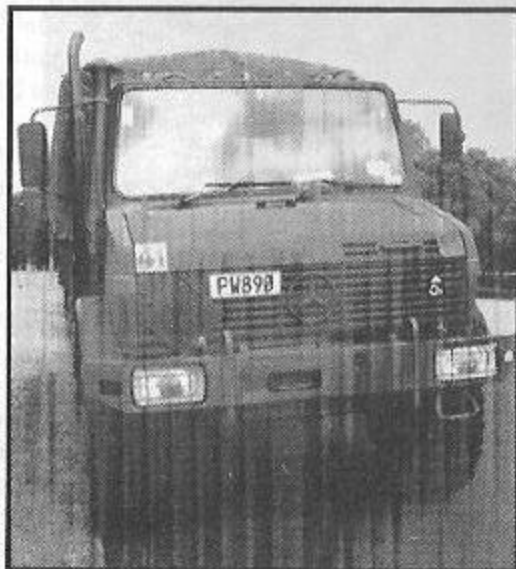
Although the beach was said to be concrete hard and used as a road, this was only the case at low tide, with the tide in the beach was only a few feet wide with soft sand causing us to sink two or three inches with each footstep. After walking for an hour our shoulders and backs ached intensely and we devised a "shell stop" - we would find an interesting shell, stone or jelly fish, gather round and turn turtle, taking the weight of the packs on our lower backs. After another full hour we would have a full rest. This took considerable effort. The packs were so heavy that we could not lift them individually, we had to make sure a partner stopped too or we would never be able to pick up the kit again!

The scenery remained the same, and navigation was not a problem - sea on the right, dunes on the left. Sand, shells, sea, sun and more sand - 90 Kilometers of it!

Eating was a favourite occupation and morale booster, although we did get bored of instant noodles. One day Mac decided to cook some Tūa Tūa (shellfish) collected from the beach.

Unfortunately he didn't know that they needed soaking and we were all highly amused to see his face as his teeth ground on the sandy fish!

Foot care became essential to avoid blisters. We took boots off whenever possible to cool down and dry off socks. We also had to be very careful not to get any sand or salty water into the boots



**The faithful Unimog**

as they would cause blisters in no time at all. Talc was a lifesaver as was hydrocortisone cream to soothe other rubbed bits - don't leave home without it!

Camping on the beach was no problem, we easily bivvied in the dunes but water was a real issue, the Moggie had to keep us supplied, which restricted Ian's movements. The support crew did excellent work. Ian and the local drivers had some real adventures in difficult terrain, the Moggy got stuck in sand, drove over boulders, through rivers etc...the crew often being in the cab for 8 hours a day and all Ian's efforts were appreciated in trying to find us flyable sites. Unfortunately, it cost him the attempt at the NZ distance record as he was not able to go free flying.

At the end of five days we had covered 70Kms and were all tired, dispirited and sick of the sand. Simon had developed a problem with the cartilage in his ankle joint and Chris and myself had strained our Achilles tendons through walking on soft sand with excessive weight. A period of rest was needed mentally, physically and nutritionally. We retired by Mog (having marked our departure point on the GPS) and stayed at Pukenui where we had been offered

space to camp by John - a local paramedic who was a powerchute pilot and hovercraft manufacturer.

#### **PUKENUI**

John had flown over us along the beach on his powerchute to check our daily progress and had often horrified us with erratic downwind takeoffs and landings. John kindly offered Ian a tandem flight to check out the coastline ahead.

The powerchute was only a 350cc with a trike engine and 200kg of pilots underneath. I was lead to understand that the heavily overloaded, downwind take off towards trees was one of Ian's scariest moments! The recce revealed that the good 200' section of dunes was a couple of day's walk away and the National papers were full of stories about tropical cyclones and the worst summer for 100yrs. The prognosis was not good. Our progress was slow and injuries were not healing as fast as we would have liked. This forced us in to making an uneasy compromise.

On the morning of the 27th, after two days rest we drove back and continued walking. Darrell, Mac and Plummet (alias Stu) still carried full packs whilst Simon, Chris and myself took the gliders out to lighten the load and physical strain. The cyclone had pushed in giving 30-40 mph winds and sandstorms that made walking difficult. Desperate to get off the beach and reach a good site we walked hard and managed 35Kms in one day.

Darrell, Mac and Plummet really suffered with the full kit and injuries flared up after the long day. We were not unduly concerned however as the progress of the cyclone indicated that we would have a few days recuperation.

We had reached a site 1500' high with a conical NW facing called Ahipara. The take off was gorse covered and we had to commit to a 5Km glide over tropical rainforest to reach the promised land of the rolling hills beyond.

We pitched camp, prepared to wait for the conditions to improve but were hampered by the consistently strong wind. The forecasts of what would happen were wildly inaccurate.

Ironically we did manage to fly a section of 90 Mile Beach. The day after we had finished walking we had a weak sea breeze and all enjoyed the morale boost of running up and down the dunes and groundhandling.

## **Aerodynamics**

### **STOP PRESS STOP PRESS!!!**

Basano result: Topless 2nd & 5th

### **STOP PRESS STOP PRESS!!**

Topless smashes File Record

### **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.

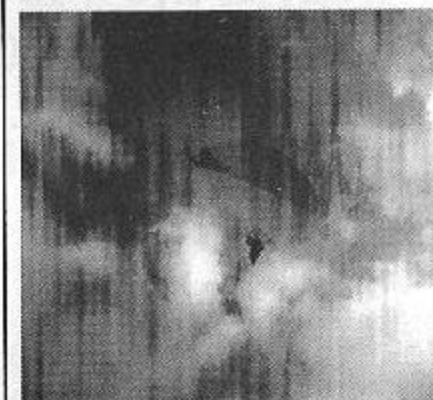
### **Used Equipment**

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**

At the end of three days wait we became concerned at the lack of progress that we had made overall. We were aware that the site would be difficult to get away from, the ideal day was unlikely and the site was not good enough to justify further waiting.

Plummet and Mac commendably continued to carry their full kit whilst the rest of us walked with the half packs. This maximised our time and distances covered. We managed 23Kms that day and 43 the following.

#### 43KM SLOG

The 43Km day was light winds and high humidity. An ideal day for flying only we were not in a flyable area having walked into small foothills and bush - typical! Initially we walked on roads which gave us good groundspeed but were wildly meandering leading to excessive Kms. We took a short cut at one point along a bush track, climbed many steep hills, crossed bogs and negotiated electric fences. Those of us in shorts suffered through dense brambles and the guys carrying the full kit were dehydrated by the time we had met the support crew on the other side.

We still had a lot of distance to cover that day and pressed on. Chris had to drop out for a while due to heat exhaustion and an upset stomach but determinedly rejoined a couple of hours later. When we arrived in the evening we were very glad of the accommodation offered by the locals in a school house. Mac had been developing stress fractures in his toes and became seriously dehydrated. At this point he too stopped carrying the full kit.

The following morning we crammed into an impossibly small boat for the crossing of Hokianga harbour then made a modest 5Km walk to John Asquith's house - coffee, biscuits, advice and flying site - his must be it surely!!

By the end of the day the wind had eased enough for us all to fly. We ridge soared for an hour but the conditions were not thermic enough to allow an XC. It was great to have flown and I think most of the team enjoyed the attention when we landed on a green outside a motor camp. The area was very affluent and we enjoyed the best collection of donations in one place yet. a particularly hospitable couple even plied us with gin and tonics which went down very well after the struggle so far.

The owners of the campsite were very supportive and allowed us space to camp and let us collect donations in the bar that night - what a hardship!

The following day was far too windy and the forecast was dismal and on the 12th Feb we departed from Omamari. Plummet was still carrying full kit as we headed for the beach. None of us was looking forward to the prospect of more coastal walking but the dunes and cliffs held much more flying potential than the sparse inland sites. According to the locals it usually sea breezed so we should be able to fly. The beach also gave us the most direct and therefore the quickest route due SE.

Unfortunately it threw it down with torrential rain. We negotiated a river estuary then soft sand and large rocky outcrops but at least these were a relief from the monotony of the sand. sea life was also much more noticeable with gulls and gannets swooping and mocking our slow earthbound progress, and crabs mimicking us as they scuttled across the rocks.

After a hard 32Kms we arrived at the north end of Maunganui Bluff determined to fly. We seemed to be blessed when we woke up the next day to a gentle on shore breeze....

*Continued next month.....*

## Sussex Hang Gliding & Paragliding



**NOW IN STOCK - NOVA XYON**  
**IF YOU BUY A NEW NOVA XYON FROM US**  
**AND YOU DON'T LIKE IT, YOU CAN HAVE**  
**YOUR MONEY BACK!!**  
**GREAT PART EXCHANGE DEALS**

**AVIAN JAVA DAYS**  
*June 1st & 2nd*

**3 sizes available for test flying**  
**Followed by chat from British Team Member**  
**at the Dyke Pub on Saturday**

**2 Kingsley Road/56 Hamstead Rd**  
We are open 7 days a week  
9.00am - 5.00pm

We stock a full range of Hang Gliding & Paragliding equipment

Come in for a coffee/tea and a chat

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

## Club Coaches

We need more club coaches.

There are three stages to becoming a club coach.

1. Learn to fly the craft you wish to coach people in.
2. Learn how to coach people (this includes attending a Club Coach course and signing up as a trainee Club Coach.)
3. Being recommended for the post by a Club Coach

So if you want to become a Coach, tell the Committee you wish to become a trainee Club Coach, attach yourself as often as possible to a Club Coach on the hill to learn the art, attend a course. Get recommended!

The SHGC recognises that Club Coaches are invaluable members of the Club and everyone appreciates the very high standards attained.

*Adrian Caple*

### PARAGLIDING

Steve Brewer	Henfield	(M) 0378 434929
Adam Goodsell	Hove	01273 749412
Jerry Hansen	Shoreham	01273 461783
James Hardiman	London	0181 311 0683
David Massie	Horsham	01403 268601
Peter Perry	Crawley	01293 402908
Barry Phillpot	Lindfield	01444 482225
Stroller	Bucks	01908 661957
Stewart Swanton	Hove	01273 732219
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650
Trevor White	Ottershaw, Surrey	01932 872722
Colin Williams	Sanderstead	0181 6574958

### 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
Peter Perry	Crawley	01293 402908
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.



"That's the last time you wire launch me captain!"

### Editorial

I hope you are enjoying this edition of Windsock, remember the mag is only as good as what goes in it - content is king as they say so please keep sending the stuff in.

I guess you may have noticed the slight lack of helmet on the opening picture, I'm sure Kaz will be the first to agree with me when I say don't fly or groundhandle without a lid on, but I put the picture in anyway because I thought it looked cool. Feel free to write letters of complaint - Windsock could do with some controversy.

Which brings me nicely to Dave Watts' Barbie on Saturday July 6th. If the reports I have heard of the do last year are anything to go by this event is a must on any flyers social calendar.

See you

*Dan Petty*

## Bitchin' Backbiting with Glenda Slag!

Didn't you just love the 999 with dear lil' Ozzie Haynes? But just how many Dave Snowdens are there in the Club? Is the immaculately coiffured Dave Snowden we saw on 999 any relation to the bedraggled sweaty person seen removing himself from the crop after a down wind landing in the same during the Airwave Challenge in April? Is this Snowy who lands downwind like a punter any relation to the Dave Snowden who flew brilliantly to win the first round of the British Paragliding Cup? We must be told!!

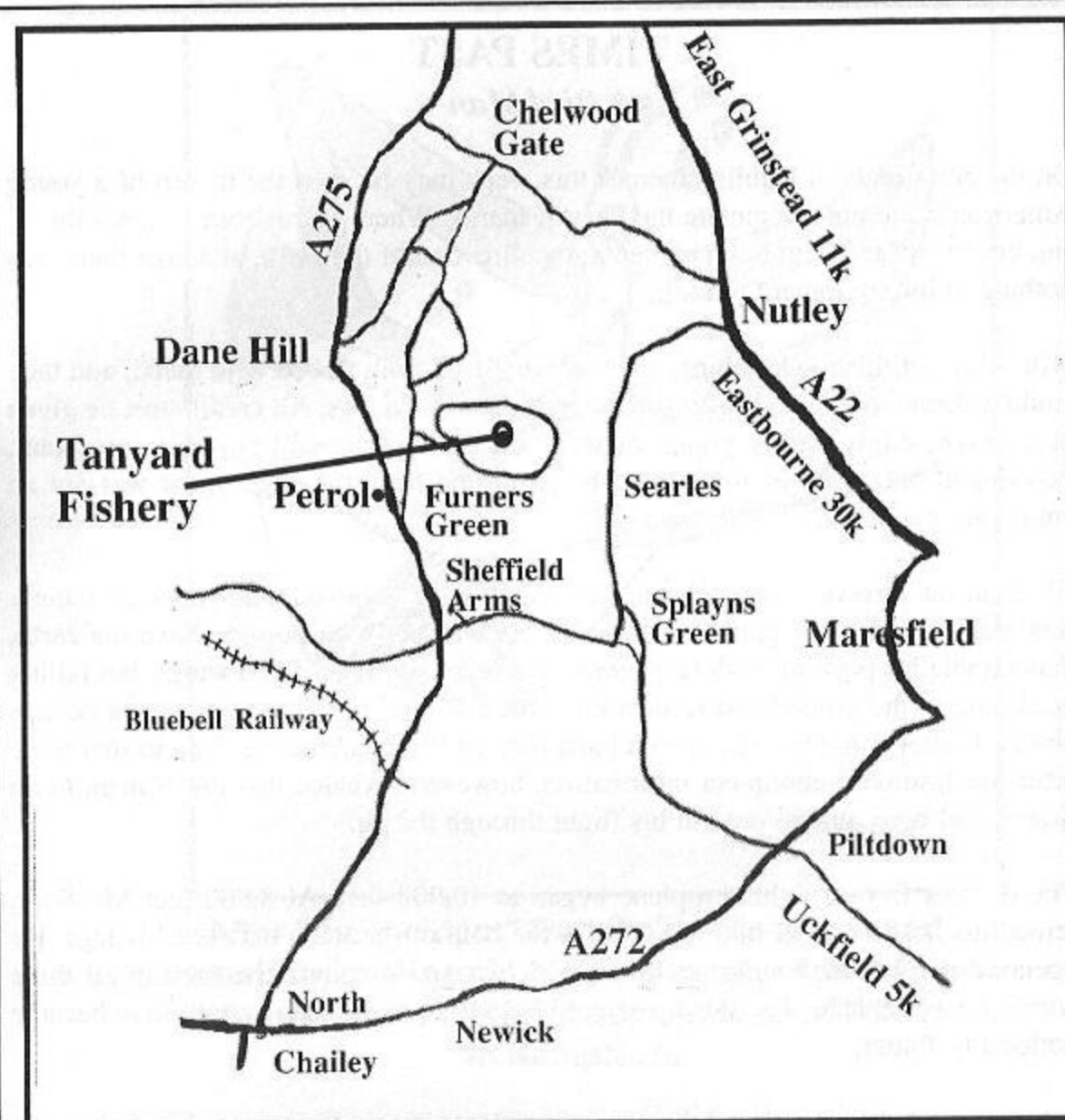
My bitchin' cyber babes, Anna Rak and Mo Dem tell me of a dust up on the Internet about Southern Club Funds. Details are unclear but some guy thought the Southern Club had done a runner with all the subs money. The mass debate (spelling?) only ended when the big boys in the shape of Marc Asquith had to wade in and separate the squabbling kids. Stop playing with computers, get down the pub, have a laugh!!

Tales of punters now, and did you hear about the guy who stripped down his glider and put it back together with the side wire around the front of the leading edge? He couldn't work out why he couldn't get the cross tube tensioner on! He'd also put the cross tubes on upside down and was last seen at Firlie with a pile of nuts, bolts and wires trying to make a Clubman!!

Well those "Wild Boys" are having a ball on their Topless gliders, however their American importer is having a tougher time. The glider that appeared on the front of the American magazine billed as "Topless" definitely had a problem: readers could quite clearly make out a kingpost. Culprit was the Editor apparently, he missed the minor detail of the kingpost in the photo submitted. Excuse me?

Our friend the low airtime PG guy (aka "Spanker") has been spotted in action again. This time his posterior was seen going up and down in a car parked outside the Dyke pub one evening in the twilight. This guy's not worried about having an audience, although the cheer he got at the end may have alerted him to the presence of a small group of observers!! But will they sign off the task???

Glenda Slag



Dave "Mad Farmer" Watts Presents...

### Bar BQ at Tanyard Fishery

(OS Ref 410267)

- Bring a Burger
- Bring a Bottle of Beer
- Bring a Bottle of Brandy
- Bring a Bird
- Bring a Bed
- Be Bad

*Saturday 6th July 4pm - 4am*

*Be MAD..... I am*

## TIMES PAST

### *A Bird Man*

On the news reels in Dublin cinemas this week may be seen the record of a young American's attempt to emulate the Feat of Icarus. Where Icarus rose towards the sun however, Mr. Clem Sohn rushed in the direction of the earth, although there was nothing in his equipment to melt.

The wings of this modern bird man were made of cloth ribbed with metal, and they could be brought into action by spreading the arms and legs. All credit must be given to an exceedingly daring young man for his interesting, and possibly important, experiment but so far as one can gather from the film, the experiment was not an entire success.

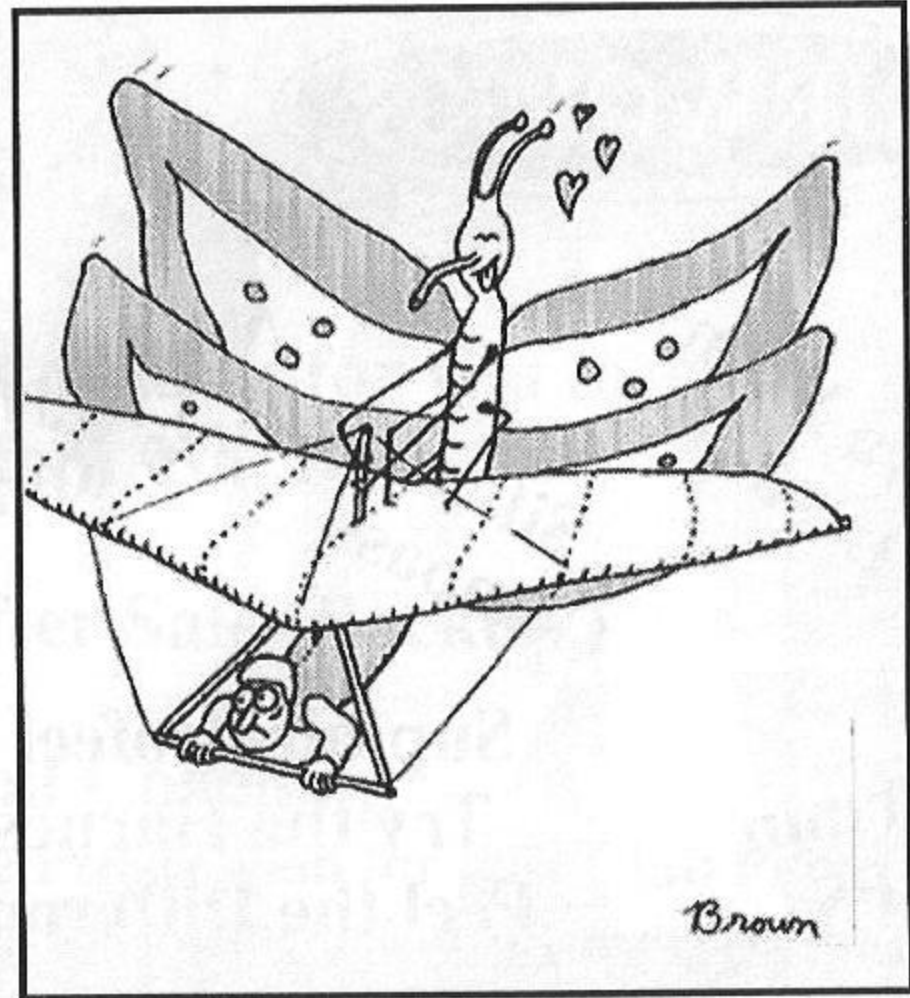
Without the direction of a sub title one might have believed that Mr. Sohn merely was making a delayed parachute descent. He was not seen poised above the earth, maintaining his position with lazy, graceful sweeps of his artificial wings, but falling head long to the ground and it must have been a relief to the nervous when he was observed after some time to open a parachute and to continue his drop in this more orthodox fashion. Subsequent information, however, revealed that the airman, to an extent, had been able to control his flight through the air.

The descent from a light aeroplane began at 10,000 feet. At 8,000 feet Mr. Sohn turned his headlong fall into a dive with the help of the wing between his legs. He opened the right-hand wing, and the dive changed direction. Then, using all three wings, he was able to slow down perceptibly his rate of descent, and the dive became noticeably flatter.

A few seconds later he closed the wings in order to regain flying speed and after two more very brief spells of gliding he folded the wings for good and completed the journey by psrachute. Mr. Sohn, however, did one remarkable thing. He landed exactly where he promised the photographers — directly in front of them and this feat, perhaps, may be taken as evidence that the time must come when man will be able to fly by his own effort alone.

**The Irish Times**  
**May 6th, 1936.**

*Submitted by Andrew Johnston*



**After "the incident" Daryl's friends witnessed disturbing changes in his personality. Rumour has it he now waits tables at some sleazy pollen bar in Kemptown**

## **New Paragliding Outfit Formed**

Kaz Harland and Ian Blackmore have set up a company called DYNAMIKZ running courses in XC and thermalling skills abroad.

Locations include Turkey, Laragne, St Andre, New Zealand and Lanzarote.

Call 01825 762473 for more details

**AIRWORKS**

**PARAGLIDING CENTRE**  
SALES ~ SERVICE ~ TUITION

**Nova Xyons**  
In stock

**Silva**  
Compass

**New Flytect**  
Vario Range

**Demo Products for you to**  
**Fly Before You Buy.**

**Full After Sales Backup.**

**Personal Coaching**

**Fast Safe Progression for post Club Pilots**  
**For those who want to know the secrets now!**

**Quality Professional Repair Service**

**Checkovers, Repacks, Customisation.**

**Sup'air Profeel II**  
**Try the Harness**  
**Feel the Difference**

**Garmin**  
GPS

**AIRWORKS**

**Map Holders**

**Flight Decks**

**Camera Pouches**

**Skywatch**

**Alinco**

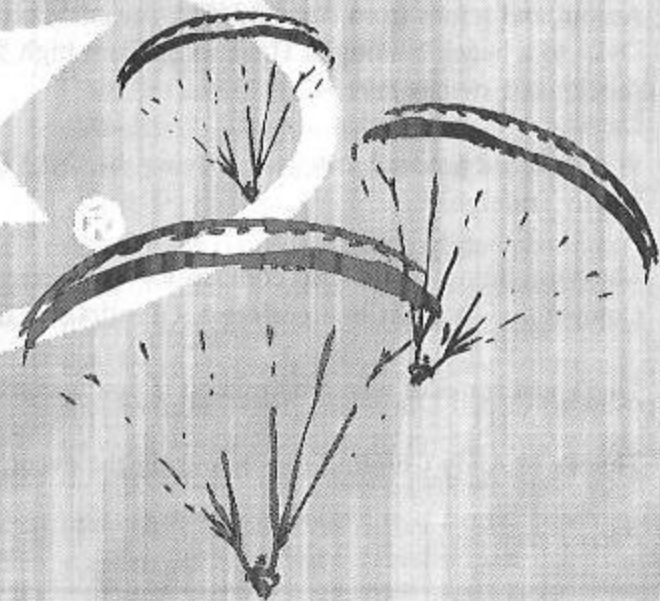
**Radios**

**Salamon**  
Boots

**New Airspace Maps**  
**Just Out!**

**Simply**

**The Works!**



**The Mill, Station Yard, Glynde, East Sussex. BN8 6SS.**

**Tel: (01273) 858108 Fax: (01273) 858107**

**Email: [Airworks@Fastnet.co.uk](mailto:Airworks@Fastnet.co.uk) Home Page: [WWW.Fastnet.co.uk/Airworks](http://WWW.Fastnet.co.uk/Airworks)**

## Bleriot Cup 1996

Report by Clive Robinson

The Bleriot Cup, the annual competition between France and Britain, has narrowly been won by us with the slim margin of 119 points. Fridays task was set as a 75k race to goal for both disciplines, the closest being Ron Richardson on a Java just 10k short. The best paraglider being Mike Cavanagh at 45k on a Pro Design High 88.

Despite several recounts and appeals the British were victorious with 4,414 points and recapture the trophy last held by us in 1994 when we won in the Lakes.

### Paragliding:-

- 1 Richard Carter
- 2 Mike Cavanagh
- 3 Judy Leden
- 4 Olivier Loiodice
- 5 Claude Lemaire
- 6 Chris Dawes
- 7 Francois Bon
- 8 David Sougey
- 9 Mark Watts
- 10 Yves Recking
- 11 Ian Blackmore
- 12 Fred Pons

### Hang gliding:-

- 1 Ambroise Pouget
- 2 Chris Ashman
- 3 Sebastien Duborg
- 4 Gerard Pique
- 5 Tantot Olivier
- 6 Jason Board
- 7 Steve Cook
- 8 Herve Audrain
- 9 Tony Lucchesi
- 10 Ron Richardson
- 11 Mario Alonzi
- 12 Johnny Carr

### World Premier Exclusive

An out and return from Newhaven to Telscome cliffs with Stewart Swanton. From 4k over the Dyke to a beach landing at Hove in brilliant high 8 colour and sharp focus, no Jeremy Beadle shocks and swipes here.

World record holder Larry Tudor flying the Dyke on a day with 45 others strung out along the hill to Truleigh.

The paragliding World Cup competition at Chamonix, one of our members in the Birdman Competition, a flight in a performance sailplane, flying at High and Over and Beachy Head,

That's just some of what you missed if you weren't at the Club Video Evening in April.

Thanks to Andy Chipling for organising the event.

Peter Perry

only limb that seemed to work perfectly was my right arm but the only good hold for the right hand was a layback hold which requires the use of the feet.

A voice shouted down that there was a rope on the way, so I unclipped one of my carabiners by slipping my left wrist through the glider hang loop and pulling up, this released the tension on my harness hang strap and enabled me to unclip the carabiner.

Apparently Dave Snowden climbed down to the glider and grabbed hold of the side wing wires to steady the craft, we found out later that all that was holding the glider in place on the precipice was a 3mm rear rigging wire most probably hooked around a rock.

A rope appeared over the top of the wing. If I clipped into it I would have to climb over the glider - not very easy. I shouted to throw the rope down this time under the wing, it reappeared a couple of feet above me. I gabbled the loop, tied in its end and pulled in some slack. Dave urged me to put my hand through the loop. I did as he said then clipped into the loop with the previously unclipped carabina. I knew the rope was a good climbing rope so whoever was on the other end must know what they are doing and would have secured it properly.

I now had to untangle myself from the glider, there were wires and aluminium everywhere. Whilst doing this I noticed my broken watch on a small ledge a few feet below. I decided to leave it be and take the consequences with my wife later as it was a present from her.

I then undid my vario and looped it around my wrist, I then shouted "take in!" the rope went tight and enabled me to easily unclip the second carabiner from the glider. I now started

climbing with Dave encouraging me as I scrambled up the gully to safety which was proving much harder than I had expected.

I felt quite dizzy and splashed icy cold melt water over my face. Dave kept on at me and with the rope tightly pulling me from above I



**A very fortunate Ozzie clammers away from his wrecked Moyes**

finally made the safety of the ledge where everyone was so willing to help. I was pretty well all right, just a bit shaken up. My harness was removed and I insisted on walking back up to the summit myself.

Once on top I was becoming very groggy and exhausted, I became light headed and a bit nauseous. I was laid down and kept warm.

After about 10 minutes the glider was brought back up - they were having difficulty de-rigging it and I was insisting on instructing them - much against everyone's advice. I got up only to find that I could hardly stand and had to be helped to walk about 20 yards to put in my 2 penneth worth. I was practically carried back to my makeshift bed and laid down, I now didn't even want to get back up.

After about 30 minutes a Sea King helicopter landed and picked me up to take me to Fort William Hospital where I was given superb treatment and discharged the following day.

The team didn't have such an easy time though - they had to carry my destroyed glider back down the mountain which took five and a half hours, arriving back at the car at midnight. They were knackered - these boys were the real heroes of the day.

It was about a week after the accident before I could walk properly and started flying again after two. The incident has made me a bit more cautious but I still enjoy the sport immensely.

*Ozzie Haines*



Photo: Steve Hampton

*Filming for 999 taking place at the Dyke*

## Hang Gliding Competitions

Kenton, the HG Competitions Officer has stood down due to pressure of work and as no other has yet stood up to take on the role I am filling in.

Anyone wishing to represent the club in the Airwave Challenge please contact me on 01273 604752 so that I can put you on the list of whom to keep informed of last minute changes, arrangements, dates and venues etc...

Also I would suggest a meeting to discuss tactics etc...

*Trev Ackroyd*

## Marshalling Rota

01/06/96	684	Adam Goodsell	01273 749412
	690	Alwyn Lamont	01206 824716
	682	Chris Townsend	0181 771 3486
02/06/96	508	Simon Oliphant	0171 231 6756
	680	John Anderson	01403 258944
	679	Carl Cobb	01323 833188
08/06/96	510	William Scott	01483 577809
	609	Nigel Duckworth	0181 947 0709
	655	Norman Bristow	01252 312326
09/06/96	516	David Massie	01403 268601
	646	Andrew Wilczur	0181 788 5301
	645	Ian Bennetts	0181 687 1092
15/06/96	517	Kenton Birch	01273 771327
	600	Barry Busby	01628 24788
	881	P. Akhaveissy	01825 872474
16/06/96	924	Gordon Allison	01386 792039
	923	A. Balcomb	0181 241 3968
	895	Simon Butler	01959 565361
22/06/96	918	Chris Curtis	01708 852277
	886	Paul Cashman	01932 840910
	878	Dave Cordrey	01342 832985
23/06/96	879	Alvaro Gaivoto	0181 668 8467
	701	Richard D'Arcy	01689 828464
	892	O. F. Whitelegge	0181 749 5849
29/06/96	141	Paul Goodyear	01444 450741
	882	Tony Fricker	01973 269820
	883	David Gale	01424 446774
30/06/96	905	Michael Griffiths	01342 32433
	912	Perry Gibbons	01252 711981
	900	Ben Gottesman	01243 787694
06/07/96	748	Trevor Ackroyd	01273 604752
	770	Neil Banks	0181 339 0626
	760	Ian Blake	01372 725514
07/07/96	788	Richard Arthur	0181 744 3159
	775	Iain Brown	0181 944 1653
	781	Lloyd Callaghan	0181 643 0973
13/07/96	28	Peter Bernon	01903 245447
	784	Paul Cash	01252 331879
	758	Andrew Chipling	01932 850485
14/07/96	68	Martin Brady	01444 233346
	616	John Downie	01273 473492
	819	Clifford England	01892 823213
20/07/96	256	Steve Brewer	01403 710739
	631	Ashley Goddard	01634 715894
	639	Stephen Hampton	01273 453523
21/07/96	124	Adrian Caple	0181 660 0824
	633	Patricia Harvey	0181 694 0237
	705	David Howell	01708 558081
27/07/96	15	Richard Britton	0171 431 1661
	697	Simon Huxford	01737 645794
	804	John Johnson	01444 233296
28/07/96	661	Paul Frawley	01342 892771
	926	David Hughes	01273 772806
	885	Jon Lane	0171 267 0910

## Hanging by a Thread (Part II)

*Last month we left Ozzie Haines on Ben Nevis, it was the 3 Peaks Challenge, there was no wind, the pressure was on. Ozzie began his run.....*

The glider didn't achieve flying speed again, the right wing stalled first, dropped the tip and hit the crest of the ridge but the glider was still going forward. I pulled in to gain speed and control. A wing must have hit one of the rock stacks - I realised that I was in big trouble, the glider was breaking up - I knew I was going to die!.

I quite calmly went for my parachute with my left hand but thought that if I wait until I shot over the edge of the cliff the chute would have a better chance of opening. As I flew through the air out into the void I suddenly stopped going forwards and down. I swung out and then back - crash! against the cliff. Everything stopped, all was quiet and I was still alive.

*Ozzie's glider, just visible from the Ben Nevis take off*

I was still very calm but of course, very concerned - I was hanging over the edge of the cliff, my whole body dangling into the abyss. I was clipped in to an 80lbs glider which at any moment would fall over the edge and pull me with it. I had to unclip but to do that I first had to take tension off the glider, in other words climb up the cliff face.

Having done a lot of climbing before this would not be the problem it seemed at first. There was a small ledge out to my left which I could support my weight on. I lifted my leg and noticed straight away that something was wrong with it, my flying suit below the knee had turned crimson.

I clumsily put my leg on the ledge but before it could bear any weight the small stones gave way and fell, I could hear them clattering against the side of the cliff as they fell.



Photos: Dave Massie

At that moment a call on the radio, or a shout from above distracted me, I panicked at this and shouted back "get me the f\*\*k out of here" to which I could hear some more shouting but could not make any sense out of it.

My problem seemed to be getting worse - I had no real control over my left leg below the knee and it couldn't bear any weight. Now the only foothold for that leg was high up, impossible while still in the harness, and anyway, I could only use my knee on it. My right leg didn't bend at all, owing to having received a very bad dead leg. My left hand was all but useless due to a piece of aluminium going straight through my palm causing my hand to become slippery with blood and very painful to use. The

## ...Club Comps News....

Finally after 3 or 4 weekends of non-flyable weather, we managed to hold one of the qualifying rounds for the Airwave Challenge. The Southern Team flew against Dover and Folkestone and FreeFlight.

Saturday turned out clear but with a massive inversion and nil wind, so as we had met at the Dyke a Spot landing was placed in the landing. Only one person hit the spot, and then only with one leg so this was not allowed. The next task was a duration and a spot with people taking off in pairs, again nobody hit the spot. After this it sea breezed so Irwin set a small task at Mount Caburn, again with a spot landing, and again nobody hit it.

The Sunday was also on the Dyke but very windy and northerly. We set a task of open distance for those that wanted to fly, and a re-brief in the afternoon, when it was hoped the conditions would have calmed down for the less experienced pilots. It didn't improve so the day was called off. A few pilots went XC but nobody made the minimum distance of 10Km. The final scores were Southern and FreeFlight equal first closely followed by Dover and Folkestone.

This year because of the weather the competitions are being organised at very short notice so I am sorry if you only get to hear at the last minute.

Although the weather has not been brilliant, XC's are still being done, but I do not seem to be getting the league entries. The flight details have to be given to me within a month of the flight, and you have to be current club members, WHEN YOU DO YOUR FLIGHT! Hopefully we will have enough forms in to do a league table next month! But so far Steve Purdie has two flights, 28.6Km & 23.1Km, followed by Dave Watts with 28.3Km and Stuart Swanton with 25.1Km.

A large number of the southern club went to the first round of the British Paragliding Cup in Wales and came back with excellent results. Dave Snowdon won the A Comp flying a Nova Xenon against 66 other pilots. Kaz and Ian took first and second in the B Comp with Adam Goodsell flying a blinder for third place.

Also Mark Watts came in the top thirty at Bassano in Italy against over 200 pilots of world class. He is now competing in the British team at the Bleriot Cup in Derbyshire. So Well Done to All these Southern Club Pilots.

Finally I am organising a Charity Club Competition for King College Hospital on the first weekend of September. More details will follow in the next few months.

Fly Far.....

Mike..

## Agent 003 1/2 reporting

~"Microfilm overflow~"

It was a normal day for the time of the year and as I approached the Devils Dyke pub, there wasn't a dark, misty or suspicious anything in sight, how I was supposed to write anything tense and secret agent like, I don't know! Then as if on purpose, as a function of a badly written script, a tall light grey haired man approached me from the corner of the Dyke car park, his hand raised slowly as if to fire a poison Curare tipped dart (common form of death for top private eyes like myself).

But as luck would have it, he asked if I would like a hand carrying the TV & Video equipment up the stairs, I knew this code (TV & Video equipment = Microfilm) I passed the bag of microfilm over to him expecting to get a suitcase full of money in return, no such luck, damn it, he just walked up the stairs and joined the others,

As it happened the others were a jolly fine bunch and some, thank goodness had brought along photos & Videos of some of their exploits. Luckily for all the others as most of my videos were a bit lame, dim & boring to say the least.

It had to be said there were some good flying filming, so if you weren't there (shame on you all) you did miss some very good photos & videos.

Stewart Swanton had some very nice flights, all filmed as if paramount had helped him (Spielburg look out!) I was pleased to say we had a mix of paragliding & hang gliding, with video tape from both.

What next? - Well any members who have experience of Filming or stills mid air, please come along to the next Photo & Video evening and give a chat on how you have set things up to get the best views.

We did have questions from members who would like to talk to others who have had a go or just have some good ideas about filming in the air, equipment, dangers, etc, etc, so please help by coming along and sharing your knowledge with us.

Please remember you don't have to bring a Video or Photos along, but if you do it makes it so much more interesting for everyone else.

Finally a special thanks to those members ( sorry I can't remember all your names ) who contributed towards making the evening work. A warm and thermic thank you,

*Andy Chipling - Agent 003 (and a half).*

**Quote of the Weekend** = ( source: small child looking out at the Club members flying - "Look at those paraballoons mummy" , Mum simply replied yes dear" - I suppose they are a little like balloons.

## Paramania fly-in, or the art of para-waiting

*Success for Southern Club Members - Dave Massie reports*

The weekend before last the Paramania fly-in was held, at Fforest farm in Mid-Wales. There were three competitions to enter: The 'A' competition for the serious pilots; this was round one of the new British Paragliding Cup. The 'B' competition for the less serious, and those nationals pilots who couldn't read the rules of the 'A' competition, and thought that they were ineligible. Thus it was that I joined the ranks of the exalted in the 'B' comp. This was to be open XC each day. The 'C' competition was free flying, otherwise known as mixing it with 100 pilots in the air in one thermal. Call that free flying?

### Friday

I rushed off at 5pm., to join the World's longest car park, otherwise known as the M4, and queued up 45 mins for the privilege of paying 4 quid at the Severn Bridge. I finally got there at 10:30, meeting several people I'd last seen in Spain, or Portugal last year. After putting the tent up, most people headed for the Beer tent, which was to become our spiritual home for the week-end. After a while, the alcohol no longer worked as anti-freeze, so it was off to a tent to crawl into a warm sleeping bag, or not, as the case may be. It was freezing (or is that freezing?).

### Saturday

dawned to reveal frost on the tent, but a beautiful day in the making. You could tell which pilots had camped overnight - they were the ones rotating in the sun like lizards, trying to warm up again.

By 9, conditions looked excellent, and several pilots were chafing at the bit, wanting to fly. The briefing was scheduled for 9 / 9:30, but didn't happen, so we admired the clouds, waiting for the really good conditions to be over before the briefing was called. It must be said that Fforest farm is run by a splendid farmer, whose name escapes me for now, but is of a rare kind. He actually likes people flying over his land. Indeed, he even took our wings up the hill. This is a man who \*should\* be given an EC grant.

The 'B' comp was finally briefed, and the window opened at 1:45. The wind decided to play around, and I spent the time practising my Alpine launches - uphill. The para-waiting begins. One of the rules in the briefing was that everyone should thermal left. To us Southern pilots, this was bad news. (You can tell a Southern club member by his unequal muscle development, here we always thermal right, and develop the right-hand biceps only).

The 'A' and 'B' pilots are on different parts of the hill. The 'A' pilots have the best bit. I decide to rectify that as soon as the next thermal arrives, and fly to the 'A' bit. I don't quite make it, and slope land below take-off. This is occupied by dried-up old ferns, whose only purpose in death is to entangle themselves in paraglider lines, and make you spend half an hour disentangling them. As I'm doing this, I see everyone flying at the 'B' end of the hill...

After wrestling with the ferns, I fly off to the 'B' end of the hill, and land in the ferns again... While sorting them out, I watch aghast as 40 pilots make it away in one thermal ... from the 'A' part of the hill... Total flying time so far today, 3 minutes.

Does this make me mad? Well, yes, and after an epic struggle with the ferns, I launch straight into the best thermal I hit that day. Remembering to thermal left, I am a very happy boy as I climb to 1750 above take-off, but boy, does this left arm hurt! I watch the Gaggles ahead getting closer. At 1751 above, I am no longer a happy boy, as the b\*\*\*dy thermal has done a disappearing act. I could try a down-wind dash, and get 6-7 Km, (good move), or go back to the hill, and try for another thermal (bad move). I go for the latter, and duly arrive at takeoff a few minutes later. Back to the para-waiting....

Eventually, no one else leaves the hill, and a spot-landing contest is announced. The 'spot' is a bouncy castle - we're just a bunch of kids, really. Hugh Ginty flies down and using his laser-guided feet, lands smack on it, at about 50 miles per hour. The bouncy castle becomes an exploding castle as his hob-nail boots go clean through it. I am following, get to the landing field, and can only watch as the target is dragged off the field... sums up the day, really. This was to be the the nearest I ever got to the spot.

Never mind, there's always the beer-tent to give solace, and solace was had in plenty. With a couple of good bands playing away, a good time was had by all. That night was even colder: -6C, but most people too drunk to bother. My sleeping bag is rated to -7C; whew!

#### Sunday

..dawned to reveal frost on the tent, but a beautiful day in the making. (did I say that before?) It also revealed some grim-looking pilots who faithfully promised NEVER to drink beer again, at least not until 6-o'clock tonight.

The 'A' comp was asked to race to goal at the hang-glider landing field at the Bloreng. I have just a slight suspicion that this was not entirely un-connected with the fact that there was a HG comp at the Bloreng at the same time...

Us 'B' lot got the open XC again. The para-waiting began.... My wing was still in the bag. This was a BIG mistake. After a while a gentle thermal comes through, and about 20 pilots take off, and start going up. 'They'll never get away in that', I kept saying to myself, as they resolutely climbed higher. 'No, they're going to come down in a minute'. They didn't. The b\*\*\*\*ds got away, in the only thermal of the day. I'm back to the para-waiting....

We who were still on the hill (most of us) improved our sun-tans once more. Eventually, after a day's sunbathing, a spot landing contest is announced, with a real spot this time. Unfortunately, none of us actually make the spot. Indeed, I do pretty well to get within 50 metres of the landing field. Most of the fields behind me are sporting grounded paragliders. The worst part of this is that the beer-tent is further to walk to....

That night, there was an excellent band playing, and the whole tent was heaving. An earthquake was reported that day. I can now inform the world that the epicentre was actually the beer-tent at Fforest farm, never mind what the geologists said.

#### Monday

..dawned to reveal frost on the tent, but a beautiful day in the making. (is this getting boring?) The wind turned easterly, so the 'A' comp was taken to a hill facing the wind. This was a sensible thing to do. Us 'B' compers get lumbered with the same old hill again. This is not a sensible idea. There's nothing wrong with this hill, you understand, just that in an easterly, it faces the wrong way.

The 'A' competition boys get given a race to goal - 10k back to Fforest farm (is that enough 'f's?), with 5 pilots to validate the task. Howard Travers does it just to show that it can be done. Unfortunately, he's not in the competition, and only 4 others make it, invalidating the task. One or two pilots look a bit p\*ss\*d off at this. Meanwhile us 'B' boys get to improve our sun-tans. My nose is now doing a fair old Rudolph the red-nosed Reindeer impression. We occasionally rush off the hill when a thermal pushes the wind up the hill for more than 10 seconds. I thought Devil's Dyke was crowded on a bank holiday; this is like feeding time at the shark tank...

So we waited... and waited... until it was time for spot landing. As soon as this was announced, the first decent thermal for 2 hours arrived, and several of us decide to fly down to the landing field. One or two of us make it... In spite of my getting nowhere, I'll be back next year; there's an excellent atmosphere, a big beer tent and good bands. What more could you want? Come and join us next year.

Dave Massie

PS ...does it ever rain in Wales?

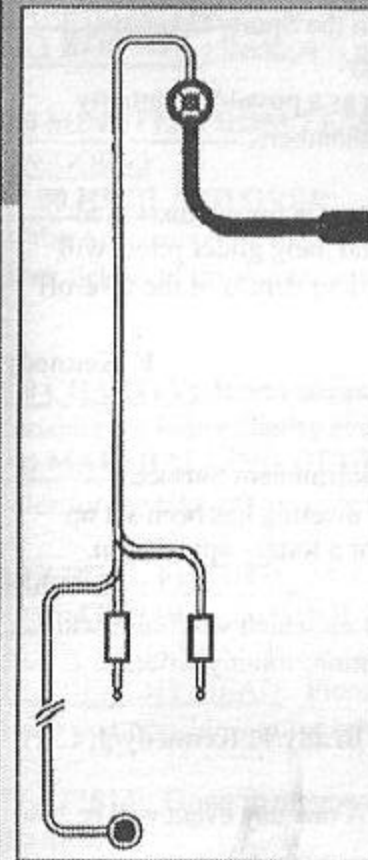
A comp won by Dave Snowden

B comp won by Ian Blackmore, 2nd Kaz Harland, 3rd Adam Goodsell

# Using 2m Radio?

## Here's the **BEST** interface around!

Designed **BY** Pilots  
- **FOR** Pilots!



- Fits Direct to Ear
- Finger-Mounted PTT
- 'Click-Action' PTT
- Crystal Clear Speech
- Minimal Wind Noise
- Ear Retainer Loop
- Suits Hang Glider or Paraglider
- No Bulky Switch Box
- Small and Unobtrusive

*'I forgot I had a radio'*  
- Len Hull

## Only £37.95!

# Telespeed

Rod Buck

106 Woodhouse Road, Sheffield S12 2AZ

Access/Visa  
Accepted

Tel. 0114 253 0372

Same-Day  
Despatch

## MINUTES OF THE SHGC COMMITTEE MEETING 6.3.96

**PRESENT:** M. Brady, T. Ackroyd, J. Gibbs, M. Millwood, R. Williams, D. Williamson, D. Petty, J. Hansen, J. Carr, F. Kennedy, I. Jehu, K. Birch, S. Brewer, S. Cook, T. Lucchesi, V. Powell, M. Powell

**APOLOGIES:** P. Day, A. Turner, S. Brooks, T. Cox, A. Caple

A welcome to both Michelle and Vic Powell who is the former president of the US Hang Gliding Association.

### 1.0 MINUTES FROM LAST MEETING (7.2.96)

**13.0 SPORTS COUNCIL MEETING:** Julia attended a meeting with the Sports Council and Sussex Downs Conservation Board regarding their management strategy.

**14.0 PANGDEAN FARM:** Martin and Julia looked at Pangdean farm as a possible southerly site. It was decided the site was impractical as a flying site for SHGC members.

**CARRIED OVER:**

**18.0 BEACHY HEAD TAKE-OFF AREA:** Fionn will ask David Pearce for permission to erect a sign on take-off to ensure the public are aware that paraglider and hang glider pilots will be taking off and landing. In addition, Fionn will speak to David regarding details of the take-off area.

**F. Kennedy**

### 2.0 MINUTES FROM 10.1.96

**ON-GOING:**

**9.0 SITES:** Julia attended a meeting with Brighton Council and the Environment Services Department on 14th February with a view to obtaining sites. A further meeting has been set up with David Flemming regarding the possible acquisition of premises for a lottery application.

**J. Gibbs**

**10.0 NT DEVIL'S DYKE LICENCE:** A sub-committee has been set up which will liaise with Brighton Council over several points pertaining to the Licence. In addition, Johnny will talk to John Clarke (BHPA Sites Officer).

**J. Gibbs/M. Brady/F. Kennedy/J. Carr**

**CARRIED OVER:**

**13.0 CHARITY FLY-IN FOR KINGS COLLEGE HOSPITAL:** A one day event will be held later in the season. Kenton and Mike will agree further details.

**M. Millwood/K. Birch**

### 3.0 MINUTES FROM 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. It appears there is a lot of support within the Club for taking the Advanced Pilot exam.

**S. Brewer**

### 4.0 MINUTES FROM 4.10.95

**ON-GOING:**

**8.0 DEVIL'S DYKE NOTICE BOARD:** Julia to approach schools and other potential advertisers to see if they wish to contribute to the cost of the leaflet in return for advertising space. Julia to contact the BHPA for advertisements on hang gliding and paragliding.

**J. Gibbs**

### 5.0 MINUTES FROM 6.9.95

**ON-GOING:**

**7.2 DEVIL'S DYKE SCRUB CLEARANCE:** Johnny to liaise with Fionn and Dave Keepax regarding the clearance.

**J. Carr/F. Kennedy/D. Keepax**

### 6.0 MINUTES FROM 4.7.95

**CARRIED OVER**

**12.1 RODMEL:** Rodmel is unavailable for the use of the SHGC.

### 7.0 MINUTES FROM 7.6.95

**ON-GOING**

**17.00 HIGH AND OVER:** Julia attended a meeting with Caroline Richardson to discuss details of the Agreement for High and Over. The licence fee is currently under negotiation as well as other details of the Agreement..

**J. Gibbs**

**8.0 CHARITY:** It was suggested the Polish Air Squadron would be a worthwhile cause to consider for future charity events.

**9.0 MARSHALLING GUIDELINES:** Jerry to update the guidelines to incorporate the new rules for the take-off area for Devil's Dyke.

**J. Hansen**

**10.0 DUAL FLIGHT:** Many thanks to Mike for taking Martin Churchill for a dual flight.

**11.0 SITES FOR SCHOOLS:**

**11.1 NEWHAVEN:** It was decided the take-off and landing areas were unsuitable for students.

**11.2 BEACHY HEAD:** Fionn to speak to a representative from Eastbourne Council about Beachy Head as a possible site for schools use.

**F. Kennedy**

**11.3 FIRLE:** Fionn to approach the landowners at Firle to see if other schools can have access to the area.

**F. Kennedy**

**12.0 LOG OF DECISIONS:**

**12.1 AGM:** Any specific decisions the Committee makes will be announced at the AGM.

**12.2 MINUTES:** In future specific decisions will be listed at the end of the monthly Minutes.

**13.0 PARAMOTORS:** As sites are sensitive areas the Committee has decided that no paramotors will be allowed on SHGC sites.

**14.0 MEMBERSHIP:** Membership currently stands at 365.

**15.0 ROGALLO POSTER:** Vic Powell very kindly donated a limited edition poster to the Club with the personal signatures of Francis and Gertrude Rogallo.

**16.0 DATE OF NEXT MEETING:** 7.30pm Wednesday 3rd April 1996 at Devil's Dyke Pub.

## Small Ads.

**Edel Energy XL** - 85-120Kg ACPUL Performance. 30 Hours. Excellent condition. £1,300.00 ono.  
Tel: Ian 01825 762473  
(M) 0589 240815

**Jive 26** - All up weight 75-95Kg. 12As green/lilac, New, test flown only. Includes Paradise 2 harness - £1,675.00  
Chris (H)0181 3305350 (W)0171 230 8383

**Sky Systems Bug Harness**, suit pilot 5'9"-6" Fitted with reserve chute, £190.00.  
Contact Dave Matthews on 01273 857163

**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. 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

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

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

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

**Ace 150**. White Top/s, yellow Unser/s. Mellow handling. Stored indoors. Spare upright. New luff lines. £300  
Chris Todd 01293 887232

**Large Ritmo** - £750.00 80-110Kg  
**Large Cyclone** - £800.00 5hrs  
**Large Cyclone** - £850.00 New  
**Harley Eclipse** £1,800.00 Demo 75-96Kg  
**GPS 200 Magellan** £130.00 In box, New  
**Med Esprit** - £999.00 75-90Kg, 70hrs  
**Junkers Reserve** - £250.00 80-115Kg  
**Fairhaven AV10** - £120.00  
Call Rob on 0903 206261

### Advertising Rates: Display.

no issues:	1	3	6	12
Quarter Page	£7	£13	£24	£42
Half Page	£12	£21	£37	£65
Full Page	£21	£37	£66	£105
Back Page	£31	£48	£75	£125

### Readers Please Note

Contents of this magazine may NOT be reproduced without the express consent of the SHGC Committee and/or the author, in any form whatsoever. - The views expressed in articles, letters, etc herein are not necessarily those of the SHGC, its Committee or the Editor.

# SCUBA DIVING

*It's easy, it's fun - learn to SCUBA dive*  
*Some of the best diving in the world is right on your doorstep*



Learning to SCUBA dive has never been so easy, or so cheap, linked to City & Guilds National Vocational Qualifications, your course fee is substantially reduced.

## OPEN WATER DIVER

*An Internationally Recognised Qualification*

**£99.00**

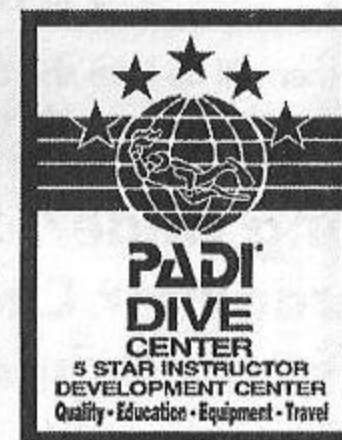
*Or if you are unemployed, receiving benefit or a full-time student:*

**£42.00**

### WE OFFER:

- Try dives every week.
- PADI 5 Star Training Centre, courses all year round. Beginner to Instructor level.
- Oxygen administration courses in the case of a diving emergency - Suitable for divers and non-divers.
- Compressor and air filling station available on site.
- Club with members of all diving affiliations.
- Able to deal with any problems with equipment.
- Fully qualified to service SCUBA equipment.
- Equipment hire and sales (from a snorkel retainer to a semi-dry suit!)
- Main agents for all the major suppliers of SCUBA equipment.
- Diving holidays specialising in the Red Sea on a luxury liveaboard - all courses available on these trips.

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



The Yacht Harbour, West Quay, Newhaven, East Sussex, BN9 9BY