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# Windsock

NOV 96



## Chairman's Letter

There are two concerns this month.

The first is of long standing. Mr. Harvey of "Wickhurst", the cottage over the road from the Dyke which we are not supposed to overfly low, has complained yet again that we are invading his privacy and disturbing his peace and quiet by doing just that.

He was apparently greatly alarmed and intimidated whilst mowing his lawn recently when a low flying paraglider directly overhead shouted at him.



The complaint came via the BHPA and he has also contacted the National Trust. It seems that most nuisance occurs when schools are operating with students doing top to bottoms (NB schools).

Please avoid low overflights of his cottage, there really is no need to do so, and schools please brief your students to refrain from shouting no matter how exhilarated they feel at having survived their flight down.

The other was occasioned by myself. It concerns the fields immediately in front of Newtimber's West face, next to the Manor Farm, into which I sunk out recently. The field is owned by the Lees of Manor Farm and Mrs. Lee approached me whilst I was de-rigging to ask that we not land there in future because she has a young horse that she will be keeping there.

This applies whether the horse is visible or not in that it could be in its stall at the end of the field.

TA

## PLEASE NOTE

**Will all winners of Club trophies last year please return them to Sue Brooks (make sure you give them a good clean first too!)**

# Windsock



Magazine of the Southern Hang Gliding Club

November 1996

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### Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 22nd November 1996. Sent to my address or to:

**PO BOX 1359**

**Brighton**

**East Sussex BN2 4AS**

### Contributors

Martin Brady, Russ Brown,  
Kelvin Kinkaid, Steve Uzochukwu,

## S.H.G.C. Towing

Most of you will by now be aware that myself and Dave Keepax have been busy over the past 18 months organising winching and towing for the Southern Club. Our last winching event was once again well received with some 30 or so pilots enjoying flying over the first weekend of September, whilst the rest of the SHGC were struggling in the crowds at the Dyke. The only XC we had was performed by Chris although it would have been better if he had released the line before he flew through the trees. I understand Chris thought it would be useful to remain attached to the winch for the retrieve.

In addition to the winching three or four of us were able to take to the skies aboard microlights thanks to Adrian and his friends at the Boships. This was particularly useful in finding out where the bumpy bits (regular thermals) were to be had.

As Martin Brady and current members of the committee are well aware such events take considerable organisation and effort to be successful and I would like to say thank you to all who came and supported this event not least Dave Whymark and Adrian Cox.

The current success has encouraged us to move on further towards Aerotowing and we were hoping to have a combined winching and aerotowing event for the 27 and 28 September. Unfortunately there is a temporary set back but a future event will be going ahead as soon as is possible. You can read about Martin and Dave's preparatory exploits elsewhere in this Issue of Windsock but let it be said a queue is rapidly forming for conversion courses. The requirements are XCPC rating and minimum of 50 hours logged.

I have been talking to neighbouring clubs who are also keen to get some aerotowing and winching in this part of the country. There is as always the continuous problem of finding suitable sites. I have half a dozen possibilities with up to 5500' of airspace above them and we are in negotiations with the land owners who often view us with suspicion. Can I take this opportunity to ask you for some assistance in this.

If you land out, on an XC, in a large flat field with no obstructions around its perimeter, make a note of its location and let us know. Be considerate and polite to the land owner, his field may not be suitable but he may know of one that is and may be able to help get us an introduction.

Remember, to the general public Hang Gliders, Paragliders, Microlights and Paramotors are all the same. Don't be a nuisance. We need each others help to keep our sites and find new ones.

Don't wait for us to call you, give me or Dave Keepax a call, our phone bills are getting expensive.

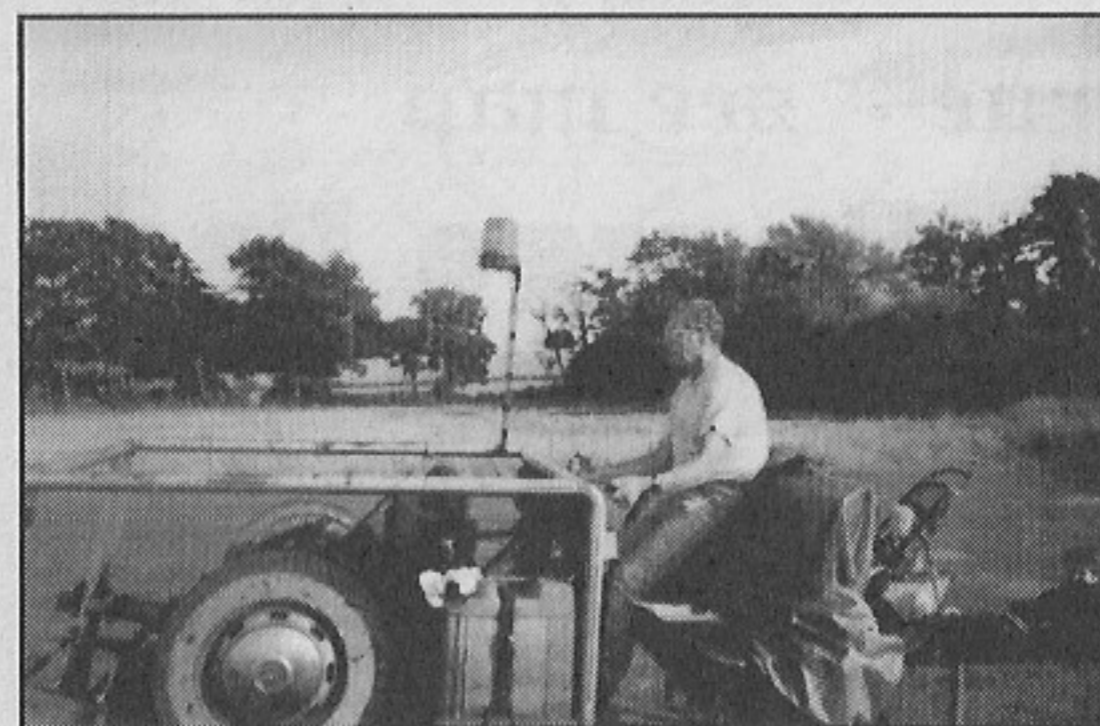
Kelvin Kinkaid

Telephone 01483 428653 or 0973 222921

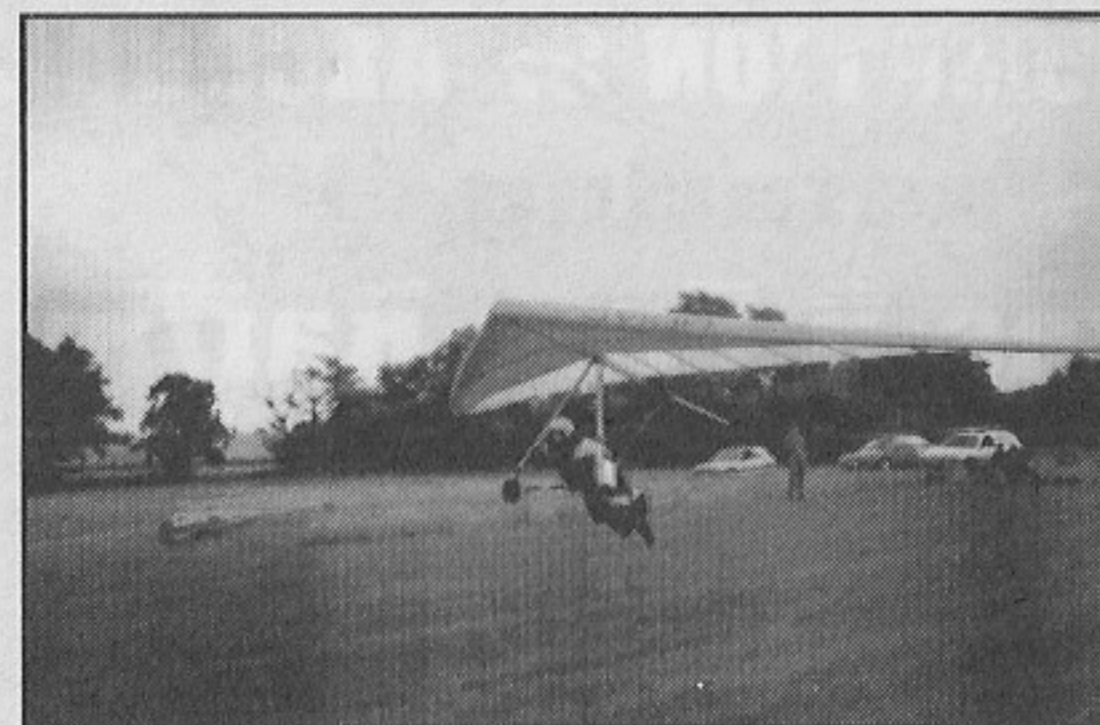
## BOSHIPS TOWING EVENT 31/8/1996



*Glider Launching towards the NE*



*Concentrating hard - Dave Whymark, the man who made it happen*



*Kelvin Kinkaid takes to the air*



*What it looks like from the other end*



*A rare moment to relax for Dave*

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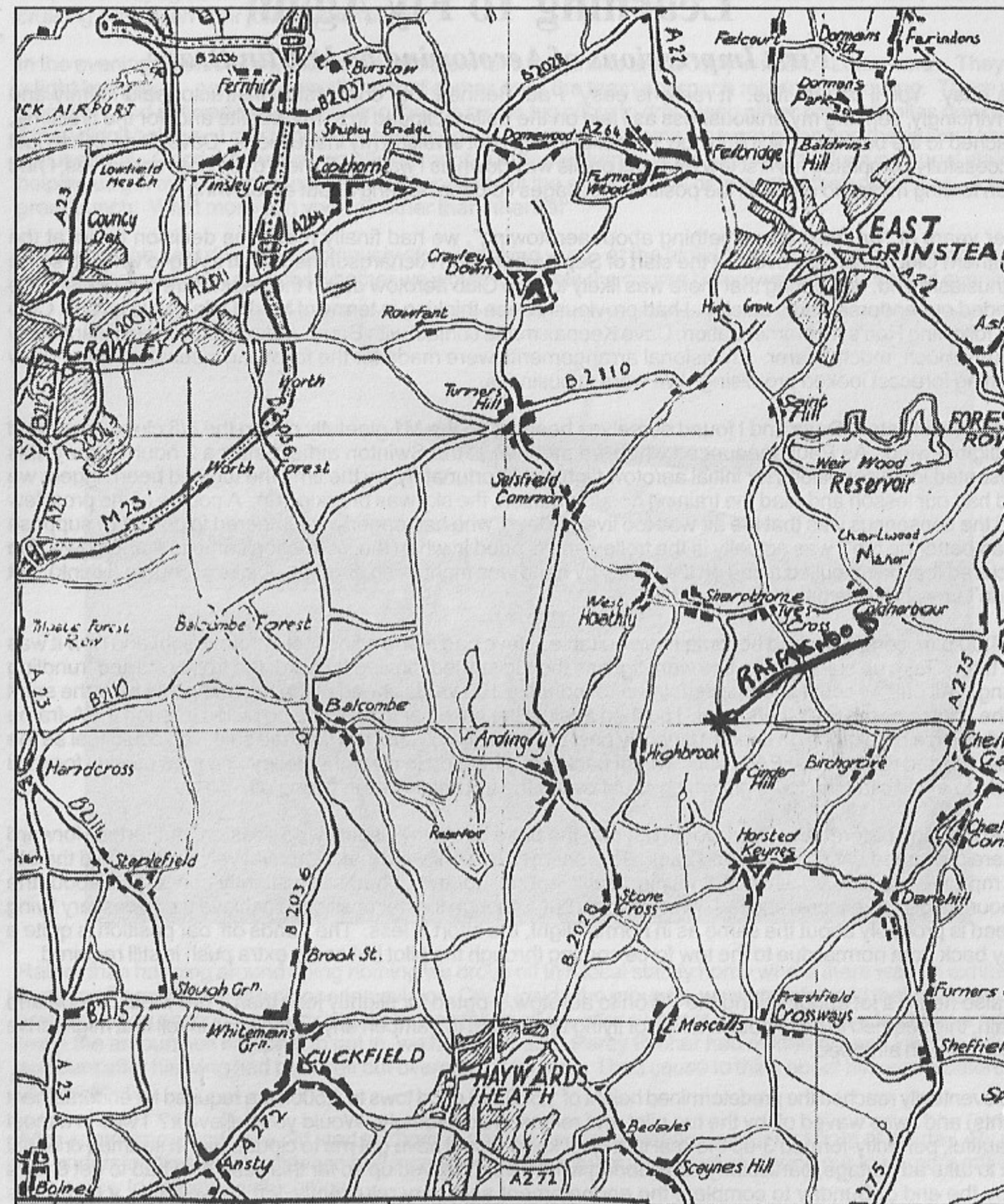
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**HOW TO GET TO THE RAVENSWOOD, VENUE OF THE  
CHRISTMAS PARTY**

# Learning To Fly Again

## *First Impressions of Aerotowing by Martin Brady*

"It's easy. You'll do just fine. It really is easy" Paul Bennett, our conversion instructor said calmly and convincingly, sensing my anxiousness as I laid on the trolley, clipped in to my Xtralite and, for the first time, attached to the back of a microlight tug, propeller idling, pilot awaiting my instructions. Dave Keepax had just successfully completed his first tow and was on his way down as I waited. To help overcome my nerves, I had been forcing myself to recall all the positive messages I'd been hearing about aerotowing.

After years of "we must do something about aerotowing", we had finally made the decision to act at the Southern Club winch tow event at the start of September. Ron Richardson had been trying to whip up some enthusiasm and, on hearing that there was likely to be a Club aerotow day in the near future, we realised we needed our endorsements quickly. I had previously been thinking in terms of Mark Dale's Vale of York Club but, following Ron's recommendation, Dave Keepax made contact with Barry Underwood of the Midlands tow group - much, much nearer. Provisional arrangements were made for the following weekend. The Friday evening forecast looked promising. We were in business.

After an early start, Dave and I found ourselves heading up the M1 gleefully noting the 8/8 cloud cover and negligible wind. As Paul announced when we met him at the Swinton airfield after a 2 hour journey, this presented ideal conditions for initial aerotow flights. Unfortunately, by the time the tug had been rigged, we had had our lesson and read the training documentation, the sky was breaking up. A couple of the pros flew and the consensus was that the air was too lively. Dave, who had eagerly volunteered to go first ("I suppose it had better be me") was actually in the trolley and clipped in when the instruction came to stand down. He declared that being pulled along on the trolley by hand was frightening enough. A joke of course (I think), but I didn't envy him one bit!

By 4.00 p.m. conditions had become more suitable. Dave had made a fine first aerotow flight and now it was my turn. "Take up slack!". The line went tight as the tug started moving forward; the trolley started trundling along. "All out!". I could see the signalman responding 100 yards ahead of the tug and could hear the snarl of the engine as the rev's increased. I pushed against the base bar to avoid being pulled through the A-frame (and doing a resultant high speed 18inch fly past of the runway). Just as Paul had said, you could feel as the glider started to lift away. Ease your weight back just a fraction to clear the trolley and then quickly forward again to avoid climbing too high, which could cause the tug difficulties in taking off.

I had decided beforehand that I would not grip the base bar in my usual flying position, but further forward where the speed bar starts to bend back. This seemed to work well, making it relatively easy to hold the 35-38 mph the tug flies at, while maintaining sufficient roll control. I had been slightly concerned about the amount of pitch pressure required during the tow but, although the bar position to achieve the necessary flying speed is probably about the same as in normal flight, the effort is less. The hands off bar position is quite a way back from normal due to the tow force coming through the pilot but some extra push is still required.

I'd also heard a lot about having the VB on to aerotow. I opted for slightly less than 1 bar width of rope and again, this seemed to help, both in terms of flying speed and to dampen any twitchiness in roll that might arise from the high airspeed.

We eventually reached the predetermined height of 1,500 ft (8 good tows to 1,500ft are required for endorsement flights) and I was waved off by the tug pilot and released accordingly. Would you believe it? I was in a most beautiful, perfectly-formed 3-up thermal that I just knew would have got me to cloudbase. It seemed criminal not to take advantage, particularly considering what's been served up so far this year, but I had to get 8 tows in by the end of Sunday to complete the endorsement and, very reluctantly, left it - well after a token five hundred feet or so - after all, you can only be pushed so far.

My extreme excitement on landing must have been only too apparent as local boy 'PCD' advised me to calm down. But I had done it. "We've been aerotowing, Dave!". Dave didn't seem quite as elated as I was. But then it was time for his next go.

The day's flying finished for both of us with a ride up to 2,000ft. We hadn't disgraced ourselves and moved on to the next task for the endorsement - figure of eights. This went fine. Just keep following the tug. Interestingly, when aerotowing, you have a greater degree of control over your height in turns by moving towards the inside or outside. The smooth evening air enabled us to experiment and gain an appreciation of this useful technique. After releasing, having spent several minutes of intense concentration on the tug, I looked around in time to see the crimson sun descending behind a dense inversion-capped wall of pollution over Birmingham.

The motorway lights were starting to illuminate the M1/M6 intersection as dusk established itself, headlit cars cruising silently on their journeys far below.

In the evening, the locals invited us out with them for a few drinks and a curry in nearby Lutterworth. They are a tight knit group - perhaps something that comes from the team approach required for towing. There was plenty of good natured banter including threats by the tug pilots to drop hang glider pilots off miles downwind if they didn't behave. I can't speak highly enough of the warm welcome we were given and the interest shown in our efforts. Good advice was on offer throughout the weekend. A few seemed to take a personal stake in helping us get our endorsements and really pulled out the stops - to the detriment of their own flying. A really great bunch. What more can you say other than "thanks!"

We awoke the next day to an ominously strong looking wind. At the airfield, our fears were confirmed and it was looking extremely doubtful whether we would complete the course before we went home that evening.



Rather than hanging around doing nothing we drove off to a local stately home where there was an exhibition featuring Percy Pilcher the pioneering aviator. Once inside the grounds, we were informed that the exhibition was closed on account of Percy's head having fallen off so, after a valiant attempt by Dave to obtain a refund twice the amount we had paid to get in, we headed back. Percy Pilcher had evidently been killed in a flying accident after his wing had been left out overnight in the rain. I had cause to think about him again before the day was out.

After some time, conditions did start to improve and we began to prepare for our first flight of the day. By now our understanding and confidence had increased sufficiently for us to start analysing our tows more critically with a view to refining our technique.

Over the two days, one message was repeated more regularly and emphatically than any others, namely, stay in the correct position behind the tug WHATEVER IT TAKES! This will mean bar to the knees on occasion. Too high and the glider will start to kite and an unrecoverable situation could develop. Similarly, too much off-line and a lock out could occur. Too low and you hit the prop wash (an impromptu aerobatic display by Derbyshire Soaring Club man Chris Dawes to the spectator cries of "Ooooh" and "Aaahhhh" drove home most effectively how undesirable this predicament is).

With a 75yd rope, the glider will potentially be in different air to the tug and, by my reckoning, about 4 secs behind it at 38mph, but the positioning needs to be maintained regardless of lift and sink; an effect that good tug pilots will aim to dampen out. Needless to say, as you get further out of position it gets progressively more difficult to recover.

The high airspeed means that things happen fast so you must react quickly and positively but also smoothly and precisely, especially in pitch, to avoid over-correcting. This, in turn, requires a continual and hawk-like concentration on the tug; just a momentary lapse could land the inexperienced in trouble. Since neither Dave nor I felt terribly inclined to spend our time admiring the view on the way up, this didn't present much of a problem though it does result in the need to have a good look around to establish your location and direction when you do release. This was nicely exemplified by Judy Leden who, remarked that, after releasing, she saw the aerials by the motorway and suddenly realised she had flown from the site some years previously. Of course, if you're really disoriented, just watch the tug which will head straight back to the airfield.

All this talk of getting out of position behind the tug may sound quite disconcerting. I mention it because it is important to be prepared for and recognise situations developing but in actual fact, we managed to avoid any such difficulties. If things should go awry, then you simply follow the second most repeated message of the weekend: if you're at all unhappy at any time, just release (or 'bang off' as they say in aerotow circles). Don't feel reluctant to release, it's just not a problem.

After the first flight of the day, it was now time for the next wind-up. The aerotow endorsement requires a minimum of two foot launches. There is no particular reason for concern, but it was something new and so accompanied by the inevitable apprehension. If only I had concentrated half as well on what my teachers had said as I did on Paul's instructions, I'm sure I would have done much better at school. Funny how a bit of nervous tension concentrates the mind.

The foot launch had been described as being more like a hill launch than a winch launch but I felt it to be more a cross between the two: winch launch for running, hill launch for bar position, i.e. keep a bit of speed in reserve. Apparently, pilots with a towing background are more inclined to honk the bar out as soon as the line goes tight. Let the tug take you - don't resist too strongly, but don't overrun the line which could happen very easily. The tug increases speed quite slowly at first - much slower than the winch. You are conscious of moving at a walking pace for a number of steps, while keeping the line tight, followed by a gentle trot. The rate of acceleration then starts to increase quite rapidly. The glider leaves the ground more gently than with the trolley as you're travelling slower at the time. Then, go for the base bar and get into the harness immediately. There's no cause for panic if you don't get into the harness first time so long as you concentrate on the flying first, but you don't have long to get sorted out. Before you know it, you'll soon be up to full speed.

The only thing that really unsettled me during the entire course, apart from self-induced nervousness, was on my first foot launched flight, but this had nothing to do with the towing. As we gained height, I was conscious that cloudbase seemed to be darkening and lowering. It then started raining quite heavily. I hadn't flown this glider wet before but all seemed OK and the tow continued uneventfully. When I released, the hands off bar position was a foot or so aft of normal. I'd heard of gliders behaving like this and so was not surprised or too unsettled by it. What I found most discomforting, however, was when I put in a turn. I had a sensation of the glider side-slipping rapidly and, at the same time, an even greater backward pressure from the bar. This gave me conflicting urges to get down as quickly as possible but not banking the glider too much. I realised the stall speed would be well above the norm and gratefully, got down safely with a high speed approach, sledding it in across the long, wet grass. Two new experiences in one flight, but not both pleasant ones. But then, you have to take the rough with the smooth.

When the time came for the final flight, the sky was looking angrier than ever with all shapes, sizes and colours of cloud overhead. The wind at ground level was deceptively light, masking the 20+mph above the airfield. During the climb out, I started to feel more rain. Oh no, not again! But this flight would get me the endorsement so I resisted the temptation to bang off and, fortunately, it was nothing more than a few spots. By now the mystique of aerotowing had gone and I now had come to realise by listening to the vario, that the sensation of the tug sinking in front of you was actually just a difference in the rate of climb. Positioning behind the tug and flying at high speed had become relatively routine, allowing us to concentrate on the finer points such as maintaining a consistent line tension and, in spite of a bouncy ride, all went well.

Afterwards, Barry who was tugging, told us that our last flights were about as rough as it is going to get, even in stonking thermic conditions; extremely useful information as it provides a yardstick for predicting what to expect in the future. My landing was somewhat untidy but I could live with that. I had got my endorsement and so had Dave. Yes. Mission accomplished!

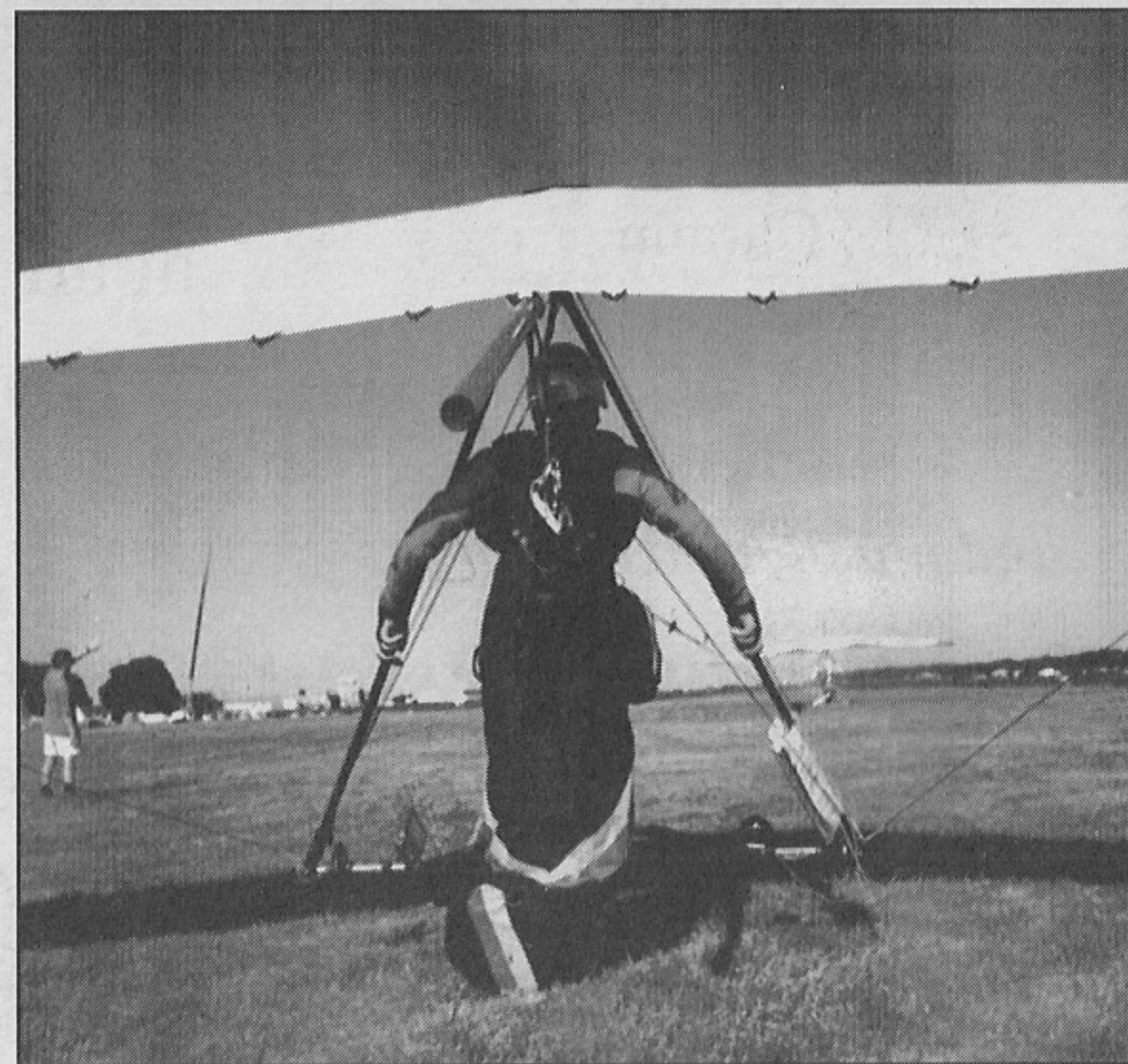
I have to confess to falling fairly and squarely into the pilot category of 'old timer' as described by Chris Jones (see September Skywings), very restricted as to when you can get out there, seemingly precious little reward for the time and effort invested and seriously questioning whether it is all worth it. I can say that my sense of achievement from this experience gave a much needed boost to both my enthusiasm and confidence.

So if you feel you're in the doldrums with your flying, aerotowing could offer an opportunity for some effective therapy.

Before concluding, I must emphasise that what I have written is from the point of view of a novice and would be interested to hear any other comments on the subject. I've tried to give a realistic picture of what aerotowing feels like, the skills you have to master and, hopefully, demonstrate that it not a black art, but this is no substitute for essential training from experts. The whole process of my learning to aerotow revolved largely around fear of the unknown and the need for a leap of faith, like when you first took your feet off the ground in a swimming pool, rode a bike without stabilisers or, indeed, left the ground on a hang glider. As Paul had said, it really is easy, but you do need to be able to control your glider instinctively and with precision in an alien situation where there's plenty of other things to be thinking about. For that reason, I would say that minimum requirements of 50 hours and Pilot (XCPC) rating are realistic. Having taken the plunge, I am now also more convinced than ever that aerotowing can unlock huge flying opportunities for us and that we as a club should be exploiting these opportunities and, ideally, be able to offer the necessary training to suitably qualified pilots.

On handing the proud recipients their aerotow endorsement forms, Paul commented that what we needed to learn next was when to 'pull off'. I won't repeat Dave's response to this but I'm sure you all realise what Paul meant. A typical rate of climb for a tug is 400 ft/min. Flying from severe into less severe sink can give the impression of entering a nice, juicy thermal, but the pilot releases only to be languishing in zeros or worse so the trick is to know when you are in decent lift. Maybe the answer is to have a vario setting which compensates for the climb rate of the tug and can be switched back to normal mode after releasing. How about it Ron?

.....and so, after a celebratory drink with the local club members, an exciting and rewarding weekend concluded with Dave and Martin setting off home, tired but happy bunnies and all ready to be put to bed with a nice, hot cup of Camomile tea (yuk!).



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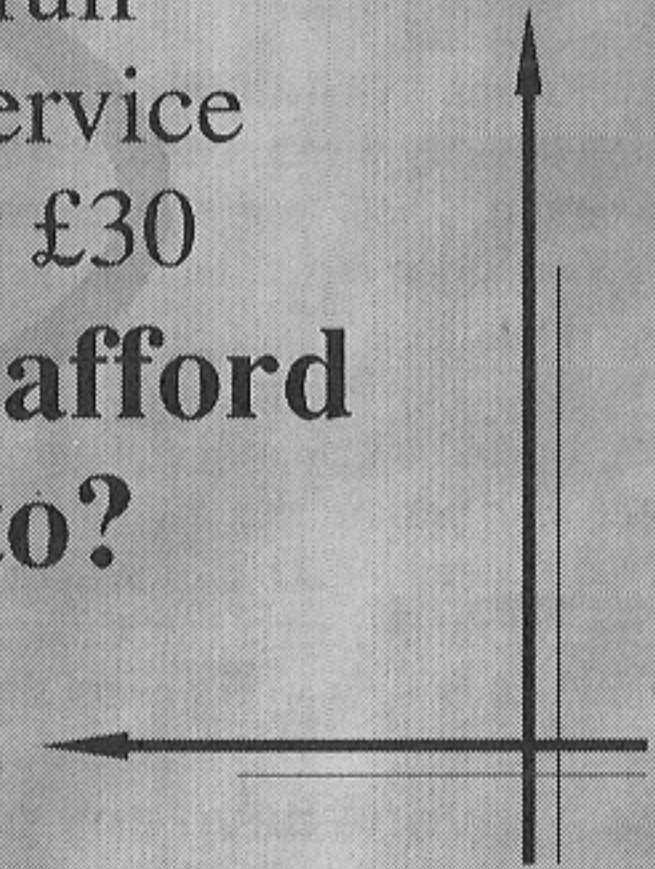
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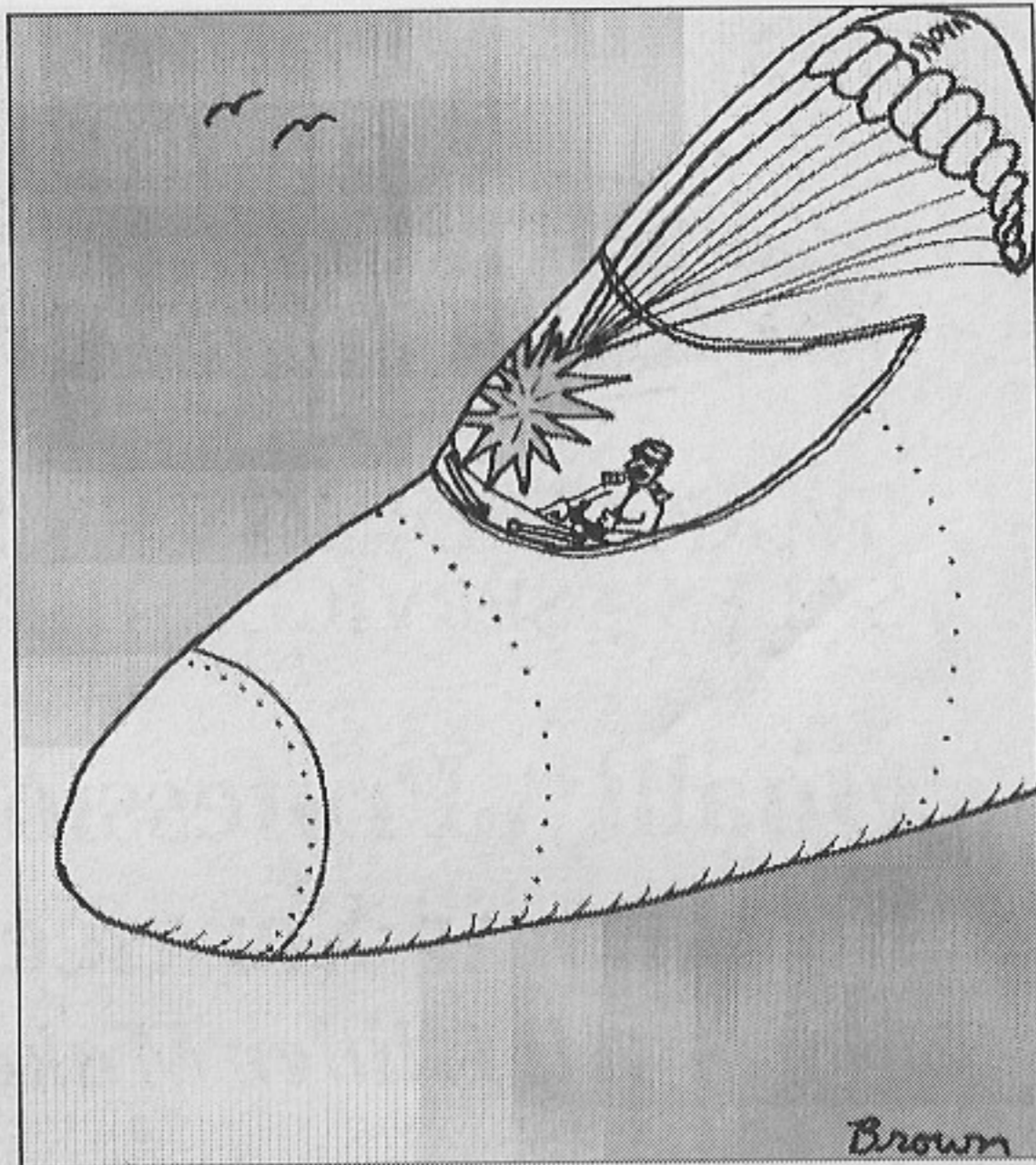
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**Damn! out of windshield washer fluid again**

**From Pilot to Pilot : Tips and Tricks for Paragliding!**  
From the Big Air ParaGliding WEB Server  
(<http://www.web-partners.com/paragliding>)

Njord Rota rotan@rpi.edu

No one ever mentions it, not the teachers, books, or even experienced pilots. It is very important not to fly into tornados, or something bad might happen!

Nick Koudis KOODEE@aol.com

Here's a handy way to check wind direction, while relieving yourself of annoying urinary discomfort. (suede paragliding boots work best) No drops: tailwind... not flyable One drop on left boot: slight cross.. marginally flyable One drop on each boot: 5mph headwind...Fly! (zip it first) Drops on pant leg: 7mph headwind.. reverse.. Wet hands: go home.

Nick Dolan nick.dolan@dial.pipex.com

Some high performance canopies, clap hand i.e the tips come up first when forward launching. One trick is to hold the INNER A-Lines in each hand (i.e. two per hand), instead of the A risers. This causes the center of the wing to come up first and the tips follow. Amazingly works every time !

**Does anyone have any paragliding or hang gliding Top Tips, if so please send them to the usual address**

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## Overwater Instability Courses With Bruce Goldsmith

Instability appreciation is an essential part of feeling confident with your glider, and feeling more relaxed and safe in the air. A good instability course will teach you to understand the nature of instability, as well as showing you how to recognise potential problems and prevent them.

Sky Systems are pleased to offer intensive weekend instability courses for paraglider pilots of CP rating and above. The intention of these courses is to leave with a more in-depth understanding of your glider's reactions, and a new confidence as a safer and improved pilot.

The course will also include an assessment of your own equipment in terms of certification and glider safety, and a detailed final assessment of your progress.

The venue for these courses will be Monaco, with an 800m launch site situated directly above Roquebrune beach. Monaco is an ideal winter "testing" location, with famous faces a common site among the fliers taking advantage of the light winds and mild weather.

The courses will be hosted by Airwave designer and AFNOR test pilot Bruce Goldsmith. Bruce will be providing personal instruction throughout the courses, for small groups of around 6 pilots.

Courses are beginning in mid-November, and will be held every fortnight throughout the winter season. All transport will be provided throughout the course (including a pick up from Nice airport if required). Throughout the instability exercises you will be equipped with lifejackets, and a rescue boat will be standing by in case of splashdown.

The course price also includes luxury accommodation in a large, secluded villa. Most of the shared (2 to a room) bedrooms have a view of the famous flying site of Gordon, near Grasse. The courses are scheduled as follows:

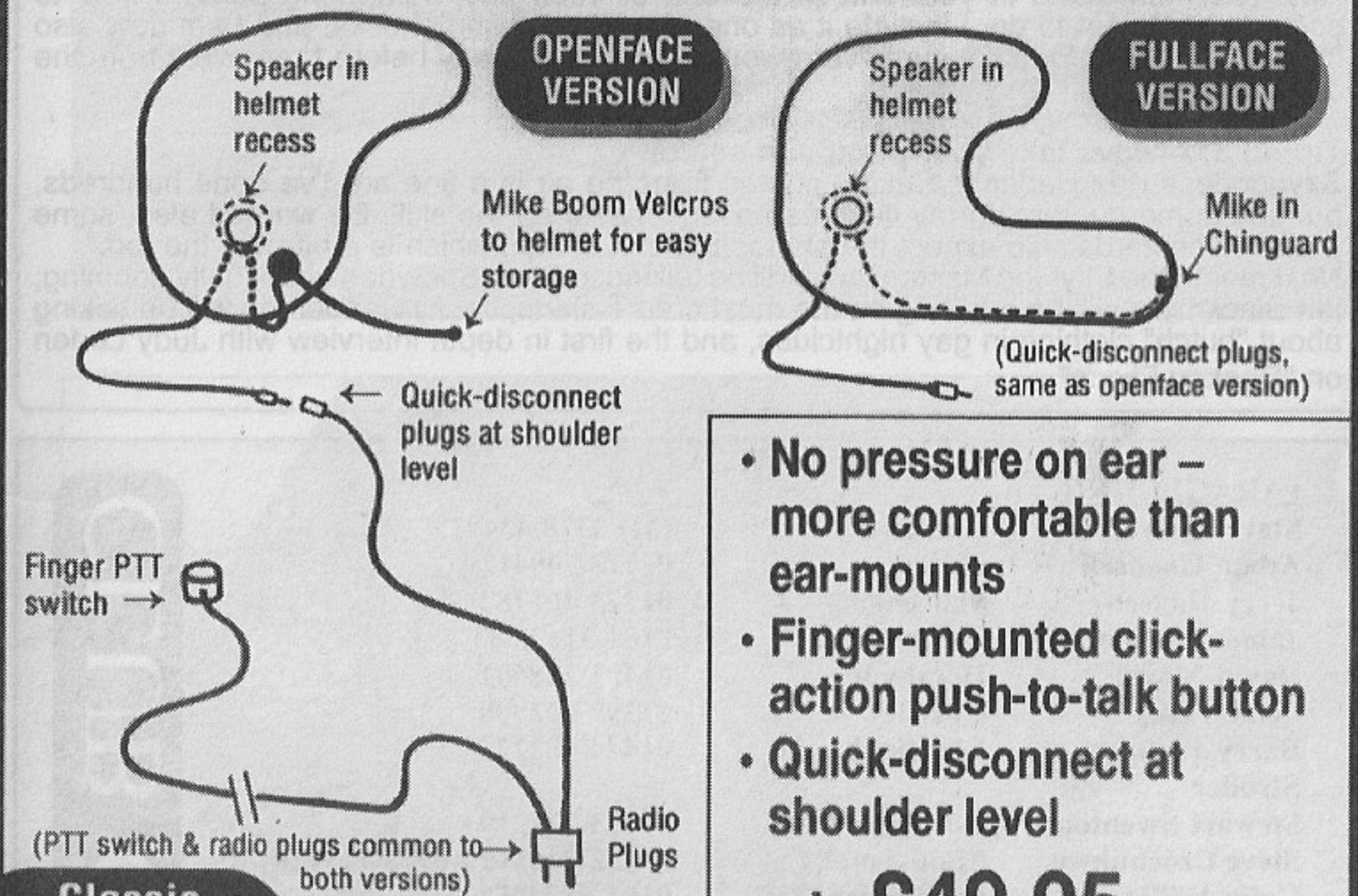
<b>Friday afternoon</b>	- Collection from Nice airport (or own arrival) - Dinner - Talk and instructional videos
<b>Saturday</b>	- Continental breakfast - Instability course - Packed lunch on beach / debriefing session - Instability course - Dinner - Video viewing of the days activities and debrief
<b>Sunday</b>	- Breakfast - Instability course - Packed lunch on beach / debriefing session - Instability course
<b>Sunday evening</b>	- flight home (or own departure) - Video and report sent to your home address
<b>You should:</b>	- Be able to swim - Have a good level of fitness - Have a Club Pilot or above qualification - Bring your own paraglider, harness and reserve 'chute - Be equipped with a 2-metre radio
<b>Price includes:</b>	Introductory talk with video, 2 day instability course, personal video and written report, parachute re-packing instruction, 2 nights accommodation, all meals, taxi service to and from airport if required, transport to take off and site

£220 per person NB. Price does not include transport to Nice - however, flights are available for £49 each way from Luton Airport to Nice. This is a fixed price with no specified return date. For more information, or to book a place, please call Sky Systems on (01273) 1857700.

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## The SkyGod MasterClass

In this month's MasterClass, we hear from Ian Blackmore, Kaz Harland, and Kevin Short tells us about Judy's secret weapon for the last 15 years.

### Tip no 1: Fly like a donkey

Whilst in Pierdrahita, Kev watched Judy Leden flying for while and decided that she was "Flying like a donkey". How did he manage to suss out her secret? Unbeknown to the general flying public, this donkey style has led to 2 women's world championships. The donkey style was PG's best kept secret. It is incredibly effective. When was the last time you managed to climb past a donkey in thermal? Can you ever remember outgliding a donkey on a race to goal? Have you ever seen a donkey low on an XC? Donkey style rules OK!

### Tip no 2: Hand in your film at the end of every task.

Skygod Ian Blackmore says: "The only way you have of proving you did the task is your film. You must hand in your film at the end of each day, something punters new to competition forget to do. I include it as one of my post flying checks, and I am now also including a check to make sure I've rewound the film properly before I remove it from the camera."

### Tip no 3: Always take your photos in sector.

Skygoddess Kaz Harland: "Taking photos from the air is a fine art. I've done hundreds, but find some punters on my courses haven't mastered the skill. Be warned also, some pedantic bastards also expect the photos to be in sector, which is a bit over the top." Next month the SkyGod MasterClass will be talking to Dave Snowden about gully gobbling, Ian Blackmore will be advising on the most cred T-shirts, Jocky Sanderson will be talking about "butch" clothing in gay nightclubs, and the first in depth interview with Judy Leden on "Donkey Flying".

## The Early Years - From Johnny Carr's Photo Album



### 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 Phillipot	Lindfield	01444 482225
Stroller		
Stewart Swanton	Hove	01273 732219
Steve Uzochukwu	Maidstone	01622 736219 / 0973 713120
Colin Williams	Sanderstead	0181 6574958

### 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 857163 / 0171 240 9872
Peter Perry	Crawley	01293 402908
Ron Richardson	Keston	016898 56723 / 016898 51823
Trevor White	Ottershaw, Surrey	01932 872722 / 0171 437 8676
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.

CLUB COACHES

## SITES CONTROL

Membership is up this year with a noticeable increase in Hang Glider pilot members, this is largely thanks to the "team" keeping the pressure on the free loaders and getting them to join.

Finding out if pilots are members is a time consuming job , but on the + side it gives us an opportunity to "chat " with you.

One freeloader that springs to mind is **DENNIS THORPE**. He is a hang glider pilot and is a regular visitor to our sites, lives in Shoreham and has been freeloading for over two years now . It would help if the other pilots made him feel a little less welcome and perhaps did not drive retrieve for him.

### Crop landing at The Dyke

The problem is over for this year, but the selfish minority have cost us all. Due to the non payment of crop landing fees the farmer has put up the price of the bottom landing field by 50%. and if we dont pay up for crop, landings next year he will put it up again.

At a recent Committee meeting a member was asked why he insisted in taking off on his Hang Glider from the segregated area at the Dyke. His reply was that it was due to "conditions". Johnny Carr our President concluded that it was not "conditions" at all but more to do with where the pilot had parked his car, the pilot concerned was then asked to not be so lazy, or to park near area A or C in future.

At that meeting the above un-named pilot complained at the lack of enforcement of the Paddock airspace rules, it was agreed that Johnny Carr and Jerry Hansen should look at the rules and make a recommendation to the Committee.

The Committee recently received a strong letter from two Site Marshall's, complaining at a recent spate of buzzing incidents at the Dyke. It would appear that one pilot takes great delight in flying his Hang Glider at Paraglider Pilots on the hill, to avoid being hit the Paraglider Pilot has to drop to the ground the Hang Glider then passes over him at less than 3ft clearance !!. Be aware the Committee does not consider this action a "prank" but as a serious incident, and an assault on those involved. Johnny Carr was again dispatched to let it be known.

### THE TURNPOINT AND OPEN WINDOW IDEA FOR HANG GLIDERS

When asked, most of you did not know what it was. So please read your Marshalling Guidelines or look at the Marshalling board at the Dyke to find out.

### FOR HANG GLIDER PILOTS IT'S A WAY OF NOT BEING PINNED IN BY PARAGLIDERS WHEN YOU WANT TO LAUNCH.

*Jerry Hansen  
Sites Control Officer*

## Aerodynamics

### GOOD RESULTS FOR TOPLESS AT WORLDHANG GLIDING SERIES!

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### Used Equipment

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

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



### Paramotors

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

### 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**

## Small Ads.

**Nova Phocus 123 (small)** 65-86k all up, purple & green, 80 hours but almost as new. Very friendly, stable, good performance & great fun! Needs a good home & some wagga wagga-ing. £1450. If I could afford 2 gliders I definitely would not sell it.  
Alan 01273 505295

**Apco Extra - Immaculate - 10hrs**, bargain at £1,100 ono.  
Call Liz on 01273 858314/888443

**Lambie lid - Open face helmet** £65.00.  
Phone John 0181 6570725

**Airwave K2 CofA.** This glider looks great & flies beautifully - I'm just a little too big for it! But if your clip-in weight is 80Kg or less it's perfect. £700.00 ono.  
Call Bill on 0181 761 8013

**Clubman 160.** Ideal first glider. Well looked after. Speedbar, training wheels, spare uprights & tip battens included. £650.00.  
Phone Chris on 0181 771 3486

**Ideal HG/PG vehicle:** Toyota Tercel estate 4WD 1986, VGC throughout. The full MOT. Not used off-road. Drive to the top of Firle on those icy days - £1250.00 ono.  
Gail 01273 842818

**Xtralite 137 Mylar - £1600 ono.**  
Tel Darren 01273 733916

**Sailing Dinghy for sale:** 14ft Marineply. V.similar to Enterprise. Main jib, genoa, full buoyancy. Road trailer, launch trolley. Unused since extensive work. A good looking boat in excellent order. Have fun on those blown out days! Regrettable sale. A bargain at £495.00 ono.  
Call Cliff 0181659 1114

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

**Airwave K3** Good condition, never crashed, flies beautifully, can bring to the hill or view in London.  
Phone Clive 0181 981 0890

**Full face Black Storm** Kevlar helmet, as new £100.00. Open face Pick Up helmet, white, as new £35.00.  
Call David 01483 799531

**ITV Agena 30** (Large 85-110kg). Approx 50-60 hrs, good condition. New lower A&B lines (still to be fitted - I can do this if you want.) good 1st glider & good for XC etc!(ask any Agena owner). the damage - £1200.00  
**Davron Vario 804 V2.95**, good vario but must sell, cost new £500.00, the damage £400.00.  
Sean 01273 885412

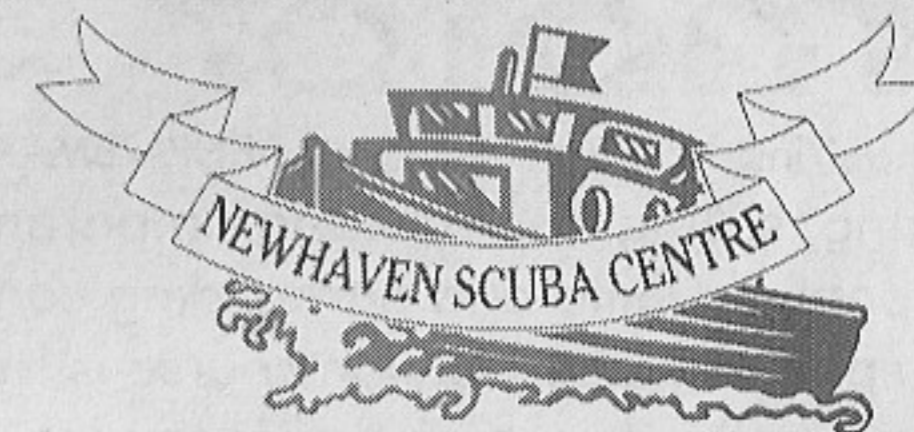
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**For further details contact Margaret  
01273 612012 (Fax 01273 612013)**

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