

Happy New Year!

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- FALHAWK NEO.** Small. An excellent condition glider - hardly used. £600
- ITV ASTEROPE** Medium - average condition, good for beginner on a budget. £789
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- ITV ATIKS** Large. 31 Reasonable condition, for ambitious flyers... £950
- ITV TOPAZE** medium, has just been fully factory overhauled. £999
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- EDEL SUPERSPACE 2** medium (25) yellow/purple, 2 hrs airtime, inc. Harness. £1,100
- FIREBIRD BARRACUDA 28.** Blue/white, 50 hrs airtime. £1,200
- ITV AGENA MEDIUM.** Great condition, hardly used. A great buy. £1,499
- ITV MERAK 31** - our demo wing, please don't buy it, we like it too much! £1,500
- ITV TOPAZE.** A nice wing, little used, inc. SAS2 harness and Charly reserve. £1,850
- ITV MERAK 33** - very good condition. Excellent paramotor wing, Gary's favourite. £1,800
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- TANDEM PRO-DESIGN CHALLENGER,** average condition, flies nicely, very stable. £1,000
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- TANDEM ITV MERAK,** good condition. Perfect performance tandem - ask Sean! £1,900
- FREEX FRANTIC** large, test flown by our instructors. Hip or hype? You tell us... £1,950
- AIRWAVE ALTO XM 28,** demo use only. Micro lines fitted, standard lines supplied. £1,999

ADVENTURE F2, quad prop., electric start. Good condition, around 20 hours. Includes transport bag and brand-new intake muffler. With harness. £3,200
DK SYMPHONY PARAMOTOR WING, as new. £1,600
ADVENTURE F3, electric start. Good Condition, around 50 hours, our demo machine. Includes harness, nicely run in. £3,300

Hang Gliders!

- ACE SPORT 150.** 100hrs airtime, 1990. £300
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- TYPHOON,** med., sound condition, Third in the League '81. £200
- MAGIC 3** 166. Green/white. £250
- MAGIC 3** 166. Yellow/green. £299
- MAGIC IV** 166 red. £399
- AIRWAVE KLASSIC 13** - demo. £2,200
- OFF PISTE DISCOVERY 195,** includes harness. Test flown only! Check out this price! £1,499

Who knows if we'll have
any left by January?

1997 Calendars:

(Hang Gliding or Paragliding) £14.95

Signed copies of Judy Leden's

"Flying With Condors": £18.99

Sky Systems Ltd

Edburton, Nr. Henfield,

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Windsock

FEB 97



Chairman's Letter

The New Year is well on its way, let's hope it's better than the last. More hours flown, more flyable days, more and better thermals, more XC miles and fewer mishaps.

January hasn't been so great though, unless I've missed a lot.

Anyway, all the best for '97.

T.A.



PARACHUTE REPACKING EVENING

sponsored by



15th February (Sat) 7.00pm - 10.00pm

Broadbridge Heath Sports Centre
(Just off A24 Roundabout)

Tim & Mike have kindly offered their services for this event. In the light of the recent fatality & Skywings article we want to see as many people there as possible, especially experienced reserve packers.

Watch This Space for details of the XC
evening coming up in March!

Windsock



Magazine of the Southern Hang Gliding Club

February 1997

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Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 21st February 1997. Sent to my address or to:

PO BOX 1359

Brighton

East Sussex BN2 4AS

Cover

Mark Watts winging his way over Firle on a high pressure day

RESERVE PARACHUTE REMINDER

Most club members will by now know about the mid-air collision on the 22nd November '96 at the Devil's Dyke, which cost the life of a hang glider pilot. When I first heard about the accident my initial thoughts were that the hang glider pilot had had insufficient height for his reserve parachute to deploy properly. Having since read an account of the probable chain of events in Skywings it appears the reserve may have been incorrectly packed.

THIS IS A LESSON FOR US ALL

Reserve parachutes are a very important piece of our kit and should be treated with the utmost respect, they are not your second chance they are your last chance.

There has been a great deal of research into parachutes and their deployment sequence. The manufacturers repacking instructions should never be modified in any way.

The difference between military parachuting, free fall parachuting, and our reserve parachutes is air speed. Most of our deployments are carried out at very low air speed, consequently, our reserves require the least possible resistance to their opening. This has been calculated by the manufacturer, so once again do not modify the tension of elastic retainers or the deployment sequence.

Having been involved with parachutes for over 30 years and with over 2000 static line and free fall descents to my credit I have only seen two types of malfunction, they are incorrect packing, and incorrect packing. I have never seen a malfunction due to equipment failure.

If you repack your own reserve check and recheck at every stage, and if possible get someone else to check for you. This is standard practise in military parachute packing. If you buy a second-hand reserve \ harness reserve combination, take nothing for granted, even if you are told the reserve has been repacked recently, you have no way of knowing whether it has been repacked correctly or not. If you are not confident in doing the repacking yourself get it repacked by an experienced packer.

Regarding Rogallo type reserves I recently saw one which had been packed OK but had been incorrectly attached to the harness. These steerable reserves have two risers and so each one must be attached to the correct side of the harness otherwise when it is deployed you may find yourself flying backwards. Regardless of the type of reserve you use, you should try to understand fully the repacking and deployment sequences. I cannot stress enough the need to look after your reserve and have it repacked regularly.

Just a word to all new Club Pilots - make the purchase of a reserve parachute top priority, the best harness or alti-vario in the world won't let you down gently if it all goes wrong. If anyone would like any help or advice regarding reserves see me on the hill or you can find my phone number in the list of club coaches. And now may I take this opportunity to wish all club members a happy and safe New Year.

Jim Hardiman.

AeroDynamics

TOPLESS RESULTS 96

WHGS 1st & 2nd

Speed Gliding World Cup	1st	2nd	3rd
WHGS Manufacturer's	1st		
Italian National Champs	1st		
Finnish National Champs	1st		
Bassano	2nd	5th	
British League	3rd	13th	17th
Monaco Aerobatics Cup	2nd		
Peugot Race & Rally	1st		



Both sizes: 12.8m & 13.5m now have full DHV "German" Certification

DEMO TOPLESS' FOR SALE

Prices Start at £2600

All Gliders in good condition one season old.

Get yourself this superb glider at a bargain price.

Ring Tony and Haggle!

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

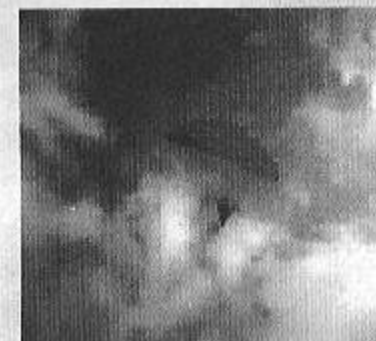
For advice, information or just a chat ring:

Johnny Carr: 01444 471137

Tony Lucchesi: 01444 471190

Swift Foot Launched Sailplane

We can now offer this amazing aircraft
For free flight or with motor.
Training & demo flights available
Speak to top UK Swift pilot - Johnny Carr



We have a large selection of new and used equipment from Pippins to parachutes, paramotors, propellers, gliders and microlights and are agents for nearly every free flying manufacturer in the world.

We are happy to advise or let you know our personal views on any products available



DEVIL'S DYKE TRIANGLE

by Ian Blackmore

It's winter, I'm bored and my mum's just bought a computer. Three fairly good reasons for writing something. I've finally got 'round to getting my map out and measuring a small triangle I did from the Dyke earlier in the year.

The day in question was just before the final of the nationals so I think that puts it around end of July, early August. I seem to remember everything being a bit hectic having just returned from three weeks teaching in Turkey, getting stuck on the sewing machine for days and trying to get everything ready to leave for Spain the next evening.

Anyway, the previous night's forecast showed post cold front North North Westerly although probably quite windy with low base. Excellent, the Gibbet. Bugger, the bank. Must put some money in. Oh well, the Dyke it is. Up early and sure enough, conditions as predicted. Quick trip to the bank and straight to the Dyke. On arrival people are already scattered all the way down to Truleigh and although most people are pretty well pinned there are obviously good thermals out there. Throw everything together, take off and see what's going on.

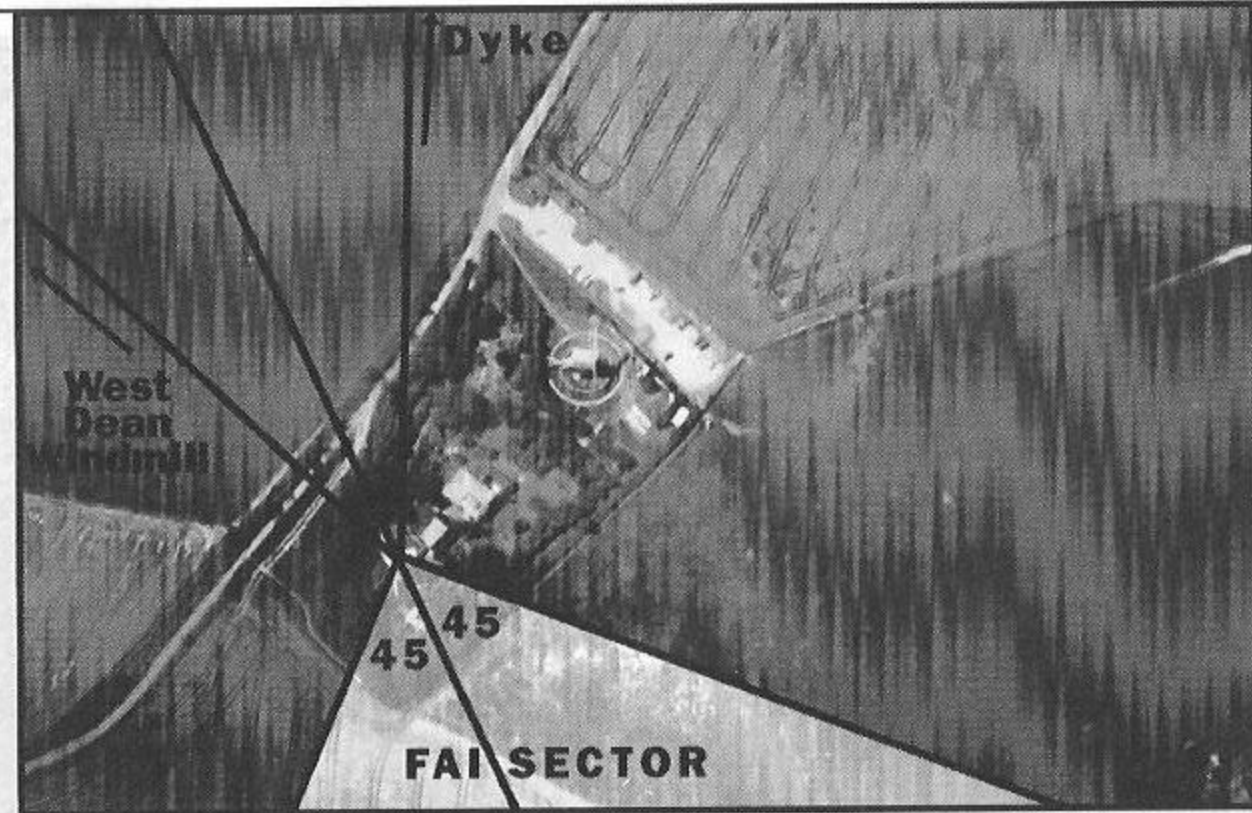
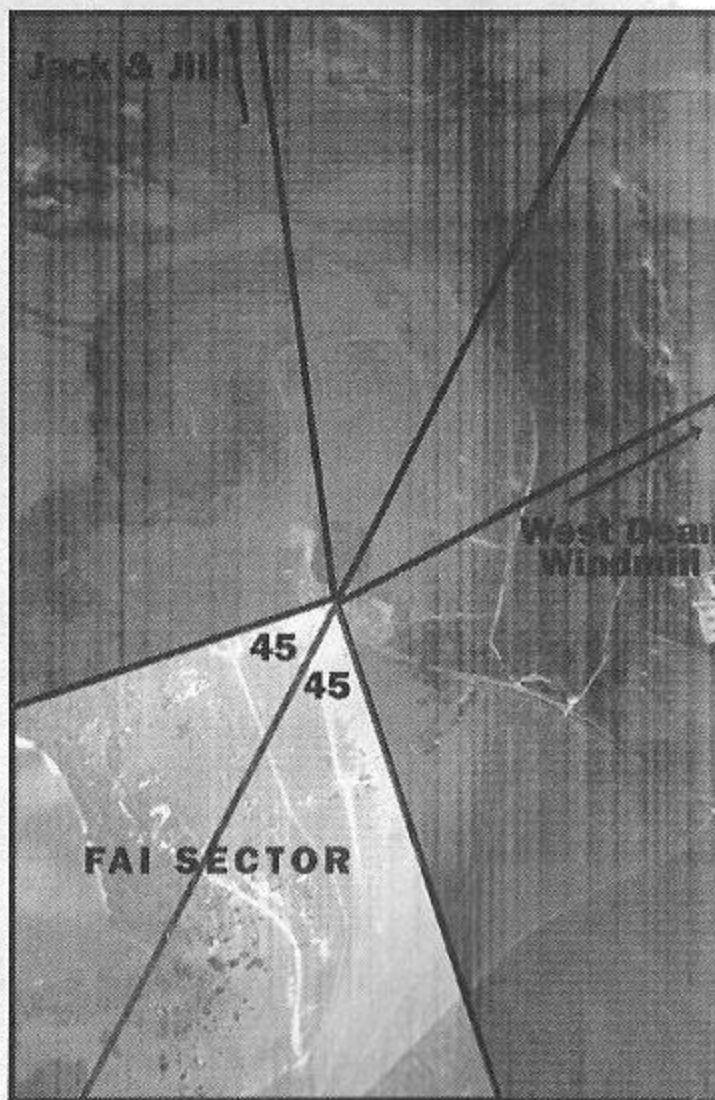
Once in the air it's time to work out what's possible. A first exploratory climb out gives the wind drift at base to be about fifteen mph with the wind from the NNW. Looking to the coast there's no sign of a sea breeze and it's already 11 o'clock. So much for that idea! I try punching forward and discover it's possible to make headway inland although it's very slow going and requires full bar, getting low between each thermal. OK, three options; Open XC, probably to Seaford or Beachy, (bugger of a place to hitch from,) out and return, Truleigh to Lewes or, (long pause for thought) a triangle. Hmm.

Camera? Side pocket. Excellent, a camera. Bugger, no film, quick hunt through pockets. Eureka! a film. Load camera and decision time. Out and returns score double, triangles triple. No one's done a triangle yet. Decision made. A triangle. Where? Time to get back to cloudbase and have a look around. A swift climb sees me over the golf course and looking forward it's obvious. Turnpoint one, The Dyke. Turnpoint two, Jack and Jill windmills. A quick search

below and behind and there it is, another windmill by the A27.

A swift check on the map gives a rough guess of almost an equilateral triangle and a rough distance of twelve to fifteen km. Shape is OK. Distance over 10km so therefore all eligible for the league. Probable distance score between 36 and 45 kms. Better than a kick in the teeth.

OK. Camera out, fire off a couple of shots to start the film and work out the FAI photographic sector for the Dyke. Looking at the map the sector is photo taken looking at the pub from the west so bar out and cross the ridge at about 800ft at half way between the bowl and the pub. Keep flying forward



Two photos roughly in the middle of the sector. Now the hard part. I decided to head for Jack and Jill first since I could lurk around the Dyke for as long as necessary and always dive back if needed. The primary aim being to get as high as possible above or in front of the hill before committing to the route.

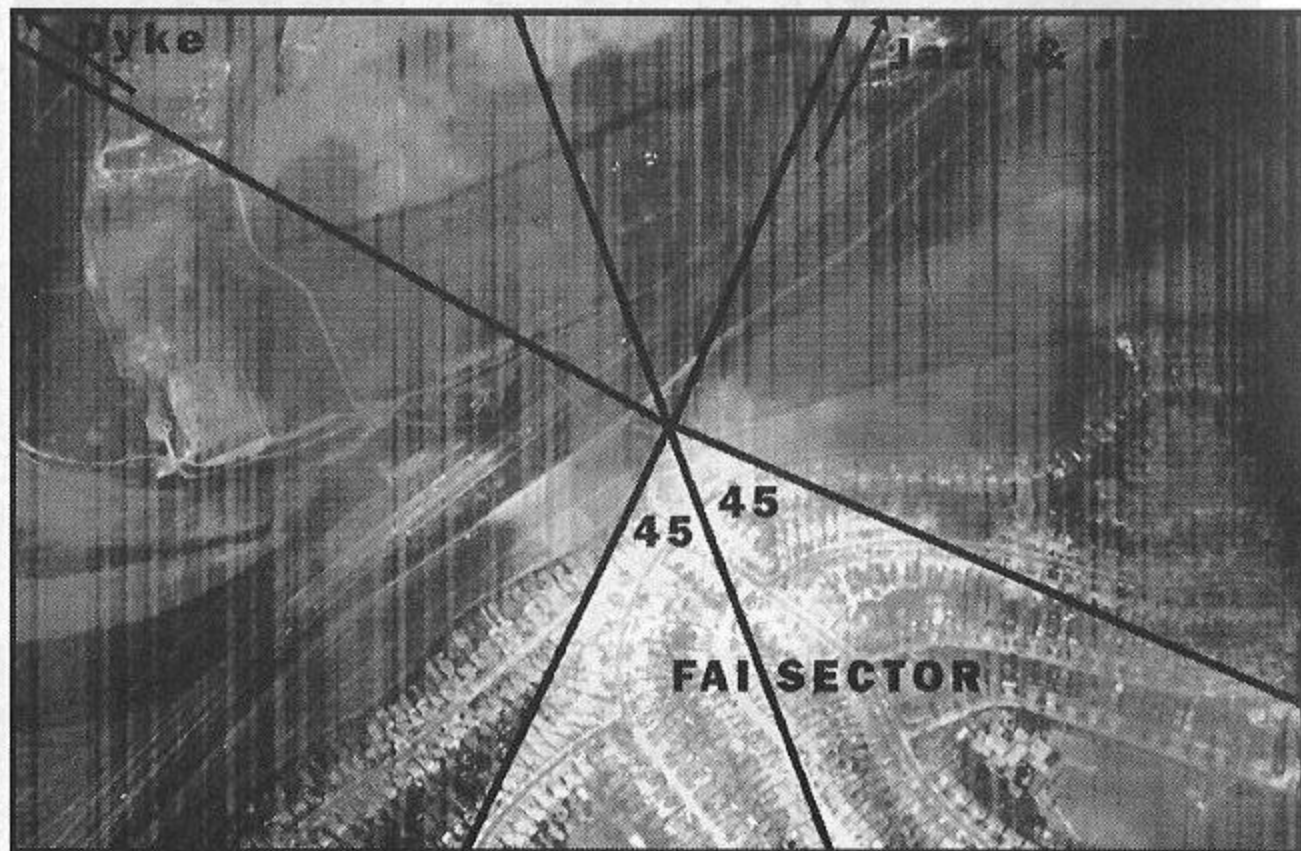
After taking a few weak climbs back to about 2000ft above the golf course I spotted a few gliders in a large area of lift above the modeler's bowl. The beauty of this particular thermal was the gliders at the upwind side of the thermal were climbing particularly quickly. Booting forward I got a good fast climb at the front of the thermal, arriving at base between the golf club and the A27. Time to go.

Checking my drift I reckoned it would take me three thermals to get to Jack and Jill by gliding due North on each glide. This proved to be about right but I arrived just East of the windmills very low indeed. As always in these situations I hit rough thermal from hell just as I came into sector very low. Take the picture and lose the thermal or climb and glide back for the picky? Climb and come back.

As it turned out I lost the thermal and ended up coming back only a few hundred feet higher than the previous time but had smoother air to get the sector right.

I then continued gliding out the front towards Hurstpierpoint hoping to get something drifting downwind of one of the villages. I finally got a climb at just below ridge height which took me up to about 1200 ft and allowed me to glide southwest into a hollow near Pycombe where once again the Dyke disappeared below the horizon. As always on the downs a low save was provided by heading into the sunniest lee side hollow I could find and as always it was fast but rather rough and straight to base. I booted off downwind to the next turnpoint getting my only big deflation of the day exiting the thermal.

A downwind glide was an absolute joy after the previous glides and I arrived just upwind of the windmill into a nice 6 up with a hang glider circling in another core nearby. With him to mark the lift I quickly popped downwind, got the turnpoint and raced back to continue climbing. Rather than waste time climbing to base I timed the start of my upwind glide to reach base just as I left the edge of the cloud and managed to miss most of the sink. There then followed another four or five climbs and into wind glides being careful not to blow it and go down on the final leg. I finally crossed the ridge at about 1300ft and snapped a final two pictures of the Dyke.



I then circled down to land in front of the pub and check the stopwatch. Three and a half hours. I've just checked the distance and its 14.1 kms. Bigger all for three and a half hours flying but since its a triangle that scores as 42.3km. Not bad for a windy northerly on the Dyke and no hitching at the end of it. Marvelous!

Why didn't it appear in the league? Two reasons

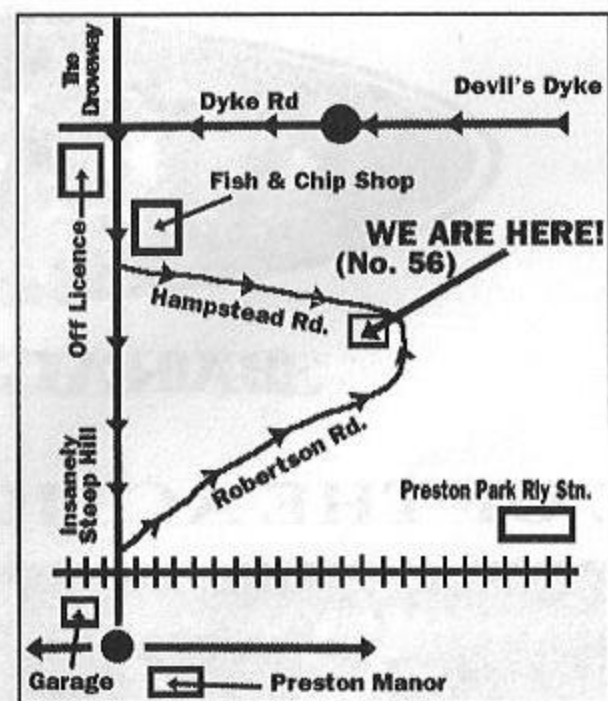
- a) I left for Spain the next day so I gave the film to a friend to process and send in. Guess what? They didn't.
- b) You only have a month to enter XC league flights this year. So be prepared.

If anyone fancies having a go at this task the photo sectors are - Dyke (W side of pub), Jack and Jill (NE side) and Westdene windmill (SSW side). If you do the task on a light wind day it should only take two glides on each leg on an intermediate glider. If the wind is light however do the Westdene windmill after the Dyke in order not to run into a sea breeze before you finish.

PS this would make a cracking task for a fun club comp.

Roll on the spring.

Ian Blackmore.



Sussex HG & PG Pre 1997 Season Sale

Current stock of 2nd hand & demo gliders for sale at ridiculously cheap prices.

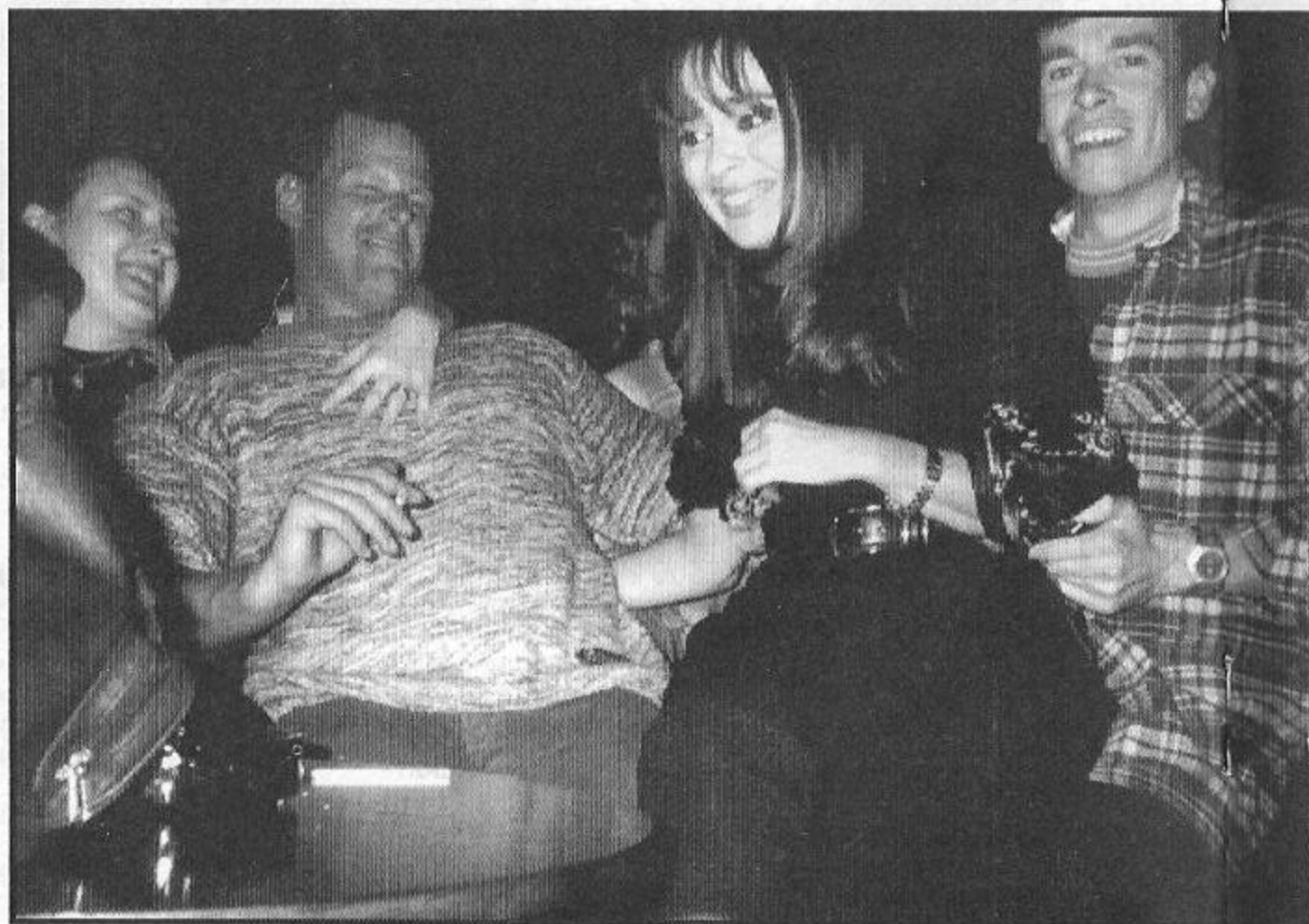
Nova Xyon (24)	£2500 -	Test Flown Only
Phocus (S&M)	£2000 -	Brand New, Unflown
Apco Sentra (M)	£2000 -	Test Flown Only - Excellent
Flight Design A4 (M)	£949 -	Great Intermediate Glider
Flight Design B3 (L)	£500 -	Excellent Performance for Price
Trekking Ritmo (M)	£899 -	Still Guaranteed
Firebird Genesis (M)	£1250 -	Outrageous Performance & so Cheap
Airwave Voodoo II (M)	£999 -	Classic Glider, V.Good Condition
Edel ZX (L)	£500 -	Bargain at this Price
Edel Space (L)	£900 -	Still Crispy
Edel Space (M)	£700 -	Ideal 1st Glider
Falhawk Apex MR (M)		Make Matt an Offer!
Freex Spark (M)	£1500 -	60 hrs Best Speed, Handling & Glide Available

Call into shop for a tea & coffee and all PG & HG needs

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New Devil's Dyke Weather Station?

As you may know, the old weather station on the Dyke has finally packed up, and I now have to decide whether to replace it or not, as I can't afford to continue it on a free basis any longer, I must either shut it down, or replace it with one of the new Wendy stations that I've been putting up round the country. These are **MUCH** better, in that they have an English voice, and give not only winds, but cloudbase, amount of cloud cover, and rainfall, too. However they do cost some **£3000** each to put up!

As you know, I now have around 8 of these round the country, including **MERCURY** (Petersfield), **MILK HILL** (Marlborough) **SE WALES** (Tredegar), **LONG MYND** (Shropshire), and (soon) **FROCESTER** (Stroud).

I raise the funds to erect and run each station by subscription. Fliers subscribe to the network, and can then use ALL of the stations round the country.

AS MANY CALLS AS YOU LIKE!

I've just improved the subscription terms: It's now £24/year, (**less than 50p/week!**). You can make **AS MANY CALLS AS YOU LIKE** to the stations in a year. There's only one limit - you can only make a maximum of 4 calls to any one station on any one day. (This is so that people don't pass out their access code to friends!)

So, I need around 100-150 guys to subscribe to the network in order to fund the cost of replacing the Dyke station, and to put it somewhere else where it won't suffer from rotor, as it has done on top of the pub. I hope enough of you will consider it worth it - after all! I've only got to save you a couple of wasted trips a year for you to be in profit on the deal!

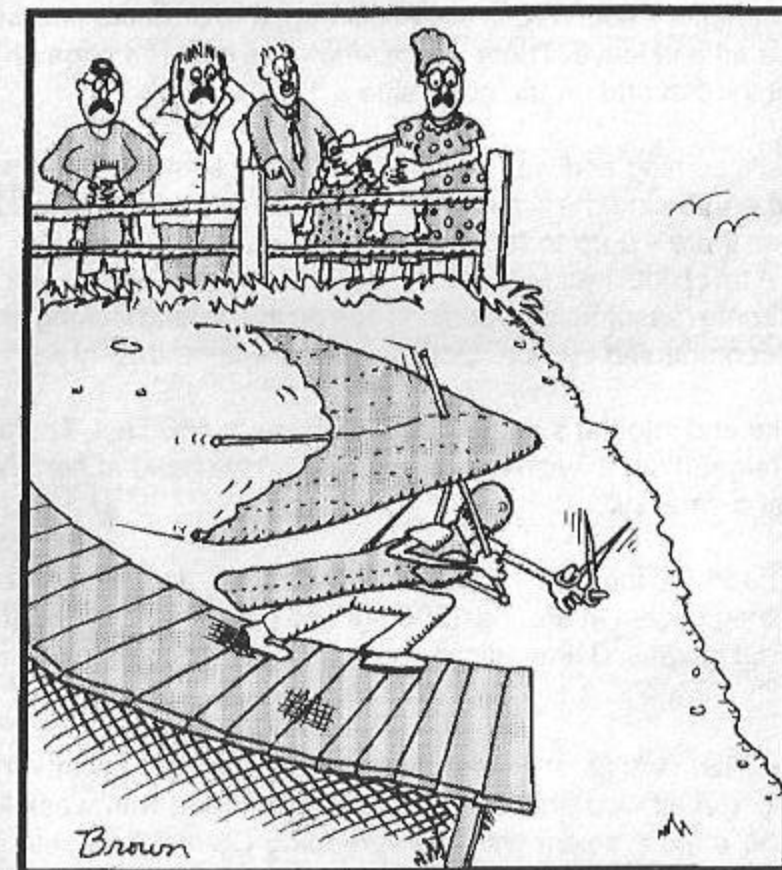
To that end, I intend to canvass the club members by phone in the near future to see if there's enough of you willing to join to raise the £3000 I need. Expect a call from me (or Alison, my trusty assistant) soon.

Any queries to me:

Rod Buck 0114-253-0372 or 0836-284-853



Yes, quite accurate, but flare sooner next time



Always trying to shock the spectators, "Dangerous" Dale runs with a pair of scissors.

Surfing the Storm

Forget wave. Steve Cook surfs Cu-nim gust fronts!

The League final. Merthyr. 1st task - the forecast: Starting off sunny but with clouds bubbling up to give rain, hail and possible lightning by midday. Not the most inspiring forecast you've ever heard but typical Welsh weather.

There was a lot of negative thought at take off as pilots rigged up, keeping one eye on the large clouds that were forming upwind. A task was set - open distance, with the window opening at 12 o'clock. The wind decided to go more southerly, making take off a little more exciting.

I launched early, which turned out to be a good decision, some good cycles came through and a large gaggle was soon at cloudbase at 3500 amsl. By now a Cu-nim was brewing up a couple of kilometres upwind of the take-off so the only way to go was over the back.

The gaggle wafted along in weak lift a couple of thousand feet over the moors. The thunderstorm was by now over the take off site - dropping it's load on the pilots left behind (poor bastards!) The sky downwind looked a bit flat and lifeless. Gliding was the only option as the lift had dissipated, so a few of us headed off towards the Crickhowell valley area. Just on the back side of the moors some weak lift appeared and I started to climb and was soon joined by a few others but it soon broke up. Pilots began to drop out and were landing in the valley below. It was time to leave. There was a small tree covered ridge on the way so a few of us left and went for that and on the north side a 1 up appeared.

The Cu-nim was still coming and was catching up, then I spotted Tony Lucchesi low down, gliding around the south side, he connected with what looked like a solid core. The small gaggle moved over there - 5 up to base. It was now decision time - into the mountains or north to the flats? A few pilots headed for the Hay Bluff area but I didn't fancy that as the flats looked better with some reasonable clouds and sun on the ground looking much more inviting. So I headed off, accompanied by Ron, Gordon, Allan, Kath and Tony just a bit further back.

Over Langorse lake and into the sun, now at cloudbase at 4500 asl. There was some weak lift to the west of Talgarth but it wasn't worth working so we headed north where two gliders were climbing near a small hill.

Allan decided to head for the sun - towards Hay-on-Wye and headed off, the rest of us arrived at the climbing gliders at around 1500 agl one up. As we climbed the Cu-nim caught up with us and the lift increased dramatically back to base. It began to rain and so it was time to leave.

Heading NNE towards the Radnor Forest the sky began to fill in, with very little sun on the ground it was looking a bit bleak but the air was buoyant and with weak lift on the way the glide was good, the main problem was the spreading Cu-nim had shut off all the ground sources.

The gaggle arrived at Bach Hill, just the five of us left, then another split. I had the advantage of being highest. Gordon and Kath stayed on the ridge, Justin, Ron and I got a weak thermal and wafted over the back at 4-5 hundred feet, but this soon broke up. Ron and Justin headed for a village at the end of the gully, looking for a good landing field.

The Cu-nim was now over the mountain a bit of a monster with gust frontal cloud forming on its leading edge and with a wall of rain very close behind. I decided to go into a gully behind the main ridge, landing was a bit iffy but there was a chance of finding lift. Gordon was now climbing on the south face which looked solid, Kath had been washed to the bottom of the ridge in the rain storm.

I flew deep into the gully, eventually finding some weak lift - just a zero and it was now raining. Ron and Justin had both landed. I worked the zero which slowly turned into a half up. Gordon had got to base on the edge of the rain and then headed off NE, it was a very nerve racking climb, just clinging on 2-3 yards from the main rain belt.

At about 1000 feet I lost it and had to search around, finding some lift nearer the rain. Ron and Justin were sheltering under their gliders, trying not to get wet. I climbed back to 3000 amsl and was using the gust front - pretty rough but a free ride plus fast ground speed. The possibility of being sucked in was a bit worrying but staying on the leading edge, surfing in and out of the wisps, punching forward when the vario went to 10 up worked well.

Passing Bishops Castle to the west the whole sky was looking pretty dodgy with Cu-nims coming from the west and the east, the sky in front deteriorating fast. By now lightning was coming out of the side of the gust front cloud and so I made my decision to leave. I got some speed on and headed off for Corndon Hill, in lift all the way across the valley reaching the south face at 5000 amsl. I headed over the top and on towards the north, the flatlands and away from the thunderstorm. Then Gordon and Allan appeared off to my east, legging it. Both their gliders looked very wet and they had a good thousand feet over me (bastards.)

The day was coming to an end and the only activity was the big storm now stoking itself up. I found some weak lift north of Pontesbury and wafted around, drifting towards Shrewsbury. A kestrel was circling down wind, I arrived at around 1500 agl, just a broken blob and so I glided off again with the Cu-nim catching up.

My final glide was over the A458, I spotted Alan's glider in a field and Gordon a couple of kilometres north of him but I was just too low to catch him and had to land. North west of Shrewsbury, torrential rain followed shortly with the wind picking up to 30mph in 2 minutes.

Another fun day at the League!

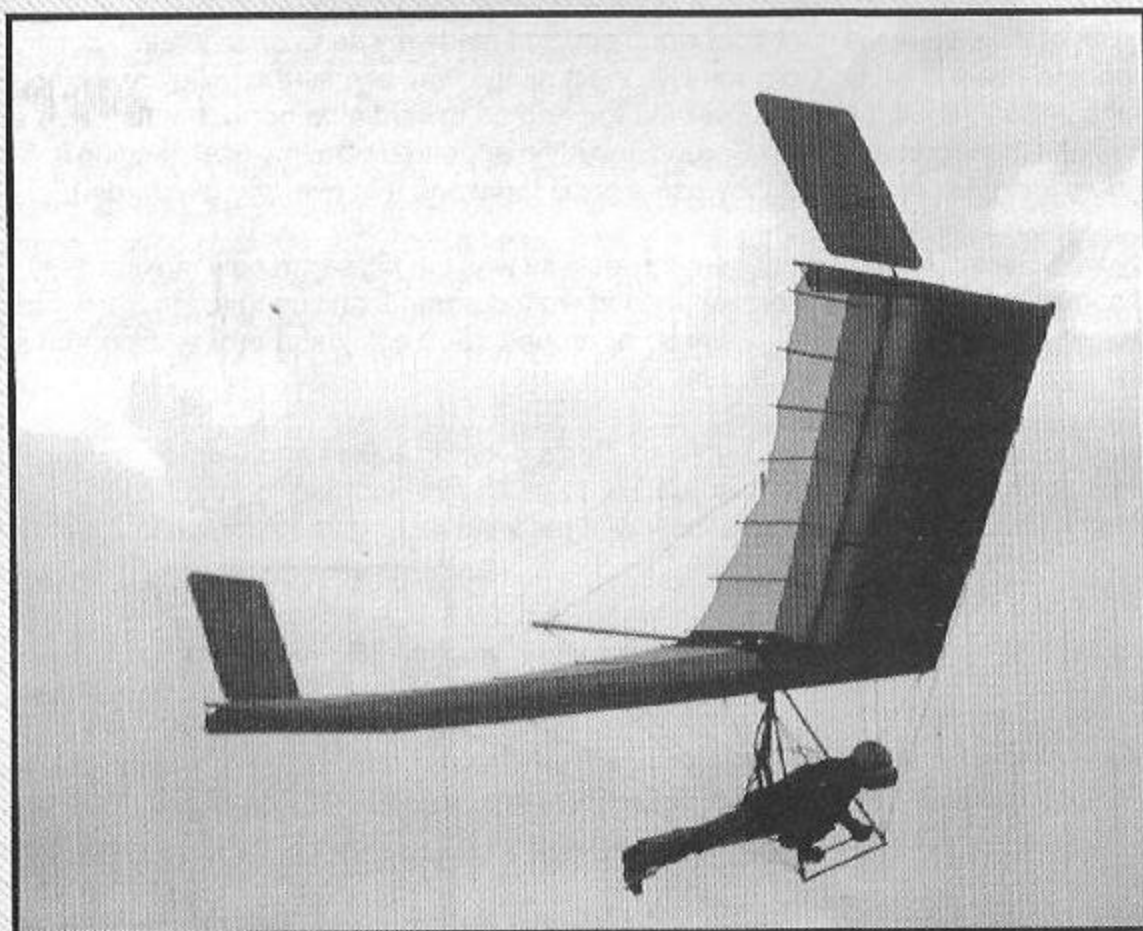
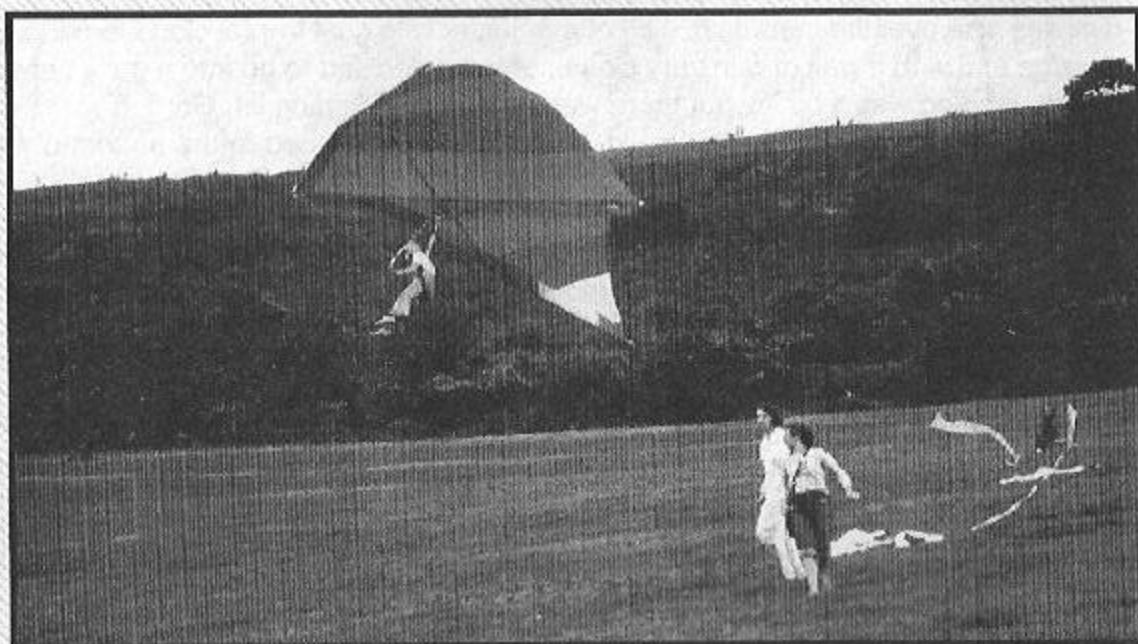
Pilot	Steve Cook
Glider	Topless 147
Vario	Davron 100
Harness	Stealth
Distance	72 miles

Cheers to Ozzie and Claire for the retrieve



The Early Years - From Johnny Carr's Photo Album

Come on Grannies & Grandads, we need more "Early Years" pics - (please send to usual address). Prompt return.



ATTENTION HORSE LOVERS

SUNDAY 13th APRIL - ALL DAY

The Bridleways Association are holding a big ride from Pyecombe to Lewes then to Cissbury Ring then back to Pyecombe

There will be equine traffic
(that's horses, Ozzie) at the Dyke,
Ditchling & Truleigh ALL DAY

(Don't forget to leave plenty of time for your journey to the hill as the roads will be full of horse boxes travelling at 3 miles per hour - or less!)

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		
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

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

Small Ads.

Freex Spark 60 hours £1500
Sup Air Harness £150
 Call Russell 01273 327084

Edel ZX Med 70-90kg ACPUL. 100 hrs
 Speed risers, spare trim risers, manual.
 V. clean & tidy - Bargain intro to performance
 flying - £450 or offers
 Call Cliff 0181 659 1114

ITV Agena medium (70-90 kg). Good
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