

# Happy New Year!

## DYNAMITE CLEAROUT SALE!

A SELECTION FROM OUR SECOND-HAND LIST

### Paragliders!

Open 7 days  
We accept all  
credit and  
debit cards

- FALHAWK NEO.** Small. An excellent condition glider - hardly used. £600
- ITV ASTEROPE** Medium - average condition, good for beginner on a budget. £789
- ITV NUNKI.** Large (100) A great glider for intermediate pilot wanting a bit extra. £800
- ITV ATIKS** Large. 31 Reasonable condition, for ambitious flyers... £950
- ITV TOPAZE** medium, has just been fully factory overhauled. £999
- ITV ATIKS** Medium 29. Good nick! The Solent Crosser! Ideal paramotor wing... £950
- ITV ASTEROPE** Small - average condition, but flies well. Bardain for a beginner. £980
- 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
- NOVA PHILOU 26** (small) complete with SUPAIR harness and Charly reserve. £1,900
- TANDEM PRO-DESIGN CHALLENGER,** average condition, flies nicely, very stable. £1,000
- EX-DEMO AIRWAVE REGGAE, SMALL** - low airtime, still quite crispy. £1,199
- 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
- ACE RX 160:** White/blue; performance for budget-watchers. £250
- 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,  
West Sussex BN5 9LL

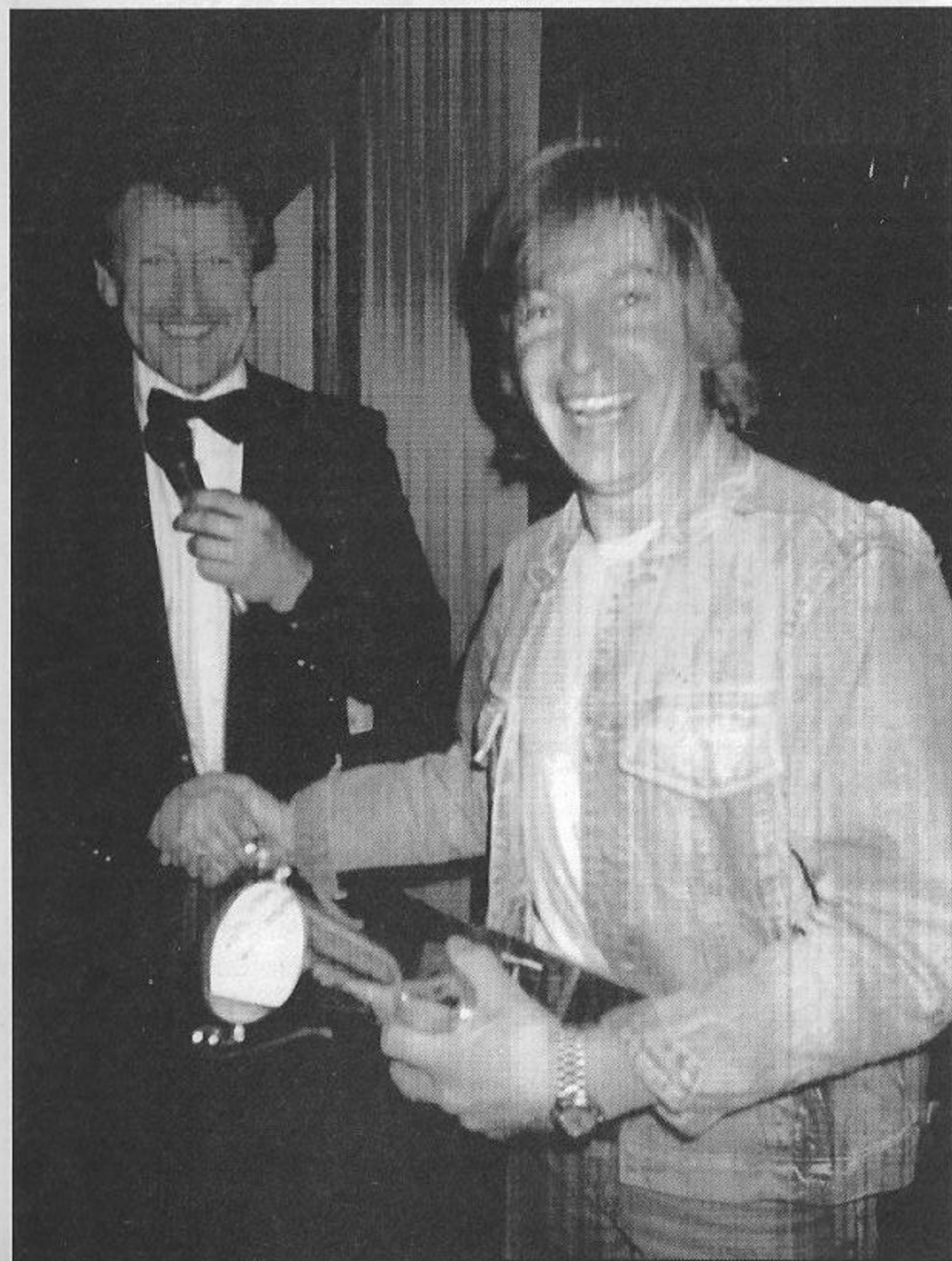
Tel: (01273) 857700

Fax: (01273) 857722

email: skyinfo@skysystems.co.uk

web: <http://www.mistral.co.uk/skysystems/>

# Windsock JAN 97



## Chairman's Letter

I spent Saturday 30th traveling to Norfolk to attend the funeral of Francis Forsythe - Yorke. It was a bleak affair, I don't enjoy funerals one bit, and I would be happier if you could all manage it so that I don't have to attend too many more.

Despite there having been much talk of overcrowding it would appear from eye witness account that such didn't play a significant part in the accident. Rather there seems to have been a breakdown in basic collision avoidance i.e., keep a good look out - be aware of those around you - observe rights of way, etc.. However, this said, it was certainly overcrowded at times earlier in the day, to the point that several experienced pilots chose to land or not take off.

Overcrowding is obviously a problem on Southern club sites occasionally. We must all be vigilant in the air and we must all observe collision avoidance rules as stringently as possible. If you don't then you are an accident waiting to happen - add overcrowding - then its sooner rather than later.

Furthermore, overcrowding isn't just a matter of numbers in a given airspace. Other factors reduce maximum comfortable numbers. Turbulence means there's need for greater separation, i.e. lower numbers. Pilot experience plays a part, both in perception and actuality - a red ribbon is generally less happy as well as less able to cope with the closeness of others. How people are flying is a factor - whether a circuit is being flown or whether everyone is just milling about at whim. But perhaps the greatest factor to reduce safety of numbers is the mixture of paraglider and hang glider. The different speeds involved mean that avoiding action has to be taken far more often (though some might not appreciate this) hence, there's room for fewer in the air.

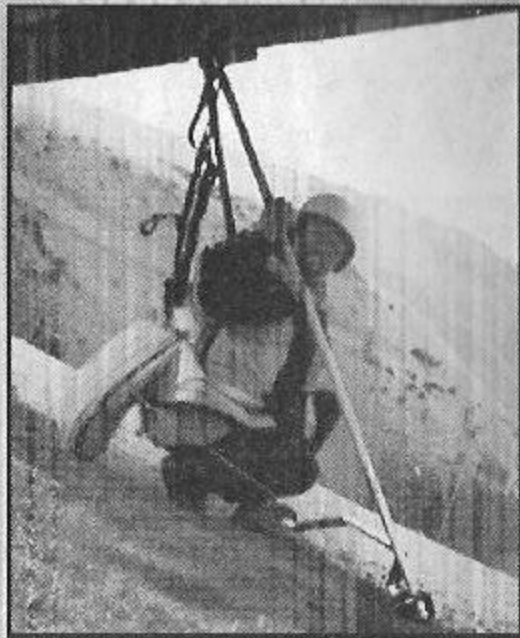
We have measures available that are largely adequate to control overcrowding. However it is patently obvious that they are being under-used. This is not good enough. So get your fingers out. If you are an experienced pilot and have to land because of overcrowding don't just grumble - do something about it, or at least approach a marshal or committee member and suggest they do something about it. That's what they are there for. Being conscientious enough to turn up for marshaling duty or being mug enough to wind up on the committee doesn't give you crystal balls, it doesn't make you a better judge of air traffic density, and it definitely does not make you all seeing - omnipotent. They might just need to be prompted.

Now, we all want to fly, though some of us are satisfied with less airtime than others. That's fine, so long as everyone is happy. However at overcrowded times there's often not enough total airtime available to satisfy everyone, and at present it is only the aggressive pilots or those with too few brain cells in the risk appreciation department that get their fill. Others at such times often don't get to fly at all. If anyone cannot fly because others are hogging the airtime then that is not good enough. We are a club. We have a duty to all our members. We cannot allow those among us who are too aggressive or too dim to disadvantage others. Everyone in the club pays their £40 and is therefore as entitled to as much airtime on a given day as anyone else.

We are all responsible for ensuring that this happens. Don't be an air-hog (who said pigs cant fly.) If you've been airborne for say half an hour and it is crowded, land and let someone else have a go. If you're about to take off, make sure you're not going to deck that red ribbon who's just taken off. (The number of times I've seen that.)

If you are a red ribbon who wants some airtime get the assurance of a coach or instructor that conditions are suitable then approach a marshal or committee member to arrange some.

Try not to create or add to overcrowding, rather do something to alleviate or prevent it. Don't be part of the problem. If we use the measures available to us, that we the Club have voted in favour of, then we will all have a safer and happier flying environment and club.



# Windsock



Magazine of the Southern Hang Gliding Club

January 1997

### Windsock Editor

Dan Petty 01825 712857  
danpetty@pncl.co.uk  
Rangers Cottage  
Nutley  
East Sussex  
TN22 3LL

### President/Social Secretary

Johnny Carr 01444 471137

### Chairman

Trevor Ackroyd 01273 604752

### Secretary

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

### Treasurer

Peter Day 0118 9421481  
(W) 0118 9538135

### 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 648244  
adam.goodsell@vdbfoods.sprint.com

### Club Coach

### Airspace Officer

Tim Cox 01273 888443  
(W) 01273 516145

### Competitions Officer

Trevor Ackroyd 01273 604752  
Mike Millwood (W) 01273 858108 PG

### Club Officer

Julia Gibbs (fax) 01273 507794

### Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 24th January 1997. Sent to my address or to:

**PO BOX 1359**

**Brighton**

**East Sussex BN2 4AS**

### Cover

Ozzie Haines Picks up one of four trophies at the Christmas Party

## LAWNMOWERS - A concept of new freedom

I have been flying with a paramotor for over a year now and I would like to convey my feelings to others who may be considering buying a powered back pack. The main reason for me buying the power unit was to be able to get away from the long distance haul to the flying sites and also the added problem of the weather needing to be just right. Coupled with this (like others) I have to work 9 to 5+. Book appointments during the week and I am married so my wife needs time too. All previous statements considered only left me some weekends to fly and thus the possible "flying window" was reduced almost to the stage of "shall I get rid of all my gear".....

Other frustrations were to get to site and find it had sea breezed or it was packed not only in the air but also on the ground and in the car parks. Winter flying was tried but although the sea breeze and packed car parks had gone it was nowhere near as enjoyable as flying in warmer conditions. Thermal bumps and partial deflation's do add spice to flying and this was lacking in the cool smooth winter air. After flying the canopy often ended up damp. This caused added havoc at home in our little terraced house when I laid the canopy out to dry all over the living room.....

I love to fly but it was becoming clear that the frustrations I had always suffered in the past (which had not troubled me as much) were now wearing me down and the investment in the canopy, BHPA, SHGC, was becoming a "lame duck". I was not getting my feet off the ground enough and it actually started to hurt my pride and also my pocket. The guaranteed exceptions to anything mentioned above was the twice yearly jaunt abroad to some warm destination where my wife (bless her) let me rip and get some good airtime in. On days it was blown out we would enjoy what was on offer together. A 50/50 fair deal holiday that seemed to work well for both of us.

About two years ago on our return to the UK I started looking at microlights as a possible alternative. I went down to Popham airfield to find out. I ended up having to rule this avenue out as after the initial joy of finding out about microlight aircraft I found myself setting my stopwatch on leaving the airfield to see how long it took to get home. This was what I wanted to get away from and put me almost in the same position I was with our flying sites so I again ended up with the "do I sell the whole lot syndrome again rearing its head?"

My salvation and sanity was then saved. I saw a clip on TV which showed a lawnmower (or something) strapped to this blokes back, he took off in just a few strides using a standard paraglider. I found out the more about this mode of flight and the more I found out the more I got hooked. (Later the versatility of the unit was shown by a nut-case paying a flying visit to the Queen's balcony at Buckingham Palace.) The same nut also flew right into the boxing ring in Germany. Publicity at the time we could have done without....

In 95 after a lot of research I finally settled on the Casteluccio paramotor but it soon became clear that I was an outcast from all normal paraglider clubs. I found I had no flying site as a base and I also that I had to fly alone which was completely against all I had been taught in the past. I had to start at the beginning, checking airspace, looking at the ordinance survey maps to find likely (near) take off sites, negotiate a fee with a farmer. Looks daunting but it was not hard. You are not restricted to a particular wind direction for take off, you just need clear space so very few alternative sites are needed.

# 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

The take off site problem sorted I soon got my feet off the ground a lot more over countryside I would never have flown over without power, its great to be able to choose the direction you wish to fly in and to climb when you want to. You also have other advantages. With power my canopy has a far higher internal pressure and so was far more stable in thermic conditions although if it was looking rough I got out the stone age Black Magic which is so stable with the big holes in the front it would cope with almost anything within reason. The still late Autumn evenings flying in 95 were particularly colourful. The rich browns and gold's of the leaves adding still more of the thrill of flying. The still air days let me fly up to mid December till it got too cold. (Wind chill in front of the prop). So ended 95.....

The warm spring weather of 96 just did not want to appear but my wife had a bright idea (for when it did pop out, the weather I mean). Her spark of inspiration came in March. Let's look at caravans and chalets she said. (somewhere to spend our weekends). Off we went looking all over the place and we finally ended up buying a caravan at Leysdown. (the Isle of Sheppy in Kent). No hills to fly (it's mainly flat) and the only ridge flying was a small cliff for a NE wind so here I would be well and truly grounded. Great, this is just what I got the paramotor for. A small fee paid to a local farmer and I was able to use his good sized field for take off in all wind directions, the only thing left to chance was the weather.....

This year the wife has enjoyed days in the sun and I have romped about all over the sky and also over most of the island, fuel being the limitation. On weekends when it's blown out the wife and I go out so its a fair deal all round and my freedom to fly is realised.

The 96 caravan season is sadly drawing to a close however I have flown enough this year to renew my investment by changing my paramotor to a much lighter unit (almost half the weight for the same thrust output) called the Revolution. (Such is progress).

I have just finished a number of modifications, one of which has been to install a ten litre fuel tank (Double duration time) so when I get up in the sky it's a lot longer before I have to come down. I can climb (till I start to get cold) then throttle back with the engine on tick-over, the prop stops spinning completely and the "putt putt" of a 66 cc. water cooled engine makes little noise. I can thermal about to my heart's content and increase my duration time in the air still further....

The cost of the unit offsets the cost of your canopy as you will fly more often. You can upgrade your canopy and the power unit can still be used. It will fit into the boot of a small car and only takes about 15 mins to set up. If any of the above syndromes seem to apply to you or even if you already fly a lot why not fly more? Use the paramotor for low wind days that would keep you grounded, in areas you would otherwise not be able to fly in (no hills, environment ect, but watch airspace). When time prevents a trip to our flying sites but not a flight from a local field. On the latter topic there is growing pressure in all areas over the UK currently used for flying. Other countryside users now compete for areas of great beauty and are starting to exert great pressure with the possibility of flying sites being lost. (it only takes one nut.) The purchase of the paramotor unit has created a fuller concept of flying for me in the time windows I have available and perhaps it could do the same for you. Don't think about it. Try it and see for yourself.

PETER BRUCE.

## COME IN & VISIT OUR SHOP!

Take "Biffer" our blind sheepdog for a walk.

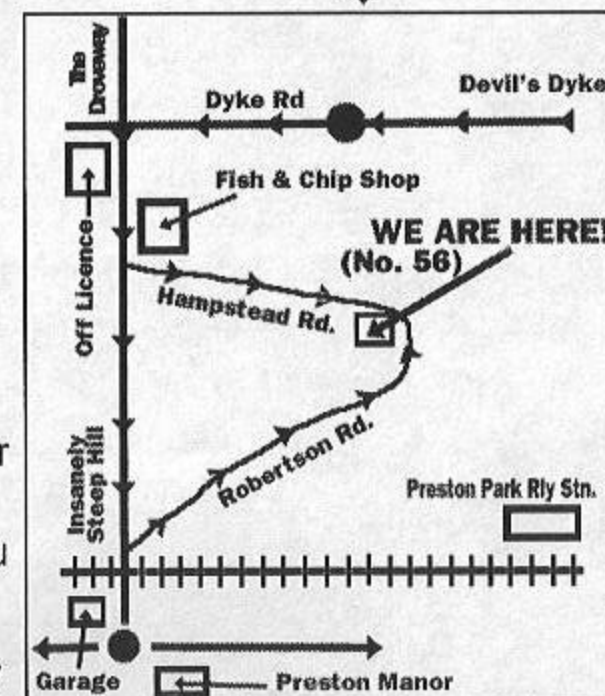
Help Lucy light our solid fuel stove & help her decide what sort of man she is after.

See our extensive range of wet cardboard boxes.

*For God's sake buy a pair of sunglasses!*

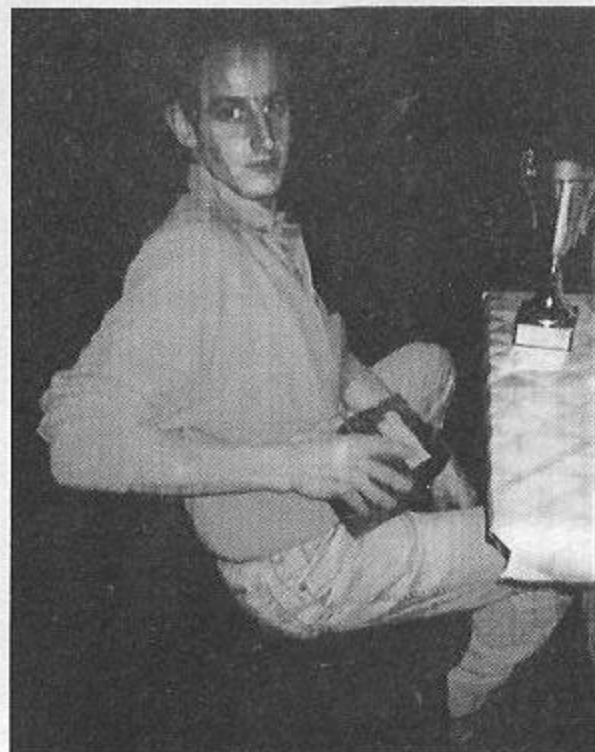
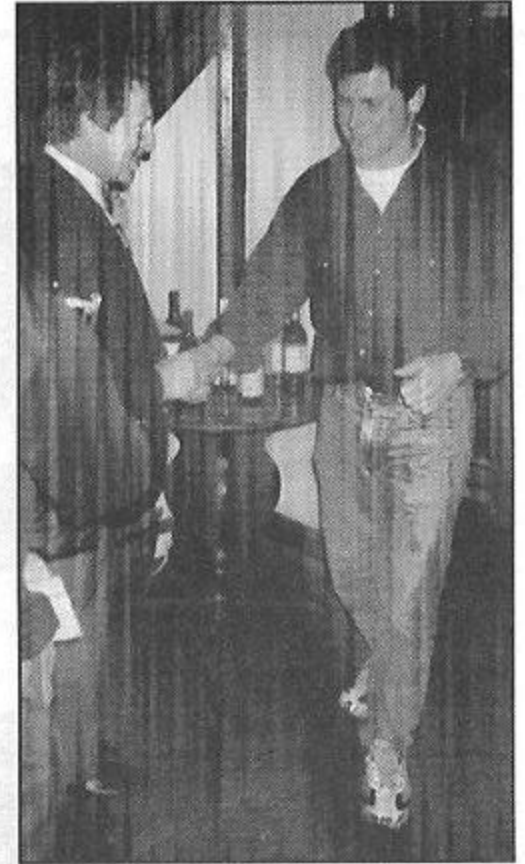
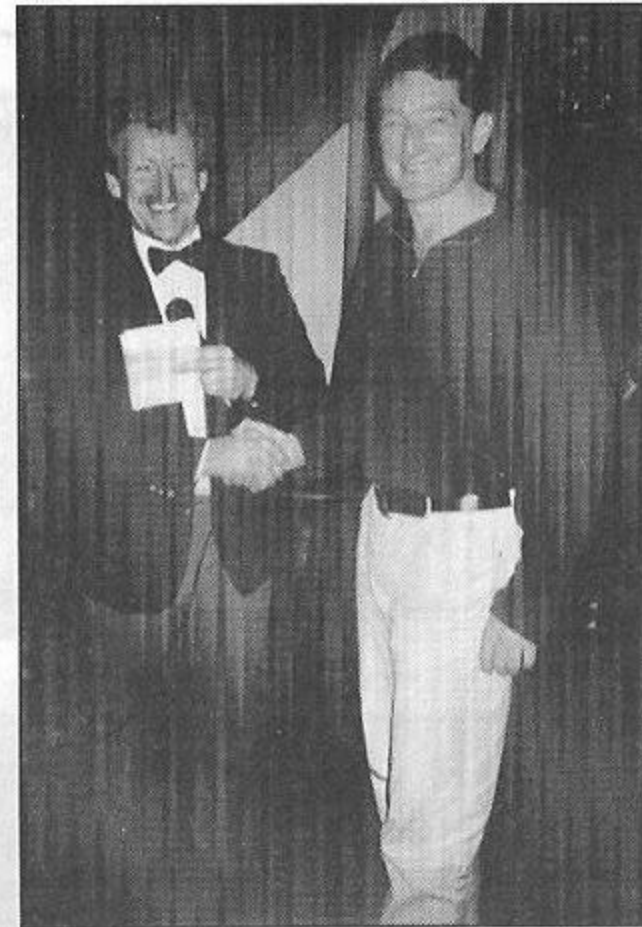
Free cup of tea (provided you make it yourself & can get past Biffer on the spiral staircase, over George's stairgate & back down again without Sheila catching you nicking the milk!)

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



## MARSHALLING ROTA

25/01/97 Miyoko Britton	0171 431 1661	09/02/97 Edward Lockhart	01973 345 047
25/01/97 Steve Pugh	0181 692 8554	09/02/97 Nico Preston	0171 207 6290
25/01/97 Ron Richardson	01689 856723	09/02/97 Mark Turner	01903 812 504
26/01/97 Nigel Jarvis	0181 660 0754	15/02/97 Brian Byrnes	01344 301966
26/01/97 Barry Puckey	0181 693 8722	15/02/97 AllenCox	01923 779037
26/01/97 David Williamson	01273 604752	15/02/97 Martin van Willingham	0181 546 4597
01/02/97 Susan Brooks	01273 857163	16/02/97 James Hillier	0181 968 5089
01/02/97 Dave Perrin	01273 730253	16/02/97 Vipul Raithatha	01327 350536
01/02/97 Chris Smith	01883 344792	16/02/97 Colin Williams	0181 657 4958
02/02/97 David Cole	0181 868 0905	22/02/97 Charles Godfrey	0181 994 5740
02/02/97 Neil Kinnear	0181 697 1363	22/02/97 Colin Paine	01903 260468
02/02/97 Peter Rolinson	0181 874 9522	22/02/97 Michael Stevens	01273 515341
08/02/97 Jerry Cooper	0181 674 9427	23/02/97 David Brown	01798 813395
08/02/97 David Matthews	01273 857163	23/02/97 Frank Golding	01403 711728
08/02/97 Nick Prybyski	0181 467 4980	23/02/97 Jim Hardiman	0181 311 0683



## Christmas Party 1996

### Opposite Page

*Top Left:* Ron Steadman Trophy winner Martin Brady is congratulated by a waiter looking remarkably like Johnny Carr & "Thing" from the Addams Family.

*Top Right:* Once again Steve Cook takes the lion's share of the Hang Gliding silverware.

*Bottom Left:* Hardly able to contain his joy - Best Hang Gliding Newcomer - Chris Franks

*Bottom Right:* Steve Tracey - Bent Upright winner

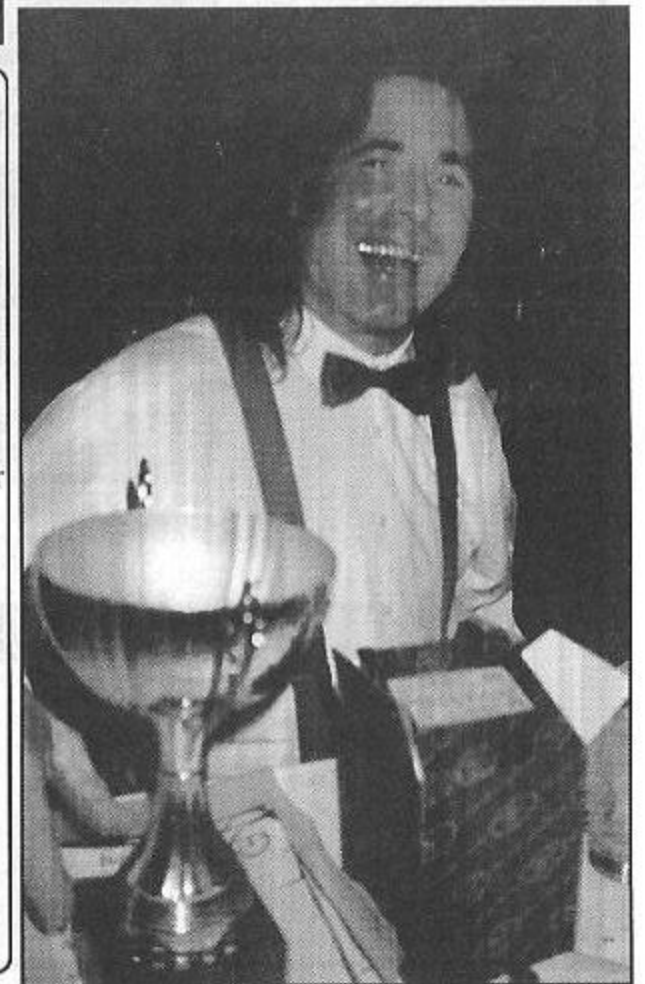
### This Page

*Top Left:* Making his mark - Adam Goodsell wins the PG Most Improved & Best Novice XC trophies.

*Top Right:* One more for his ever full trophy cabinet - another good year for Mark Watts.

*Bottom Right:* Mad Farmer, Dave Watts celebrates beating son Mark for the Sussex Weekend League trophy

**Full List of Winners  
later in Magazine**



# AIRWORKS

Ends  
January  
31st

**10% OFF EVERYTHING**

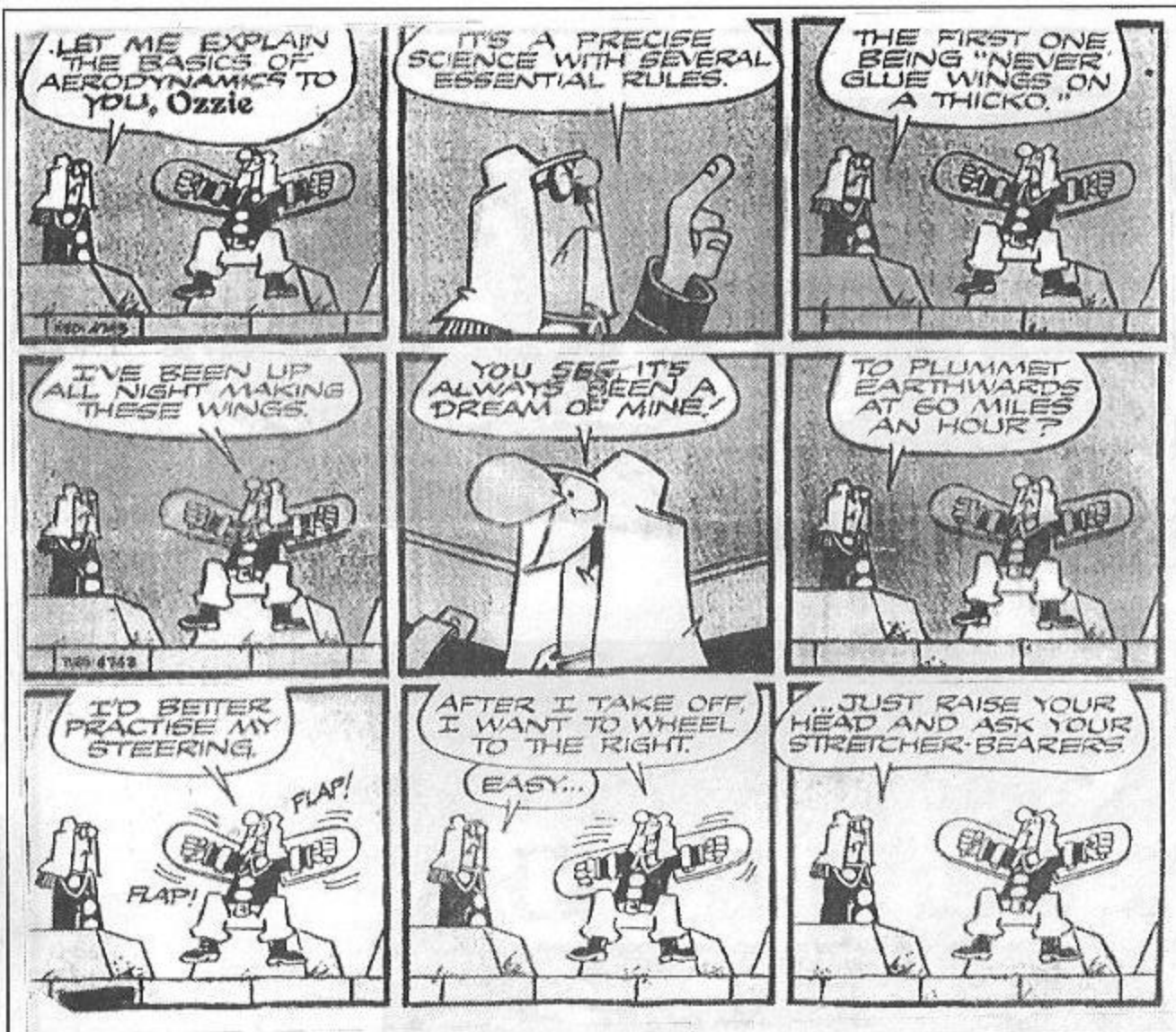
Visit our  
Showroom or  
Phone for our Mail  
Order List

**THE SALE**

*Special offer*  
**Alinco DJ190 Radios £50 Off**  
**Now £149.95**

**The Mill • Glynde • East Sussex BN8 6SS • Tel 01273 858108**

**THE AIRWORKS TEAM WISH YOU A HAPPY NEW YEAR!**



## EDITORIAL

I hope you all had a good Christmas - I certainly did. The Club do was most enjoyable, there was a good turnout too. Thanks to Johnny for organising it - I had a quite a hangover the next day I can tell you.

Well the old Windsock file has some good stuff in it for the next issue but I'm not getting complacent - articles are, as ever, in short supply so keep them coming. I'm sure many of you will be having exciting overseas flying experiences this winter & I want to hear about them, and let's have the pictures too!

On a sadder note I would like to extend our sympathies to Francis Forsythe-Yorke's family & friends. Trevor's letter says it all. It's obvious, but let's all do our best to make sure a tragedy like this doesn't happen again in a hurry.

I'll finish up by wishing you all a happy, but most of all, safe New Year.



*D. Petty*

## Sites control

At the last committee meeting it was agreed that Veteran members (Those over 60 yrs old) would be, from the next renewal be entitled to a 50% reduction in membership fee, this was in response to a representation by Eddie Horsfield. Well done Eddie on behalf of us all, if you are still flying at 80 you may even get Honorary membership.

At a recent meeting the Hang Glider pilot involved in buzzing Paraglider pilots on the hill was asked why he did it? His reply was that he considered it a bit of fun and did not realise it caused ill feeling, he now understands the depth of feeling from the committee and the Paraglider pilots that have been on the receiving end of the buzzing, and confirms that it will not happen again.

Following the recent complaint by a Hang Glider pilot that the Paddock airspace rule was not being enforced, the committee accepted Johnny Carr and Jerry Hansen's recommendation that the rules be changed as follows:

### Revision to Special Rules Devils Dyke.

The Paddock area, from the earthworks to the fence immediately West of the Pub, is for the exclusive use of Hang Gliders for take-offs and top landings. Any Paraglider pilot that inadvertently lands in this area must on NO ACCOUNT TAKE-OFF AGAIN, but must mushroom his canopy and leave the area without delay.

The airspace in front of the Paddock must be kept as clear of all traffic as is reasonably practical, to allow hang glider pilots to take-off, and to over-shoot on landing.

To aid this when below 150 ft you must

1. Keep a good lookout particularly for over-shooting Hang Gliders.
2. Pass as quickly as possible.
3. Avoid this area as much as possible.

The above will be reprinted in the sites guide, you should receive a new page for your sites guide as soon as it is available, and will be distributed in Windsock.

Welcome to DENNIS THORPE as our newest member, my bit on freeloaders last Month obviously had the desired effect, please make him most welcome as one of us.

Now the New Year is soon to be with us, one thing it will bring is a License to fly the Dyke under the administration of the National Trust, this will not involve a lot of change but it will allow all user groups the right to enjoy their activity. Now the bit that affects us is the bit when we fly into the modeller's bowl, the modellers will soon get fed up with complaining to us if we do not act. With the new rights to enjoy their activity the modellers will only have to write to the Trust and complain and the Trust will have to act. The Trust will try all reasonable means and if not successful will invoke the big guns, this involves identifying the offender and serving an injunction on him, this will end his flying at the Dyke one way or another.

So the only way is to wean yourselves off flying in the bowl, yes I know our rules prohibit flying in the bowl but as a club we have not in the past had the resolve to stop it. Now for a bit of history for the newer members, many Years ago before Hang gliders were invented, modellers were flying at the Dyke, along came hang gliders and took over making it very difficult for the modellers to fly, but fly they did, until one Day a collision occurred between a model and a Hang glider, the Hang glider pilot lost his life.

The present agreement then evolved, where the modellers would only fly in the bowl and the Hang Gliders would fly everywhere else but not in the bowl, the modellers gave up a lot in the interest of our safety. Now it could be said that by our continual flying in the bowl we are antagonising the modellers, we have to ask ourselves do we have a good reason for it? Will we deserve to be taken to task by the Trust? The last pilot I asked not to fly in the bowl told me "I don't give a F—k if I'm going down I'm going to fly in the F——g bowl and you can F—k off as well." Now if we do not change our attitude towards the modellers they will have the last laugh, as the Trust will be obliged to enforce the agreement for them.

Now we have all flown in the bowl Paragliders as well as Hang gliders, we must all change as Trust will not only ensure our rights but every other groups' as well.

### SO WHAT DO YOU THINK?

The above is food for thought, have a happy New Year, fly with consideration for others not so able, and have fun.

**Jerry Hansen**

*Sites Control Officer.*

# SHGC 1996 Trophy Winners

## Hang Gliding

### Sussex League

- 1st Steve Cook  
2nd Tony Lucchesi  
3rd Ozzie Haines

### Martini League

- 1st Steve Cook  
2nd Tony Lucchesi  
3rd Ozzie Haines

### Sussex Weekend League

- 1st Steve Cook  
2nd Ozzie Haines  
3rd Tony Lucchesi

### Longest Flight

Steve Cook

### Best Newcomer

Chris Franks

### Most Improved

Ozzie Haines

### Bent Upright Award!

Steve Tracey

## Paragliding

### Sussex League

- 1st Mark Watts  
2nd David Newns  
3rd Dave Watts

### Martini League

- 1st Mark Watts  
2nd David Newns  
3rd Dave Watts

### Sussex Weekend League

- 1st Dave Watts  
2nd Mark Watts  
3rd David Newns

### Longest Flight

Mark Watts & David Newns

### Most Improved

Adam Goodsell

### Best Newcomer

Tim Jackson

### Best Novice XC

Adam Goodsell

## General

### Andy Napolitan Trophy

Tony Turner

### Ron Steadman Trophy

Martin Brady



Congratulations to all of the above winners!

### 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
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

## Fatal Accident at Devils Dyke on 24th November 1996

As most of you will be aware there was a fatal accident at Devil's Dyke on 24th November 1996. The incident is being investigated by the BHPA, and their findings will be published in due course.

Following the accident an emergency committee meeting was held on 27th November. The purpose of this meeting was to examine our procedures and determine if there were any changes we could make.

### 1) Did the procedures work on the day?

Obviously the collision avoidance procedures leading up to the accident didn't, but afterwards the procedures worked well, with the best of care available almost instantly and various club members excelling themselves with their caring, for looking after very distressed people, and organisation of the BHPA investigation.

### 2) What can we improve?

Various suggestions were made over a wide range of subjects. The following actions are being taken:

i. Improve the information available for visiting pilots. This is to be in the form of an A4 handout containing the site rules for the Dyke and an explanation of the Marshaling procedures. It will also include a club membership form.

ii. A large fully equipped first aid kit has been purchased to replace the existing one.

iii. Spare gas canisters to be stored with the marshaling equipment.

iv. To ensure that the marshaling guidelines are adhered to and to use them more fully if the situation requires it. It is important that ALL members accept responsibility for the marshaling system. Don't wait passively to see if there will be a red ribbon half hour, go and ask for one. If you are a more experienced member of the club, offer help those who are less experienced when they are marshaling. The onus is on all members to prevent the 'Goldfish' Bowl Scenario' from developing. If you are a hang glider pilot and you think it is too crowded go tell the paraglider marshall, remember 'crowded' to a hang glider is not necessarily 'crowded' to a paraglider pilot.

v. The committee are looking at ways of strengthening the Club Coaching scheme within the club. If you have any suggestions let us know.

vi. To add a space on to the site fee receipt book for the visiting pilot's BHPA Number, thus pushing towards a "No Number - No Flying" policy.

vii. The committee are currently investigating the possibility of a more suitable location for the storage of the marshaling equipment.

### 3) What next?

Basically all members of the club flying need to accept responsibility for safe flying, its not just everyone else. The marshaling rules at the Dyke are there for everyone, and to improve safety. Yes rules and regulations are a bit of a pain, we all 'just want to fly' but it is important they are adhered to, it also helps to reassure the National Trust when their 'Big Cheese' phones up hours after the accident to find out what's going on.

It is also important that we treat our sites with sensitivity, eg horse riders (like the one someone buzzed a few months ago and turned out to be the sister of the landowner of one our current sites and of a potential new site) who generally know people who know people, and will turn round and say 'those flyers are a menace, one of them died, could have killed someone else, and now they nearly get me thrown off my horse...'. Could make keeping a site and getting new ones a bit tricky I think.

Adam Goodsell.

## PILOT LECTURES

Club Pilot to Pilot lectures run with full Audio, visual aids (OHP and flipchart)

Theory related to practical experience and flying skills

2-5 hours of lectures depending on student ability

Lecture notes and mock exam supplied

Venue as convenient to yourselves

Evenings/Weekends only

Taught by Kaz Harland - Nationals/PWC Pilot

£20.00 per person (£15.00 per person if seven or more)

Contact Kaz      01273 605700 (day)  
                                 0410 932295 (eves)

**GET LEGAL FOR THE XC SEASON!**

**Animal Testing - the BHPA's  
dirty secret!**



## 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

**ITV Agena medium** (70-90 kg). Good condition. 25 hrs. Good 1st/2nd/XC glider. £1150.  
Alex 01273 721117

**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

**Edel Rainbow 26 ACPUL** 70-90 kg. Yellow, excellent condition. 20hrs flying time. Quick sale £900.00.  
**ADI model AT-200** Transceiver. Incl Airtalker MKII, Stringer harness & antenna & recharger pack - £170.00 ono  
Tel Paul (Surrey) 01342 892771

**Solar Wings "The Edge"** harness, good cond.  
Carl Beck 01689 841594

**Moyes Xtralite 137**, very good condition. Flies superb. The best glider you'll ever own. £2050.00 ovno.  
**Ace 160.** Good Intermediate glider. £300.00 ono  
**Junkers Excel** medium paraglider.  
Very low airtime. Sold with new harness & back plate £850.00 ono.  
Phone 01273 418293

**Freeflight Course to Sierra Nevada**  
The course is aimed at pilots with less than 40 hours. You will start with good briefings every day. Flying cliff sites and inland thermal sites.  
At the end of the day you can relax in the house built into the mountainside which includes indoor pool etc.  
Reserve and speed bar must be fitted (can provide).  
Prices £550.00  
From 31st Jan 97 for 1 week.  
Rob 01903 206261

**Calypso** - £700.00  
**Harness** - £250.00  
**Reserve (Zoot)** - £200.00  
**Alti/Vario** - £120.00  
Call Wheeler 01705 221022

**Airwave Voodoo 29 Large**, 85-110kg, purple/green, good condition, one owner, FSH, lovely to fly, turns beautifully, good performance, £675 ono.  
Tel. Adam 01273 749412(home) or 01293 648244(work)

### 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.

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

# 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. Course funding available.

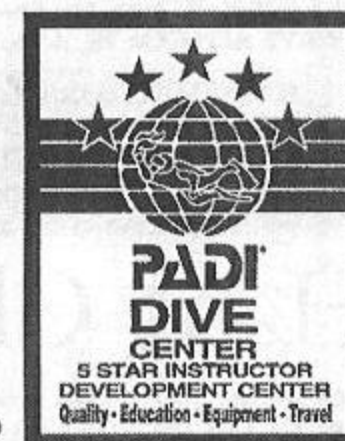
## PADI OPEN WATER DIVER

*An Internationally Recognised Qualification*

**£150.00**

### WE OFFER:

- Try dives every week.
- PADI 5 Star IDC Training Centre, courses all year round from beginner to Instructor
- 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