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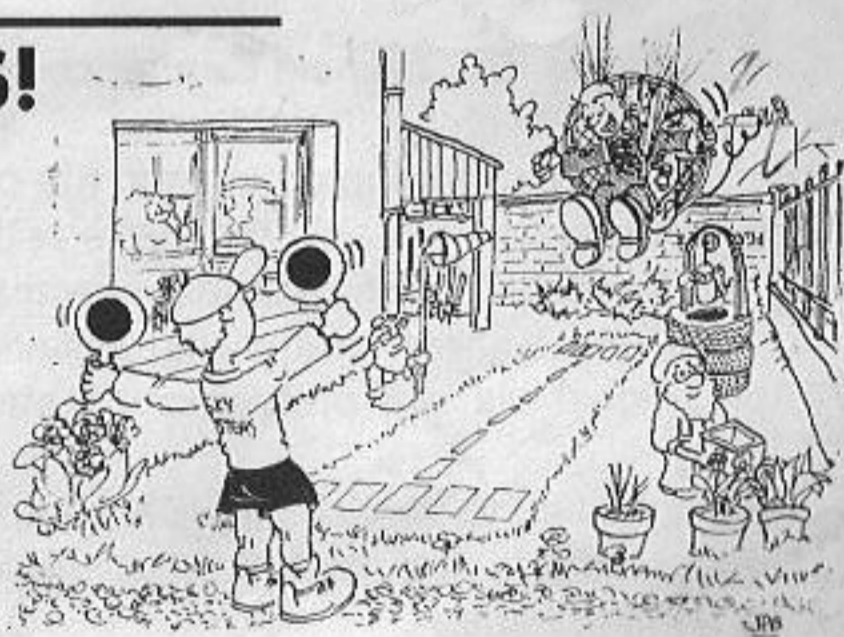
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Sky Systems are a BHPA registered paragliding and paramotor school, No. 131

# Windsock

May 97



## Chairman's Letter

Dear Members,

I would like to thank all those who attended the AGM for doing so, (for electing me as chairman) and to the committee for standing for the next year's duties.

Many thanks also to Trevor for his work as chairman last year. One of his greatest concerns was and still is, fair shares for all pilots, especially low air time hang glider and paraglider pilots and the provision of a slot for XC hanging glider pilots to launch and get away. (sometimes impossible with the cloud of string and polyester across the front of the Dyke.)

A couple of suggestions ( not new ones ) - Low airtime pilots- if it's too crowded for you then get together with other low air time pilots and a coach if possible and see the Marshall or a committee member about a half hr. slot (it can be organised) or (alternatively come to West Firle, for a more user friendly site).

XC pilots get it together with the marshal or a committee member and organise a take-off slot to get you away at key times in the morning.

The committee is planning to use a loud hailer to help clear the area for these special occasions and communicate more clearly with flyers. Please listen out for it and cooperate when requested, that way we all will get more flying.

As I mentioned at the AGM. I have managed to persuade Phil Norris who farms the land west of Mount Caburn to let us use the ridge that points over towards Lewes — so after the end of April, when lambing is finished, we can use it. The whole of the next field is available to us. I will make a new maps and a notice to go by the gate.

**FLY SAFELY AND ENJOY THE GREAT BLUE YONDER**

*Finn.*

## Outgoing Chairman's Letter

The crop is in at the Dyke. The farmers (Gary & Mark Lee are adamant that no one is to land in it. Should anyone do so than the use of all the bottom landing is in jeopardy. So if you are not absolutely certain of being able to land clear of the crop - either on top or in the strip or another field - DO NOT FLY.

If you must and you get it wrong then do not forget the £10.00 crop landing fee. It might just pacify. Another Mid-Air, this time at High and Over, between two paragliders. Luckily no one was injured, as far as I know. Luckily the local press haven't heard about it. Luckily neither did the National Trust.

One pilot with torn canopy fell to earth, the other threw his reserve but didn't need it as his main re-inflated which was lucky as the reserve didn't open fully.

Overcrowding? Poor collision avoidance? (Obviously)

Alarm bells ought to be ringing. I suspect they will be at the BHPA too when the incident report is filled. Two mid-air (one fatality) in a few months.

There are now circa 450 members so it's going to be even more likely to be crowded when you turn up to fly. If you can't all safely fly at once ie whenever a thermal cycle comes through (and there's only so many that will fit in to one thermal) get together and organise a flying rota or some system to share out the airtime or thermal cycles or whatever.

And whatever you do, when you fly, swivel your head.

TA.

# Windsock



Magazine of the Southern Hang Gliding Club

May 1997

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Sent to Editor's Address or to Club PO BOX:

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**Brighton  
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### Cover

Ozzie Haines at Beachy Head  
Spring 1997

# 1997 Australian Open

## by Mark Watts

Hugh Ginty, Dave Snowdon and myself arrived in Sydney on Saturday the first of March and hired a car. We drove the six hours to Manilla and arrived wasted. We went to the Imperial (the bottom) pub and got settled in into adequate, but cheap accommodation (\$50 for a fortnight).

Sunday morning there was a lot of wind with very large cumulus which had developed into thunderstorms by 5 o'clock in the evening. We went to visit Godfrey who was the site owner and meet director to sort out entry fees and third party liability cover. He told us that there had been a lot of rain in the last three weeks and that everything was green - rather like England in the spring. The local reservoir two years ago had been the size of a football pitch, it was now twice the size of Sydney harbour. They had had a lot of rain, and conditions were weak. Temperatures were generally between 26 and 32 degrees centigrade which were normal for this time of year. With that heat and wind they reckoned on an inch of evaporation per day, so it looked as if conditions would improve quite rapidly.



Monday morning a strong north westerly with towering cumulus. The wind dropped to about 12mph so we went up the hill for 1 o'clock. The site Mount Borra is about 1500' top to bottom, and took all wind directions from NE through south to NW, the westerly launch being the best.

We got all our kit sorted and took off at about 2 o'clock. We all flew and Dave and I went over the back and headed for some promising fields that didn't work. We both went down at about four kms at Godfrey's house. Hugh got a weak but better climb and flew down to Manilla, about fourteen kms away. Dave and I got a lift back up to launch, and we flew again for a couple of hours, and we too flew to Manilla.

We spent the next four days familiarising ourselves with the local area, going in various directions from launch. Ground sources were very fickle and cloud cycles were very short lived. Climbs were typically seven to eight hundred feet per minute, and not particularly rough. Poor conditions meant that it was hard to do good distances. The morale was high and we all felt very positive having lots of good fun, taking the piss out of each other and the Aussies, especially the bar man Kent!

The Australian competitions appeared to be mostly elapsed time race to goals due to small launches. There were also no airstarts to try to avoid difficulties with processing films. Depending on how you are doing in the competition, you can choose your launch time as and when you wanted it. This seemed biased towards the ones who were already doing well, but seemed to work well with calm launches.

If you had laid out your glider on launch but didn't want to go, you could be forced to launch by someone in the queue behind you shouting "Pushing!" and you would have to launch whether it was a lift or sink cycle, or go to the back of the queue.

Saturday the eighth was the first competition day. There was a blue sky with scattered cumulus. The task was a fifty km elapsed race to goal at Cobbadah - north of launch. We started on a SE launch, but then had to move to a W launch as the sun triggered thermals on that side of the mountain. I took off early and flew along the ridge going north towards goal. Climbs throughout the day were typically five (hundred feet per min) up. I reached the end of the ridge and was faced with the choice of using flatlands or hills to the west. I chose the hills which didn't work. Pilots flew over later and used the

flatlands which worked much better. I had also probably been too early, the best distance of the day was flown by Brian Webb who managed to get 5kms from goal. The best placed Brit was Mike Cavanagh, placed in the top five.

Sunday, due to unlaunchable conditions (strong gusts of wind) the task was cancelled.

Monday saw a fifty km elapsed race to goal at Taylors Plain Homestead which was WNW of launch. We took off from the SE facing launch. Again blue skies and scattered cu, and more consistent conditions. Due to crowding on the launch area, I took off later, about thirty to forty pilots ahead of me. Conditions were deteriorating on launch. I climbed up to 1500' above launch with Ron McKenzie (the Aussie no 3) and headed off on a glide to some bumpy terrain with brown gullies. I climbed up again here and Ron bombed, poor sod. I flew along the top of a small range of hills that faced south west and they were working quite well. Climbs were a maximum of 700 ft/min and cloudbase was about 5000' above the ground. Until we came across some tall trees with gullies, I could see the main gaggle ahead of me to the southwest, low on tree covered ridges and unable to get enough height to carry on the course. I had taken a different route which was obviously working better. I managed to glide over the range of wooded gullies to the far side where I landed approx 35kms from launch. Most pilots went down at the head of the valley at approx 25kms. Six pilots made goal that day.

Tuesday's task was a race to goal at sixty kms to Barnbaa. The weather conditions were much the same as the day before with blue sky, scattered cu and 5-10 kmh E winds. Climbs were consistent and averaged 700 ft/min, it was a better day. The task led us mainly across flatlands with the odd hill. I was flying quickly and making good decisions, but landed 5kms short of the goal field due to messing up! Twenty six pilots made goal that day - an expensive mistake on my behalf. As if this wasn't bad enough I then had to walk out from hell. I walked for about an hour and a half, and two hour walk outs were not uncommon although the tasks were generally routed along roads. Australian locals would give lifts when they appeared, but there were probably only two or three cars a day!

Mike Cavanagh had been flying very consistently and led the Brits, being placed in the top three.



Wednesday. Guess what - blue skies, scattered cu, ESE winds. The task was an 80km race to goal at Turrawan WNW of launch. It was a f###ing good day. Climbs were now 8-9 hundred ft/min, base was 6800' and clouds still short lived with typical 10 - 15 min

cycles. I was feeling very confident and flew fast, got low and climbed up again. I liked the flying, it being like England on the best day you can remember! I seemed to spend a lot of time low about half way through the course - down to 400' and spent 20 mins climbing out from a field! Eventually thanks to a stubble fire I got up again and glided off to some more cumulus that worked nicely. About 25kms from goal I could see a gaggle of ten to fifteen gliders low over some marshy irrigated farmland having a hard time of it. About here I caught up with Mike Cavanagh and a couple of other pilots who had taken off earlier. Things were slow due to the moist farmed land. We had to

take a 1 up for a while and minced about trying to get high. It was getting late in the day. The climb turned to worms - Mike set off earlier on a glide than I did having made better use of the weak lift. We glided to a lone ploughed field where Mike appeared to be getting a good climb. He didn't take it very high before heading off for the goal field. I arrived in the thermal and started climbing with a wedge tailed eagle in one of the best climbs of the day. I climbed 1000' in it before heading off to the goal field. There were eleven pilots in goal that day, out of which I was fifth. Fred Gungie had arrived a clear 20 mins ahead of everyone. The next six places had only a ten minute total interval - a very close grouping. Dave Snowdon flew well, but was disappointed to land just 5kms short. Graham Steele had been flying consistently, but slowly. He had done good distances and had a good placing in the competition.

Thursday conditions were W wind, with promising looking sky. The task was cancelled due to the helicopter rescue of a pilot injured earlier in the day.

Friday was a WNW with an out and return flight to Selcourt Quarry 20kms SE of Manilla and then back to Manilla town centre, 45kms. We took off from the west facing launch and worked our way SE onto another range of hills. I grouped up with Mike Cav, Brian Webb, Ender Murphy and a couple of other good pilots. It was a very good gaggle to be in. We climbed and flew off into some flat lands SW of Manilla where things were weak and scratchy with quite a lot of drift. I got impatient and went off on a long glide to a brown sloping field which looked like it should work with a tree line at the top of the slope. I was rewarded with a 6 up. Mike spotted me climbing nicely and glided over to join me at the same height. We climbed to base having left the rest of the gaggle behind. We then glided off down some foothills taking two more climbs before taking the turnpoint photo. We turned back to fly NE again, and noticed a green Airwave climbing well. We joined in the thermal beneath him, and climbed well in a thermal with a peak of 1100ft/min - climbing straight past the poor guy and up to base. We set off on our way again after a short time we encountered another similar climb. I left the climb earlier than Mike heading for some pilots making their way to the first turn point who looked as if they were climbing well, only to be denied. I never really found anything again and went down about 8kms from goal. Mike flew using weak lift and made goal. There were only two people in goal on this day, Mike and Kiwi Ross, an hour after Mike. Despite the large time difference, Mike only had 50 points more than Ross! I came third on this day.

The last day, Saturday. NW wind with a race to goal to Bendemeer 55kms. Mike and I climbed out from launch with two other good Australian pilots. We glided to a ridge parallel to launch and promptly went down directly behind it at approx 14kms. Basically we had left too early before the day had started working properly. Fred Gungie won the day. Climbs I am told were weak, with cloudbase at 8500'. Hugh Ginty and Dave Snowdon landed just short of goal with Hugh flying a tandem! Ali Maddox made goal along with ten others.

1st Kiwi Ross  
2nd Fred Gungie (Oz)  
3rd Lee Scott (Oz)

Nova Xyon  
Nova Xenon  
Airwave AltoXM

6th Graham Steele  
7th Mike Cavanagh  
16th Mark Watts  
27th Ali Maddox  
29th Dave Snowdon  
33rd James Ganderton  
47th The Gint.  
53rd Phil Bibby.

Manilla is a great flying site, with the advantage of being in Australia, a country well worth visiting. If you're going there to seriously XC fly, you will need to sort out a retrieve driver, as the roads are not busy enough to hitch. The Aussies are good fun, with a great sense of humour. Bright and the flatlands are also well worth visiting, so you may need to stay for a while.

Thanks to Airworks for sponsorship. Thanks to Snowy for the Xenon. And thanks to anyone I have missed out!

# AeroDynamics

## RESULTS 96/97

WHGS 1st & 2nd

|                         |                     |
|-------------------------|---------------------|
| Australian Pre-Worlds   | 1st Gerard Thevenot |
| 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                 |



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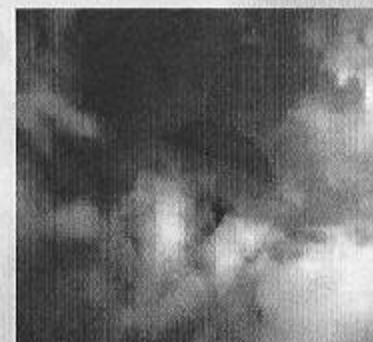
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We are happy to advise or let you know our personal views on any products available

# Diary of Events for 97

## May

**Fri 16<sup>th</sup> Film & Video Night** ~ Those amazing films from the dawn of hanggliding and paragliding. So if you have any clips that are worth a laugh then bring them along too.

Upstairs at Devil's Dyke from 7:30pm

**17<sup>th</sup>/18<sup>th</sup> Airwave Challenge Competition** (Provisional). For further details contact Mike Millwood or Adam Goodsell.

Meet at Devil's Dyke at 9:00am

## June

**Sat 7<sup>th</sup> Cross Country Talk** - The "Sky Gods" of Hanggliding and Paragliding reveal the secrets and techniques behind cross county flying.

Upstairs at Devil's Dyke from 7:30pm

**1<sup>st</sup>/2<sup>nd</sup> Airwave Challenge Competition** (Provisional). For further details contact Mike Millwood or Adam Goodsell.

Meet at Devil's Dyke at 9:00am

## July

**Sat 5<sup>th</sup> David & Diana's Dirty Do (Alias Mad Farmer's Barbecue)**

'Savage Turtles' playing Live, Bring a Burger, Bottle and Bed. An Event Not to be missed. See separate Map for more details.

Tanyards fishery from 4pm to 4am

## September

**TBD King College Hospital Charity Fly-in** ~ To raise money for a very good cause, fun events and serious tasks. Evening social and more money raising. Prizes for 1<sup>st</sup> Hangglider, 1<sup>st</sup> Paraglider and Best Fund-raiser have been donated by Tony Turner.

Venue to be decidedmate

## October

**TBD Great Southern Repack** ~ The ultimate in parachute repacking. Your chance to learn more about reserves and how they work. To practice deploying and to discuss problems encountered (because there *WILL* be problems). Everything from guided repacking to full professional repack available. Details/Costs to follow.

Venue to be decided. FULL DAY EVENT

## November/December

**TBD Southern Club Christmas Dinner and Prize Giving** ~ Time to Feast, Drink and be Merry. Laugh at the years' Cock-ups and Cheer the achievements. (So keep an eye out for the most impressive tree landings and bent aluminium!)

Venue to be decided

## Other Events in the pipeline:

Competition Techniques, Basic First Aid evening, Club Coaching Courses, Pilot Theory Courses, More Airwave Challenge Dates, New Pilots Evening, Parties, Barbecues, Etc, etc, etc.

More Ideas Please!

## Balmy Summer Evenings!

Of course you mustn't forget the Summer's amazing impromptu barbecues, and evenings down the "Snowdrop" after flying. So before packing your glider and slopping off home... ask someone and stop for a pint, or mention the word and stoke up a barbecue of your own! All excuses for 'Gatherings' Welcome!!!

~oOo~

Hi All... Well I hope that that is enough for you to start thinking about!! If you do have any more ideas for Club events, or want to offer your expertise for an evening, please contact me and we will see if we can achieve the impossible and have at least one club event a month!!!

See you on the Hill,

**Kristin Hansen :o)**

**The NEW Southern Club Social secretary**

## Wagga, Gaggle Drag & Tony the Tree Feller

*Kaz Harland lets off some steam*

Maybe the recent experience of broken vertebrae has softened me, maybe I'm getting old and sad, maybe I've been too long in this mad game. I'm not sure what the reason is, but recently I have found myself cringing and averting my eyes from the mad antics of our club members. Its even worse than watching Dr WHO from behind a cushion when I was a kid - the not wanting to look, but being unable to stop looking until thoroughly terrified and having nightmares for weeks!(Oops, I just gave away a sad fact about the kind of kid I was. About as hard as a mars bar in the Sahara.)

Anyway, the fact remains that I've been driven to write a schoolmistress, hair in a grey bun, tweed skirt and support tights style letter (steady on boys!).

Just what are you playing at guys and gals? Sorry, but I'm going to go into one.

I can sympathise with the feelings of disappointment and frustration experienced when you've driven for hours from London to the site with a fab forecast only to find the wind a bit strong. I'm afraid I cannot understand the 'Well I've got here so I'm going to fly' kind of attitude that has been displayed on some sites.

When you arrive think about it carefully, and watch carefully. Use a wind speed meter if you are not sure (not cool, I know, but neither is hospital!) If people are flying watch how easily (or not) they launch. How do your skills rate against theirs? Watch how their glider behaves in pitch roll and yaw, how much brake (if any) do they have applied?, what is their groundspeed, and what kind of glider is it? Just because Tony a fifteen stone tree feller is swooping around on his latest radical hotship does not mean that you will also break the sound barrier. I think you get the gist.

Conversely don't suffer from gaggle drag - I also hate people sitting on the hill when they don't need to. Don't get me wrong, I won't go about calling you a big girls blouse because you decide its not right for you, or because you're feeling nervous, or hungover, or you just aren't sure. These are all FAB reasons for staying on terra firma. Just watch out for the Nora Batty gossip and tea drinking sessions, and keep your eye on the windsock for favourable changes.

Wagga. This I guess could be defined as the art of looking cool, being a hero, pulling members of the opposite sex, and reaching skygod status through showing off mercilessly with big manouvers, typically close to the ground. If it goes right that is. If it goes wrong its the quickest way to dent pride, buy a round of drinks - if you haven't seriously injured yourself that is.

There is great value in being able to do large roll and pitch manouvers on your paragliders - it teaches you to recognise and deal with the onset of such situations when they occur in rough or turbulent air. What I would question is where is the ideal place to learn these things. Reflect on your student days - small hills, smooth conditions ring a bell? Crowded sites on Saturday afternoons when there is a gusty strong wind is certainly NOT the ideal training environment.

Consideration must also be given to pilots experience level. The kings & queens of wagga that we have in our club all seem to have one thing in common - loads of hours, loads of experience and loads of SIV. It is this that enables them to do loadsa wagga.(Study of Kamikaze rituals

**Just what are  
you playing at  
guys and gals?  
Sorry, but I'm  
going to go into  
one.**

might also help). As I believe I explained above, I am not against pilots practicing such manouvers, but I am concerned about the amplitude of manouver that I have seen low airtime pilots induce, and I wonder if they really want to be at one with their gliders (man!) or if they are after impressing their mates and spectators. The place for big stuff is from a big hill over lots of water. I know its annoying, but us mere mortals will just have to keep on watching the skygods do their stuff until we also have as much skill, knowledge, experience and sheer front!

"I just don't believe it, that \*\*\*\*\* (Substitute whatever word you like) just...." I have heard many over the last few weeks. "Cut me up, forced me out, forced me down, turned the wrong way, didn't look before turning, didn't follow the ridge rules, launched even though I was top landing, thermalled in the opposite direction...." and so it goes on. Unless Santa has turned into a sicko who leaves presents but steals knowledge of airlaw, you really have no excuse. All your training books, manuals and mags contain exhaustive info on airlaw. You MUST all have been competent at sharing the air to have been endorsed. If you are rusty get your mates to walk around the carpark like idiots ridgesoaring, and practice joining in fluently. (It amuses the pensioners at the Dyke if nothing else). Ask one of our many Club Coaches, or some of the most experienced girls and boys on the hill to explain not just airlaw, but flying etiquette, and the patterns of flying established on the particular day you wish to fly.(It will vary depending on wind direction and amount of lift, number of pilots, type of flying etc). If its too busy don't fly. If you're unsure what to do ask. If in doubt in the air indicate to show others where you intend to go. Whatever you do sort it out. Recently it has been more hair raising flying with 30 pilots on one of our sites than it is flying with 200 in a big competition. The only difference again lies in the amount of experience of the pilots, and you won't be getting much experience if you forget to use your anti collision rules!

Although all eager to get into the air, and top pilots are gagging for every minute of experience that might just give them the edge in a comp, there really is no excuse for whanging up and down all day, and ignoring the needs of our not so experienced compatriots. Remember sitting on the hill all day too intimidated to fly? NO okay, well I think some people are. One VERY good reason for giving them some space is that it at least gets you out of their way, protecting you from the possibility of unpredictable pilot input. The sooner we (yes, I'm guilty too) give them some space and opportunity for airtime, the sooner they will get better and be less of a nuisance! Sorry to be derogatory red ribboners.

Hmmm, I feel a little better now. I have a halo glowing above me, and I feel a little better for having made an attempt to improve things through this letter. The next step for me and many others is to try to actively improve things on the hill. Its not JUST the responsibility of CC's, but all of us to keep our sites safe. So, keep a check yourself, and on your peers. (No smoking behind the bike sheds). If you see someone doing something blindingly stupid go and say something, or get a CC to say something QUIETLY. Noone appreciates the "Oi \*\*\*\*\* I want a word with you!" approach. Instead of standing and sniggering, try to help. I know I would hate it if someone piled in whom I had earlier seen pushing his/her limits, but had been too busy or self centered to help out.

Okay lecture over. You can stop yawning and doodling in the margin. I know its all common sense. I know every pilot I know (including me) hates being told what to do, and I know I must have sounded like a real jobsworth, but.....erm.....no excuses really. I was just worried by what I'd been seeing us all do.

Here's to a good season of epic flying, and watch out, I might soon design a pilot personality detector with a scale graded from Girls blouse to Fuckwit!

*Kaz Harland*

## A Hang Glider's Point of View

I am a Mk.II Calypso, almost brand new,  
And I have a new pilot too,  
I hope he flies well and treats me with care,  
I don't like being tossed about in the air.

The wind is right, we're on our way,  
I'm feeling rather nervous today,  
I've only had one pilot before,  
And he was good - he could soar.

We're at Devil's Dyke seeking advice,  
I'm gonna like this guy, he seems nice,  
I'm all put together and feel very proud,  
I'm glad I'm not that orange one, he looks very loud.

His flying suit and helmet on, I guess we're ready,  
As he clips on nice and steady,  
Off we go, run, run, run,  
A lovely take off - now for some fun.

We hang a left and then a right,  
My, this is a wonderful sight,  
As we fly through the sky, watching the world below go by,  
We're enjoying ourselves we don't care,  
Whatever's going on down there.

It feels good to think I was built for the sky,  
What do other gliders think I wonder as they go by,  
We fly around here and there,  
My pilot and I make an excellent pair.

Time to land and I'm keeping very still,  
As we head for the top of the hill,  
Out of the harness his legs come out,  
I knew we could do it, without a doubt.

Nothing broken, torn or ripped,  
I'm in the bag waiting to be zipped,  
There's good times ahead for my pilot and I,  
It looks like we're off now - see you in the sky.

Sue Simons



### Hang Gliders

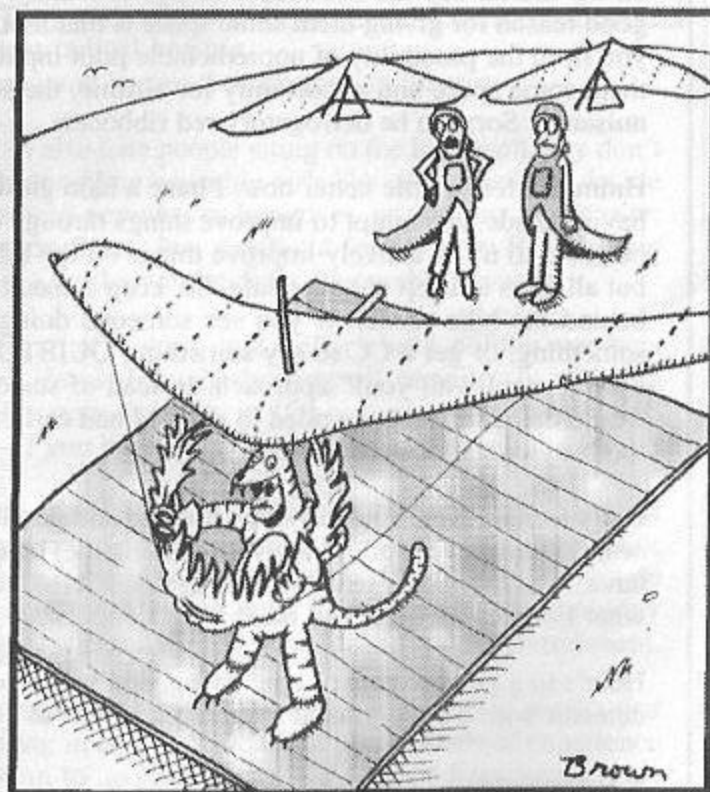
*Soaring through the air  
I promise we won't be there*

*The trouble with soaring  
Is it's so boring*

*Dad says hang gliding is cool  
But I'd rather go to the swimming pool*

*Hang gliders are really sad  
Don't go flying, that's a good lad*

*Rick Simons  
(Aged 7)*



"Sure, I'd like to try it someday... but it does seem kind of dangerous."

## Windtech UK Opens

Leading manufacturer of Paragliders and Kites based in Asturias, are now making their products available in the UK via Windtech UK.

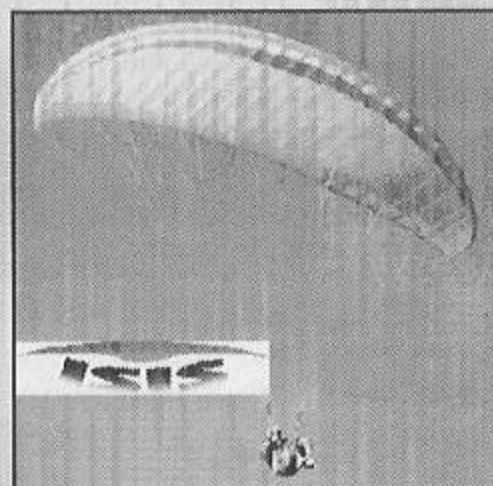
The Range consists of the ISIS, MIDAS, KENA & AJAX - Beginner/Standard, Intermediate/Standard, Performance & Competition respectively.

Windtech are also working on a new Tandem, new comp glider & a reserve for 97.

Two National Pilots will be flying Windtech this year in the UK.

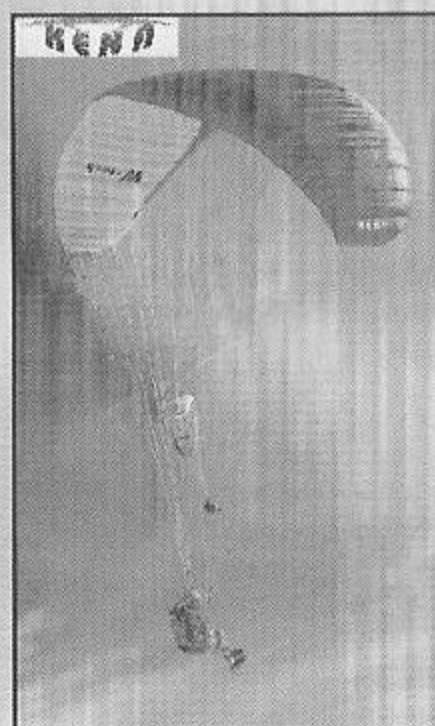
For further details call 0181 986 0501

e-mail [WindtechUK@dial.pipex.com](mailto:WindtechUK@dial.pipex.com)



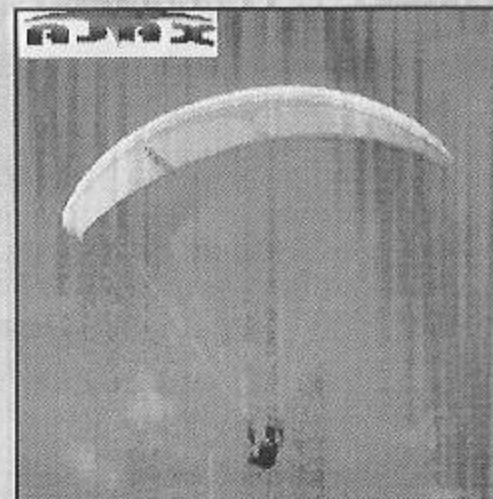
ABOVE: Isis from £1599

BELOW: Kena from £2200



ABOVE: Midas from £1999

BELOW: Ajax from £2449



## HOTEL CALIFORNIA Southern Spain

### Charming, friendly, British run hotel catering for flyers

- \* Try our special Spring offers and take advantage of the strong £!
- \* Our packages are 20% cheaper than last year.
- \* Just get a cheap flight to Malaga, whenever you want, and we do the rest.
- \* One week only £250 pp. Based on two people sharing room and hire car. Inclusive breakfast and our International guide. Based on exchange rate at 215 pesetas per pound. If it's more you save more!
- \* Huge flying area from the Sierra Nevada to the Coast - average Spring temperatures in the 70's and 80's - thermals, X-country and coastal soaring.
- \* Scuba diving, wind surfing, mountain biking and still snow skiing.

Call Tracy for bookings and fly package  
now on tel/fax

**0034 58 88 10 38**

### Jottings from our guest book

"Warm welcome, excellent food and great flying sites."

*Barry Arthur, March '97*

"7 out of 7 flying days. Good food and company. Heaven in February."

*Jeremy Mortimer, Feb '97*

"One week here and we flew everywhere. We did not miss a single day. Up the mountains and down the bay."

*Henry's paragliding school, Malta, April '96*

"Great atmosphere, great people, home from home, wonderful Earl Grey tea, great flying too."

*Sarah Fennick, March '95*

### And remember

All our rooms are doubles with private bathrooms, satellite TV, views over the sea and the old Moorish town of Almunecar. The bar needs no advertising!

**stop press!**

**stop press!**

**35 days continuous flying up to 21<sup>st</sup> March '97**

## BHPA to fund WENDY?

It has been suggested by several subscribers (and non-subscribers) that it would make sense for everybody if, instead of my charging a subscription to Wendy Windblows users, BHPA were to fund the cost of my running and expanding the system, thus making it available to ALL BHPA members.

For those of you who don't know, Wendy is a system of hilltop talking weather stations, that you can ring up from home. They tell you what it's doing ON THE HILL, before you leave home. (Saves you wasted trips.)

Currently, I charge **£24/year** to belong to the system. However, a LOT of my time is taken up with administering the subscriptions, etc, rather than actually putting up new stations, or maintaining the old ones.

Now, I have done the figures, and if BHPA were to fund the system, they would have to pay me about **£6 per member per year**. This is a lot less, because there are many more BHPA members than current subscribers, so the cost is shared out amongst more people. They **MIGHT** have to put up the BHPA subs by that much, or **MAYBE NOT AT ALL**.

The reason is, that if a nationwide network of Wendy stations came automatically with BHPA membership, (like SKYWINGS does), then more people would join BHPA, and far fewer would quit, and fail to renew. This would raise the revenue to pay the cost!

I would lose some independence, but gain, in that I would be able to spend all my time putting up more stations, etc, rather than administering subscriptions! So, I'm easy either way. BHPA are to consider this idea at an Exec meeting in **JUNE**. They need YOUR feedback and opinions when they do so.

Are you in favour? Even if it puts up BHPA subs by £6/year? Please let **Skywings**, or any **Exec** member, or **BHPA office**, or me, know your opinion.

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

## Southern Hang Gliding XC Leagues

### Martini League

| No: | Name         | 1      | 2     | 3     | 4     | 5 | Total     |
|-----|--------------|--------|-------|-------|-------|---|-----------|
| 1   | Steve Cook   | 119.39 | 83.72 | 79.07 | 18.67 |   | 300.85 Km |
| 2   | Dave Mathews | 77.07  |       |       |       |   | 77.07 Km  |

### Sussex League

| No: | Name         | 1      | 2     | 3     | 4     | 5 | Total     |
|-----|--------------|--------|-------|-------|-------|---|-----------|
| 1   | Steve Cook   | 119.39 | 83.72 | 79.07 | 18.67 |   | 300.85 Km |
| 2   | Dave Mathews | 77.07  |       |       |       |   | 77.07 Km  |

### Sussex Weekend League

| No: | Name         | 1     | 2 | 3 | 4 | 5 | Total    |
|-----|--------------|-------|---|---|---|---|----------|
| 1   | Steve Cook   | 83.72 |   |   |   |   | 83.72 Km |
| 2   | Dave Mathews | 77.07 |   |   |   |   | 77.07 Km |

Total HG Distance Flown: 377.92 Km

## Southern Paragliding XC League

### Martini League

| No: | Name        | 1     | 2 | 3 | 4 | 5 | 6 | Total    |
|-----|-------------|-------|---|---|---|---|---|----------|
| 1   | Mark Watts  | 40.89 |   |   |   |   |   | 40.89 Km |
| 2   | David Watts | 26.16 |   |   |   |   |   | 26.16 Km |

### Sussex League

| No: | Name        | 1     | 2 | 3 | 4 | 5 | 6 | Total    |
|-----|-------------|-------|---|---|---|---|---|----------|
| 1   | Mark Watts  | 40.89 |   |   |   |   |   | 40.89 Km |
| 2   | David Watts | 26.16 |   |   |   |   |   | 26.16 Km |

### Sussex weekend League

| No: | Name        | 1     | 2 | 3 | 4 | 5 | 6 | Total    |
|-----|-------------|-------|---|---|---|---|---|----------|
| 1   | Mark Watts  | 40.89 |   |   |   |   |   | 40.89 Km |
| 2   | David Watts | 26.16 |   |   |   |   |   | 26.16 Km |

Total PG Distance Flown: 67.05 Km

## Southern XC Leagues 97 Flight Details

Name

Address

Glider (HG/PG, Make, Model)

SHGC Membership No

Date

BHPA Membership No

Launch:

- Hill
- Tow
- Aerotow (HGs)
- Paramotor (PGs)

Flight Type:

- Open Distance
- Out & Return
- Triangle
- Defined Task

League Entries:

- Martini League
- Sussex League
- Sussex Weekend League
- National XC League

Take Off

Grid Ref

Landing

Grid Ref

Turn Point One

Grid Ref

Turn Point Two

Grid Ref

Estimated Distance

Take Off Witness

Landing Witness

Signed / Date

# Paragliding Airwave Challenge

I am once again organising the Airwave Challenge Events, this year with the help of Adam Goodsell. The aim of the Airwave challenge is to find the British Club Champions, and is aimed at pilots who do not compete at a National Level. So if you are just starting to go XC, and want to compete and improve your flying, then give me or Adam a call and we will enter you into the Southern Club Team. There is also a category for tandem pilots, so again, give us a call if you want to enter. We have two provisional dates which are 17<sup>th</sup>/18<sup>th</sup> May and the 1<sup>st</sup>/2<sup>nd</sup> June, details will be decided nearer the dates.

## Southern Hang Gliding and Paragliding XC Leagues

The XC season has started with vengeance especially for the Hang Glider pilots, with Steve Cook racing into the lead with already over 500Km. However if you are new to thermalling then take it easy at the moment as it can be very strong, rough and gusty. If you are not sure then *always* ask more experienced pilots. I am also running the Southern XC leagues with Kristin, this will be for both Hang Gliding and Paragliding. Please send your XCs to us on the form provided, we will be forwarding entries on to the National leagues for Hang Gliding and Paragliding to save you filling in several different forms. For those with Internet access there is an On-Line Entry Form, and the League Tables at <http://www.airworks.demon.co.uk>.

Fly Far,  
Mike

P.S. If anybody want's a game of Dominos...

### Airwave Challenge News

We've entered two teams in the Airwave Challenge. So that's twelve pilots in all.

The club needs any pilot who has 10 hours or more flying time, regardless of whether he/she has ever gone XC to compete in this inter club competition.

It'll be good experience and I hope a good laugh if nothing else.

Remember, this comp. is only open to Club Pilots - no league pilots or Sky Gods are allowed. So with two teams the mighty Southern Club does have a good chance - with your help and participation. Please phone me and let me know if you are interested on 01273 418293.

It costs nothing to enter so you can only gain from the experience.

See you on the hill or at the first round.

Ozzie

### HIT & RUN AT DYKE

Could anyone who saw a car reverse into my motorbike at Devil's Dyke on Sunday 16th Feb please contact Alex on 01273 723472. In particular I'd like to hear from the person who left a note with the license plate (Chris?)

### BUS SERVICE RESUMES

As from 25th of May the bus service to the Dyke will be resumed after a long absence.

Please avoid parking in the bus stop near the National Trust noticeboard. Better still why not get the bus!

### Found at Newhaven Take Off 13.4.97

Airwave Rap harness manual, reserve deployment bag handle and bridles.

Contact Cliff 0181 659 1114

# MARSHALLING ROTA BE THERE - or we'll send the boys round

|   |               |
|---|---------------|
| 03/05/97 Mark Lowerson                          | 0181 287 9283 |
| 03/05/97 Kathryn Orr                            | 01273 558767  |
| 03/05/97 Patrick Steel                          | 01705 828407  |
| 04/05/97 G. Van Vuuren                          | 01730 263720  |
| 04/05/97 Susan Vincent                          | 01273 483545  |
| 04/05/97 Adam Watson                            | 01293 887500  |
| 10/05/97 Ian Gravatt                            | 0171 703 0849 |
| 10/05/97 Ian Maskell                            | 01273 833691  |
| 10/05/97 Dave Watts                             | 01825 712049  |
| 11/05/97 John Elkins                            | 01708 551310  |
| 11/05/97 Tony Nancarrow                         | 01273 464466  |
| 11/05/97 John Leggott                           | 0181 657 0725 |
| 17/05/97 Robert Archibald                       | 01784 244605  |
| 17/05/97 Roy Avis                               | 0181 265 6978 |
| 17/05/97 D. Angus Small                         | 0171 385 2414 |
| 18/05/97 Paul Hodson                            | 0372 813932   |
| 18/05/97 David Keepax                           | 01444 232610  |
| 18/05/97 Martin Stansby                         | 0181 397 1682 |
| 24/05/97 Tony Crowley                           | 01903 873924  |
| 24/05/97 Peter Leaback                          | 01923 854624  |
| 24/05/97 Peter Ovenden                          | 01883 624467  |
| 25/05/97 Nick Ames                              | 01732 852410  |
| 25/05/97 Paul Cropley                           |               |
| 25/05/97 Laurence Ying                          | 0181 672 8199 |
| 26/05/97 Alastair Auld                          | 01483 417087  |
| 26/05/97 Kevin Short                            | 01903 529318  |
| 26/05/97 Terry Sloper                           | 01903 530044  |
| 31/05/97 Barry Phillpot                         | 01444 482225  |
| 31/05/97 David <del>Phillpot</del> <i>AMUSO</i> | 01248 370560  |
| 31/05/97 Mark Watts                             | 01273 515273  |
| 01/06/97 Carlo Borsattino                       | 01273 505295  |
| 01/06/97 Brian Preston                          | 01273 594183  |
| 01/06/97 Adrian Critchley                       | 0181 764 8934 |

|                            |                     |
|----------------------------|---------------------|
| 07/06/97 Terry Davis       | 0181 852 0434       |
| 07/06/97 Tim Charlwood     | 01403 753 709       |
| 07/06/97 Nick Gillard      | 01273 680575        |
| 08/06/97 Martin Cook       | 0181 668 8319       |
| 08/06/97 Gary Rothery      | 01303 813779        |
| 08/06/97 Chris Wallis      | 01903 237721        |
| 14/06/97 Tim Hodges        | 01444 230993        |
| 14/06/97 Bernie Hewing     | 0171737 4849        |
| 14/06/97 Andrew Johnston   | 0171 6307071        |
| 15/06/97 Robert Mardell    | 0181697 2146        |
| 15/06/97 Neil Pearson      | 01903 532348        |
| 15/06/97 Ben Linstead      | 0385 755223         |
| 21/06/97 Simon Long        | 0181 460 5034       |
| 21/06/97 Howard Brooks     | 01444 440678        |
| 21/06/97 Paul Hewlett      | 01322 446310        |
| 22/06/97 Marshall Lambert  | 0181 270 2769       |
| 22/06/97 Simon Smith       | 01732 833576        |
| 22/06/97 Steve Darsey      | 0181 561 3325       |
| 28/06/97 Bill Jongeneel    | 0181 761 8013       |
| 28/06/97 Glenn Haddock     | 0171 733 2012       |
| 28/06/97 Dave Rimmer       | 0181 691 3701       |
| 29/06/97 Peter Banner      | 01306 884588        |
| 29/06/97 Tim Rozario       | 0181 395 6452       |
| 29/06/97 Rudiger Holzapfel | 0171 483 2938       |
| 05/07/97 Ian Ferguson      | 01273 692195+677235 |
| 05/07/97 Mark Tullett      | 01323 773567        |
| 05/07/97 Christopher Symes | 01273 890851        |
| 06/07/97 Les Seers         | 01732 848983        |
| 06/07/97 Stephen Diver     | 01245 495646        |
| 06/07/97 Simon Forbes      | 01727 764053        |
| 12/07/97 Garreth Smith     | 01689 849451        |
| 12/07/97 Nick Smith        | 01273 699621        |
| 12/07/97 Harvey Roff       | 01273 705592        |

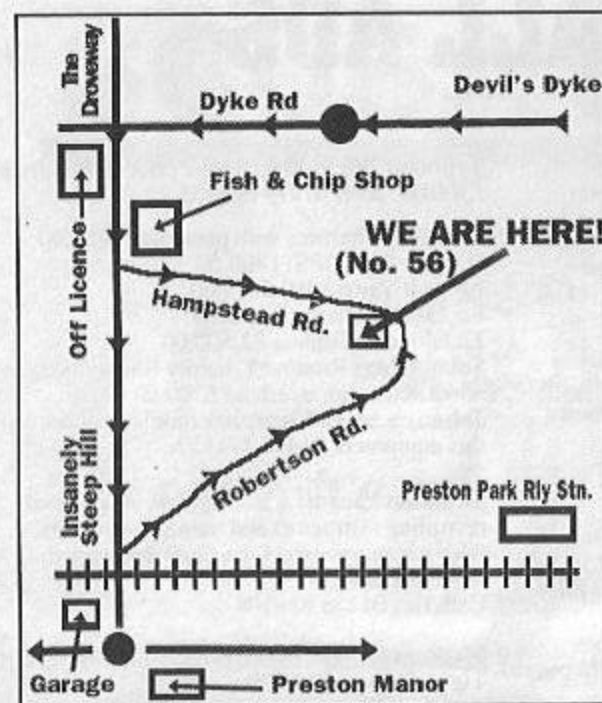
**Paragliding**  
 Steve Brewer Henfield (M)0378 434929  
 Adam Goodsell Hove 01273 749412  
 Jerry Hansen Shoreham 01273 461783  
 James Hardiman London 0181 311 0683  
 David Massie Horsham 01403 268601  
 Peter Perry Crawley 01293 402908  
 Barry Phillpot Lindfield 01444 482225  
 Stroler  
 Stewart 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 Matthews Brighton 01273 857163/0171 2409872  
 Peter Perry Crawley 01293 402908  
 Ron Richardson Keston 016898 56723/016898 51823  
 Trevor White Surrey 01932 872722/0171 437 8676

Club 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 then ask someone on the hill

**CLUB COACHES**



## 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

## SMALL ADS

**Airwave Rave 27** medium, 75-95kg, good condition. Great to thermal. Terrific to fly. Also ideal for paramotor. £700.00 Tony (01903) 873924

**Quantum Reserve**, unthrown, needs repack, suit larger pilot, designed to be thrown up to 100mph £150.00. Tel 0171 4606986 (eves)

**Flying blown out?** go sailing! - 14ft Marineply Dinghy, Enterprise based, wooden spars, stainless rigging, main, jib, genoa, full buoyancy, trailer/trolley, renovated for summer, very pretty indeed. Regrettable sale £495.00 ono Cliff 0181 659 1114

**Edel Energy**, Large, white/purple, Only 30 hours airtime, new lines. Excellent sink rate, suit pilot 70-100kg - £950.00

**Race 2** - HG harness, black. Excellent condition. Suit pilot up to 5'7" £290.00

**Avian Amour 139**, Very good condition, stored indoors. Light to carry, good performance, ideal for light weight pilot. £1,100.00 Call 01298 871498

**Calypso CofA** 16 hours, speedbar, wheels £1100.00 Harness £250.00. Reserve £200.00. Davron 808 GPS MicroTEC vario (never used) £600.00. Garmin 38 GPS (never used) £180.00. John 0973 830095 (all hours)

**AirwaveKlassic 14 CofA** Excellent Cond. Low airtime. Recently serviced. Winglets. Beautiful handling & performance, bargain £1650 ono. Tel Ron 01689 856723 or 0860 312293

**Airwave Kiss 154**, Suit pilot 10-11 stone. Always garaged, sail a little faded but in good condition. £450.00. POD Lite, thinsulate. Yellow suit 5'9" £100.00 Phone Joe 01932 887362

**Falhawk Apex MR 110** 65-85kg, well cared for, safe wing, £500.00 ono. Nigel/Sue 0181 6600754 (Caterham)

**Brauniger Basis alti/vario**, £125.00 Call Dave on 0171-265 3682 (work) or 0181-691 3701 (home)

**Rumour 3 13m**, (CofA) A high performance glider with great handling for £800. I have 3 gliders! and so this one has to go. Telephone: 01276 20220 Email: craig.dolwin@nectech.co.uk

**Edel Super Space II (XL)**, Probe Harness Junkers Reserve 7 months old. Less than 10 Hours airtime £1800.00 Call 0374-878-214

**Advance Sigma 180-100Kg** 65 hours, well maintained. Recently factory checked. £500.00 ovno Tel 0973 869610

**Typhoon 180** Ideal for larger pilot or dual flying £300.00. John 01273 541451

**Stealth SH** harness with parachute £450.00

**Davron 808** (GPS) £400.00

**Flytech Vario 3010** £175.00

**La Mouette** harness £300.00

**La Mouette** Topless £2,500.00

**Solar Wings Rumour 1**, hardly flown since new, side wires and major overhaul £300.00

**Johnny's Mega Clearance Sale!** - no more room for all this equipment 01444 471137

**Situation Vacant:** Airworks - we are currently recruiting instructors and trainee instructors. Also vacancies exist for a retail assistant and workshop staff. Call Tim 01273 858108

**Medium Reggae** (Med) 1yr, Low airtime. £1,100.00

**Tigra** harness £120.00

**Trekking** harness, new, £200.00

**Paragliding Harness:** Edel Hero, large, cross bracing, Edel backplate, back mounted reserve. A well designed/engineered mid-price harness. VGC, price £170.00 (cost £260 new), reason for sale - upgrade to Supair ProFeel II. Adam Goodsell 01273 749412 (H) 01293 648244 (W)

**K2 CofA**, Excellent Condition. Always stored indoors. Easy to fly & land yet quick & maneuverable. £750.00 ono Kevin 0181 7677897

**Moyes Xtralite 137** £1650.00

**Junkers Excel** Medium complete with SASII harness and backplate £600.00 ono. 01273 418293

### Advertising Rates

| ISSUES    | 1   | 2   | 3   | 4    |
|-----------|-----|-----|-----|------|
| QUARTER   | £7  | £13 | £24 | £42  |
| HALF      | £12 | £21 | £37 | £65  |
| FULL      | £21 | £37 | £66 | £105 |
| BACK PAGE | £31 | £48 | £75 | £125 |

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# SCUBA DIVING



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

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

