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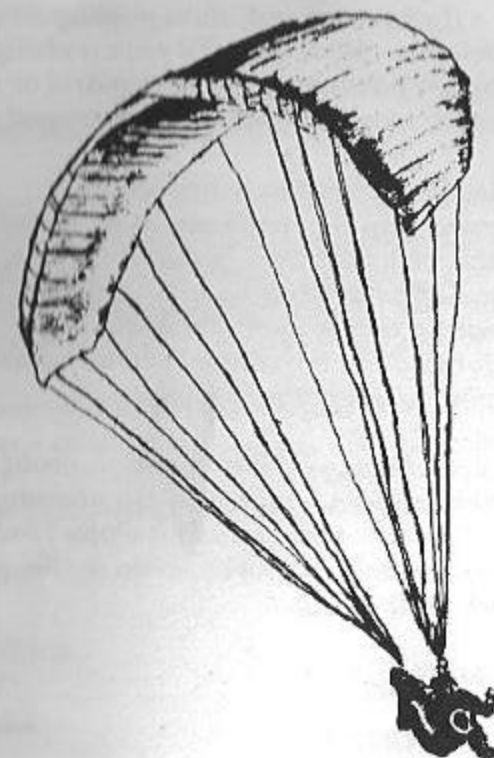
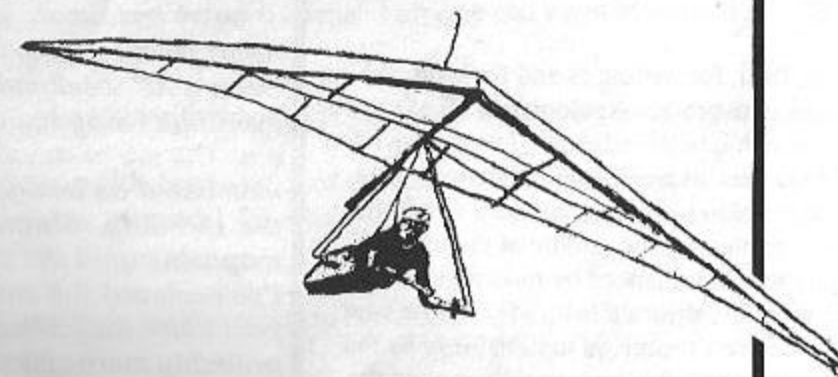
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August 2000

# windsock

The Southern Hang Gliding Club's Legal 2 Way Radio





## Editorial

I was very pleased with the response this month following my appeal for material. Thanks to those who wrote to me. Please keep 'em coming! It will certainly keep the treasurer from writing his boring reports, yawn yawn! Only kidding. Martin does a grand job.

Thank you, Paul, for writing in and for sandwiching your wingers with praise. Apologies to all of you for the lateness of July's 'Windsock'. I was relieved to hear from Oz that his weekend was cancelled due to poor weather. No excuse though. I try to get the work to the printers by the middle of the month. This is very much influenced by missing material. New rule therefore directed to:..... You know who you are. If I haven't received material/info by the end of the committee meeting, usually around the 7th of the month, it will not be included. This applies for all ads too. It can take me a week to prepare the mag as I am very busy at work. No time for paragliding! I haven't flown since my April holiday with Sky Systems. It is not through lack of effort on my part to get it out within a reasonable timescale. I worked all through the night for June's edition, before flying to America, as up until then I had just been clearing 'work work' as I call it. Don't tell my husband. He still doesn't know.

All points, such as personal notification of marshalling requirements etc have been passed on to the Membership Secretary and he will reply to you in the next 'Windsock'. We will also include on the next committee meeting's agenda the subject of fees. I trust this covers all your points amicably.

**Diana**

Please send any photos or large adverts by post in a board back envelope, as these are too big to go on a disc and very expensive to retrieve from e-mail.

22 Mill Lane, Lower Beeding  
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Or Email: windsock@shgc.demon.co.uk

**windsock**

Designed and edited by  
Diana Riordan

## Letters to the Editor

*Dear Ed*

*Thanks for all your hard work in making WINDSOCK a better mag. It's a shame we can't have it on time.*

*Apart from missing important things, such as Ozzie's XC weekend in Wales and any meetings I may have been interested in, there was the minor detail of the marshalling rota. I was listed as being one of the marshalls on the 15<sup>th</sup> July. Shame I didn't get the magazine until the 29<sup>th</sup> of July, just to prove it I've enclosed the envelope with a "GATWICK" post mark dated the 27<sup>th</sup>. Some one was probably more concerned about getting away for a flying weekend, than posting the envelopes. Mind you, if it was a choice between posting letters in England or flying abroad, I know which I'd pick as well.*

*I also note from the Windsock that membership renewals are due. I tried to check with the membership secretary, to see if I was up to date as I don't recall ever receiving notification of it being due. Unfortunately the contact phone number is coming up as not recognised.*

*As I am having a bit of a winge, could you please explain why SHGC membership is so much dearer than the other clubs I belong to. Anyway, enough gripes, keep up the good work on the Mag.*

*Regards*

*PAUL BARTON*



## Editorial Cont.

Dear Mr Barton

### In defence of the Editor

'To assume' enables us to make choices and decisions without necessarily having all the facts. However, it comes at a price. Sometimes we get it wrong! I assume that when it comes to flying you're not so hasty.

I have the advantage of you in that I know first hand that the Editor works very hard to get 'Windsock' out on time. I can also categorically state that the Editor was not about to go 'flying abroad'. If she had been, I'd know. We live in the Crawley/Gatwick catchment area and the central sorting office is Gatwick, hence the postmark. The Editor actually posted it at the post office next to Sky Systems, Brighton.

Finally, it is nice to see that somebody has something to contribute – even if it's a winge.

**Chris Riordan**

## Chairman's Letter

Just time to write this month's missive before I catch the ferry. Yes, I'm off on a flying holiday to Anney, avec la vieux truite et les enfants terribles. Cheaper petrol, good food, passable wine and, of course, flying good company. Nothing much to report this month with regards to the club, only that your Committee did not hold a meeting this month, mainly due to the fact that two thirds of them were on holiday.

For those of us who are going flying abroad this year, why not write an account of your experiences and get it off to Diana. I am sure your fellow pilots would like to read about them. It would also give the newly qualified pilots amongst us something to aspire to. I know Diana would certainly appreciate them for the club mag.

Well that's me done and off to the ferry.

Safe flying,

**Paul**



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#### Stock Items

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#### Bargain Of The Month

Second Hand "Woody Valley" harness colours blue and white. £300

## Airspace News by Michel Carnet

### Significant NOTAMS:

Please ignore last month's Notams. Here are the corrected ones:

► **August 19-20:** Airshow at Eastbourne. Beachy Head and High & Over out of the question. Firle is borderline with caution. RED ARROWS display on Saturday August 19<sup>th</sup> between 14:00 and 16:00 and again on Sunday 20<sup>th</sup> between 15:00 and 17:00. All display aircraft are flying in (and out) from all directions.

► **September 2-3:** Airshow. Shoreham Airport. 01273 296900. Air display with jets and fly-in. Also some air movements on Friday 1st and Monday 4th. Truleigh Hill and Steyning Bowl to be avoided. The Dyke is also quite close.

Also cross-country pilots should avoid over-flying horse races on the following dates:

**Brighton:** August 9<sup>th</sup>, 10<sup>th</sup>, 21<sup>st</sup>, 23<sup>rd</sup> and 30<sup>th</sup>. September 24<sup>th</sup> and 27<sup>th</sup>

**Plumpton:** September 11<sup>th</sup> and 23<sup>rd</sup>.

**Fontwell:** August 25<sup>th</sup> and 28<sup>th</sup>

**Goodwood:** August 26<sup>th</sup> and 27<sup>th</sup>. September 8<sup>th</sup>, 9<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup>.



## Treasurer's Report

Hi Folks,

Brace yourselves for the latest thrilling episode of SHGC finances!

Firstly, thanks to everyone who wrote to me following my last note in Windsock. Sorry I wasn't able to reply to each of you individually – things have been extremely hectic over recent months – but I can assure you that your comments and suggestions have been forwarded to the Chairman.

With the arrival on the scene of Diana, as Windsock Editor, we've been able to reduce the cost of producing Windsock from approximately £450 per month to £315. This should save the Club over a thousand pounds this year. On the income side, we have some back payments due for Windsock advertising. All but one advertiser has now paid for 1999. As long as all the advertisers are fully paid up by the end of the year and, assuming the same amount of advertising takes place, this should contribute about £1,600 towards our income for 2000/2001. The overall position, (not including transfers to/from the high interest account), is as follows :-

	March - June 2000	March - June 1999
Total Income	£12,200	£17,400
Total Expenditure	£8,650	£11,275
<b>Net Income</b>	<b>£3,550</b>	<b>£6,125</b>

Membership renewals/site fees are down on last year - £15,000 by the end of June for 1999 as opposed to £11,500 this year. Lack of flying days can't have helped. Hopefully, the balance is on its way. Unfortunately, the drop in expenditure is not quite as great as it seems as we still have a couple of significant site payments still to go out which had already been paid this time last year. So, although we don't have the expense of a summer event this year, we still need to keep an eye on things.

After the lousy weather we've had earlier in the year, it seems that many of you are heading for sunnier climes for your holidays. When you get back, why not write up your adventures and send them in to Diana. We've got the makings of a fantastic magazine but she needs material to put in it. Inundate her with your articles and maybe there won't be room for any more finance updates. Now there's an incentive! Fly safe and have fun. Martin, Treasurer





## Green Monster

by Kevin Oversby

The Sunrise Paragliding brochure had the gun-powdery whiff of excitement: "Paragliding in Nepal amongst the grandest scenery on earth, with the magnificent Himalayan Griffin Vultures as your guides is an inspiring experience. Float over mystery shrouded monasteries, ancient temples and palaces, raging rivers and exotic jungle. Land in villages forgotten by time and bask in the majesty of the awesome peaks, truly an adventure of a lifetime. If this all sounds like a fantasy, then be warned, this is a trip like no other." It was all I needed. Located between the fertile plains of India and the high Tibetan plateau, the culture, traditions and ethnicity of the Kingdom of Nepal are just as diverse as its geography. I headed for Pokhara, Nepal's adventure capital.

We flew across Europe, chuckling to Steve Martin and Eddie Murphy. Rounding Northern Africa to the ear-plug resistant sounds of screaming babies, and the whining requests of a belligerent Asian gentleman, I dined like a comparative king on roast chicken and red wine, whilst those around tucked in to beans "prepared in accordance with strict Islamic principles." Kathmandu airport was as I remembered, three people to each job, – one to smile and chat, one to take the money, and one to perform the service. I shared a rather suspicious looking taxi from the airport. There are no rules. The overtaking vehicle and cows seem to have priority, and the horn replaces normal braking. I noticed that most cars have their mirrors folded back, out of harm's way. Bicycles, motorbikes, rickshaws and taxis share the narrow bustling streets with pedestrians. There are no pavements, and open-fronted shops, selling unidentifiable items, look out onto the thoroughfare. People crouch at the side of the road with baskets of fruit and vegetables, and goods of all shapes and colours spill out into the busy street.

The taxi pulled over, not at our expected destination. "OK. Stay here. Very cheap. Very nice. My friend look after you."

"No. We must go to Red Planet."

"Raj Palace?"

"No. You know where we want to go. We must go to Red Planet."

He turned the car around. "I never heard of Red Planet." We were patient. Eventually we arrived. Later we drank ourselves into oblivion and learned that one must never stay in a hotel nobody has heard of.

Early next morning, our silver twin-prop climbed above the smog of Kathmandu and out, over rivers of cloud, lying along an ochre and green valley, flanked by walls of snow and rock. Endless Himalayan foothills were silhouetted in the mist. Nepali pilots hate to waste fuel, and one plane had recently clipped a wingtip on a hilltop tower, killing all on board. I sat back and read the thought of the day in the Kathmandu Post: "Determinism has faded out of theoretical physics." by Arthur Eddington.

I dumped my luggage at Hotel Lubbly Jubbly, then shared one of the many 1979 Toyota Corollas serving as taxis in Pokhara to the launch site, our paragliders strapped to the roof. On arrival the taxi was mobbed by kids, eager to porter our bags the remaining distance up the mountain. Clouds started to form in the blue sky above the mountain. Not too far away, the white peaks of the mighty Annapurna looked down upon us. We climbed through a village, jewellery, trinkets and rugs laid out in every house, and the villagers wished us good luck. In the yard of the last stone house we sipped Coke in the shade of a thatched lean-to. Scruffy children played around us as the sari-clad women made cheese and rugs, and the formally dressed men brought us up to date with the news. Most pilots stay around a month and get to know the locals quite well.



We prepared to launch as my porter watched an Italian take off from the steep, stony site, glide over the trees and start to circle above a farm along with several Himalayan Griffin Vultures. Tibetan prayer flags fluttered in the wind. Far below, tiny people were fishing from tiny boats on the glistening lake. I surreptitiously stuffed two large rocks into my bag. As my porter watched, still sweating from the climb, I removed the rocks from my bag, looked at the sky, shook my head and tossed them away. His eyes widened in disbelief, until he saw his friend shaking with laughter.

I asked advice from Rajesh, the first Nepali pilot and local tandem pilot. Rajesh is, in common with his race, calm and relaxed which is essential considering the demands of tandem launching from this site. He takes a very considered approach to flying and talks of feel, and controlling fear by disregarding his instruments whilst being hoisted skywards by monster thermals. It was interesting to see some of the western ways Rajesh had picked up from contact with pilots.

A few days later, under a great-looking sky, three of us climbed to cloud base and headed across the Pokhara valley towards the Annapurna. Finding no lift on the crossing, I was left scrabbling around low on the next ridge in some very scary places looking enviously up at two small specks. Eventually I caught up, only for a repeat performance on the next valley crossing. I could hear excited children shouting from a school above me at the top of the ridge. Then I hooked an elevator and shot vertically past the school, a rotating yellow blur, disappearing into the sky, presumably much to the teachers' relief. A rocky spine led me to a 2000m wall of dense and wild forest, known as "The Green Monster". I glided peacefully high up on the wall with the parrots, one wingtip almost brushing the trees, listening to monkeys shrieking, scared, and woodsmen shouting "Namaste, Namaste". "Welcome, Welcome". We were now quite far from the road but we were easily high enough to glide to it. The experience had been intense and the different and enlarged perspective boggled the mind. On this day the lift on the wall had been gentle but apparently it can be ferocious. Over the following weeks we would fly to other places and land in friendly villages, (including a Nepali rescue from a tree-landing where, afterwards, the villagers declined payment for their demolished tree), riding back on buses and tractors, but this experience was my personal favourite. We flew away from the wall and played around in the sky, enjoying the aerial view of this mystical kingdom and heading back towards civilisation. The panoramic valley view shrunk to a town view, in turn, reducing to a single neighbourhood then finally to a field bordered by trees as we descended.

The day was almost finished when I saw a glider stall and hit the mountain. I crashed in and found the pilot with a badly broken arm. We straightened the bones and lay on the ground, holding it under traction. The local villagers soon arrived and made bamboo splints. The women were shocked and ran their fingers along the break. Eventually we raised help on the radio, which arrived half an hour later with painkillers. We splinted and slung the arm and walked down to the road where a taxi was waiting. A few hours and \$80 later, the arm was in plaster, reminding us of the need to fly with money and medical equipment. A trekker later arrived at the hospital with a similar injury, which had been allowed to spasm, and underwent a five-hour operation to pin and plate the bones.

This was just one day picked from a month-long trip. I had many other experiences including flying the popular Pokhara Open paragliding competition, and a week of trekking to experience the mountains from Annapurna Base Camp. I look forward to my third visit with Adam Hill, Sunrise Paragliding (details in Skywings).



## MEMBERSHIP APPLICATION FORM

Please write in BLOCK CAPITALS ONLY

First Name: ..... Surname: .....

Address: .....

..... Post Code: .....

Home Tel: ..... Work Tel: .....

Date of Birth: ..... BHPA Number: ..... Occupation: .....

Original Training School: .....

Hang Glider Qualification: ..... Experience Years: ..... Total Hrs: .....

Present Hang glider: ..... Model: .....

Paraglider Qualification: ..... Experience Years: ..... Total Hrs: .....

Present Paraglider: ..... Model: .....

## Now please read and sign the following declaration

In applying for membership of the Southern Hang Gliding Club, I agree to abide by its rules and regulations and any amendments and/or additions to these rules as might be made by the Committee and/or General Meeting of the Club. I fully understand that contravention of these rules and regulations may lead to my suspension as a member, in which case I will not be permitted the use of Club sites or facilities.

**Please note:** Each member is expected to perform a maximum of one day per annum as weekend flying marshal. You will be notified of your date by post and the rota will be published monthly in 'WindsOCK'. It is your responsibility to find a replacement from the published list if you are unable to attend your allotted date.

Signed ..... Date: .....

Please send the completed form to the Membership Secretary, at the above address, together with a cheque or postal order (no cash) for £45, made payable to the 'SOUTHERN HANG GLIDING CLUB'. **Concessions:** Family membership - £35 per family member provided all are resident at the same address. Students - £35 provided you send a photocopy of a valid NUS card and enrolment card. Over 60 membership - £25



## Hang Gliding Coaches

Richard Arthur	0208 744 3159
Martin Brady	01444 233346
Will Greenwood	01273 477388
Rowan Gilpin	01444 242239
Ozzie Haines	01273 418293
Chris Jones	0208 579 2830
Kelvin Kincaid	01483 428653
Dave Matthews	01273 857163
Ron Richardson	01689 856723
Eddie Royal	0374 289610



## Paragliding Coaches

Steve Brewer	01403 710739
Adam Goodsell	01273 730782
Jerry Hansen	01273 461783
Jim Hardiman	0208 311 0683
John Lancaster	01273 813482
Dave Lewis	01273 589787
Michael Lockerbie	0208 690 3638
Jon Munro	01793 852483
Barry Philpott	01444 482225
Simon Oliphant	0207 476 5490
Mandy Sharpe	01273 589787
Stewart Swanton	01273 732219



## NEWS

### Paragliding Competitions

Every weekend, during September, there will be a competition for SHGC members on the Southern Club sites, resulting in club champions at novice DHV1, intermediate 1-2 and advance 2-3 & comp levels. There will also be fun competitions and finally a bar-b.

John Lancaster

### Airworks News

AIRWORKS team pilot Mark Watts has been selected for the British team to fly at this year's Europeans, along with fellow club member Russell Ogden. AIRWORKS are now the UK's sole importer/distributor of Windtech flying equipment. Demos are now available for all to try.

### Advertising Costs

Monies due each month should accompany the month's advert, and these are to be sent to the Editor. Cheques are to be made payable to the Southern Hang Gliding Club. The prices as from 1st July 2000 are as follows:

Double Page	£40.00
Back Page	£25.00
Full Page	£20.00
Half Page	£12.00

Those who prefer to pay forward, for a 12-month period, would benefit from a discount off these prices, which would equate to an 11-month cost, i.e. 8.33% discount.

### Temporary Members

All temporary members must be able and willing to show their BHPA card as evidence of 3rd party insurance. Please pay a Committee Member or Coach the subs due, which are £5.00/day, £5.00/weekend, and £10.00/week.

### Visiting Overseas Pilots

Visiting overseas pilots can fly free for 3 months. Please send a photocopy of your insurance documents to the Club address. Please also familiarise yourselves with English air law.

### 'Windsock' Copies

Spare copies will be sent to the schools and Stewart Swanton, to be made available to any interested person enquiring about schooling.



## Mail from a friend in South Africa

Submitted by Andy Willis

I scream over Worcester at about 300m. The first real sign of what is to come, is the dam. It is covered in white horses and some SPRAY! Did I mention OH SHIT! All that tar, and shiny roofs, but no lift. A constant 2 down.

On to the Robertson road, and still no lift. At 100m AGL, the air is ROUGH, and I overtake cars on the road below. I guess I am doing about 100km/h. I pass Zwelathemba township to my left, and then a rubbish dump just after the HexRiver. There are mounds of sand here, and the sand is being whipped off by the wind. A white tick bird is being blown backwards. Estimate the wind speed to be in excess of 70 km/h. I decide on the flat ground, just after the dump, and start to turn into the wind.

I knew I was travelling fast, but after a few minutes you almost get used to the speed. I got a shock as I turned into wind. I was doing 40km/h backwards and getting pitched through about 40 degrees. There was no chance of using speed bar, and at about 10m AGL the glider pitched violently forward and I hit the deck hard.

I had angled myself as far forward in my seat as possible. PLF was not an option backwards, so I hoped that the kevlar and foam in my contour harness would do the trick. Legs first, then backside, back, then a loud wack as my helmet hit the ground. I had already taken a lot of the load on my harness, but still did a somersault over my head. Rolling onto my side, I was being dragged slowly, but between the bushes and my 95kg, I managed to pull in my brake lines, tearing one off the trailing edge and damaging two others.

Hand over fist, I crawled over to the glider and collapsed on the madly thrashing canvas, eventually managing to tame the wild beast. Oh, what's this trailing behind me? Looks like a reserve. It had deployed on impact but, thankfully, it was still in its nappy.

The adrenaline was screaming through my veins, but I stood up and did a quick check. Two arms, two legs, blood? Everything looked OK. Not a scratch. My head was a bit sore, and I had a slight twinge in my right shoulder, but minimal damage.

As I write this, I have pulled all the muscles in the front of my neck either side of my voice box, probably because I did not tuck my neck in properly, and have a slight headache, but looks like nothing major, thank goodness.

Am starting to put (stuff) the glider in its bag, when a black gentleman arrives. Informs me that he and his mates were drinking in the local shebeen, when this mad man went whipping overhead. 'This is a dangerous area,' he says, pointing to the coloured community on the other side of the road, and suggests that he will lead me to safety, as people come streaming across from the Zwelathemba to see the crazy man, including the local sheeben boss, dripping in gold chains.

---to be continued ??



Johnny Carr



Paul Coidan



Brian Brunswick



Martin Brady



Dave Massie



Will Greenwood



Sue Brooks



Ozzie Haines



Trevor McLoughlin



Michel Carnet



John Lancaster



Stewart Swanton



Diana Riordan



### The SHGC Committee

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### Club Address

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East Sussex  
BN2 4AS

### Are you on line?

Why not join the SHGC mailing list and discussion group?  
Full details on our web site.

### CLUB WEB SITE

[www.shgc.demon.co.uk](http://www.shgc.demon.co.uk)

Aerotow Information Line  
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Firle Weather Station  
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The views expressed within this magazine do not necessarily reflect the views of the Committee or SHGC



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## Support Our Rights Of Way

Below is a letter that could be personalised and sent to your MP

Dear ,

I am writing to protest at certain aspects of the Government's proposed Countryside and Rights of Way Bill, and to ask you to use your offices as Member of Parliament for my constituency to ensure that this damaging piece of legislation is amended.

The government's announced intention of legislating to increase access to the countryside is not being met by the Bill. As I understand that the Government is currently considering introducing an amendment to the Bill, I would like to take this opportunity to draw your attention to my prime concerns.

To my great dismay, the sport of hang gliding and paragliding has been singled out for specific mention in Schedule 2 of the proposed Bill. As I understand it the purpose of this schedule is to restrict the activities that may lawfully be undertaken on access land, under the terms of the Bill.

I am also deeply concerned by amendment 134. This amendment seeks to add an additional clause to Schedule 2, effectively prohibiting any hang glider or paraglider from taking off or landing on any access land covered by the new Bill - with or without prior permission.

Hang gliding and paragliding are long-standing activities, which have been carried out on much of the scheduled access land for over a quarter of a century.

Our craft are un-powered, and therefore almost silent. They attract interest and often envy from many other users of the countryside, who enjoy their presence and like talking to the pilots.

Britain has been at the forefront of International competition in both these disciplines for many years, with a string of World Champions and World Records to our credit.

The Civil Aviation Authority has recognised our good safety record, and delegated control of the sport to the British Hang Gliding and Paragliding Association.

All pilots carry comprehensive third party insurance. The sport is fully recognised and supported by the UK Sports Councils.

It is iniquitous that the proposed Bill should single out this sport in this way. Because the use of land is often with tacit but unwritten agreement, the Bill hands a tool to individuals in positions of influence to declare this existing use unlawful.

Hang gliding and paragliding are now deemed as restricted activities on access land. This will almost certainly be interpreted by many as a government declaration that hang gliding and paragliding are inappropriate activities in the countryside. Unfortunately there are already signs that some pressure groups are interpreting our inclusion in Schedule 2 in this way. In this, Schedule 2 clearly defeats the stated object of the Bill, in that it serves to restrict use of the countryside; not to increase access.



Hang gliding and paragliding appear to be the only sports specifically mentioned in this way, and the summary of consultation responses, published by the government on their web site, shows little justification for this harsh treatment.

If the present clause is allowed to stand, I am fearful that legislation heralded as increasing access to the countryside will actually reduce the opportunities for active participation in our sport. This would be a great shame, and would seem to run counter to the Government's commitment to sporting excellence and improving the health of the Nation.

Hang Gliding and Paragliding provide an opportunity for people from all walks of life to enjoy the fresh air and beauty of the countryside, whilst keeping fit and enjoying the most affordable form of aviation available in this country.

Many UK pilots choose to take their annual leave in the British Countryside, bringing a welcome boost to the rural economy. Hotels, guesthouses, campsites, pubs, shops and leisure facilities also benefit from weekend fliers.

Without continued access to the open countryside this will all be put at risk, and the commitment and dedication of those seeking to represent our country at the highest level in International Competitions, will have been to no avail.

I would therefore urge you to reconsider the implications of schedule two of the Bill as currently drafted, and encourage you to insist that the sport of hang gliding and paragliding be dropped from the list of restricted activities on access land.

Yours faithfully



## Paragliding XC league by Michel Carnet

### Flights anywhere in the UK, anytime, as on 02/08/00

1	Michel Carnet	Ozone Electron L	59.3	32.7	32.4	32.1	21.3	21.3	199.1	
2	David Newns	Windtech Quarx S	64.2	34.1	20.8	17.6	12.0		148.7	
3	Simon Smith	Gin Bonanza	33.1	21.1	17.5	11.4			83.1	
4	David Watts	Apco Bagheera 28	16.8	40.9	14.7				72.4	
5	David Nortcliff	Windtech Quarx	23.5	20.7	11.1	11.0			66.3	
6	Mark Watts	Windtech Quarx	40.8	12.0	0.0				52.8	
7	Paul Andon	Apco Open	21.0	19.1	11.7				51.8	
8	John Lancaster	Apco Bagheera 28	27.3						27.3	
9	David Massie	Nova Vertex	21.5						21.5	
9	Steve Uzochukwu	Nova Xyon	21.5						21.5	
11	Dave Howell	Edel Response S	15.8						15.8	

### Flights anywhere in Sussex, anytime, as on 02/08/00

1	Michel Carnet	Ozone Electron L	59.3	32.7	32.4	32.1	21.3	21.3	199.1	
2	David Newns	Windtech Quarx S	64.2	34.1	20.8	17.6	12.0		148.7	
3	Simon Smith	Gin Bonanza S	33.1	21.1	17.5	11.4			83.1	
4	David Watts	Apco Bagheera 28	40.9	16.8	14.7				72.4	
5	David Nortcliff	Windtech Quarx	23.5	20.7	11.1	11.0			66.3	
6	Mark Watts	Windtech Quarx	40.8	12.0					52.8	
7	Paul Andon	Apco Open	21.0	19.1	11.7				51.8	
8	John Lancaster	Apco Bagheera 28	27.3						27.3	
9	Dave Howell	Edel Response S	15.8						15.8	

### Weekend flights anywhere in Sussex, as on 02/08/00

1	Michel Carnet	Ozone Electron L	59.3	32.7	32.4	32.1	21.3	21.3	199.1	
2	David Newns	Windtech Quarx S	64.2	34.1	20.8	12.0			131.1	
3	Dave Watts	Apco Bagheera 28	40.9	16.8	14.7				72.4	
4	David Nortcliff	Windtech Quarx	23.5	20.7	11.1	11.0			66.3	
5	Simon Smith	Gin Bonanza S	33.1	21.1					54.2	
6	Paul Andon	Apco Open	21.0	11.7					32.7	
7	John Lancaster	Apco Bagheera 28	27.3						27.3	
8	Dave Howell	Edel Response S	15.8						15.8	
9	Mark Watts	Windtech Quarx	12.0						12.0	

### Flights submitted since last month's tables:

30-Jul-00	David Newns	Windtech Quarx S	64.20	Dyke / near Rye
30-Jul-00	Michel Carnet	Ozone Electron L	59.30	Dyke / Hertmonceux / Broad Oak near Rye
29-Jul-00	David Newns	Windtech Quarx S	34.10	Dyke / Maynard Green
30-Jul-00	Simon Smith	Gin Bonanza S	33.10	Dyke / Hellingly near Hailsham
24-Jul-00	David Newns	Windtech Quarx S	17.60	Dyke / Caburn

## SOUTHERN CLUB HANG GLIDING/PARAGLIDING

### AEROTOW LEAGUE 2.8.2000

Name	1st	2nd	3rd	4th	5th	Total Kms
Will Greenwood	58.5					58.5
Dave Matthews	52					52
Ozzie Haines	50.5					50.5

### SUSSEX LEAGUE 2.8.2000

Name	1st	2nd	3rd	4th	5th	Total Kms
Dave Matthews	52	120				172
Ozzie Haines	50.5					50.5

### WEEKEND LEAGUE 2.8.2000

Name	1st	2nd	3rd	4th	5th	Total Kms
Dave Matthews	52	120				172
Ozzie Haines	50.5					50.5

### MARTINI LEAGUE 2.8.2000

Name	1st	2nd	3rd	4th	5th	Total Kms
Dave Matthews	54	52	37.2	120		263.2
Will Greenwood	58.5					58.5
Ozzie Haines	50.5					50.5
Paul Coiden	12.8					12.8
Clive Belbin	11.8					11.8



## A Weekend Away Flying The Long Mynd With The "Oz" Meister

By Paul Coidan

I'm not one for putting pen to paper or in this day and age, fingers on keyboard. Ask the wife, as she has to suffer the mental anguish I go through each month writing my monthly "Chairman's" letter. Anyway here goes.

"Fancy a weekend away with the boys, flying the Long Mynd?" questioned Oz, after a somewhat hectic monthly SHGC committee meeting.

"Yes why not? I could do with a good weekend's flying," was my enthusiastic reply. Date, time and meeting place was set and I departed for home.

"Oh, and bring some friends from Norfolk with you," was Ozzie's parting words.

Friday arrived, and we all met up at a campsite in the picturesque village of Wentnor. For those of you going to fly the Mynd, I strongly recommend this campsite. Excellent facilities plus a pub nearby that does not know the meaning of licensing hours. No, this does not mean that I condone the practise of flying with a hang over.

Saturday morning arrived with a bang, cloudy with the odd spell of drizzle. Not downhearted, (lies all lies), we shot off to "Harry Tuppins" for breakfast, and to discuss the day's flying plans. 'Oz' does know some fine, not too pricey eateries. A full English and a cup of tea for just over the £2 mark, jobs a gooden (Norfolk saying).

After breakfast I shot off to the Mynd to assess the conditions. A word of warning here, for those of you who do not know the road up to the top of the Mynd. It's a single track cut into the side of the hill with passing places. I have never used my buttocks for holding onto the driver's seat before. It now has a permanent ridge down the middle of it!

Without wishing to bore you all further, Saturday turned out to be a day of chasing the wind, carrying the Hang Glider up the hill, and carrying it back down again. Followed by an evening spent eating, drinking and telling tales in the pub.

Sunday morning dawned, cloudy but warm, and with the sun breaking through in places. Those of us, who had not been packed off by their wives with enough food to feed the five thousand, went off to savour the further delights of Mr Tuppins. I hankered down over my petrol stove and cooked breakfast, broke camp and went off to join the others. However, as I drove away from the campsite I received a call from Ozzie. "Head for the Mynd," he commanded. Never being one not to do as he was told, I duly drove off and arrived at the Mynd. The wind was strong and blowing slightly off to the south-west but flyable. Out of courtesy, we made contact with a member of the Long Mynd Flying Club, to find out the rules and regulations. A further word of warning here. The Mynd is usually closed to non-members at the weekend. However, with pleading, (we were a right load of pleaders), and a willingness to pay the £5 flying fee, we were able to fly. After we had rigged, we were taken through the take-off and landing procedure, plus the procedure for flying through the gliding club's airspace and the flying characteristics of the site.



My first flight of the day was taken with some trepidation, as I have never flown the site before. Take off was fine, after which I tracked right, along the ridge gaining height all the time and keeping a wary eye for the ballistic missiles flying around me, commonly known as Sail Planes. The ridge was working reasonably well, with the odd small punchy thermal coming through, all of which enabled me to achieve a height gain of 1000 ft above take off. I spent the next hour happily soaring up and down the ridge, flying out over the valley, returning to the ridge etc, etc, etc. You all know the routine. Top landing was interesting, in as much as I arrived with too much height and had to lose it. Apart from that, everything else was fine. Flight time was 1 hour.

By the time I had my second flight of the day, the wind had increased in strength, and had gone further south-west. Tracking southwards along the ridge was slow as you were virtually flying into wind. However, heading back down the ridge was done at light speed. Height gains were not as good as before as the thermal activity was low, and you were mainly relying on ridge lift. Flight time was ½ an hour.

That was the last flight of the day for me. I had had a good weekend away with good friends and good flying, albeit only one day out of two. Oz was his usual helpful tale telling self, and helped make the weekend. Thanks Oz. For those of you out there who have never had a weekend away with the 'Oz' Meister, and get given the opportunity, grab it with both hands.



### Marshalling Rota

Date	Type	No	Name	Telephone No.
26-Aug-00	PG	1284	Marian Mattingly	020 8309 0285
26-Aug-00	HG	1291	Gerard O'Reilly	01322 336327
26-Aug-00	PG	1250	Colin McCloskey	020 8769 0579
27-Aug-00	PG	929	Clifford Iffland	01273 821416
27-Aug-00	HG	212	Neil Kinnear	020 8697 1363
27-Aug-00	B	138	Steve Pugh	020 8692 8554
28-Aug-00	PG	1289	David Maledy	01903 246373
28-Aug-00	PG	993	Simon Scott	01273 728422
28-Aug-00	HG	272	Edward Lockhart	01273 773258
02-Sep-00	HG	1	Johnny Carr	01444 471137
02-Sep-00	PG	826	Dave Rimmer	020 8691 3701
02-Sep-00	PG	831	Christopher Symes	01273 890851
03-Sep-00	HG	315	Steven Cook	01444 245064
03-Sep-00	PG	14	Peter Banner	01306 884588
03-Sep-00	PG	845	Alex Wheatley	01273 723472
09-Sep-00	B	377	Dave Watts	0410 994 626
09-Sep-00	PG	842	Harvey Roft	01273 705592
09-Sep-00	HG	409	John Leggott	020 8657 0725
10-Sep-00	HG	555	Garreth Smith	01689 849451
10-Sep-00	PG	708	Tony Nancarrow	01273 464466
10-Sep-00	PG	407	Ian Maskell	01273 833691
16-Sep-00	PG	461	Martin Stansby	020 8397 1682
16-Sep-00	PG	472	Peter Ovenden	01883 345527
16-Sep-00	HG	463	Roy Avis	020 8265 6978
17-Sep-00	PG	474	Laurence Ying	020 8672 8199
17-Sep-00	HG	488	Peter Leaback	01923 854624
17-Sep-00	PG	850	Alex Heron	01273 846443
23-Sep-00	PG	680	John Anderson	01403 258944
23-Sep-00	PG	508	Simon Oliphant	020 8342 8729
23-Sep-00	HG	693	David Didcott	020 8882 9161
24-Sep-00	HG	791	Will Greenwood	01273 477388
24-Sep-00	PG	616	John Downie	01273 473492
24-Sep-00	PG	770	Neil Banks	020 8339 0626
30-Sep-00	PG	631	Ashley Goddard	01634 715894
30-Sep-00	PG	819	Clifford England	01435 862872
30-Sep-00	HG	685	Kevin Grey	020 8767 7897

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If our details are incorrect, please use the form below to update us.

Please ✓ the relevant box and send your amendments to the Membership Secretary at the PO Box address.

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Address Change

Rating Change

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Name	
Address	
Rating	



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 £1600 the lot will consider selling separately.  
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Found at Caburn - one **wind-measuring thingummy**.  
 Found at the Dyke (in the Northern bowl) - one **carbon fibre tip batten** (probably Airwave)  
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