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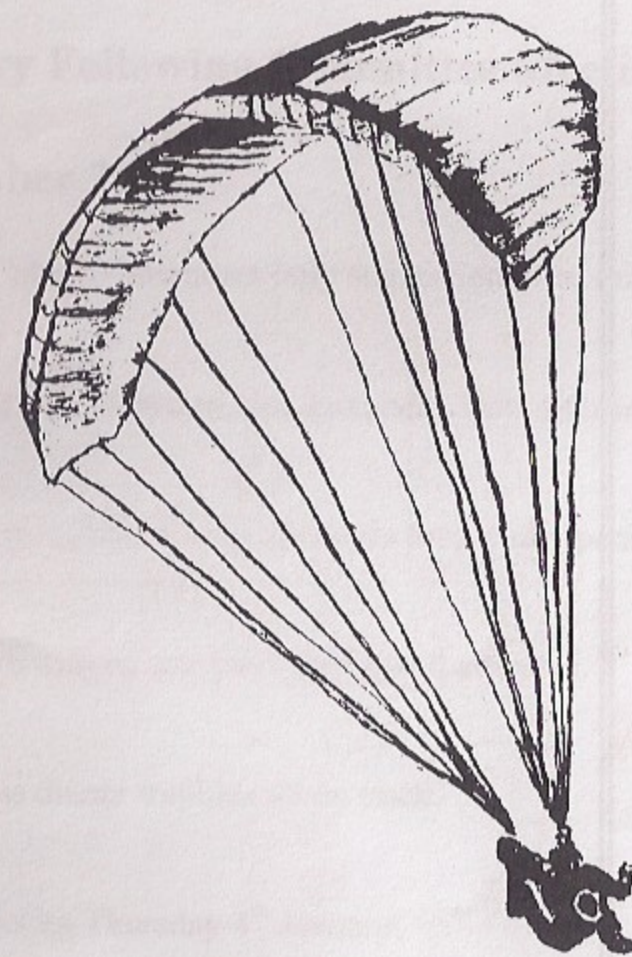
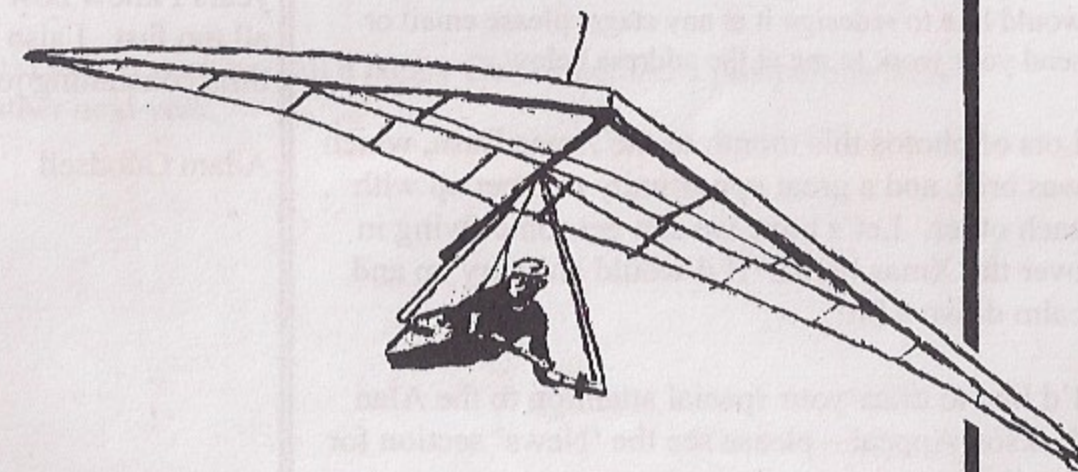
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December 2000

windsock

The Southern Hang Gliding Club's Legal 2 Way Radio





Editorial

I hope this month's issue of 'Windsock' has arrived before Christmas. I know it's touch and go with the post.

Well there were no takers to the new cover design. Perhaps too busy a time at the moment. If any of you would like to redesign it at any stage, please email or send your work to me at the address below.

Lots of photos this month of the Xmas Bash, which was brill, and a great opportunity to meet up with each other. Let's hope we can get some flying in over the Xmas break. If it would only dry up and calm down a bit!

I'd like to draw your special attention to the Alan Jackson Appeal – please see the 'News' section for details.

Thank you, Howard, for your contribution this month. Keep it coming, guys. Remember 'Windsock' could get very boring...we need your support. Watch out for Steve Purdie's article on harnesses next month.

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
West Sussex RH13 6PX
Or Email: windsock@shgc.demon.co.uk

Have a great Christmas! Happy flying.

windsock

Designed and edited by
Diana Riordan

Letters to the Editor

Hi Diana,

May I congratulate you on Windsock. An excellent job. Having been on the committee myself for three years I know how that monthly deadline comes around all too fast. I also know your role is probably the most time consuming job of them all. So well done.

Adam Goodsell



Chairman's Letter

Just a quick line this month.

For those of you who did not attend this year's dinner dance, you missed a good one, as my head told me in the morning! Once again, our thanks must go to Stewart for organising another resounding success. Thanks Stewart.

On behalf of the committee I would like to wish you all a happy Christmas and a prosperous New Year. Lets all pray for better weather next year.

See you all on the flip side.

Paul

Summary Following Committee Meeting

7 December 2000

- Mount Caburn - members only suggestion to be raised on SHGC forum in preparation for AGM
- Steyning now closed to club members. New sites under negotiation.
- Call for paraglider winch operators for a club operation.
- Trevor's coaching meetings being well attended.
- Christmas dinner trophies all on track.
- Next meeting Thursday 4th January.

Sussex Hang Gliding & Paragliding

Gliders, expert tuition and equipment always available from the shop at the Q8.

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A Happy New Year



A Very Merry Christmas



The Committee Would Like To Wish You All



News

Make Hay Whilst The Sun Shines!

Whilst the bottom of the Dyke is in stubble, i.e. harvested and the straw bails removed, we can use the whole of the field for landing.
Will Greenwood

Volunteers Needed

Is there anybody in the club who is HG or PG Winch Operator/Coach rated who would be interested in setting up a winch group? Please contact Will Greenwood on 01273 477388.

The Alan Jackson Appeal

Nick Smith tragically was killed in April of this year whilst flying Alan Jackson's Bagheera. The glider still remains impounded with the Coroner/Police. Furthermore Nick's family has indicated that they would rather not see Alan fly it again, once it is returned, and Alan's feelings mirror these sentiments. As a club we thought it would be supportive to raise enough money for Alan to buy another glider. At the Xmas 'Bash' this collection was started. There are 424 members within the SHGC and with just £5 from each of you this could easily be possible. Please would you seriously consider this, and send any monies you feel you can part with to me, made payable to the ALAN JACKSON APPEAL FUND. Thank you.

Diana Riordan, Windsock Editor

Club Flying Challenge

This year I hope to run the Inter Club Challenge, formally known as the Airwave Challenge. Any interested low time, intermediate or advanced pilots please phone me so that I can organise the teams.

Ozzie Haines 01273 418293

Cross Country Flying Weekends

I will be going to Wales again next year (2001) for long weekends. If you would like to join me, watch this space, as I'll be letting the dates in 'Windsock'. In the summer, around June, July, I intend to go to Larence in France for at least a week. So, again, if you are interested, please let me know.

Ozzie Haines 01273 418293



News

Important Notice Re Steyning Bowl

Although Steyning Bowl is in the current site guide, please note that Steyning Bowl is no longer a club site as from 1st January 2001.
Will Greenwood

Modeller's Bowl

Hang gliding and paragliding pilots must not fly below 250ft above take off over the modeller's bowl, whether they are flying or not. Four white posts mark the boundary.

A Timely Warning

As winter draws near, just a quick memory jogger to remind you of the low evening sun, setting in the West. We have all been there, thinking that the air in front of us is clear and suddenly finding another glider dropping down out of the sun a lot closer than we would like it to be. **You have been warned.**

Coaching Meetings

Coaching meetings take place at 1930 hours at the Wellington, Seaford on the last Thursday of each month. Trevor McLouglin would be pleased to welcome all pilots with varying experience including Coaches.

Note to All Schools

Membership forms for those pilots joining the SHGC through your school should show the school's stamp. For this, membership forms can be supplied in Word format. Please contact Sean Howes at email address membership@shgc.demon.co.uk.

Reward Offered!!

To anyone that can supply the hang gliding 'longest flight' shield or can shed light on its whereabouts. Please contact Ozzie Haines on 01273 418293.



News

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

Our Club welcomes visitors but they must pay required club fees when visiting our sites, otherwise the club will be forced to become a 'closed' Club. Please pay a Committee Member or Coach the subs due, which are £5.00/day, £5.00/weekend, and £10.00/week. Committee members will hold a membership list and receipts will be issued. All temporary members must be able and willing to show their BHPA card as evidence of 3rd party insurance.

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.



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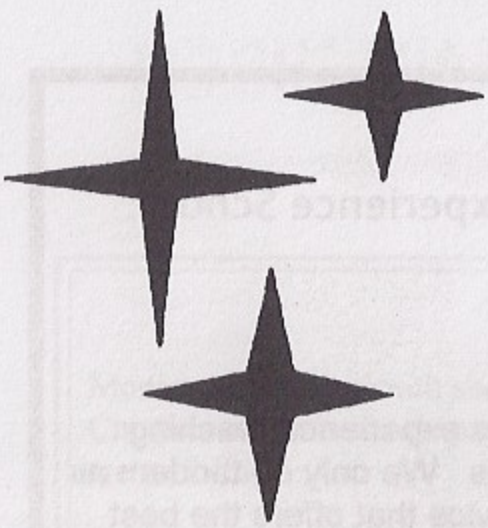
"The most comfortable harness I have ever flown in" Quotes Will Greenwood. High praise indeed.

Stock Items

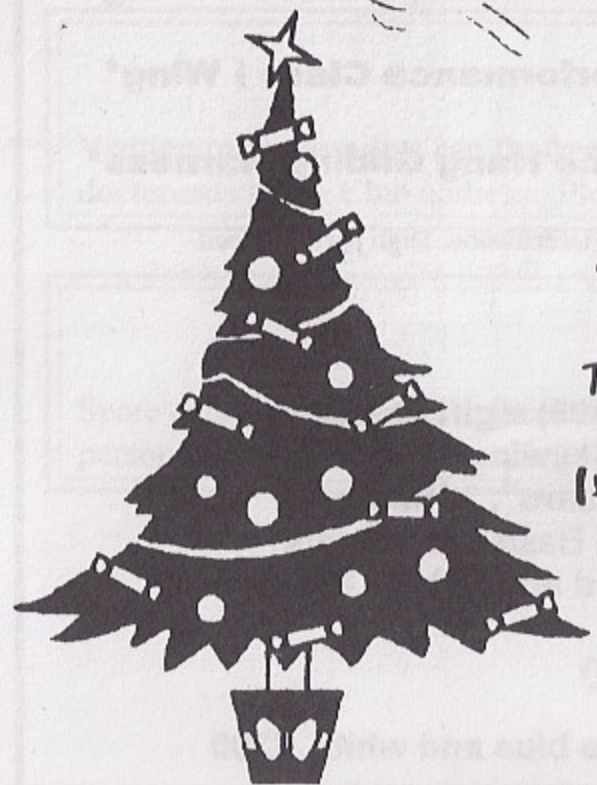
One only "Icaro Laminar ST02" (Retail £ 3995) a gift @ £ 3300
 "Eagle Eyes" Flight Glasses (As seen in July "Skywings") From £ 49.95
 High Quality Crash Helmet's:- "Kiwi", "Icaro", "Charley".
 High Quality :- Boots, Gloves, Vario's and Base Bar Wheels
 Uprights For :- Laminar, Java, Rumour, Litespeed and "GHOSTBUSTER"

Bargain Of The Month

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



THE CLOUD POLICE.



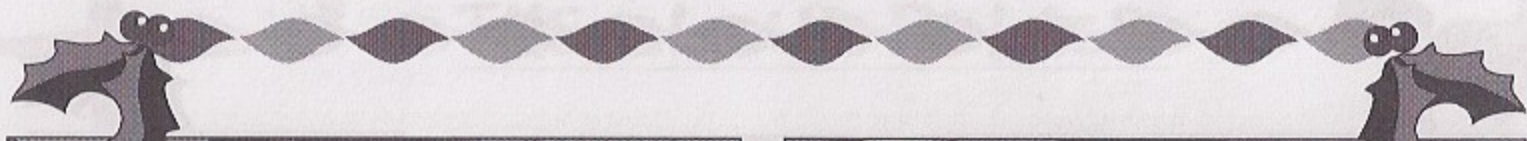
ON THE RIGHT, IN THE RIGHT! How MANY TIMES DO I HAVE TO TELL YOU, RUDOLF? IF YOU CARRY ON LIKE THIS, THE C. A. A. WILL CLOSE ME DOWN!

ANNUAL CHRISTMAS DINNER AND DISCO

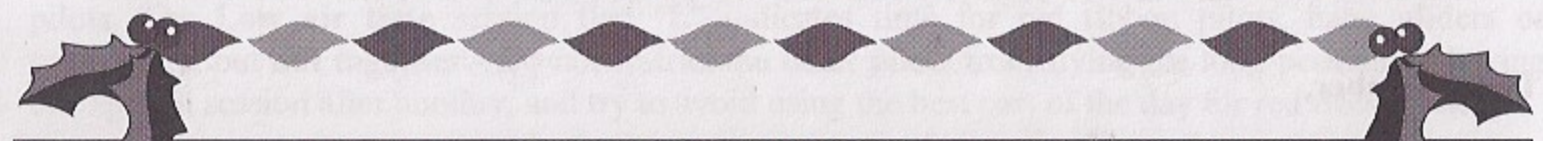




ANNUAL CHRISTMAS DINNER AND DISCO



ANNUAL CHRISTMAS DINNER AND DISCO





Marshalling At Devil's Dyke

Dear Member,

When it is your turn to marshal at the Dyke it is important that you **turn up, or find a substitute**. Your job is to help reduce overcrowding, and ensure air time is used fairly by all. Being the Marshal does *not* mean that you can't fly, you just have to organise it with the other Marshals on the day.

Before You Marshal

Read the Site guide. Know the rules. Note any NOTAMS ('Notice to Airmen') for the day (published in Windsock).

Marshalling Guidelines

If it is flyable, the Marshals of the day must collect the site control equipment from the metal cupboard outside the boiler room. This is in front of the outside toilets at the East side of the Devil's Dyke pub. The cupboard is padlocked; the combination is '1273'. Remember it as the dialling code for Brighton. The equipment consists of a logbook, 6 SHGC flags, strips of day-glo material, a black board, a split session "1/1" Flag, a low air time (red ribbon) "L" flag, a large red cross and an air horn. Sign yourself in in the logbook.

Set up a "Gate" in front of the pub. This consists of two flags. It will be either open, or with tape across it, closed. Additional gates may be set up as required in the Paddock or North bowl. Pilots may take off anywhere within the allocated areas **only when the gate is open**.

Pilots should read the marshalling board before flying, for current information, e.g. Times for Split hang glider/Paraglider/Red Ribbon sessions, details of NOTAMS, relevant information for the day etc. So **write this information** on the blackboard.

Assess the conditions. If the site becomes too crowded, close the gate by putting the day-glo tape across it. Pilots may not launch when the gate is closed, but you may allow flying on a 'one land/one take off' basis. **The closed gate is to allow you to restrict the numbers of pilots in the air.** If for instance 20+ Pilots are flying below 300ft ATO, in the bowl to pub area, then close the gate. However conditions may well dictate that a lesser number of pilots in the air may be more appropriate.

Split sessions. If conditions are such that both hang gliders and paragliders are flying, and it becomes crowded, it may be necessary to have split sessions., i.e. half an hour of one craft, then half an hour of the other. It may also be necessary to have a session for red-ribbon pilots only, to allow them more room. Set a time for these sessions, and write them on the blackboard in advance.

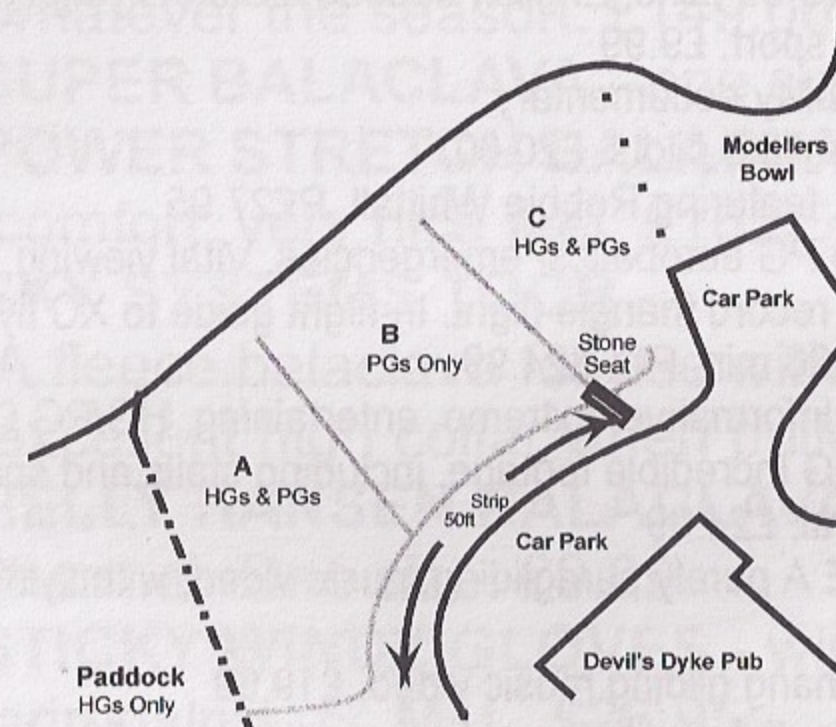


The **Split session** flag "1/1" indicates a ½ hr for paragliders, ½ hr for hang gliders, or red ribbon pilots. The **Low air time** session flag "L" indicates time for red ribbon pilots, hang gliders or paragliders, but **not together**. Do not restrict the other pilots from flying for long periods by having one special session after another, and try to avoid using the best part of the day for red ribbon pilots.

Please note that Hang glider pilots may not wish to take off in the early part of the session if they are waiting for the right conditions, this can causing ill feeling among the other grounded pilots. Once Hang glider pilots get off the ground, it is often better to let them continue flying after the ½ hr session is over rather than get them to land, the main problem for Hang gliders is to be able to take off without Paragliders getting in the way. Requests for split or special sessions should not be unreasonably withheld. . **The signal to land is a single blast of the air horn.**

In the case of a serious accident, the large red cross is the 'Emergency land now' signal and/or **three blasts of the air horn**. Use it only in the event of an accident or emergency. Pilots are then required to clear the area as quickly as possible and land, **all but the closest pilots must bottom land**. Please remember that a helicopter may be arriving in a matter of minutes and pilots must not get in the way, or allow unattended canopies or gliders to get in the way.

THE A, B AND C AREAS:



The main Paraglider Take off in front of the car park has been divided into three areas:

- **Area A**, bounded by the paddock fence and the beginning of the pub, and **Area C**, bounded by the stone seat and the modellers bowl markers, are for Hang-glider rigging, parking and take off in addition to Paragliders.
- **Area B** is exclusively for Paragliders to rig and take off and is bounded by the stone seat on the East, and the end of the pub on the West.
- It is important to leave at least a 50ft strip in front of the car park for public access and viewing.

If you need help or advice from experienced pilots, ask for it. **Enjoy your Day**

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My Australian Adventure by Howard Travers

On the 1st of January, I left the UK to fly to Australia to chase a dream of flying cliffs never before flown with a paraglider. With no bottom landing, sharks, hundred of miles from medical help, and very strong unpredictable winds, normally dangerous for flying a paraglider, I attempted and flew the longest unbroken cliffs in the World. In so doing I broke 3 new World records.

Leaving the relative safety of the UK, I bought an old car and headed West from Melbourne into the coastal desolation of the Nullarbor Plain. I have never experienced such a contrast, working in the City of London and that of the complete isolation of one of the most under populated and barren areas of the world. 6,000 kilometres and two 2 months later, I realised my dreams. Over the next few issues of 'Windsock', I would like to share these with you. The following are my diary notes.

I hope you enjoy them

Howard

My World Record Attempt - Eucla, Australia Part 1 - The Twilight Zone January 1999

In reality it all started on the 1st January, but then reality didn't sink in until the second leg of my Emirates flight to Singapore. It suddenly hit me that, somehow, the last 2 months of events, decisions, coincidences, and new opportunities had somehow put me here (and upgraded to Emirates Business class as well)! It seemed so much like a dream, but then it was.

Years ago in the pioneering times of early paragliding, I decided to concentrate on my job rather than follow my heart and fly. It's not to say that I didn't enter the competitions, fly in the British Championships and travel to many different countries, but I never really concentrated on it. You wonder as a result what might have been. When your friends and fellow competition pilots travel down to Kuruman in South Africa for the winter in 94/5 & 6 and return with new records, (Kat Thurston, Richard and Guy Westgate, Chris Dawes & Judy Leden), it makes you wonder, could I have done that. I always believed so. It may sound like regret, it isn't. I did at the time exactly what I wanted to do, and to that extent feel I played an important role in the organisation and development of paragliding in the UK.

So here I am, in my 11th year of paragliding, wondering how events had got me here. As the realisation hits me between the eyes, I find myself being dragged helplessly into the 'jetlag Zone' - d da d de d da d de. It is all catching up with me. The unrelenting Christmas festivities, the frenetic organisation of getting together all the Equipment, (Sup'air harnesses/Apco dual, safety equipment), and of course celebrating New Year's Eve, (thanks Nick & Michelle).

The next few days in Melbourne are hazy but productive. Again coincidence or just good luck plays a big hand. I need a car. I'm about to travel thousands of kilometres into the great Australia Bight and hiring a car is not an option, way too expensive. 'Buy one,' everyone said. So what do you buy? At the time, I was at a loss but, by chance, Steve Senior gave me a copy of his new **Cross Country** magazine. Unread, and by complete accident, 2 weeks later it opens up to give me a guide to flying and travelling around Australia. It recommends a circa 1982 Falcon, or a Holden, (what's a Holden? -



looks like a Vauxhall to me). So here I am, by chance, in a hostel, looking at the board for a car when a new poster is put up, a Holden 82. Reasonable price, good engine and has 4 important features.

- 1. A roof rack for the Hang glider I want to borrow.
- 2. A decent stereo with tape deck for the CD adapter.
- 3. A cigarette lighter to power all the instruments and importantly
- 4. All the camping gear you would ever need in the back.

So now it's Tuesday. I feel refreshed, have wheels and my paragliders. Plan now is to head north east for 4 hours to Bright to get my Australian license, meet up with some old friends and dust the cobwebs off my flying.

Part 2 - Hot, Bright, Fire and Ashes Week 1

It's hot, dam hot. Melbourne has been hit with 39C - 41C. It's great to feel warm, but this is more than my non-acclimatised body is used to. Water, water, I cry. So with the car loaded with provisions, I head north out of Melbourne. The four-hour journey to Bright is painful. It is a sweltering 41C. To add to my discomfort, it is the last day of England's final Ashes Test, playing in Sydney. The heat is incessant and the batsmen, obviously suffering from the heat too, keep popping back to the pavilion and passing the wooden stick on to the next batter. Relay cricket I think it's called. Last time I visited Australia I saw England play, and lose at the SCG. Now 4 years later, it's all happening again. I stop at the first petrol station and it's started like before. 'How come you have 60 million squeezed into an Island the size of Tasmania and you can't find 11 decent cricketers,' the attendant mused. 'We've got some good bowlers,' I quipped, but it was all lost as the others getting petrol all join in. I get on my way quickly. Ahead in the distance I can see the sailplanes playing in a huge thermal associated with a massive fire. There isn't a cloud in the sky, yet the smoke clearly outlines the rising column of air. I wanted to be up there. I was even tempted to learn how to sail plane, one day.

Bright is a beautiful place, quite modern and touristy in the middle, but it's very easy to escape into the tree covered hills, which surround it. That being in sharp contrast to the open plains, that I had travelled through earlier. The reason for my visit was to get my Australian licence, (\$50 for 3 months - I had better not start on that topic), make contact with the Australian HGFA, get FAI observer application forms, link up with some old competition friends and do a bit of flying. All but the flying bit happened.

It never ceases to amaze me how friendly and open our flying community is. Wherever you go, no matter what preference you have for a flying machine, the reaction is generally warm and open. There were faces like Brian Webb, Heikka and Fred who I had expected, but Bright plays host to a cosmopolitan group of pilots, including many other Europeans.

There had been a lot to sort out before the trip, - gliders, harnesses, reserves and all the other paraphernalia that goes with it. Now, for the first time, I could start assembling the equipment ready for the record attempt. I had never seen, nor flown, the new **APCO Futura 42sq/m Tandem**, which presented me now, - although previous excursions with other tandems, and discussions with other



pilots had left me suitably impressed with its pedigree. On paper, it had all the handling, speed and performance I needed.

I now needed to fit the quick release carabiners. I had spent much time studying the options. The cliffs themselves are unbroken for over 200km (124 miles). Once on the cliffs I would be committed. Too little wind I would be in the sea with whales and white sharks and with no way out, but a difficult cliff rescue. Nikki Hamilton claimed her World record the year before but had just such an incident on her hang glider. She skilfully managed to land on a large rock and then wait to be winched up with her hang glider still attached. She was very lucky.

This gave me some comfort that there would be a few rocks/cliff falls leaving landing areas but having the ability to 'quick release' the glider for a water landing would be important; just in case. The other option was that the sea breeze would build and build to a point where the glider just couldn't go forward. If this happened and I couldn't get back to the relative safety of the take off/landing zone, then I would slowly drift behind the cliffs. As a result, I would need to get as much height as possible and run as far behind the cliff to escape the rotor, which could easily put me in mortal danger. Either way, to be able to lose the glider quickly, could be a lifesaver or, at very least, avert serious injury.

So with all jobs done, and the weather closing in, I headed over the mountain to Mount Beauty and the base of the Bogong Cup. This hang gliding competition normally attracts large numbers. However the fact that the Australian HG Nationals were being held in Perth, the other side of Australia, had sadly depleted the number of pilots to around 40. To add further disappointment, a weather trough had decided to settle over the area and the prospect of flying was fast dissipating. Nevertheless, here was a good excuse to talk to the pilots about Eucla. Rohan Holtkamp, the undisputed expert and holder of numerous world records, was there. However I never managed to meet up with him. There were others like Wes Hill, who has flown there many times, who provided invaluable advice, tainted with some caution.

Undaunted, I headed south over the pass and through the rain, wind and 14C towards Bainbridge. They say Melbourne can have 4 seasons in one day. I now understand why! Next stop Torquay, the surf capital of Victoria.

Thoughts and Anecdotes

Good news - we won the first one-day cricket match. I cheerfully headed to the petrol station to gloat and chastise the pump attendant. I happened to casually mention the cricket.... 'We were robbed' he cried. I should have known better. When Australians win, they were the best team. When they lose, they were robbed.

It has always amused and intrigued me that when it comes to naming convention, the Australians apply a clear obvious **naming logic** that is completely alien to the British who often try to complicate and obfuscate (deliberately written to confuse). When driving along a beautiful 90-mile long beach, they call it 90 mile beach. If someone happens to spot a shark, they call it Shark bay and if they think the mountains are beautiful, they call it Mount Beauty.

Today's amusing word - What do Australians call a strimmer? (a grass/hedge cutting device that has a fast rotating head with a thin plastic fishing line cutting device) - Answer:---- a Whipper Snipper ---- brilliant! Made me smile.



Coaching by Trevor McLoughlin

Meetings

Wow, what a meeting! Well those of you that didn't turn up missed all the fun. We had a great turnout, about twenty-five people I think. Thanks to all of you that made the effort to come along - especially those of you that travelled down from London or further. My thanks go to club coaches Ozzie Haines and Dave Massie for their support, and to Instructors - Sean Howes and Carlo Borsattino.

It was a shame those of you that came along to the first few meetings didn't attend this one - we finally achieved what I've been trying to do all along. That is, new pilots met old, who met new, who met coaches etc. I hardly had to do anything; the place started buzzing within about twenty minutes. I had to spoil it a few times and interrupt a bit, (makes me feel important), but it didn't take more than a few seconds for everyone to recover from my intrusion. Most people met someone new, and some new friendships will come of that I'm sure.

Just to remind you once again. These meetings will only be a regular occurrence as long as people turn up and make it worthwhile, so please do make the effort to come along occasionally. They will be on the last Thursday of the month in the function room of The Wellington pub in Seaford. The next one is on **Thursday the 28th of December at 7.30pm.**

Pilot Lectures

Looks like there's enough interest in another series, so watch this space for dates. I'll try and get something organised for February, or failing that, March.

Oh, by the way Seasons errr.... Merry C..... Bah humbug!!!!



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

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Site Fee Collector	Sue Brooks	01273 857163	
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Chief PG Coach	Trevor McLoughlin	07747 628903	tjmcl@cix.co.uk
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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

Aerotow Information Line
01273 486657



The views expressed within this magazine do not necessarily reflect the views of the Committee or SHGC



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. 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
Eddie Royal	0374 289610
Ron Richardson	01689 856723
Dave Massie	01403 268601



Paragliding Coaches

Steve Brewer	01403 710739
Adam Goodsell	01273 711190
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
Dave Massie	01403 268601



Marshalling Rota

Date	Type	No	Name	Telephone Number
6-Jan-01	HG	998	Dennis Thorpe	?
6-Jan-01	PG	1087	Keith Jones	020 8640 8102
6-Jan-01	PG	703	Simon Smith	01273 705199
7-Jan-01	PG	855	David Newns	01273 858314
7-Jan-01	PG	1534	Joanne Cory	01273 542487
7-Jan-01	B	516	David Massie	01403 268601
13-Jan-01	PG	1141	Sharon Miller	020 8681 5196
13-Jan-01	PG	771	Michael Peters	0378 426992
13-Jan-01	HG	915	Martin Reynolds	020 8894 4647
14-Jan-01	PG	1103	Paul Watts	01273 380226
14-Jan-01	PG	974	Donna Garfield	01273 612635
14-Jan-01	HG	77	Paul Rankin	01293 775021
20-Jan-01	HG	215	David Matthews	01273 857163
20-Jan-01	PG	995	Mel Quick	01243 555797
20-Jan-01	PG	1355	Keith Dearness	020 8694 0481
21-Jan-01	PG	679	Carl Cobb	01323 833188
21-Jan-01	PG	923	Andrew Balcomb	01825 767735
21-Jan-01	PG	111	Howard Rhind	020 7585 2445
21-Jan-01	PG	821	Tom Taylor	01323 832 785
21-Jan-01	B	1075	Jack Hobbs	01323 490371
27-Jan-01	PG	896	Simon Walsh	01705 376340
27-Jan-01	PG	1242	Rod Jago	01444 811414
27-Jan-01	B	76	Peter Perry	01293 402908
3-Feb-01	B	85	Steve Uzochukwo	01622 736219
3-Feb-01	PG	595	David Nortcliff	01273 303610
3-Feb-01	PG	783	Peter Ogg	020 8773 0845
4-Feb-01	PG	962	Mark Bullough	01273 309204
4-Feb-01	PG	1023	Adam Thompson	?
4-Feb-01	HG	844	Les Seers	01732 848983
10-Feb-01	PG	828	Rudiger Holzapfel	01323 871677
10-Feb-01	HG	590	Ozzie Haines	01273 418293
10-Feb-01	PG	1212	Stuart Williamson	020 7381 1389
11-Feb-01	B	276	Mike Millwood	01273 514993
11-Feb-01	PG	1363	Tim Hodges	01737 765227
11-Feb-01	HG	141	Paul Goodyear	01444 831047

If any of the above data is incorrect, please complete the form on the following page

Data Amendment Form

Are we in the picture?

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.

Name Spelling

Address Spelling

--	--

Name Change

Address Change

Rating Change

--	--	--

Name	
Address	
Rating	





noticeboard

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EDEL ATLAS, large ex demo, yellow. Low hours. Excellent condition c/w harness/backplate. A safe first C.P. canopy. Bargain @ £1,100 or vno. Rod - 01444 811414

REDUCED: Advance Sigma 4, large, 32 hours, as new. 2 tone blue ('Wave') with Rap harness, large Profly reserve, vario, instrument panel, new Charly helmet with radio connector. £1,500 the lot. Mel 01730 821544

Avian 160 Cheetah (comp) topless hang glider, perfect condition, good handling and performance. Comes with carbon base bar, manual etc.

£2700.00

Tel Will 01273 477388, mobile 0850 811704

Gin Bandit. Small 85-93kg DHV 2. Excellent condition very low hours blue/red. £1200 ono. Tel: Dave 01273 696864

SUP' AIR PRO-FEEL HARNESS (L). 1 year old, good condition. Inc Sup'Air 17cm mousse type back protector. £240

Contact: CARLO Mobile 07884 49 66 70 Tel 01273 858 170 email: aerogenus@community.co.uk

Nova Phoenix medium, low hours. Ideal first glider. Includes new flying helmet & Sky Systems harness (+ backplate). £400.00 o.n.o. Tel Rich on 01435 813162 or 0385 778369



noticeboard

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SKY SYSTEMS WINTER SALE!

10% OFF THE FOLLOWING BRAND NEW, NEVER FLOWN GLIDERS:

Ozone OCTANE medium yellow.

Gin BANDIT medium blue.

Gin BOLERO medium purple.

Edel CONFIDENCE medium yellow.

BARGAIN OF THE YEAR:

NOVA AXON 26 *BRAND NEW, NEVER FLOWN!* £1,000

Call 01273 556695

Gin Bonanza. Small 70-85kg DHV 2-3. Good condition white/red. £800 ono. Tel Dave 01273 696864

Ozone Proton. Large. 14hrs. Near new condition. Serial class with stability and great performance. £1100. John Clayton 01206 560705.

ITV AGENA 28, ACPUL 12A, low airtime, excellent condition, still crispy. **SAS 3 HARNESS + CUSTON SAIL RESERVE**, £750 o.n.o. Tel: James 01903 535608 or e-mail: jplarrive.freespace@virgin.net

Edel Promise. Small 70-90kg DHV 2. Excellent condition low hours blue. £1100 ono. Tel: Dave 01273 696864

Help! Lost at Devils Dyke on Sunday 3/9.

Alinco DJ190E Radio.

Should you have found this, please send message to: guzzi_2000_uk@yahoo.co.uk or call 01483 821076 - Speak to Jim (treegliding champion!) Muchos Gracias!



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Found

- 1) At Caburn. One anemometer
- 2) At Devil's Dyke, in the bowl - One carbon fibre tip strut (Airwave I think)
Contact Dave Massie 01403 268601 or 07973 146532

VERTEX 26 (85 - 105kgs). Red. Sheathed lines. Approx 120hrs airtime. Still in good condition, with a couple of well fixed (Loft) small repairs. £500 offers.

Contact: CARLO Mobile 07884 49 66 70 Tel 01273 858 170 email: aerogenus@community.co.uk

2ND HAND PARAGLIDERS:

AIRWAVE RAVE 27. Lilac. £500

EDEL ENERGY large. Good condition! £300

TREKKING ODYSSEY, medium, fair condition. £200

APCO SUPRA 30, blue and yellow, new line set supplied - £300

AIRWAVE XXX. Medium. Blue/white. Excellent condition, our demonstrator. £950 offers

ITV ATIKS Large, 31. OK condition, for ambitious flyers... ex. Harness. £500

ITV ATIKS Medium 29. Ex. Harness. The Solent Crosser! ... £500

UP PICKUP TANDEM. Good condition, ex. Harness. £1,000

TANDEM ITV MERAK, average condition, ex. Harness. £899

Call 01273 556695

Java Comp (Kingpostless) £1500
Tel Trevor Ackroyd 01273 604752



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WINDTECH QUARX 29

(95-115kgs), speed range 22-52kph. See info on Quarx at www.windtech.es. White with blue/pink flash logo. www.Business-Auctions.com logo on under surface. Selling due to getting new comp glider for Championships next year! Well flown but plenty of life left! Unsheathed lines but I can get sheathed lines if wanted. £800

Contact: CARLO Mobile 07884 49 66 70 Tel 01273 858 170 email: aerogenus@community.co.uk

APCO BAGHEERA, Medium, 90kgs - 105kgs. Sheathed line, DHV 2 version (But would suit experienced active pilot only). Nearly new condition, only flown for 3 weeks due to change of sponsor. Royal Blue. £1000 - Bargain price! No SIV, well treated, fantastic glider. Glides as well as, if not better than, the best Serial wings, but has a safer DHV rating! Contact: CARLO Mobile 07884 49 66 70 Tel 01273 858 170 email: aerogenus@community.co.uk

Who wants to buy the very glider that won the **Nationals?**

Purple, low airtime, good nick, never looped, etc.

Microlined **ACPUL 2/3** serial comp glider.

GBP 1500 ono

e-mail offers to

stephen.purdie@dwtc.co.uk (soon!)

or call (07979)714346

Desperately looking for a place to store my hang glider in the South West London area. Who knows of or has a dry shed/garage within 20 minutes reach of Wimbledon? Please contact Alexander at: 0799-059-5393 (mobile) or Alex@Mildarablasseeurope.co.uk