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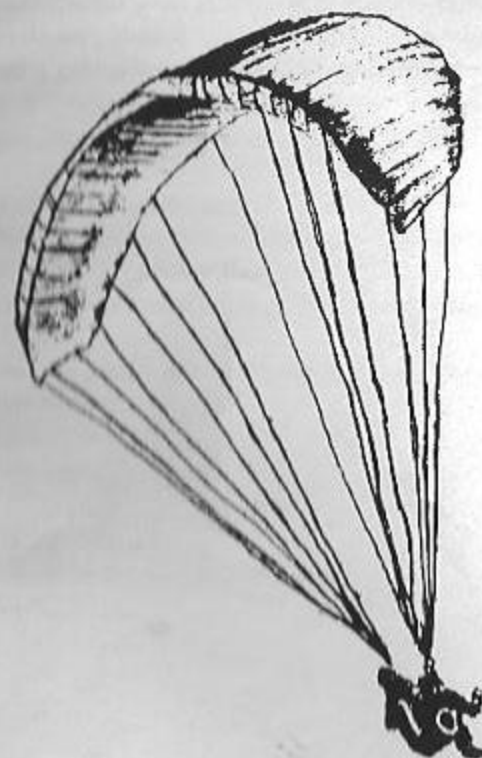
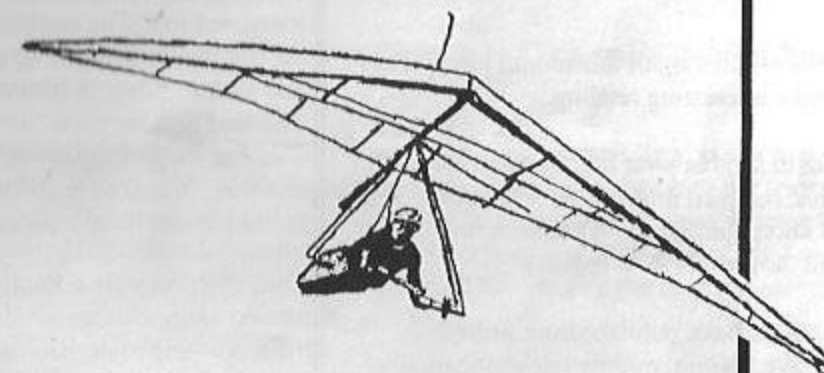
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September 2000

# windsock

The Southern Hang Gliding Club's Legal 2 Way Radio





## Editorial

Lots of emotion stirred up following Paul Barton's letter to me. Please keep your letters coming. We won't move forward if we don't discuss our views, positive or negative, after all, 'Windsock' is our 2 way radio.

Thank for the articles again this month guys. They certainly make interesting reading.

Don't forget to send in your nominations for the club trophies, outlined this month, and put the Xmas Bash dates into your diaries. The menu will be published in November's 'Windsock'.

Please note that I have published our Safety Officer's (Dave Massie) mobile telephone number this month for you all to note, in case of incident.

I'm afraid there won't be an October 'Windsock', unless anyone else is willing to produce it, as I'm going on holiday, paragliding with Sky Systems. - Yep, I really am this time! If there is anything critical to convey to you, a newsletter will be organised. I have covered 2 month's worth of marshalling requirements in this copy, so please check it. Look forward to producing a bumper November issue... Maybe, I'll be brave enough to write an article on the stories to tell in Greece!

For the November issue, 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](mailto:windsock@shgc.demon.co.uk)

windsock

Designed and edited by  
Diana Riordan

## Chairman's Letter

Beware water flumes bite and stop you flying! 'What's he going to rabbit on about this month?' I hear you ask. Well, let me explain. If you recall, my last letter was written just before I was off to Annecy with the old trout and the children (see, that's what the French translated to). The campsite we stayed at not only had the obligatory swimming pool, but also water flumes and slides. Seventh heaven! Yes, you've guessed it. The first Sunday there, and the last ride of the day, I was thrown awkwardly against the side of the flume resulting in severe bruising of the ribs. The only way I could fly was to take painkillers. Oh well, c'est la vie.

On a more sombre note, the club has had another fatality on one of its sites, this time at Ditchling Beacon. The pilot, Richard Hills, was a visiting pilot from another club. The BHPA have launched an investigation into this tragedy. Would you all please join me in offering condolences to Richard's family.

Safe Flying

Paul



## In Reply To Paul Barton

Dear Paul,

As chairman of the club I have been tasked, (bullied by my fellow committee members), to pen, nay type a response to your letter. Firstly I would like to thank you for taking the time in putting pen to paper. It is nice to receive constructive comment.

With regards to 'Windsock' being posted in Gatwick I think the letter by Chris amply clarified the situation.

I can only apologise for you missing notification of Ozzie's weekend away, hopefully you can make the next one planned for October. I look forward to seeing you there. Having looked into the reason for the delay in the publishing of 'Windsock', I have been informed by Diana that she was waiting for articles to put into the magazine to make it worthwhile printing. I am sure you would agree with me that a magazine is only worthwhile printing if it has worthwhile content. Getting the club magazine together takes up a lot of her personal free and flying time.

You raised the issue of the cost of membership. I would like to run a few facts passed you with regards to cost incurred by the club. Unfortunately, the club sites are based in the effluent south. Site rental costs are currently standing at a projected figure of £6760 for this year. We are constantly fighting requests for rental increases, and it is due to the efforts of Will, Sites Officer, a farmer in his own right, with his inside knowledge, that rent rises have been kept to a minimum. Thanks Will.

'Windsock' is budgeted to cost the club £ 6000 this year. It was agreed at a previous AGM, (sorry I do not have the exact date to hand), that 20% of the yearly net income would be put into a site purchase fund. Of course there are additional costs incurred in running a club. Should you require a full breakdown of these costs, please contact the club treasurer, Martin.

I trust that the above answers your queries. Please do not hesitate to contact me if you wish to discuss the matter further.

Yours Sincerely

Paul Coidan  
Club Chairman



'The Whinging Hg Pilot' but we are all free to express our views on our club's issues.

All the posts on the committee are voluntary, but I don't see Paul volunteering for anything. We all have a life outside flying or don't we? Problems do occur here and there, but then we would be explaining ourselves all the time. Then the only thing to be seen in the club mag is pages of excuses.

So I'll explain myself, University comes at the top of my list of things to do (work). When not at Uni, I'm trying to work to pay off my overdraft and student loan. In the mean time, there is the housework etc. By the way, does anybody know how much time it really takes to do the most demanding posts on the committee, ('Windsock' Ed and Membership Sec)?

Marshalling, we all have to do it, and I should have sent a reminder to all, although this reminder/guide was printed in the mag a few months ago, so all of you should have a copy. If Paul looked at the club's mag marshalling rota, (June's issue), he would have seen his name there, but that's not my fault he didn't read it.

As for the phone number, I'm not serving as a 'Directory Enquires' for members to find out other member's phone numbers at all hours of the day. Besides, it's not my phone number to give out. From Paul's letter, I can see he has used a computer. But does he have e-mail? The club has a PO BOX address. He could have posted a letter to me. I think Paul has a poor memory because he signed the renewal form on the 12/5/00 and sent it back to me. But did he check his bank statement or even the stubs in his cheque book to find out if he had sent it in and that it had been cashed? And what about the helmet sticker?

Does Paul want the membership job, or are there any other volunteers out there?.....If you want it, it is here waiting for you. Honest !!!!!!! Just come along and get voted in.

Re the membership fees, that's for the Chairman to answer, or just find out how much, on average, we pay for our sites, then look at the average price the other clubs that you belong to pay for their sites.

Sean  
Membership Sec



## Summary Following Committee Meeting

### September 2000

- Beddingham weather station - repair trips up mast could be expensive, discussions of alternatives.
- Dave Perrin approved for tandem air experience flying on SHGC sites.
- Eastbourne wants explicit statement of no novice coaching in the Beachy Head agreement (agreed).
- Accident at Ditchling under investigation.
- Lots of dangerous near misses at the Dyke. Why not use the half-hour rule more?
- Both HG and PG must manage to keep to their own rigging areas to avoid take off accidents.
- Membership forms in 'Windsock' working well, but we should also be getting information in neighbouring clubs magazines, (and Skywings)!
- Marshalling roster to go only in 'Windsock', not separate letters. Discussions of getting enough advance onto page.
- Xmas dance on 9th Dec, menu expected in November Windsock.
- XC league going well.
- Firlie site fees need re-negotiating now that bottom landing is no longer included in original agreement.
- Nominations for club trophies needed as soon as possible.
- Next meeting Thursday 5<sup>th</sup> October.



## Paragliding XC league by Michel Carnet

Flights anywhere in the UK, anytime, as on 07/09/00

1	David Newns	Windtech Quark S	67.1	64.2	34.7	34.1	29.3	26.4	255.8
2	Simon Oliphant	Apco Bagheera M	52.9	50.5	37.8	27.6	18.6	16.8	204.2
3	Michel Carnet	Ozone Electron L	59.3	32.7	32.4	32.1	21.3	21.3	199.1
4	David Watts	Apco Bagheera 28	40.9	29.5	19.7	16.8	14.7	14.6	136.2
5	Paul Andon	Apco Bagheera 26	60.9	21.0	19.1	11.7			112.7
6	Simon Smith	Gin Bonanza	33.1	21.1	17.5	11.4			83.1
7	David Nortcliff	Nova Vetex 24	23.5	20.7	11.1	11.0			66.3
8	Dave Lewis	Apco Futura	30.8	20.7	11.1				62.6
9	Mark Watts	Gin Open	40.8	12.0	0.0				52.8
10	Adam Goodsell	Nova Vertex 26	43.4						43.4
11	John Lancaster	Apco Bagheera 28	27.3						27.3
12	David Massie	Nova Vertex	21.5						21.5
12	Steve Uzochukwu	Nova Xyon	21.5						21.5
14	Dave Howell	Edel Response S	15.8						15.8

Flights anywhere in Sussex, anytime, as on 07/09/00

1	David Newns	Windtech Quark S	67.1	64.2	34.1	29.3	26.4	22.9	244.0
2	Michel Carnet	Ozone Electron L	59.3	32.7	32.4	32.1	21.3	21.3	199.1
3	David Watts	Apco Bagheera 28	40.9	29.5	19.7	16.8	14.7	14.6	136.2
4	Paul Andon	Apco Bagheera 26	60.9	21.0	19.1	11.7			112.7
5	Simon Smith	Gin Bonanza S	33.1	21.1	17.5	11.4			83.1
6	David Nortcliff	Nova Vetex 24	23.5	20.7	11.1	11.0			66.3
7	Dave Lewis	Apco Futura	30.8	20.7	11.1				62.6
8	Mark Watts	Gin Open	40.8	12.0					52.8
9	Adam Goodsell	Nova Vertex 26	43.4						43.4
10	John Lancaster	Apco Bagheera 28	27.3						27.3
11	Dave Howell	Edel Response S	15.8						15.8

Weekend flights anywhere in Sussex, as on 07/09/00

1	Michel Carnet	Ozone Electron L	59.3	32.7	32.4	32.1	21.3	21.3	199.1
2	David Newns	Windtech Quark S	64.2	34.1	26.4	22.9	20.8	12.0	180.4
3	Dave Watts	Apco Bagheera 28	40.9	16.8	14.7				72.4
4	David Nortcliff	Nova Vetex 24	23.5	20.7	11.1	11.0			66.3
5	Dave Lewis	Apco Futura	30.8	20.7	11.1				62.6
6	Simon Smith	Gin Bonanza S	33.1	21.1					54.2
7	Adam Goodsell	Nova Vertex 26	43.4						43.4
8	Paul Andon	Apco Bagheera 26	21.0	11.7					32.7
9	John Lancaster	Apco Bagheera 28	27.3						27.3
10	Dave Howell	Edel Response S	15.8						15.8
11	Mark Watts	Gin Open	12.0						12.0



Flights submitted since last month's tables:

15 Aug 00	David Newns	Windtech Quark S	67.1	Dyke / near Rye
04 Sept 00	Paul Andon	Apco Bagheera 26	60.9	Dyke / Beckley
30 July 00	Adam Goodsell	Nova Vertex 26	43.4	Dyke / near Dullington
29 July 00	Dave Lewis	Apco Futura	30.8	Dyke / Lower Dicker
29 Aug 00	David Watts	Apco Bagheera 28	29.5	Caburn / Stonegate
29 Aug 00	David Newns	Windtech Quark S	29.3	Caburn / near Stonegate
06 Aug 00	David Newns	Windtech Quark S	26.4	Dyke / Seaford
05 Aug 00	David Newns	Windtech Quark S	22.9	Dyke / Uckfield
31 Aug 00	David Watts	Apco Bagheera 28	19.7	Caburn / near High Hurstwood
18 July 00	David Watts	Apco Bagheera 28	14.6	Dyke / Offham
08 Apr 00	Dave Lewis	Apco Futura	11.1	High & Over / Telscombe
25 Mar 00	Dave Lewis	Apco Futura	20.7	Newhaven / Brighton / Newhaven

## Airspace News by Michel Carnet

### Significant NOTAMS:

**September 15th-17th:** Goodwood Airfield. Air display of vintage aircraft on all 3 days.

**September 22nd-28th:** Labour Conference in Brighton. Air exclusion 3.5nm radius from Conference centre up to 3500 feet amsl. The boundary comes halfway between the Dyke and the by-pass, through Sussex University and across the Saltdean Lido. So no cliff flying past the Lido and no flying south of the Dyke and Ditchling.

Shoreham Airport and the Police helicopter service are investigating airspace infringements on Sunday 3rd September during the RAFA Airshow. Several HGs and PGs were seen thermalling over the back of Truleigh Hill well within the exclusion zone. And this, despite a specific warning in the last issue of Windsock.

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

**Brighton:** September 24th and 27th. October 19th and 27th.

**Plumpton:** September 11th and 23rd. October 16th.

**Fontwell:** October 1st, 25th.

**Goodwood:** September 20th and 21st.



## SOUTHERN CLUB HANG GLIDING XC LEAGUE

### HANDICAP LEAGUE 7.9.2000

Michel Carnet	59.3	32.7	32.4	32.1	21.3	1066.2
Dave News	64.2	34.1	26.4	22.9	20.8	989.6
Dave Watts	40.9	14.7	16.8			435.6
Dave Lewis	30.8	20.7	11.1			375.6
Simon Smith	33.1	21.1				325.2
Dave Nortcliff	23.5	20.7	11.1			301.8
Ozzie Haines	50.5	35	15			301.5
Adam Goodsell	43.4					260.4
Dave Matthews	52	20				216
John Lancaster	27.3					163.8
Paul Andon	21	11.7				163.5
Johnny Carr	70					140
Dave Howell	15.8					94.8

### AEROTOW LEAGUE 7.9.2000

Name	1st	2nd	3rd	4th	5th	Total Kms
Ozzie Haines	50.5	35	15			100.5
Dave Matthews	52	20				72
Will Greenwood	58.5					58.5

### SUSSEX LEAGUE 7.9.2000

Name	1st	2nd	3rd	4th	5th	Total Kms
Ozzie Haines	50.5	35	15			100.5
Dave Matthews	52	20				72
Will Greenwood	58.5					58.5

### WEEKEND LEAGUE 7.9.2000

Name	1st	2nd	3rd	4th	5th	Total Kms
Ozzie Haines	50.5	35	15			100.5
Dave Matthews	52	20				72

### MARTINI LEAGUE 7.9.2000

Name	1st	2nd	3rd	4th	5th	Total Kms
Dave Matthews	76 DF	54	52	37.2	20	239.2
Ozzie Haines	50.5	35	34	15	15	149.5
Johnny Carr	65.5					65.5
Will Greenwood	58.5					58.5
Paul Coiden	12.8					12.8
Clive Belbin	11.8					11.8

## My First Tandem Paragliding Flight

I was in Annecy, France, and was offered a paragliding tandem flight by Dave Wooton. I said 'yes' because I was really looking forward to actually being able to go up in a paraglider. When Dave, Dad, (who went up to the top of the mountain to take some photographs), and I were ready we went up to the top of the mountain. When we were driving up to the top of the mountain I was not nervous at all. I was really looking forward to seeing what there was to see. When the wind was nearly in the right direction, we got out the paraglider and got into our harnesses, and before I knew it we were running to the edge of the mountain. The paraglider was pulling us back so it made it very difficult and uneasy to run.

Finally, we were off the mountain and looking down. The view was magnificent. The buildings all looked like a little Lego city. I took a camera up with me and took some photographs of Dave and I and the scenery. There was very little wind noise so I could hear Dave perfectly clearly. While we were on the last length of the flight, I took control of the paraglider. We did a few little lefts, and then we did a sharp left, and then I saw a totally different view. When we came in to land it wasn't as bad as what I thought it would be. All it was, was a little bump. As soon as we had landed I got out of the harness and then I was congratulated by some of the other people in the campsite for being brave and going up with Dave.

By Samantha Coidan

## Power Lines at Mount Caburn, by Michel Carnet

I have been trying for a while to find out whether it would be practical for Seeboard to re-route or bury the power lines in the landing field of Mount Caburn.

As is written in the Bible: "If you don't ask, you don't get".

When I found out that one of our new Club members was working at Seeboard, I jumped on the opportunity to be able to ask the right person from the right department at the right time.

Following an accident earlier this year when a paraglider pilot was lucky to survive a landing ON the power lines, cutting off hundred of residents, Seeboard was quite receptive to the idea. They came on site to have a look on a busy flyable day, and agreed to bury almost all of it, at no charge to the Club!

The work should be finished as you read this. Mount Caburn now has a much bigger landing field.

I have also asked Seeboard to fit the National Grid powerlines at the Dyke with some large dayglo ball markers. They may do it the next time they have maintenance work on that section.



## SHGC Annual Awards

The time has come for you, the members, to take part in the annual awards by voting for your fellow pilots in the following categories.

- Best newcomer - hang gliding
- Best newcomer - paragliding
- Best novice cross country - hang gliding
- Best novice cross country - paragliding
- Andy Neoplolitan Cup - this award is for the member who has given outstanding services to flying.
- Ron Steadman Cup - this award is for the member who has given outstanding services to hang gliding
- Most improved hang glider pilot
- Most improved paraglider pilot
- Most outstanding achievement - hang gliding
- Most outstanding achievement - paragliding
- Bent Aluminium Award - awarded to the hang glider pilot who has bent most metal during the year.
- Bag of Washing Award - awarded to the paraglider pilot who has performed the most spectacular bad landing, take off etc.

Postal votes to the club address. E-mail votes to any committee member with an E-mail address.

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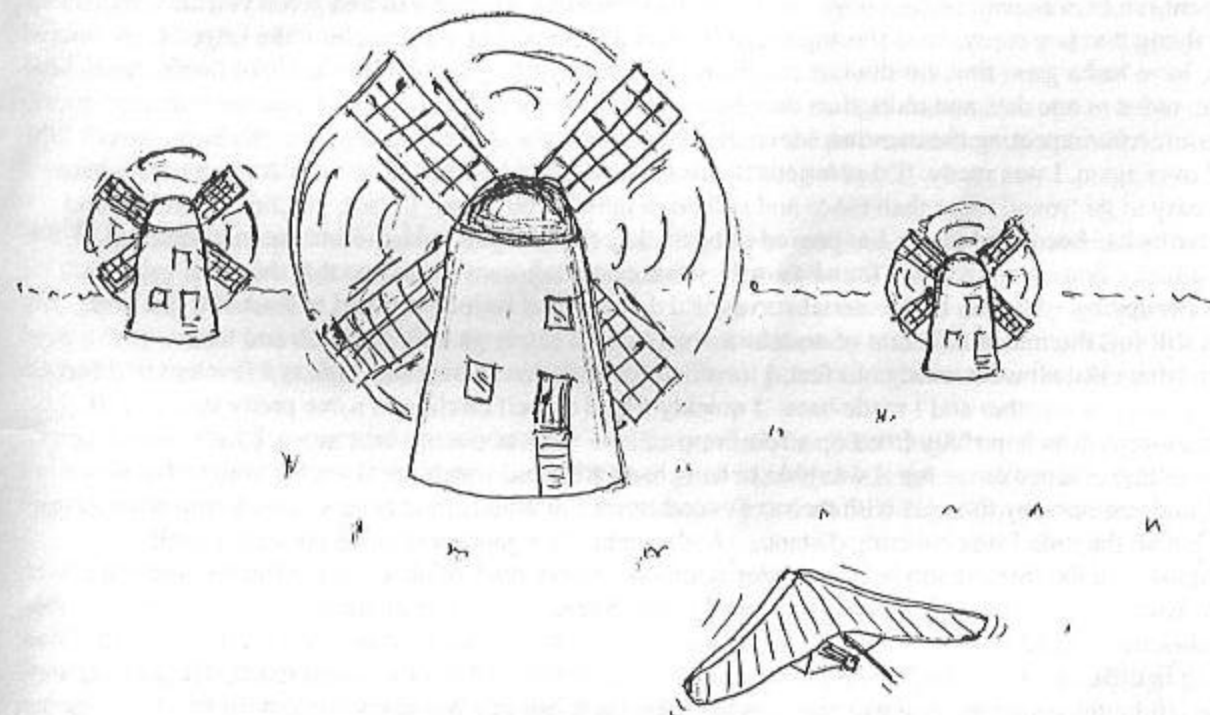
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One only "Icaro Laminar ST02" (Retail £ 3995) a gift @ £ 3300  
 "Eagle Eyes" Flight Glasses (As seen in July "Skywings") From £ 49.95  
 High Quality Crash Helmet's :- "Kiwi", "Icaro", "Charley".  
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#### Bargain Of The Month

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

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Hello all.

I guess you'll read this in September, whereas I write at the beginning of August. I hope that this current run of near perfect, (it's never perfect), flying weather has matured and given you all some of the flying that you enjoy, be it chasing seagulls around thermals, or wafting about the ridge. I, for one, have had a great time for the last couple of weekends, getting away from the Dyke for the first time, twice in one day, and more than doubling my best distance. Pass the cross-country blinkers, please! After repeating the mantras, 'never leave lift,' and 'the way forward is over the back,' over and over again, I was ready. I'd practiced the round and round bit, including some foreign trips where it's easy to go 'round more than twice and still be in familiar territory. In fact, practice at circling and centering has been hard to get, but proved to be the key to my Dyke to Hailsham trip last weekend. I got a lucky first climb, where I found a small, private core adjacent to the one that the usual gaggle was occupying. After an earlier aerial survey, I'd decided that so long as I had at least 300 feet and was still in a thermal at the point of no return, then I could safely go over the back and land somewhere if it all went wrong. In fact, I travelled for quite a way over the back at a few hundred feet before it came together and I made base. I quickly found myself circling in some pretty strong stuff on auto-pilot which usefully freed up a few brain cells to think about my next move, (that's where the thermalling practice came in). I was able to hang back a bit and watch the sky gods to see what they did, and compare my theories with theirs. Several times I bumbled about at base, wondering what to do, but all the time I was covering distance. And eventually a good next move presented itself, sometimes in the form of another paraglider, sailplane, cloud, bird, or once a bit of thistle fluff and a faint whiff of cow muck! The flight continued through several changes of character as the local conditions changed from ballistic to scratchy and back again until at last it was just me and Ghandi going in different directions, trying for far away clouds which neither of us could reach. By Sod's law of aviation, the magic thermal had taken me over the back just as I was about to land for lunch. I was half starved upon landing but my drinking bladder had kept famine and fatigue away in the air, and my emergency choccy bar fuelled me up for the way home. After desperately trying one potential source after another, at about 200 feet and well into a 20+ mph sea breeze, I ran out of options and landed in a pleasant field close to a main road and a landing witness. The resident pigs were fascinated by the glider, having never been to the Dyke before. Pleasingly, I couldn't decipher piggy for how much does your parachute cost, mister?? Getting home again couldn't have been easier. Just as I'd unclipped, Mandy rang my mobile to say it had just sea breezed at the Dyke and would I like a lift. Perfect.

On the subject of hitching, I've heard some horror stories recently and had a lift from a very dodgy character myself last week. I hate to risk appearing at all sexist, but while it's OK for a lone bloke to hitch, the lady XC pilots probably ought to take a mobile phone and a few phone numbers for a taxi/public transport trip home. What's 20 quid in a taxi compared to the rest you have invested in flying?

Having climbed out of our crowded hills several times in the last few weeks, I can really appreciate how hard it is to get away from hills as small as ours. Each time it's been a real battle for the first few hundred feet and only come together at about the point of no return. I can understand why the XC regulars get so annoyed when they find a thermal and everyone else piles in so that no-one can work it properly. Also, there are few better ways of getting a nice warm, smug feeling than spotting a bird, gliding out and being first in a thermal and following it back to well above take-off or beyond.



Some other points have come up recently and are worthy of a wider audience. I've seen lots of people landing with big-ears. We all know that you can accidentally collapse or stall the glider using big-ears, so it's use should be confined to when you really need it, like exiting cloud, perhaps aided by speed bar. None of our sites require big ears to top land. You can always get far enough back to get behind the lift band and hover down. In a similar vein, I've caught a few pilots hovering down to top land in very light winds, one even stalling from quite a height without realising. Anyone who continues to fly that slowly is going to hit some kind of moving air and get dumped sooner or later. And they are probably fool enough to think it looks cool to leave the under-carriage up until the last moment and are bound to forget to lower it in their surprise at being dumped.

We've had a few folk get blown back recently. Please ensure you've got a speed bar, it works and is set correctly, (note that Apco string for one is very stretchy, and if you set it up on the ground, it will only give half travel when under load - get some better string). I've tied a bit of elastic to my bar and have a loop on the end to put my foot through. It keeps it out of the way and if I need it, I stick my leg out and it's there. Generally it's time to land when, (or before), penetration becomes an issue.

I've spotted quite a few paragliders with external stitching which has been caught on something and pulled some stitches to cause bunching up, usually at the trailing edge. It's not usually much, but it might be enough to cause a spin during slow flight. Some patience and a Bic pen top soon fixes it.

Across the road from where I work, the window factory has put up a 10-foot long helium blimp. I'd been using this to judge the weather for a while, but yesterday it really excelled itself! I was idly watching it, wishing I could go flying when I spotted a flock of gulls come over and start to climb out above it. The blimp soon started to fly round in circles as the thermal rotated. Soon it was belting round, (for a blimp), and twisting up it's mooring lines. The thing was rotating clockwise with the thermal spin. Perhaps that's why everyone seems to prefer to thermal anti-clockwise!

Happy landings,

Hairy Dave (Lewis)



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

President	Johnny Carr	01444 471137	<a href="mailto:johnnycarr@tillershaw.prestel.co.uk">johnnycarr@tillershaw.prestel.co.uk</a>
Chairman	Paul Coidan	01953 688266	<a href="mailto:paul.coidan@tesco.net">paul.coidan@tesco.net</a>
Secretary	Brian Brunswick	0208 542 8724	<a href="mailto:brian@skarpsev.demon.co.uk">brian@skarpsev.demon.co.uk</a>
Treasurer	Martin Brady	01444 233346	<a href="mailto:martin.brady@talk21.com">martin.brady@talk21.com</a>
Membership Secretary	Sean Howes		<a href="mailto:membership@shgc.demon.co.uk">membership@shgc.demon.co.uk</a>
Safety Officer	Dave Massie	01403 268601 07973 146532	<a href="mailto:davemassie@bigwig.net">davemassie@bigwig.net</a>
Site Officer/Aerotowing	Will Greenwood	01273 477388	<a href="mailto:will.greenwood@btinternet.com">will.greenwood@btinternet.com</a>
Site Fee Collector	Sue Brooks	01273 857163	
Chief HG Coach	Ozzie Haines	01273 418293	
Chief PG Coach	Trevor McLoughlin	07747 628903	<a href="mailto:tjmel@cix.co.uk">tjmel@cix.co.uk</a>
Airspace	Michel Carnet	01273 556695	<a href="mailto:michel.carnet@skysystems.co.uk">michel.carnet@skysystems.co.uk</a>
Competitions PG	John Lancaster	01273 813482	
Competitions HG	Ozzie Haines	01273 418293	
Social Secretary	Stewart Swanton	01273 732219	<a href="mailto:stewart@swanton-eng.freemove.co.uk">stewart@swanton-eng.freemove.co.uk</a>
Windsock Editor	Diana Riordan	01403 891683	<a href="mailto:windsock@shgc.demon.co.uk">windsock@shgc.demon.co.uk</a>

### Club Address

PO Box 1359  
Brighton  
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  
01273 486657  
Firle Weather Station  
01273 858174



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



# PARAGLIDING CENTRE

For the very latest in flying equipment

**Come and visit our well stocked showroom at the Old Station, Glynde,  
near Mt Caburn**

### Ex Demo Gliders For Sale – unbelievable savings!

- Gin Bonanza 85-100kg as new – was £2399 now £1200
- Advance Sigma 4 95-120kg excellent cond. Cost new £2599 now £1000
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- Nova Axon 26 85-105kg as new - £999
- Nova Vertex 26 85-105kg as new - £999

## NEW WINDTECH GLIDER RANGE

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CORAL DHV 1

ARRANGE A TEST FLIGHT ON ANY OF THESE MODELS

**GIN, ADVANCE ,GRADIENT  
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## LANZAROTE 2000

**WINTER FLYING FOR ALL –NEW CP  
OR XC KING ITS ALL HERE!**

2<sup>ND</sup> NOVEMBER - 21<sup>ST</sup> DECEMBER

LUXY VILLA WITH POOL

**PRICES FROM £150/wk**

**SKYLINE SUITS FROM  
ONLY £129**



## Marshalling Rota

Date	Type	No	Name	Telephone No.
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
01-Oct-00	PG	1344	Stephen Hallsworth	01895 833105
01-Oct-00	PG	364	Ernest Bayliss	-
01-Oct-00	HG	453	John Young	01959 700952
07-Oct-00	PG	337	Jim Hardiman	0181 311 0683
07-Oct-00	PG	340	Frank Golding	
07-Oct-00	PG	492	Barry Phillpot	01444 482225
08-Oct-00	HG	39	Bernard Clifford	01403 258986
08-Oct-00	HG	196	Susan Brooks	01273 857163
08-Oct-00	B	466	Steve Purdie	01273 814208
14-Oct-00	PG	705	David Howell	01708 558081
14-Oct-00	PG	724	Tim Charwood	01243 514 774
14-Oct-00	HG	748	Trevor Ackroyd	01273 604752
15-Oct-00	PG	611	Annie Thompson	01273 812331
15-Oct-00	HG	681	Darren Blackman	01273 733916
15-Oct-00	PG	754	Kristin Millwood	01273 514993
21-Oct-00	HG	942	Andrew Keyte	0181 777 3495
21-Oct-00	PG	951	Frederic Perdrix	0171 403 3247
21-Oct-00	B	953	Don Nunan	
22-Oct-00	PG	988	David Higgs	0208 675 3635
22-Oct-00	PG	991	Nick Mumford	0171 428 9641
22-Oct-00	HG	1008	Peter Howe	0181 397 7482

## Marshalling Rota

Date	Type	No	Name	Telephone No.
28-Oct-00	HG	1026	Rainer Gellert	0181 544 4992
28-Oct-00	PG	1028	Norman D'Souza	0956 275126
28-Oct-00	PG	1029	Michael Alan Lowe	01306 712394
29-Oct-00	PG	1035	Richard Day	01323 482889
29-Oct-00	PG	1044	Jez Riches	01798 343783
29-Oct-00	HG	1046	Richard Lever	01628 824926
04-Nov-00	PG	1052	John Lomax	0171 407 1217
04-Nov-00	PG	1053	Victoria Shipton	0171 407 1217
04-Nov-00	B	1072	Stephen Marnier	01273 770166
05-Nov-00	B	1127	John Lancaster	01273 813482
05-Nov-00	PG	1132	David Laing	01825 740625
05-Nov-00	B	1187	Spyros Spyrou	0181 440 0994
11-Nov-00	PG	1158	John Falzon	0171 924 5767
11-Nov-00	PG	1194	Ian Banks	01277 656669
11-Nov-00	HG	1219	David Drake	0181 508 0411
12-Nov-00	PG	1214	Ray Thompson	01279 725125
12-Nov-00	B	1229	Ian Grayland	01273 512548
12-Nov-00	HG	1230	Mark Oliver	0181 940 1378
12-Nov-00	PG	1262	Clive Hewett	01903 268262
18-Nov-00	PG	1288	Niall Macdonald	01252 878072
18-Nov-00	HG	1303	Robert Davies	01787 460528
18-Nov-00	PG	1321	Mike Hood	01403 864539
19-Nov-00	PG	1263	Eric Hill	01753 536751
19-Nov-00	HG	1314	Andy Hollidge	01438 880395
19-Nov-00	PG	1325	John Taylor	01753 671451
25-Nov-00	HG	1327	Richard Darcy	01435 813162
25-Nov-00	PG	1331	Peter Wood	0181 7720330
25-Nov-00	PG	1333	Graham Miller	01737 556794
26-Nov-00	PG	898	Amanda Mason	01273 858449
26-Nov-00	HG	1139	Mohammed Elbeyati	0181 743 4915
26-Nov-00	PG	1336	Coral Benn	01903 206913

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
<input type="checkbox"/>	<input type="checkbox"/>

Name Change	Address Change	Rating Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Name	
Address	
Rating	



### 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 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
Dave Massie	01403 268601



## 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

## 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.



## News

## Xmas Bash

The Xmas bash this year will be held on Saturday 9 December at Hove Deep Sea Anglers. Details to follow.

Stewart Swanton

## Rule Reminder

Would the hang gliding pilots please respect area 'B', when rigging and the paragliding pilots please respect the rule that they are not to re-inflate their canopies when landing in the paddock. (Please refer to the site rules within your site guide as pertaining to the Devil's Dyke).

## Modeller's Bowl

Hang gliding and paragliding pilots must not fly in the modeller's bowl, to the right of take off, whether they are flying or not. Four white posts mark the boundary.

## New Serial Class Paragliding Trophy

The highest placed pilot flying a Serial Class paraglider in the XC League from Sussex sites at the end of the season will win this trophy. Last year the winner was Paul 'Tefal' Andon. At the moment David 'Gandhi' News is winning with a 44km margin.

## Sheep Worrying and Hang gliding

Not to be missed, the last trip of the year. Ozzie is arranging a weekend in mid Wales, **weather permitting**. The dates being the 7<sup>th</sup> & 8<sup>th</sup> of October. Good beer, good wine, good company, the mutt's nuts in flying, plus the ultimate persuasion, a **whole weekend from 'er or 'im indoors**. What more could you want? Interested? Ring the Oz and book your place. Don't forget your sling back wellies.

## 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.**



## 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



## Golden

Golden is Canada's premier flying site and boasts a 7000' ridge, 11-14000' cloud base, and 150km record. And thousands of trees and the attendant tree landings, negative spins, rotor, storms, gust fronts, extreme air, rapidly changeable weather, potentially huge walkouts, bears, mosquitoes etc. associated with such a place. I flew to Calgary then bussed in and spent a week camping on the banks of the Kicking Horse river with a bunch of crazed Canadian and Czech pilots, classic-rock tolerated through a smoked-out happy haze and the obligatory tall tales. A tree-covered, spine-backed ridge climbs a mile above a lush valley floor fed by white-water glacial-melt. A rough 4WD, forestry track leads up to a cleared launch area. From here it is a short glide out over the trees to the house thermal then, on a good day, climb to cloud base above Mount Seven and fly down-range by jumping the gap to Capistro. From here, the range is laid out ahead, dark greens meeting the blue and white sky in the distance. Advice was proffered: "Don't land in the Indian reservation." My best efforts were 83 and 92 km in around four hours. These were enough to win the intermediate category and place me 13th overall at the Canadian Nationals! In all, on the first day over 4000 km were flown! A few guys managed 160km and local sky god Chris Muller extended the site record by 100km. Many an hour was spent on launch kicking hackysack with other pilots, who also provided useful flying tips. Local stuntman Jim demonstrated the fearless way of retrieving the hack from over the edge! The local friendly helicopter pilot dropped us at launch for a tenner when we were too lazy/hungover to walk up the mountain.

The flying can be scary but with large margins and a forgiving wing it was manageable. Wind direction often changes with height, causing unwary pilots to fly into rotor - several spun into trees as a result. Jocky's SIV course certainly gave me confidence, and the chance to do long flights, rather than downwind sprints, was good for the learning curve. Contrasting with Pokhara, Nepal, the climbs were lighter, maxing at 8m/s, but much rougher, especially near cloud base. Strong sink provided another trap, especially on glides to isolated fields surrounded by trees. I enjoyed it so much I'm moving to Vancouver. Feel free to contact me on [kevinoversby@yahoo.com](mailto:kevinoversby@yahoo.com) for more information.





## Safety Officer's Suicide Notes

While wondering what to write about this month, I consulted my flying diary...and like Pandora's box, all these incidents jumped out, leaving only hope behind....

### February - Site: Newhaven

I arrive late, several pilots are already flying, and indeed, have been all day. Never mind, a chance to get to Brighton and back, if I'm quick.... As it turned out, I never did get to Brighton, but did fly for about an hour in increasing winds. As I pass Peacehaven, there is some sort of lottery going on. It takes the form of 'guess which side the next pilot will pass'. One experienced pilot later admits he went the wrong way because he didn't like flying in another glider's wake. So, if you recognise yourself, please paint a big 'L' and 'R' on your boots, (the right way around please - ask your Mum if you're not sure), and go right next time, OK?

After I land, I hear of a pilot who tried to cross the gap at Saltdean, and ended up on the cliff face, fortunately, without injury. Now, it's a club rule that pilots who go past the corner to Peacehaven and onwards, should have a Pilot rating. The committee is not over fond of rules, but sometimes they need to exist. Newhaven has claimed many victims in the past, and without exception, they had been breaking this rule when they injured themselves. If you think you are good enough to break this rule, then you are good enough to take the pilot's exam, and not break it. So get along to one of Trevor McLoughlin's lectures, pass the exam, and we'll all be happy...

Two days later, I hear from an instructor that he spoke to someone who did not know the rule for passing a converging aircraft. Indeed, this person, (I do not use the word 'pilot' here), thought that (s)he should turn left!

### February - Site: Devil's Dyke

I spend a couple of hours soaring my hang glider in post cold-frontal conditions. It's so windy I spend most of my time with the speed bar pulled in so as not to fly over the back. After a couple of hours, I've had enough of this, and finally land. At this point, a paraglider pilot decides that it has calmed down enough for him to fly. While admiring his ground handling, for the ability to launch a paraglider in conditions too windy for some hang-gliders, I have very little admiration for his airmanship, or observation skills. The result, of course, was a backwards flight, and a landing well behind take-off. So far, in fact, that he was spared the embarrassment of his mates seeing his landing.

When you arrive at a flying site with your PG, and you can see hang-gliders flying, but no paragliders, think - there might be a reason for this. Observe the following:

- a) the hang-gliders - how high are they? Are they pulling their speed bars in? When they land, do they shoot forwards, or do they land vertically?
- b) Clouds - how fast are they passing?



### March - Site: Devil's Dyke. Wind: North

Flew my HG in a northerly wind. Much the same happened as before, - some paraglider pilots decide that it's calmed down enough to fly PG. It wasn't, with inevitable effect. There is a general lesson here, specific to the Dyke. In a northerly wind, the conditions on the North-West take-off will often be quite calm, with surface winds down to 10mph, even when it is quite unsuitable for PG. The safest thing to do in a northerly wind at the Dyke, is to walk to the Northern bowl, and see what the wind strength is there. Not only will it be more representative of the wind in general, it will be less crowded, and easier to take off.

### July - Site: Devil's Dyke.

Another HG day. It starts to rain. Everyone with half a brain runs to de-rig their glider and get out of the rain. At this moment, a PG pilot decides that this is a good time to take off, now that the skies are clear. Clear of other aircraft that is, not clear of rain clouds. Just as the rain starts to get stronger, our anonymous hero takes off and gale-hangs for a few minutes. Two minutes later, the inevitable happens, and the gust front associated with the rain hits the hill. Our hero is now flying backwards towards the pub. A quick application of brake, and now he is flying backwards towards the trees behind the paddock. This time, he gets away with it. Unbelievably, four weeks earlier, I had seen the same behaviour at the Long Mynd. That time, the pilot landed downwind damaging an ankle. I have to assume the brain damage occurred BEFORE the flight. These two incidents are probably the two most stupid events I've witnessed in my flying years.

OK, some conclusions -

- 1) If you don't know that you turn right when meeting another aircraft head on, then immediately ground yourself. Please do not fly on any Southern HGC site until you DO know instinctively, which way to turn. This is not a joke. Until you know this rule, you are a danger to yourself and everyone else.
- 2) Watch the weather. It's what lets you fly, and it could be what kills you. Every time you launch, look out upwind, and see what's going to hit the hill next. Guess from the distance and the wind strength, WHEN it's going to hit the hill. If you can see rain heading your way, arriving in a few minutes do NOT launch.

# Sussex Hang Gliding & Paragliding

Gliders, tuition and equipment always available from the shop at the Q8 just past Mount Caburn.

Open seven days a week for sales and instruction.  
Drop in for coffee or a cold drink.

Test fly the APCO Allegra or Bagheera.  
Suppliers of Ozone, Gradient, Flying Planet or any other make of glider! P/ex welcome  
(min £550 off your new glider!).

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email: [sussexhgpg@mistral.co.uk](mailto:sussexhgpg@mistral.co.uk)

internet: [www.sussexhgpg.co.uk](http://www.sussexhgpg.co.uk)

Don't go into that Cu-Nim, come to the Q8!  
We have all the best sites!

Tollgate Services, Beddingham, Nr Lewes, East Sussex, BN8 6JZ



windsock

## noticeboard

Small adverts are supplied by the advertisers and are reproduced here in good faith. Adverts are free to SHGC members, otherwise £10 (cheques payable to SHGC, and sent to the Editor in advance). All adverts will be removed after 3 months of showing unless otherwise requested

**Firebird** - Flame red DHV2 standard XC super handling and safety suit  
CP+ 50 hours lovely condition 90k/120k £750 Bargain quick sale  
**Gradient sapphire 2000 28** Vilote beautiful 5 flights only £1500  
Andy 01634 399067/0802 433412

**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

**TREKKING ODYSSEY**, medium,  
fair condition £200 Call Gary at Sky  
Systems 01273 556695

**Nova X-Ray DHV2**, small  
65kg-85kg, red, 30 hrs,  
excellent condition £1000.00  
Tel. Annie 01273 812331

**Nova X-Ray 20 Purple**. 65-85 A.U.W. 17Hrs 43 Mins logged. DHV.2.  
/AFNOR STANDARD - never had a tuck- Genuine AS-NEW condition £1,400  
Tel. Dave on 01708 558081 or E-mail: [dave@howellfarm.freeuk.com](mailto:dave@howellfarm.freeuk.com)

**AIRWAVE RAVE 27**. Lilac.  
£600 offers. Ring Gary.  
Tel. 01273 556695

**EDEL ENERGY** large,  
good condition! £300 Gary  
Tel. 01273 556695

**GIN BANDIT**. Medium. Immaculate! Demo only. £1999  
Call Sky Systems Ltd on 01273 556695  
**OZONE OCTANE**. Medium, yellow. As new (only demoed) - £1899.  
Call Sky Systems Ltd on 01273 556695.

**Wanted** - Anyone keen to join me for a week at Hotel California, Southern Spain in  
October 2000? Mike Peters. Tel. 0378 426992



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**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 elan 150**, Yellow/white/pink. Mylar 1/e. Speed bar. Ideal beginner/intermediate wing. Stored indoors since bought. Owned for 2 years, 20 hours flying. Lovely to fly, easy to land, very stable. Good condition £750,00 ono

Email [sales@kedon.fsnet.co.uk](mailto:sales@kedon.fsnet.co.uk)  
Tel Keith on 07946 879782

**La Mouette** Topless Hang Glider £1300  
**Koch Tow Release**  
As New £80  
Contact Ozzie  
Tel. 01273 418293

**Reserve Chute P.D.A** £120  
Davron Vario 700 £180  
Flying Suit brand new XL £70  
Tel 07711  
261811/01959700952

## 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

**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](mailto:guzzi_2000_uk@yahoo.co.uk)  
or call 01483 821076 - Speak to Jim (treegliding champion!) Muchos Grazious!

**Edel Atlas** 75kg-95kg all-up, DHV 1-2, about 14 hours, well cared for, still crispy, with Sky Systems Harness and Edel rucksack. £1000.  
Tel John 01732 883218 Email: [www.newnham-court.crafts@virgin.net](mailto:www.newnham-court.crafts@virgin.net)



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Small adverts are supplied by the advertisers and are reproduced here in good faith. Adverts are free to SHGC members, otherwise £10 (cheques payable to SHGC, and sent to the Editor in advance). All adverts will be removed after 3 months of showing unless otherwise requested.

**Free-x Spear** DHV2 medium 80kg-110kg, less than 10 hours, immaculate condition, fast with superb handling to suit CP+10 hours. Skysystems SAS harness. Charly Novum superb cross-country harness, nearly new. **Metamorphosi PDA reserve system. X back protector Davron 300. Alti/vario windspeed indicator, 2 windsocks & 3 sets of karabiners** including one set of Quick-Out karabiners.  
£1600 the lot will consider selling separately.  
Colin 020 8657 4958 E-Mail [colin@pegasus3.co.uk](mailto:colin@pegasus3.co.uk)

**Perche Sensor**, M (65-90 Kg) Super Stable beginner/intermediate canopy, Performance rated for accelerated flight, 25 hours use in total (still crispy), serviced and checked within last 6 months. Urgently need to buy tandem, hence ridiculously low price £450 OVNO.  
Call Peter 0966 497 128, or email [peterw@savillegordon.com](mailto:peterw@savillegordon.com)

**Freex Spear**, blue, medium, DHV2, 25 hours, one owner, great fun to fly, excellent condition, £890.00, plus probe harness if required.  
Call David on (H) 01273 835048 or (M) 0402 892489

**NOVA AXON 26 BRAND NEW, NEVER FLOWN!** £1,000. Call Sky Systems 01273 556695. [sales@skysystems.co.uk](mailto:sales@skysystems.co.uk)

**Airwave XXX**, medium, blue/white. Still flies like a good 'un.  
Call Michel at Sky Systems 01273 556695

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