

## SKY SYSTEMS

66 Woodbourne Avenue, Brighton, East Sussex BN1 8EJ  
01273 556695  
e-mail: office@skysystems.co.uk

FOOT AND MOUTHED ?

**WE ARE OPEN FOR BUSINESS!**  
**Sales and Tuition are going ahead!**  
Our showroom opens Monday-Saturday 9.00-5.30

- + Hang gliding transport problems? Glider Riders now in stock £62.00
- + New Paramotor Book "Powered Paragliding" £16.99  
Plus Solo engine maintenance Manual £7.99  
Or buy both together for £19.99
- + Camelbak Insulated drink systems - the best. From £22.99
- + Touching Cloudbase CD-Rom. New low price! £9.99

### Don't forget our trips calendar:

- + September 15th - 24th 2001  
Alpine Flying in Annecy plus visit the St. Hilaire film festival and fancy-dress flying event.
- + October 6th - 13th and 13th - 20th 2001  
Flying Paradise in Epidavros, Greece. Mini-SIV over water, beach landings by the hotel, inland and coastal sites - fly over ancient ruins and enjoy a great programme of extra activities! Book either week or a two-week holiday!
- + December 7th - 14th 2001  
Pre-Xmas flying on our annual Canaries trip. Tenerife - fly from the highest mountain in Spain in the most reliable flying weather you can find...
- + Back to Malaga - February 9th - 16th 2002

### Second-hand bargains:

- NOVA AXON 26** - brand new, never flown! £1,000
- AIRWAVE RAP P/G Harness**, brand new. Fitted with a brand new **SKYLINE medium reserve** £399 complete; can split as follows: Harness £199, reserve £199.
- POD II hang gliding harness**, small - £150.
- C&J Pod Lite type h/gliding harness**, medium. £250.
- AIRWAVE XXX**. Medium. Blue/white. Excellent condition, our demonstrator. £950 offers?
- AIRWAVE RAVE 27**. Lilac. Pretty good condition. £500.
- TREKKING ODYSSEY**, medium, fair condition, £200.

CHECK OUR WEBSITE OUT FOR LATEST NEWS AND INFORMATION:

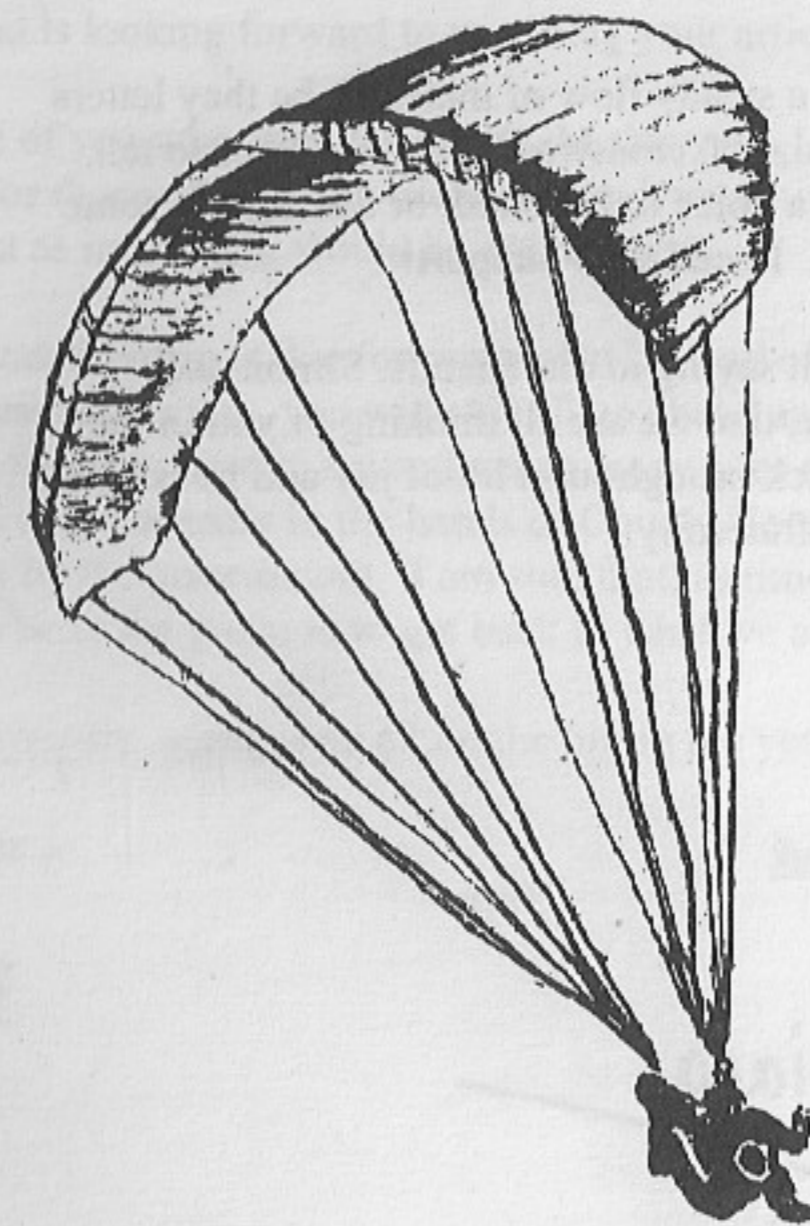
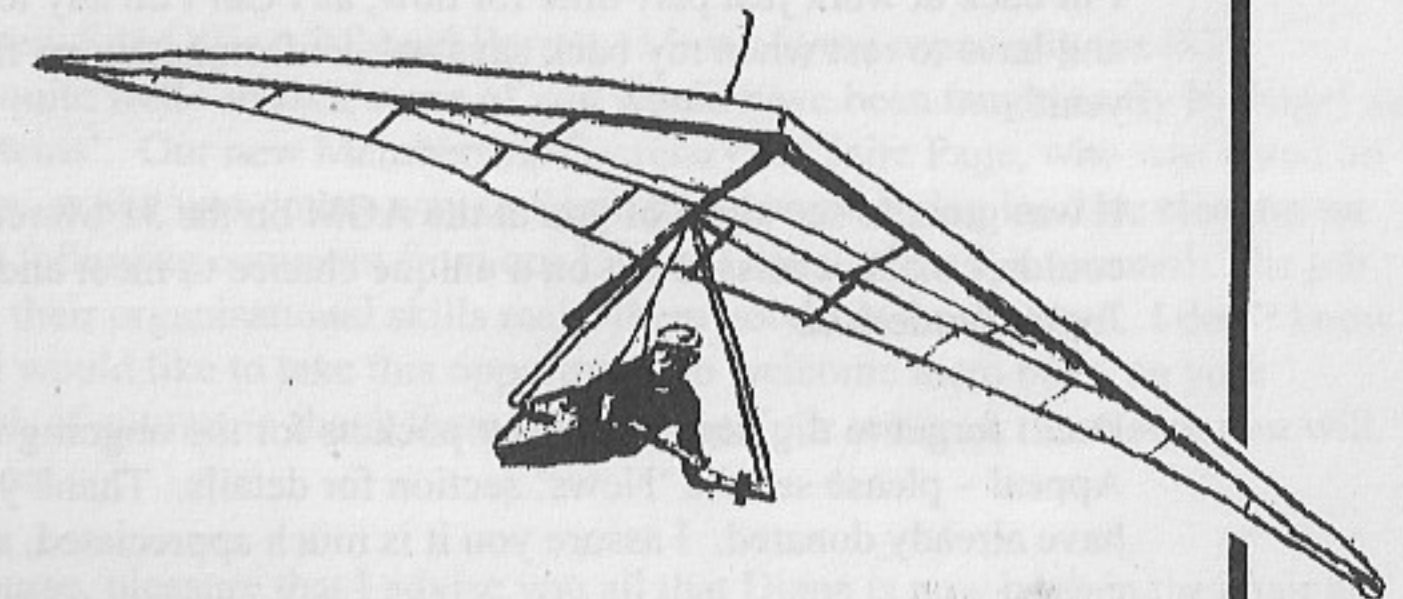
**WWW.SKYSYSTEMS.CO.UK**



April 2001

# windsock

The Southern Hang Gliding Club's Legal 2 Way Radio





## Editorial

Well, it's good to be back in the hot seat! Thank you to Paul for doing such a sterling job in my absence. I'll have to put my legs up again sometime! Many thanks also for all the kind messages received during my hospital stay and recuperation period. The operation on my back went very well. No pain following the op apart from what was to be expected, but all sciatic nerve pain gone, just some numbness caused by nerve damage which has now dissipated. I'm back at work just part-time for now, as I can't do any lengthy sitting/driving and have to rest when my back says so! Unfortunately no flying for a whole year!

It was great to see some of you at the AGM on the 31 March. Those that couldn't make it missed out on a unique chance to meet and be lectured by the Jocky Sanderson.

Don't forget to dig deep in to your pockets for the ongoing Alan Jackson Appeal – please see the 'News' section for details. Thank you to all those who have already donated. I assure you it is much appreciated, and for a worthy cause.

Windsock material! I would welcome a steady flow of material, be they letters to the Ed, jokes, (that are printable), quizzes, crosswords, or anecdotes to tell. So if you've got a point to make, want a voice to be heard, or can supply some light entertainment, please get it to me. I need your support!

Finally, I'd like for you all to join me in saying to our friends, Simon and Norma, and to the rest of Nick's family, that we are all thinking of you in the anniversary month of Nick's death. Nick brought us a lot of joy and he is being much missed by his friends and flying fraternity.

22 Mill Lane,  
Lower Beeding  
West Sussex  
RH13 6PX  
Or Email: [windsock@shgc.demon.co.uk](mailto:windsock@shgc.demon.co.uk)

*Diana*



## Chairman's Letter

Well, I'm back in the chair for another year. Unfortunately, unlike the last few years, this year we have lost a few of the existing committee members. Sean Howes has stepped down as Membership Secretary, along with Site Officer, Will Greenwood. Will does, however, stay on the committee as the Aerotow Officer, and has offered his replacement, Nigel Barrett, any assistance he can give re liaising with farm/land owners etc. I would like to take this opportunity to thank them both, on your behalf, for all the hard work they have put in over the last year.

As previously mentioned, our new Site Officer is Nigel Barrett. Most of you, especially the PG's amongst you, will know Nigel quite well. In fact, some of you would have been taught to fly by Nigel as he is an instructor for 'Sky Systems'. Our new Membership Secretary is Claire Page, who was voted on to the Committee in her absence, as she was on her way to Spain to get some flying in. Her election on to the Committee prompted the following comment from our Editor, Diana. 'Good, a woman! The job will get done properly!... Well, their organisational skills make them good administrators!' I don't know what she means! Once again, I would like to take this opportunity to welcome them both, on your behalf, on to the Committee and, of course, to thank them for offering their services. I am sure you will all give them your utmost support.

It is with some relief and, of course, pleasure that I advise you all that Diana is now back in the chair as Editor and is looking forward to receiving your articles.

For those of you who attended the AGM this year, I think you will agree with me that Jocky did us proud. For those of you who did not attend, you missed a good function. Any ideas to make next year's AGM just as interesting would be appreciated.

Finally, membership is due for renewal at the end of this month. I hope that, although you currently only have access to one site, you will still all go ahead and renew your membership. Nigel, our Site Officer is currently working hard to try and get as many sites open as soon as possible. Please, please, bear in mind that we are all currently in the hands of County Councils, Land Owners, etc., regardless of what they are told to do by the government. I am sure that, as time goes on, more and more sites will open, and that we will soon be in the position to get back to what we all enjoy, **FLYING**.

I look forward to seeing you all on the hill in the very near future.

Best Regards

*Paul*



## Summary Following Annual General Meeting

31 March 2001

- ◆ Thanks for the responsible behaviour during Foot & Mouth.
- ◆ Newhaven Cliffs open. Possible change of status on Dyke imminent.
- ◆ We will continue with normal payments during crisis.
- ◆ Permission to draw on reserves to cover any shortfall during Foot & Mouth - appeal for people to still rejoin.
- ◆ Any open sites will be members only until national XC ban lifted.
- ◆ Safety still is of the essence - stop flying in unsuitable conditions!
- ◆ Email club forum will move soon, members only to be enforced.
- ◆ PG coaching getting more inclusive, still more development needed - welcome pack proposed.
- ◆ Beachy Head agreement signed, sealed and delivered.
- ◆ Search for people to lead a winching group (similar funding to aerotow would be offered).
- ◆ New Site Officer: Nigel Barrett.
- ◆ New Membership Secretary: Claire Page.
- ◆ PG Site Fee Collector still needed.

## Summary Following Committee Meeting

4 April 2001

- Michel resigns as Co-ordinator for the Paragliding XC Leagues.
- Discussion between the club, the SHGC, and the National Trust re Devils Dyke.
- Chairman welcomes new committee members.
- Chairman informs committee that the club now has a signed and sealed agreement for the flying of Beachy Head.
- Treasurer, Martin, presents projected expenditure figures for the year 2001/2002.
- Concern on the short fall of membership renewals due to the Foot & Mouth epidemic.



## ACCOUNTS SUMMARY FOR THE PERIOD

1 MARCH 2000 - 28 FEBRUARY 2001

RECEIPTS	2000/01	1999/00
Membership Subs	15,683.86	18,382.29
Site Fees (Day M/ship & Crop Fines)	170.00	2,210.00
Schools	825.00	0.00
Adverts	1,522.50	318.00
Donations	50.00	0.00
Christmas Party	880.00	525.00
Interest on Current Account	54.82	83.13
Transferred from H.I.B Account	1,000.00	0.00
Returned Cheques/not presented	0.00	73.00
Total Aerotow	1,856.55	2,452.52
<b>Total Receipts for Year</b>	<b>22,042.73</b>	<b>24,043.94</b>
<b>EXPENDITURE</b>		
Sites	9,130.79	7,554.26
Membership	4,199.03	8,088.51
Admin.	1,346.78	2,066.95
Social & Comps	2,196.83	3,454.53
Transferred to H.I.B Account	4,000.00	12,000.00
Other Outgoings	29.70	551.68
Aerotow Group	371.34	146.50
<b>Total Expenditure for Year</b>	<b>21,274.47</b>	<b>33,862.43</b>
<b>NET INCOME/EXPENDITURE (-)</b>	<b>768.26</b>	<b>-9,818.49</b>

## ANALYSIS

	2000/01	1999/00
<b>1.CURRENT ACCOUNT</b>		
Total Receipts during Year	22,042.73	24,043.94
LESS Total Expenditure during Year	21,274.47	33,862.43
Net Credit/Deficit for Year	768.26	-9,818.49
In Hand at Start of Year (1st March)	1,484.23	11,302.72
End of Year Total in Current Account	2,252.49	1,484.23
<b>2.DEPOSIT ACCOUNT</b>		
Balance at Start of Year	40,121.48	26,952.98
Transferred from Current Account	4,000.00	12,000.00
Interest for Year	1,642.01	1,168.50
	45,763.49	40,121.48
LESS Transferred to Current Account	1,000.00	0.00
End of Year Total	44,763.49	40,121.48
<b>Total Balance in all Accounts</b>	<b>£47,015.98</b>	<b>£41,605.71</b>

## Notes :-

- [1] £3,000 net transferred to Deposit Account. 20% of membership receipts = £3,137
- [2] Net income from aerotow = £1,485.21
- [3] Firlie paid 1999-2001 (£1,400 p.a.), W. Firlie paid 1999-2001 (£200 p.a.), Dyke paid 2001 - 2002 (£1,300 p.a.)
- [4] Beddingham weather station discontinued (c. £530 p.a.)
- [5] Use of Steyning (£1,080 p.a.) discontinued as of 1st January 2001
- [6] No summer do this year (cost c. £1,500 last year)
- [7] Windsock not issued Oct/Jan (c.£400 per issue)
- [8] Receipts for Windsock advertising includes payment for last year's issues
- [9] Payment due for website (c. £440) paid on 1st March
- [10] Payment from Schools: Green Dragons (£380), Sky Systems (£235), Sussex HG & PG (£160), D'Aviation (£50)
- [11] £50 donation for Serial Class Trophy received with thanks from Paul Andon



## ACCOUNTS FOR THE PERIOD

1 MARCH 2000 - 28 FEBRUARY 2001

RECEIPTS	2000/01	1999/00	EXPENDITURE	2000/01	1999/00
Membership Subs.	15,683.86	18,382.29	Sites		
Site Fees (Day M/ship & Crop Fines)	170.00	2,210.00	Rent for Site Use	8,810.00	6,680.00
Schools	825.00		Crop Landings	0.00	
Adverts	1,522.50	318.00	Site Equipment	8.14	79.90
Christmas Party	880.00	525.00	Beddingham Weather Station	312.65	794.36
Interest on Current Account	54.82	83.13		9,130.79	7,554.26
Transferred from H.I.B Account	1,000.00	0.00	Membership		
Returned Cheques/not presented	0.00	73.00	Windsock/Newsletter/Website	3,853.64	7,016.25
Donations	50.00	0.00	Site Guide & Maps	77.30	91.13
			SHGC M/ship/Car Stickers/T-Shirt	199.75	746.13
			First Aid Booklet	0.00	235.00
			Refunds	68.34	
				4,199.03	8,088.51
			Admin.		
			Stationery	86.61	213.66
			Postage/Special Delivery	1,156.17	1,571.35
			P.O. Box	104.00	104.00
			Computer Ins./Equipment	0.00	177.94
				1,346.78	2,066.95
			Social & Comps		
			AGM	317.94	426.50
			Summer Social	0.00	1,172.25
			Christmas Bash	870.36	807.14
			Christmas Gifts	0.00	
			Other Social Events	0.00	
			Trophies/Engraving/Cabinet	758.53	898.64
			Presentations & Gifts	250.00	
			Competition Entry Fees	0.00	150.00
				2,196.83	3,454.53
			Other Outgoings		
			BHPA Membership/Payments	0.00	
			Donations	28.20	0.00
			Miscellaneous Expenses	0.00	547.18
			Bank Commission/unpaid cheque/refund	1.50	4.50
			Transferred to H.I.B Account	4,000.00	12,000.00
				4,029.70	12,551.68
Aerotow Group			Aerotow Group		
Membership	1,370.00		Flying Permit/Inspections	60.00	55.00
Tows	266.55		Tug Maintenance/Repairs	96.34	91.50
Training	220.00		Other	215.00	
Total Aerotow	1,856.55	2,452.52		371.34	146.50
Total Receipts	£22,042.73	£24,043.94	Total Expenditure	£21,274.47	£33,862.43

## ANALYSIS

## 1. CURRENT ACCOUNT

Total Receipts during Year	22,042.73	24,043.94
LESS Total Expenditure during Year	21,274.47	33,862.43
Net Credit/Deficit for Year	768.26	-918.49
In Hand at Start of Year (1st March)	1,484.23	11,302.72
End of Year Total in Current Account	£2,252.49	£1,484.23

## 2. DEPOSIT ACCOUNT

Balance at Start of Year	40,121.48	26,952.98
Transferred from Current Account	4,000.00	12,000.00
Interest for Year	1,642.01	1,168.50
End of Year Total in High Interest Account	45,763.49	40,121.48
LESS Transferred to Current Account	1,000.00	
End of Year Total	£44,763.49	£40,121.48
Total Balance in all Accounts	£47,015.98	£41,605.71



## My Australian Adventure by Howard Travers

On the 1st of January, I left the UK to fly to Australia, chasing 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 a contrast such as 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. The following are my diary notes.

I hope you enjoy them

*Howard*

## Part 8 - The first Tandem Paraglider to fly the cliffs 2 more World records

Monday 25<sup>th</sup> January 1999 Apco Futura 42 Tandem

Tandem World Records 1. 100 km O/R Speed 2. Longest out & return

Until I had arrived no one had actually flown the Bunda cliffs. Also no one had actually managed to fly a 100km out and return task on a tandem paraglider, and certainly not tried to do it as a speed record. So here was the opportunity to do two records in one. My passenger, Harley Smith, was completely fired up to this attempt. I spent much time going through the flight details, the risks and dangers and the safety process, should things go wrong. I also gave him every opportunity to back out. He was totally enthusiastic and committed to doing the attempt though. He even super-glued his hair into 'dreadlocks', convinced the hairstyle would be more aerodynamic and definitely cool! For me, I was happy to have him flying with me on these treacherous cliffs, and I couldn't help but see the irony in the fact that he was the only person I had ever met called Harley and it happened to be the name of my first paraglider!

Today's the day (25<sup>th</sup> January 1999). The wind is blowing from the South East for the first time since I had arrived. This meant I could take off nearer the start of the cliffs and then head straight for the low cliffs, scuttle left and up the main cliff face.

It was windy but that suited the Apco Tandem. We climbed quickly up the main face giving Harley his first view of the skyline, took the start photograph and then let off the trimmers bringing the glider up to its top speed of 47 kph.

We calmly sat there admiring the view. I would make minor adjustments by weight shifting left or right and would get my partner's help for bigger corrections. Control using the brakes wasn't really necessary, as we gently weight-shifted the glider to surf along the updraft caused by the wind hitting and rising over the cliff. This was far more enjoyable than flying the single glider and, in fact, flying tandem has brought back even more enjoyment to my flying. As we ate our lunch we talked about surfing and its similarity to flying, discussed religion and the merits of jam sandwiches versus honey and peanut butter.

Other times we were silent, in awe of the cliffs, the view and simple terrain. The sea spread from the east through south to the west, not a boat, island or rock in sight, just sea. From the west through north to east there was just desert. No trees, just the occasional bush, small depressions in the ground, very flat and very arid. Then above just sky, blue and cloudless. The only man-made feature was the road, long and straight. Nearer the cliff there would be the occasional 4-wheel drive tracks, probably formed many



years ago. Damage to the landscape, when it occurs here, is something that doesn't repair itself for hundreds of years.

Listening above the constant buffeting of the wind, there was the pounding roar of the incessant rollers that crash in a foaming wash over the cliffs. Along them there are numerous caves in the side of the cliff, but never did we see a way to escape from a bottom landing. There were also great cracks in the cliff just waiting for the next big storm or, as we discussed, a big stick and a bit of leverage to send millions of years of sediment into the foaming blue of the great Australian Blight.

Still the cliffs went on. Our support crew was bored. The cars would be waiting for us on the cliff edge every 10 kms. We'd talk on the radio. I'd give them the latest estimated time of arrival to the turn point from my Garmin GPS, which confirmed my fears. We were slowing down. It was partially to be expected, as there are long sections of cliff angled into wind. It was also clear to me that there were more and more white caps and the streaks on the sea confirmed that the wind was backing more and more to the ESE.

I was ecstatic when I finally saw the turn point. There were the crew, taking photos and waving, as we rounded the turn point and took the turn point photographs to prove we had made it, 52.1 km. They, like I, knew that returning on the cliff should be a sure thing. I felt good too, but as I tried to lose height, by inducing wing-overs to get closer to my ground crew, I hesitated and pointed into wind. Here, about 200metres above the sea and 100metres over the cliff, I suddenly realised how strong the wind had got. Harley was waving and enjoying the acrobatics but he couldn't see the GPS reading behind his head. On full speed, facing into wind we now had only 2kph forward speed. As much as I wanted to get lower, the compression on the cliffs was too great and I had to move out to sea, to ensure we would not get blown behind.

My friends enquired on the radio why I wasn't coming lower, but I resisted telling them the truth and headed back towards the start. As expected, the trip back was incredibly fast, steaming along the cliff edge at 55kph. We also seemed to be getting higher. I knew we had to land soon. Then, in the distance, I saw the end of the cliff and the finish point. As it approached we continued to gain height. I was getting concerned and had stopped chatting to my partner.

Harley instinctively knew something was wrong and simply said, 'what is it'? I simply replied, 'it's windy'. The white horses were everywhere and the streaks along the water showed how off to the East the wind had become, now 45 degrees off the cliff. Yet instead of getting lower we were higher than we had ever been, nearly 250metres.

My joy at being the first tandem pilot to fly 100km out and return, and achieve the speed record was now buried under my concern for the safe landing of my passenger. I knew the risks and chose to fly. However, my passenger mattered far more, right now. I took the photos to show the finish point and then headed further West, to a large open car park close to the road, and easy for the support crew to get to us.

So long as you land into wind and the air remains unobstructed, providing a clean laminar flow, then any paraglider will come down slowly and gently. It isn't the landing that's dangerous, it's what happens when you touch the ground. Suddenly you find yourself attached to a 42 square metre kite that no longer wants to fly, but becomes a drag parachute large enough to take you horizontally in time with the wind. You can't run at 47kph, so instead you are dragged across anything and everything until you can get the glider under control.



We had practised such a landing, and I had fitted special quick release carabinas. I set up for landing, took the safety catch of the carabinas and waited for landing, while in the distance I could see our friends racing to help us. As soon as Harley's feet touched the ground he shouted, 'release'. I then hit the release buttons. Immediately the left-hand attachment blew away from the glider, but the right release resisted. (I found out later that sand, deposited from our dune flying over the few days before, had jammed the release mechanism). In an instant Harley and I were being dragged off our feet, backwards along the gravel, over the shrubs and towards the road. I struggled to hold the brakes and release the attached riser, which happened with effort, and not before we'd been dragged 20 metres.

We were both OK but I had smashed my camera and GPS aerial. I checked carefully my instruments. My camera was minus the whole front, worn down like a soft acorn on a concrete floor. It seemed ironic that after such a record attempt it could be flouted by a camera failure. I was never more thankful that I had a reserve one.

Dusted off and packed away, we returned to the road house and quickly downed our second beer happy to be safe and achieving something no one had done before. I had spent 10 days here and I needed to have a break from the cliffs and place. Now I fancied a spot of fishing by the sea and needed to find a place to develop the films. That meant travelling to Esperence nearly 800km away...*to be continued.*

#### Johnny Carr Hang Gliding Ltd

Tel :- 01444 471137 e-mail :- johnnycarr@tillershaw.prestel.co.uk

\*Test Fly The "Ghost Buster" The Best High Performance Class II Wing\*

\*Test Fly The Moyes "Litespeed" The High Performance Class I Wing\*

\*Check Out The "Nene Rotor" High Performance Hang Gliding Harness\*

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

#### Stock Items

"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"

#### Second Hand Bargains

"Moyes" Litespeed £3900

"Solar Wings" Eclipse £4750

"Ghostbuster" £4750

"Swift" with carry box £6500



## 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 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



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@skarpsey.demon.co.uk">brian@skarpsey.demon.co.uk</a>
Treasurer	Martin Brady	01444 233346	<a href="mailto:martin.brady@talk21.com">martin.brady@talk21.com</a>
Membership Secretary	Claire Page	01273 508187	<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@btinternet.com">davemassie@btinternet.com</a>
Site Officer	Nigel Barrett	01273 583698	<a href="mailto:barrattski@btinternet.com">barrattski@btinternet.com</a>
Aerotow Officer	Will Greenwood	01273 477388	<a href="mailto:will.greenwood@btinternet.com">will.greenwood@btinternet.com</a>
Site Fee Collector HG	Sue Brooks	01273 857163	
Chief HG Coach	Ozzie Haines	01273 418293	
Chief PG Coach	Trevor McLoughlin	07747 628903	<a href="mailto:tjmcl@cix.co.uk">tjmcl@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	<a href="mailto:johnandshaz@yahoo.com">johnandshaz@yahoo.com</a>
Competitions HG	Ozzie Haines	01273 418293	
Social Secretary	Stewart Swanton	01273 732219	<a href="mailto:stewart@swanton-eng.freereserve.co.uk">stewart@swanton-eng.freereserve.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



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

**GEAR BY**

**WINDTECH**

**ADVANCE**

**OZONE**

**NOVA**

**GIN**

# **AIRWORKS**

**LONG WEEKENDS IN  
ANNECY -FRANCE**

**ALL ABILITIES CATERED FOR  
CHECK THE FORECAST -HOP ON EASY**

**JET AND FLY. STAY IN OUR FULLY  
CATERED FLYING LODGE .**

**PROFESSIONAL RESIDENT GUIDE.**

**EP TO CP - COMPLETE**

**YOUR TRAINING QUICKLY & EASILY  
WITH OUR SPECIALY TAILORED WEEK  
LONG RESIDENTIAL COURSES**

**MAY, JUNE, JULY, AUGUST**

**FOR DETAILS CALL**

**01273 858108**

## **FLYING SUITS**

**THE SKYLINE ALL SEASONS SUIT  
AS WORN BY JOCKY  
SANDERSON**

**TRULY ONE SUIT FOR ALL SEASONS.  
CONSTRUCTED OF HIGH TECH  
MATERIALS FOR ULTIMATE  
PERFORMANCE £164.95  
INCLUDING FREE  
PLATYPUS DRINKING SYSTEM**

**T H E S T A T I O N G L Y N D E M T C A M B U R N**



## Coaching Column by Trevor McLoughlin

Well, for those of you that didn't go to the AGM; the bad news is you've got me as Chief Coach for another year – serves you right. You should have come along and voted me off! So now you'll still get my waffle in here every month. ☺

I've had quite a few calls since the AGM from people that had wanted to talk to me afterwards. For those of you I haven't spoken to since, I apologise for rushing off, but the banter went on well over time and I'd made prior arrangements.

### Club Meetings

These are getting better and better. We've had to expand into the adjoining room now, as they are proving so popular. Every meeting has a few more people than the last. It's turning more into a social event too now, so do come along and join us for a drink and a chat.

Irwin Jehu gave us a talk on flying in Annecy. This has enthused more than just a couple of people to head off to France this year, that's for sure – thanks Irwin. I dare say I shall see you over there soon myself. If you want to go out there and fly with him, give him a call on 0033 450 329 778.

Dave Watts, aka 'The Mad Farmer', will be our guest speaker at this month's meeting. It's on **Thursday the 26<sup>th</sup> April**. He will be there to answer your questions and to give insights into his knowledge of flying our hills, - he's been flying them for more than twenty years, so he may have a tip or two! Don't forget to buy him a drink; these meetings are voluntary!

### Puzzle Time

So, how many of you got it right? The only postcards I've received have all had the wrong answers... oops! I've had one right answer in an email from Nicole Britnell on the same day I received my Windsock, but that's the only one. Well done Nicole, it looks like you get the hat!

Oh yeah, the answers..... It doesn't matter! That's the answer! This is because wind speed has absolutely no effect on your airspeed. The balloons would be blown along with the wind, the same as you would. You have airspeed – they don't, so nothing changes. With the platform – once again it's blown along with the wind, so land in any direction you want. Either way it would be the same as a nil wind landing.

Still not sure why? Come along to one of our meetings and all your questions will be answered (probably). If you can't come to a meeting, don't be afraid to ask an experienced pilot, coach, or instructor – it's important that you understand this fully. Feel free to phone me if you have no luck – I'm amazed at how few people really understand this most basic concept.

### New Coaches

I've one candidate for a Senior Coach course, and two for a Club Coach course so far – anyone else want to get involved? Call, or email me, and I'll organise it. There are courses in October, November and December.



### New To The Hill?

So, you've just arrived at the hill for the first time. You're not sure where you can go, where you can't go, what the potential danger areas are, and you've no idea who the coaches are. What do you do – go home? Read on.

Andy Shaw, the CFI of Green Dragons called me on Sunday to discuss some coaching ideas that he will be implementing in his club. While we were talking, he said that he would be more than willing to help any new pilots while he's on the hill with his students. Now obviously, that doesn't mean he's going to look after you for the day – he'll be busy teaching.

What he means is that he'll be there for advice if you need it. I know I speak for all the instructors I work with, when I say we would help too. In fact, I'd be very surprised if you found an instructor from any school that would be unwilling to help, providing you're not interrupting their teaching.

### Pilot Lectures

There are enough people that have shown interest for me to do another series. So the next lot will be on the Tuesdays of June, that's the 5<sup>th</sup>, 12<sup>th</sup>, 19<sup>th</sup> & 26<sup>th</sup>.

There will be three two-hour lectures and one exam evening. So if you've completed all of the tasks, (I will check your log books), and are ready for the theory – fill in the form below and send it to me at the address given as soon as possible.

The cost for the complete course will be £20.00, plus the BHPA charge of £10.00, to mark your exam paper.

If any of you want to join us for the exam evening without attending the lectures, please let me know so that I can order your paper. This goes for the Advanced Pilot paper too.

Trevor McLoughlin  
229 Barking Road  
London  
E6 1LB  
☎.....

Yes, I will be attending your Pilot lectures, so please book a seat for me. I enclose a cheque for £20.00 (made payable to T. McLoughlin please).

Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Telephone No \_\_\_\_\_

SHGC No. \_\_\_\_\_ BHPA No. \_\_\_\_\_

Membership and BHPA numbers are important.



## 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

Sussex Hang Gliding  
& Paragliding

## Foreign Trips

Well, we're as fed up with the weather and the foot and mouth just as much as the rest of you. So this year, rather than wait around and see what happens we've decided to simply get out of the country.

## Flying Shop

Our fully stocked shop probably has most of your flying needs. We're right on the main road, so we're nice and easy to find.

## Come With Us

As well as our current trips to Spain & Tenerife, we are planning even more for this year. We're going to do more trips to Spain, Tenerife, and to the south of France. We may (depending on demand) go to Greece and or Turkey too.

## Mailing List

If you're interested in any trips, then call us or email us to get on our **holiday mailing list** for the best offers around. There are already over 50 pilots booked up with us, so why should you be the only one to miss out on all the fun.

Telephone 01273 858170  
Facsimile 01273 858177  
sussexhgpg@mistral.co.uk  
www.sussexhgpg.co.uk

If you want to do some XC flying, improve your thermalling skills or just improve your ground handling, get in touch now.

**Tollgate Services (Q8 Garage), Beddingham,  
Nr Lewes, East Sussex, BN8 6JZ.**



## Safety

### A report from the recent Thames Valley club repack, (BFR5, Big Fat Repack 5), kindly supplied to us for publication

Out of 133 delegates, 22% of pilots attending had a reserve failure. These failures can be broken down as:

#### 13 Catastrophic Failures (these would not open at all) = 10% of pilots attending

- Reserve bag attached to the reserve lines and shot up to hold the base of the skirt closed
- Handle not attached to reserve
- Velcro too tight would not release reserve
- Over time: Knots had formed in the reserve lines at base of skirt
- Incorrect reserve release pins - reserve could not be freed
- Parachute in too small nappy - would not release reserve from nappy
- Reserve could not be removed from harness (neck mounted reserve with a single deployment handle and no back up grab handle)
- Incorrect length of webbing from reserve to handle - could not release pins
- Apex cord attached elsewhere

#### 15 Partial failures - (on a good day, these might have worked) = 12% of pilots attending

- Reserve not unfurling correctly and not inflating - these required manual unfolding and further assistance to inflate
- Late throw - The pilot arrived in the LZ with the reserve still in the hand - this a common problem
- PG pilot with 8 metre rope extension on reserve bridal

Said a spokesman for the Thames Valley club, 'In our failures we found nothing new to report...just the same old killers. To have numbers like this in our 5th year is frightening...'

Let's imagine a good day at Coombe....., (post cold frontal), you would normally expect to see about 60 pilots clambering for take off as thermals pop through.

- 10% = 6 Pilots possibly have total nightmares lurking in the reserve department.....
- 12% = 7 Pilots might have a nightmare lurking.



Let's hope the grim reaper does not give any of these guys a tap on the shoulder. Or another way.....Imagine the following line of 'X's' are all happy thermalling pilots.....You and 13 problems are lurking somewhere in this line. Which ones?

XX

You can reduce your risk by:  
Before going to the hill:

- Regular re-packing (as often as is recommended by the manufacturer)
- If you're not sure about re-packing, get a qualified packer to help you
- Checking the harness reserve combination. Does the reserve deploy as it should?
- Have you checked for safety notices on your kit or reserve?
- Practice your deployment technique
- Attend or run a reserve/safety clinic

On the day:

- Check your reserve handle and pins
- Loosen off any Velcro (including the UV bridal covers, PG pilots) before every flight
- Properly pre-flight all your kit
- Fly within your capabilities

47 Pilots at Coombe will already be doing this. It would be a good thing if we could put every pilot into this camp.

When we translate these stats onto a national level, it gets really scary:

Remember that our first BFR yielded 55% failure rate!!!

It takes a bit of effort to organise and run your first BIG FAT Safety day..... Thereafter it's a doddle.....All you need is two or three mates with a 'can do attitude', a committee that will resource you, and let you get on with it.

Many clubs already run re-packing days..... If a zip wire could be added, it really would help pilots learn. We have produced an organiser's guide, detailing the lessons we have learnt in planning and running the BFR. You can also use the TVHGC ropes and kit free of charge.

Thank you guys. We can all learn from this, I am sure.

Windsock Ed



## 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 to be made available to any interested person enquiring about schooling.

### 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.

### 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 1<sup>st</sup> January 2001.

Will Greenwood



## News

### Congratulations!

Congratulations go to Pepe Martello in passing his HG Pilot and Advanced Pilot exams, and to Terry Davis for passing his HG Pilot exam. Well done!

Will Greenwood

### Coaching Meetings

Coaching meetings take place at 1930 hours at the Wellington, Seaford on the last Thursday of each month. Trevor McLoughlin would be pleased to welcome all pilots with varying experience including Coaches. Email or phone Trevor if you travel a distance to get to these meetings. It may be that someone else is coming down from your neck of the woods.

### 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.

### Low Air Time Pilots

Low airtime pilots must speak to a coach on the hill before flying to ensure the conditions are 'safe to fly'.

### HG Aerotow Syndicate

The Club HG Aerotow syndicate is flying subject to 'foot and mouth'. This is only open to those living in Sussex.

Will Greenwood

### Winter Paragliding XC League

As stipulated by Dave Watts at the AGM who donated the cup, the winner of this winter cup will only qualify if the flight was performed 95% out of ridge lift.

### Site Fee Collector PG

Are you a willing and trustworthy paraglider pilot? Or do you have a partner that regularly waits on the hill while you fly who would be pleased to help? The SHGC Committee is looking for a person who would be willing to collect site fees from visiting paraglider pilots on the hill. Please contact Sue Brooks on 01273 857163, who would be pleased to tell you more about this important and necessary role. Should you be interested, please contact Paul Coidan on 01953 688266 or email: paul.coidan@tesco.net.



## News

### Membership Renewals

These are now imminent and you will soon have notification. Please note if you deal with it swiftly, returning your form and cheque before the end of May, the fee is the usual £40, otherwise it will be £45. You have been warned!

### The Alan Jackson Appeal

Nick Smith tragically was killed in April of last 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

### Flying Sites

At the time of this article going to the Editor, the only site that's open is Newhaven Cliffs. However, by the time you receive 'Windsock', I hope to have good news for you regarding the flying at Devil's Dyke. But, there will be restrictions. Keep in touch on the forum, and look out for any posters on the Devil's Dyke notice board. Remember, Newhaven Cliffs, and any other sites we do open, will be for SHGC members only.

Nigel Barrett, Site Officer

### Wanted! Paragliding XC League Co-ordinator

It is with regret that I have to advise you all, that Michel has resigned for personal reasons, as Co-ordinator for the 'Paragliding XC Leagues' which, of course, has left the position open. Following a recent posting I placed on the club forum, Paul Andon, aka Tefal, has offered his services and has promised to give it the full nine yards. If there is anyone out there who wants to throw his or her hat into the ring also, could they please let me, your chairman, know ASAP. If I do not hear from anyone within two weeks of the publication of this month's mag, then the job will go to Paul.

Paul Coidan

### Right Hand 360's Only Please

Members are reminded that on all club sites the ruling regarding 360's is, that below 1000 feet above take off, only right hand 360's are allowed. Once you are above 1000 feet above take off then 360's in either direction are allowed. Also, please remember that, when joining other gliders in a thermal, join them going in the same direction of rotation.



# 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

**Airwave Alto XM 28**, 85-110 kg.

AFNOR Competition £300

**Falhawk Apex MR110**, 65-85 kg.

ACPUL Performance £200

**Edel Protector Harness**,

PDA reserve, helmet,

"Fairhaven" AV10 vario. £350.

Contact Dan Petty (W) 01483 883055 (H) 01825 712857

**FreeX Flair DHV 1/2**, medium, blue, 60-785kg

FreeX control harness, large, with back protector,

Laser helmet

All in immaculate condition and hardly used. £1800 ono

(Arrival of third child ends flying opportunities)! Interested? Call John on 01932 827278

### For Sale

Enough computer to get you on the SHGC Online Forum and see what you've been missing!

See Paul 'Road Runner' Coidan keep order, see everyone else try to destroy it!

Spec: **IBM Model 340**, Pentium 100, 850Mb HD, CD Drive, 16Mb RAM, Windows 95 with licence, Internet Explorer 4, Sound Card (but no external speakers), Windowsa keyboard, Mouse, 14" monitor. You just need to load your ISP's software and you're surfen'. £140 - can deliver to a flyable hill. Can add MS Works with licence if required.

Clive Belbin 020-8681-8693. Clivebelbin@beeb.net

**Flying Planet Whisper** - Large 90-115kg, DHV 2, currently being demo'd by me.

Very safe with better performance than a Bagheera. Violet with red demon leading edge. Standard lines. Save yourself £650 on the new price of £1750, unless someone is interested in flying it in comps. If so, then we will supply it for a better price with a **Flying-planet.com** logo on it.

Contact stephen.purdie@dwtc.co.uk, mobile 07979 714346



# 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

## Attention New Hang Glider Pilots

You are quite likely to bend some aluminium in your first 50 hours or so. When you get fed up with Clubman/Calypso, buy a disposable glider!

**Solar Wings "Ace" 160 RX** complete with RX under-surface batons, owners handbook, baton profile, and some spare aluminium. You won't believe how well it goes up when you fly it, and you'll be even more incredulous when you pick it up. Ask anyone on the hill and they'll agree that it's an excellent 2<sup>nd</sup> glider. After that, they'll then tell you that it's also heavy! Ask Tony Luchessi or Allan Barnes if they could out climb me when I flew it in "Monte Cucco" in '98 and they'll say, "Who"?

Nuff said! £250 secures, or make me an offer and tell me why it's a fair price.

Call: Clive Belbin 020-8681-8693. [clivebelbin@beeb.net](mailto:clivebelbin@beeb.net)

Many of the members will be aware that I have been renovating a large house with landing field below the 'Col de la Forclaz' take-off, quite near the southern shore of the lake. The work is more or less completed now and I will be open to guests from the start of June. If anyone wants more information, I have a web site at [www.maison-du-moulin.co.uk](http://www.maison-du-moulin.co.uk) or you can phone me in England on 07799 301 476.

Desperately seeking storage for my glider. It has made a long journey all the way from OZ. I would be willing to pay a storage fee. I would expect to be flying on weekends and some afternoons. Can anyone help?

If so, please ring Steven Crosby  
Mobile 07818 085209 AH 01273 203195  
Glider: XTRALITE 164



# 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

**APCO Allegra**, medium, 85-105kgs.  
Only 4 months old, with about 15 hours.  
Colour - royal blue. Mint condition.  
A top wing at a top price £1450.  
Enquiries to Rob on 01273 387468  
Mobile 07968 450125

**Nova PHELIX 23**, DHV1, 70-90kg Purple,  
10 hours - as new.  
Ideal first glider £600

Tel: Aidan 01323-411294  
[airfly1@compuserve.com](mailto:airfly1@compuserve.com)

**Airea Session Med.** 80-110kg, Purple, 20 hrs Max. V.good condition. One careful lady owner! Good stable reliable wing, DHV 1/2. Recently serviced £700.  
Call Marian on 0208 3090285 or e-mail [MAZZAFM@aol.com](mailto:MAZZAFM@aol.com)

**Nova X-Pert Large** 95-120kg DHV3. Full on comp glider.  
Purple with large 'Daewoo' logo. Still in good condition despite some air miles.  
Devastating glide. Top speed in excess of 60 km/h. Only experienced pilots need apply. If you need to ask the price, you couldn't fly it.  
[stephen.purdie@dwtc.co.uk](mailto:stephen.purdie@dwtc.co.uk), mobile 07979 714346

**Perche Saga**, DHV 1/2, 85-110kg (ideal pilot: new/occasional CP, 75-80kg).  
Performs as well as the next 1/2, mellow handling, excellent condition.  
£600 for quick sale. Harness available.  
Contact: 0788 4072536