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Our trips calendar: Suitable for CP-plus fliers...

+ October 6th - 13th and 13th - 20th 2001 - now filling fast...

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+ December 7th - 14th 2001

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+ Back to **Malaga** - Hotel California fun and games... **February 9th - 16th 2002**

CHECK OUR WEBSITE OUT FOR LATEST NEWS AND INFORMATION:

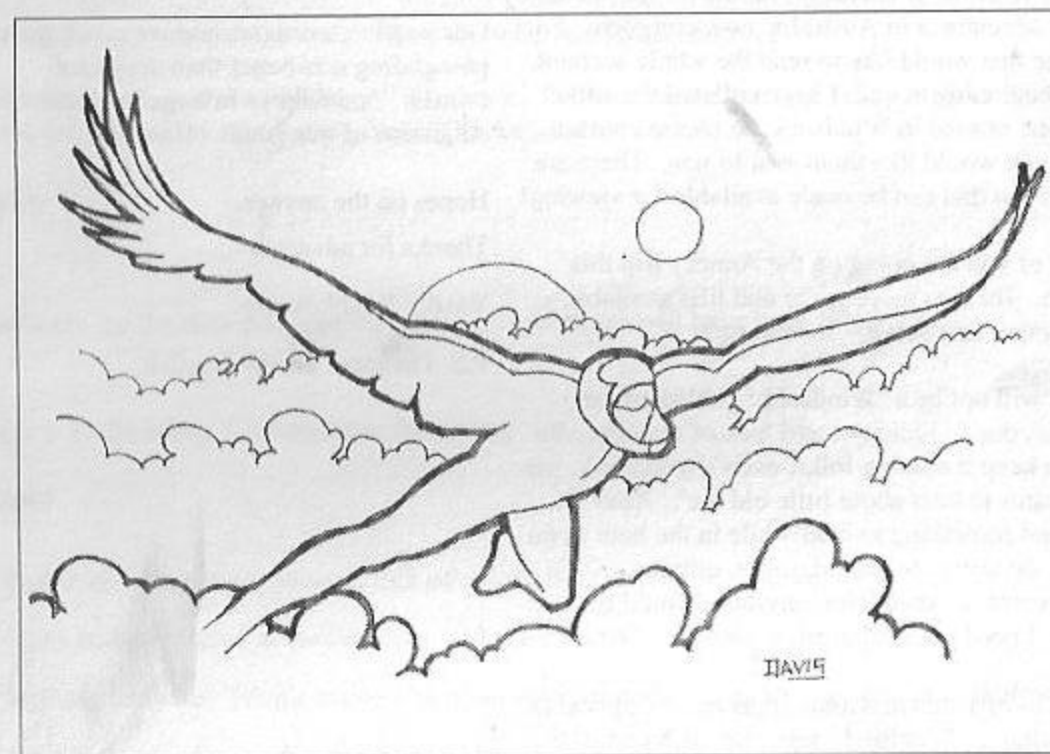
WWW.SKYSYSTEMS.CO.UK



The Southern Hang Gliding Club's Legal Two Way Radio

WINDSOCK

July 2001





Editorial

Thank you to Rod Davis for supplying this month's cover design. Again, would any one else like to raise their profile by producing a cover page for the next or future issues? A perfect opportunity to advertise your skills.

A good night was had by all at the SHGC barbeque on Saturday 7 July. Thank you to Stewart Swanton, our Social Secretary, for organising another good bash.

Thank you also to Howard Travers for his account of his adventures in Australia, now complete. For anyone that would like to read the whole account, from beginning to end, I have collated the edited versions printed in Windsock, so please contact me if you would like them sent to you. There are photos too that can be made available for viewing!

Some of you are going on the Annecy trip this month. There is more space and lifts available – first come, first serve – so read on!

There will not be a 'Windsock' published for August, due to holidays, and lack of material. So please keep it coming folks, even if you think, 'no one wants to hear about little old me'. After all, we need something to read while in the bath or on the... So letters to the Ed, jokes, quizzes, crosswords, or anecdotes, anything would be great. I need your support!

So do our friends in Russia so, as per the appeal in last month's 'Windsock' repeated with photos this month, if you can help with unused equipment they will be very grateful.

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

windsock

Designed and edited by
Diana Riordan

Letters to the Ed

Dear Diana,

Thank you for your desire to help us. We became known in magazine 'Windsock'? Wau!!! Thanks! We would like to take the opportunity to invite you in Russia. We will show you a beauty of Caucasian mountains.

Unfortunately this 'Windsock' does not happen in Russia. (You can scan page with the declaration and send her to us)?

Our pupils - teenagers and we speak them: paragliding it is better than drugs and crimes. You help us in large business: education of our youth. Thanks.

Hopes on the answer.

Thanks for advance.

Vasily Rozhkovskiy.

P.S. I'm sorry for my English...



Chairman's Letter

A bit moist but a good one, - the Summer BBQ that is. Once again thanks must go to Stewart for his organisational skills. Those of us who attended had a good time. Those of you who did not, missed out. Photos of the night's activities, further on in this issue.

Marshalling. Following this month's committee meeting, I have been tasked to write to you all about the importance of marshalling at 'Devils Dyke'. We, your committee, appreciate that it is an odious task, but how many of you are aware of its importance. For the continued use of 'Devils Dyke', we **must** marshal the site during busy periods, (the busy periods being mainly at the weekends when most of us want to fly), to fulfil our commitments to the 'National Trust'. Of course marshalling also makes it safer for us to fly. If we are not seen to be carrying out our marshalling commitments then we could lose the site. If any of you have a specific problem as to why you are unwilling to carry out your marshalling stint, then please contact a committee member and let them know why. We need to get to the bottom of the problem and sort it amicably. If the club needs to organise a get together to go through the system, so as to give you all confidence to marshal correctly, then we will. Just let us know.

No letter next month as there will be no 'Windsock'. No committee meeting next month as 95% of your committee are on holiday. As for me, I'm off to Annecy.

Safe Flying

Paul

P.S. Hopefully, by the time you read this, the XC restrictions will have been lifted.

Summary Following Committee Meeting

5 July 2001

- Problems with people noticing lack of marshalling at Dyke.
- Signs being replaced at various sites + idea for a SHGC schools board.
- Without the wires, people are now landing near car park at Caburn - be very careful please!
- After long discussion we will continue discouraging XCs for the moment, unless we can get the BHPA to endorse a geographically delimited re-opening.
- Coaching meetings going well. Trevor's new introductory letter also well received.
- Trevor is looking for a site for a zip slide for the parachute re-pack event.
- BBQ going ahead, but we are probably changing venue for the Xmas do.
- Windsock to skip next month along with the Committee meeting.
- A non-member tried to fly Caburn in an easterly - survived.



Ozzie's Trip To Annecy

Ozzie Haines is organising a 1 week hang gliding trip to Annecy this year. Of course, paragliders as well. The dates being travel out Friday/Saturday the 3rd/4th of August returning the Saturday/Sunday the 11th/12th August. Ozzie is intending to use the same campsite that I will be using, that being Camp L'ideal, web site www.camping-ideal.com. The campsite is actually in Doussard and has all the amenities that you could want, even a landing field for those of you staying at the campsite. We do not stay with the normal regimented campers but use the landing field. That should give you some idea of the size. If you are interested in joining Ozzie please let him know ASAP on 01273 418293 or mobile 0780 1514829.

For those of you with families, the campsite is very family orientated. Check out the camp web site. For those of you who would like to bring the family with them but feel 'er indoors might have a few reservations, get the good lady to ring my 'er indoors, Julia, on 01953 688266 for an unbiased opinion. Ozzie and I will look forward to seeing you all there.

Best Regards
Paul Coidan
Club Chairman.

Editor's note: Tony Nancarrow is taking his van over night to Annecy, also, on Thursday 26th July and returning Saturday 4th August. He can take an extra person if any one is interested. Please contact Tony on 01273 464466 or email: tn-sbs.freemove.co.uk.

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We will be going to **Lanzarote** in the Canaries for this years winter jaunt - four weeks of sea, sun and flying

Nov. 22nd & 29th. In conjunction with 'Airworks' a return to 'Casa de Cura' now an established paragliding hostel. B&B accommodation, car hire and guiding. **£375 pw.**

Dec. 6th & 13th. 'D-aviation' have secured the luxury 'Villa Fotati' in the heart of Puerto del Carmen. Accommodation, car hire, guiding **£375 pw.**

Accomodation/car hire only available: Trips calendar for 2002 coming soon:

Tel: Dave Perrin 07769692951 E-mail: dave@d-aviation.co.uk www.d-aviation.co.uk



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, PO Box 1359, Brighton, East Sussex, BN1 5DX, 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



Airspace News by Michel Carnet

Current airspace maps:

1:500,000 chart "Southern England & Wales", edition 27.

1:250,000 chart "England South", edition 5.

Significant NOTAMS:

► **August 19-20:** AIRbourne Airshow. Eastbourne. Beachy Head and High & Over out of the question. Fife is borderline with caution. RED ARROWS display on all four days. All display aircraft are flying in (and out) from all directions.

► **September 1-2:** RAFA Battle of Britain Airshow. Shoreham Airport. Air display with jets and fly-in. Also some air movements on Friday 31st and Monday 3rd. many aircraft flying from and to Folkestone Airshow. Truleigh Hill and Steyning Bowl to be avoided. The Dyke is also quite close.

► **September 1-2:** Shepway Airshow. Folkestone. All display aircraft are flying in (and out) from all directions, especially from and to Shoreham.

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

Brighton: July 17, 23, August 8, 9, 14, 20, 29, September 4, 30.

Fontwell: September 25.

Goodwood: July 31, August 1, 2, 3, 25, 26, September 14, 26, 27.

Plumpton: September 17, 29.

Michel Carnet

michel.carnet@skysystems.co.uk

Safety Report by Dave Massie

The power lines are finally down at Mount Caburn, thus reducing the anal pucker factor as we land. Please don't use your new-found freedom to land anywhere as a licence to hold spot landing competitions in the car park. I can see the incident forms already; 'I was just trying to land near my car when suddenly, out of nowhere....'

A Boeing 747 could land at Caburn without going near the car park, so there's no excuse for paraglider pilots. Better a short walk to your vehicle than being impaled on someone's car aerial. Now that the power lines are gone, you may be tempted to land near the tree line. Don't. The trees are prone to turbulence, especially in the usual westerlies we get in the landing field. Land well clear of them.

Now that the Foot and Mouth threat has (hopefully) receded, the normal marshalling rota has been restarted. If it's your turn, please turn up, to do your bit for all our safety. The job's not too burdensome, and you can still fly yourself.

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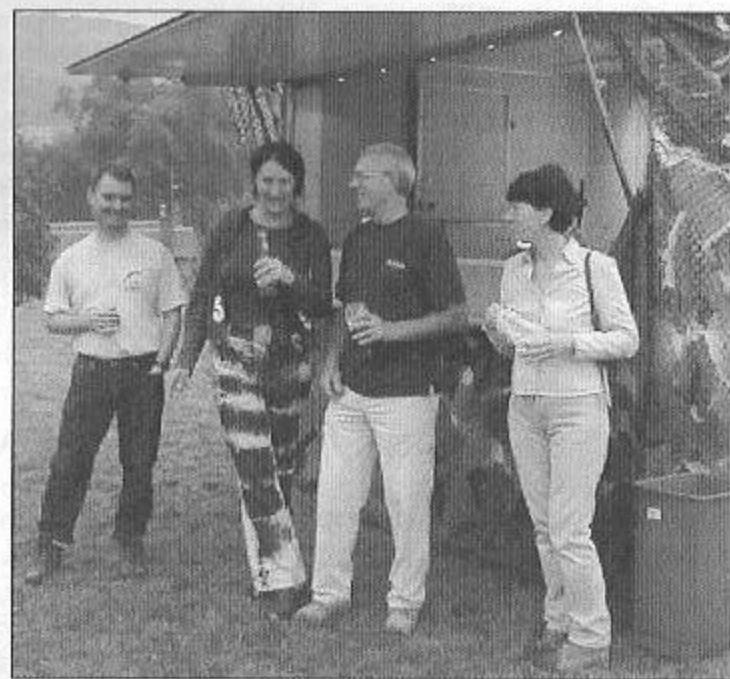
PICS OF THE SUMMER BARBEQUE



Trev's Bald Patch



SEE WHAT YOU MISSED OUT ON!!!





My Australian Adventure by Howard Travers

On the 1st of January 2000, 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 11 - A perfect day to fly and easy way to die - Week 6

Border Village and the Nullarbor Plain is a very strange place to fly. No wind, wrong wind, no sea breeze, storms. It was all very strange weather indeed.

After 5 days of bad weather, I was woken early with a strange expectation. The wind was the right strength and from the south west, not the south east, as normal - the first perfect day in over 18 days. A south west wind would be perfect for going out along the cliff and, as the sea breeze kicked in, it would draw the wind around to the south east and make returning even quicker. The longest out and return flight was possible today. I saw no reason to go to the met office to confirm it.

I walked around to the Chalet that Rohan and the 12 other pilots were sleeping in. Everyone except Rohan was asleep. Both of us had spent many days there and it was strange how we both independently picked up the same vibes, and had woken with the same feeling. Swiftly, we were up and out, with the rest of the hang glider pilots trying to wake up, get up and get into action. This time we headed out to the hang glider takeoff, 12km short of the cliffs. Declaration done, barograph done, photos taken, Rohan signed my 200km out and return world record attempt declaration as my official observer. If I were successful, it would be the longest and fastest out and return ever flown... **big IF**.

While the battens were still being pushed into the lifeless hang gliders, I slipped quickly into the air and turned left, flying fast and low over the shallow hills leading to the start of the Bunda cliffs. The wind seemed to have a greater westerly component than I had expected. Progress was fast and my height improved as I took my start photos and raced swiftly along the cliffs, watched by a small group of sea lions. The kilometres passed quickly. In less than an hour I reached the 50km mark, something that had taken me, at best, 2.5 hours before. Was it too good to be true? At 56k per hour and a WSW wind, I knew where the potential problem lay. 4km ahead, just beyond my original 50km turn point. The cliffs dive north, and with this prevailing wind, it would be in rotor for 1km.

I slowed down, came off the speed bar, and tried to get as much height as possible. If I could get over this part, the next 30km of cliff, which disappeared to the east of me, would be easy. I didn't gain much height. I hovered in a large section of cliff facing more into wind and climbed a fraction more, but I was hardly maintaining. Ahead, about 10km out to sea, were dark clouds spreading



in a line east to west like a kind of mini front. It looked like rain. There was no sign of the sea breeze but this meteorological feature should bring more wind. I had to be patient. I took in the view and tried to maintain as much height with gentle beats along this section of the cliff.

It also became clear that below me there was nowhere to land in gliding range. There was no scree slope, no large rocks or broken cliff. I either had to land on the top, or in the sea, and take my chances swimming in the large swell with the white tip sharks. I was definitely on my own. The lift was dying, but the wind was turning to the south east as the clouds approached. If I could stay up I could get around the headland. Instead, I found myself getting lower. Just 15m above the cliff, the surf crashing against the cliff sounded louder. There were 2-3 metre swells down there.

Decision time. I was slowly getting lower although the wind was backing. The clouds, rain, and stronger winds were just 2km away now but I couldn't maintain my height anymore. Either I went for a glide, left around the headland to get back on the big into-wind cliffs, or I landed on top. Originally I had so many clear ideas about safety. I convinced myself that below 10 metres I would land, yet here I found myself one third through setting 2 new world records, with a great chance of success on a perfect day, and I was ignoring that little voice inside.

Convinced I could get around the headland, I headed east and sped over the into-wind cliff onto the next step back. I didn't lose too much height. I converted my speed into height, and then ducked over the next small outcrop of cliff. Suddenly, I was in massive sink and dropping fast below the cliff. My options were running out fast. I suddenly found myself heading down wind along a cliff with no lift. In just 5 seconds I lost all my height and dropped below the cliff, head first towards a huge rock wall that was my only possible into-wind section of cliff. Once again, I converted my speed in to lift. I climbed briefly, level with the overhanging cliff, and at the same moment put in a sharp right turn. Again I swung below the cliff. It's all or nothing now. I gained as much air speed as possible. My actual glider dropped below the cliff edge for the first time, and when I was 5 or 6 metres below the edge, I used all my momentum to swing up and pendulum onto the very edge of the cliff. With nothing to spare, I scrambled on to the cliff edge.

It didn't sink in straight away what really had just happened. I was frustrated, kicking myself for being impatient, and totally blind to the meteorological affects. Focus and competition can do that. I left the glider lying motionless on the side of the cliff and went for a small walk. The cloud front hadn't arrived yet but, as I peered over the edge, the lack of wind and boiling surf made me feel slightly better, and somehow helped me justify landing.

I noticed the tracks of two dingos alone with mine, by the edge. Like me, they must have stopped and stared over the edge in awe of the sight, and I then realised how unlikely it was that anyone had ever been here before. To the north there was nothing but scrub except for the main road 3km away.

I packed away the glider, and in the heat, slowly trudged north, still annoyed with myself. In the distance, I glimpsed a truck, partially hidden by the undergrowth streaking Westward. Suddenly, I almost trod on a lizard. We were both startled and, as I turned, I caught out of the corner of my eye two hang gliders. The first, slightly higher than the other, passed swiftly where I landed, very low. I later learnt that the first pilot was Oleg Bondarchuk, (ranked World No 1), and the second pilot was Joel Rebbechi, (one of the best Australian pilots). Joel told me later that he almost top landed. He had just managed to use the hang glider's better glide to sneak onto the next ridge, and continue, on what would be the world's longest out and return hang gliding flight of 400km. (Later we found that his barograph had failed and the new world record did not count).



Finally, I reached the road, but there were no vehicles on the road as far as the eye could see. I sat and waited, and waited. A truck appeared, out of the distant haze, but quickly made it clear it had no intention of stopping. Another truck, half an hour later, showed me the same contempt. Here I am, in the middle of a desert, 80 kilometres from the nearest water and shelter, and nobody wanted to stop. Thank God, I didn't need medical help.

I sat down on the side of the road and leant against my black glider bag, watching the horizon for vehicles. As I sat there, perfectly still, sunglasses on, I got the strangest feeling of being watched. Squawk, squawk the crows had seen me. It's a very strange feeling to be considered prey. The crows circled, screamed and progressively got closer. They seemed to work together, one approaching from the front and the others from behind. I could only imagine how an injured animal must feel lying on the side of the road with the crows surveying their next meal. Slowly they gained more confidence, as I ignored their squawking and remained perfectly still. They got ever closer towards the strange Airwave carcass. It was only then, on the side of that road, that the full implications and impact of those last few seconds on the cliff hit me. How close it had all been. My disappointment evaporated as I realised that I hadn't failed. I was uninjured and, thankfully, I was very much alive.

The crows fled in terror as the potential road-side snack jumped up and chased them away. However they didn't flee too far away, watching from a safe distance, in the knowledge that not many injured animals survive in this heat, without water in this place.

It took over 2 hours before a car actually stopped. It was only the 5th vehicle and the Japanese driver recognised the Airwave bag. He used to fly hang gliders in Japan in the mid 80's. The trip back to the start seemed to last for ever, as the car started to get blown around the road. We finally arrived back at the start of this flight and I could hardly open the car door. The light 20 kph south westerly wind had been replaced by something blowing nearly 70kph from the south east. Had I not landed when I did, I would have certainly been blown behind the cliff and into the rotor zone. As I watched the hang glider pilots hover stationary above, in the ever increasing breeze, I again realised how fortunate I had been, and decided there and then that I should call it a day and head back east and away from the cliffs.

Part 12 - Reflections Week 6

500 kilometres further, on my way back from the cliffs, I stopped and lived for 2 days in a cave. Perched on the side of a low cliff and deserted beach, near Streaky Bay (yes it does have streaks), I had a commanding view of the sea and huge breakers rolling and exploding onto the reef in front of me. To round it off, I made a small campfire in the cave, caught my own salmon for food and had a celebratory glass (or two) of Australian wine. Perfect. The sky was clear, the stars incredible and I found it the perfect place to reflect upon the adventure.

My experience at Border village was different to anything I had experienced before. Although I had stayed by the cliffs for only 16 days, it had felt much longer. To most who cross the Nullarbor, and who may possibly stop for one night at Border Village, their memory is of 70's wooden work huts, tiny chalets, a bar, having fruit confiscated and expensive petrol. Yet there was something very special about this inhospitable place and I was genuinely never bored. I met some amazing people and was genuinely sad to leave one of the most remarkable places I have ever flown.



Absolutely nothing

The West / South Australian border is certainly a remote location. You realise how remote you are when you never see an aircraft in the sky. There can't be too many places in the world that you don't see a commercial jet leaving its tell tail ice crystals across the sky, like some kind of aerial graffiti. Scan the air waves and you find nothing. Scan the CB channels, you might occasionally hear the chatter of a trucker, but turn the car radio on and there's nothing but static. If at one of the road houses you hear the radio, it's because it's being fed by satellite. I've also never seen my Gamin GPS light up with such clear signals from satellites, everyone at full strength. Everything's flat. There are no trees. It's hot, dry, devoid of life, and the sky is so very big.

Animals

I didn't see a great deal of living wild life on this trip, apart from occasional kangaroos in the bush and the ones I flew over near Apollo bay, although I did see a scorpion, several lizards and some deadly snakes. The only other animals were birds, especially the crows, feeding on the carnage left on the side of the roads. Most of the wildlife I saw generally bounced off or under the car first. 1 Kangaroo, 2 birds, millions of bugs, 1 lizard and 1 long brown snake.

Final thoughts

Assuming ratification by the British Hang gliding & Paragliding Association (BHPA), approval by the Royal Aero Club of Great Britain and homologisation by the FAI, I hope to have gained 4 UK National records and 3 FAI World Records. In planning the trip I believed in my experience and ability to fly fast and safely on the cliffs, but when you plan an adventure like this, especially without a support crew, you have to be prepared to fail. Secretly, I dreamed of 7 world records, realistically 1, possibly 3. However I was prepared for none.

More importantly to me, I gained a great deal of personal satisfaction in the knowledge that I fulfilled another one of my dreams. And in doing so, became the first paraglider pilot to fly and survive one of the most awesome natural phenomenon on this planet - the longest unbroken section of cliff in the world, the Bunda cliffs.

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Marshalling Rota

Date	Type	No	Name	Telephone Number
21-Jul-01	PG	831	Christopher Symes	01273 890851
21-Jul-01	PG	1402	Peter Fox	01273 516431
21-Jul-01	HG	1404	Michael Watts	01992 571827
22-Jul-01	PG	1409	Dod Xystras	01242 822682
22-Jul-01	PG	1410	Paul Masters	0961 564163
22-Jul-01	HG	1428	Mark McKay	01932 841374
28-Jul-01	PG	1383	Mark Benson	01323 483418
28-Jul-01	PG	1109	William Yarham	01903 755831
28-Jul-01	HG	1271	Mark Winters	01403 254237
29-Jul-01	PG	1459	Paul Nicholls	020 8286 9729
29-Jul-01	PG	1176	Nigel Pickett	01883 348489
29-Jul-01	B	377	Dave Watts	07733 027986
04-Aug-01	PG	1396	Vernon Oakley	07971 331576
04-Aug-01	PG	1308	Terry Clark	01892 725699
04-Aug-01	HG	1167	Richard Toyne	020 7737 0459
05-Aug-01	PG	1424	Laurence Bourne	01903 812679
05-Aug-01	PG	1337	Miranda Goacher	07941 531085
05-Aug-01	HG	1219	David Drake	020 8508 0411
11-Aug-01	PG	1453	Robert Symes	01273 890080
11-Aug-01	PG	684	Adam Goodsell	01273 730782
11-Aug-01	HG	1339	John Hewitt	07940 520077
12-Aug-01	PG	1413	Colin Powell	01293 412747
12-Aug-01	PG	61	Colin James	020 8399 6278
12-Aug-01	HG	1316	Daniel Hamblin	01403 733315
18-Aug-01	PG	1391	Christopher Brogan	020 8991 1707
18-Aug-01	PG	1298	John Lewis	01903 787000
18-Aug-01	HG	87	Peter Whichello	020 8546 5619
19-Aug-01	PG	1392	Duncan Goodyear	020 7736 7385
19-Aug-01	PG	1107	John Ellison	01206 241166
19-Aug-01	HG	1444	Roger Knapp	01932 780255
25-Aug-01	PG	1438	Steve Mathews	01444 254189
25-Aug-01	PG	1262	Clive Hewett	01903 268262
25-Aug-01	HG	685	Kevin Grey	020 8767 7897
26-Aug-01	PG	1411	Andrew Hadlow	01435 862843
26-Aug-01	PG	1231	Rod Davis	01323 411294
26-Aug-01	HG	693	David Didcott	020 8882 9161
27-Aug-01	PG	1378	Paul Hodkin	01273 621355
27-Aug-01	PG	1359	Peter Howson	07711 944097
27-Aug-01	HG	1485	David Elsdon	01273 478712

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 your personal details are incorrect on our database, 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"/>	
Tel No Change		Tel No Correction	
<input type="checkbox"/>		<input type="checkbox"/>	

Name	
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AIRWORKS

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Sue Brooks



Ozzie Haines



Trevor McLoughlin



Michel Carnet



John Lancaster



Nigel Barrett



Stewart Swanton



Diana Riordan

The SHGC Committee

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Club Address

PO Box 1359
Brighton
East Sussex
BN1 5DX

Are you on line?

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

CLUB WEB SITE

www.shgc.demon.co.uk

Aerotow Information Line

01273 486657



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

Sussex Hang Gliding & Paragliding



windsock

Foreign Trips

September

S.I.V. & XC with Jocky in
Oludeniz in Turkey

October

Southern Spain - EP/CP and
thermalling course

November

Chile/Argentina from sand dunes
to mountain flying
Southern Spain

Tenerife - We've already run 8
weeks of fantastic thermalling
and XC courses already this year
and only two days lost to poor
weather. We'll be going back
regularly throughout
January, February and March
Contact Sussex for dates

Trips to France and Alicante
aimed for September and
October, dates not yet confirmed.

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

Mailing List

If you want to be kept in
touch with our latest holidays
to some of the finest places
then do get in touch and we
will put you on our mailing
list.

New demos!

We now have a full range of
Windtech demos in stock and
the fantastic new DHV 1-2
Sirak... Test fly our range of
Flying Planet, Apco Allegra,
Simba and Ozone's
latest....we've 15 fine flying
sites in which to try before
you buy!

Hang gliding conversion courses

Isn't it about time you had a
go..?!

5 days & £425 and you will
have converted to another
fantastic Sport.
Or try a day's taster...£99

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

Coaching by Trevor McLoughlin

Pilot Lectures

Well, that's another series out of the way. Eight people in attendance with only six sitting their exam last Tuesday. I think they all managed ok, but we'll see when their results come through. Good luck with your results guys, you'll be hearing from the BHPA in due course.

Those of you who had been asking when I was doing the next set that didn't show up - I can only assume you're all quite content with being 'novice' pilots flying with no insurance when you fly cross-country.

Club Meeting

Another good turnout last month. Topics discussed were:

- The need for a parachute re-packing session like Thames Valley's BFR event.
- Getting away from the hill for your first XC.
- The lack of true coaching on the hill. Where are the coaches?

Michel Carnet finished the evening off by talking about flying at the Dyke. Thanks Michel.

This month we will have Gandhi and Mark Watts coming along to give us a talk on flying in Sussex. It will be an informal evening. They'll simply be there to answer your questions and offer advice.

Big Fat Repack

The committee have discussed this on many occasions. There is now a chance we could organise this. What we need are some volunteers prepared to help out. I'm more than happy to do this, but I'll need some help. Call me if you're interested.



FROM RUSSIA WITH LOVE

The Paragliding Club "Flight" from Russia, on behalf of its founders Vasily Rozhkovskiy and Igor Potapkin are addressing to you. Our club was founded in 1996. During five years 200 people have trained. At the present moment our club holds 53 members. There are teenagers and older people in our club. Our town is located in a picturesque place of the Northern Caucasus, what promotes development of paragliding. Our club often makes trips to various places in our region for flights.

The fees, which the members of our club pay, cover only charges on trips and payment of rented premises for classes. (people in our region earn approximately \$30-50 USA. The member's fees are \$1.5 for a student and \$2 for a working person).

The equipment, air club has now:

Edel Energy - great thanks to Jeremy Torr from Australia.

Swing Prism & Advance Omega I - great thanks to Thomas from Austria.

Edel Racer (1992) - AVIZ Alpha (1996) - AVIZ Orion (1992)

ParAAvisA-44 Pegasus (1993) - SPP-30 (1991) - 5 harnesses - 5 motorcycle helmets - The spare parachutes and devices are not present. If you have desire and opportunity, please help our club. We shall accept with gratitude any triviality: paragliding, pendant system (harness), spare parachute, knapsack, helmet, device, flying suit or repair material.

Thanks in advance

Our address:

Rozhkovskiy Vasily Paragliding Club "Flight",

Kirova Street, 55, Maykop, Republic of Adygheya, Russian Federation, 385003.

e-mails: gliderfly@mail.ru , aptashnick@maykop.ru , dinamo@mayko.ru



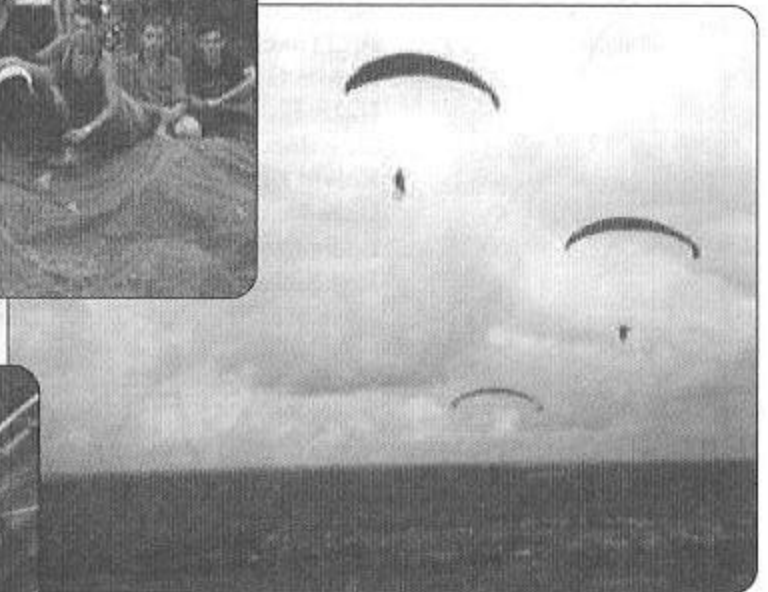
The Paragliding pupils from Russia



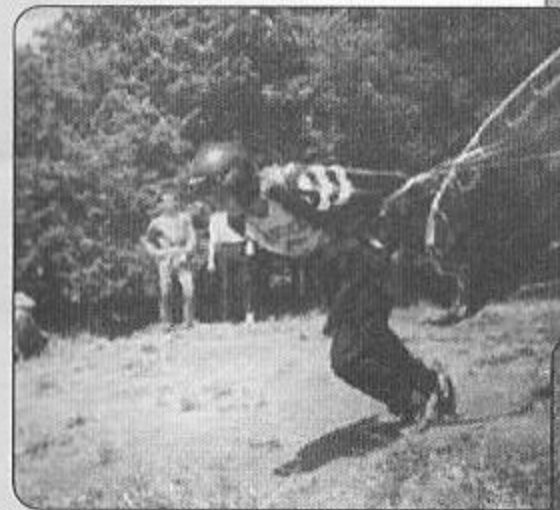
Vasily Rozhkovskiy & son



Club in native town



The pupils in the sky



Take off!



Vasily Rozhkovskiy,
pupil & Igor Potapkin



Club in Dombai (The Northern Caucasus)





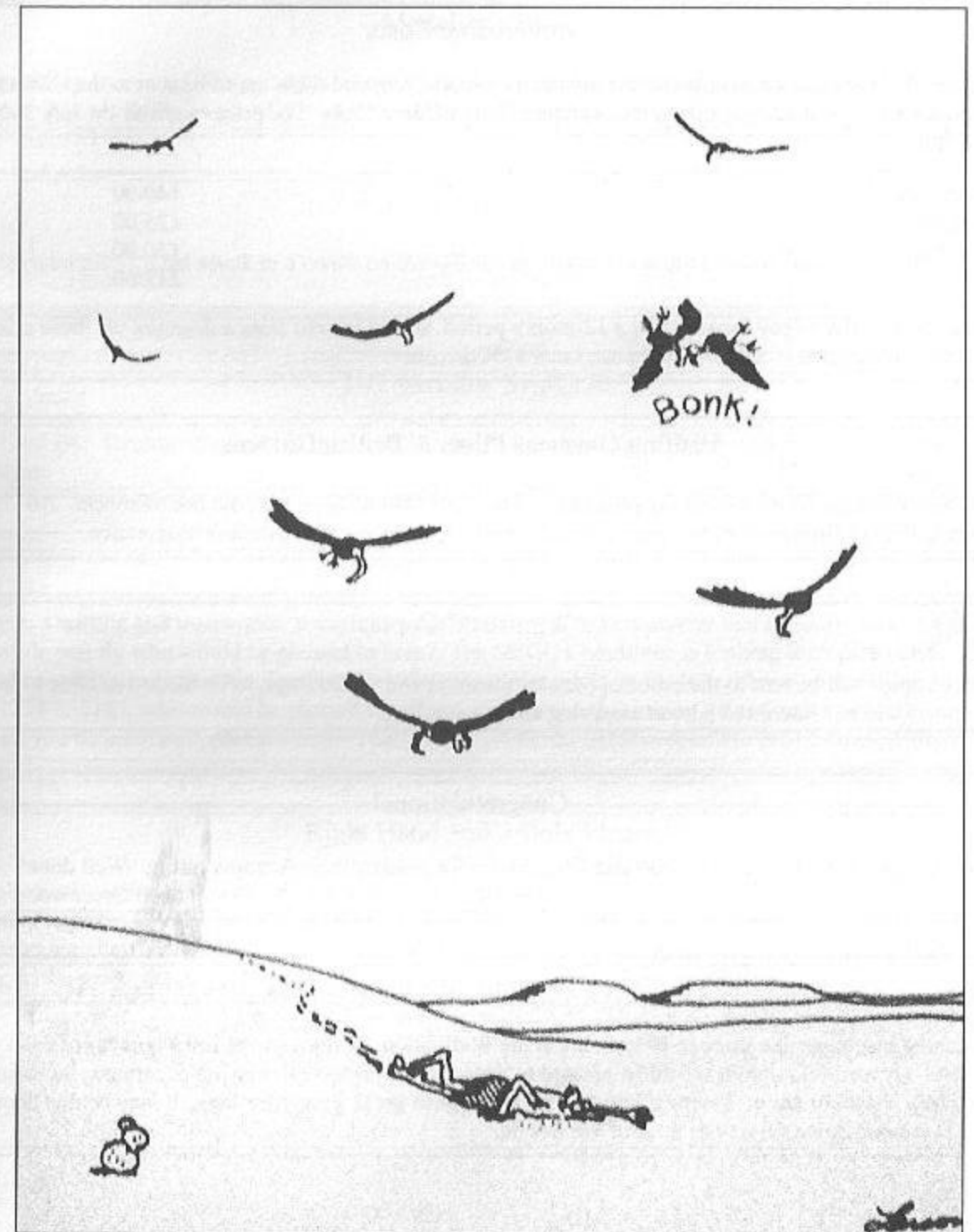
Hang Gliding Coaches

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



The perils of improper circling!



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.

Visiting Overseas Pilots & British Citizens

We now welcome overseas visiting pilots as before. Any visitors must become full members. All visiting British citizens must become full members, i.e. no day members until further notice.

'Windsock' Copies

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

Congratulations!

Congratulations go to Pepe Martello and Terry Davis for passing their Aerotow rating. 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.



News

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

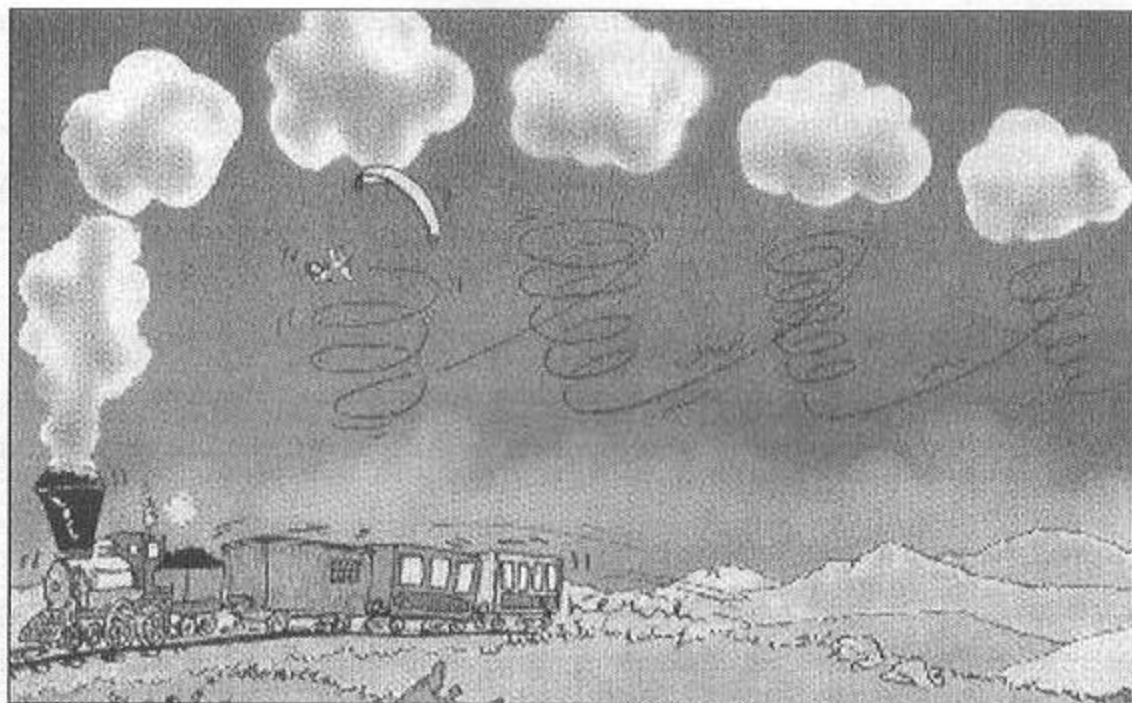
The Club HG Aerotow syndicate is flying subject to 'foot and mouth'. This is only open to Aerotow members.
Will Greenwood

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.

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.



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Edel Response, medium white/red. 85-100kg, DHV 2/3, approx 60 hrs. Very good condition. Call Dave on 01273 696864 or mobile 07769 692951. Email: dave@d-aviation.co.uk

NEW HANG GLIDER HARNESS SUIT Pilot 5'8"-5'10". £100.00. Telephone: 01293 402908

Bargains Galore! Make us an offer!

AIRWAVE ALTO 30 : Flyable condition, though getting on a bit - hence £250

AIRWAVE RAVE 27 : Lilac. £500

ITV Merak small. Immaculate condition. £700

Trekking Odyssey, medium, fair condition. £200

NOVA AXON 26. BRAND NEW, NEVER FLOWN! £999

AIRWAVE XXX, medium, blue/white, excellent condition, ex-our demonstrator. £950/offers

AIREA SESSION, medium, red, Good condition, £899

C&J Pod Lite type hang gliding harness, medium, £250

POD II hang gliding harness, small. £150

GULL RACER pod-type hang gliding harness. £75

Call SKY SYSTEMS on 01273 556695 or e-mail office@skysystems.co.uk

PLEASE HELP!

Salomon boots: Anyone got an old pair with the velcro straps and is willing to give one of the straps to me? My boots are still perfect but I am getting tired of using vines/grass/bushes/people's hair to fasten them closed. I'll make it worth the hassle. Thanks. Call Rupe@ 07977 424 039 or H: 020 8404 8100 or email: ruped@yahoo.com

APCO BAGHEERA L 90-120 kg. Purple, low airtime, good nick, never looped, etc. Who wants to buy the very glider that won the 2000 Nationals? Microlined ACPUL 2/3 serial comp glider. GBP 800 ono. e-mail offers to stephen.purdie@twr.co.uk <<mailto:stephen.purdie@twr.co.uk>>(soon!) or call (07979)714346



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NOVA VERTEX (26) 85-110kg all-up. DHV 2/3. Red. 120 hrs, but still in good condition - must see. A wing well ahead of its time - gliders like the Bagheera still don't do much better than it! An affordable & excellent high performance XC wing for an experienced pilot. £600, or best offer - try me! Carlo 01273 858158 or mobile 07884 49 66 70. Email: carlo@windtech.co.uk

Clubman 140, small lightweight hang-glider, that copes with a wide pilot weight range. It flies and handles well with my 78kg! This glider has low airtime and is in good condition. £400. Steve Marnier 01273 770166

Firebird Ignition Large 75-95kg's Red DHV1/2. In good condition with 50 hours. Green Dragons will vouch for that. A perfect first glider and more. The mystery is, why did Firebird replace it? The latest model is exactly the same as the Ignition. I flew it at 103kg all-up and she was a beauty. Check it out on the sexy website at: <http://www.firebird-paragliders.com/ix2.htm> Or check out it's DHV report at: <http://www.dhv.de/english/testberichte/index.html> For you only £3800.00 Call Rupe@ 07977 424 039 or H: 020 8404 8100 or email: ruped@yahoo.com

WINDTECH QUARX 29 (All up 95-115kg, pilot weight 75-95kg). Well flown and in OK condition, 120hrs+. Well cared for, with another 100hrs left in it, and I'd say the best all-round DHV 2 on the market! Performs without a doubt better than the Octane, with just as good safety, and as well as the Bagheera but with much better handling! Superb safety for the level of performance. An absolute steal at £500. Carlo 01273 858158 or mobile 07884 496670. Email: carlo@windtech.co.uk

La Mouette Topless hang glider
£1000 no offers.
See Ozzie or phone 01273 418293

Available for rent. Small self-contained **furnished cottage** at foot of South Downs. Ideal for one person.
Contact Andrew on 01273 858225



noticeboard

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

Edel Promise, small 70-90kg DHV2. Excellent condition, low hours blue. £1100 o.n.o. Tel: Dave 01273 696864

Edel Atlas, yellow, large, almost new, excellent nick. L/W harness, backplate, ready to fly. Cost £2000, going for £500 o.n.o. Rod 01444 811414

Gin Bonanza, small 70-85kg DHV 2-3. Good condition white/red. £800 o.n.o. Tel Dave 01273 696864

TANDEM - UP 'PICK-UP' (L - 43m2, 120 - 200kg). Mauve, 100hrs, good condition. Lovely to fly, great to launch in all conditions, fast, with good sink rate. An affordable all round tandem with plenty of life left. £800 offers. Carlo 01273 858 158 or mobile 07884 49 66 70. Email: carlo@windtech.co.uk

BAGHEERA (M) 85 105kg all-up. Royal Blue T/S white U/S. ONLY 20hrs - still in fantastic condition. DHV 2. Sheathed lines. A proven performer, fantastic all round wing to fly, and a BARGAIN at £1000. Offers on a first come, first served basis. Carlo 01273 858158 or mobile 07884 49 66 70. Email: carlo@windtech.co.uk

HARNESS - SUP' AIR PRO FEEL 2000 edition. Classic harness, in very good condition. A very good buy at £200, first come first served. Carlo 01273 858 158 or mobile 07884 49 66 70. Email: carlo@windtech.co.uk

Ozone Protone Large, 14 hrs, near new condition. Serial class with stability and great performance. £800 o.n.o. John Clayton 01206 560705

Landrover Discovery for sale £3900. G Reg, 130k, T&T. £1500 spent recently. Contact 'Windy' John Lancaster 01273 813482 or email: johnandshaz@yahoo.com

Freex Spear, medium, DHV2, blue, excellent condition, 35 hours. Quick sale needed, bargain £600. Also **Probe** Harness £85. Tel: David (H) 01273 835048, (Mob) 07702 892489