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Overseas Paragliding Trips 2001-2

In September (15th-24th), we will be venturing to Annecy in the French Alps for a fully-catered week of mountain flying, ending the trip at the one and only St. Hilaire Flying Festival, to witness the masquerade flights, the film festival, and possibly fly in some "mixed" company ourselves!

We'll be returning to EPIDAVROS: October 6th-13th, and 13th to 20th for some more Grecian aviation.

7th-14th December 2001 will see us all return to the superb sites of Tenerife for our annual Canary Island flying extravaganza. Just ask our customers from last year how good this one is!

February 9 - 16 2002 : MALAGA...

Back for another bash! Fabulous gentle thermalling, beaches, etc...

Call us for more details, or check our web site for pictures from the trips and new information as it becomes available!

E-mail us to be put on our trips database for future mailings

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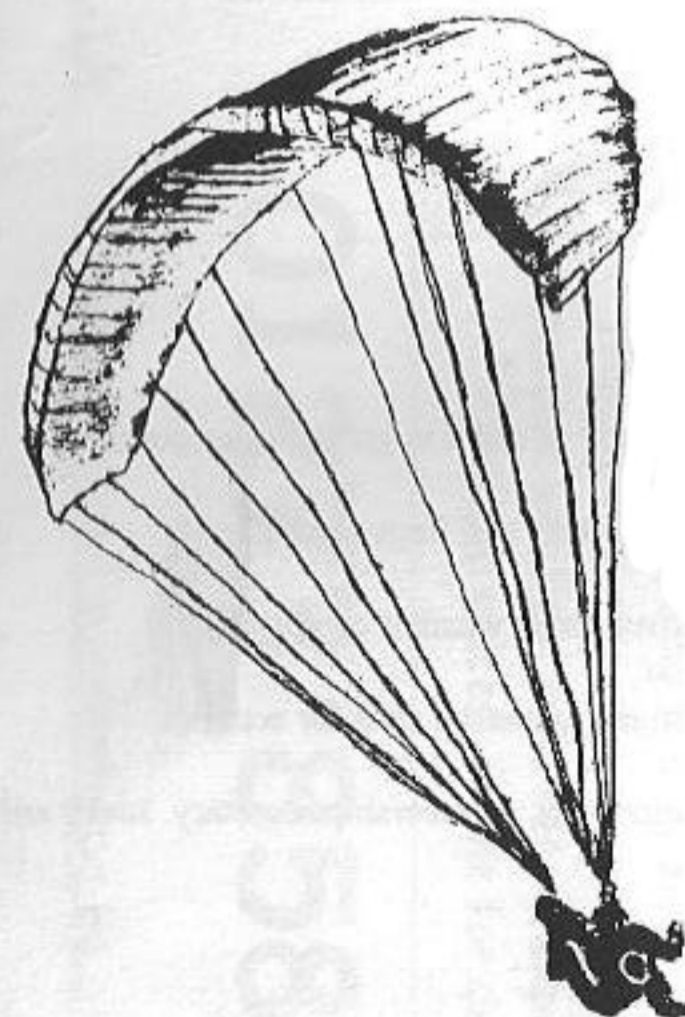
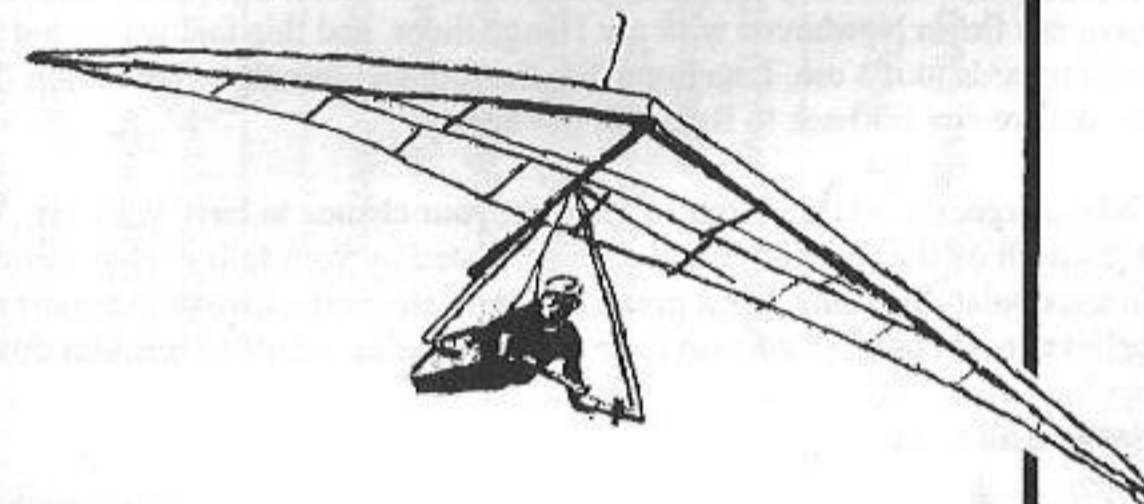
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March 2001

windsock

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Chairman's Letter

Once again this months magazine has been my baby. Diana will be back in the chair for April's issue. That is assuming that you all want her to continue. It's up to you to decide at the AGM. My own feeling is that it will be a job for life. I know that Diana is very willing to carry on. Bit of a lousy month with the outbreak of foot and mouth, closing all sites was not an easy decision to make. However, it was not a decision taken by one committee member, as some club members would have you believe. I will own up to being actively involved in the decision, as will our president Johnny. Now that we have the use of Newhaven Cliffs, I hope that those of you who initially threw your toys out of your pram, because your playground had been taken away from you, have now calmed down. No, I have not flown Newhaven with my Hang Glider, and this fact would not affect any decision I would make with regards to it's use. Lets hope that the foot and mouth and mouth in foot epidemic will soon be over so that we can get back to flying all our sites.

Don't forget the AGM on the 31st March, your chance to have your say. Your chance to be proposed for a position on the committee and then get slated by your fellow club members for being actively involved in unpopular decisions. It's a grand life. And all for the love of the sport and something you unselfishly believe in. Remember we also have Jocky spouting words of wisdom this year.

See you all there

Paul

Summary Of March Committee Meeting

- This year we will ask schools to pay site fees promptly in order to get their discounts.
- Beachy Head agreement coming into force, new logbooks and flags needed.
- People need to be discouraged from flying in unreasonable weather conditions.
- Sites all closed due to Foot and Mouth, but investigating coastal sites for access.
- AGM preparations; we need new committee nominations, membership secretary. Jocky and second hand equipment.



AGM 2001

March 31st

Venue - Hassock's Hotel
Hassocks (Near train station)

Agenda

5 pm - 6pm :- Jocky (Part 1)

6 pm - 8pm :- AGM

8 pm - 9pm :- Jocky (Part 2)

Trade stands and bring & buy sale.



The AGM And The Election Of Committee Members

The current committee members are as follows :-

President	Johnny Carr
Chairman	Paul Coidan
Secretary	Brian Brunswick
Treasurer	Martin Brady
Membership Secretary	Sean Howes
Safety Officer	Dave Massie
Site Officer/Aerotowing	Will Greenwood
Site Fee Collector	Sue Brooks
Chief HG Coach	Ozzie Haines
Chief PG Coach	Trevor McLoughlin
Airspace	Michel Carnet
Competitions PG	John Lancaster
Competitions HG	Ozzie Haines
Social Secretary	Stewart Swanton
Windsock Editor	Diana Riordan

Please note that the position of President is the only committee position which is not voted on every year. Sorry Johnny it's a job for life.

Retiring Committee Members

Membership Secretary	Sean Howes
Site Officer	Will Greenwood
Site Fee Collector	Sue Brooks

The rest of the above listed committee members are willing to stand for re-election. Will Greenwood will stay as Aerotowing officer if re-elected.

So you can see from the above list of retiring officers there are positions to be filled. Assuming of course that you the members are happy with those existing committee members willing to stand again. If not then you have a whole new committee to propose and vote for. Please submit any proposal, which of course must be seconded, to any committee member.

Quote Of The Month

"I only fly paragliders when all the boxes are going in the same direction"
 John B.



Highlights From The SHGC Forum

This is a new section for the magazine and as long as there is enough interesting traffic on the SHGC forum it will appear every time the magazine is published. At a recent committee meeting it was suggested that for those members who do not have access to the internet and e-mail it would be nice to publish the more interesting articles, discussions and general chit chat that take place within the forum. This month, following "Sky Systems" recent trip to "Malaga" we have a day to day account of the trip reproduced as it appeared on the forum, warts 'n all. I hope you all enjoy it.

Day 1, Sunday 11th February

As we took off last Saturday from Gatwick runway 08 into a strong cross wind and pouring rain, we had no idea we would be landing in a hot cloudless Malaga with no wind.

The Synoptic charts were showing several isobars just between the Dyke and New Timber but not a single one for the whole of Spain.

14 SHGC members have descended onto Dirk & Tracy's "Hotel California" in Alumencar for a week of epic flying.

Martin Ward, Dave Smith, Jim & Steve Butcher, Paul Hopkins, Keith Dearness, Jon Packham, Eric Smith, Alan King, Mic Shaw, Dave Lewes & John Taylor all coached by committee members Michel Carnet and John Lancaster. Our own "Windsock" editor Diana was due to join us but had instead to endure surgery for an ongoing back complaint. Diana we are missing you and wish you a speedy recovery.

On the first day, Sunday, as most Spaniards went to church we headed for the Otivar Mountain. Take off at 3000' in perfect light gentle thermals, blue sky with the odd cumulus cloud. We all enjoyed epic conditions, especially Keith "King of the Castle" floating effortlessly at 5000' for over 3 hours on his Atlas.

Regardless of experience everyone's flying a DHV 1 or 1-2 (except coach John on his Apco Lancaster Bomber). This proves that when air goes up, anything goes up, including sun burnt big Mic.

Except for the odd ground handling hiccups, everyone had a very successful day with several flights and plenty of thermals to choose from. The sight of the snow covered Sierra Nevada in the distance is amazing.

What a start to the week!

Day 2, Monday 12th February

"Hey you can see Africa from here"

Another superb flying day at Otivar in Spain, I wonder what it is like back at home, will they be flying at the Dyke? They surely won't be getting the type of thermals that took BIG Michael Shaw (yes you know the lad who flies the tandem) to the top of the stack, to join Steve Butcher who had been there as long as Keith Dearness.

We really enjoyed the benefit of Dirk's local knowledge and his prompting over the radio to help us get the most from this fabulous site, and with Michel Carnet from Sky Systems down in the landing field giving tips on our final approaches. The whole experience so far is not just great fun but also a huge leap up the learning curve for all of us.

The two Dave's, Lewes & Smith improved their reverse and front launch technique. John Taylor was informed by Dirk that "the other left" is actually his right. Eric Hill blaming the twisted ankle still continues to land on his bum.



Martin Ward, Alan King and Jon Packham just continue to fly their sock's off. Jon has downloaded his "Brauniger" trace on <http://www.jazzynet.co.uk/fly.htm> and Paul Hopkins didn't actually ignore instructions he just didn't turn his radio on!

Anyhow if you lot back home want some bonzer flying in February, "Hotel California", Alumencar in southern Spain is definitely the place to be. Oh, and you CAN see Africa from up here.

The local weather forecast for tomorrow is: Scorchio!!!

Day 3, Tuesday 13th February

The north wind

Yet another start of the day at Otivar – More blue sky and Africa in sight again !! Dirk says it is really unusual ...yeah we believe you ..?!

Today there is inversion so the thermals are small...rats....I knew I should have stayed up longer yesterday...but I was tired..too much of a good thing.

Lots of good loooooong top to bottoms and practice spot landings...watch out Andy Shaw we are training the next generation of accuracy champs !!

Due to the inversion Dirk set out with an 'expedition' to the top of the ridge to try and get into clean air. Three of us had a great view of the snow capped Sierra Nevada's but still couldn't stay up !!

Once we were all pooped from scratching and accuracy training we headed to the coast (Herra Durra) for a spot of soaring but.... (why is there always a but!)...it was too strong & gusty....even for 'Windy John'...he had a go though and fully tested his speed bar yet again !

But...it calmed down enough for me to get off and soar for a while...just a bit too lumpy though ...then it went round to the north so down to the beach bar and chill out but then.....it came on again panic !

....what to do drink beer or fly...no contest we can drink later....back up the hill....quick the sun is setting....dreamy smooth lift over the villas, over the hotels...Michel on the radio "take of your sunglasses and you can fly for another hour" !!

Then the sun sets and the wind comes down the valley and it's over...what a way to end the day.

Can it be better tomorrow?

Day 4, Wednesday 14th February (Valentines Day)

Well here we are day four of our holiday, Valentines Day – oops!!!...well ...we thought of our loved ones ...briefly, only joking if you read this girls !!! Not a good day today unfortunately due to a cold front passing through from the west, the coast was blown out so we headed inland towards Granada and the Sierra Nevada site at Cenes de la Vega – a 5000' site east of Granada. A thermic site when working – if not a good 10-15 min glide down to the large landing site next to the highway about an hour or so drive from base. It was pretty apparent Mother Nature wasn't going to favour the paragliding fraternity today (nothing to do with the date I hope Madam!). Thick cloud "enveloped" everything bar the mini-buses exhaust fumes which created its own smog system quite effectively!

So day not wasted we head skywards to the ski resort of Sol Y Nieve, where, under Michel's expert advice we try to hire some children's sledges to bomb down the piste on! Ha Ha – no way were they going to allow a group of frustrated paraglider pilots throw themselves down their slopes on what amounted to no more than glorified Mc Donalds food trays!!

Oh well, we'll see if the cloud has lifted at take off then but not before Michel (41 years going on 14) and Paul (easily led) tries to knock down a snow drift hanging from a roof by throwing lumps of ice at it.... luckily for the shop below and probably their freedom, they fail, so the convoy trundles its way down to the take off site with a visibility ranging from 100m to 100cm, not even Eric could fly in this or would he?



Right decision time- wait to see if it clears or back to Herradura beach for evening soaring, ground handling, sunshine and beers...easy one. Within an hour and a half we watch windy John Lancaster live up to his name wrestling with Martin's Electron in a gale. Notice he did not use his own glider!! A few beers later we are back at Hotel California to sample some of Tracy's excellent cooking and more beer, oh well didn't fly but it was not a wasted day, tomorrow is another day in Spain.

Day 5, Thursday 15th February

The weather closes the Sierra Nevada to Paragliders and the coast is the only option so we head for Alfa Mar a site with three take off points and a small beach landing, the only problem is the wind is coming from the North and there is no chance of flight. We head to Herradura for a coffee and some ground handling on the beach and wait patiently for some positive signs. The threatened paragliding seminar from Michel doesn't happen and instead the team improve their handling watching a thunderstorm develop at sea, it was spectacular, loads of lightning but at least 30 miles away.

Dirk calls from Alfa Mar, it's on. We load up and 15 minutes later we are there, it's off. So it's back to hotel California for the seminar, only we watch videos of appalling air accidents which thankfully people survived to tell their story. The phone rings, it's Dirk working hard and telling us Herradura is on. We load up and with the video in mind everyone checks their reserve pins. It's light and only a few beats finds you on final approach oh well better than nothing at all and the target practice is good with several pilots hitting the bullseye.

Many of the team have sore throats and coughs and colds but they keep going, I suppose they are leaving the illness for next week when they have to go back to work. The first two spectacular days up in Otivar have spoiled us a bit but today had its benefits, landing on a beach in 20 degrees C is not so bad particularly as there are bars and cafes right on landing! Tomorrow is the last full day for some of us and it will finish nicely with some flying somewhere because you can rely on Dirk to sniff out the site of the day.

Day 6, Friday 16th February

We're off to Alfa Mar, a small cove by the Med with 3 take off points: 300', 1500' and 2000'.

We opt for the 1500' launch and get everyone airborne in rapid succession except for a couple of sick individuals who are either fighting the "lurgy" or their hangover. Pleasant gentle glides to the small beach landing, well performed by everyone.

Up again for another go. Dirk and Keith hike up to the 2000' while the other lazy buggers launch by the van!

Once again, nice landing approaches from everyone until Jim finds himself too high and tries to pull his big ears. Jim somehow collapses the whole wing and impacts the steep, grassy slope quite hard. The ambulance takes him to the local hospital and is later undergoing surgery on a broken femur. He also has some suspected broken ribs and crushed vertebrae.

Everyone is shocked, not least Jim's son Steve, also flying on the trip and who was having a whale of a time until then.

We retreat to the other coastal site La Herradura to chill out while soaring over the swimming pools and the beach hotels.

Day 7, Saturday

Steve reports on his dad's condition which is stable with successful surgery on his femur. The travel insurance company is planning Jim's repatriation. We all wish Jim a speedy recovery.

We are supposed to be packing up and heading for Malaga Airport to fly back to the UK. However as the sky looks classic we decide to jump off Otivar first. The conditions are epic. Cloudbase at 5500', lift



everywhere, the clock is ticking and the JMC flights cannot be amended!! We have to big ear down (or spiral dive the John Lancaster way) and drive to the airport. The beauty of paragliding is in the travelling. You land, you stuff it in the bag, you check the bag in.

A fantastic day to finish this great paragliding holiday. Some pilots have clocked over 6 hours with more than 25 flights. Not bad for February!

A group picture in the Sierra Nevada skiing resort: <http://www.jazzynet.co.uk/Group.jpg>

We are planning to return there same time next year. You are all invited!

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Johnny Carr



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Brian Brunswick



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Dave Massie



Will Greenwood



Sue Brooks



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Are you on line?

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CLUB WEB SITE

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



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Stewart Swanton	01273 732219
Dave Massie	01403 268601



Coaching by Trevor McLoughlin

Club Meeting

Excellent – a great turnout, twenty people again. My thanks to everyone who attended and gave their support. The evening went very well, with everyone mingling and getting to know one another. Michel Carnet gave an hour's lecture on the relationship between airspeed, windspeed and groundspeed. A topic that probably ninety percent of pilots don't understand properly – do you? Not sure? Then you should have been there! Thanks Michel.

Puzzle Time

Paul Coidan who was at the meeting has asked me to put these questions to you. They were asked at the end of our last meeting and he thought it would be good for you to have a go – I agree. You will find it easier to draw yourself a picture of each scenario.
 Scenario One - You are at 5000ft in the middle of four hot air balloons equally spaced apart by 1km. They are at the same height as you and there is nil wind. The balloon in front of you is North and the one to your right is East. Behind you is South and to your left is West.

Q1. Which one could you get to first?

Same scenario, but now there is a ten-mile an hour North Westerly wind blowing.

Q2. Now which one could you get to first and why?

Scenario Two – You are flying at 4000ft on a long XC at 22 miles an hour in nil wind when you notice an enormous platform suspended by four hot air balloons out in front of you. At one end is a bar and you fancy a drink. The bar is to the South.

Q3. In which direction would you land?

Same scenario, but the wind has picked up to a strong 20 mile an hour easterly.

Q4. Now which direction would you land in and why?

Send your answers to me on a postcard at **Sussex Hang Gliding & Paragliding, Tollgate, Beddingham, BN8 6JZ**. All correct answers will be put in a hat and the first one picked out wins a "Windtech" cap kindly donated by Carlo Borsattino. This of course excludes everyone that was at the last meeting. ☺

Pilot Lectures

There are almost enough people now to get this going, so if you want to do it – let me know by email. I'll have some dates for the next issue of Windsock.

Ground Handling

Not a word from anyone on this one so obviously everyone's ground handling is perfect and needs no practice. This is self-evident when on the hill – isn't it?

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New Coaches

Anyone want to become a coach? If you do, give me a call. The club will pay for half the course fee, but in return we'll want to see you DO some coaching – not just collect the badge!

See you at the AGM.

However before the AGM don't forget the club meeting at the "Wellington", Seaford on the last Thursday of the month the 29th. Irwyn Jehu will be giving a lecture on flying cross country from "Anney" this month.

Pictures From Last Months Meeting



Listen very carefully, I will say this only once!



THE CLOUD POLICE



IF YOU DON'T LIKE WHAT THE SOUTHERN CLUB COMMITTEE IS DOING HAVE YOUR SAY SO AT OUR A.G.M.

Handi – Cap League

Last years "Handi-Cap" league was won by Dave Newns (what didn't he win), will continue this year. The new Handi-Cap is :-

Class II Hang Glider	X 4
Class I Hang Glider	X 6
Open Paraglider	X 8
Serial Paraglider	X 9

A pilot can fly any combination of craft, with five entries from the "Sussex Weekend League" only. No defined flights will be allowed. All other rules as per the national X.C. league.



Howard Travers - My Australian Adventure

On the 1st of January, I left the UK to fly to Australia to 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 experience 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 and photographs.

I hope you enjoy them

Howard

Part 5 - Nowheresville - South Australia' Week 3

There are a few things I should explain to ensure that you don't get the wrong idea about Border Village and the BP Roadhouse as it says on the map. Border village is in the middle of nowhere! A large sign proudly shows as you arrive that you are 17,517km from London, 16,025 km from Berlin, 17,204 from Paris and 6,619km from the South Pole. As for the nearest Australian Cities, it is 1,462 km from Perth and 1,320 km from Adelaide.

Yes it does mark the border of South & Western Australia but as for a village it is not. It is just one big road house. Yes it has a motel, has dorms and camping. Yes it has a bar, shop and petrol station (at 95cents per litre it is 50% more than the normal price but still cheaper than Europe and especially the UK). However in my view 8 people running a roadhouse doesn't constitute a village. It does however have a Quarantine check point so fruit flies look out. For most travellers it is just a place where they stop over night, fill up with petrol and have their vegetables fruit and honey confiscated. As for its name, the BP Roadhouse, Mobile took it over years ago however like the maps nothing has been updated since the mid 1960's.

Eucla is the most well known roadhouse simply because it has a few more famous features and is the largest settlement on the Nullarbor Plain. Eucla boasts a service station, hotel, motel, caravan park, flying doctor base, an ambulance, a hospital and a police station. That said it is still very small and apart from the sign you could easily pass it on the road.

For only 11km apart and one small border they may as well be 200km apart like all the other road houses, they keep themselves very separate. They also have a meteorology station which is the most modern building there. It may be a Met station but in reality it is only a recording station. The weathermen are friendly and have the only real met information available, yet predictors they are not. Instead the reports from Sydney are what they use for prediction, and in their words 'are less than accurate'. I guess some things never change wherever in the world you are!

Eucla is also famous for its telegraph station now disused and slowly disappearing under the mountainous white sand dunes. Eucla came into existence in 1877 as a manual telegraphic repeater station where messages were received and passed across a wall to signifying the border and re-coded. Cold & windy in winter and extremely warm in the summer I'm sure the staff were very relieved when in 1929 a new direct telegraph line was built. It is also famous for two consecutive plagues. Initially overrun with rabbits some entrepreneur decided to introduce cats to control the rabbits and the village was then overrun with feral cats.



While Eucla seems to get all the credit, the smaller Border village is the key place. It is smaller friendlier and has become the base for all the hang glider pilots and now for the first time paraglider pilots wishing to fly the cliffs.

Part 6 - What kind of people really want to live in Border Village?

From everything I read one day in three would be flyable. From my arrival the normal SE winds were not to be seen. Easterly & very strong winds were all I could get for days. After travelling so far I knew I would have to wait, but it seemed so strange and unnatural. Being so isolated, with not even a radio station to listen to you get the feeling that staying there will become a nightmare, because on the face of it there is nothing to do. It took me a few days to realise but this is a fascinating place, missed by so many who pass right on through.

I sat talking one evening to Val, one of the Quarantine officers. She explained that the people here were generally a strange breed. Some were escaping from the hustle and bustle of life, family, divorce and domestic problems. Most were sceptical of the place when they arrived but came to enjoy the remoteness and mildish climate afforded by the constant sea breeze. As for things to do; well the pay is evidently quite good, accommodation is thrown in and as she said there was 'heaps to do'. Just disappearing north into the desert is amazing, catching fishing off the coast, exploring the coastline and dunes and of course exploring the many caves. There are some of the most famous caves in the world across the Nullarbor; Weebubby, Warbler, Koonalda and Cocklebidy - and of course there are the Bunida cliffs.

It is now the 23rd of January and Harley, Wally, Mooney and Kris, the *caving*, surfing and my new found expedition team arrive. First step we go to find a missing turn point and then to Weebubby cave. I have never really been into caving before but what a joy. The limestone sink hole provides a cooler temperature from the hot surface and the cave just went down and down until it ended with a perfectly clear, yet slightly saline underground lake. Deceptively deep and the cavern had an eerie sanctity and has probably been frequented by ancient aborigines for thousands of years. Some scientists estimate it to be 40,000 years old. Of the two lakes one disappeared into the dark cave and with trust we dived into the icy depths. The surface of the water has a fine covering of dust which disperses as you touched the surface caused by the oil on your hands. We swam with lights off about 500m into another wide cavern. Quiet and alone except for the bats it is an amazing experience.

High pressure cells dominate the ocean below Australia. There is generally one to the south west of Perth and one south east of Tasmania which influences the weather in the Australian Bight. Every so often these drift across and that would mean I have my chance. My immediate hope for an easing of the strong easterly was if the dominant low over Perth which was causing havoc in the Australian Hang gliding Nationals weakened and the high moved across giving south winds. Maybe tomorrow!

Part 7 - The first Paraglider to fly the cliffs and my first World record - Week 4

Sunday 24th January 1999 Airwave XXX 100 km O/R Speed Record

I had spent many days looking at the possible take off points. The hang glider pilots generally take off 10 kilometres away from the start of the cliffs on the low undulating ridge to the west, however my best chance would be try much closer to the start. Where the cliff ended it got lower and lower and had a slight hook out into the sea. Taking off on a cliff is very difficult and hazardous so a smooth hill close by the start was the ideal place.

Fiona Macaskill had tried to fly here the year before but had failed to get any lift or make it on the cliff. I too found the same problem as I took off some 200 meters from the western end of the cliffs. Take off was at 84 meters yet I did not get the lift I expected and the best I could get was 86m in a constant, reasonably strong, south easterly breeze. As I headed east towards the start of the cliff edge then I got the tell tale turbulence and the rustle of paraglider fabric telling me that rotor was not very far away. For over



an hour I tried to work out a way onto the cliff but it was proving treacherous. I landed briefly and I explained the problem to my confused support team.

On my second attempt I decided to fly out forward to the lower front cliffs only 30 meters off the sea and to my amazement found that I was 85m high and level with take off. It is now that I find that wind is blowing very much from the ESE. With the sea crashing into the rocks below I head along the low cliff east into wind. Below I am watched anxiously by a sealion who is playing in the surf, concerned in case this big blue bird should swoop down and pluck him from the sea. I don't know who was more anxious! As I reached the corner of the cliff I was tempted to land and cleared the sharp limestone rock by just 3 meters. The lift was instantaneous. As if in an express elevator, I climb rapidly as I head towards the main cliffs to 190 meters nearly double the height of the main cliffs. I then head back towards from where I took off from, to photograph my start point. Parked 100m above take off it becomes all too apparent how lucky I have been and that I had taken off into some form of rotor wave generated by the wind tracking along 200km of cliffs.

The view was spectacular and all the better for being 100 meters higher than anything else on the horizon. The contrast between the incredibly level treeless expanse of the Nullarbor Plain and the cliffs so cleanly nibbled, as if an apple devoured by perfect teeth was spectacular. Away into the distance the sea bright blue, the surf boiling on the many rockfalls below the cliff and nothing but cliff as far as the eye can see. I head east, my *Davron 808* altimeter / Barograph showing me an air speed of 36km. My Davron was also connected to my *Garmin GPS* with my turn point shown to be 52.1 km away. Looking at the Garmin it suggested my speed towards the turnpoint (Velocity made good VMG) was 13 km and it would take me 4 hours to get 52.1km. That could never do as the current world record for 100km was just over 5 hours. On that basis I would not make it and I knew that the sea breeze will only pick up throughout the afternoon and I also knew that the cliffs have a long into wind section which would further slow me down.

I feel the need the need for speed. I lay back in my *Sup'air Cocoon 2* harness, apply my speed bar to just short of maximum, take my hands off the brakes and tuck in to create the smallest drag. My air speed is now 56 kph and vmg 24km. I now settle in and admire the view with my legs stretched out pushing the speed bar for the next 3 and half hours. I can see the wind trails on the water, a few white caps and hear the smashing of water on the cliffs below. It is slow progress as I pick my way along the cliff edge. Steering is generally by weight shift although I am often surprised by changes in the wind speed and direction which are in great contrast to the generally smooth laminar flow of the air. It is however clear that the wind is picking up as progress is getting slower, down to 12 vmg at times, and the wind seems to be coming more and more from the ESE.

The next 2 and half hours were painfully slow. I was very comfortable in my harness but pushing the speed bar was becoming harder and I was thankful that the airwave glider didn't have the pressure of most other gliders.

Deprived of the usual reference points they eyes scanned for manmade marks. To the north of the cliffs I could make out the long straight Eyre highway however but for the GPS and my ground crew sitting on the edge of the turnpoint it would have been easy to miss it.

Photos taken, I turned back towards my start point and watched in amazement as my glider accelerated along the cliff now travelling at over 60km per hour just 50 meters from the top of the cliff. I can see why speed hang - gliding is such a buzz. Having taken 2.5 hrs to do 52km I proceeded to cover the same distance in just under an hour.

104.2 km covered in 3 hours 36mins unofficially breaking the existing record by just under two hours. I landed feeling mentally and physically exhausted. My support crew were happy, helped me pack up but were impatient to go caving. So off we went 30km north into the bush and next I found myself abseiling 45m down an overhang cave entrance complete with dead kangaroos, who also went to have a look at Warbler cave without the aid of a safety rope. I slept well and very happy that night.



News

Advertising Costs

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

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

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

Temporary Members

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

Visiting Overseas Pilots

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

'Windsock' Copies

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

Coaching Meetings

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



News

Make Hay Whilst The Sun Shines!

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

Will Greenwood

Volunteers Needed

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

Cross Country Flying Weekends

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

Ozzie Haines 01273 418293

Important Notice Re Steyning Bowl

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

Will Greenwood

Modeller's Bowl

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

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 ATLAS, large ex demo, yellow. Low hours. Excellent condition c/w harness/backplate. A safe first C.P. canopy. Bargain @ £ 800 or vno. Rod - 01444 811414

Avian 160 Cheetah (comp) topless hang glider, perfect condition, good handling and performance. Comes with carbon base bar, manual etc. £2700.00

Tel Will 01273 477388, mobile 0850 811704

Who wants to buy the very glider that won the nationals? "APCO" BAGHEERA, large 95-120 kgs. Un-sheathed line, AFNOR performance version. Purple, low airtime, good nick, never looped etc. Not sign written. Would suit cross country pilot wanting an easier ride or an up and coming "Airwave Challenger". £ 900 ono.
e-mail offers to:-
stephen.purdie@dwtc.co.uk, mobile 07979 714346

"Flying Planet" Whisper - Large 90-115 kg, 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

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



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"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.

Dan Petty. (W) 01483 883055

"FreeX Flair" DHV 1 - 2, Medium, blue, 60 - 785 kg. "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), Windows keyboard, Mouse, 14" monitor. You just need to load your ISP's software and you're surf'ing. £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 90-115 kg, 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



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

Medium APCO Allegra 85-105 kgs
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

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 undersurface battens, owners handbook, batten 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 2nd⁹ glider. After that they'll then tell you that it's also heavy! Ask Tony Luchessi or Allan Barnes if they could outclimb 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.

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

" Desperately seeking storage for my glider, it has made a long journey all the 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 07818085209 AH 01273 203195
Glider: XTRALITE 164

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

Tel: Aidan 01323-411294
airfly1@compuserve.com

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

Airea Session Med. 80-110 kg 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

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

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

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 or they can phone me in England on 07799 301 476.

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

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

windsock
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