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- + December 7th - 14th 2001
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- + Back to Malaga - February 9th - 16th 2002

Second-hand bargains:

- NOVA AXON 26** - brand new, never flown! £999
- 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?
- ITV ATIKS Medium (29) The Solent Crosser! (ex harness) : £500
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- 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



The Southern Hang Gliding Club's Legal Two Way Radio

WINDSOCK

May 2001



Happy Hour At Devil's Dyke



Editorial

You will see we have a new cover design this month, provided by the very talented, Ashley Glenday. Ashley has provided another for June. Is there anyone that would like to produce something for July or future issues? The ball is now rolling...

Very positive feedback has been received on the recent talk given by Dave (Mad Farmer) Watts at the Club Meeting on 26 April. Thank you to Dave for making it an extremely informative and very useful evening. Dave has agreed kindly to supply something that can be published next month for those of you who were not able to attend, or would like his 'hints, tips, advice and XC routes' in writing.

Thank you to all those who have supported the Alan Jackson Appeal (see the News section for details). We are still a long way off the target figure so please keep it coming guys. This will be the last reminder.

I would like to draw your attention to the marshalling rota for end of May, June and July. I have included a longer period in case of necessary swapping due to holidays. If this should be necessary, please make sure all personnel affected are told, i.e. those you were to be marshalling with, and those that swapping would then put you with.

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!

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

windsock

Designed and edited by
Diana Riordan



Chairman's Letter

What good news? Beachy Head is open. Let's hope we can get a few more sites open. However, it must be born in mind that the remainder of our sites are all on farmland with the obvious problems. As most of you are aware those sites that are open, are strictly members only. This is not a new club policy; it has been enforced so that you, the members, will not be forced off the sites that you pay for, by visiting pilots. Could you please help in its enforcement. It is in your own interest. Of course, once the Foot & Mouth is over, we will go back to the 'open sites' policy.

Following last month's request for a PG XC co-ordinator, no one else has come forward so..... the job goes to Paul Andon, aka Tefal. Paul, you will have to explain that one to me. Look for Paul's article further on in this month's issue.

Membership renewals are going well. 180 and rising at the last count. I would like to thank all those of you who have renewed as it eases the pressure on the club's funds. Those of you who at the time of reading this, have not renewed, please do so. Your club needs your support.

That's me done for another month.

For those of you who are able to get in the air, safe flying.

Paul

Summary Following Committee Meeting

5 May 2001

- Beachy Head open by the weekend.
- Nigel speaking to BHPA re site registration.
- Chairman had misplaced March's minutes.
- 7th July summer BBQ.
- Membership renewal stands at 180.



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

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So You Want To Go Winching –By Your Chairman

As the majority of you are aware, it has been put forward that the club sets up a winching operation. Following an appeal, a number of you have already come forward to offer your help. I am actively involved in a winching club, and consequently, thought that you all might be interested in what I thought the pros and cons of a winching operation to be. Please don't get me wrong. I am not trying to put you all off. These are my own personnel findings.

Pros

- Being able to fly in any wind direction from the same site.
- A greater camaraderie between all pilots, as you have to work together for the operation to work successfully.
- Everybody gets the chance to fly, regardless of their ability.
- You have a great base for club functions.
- With regards to the SHGC, it will help ease congestion on our hill sites.

Cons

- Cost. The Norfolk Hang Gliding Club currently pays £3500 per year for their flying field. Winches cost approximately £6000. However, I have been assured that under the right circumstances, it can be done cheaper.
- Lack of winch operators. Do you fancy spending twelve hours operating the winch, and not flying yourself? The more winch operators you have the better.
- You always need a tow coach on the field. Here again, the more tow coaches you have, the better.
- Finding somewhere to store the winches near the flying field.

To take the possibility of a winching operation further, the club has organised a winching weekend on the 26th, 27th & 28th May. Andy Shaw of **Green Dragons** has willingly donated his winching field for us to use, and has been instrumental in the organisation of this weekend. Interested? Get in touch with Andy at **Green Dragons** on 01883 652666. Andy does have both PG & HG rated winch operators.

See you all there.



Site News from Site Officer, Nigel Barrett

The good news is that the SHGC now has Beachy Head, Newhaven Cliffs, Devil's Dyke, plus the paddock **OPEN**.

The bad news is, we still have a lot of sites closed, although I hope to reverse this situation soon. I will keep you informed through the Forum, Windsock, or the SHGC web site. Stay tuned.

As you know most sites that are open have some restrictions, although I have tried to keep these down to the minimum. Please make sure they are enforced.

The restrictions are as follows:

DEVIL'S DYKE SITE RESTRICTIONS AMENDED 1st MAY 2001

Only fully paid up members - no day members (no exceptions).
Site must be marshalled at all times so a member must be appointed.
Foot and mouth regulations state that there should be no contact with livestock. (Enough said!)
The entire bottom landing field is open at present.
Use disinfectant foot dip in bottom landing field (trough in place).
Use car retrieves from bottom. Don't walk up. The paths are closed.
XC's: BHPA recommendation is 'don't do it'.
You must not over-fly any land with livestock on it unless you are above 500ft.

DEVILS DYKE AREA

Take off in front of the Dyke Pub car park. Do not spread across the whole Dyke area.
Everyone taking off **MUST** pass through "gate" (position to be decided by marshal on the day).

PADDOCK AREA

The paddock is now open to SHGC members only. This is a private site and it is closed to members of the public during the foot and mouth crisis, as all footpaths remain closed. There is a 10m buffer zone in front of an electric fence. This is to avoid any contact with livestock.
SHGC site rules apply. Access is through top stile only. The bowl to the west is still closed **DO NOT** take off or land there.

BEACHY HEAD RESTRICTIONS

SHGC members only. Do not fly over land with livestock below 500ft. If you land where there is livestock, you must phone the ranger, Dave Pearce, on 07968 42003. The SHGC also has an agreement not to fly the cliffs to the west of the bowl until the end of August.

We cannot stress strongly enough how important it is that we abide by the restrictions placed on us, but we are positive that all members will adhere to them, to ensure that we all continue flying.

ON BEHALF OF THE SHGC COMMITTEE



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 9 - Amazing People & Coincidences

I've met some of the most amazing people on this trip, not least Harley, Chris, Moony and Wally. Somewhere someone was looking down and destined that we would meet to try the record. I always had faith, but in retrospect, I was very fortunate.

Dave, the Stockman, I met driving along a road in the bush, heading back towards Eucla. He's the head stockman of a 14 million-acre cattle farm north of the railway track, 130 km north of the Erye highway. They have only 17000 cattle! We stopped by a gate on the main road. Windows opened and said 'hello'. I offered to close the gate he had opened. He offered me a 'tinny' and we chatted for 30mins without any sign of life or a car. Crop, fire, floods, slaughtering 20,000 sheep was all covered. He had three handguns and one rifle with lead bullets that flatten and open the shell on impact. Why did he need such armoury? Good for dingos, and especially good for feral camels. (The bulls like bashing down fences). He had the face of a man who had seen it all and worked all his life with the stock. Age is so difficult to judge. The sun is so cruel and if you squint or smile too much, both common problems over here, the lines cut in. He was off for one month's annual leave, down to his house that he'd bought in Esperence, to fish and enjoy the sea. 'Esperence, Western Australia's best kept secret', he said, 'I'm going to have to move out soon as everyone keeps finding out about it.' We talked about people, and how he thought country folk are more honest. "If he doesn't like you, he'll tell you to your face that fact, no messing, no 'how nice to see you', and then whisper behind your back!"

As the shadows drew themselves across the road, producing a corrugated effect, I was worried about the kangaroos. I'd only just missed two 10 minutes before. He had 200 clicks to go but was undaunted by the roos. He had the mother of all roo bars on the front of his pick up. He also pulled a trailer, which contained all his toys and trusted kit. His swag bag, 4 wheel motorbike, his rods and, of course, his dog. We shook hands warmly, he passed me another 'tinny' for the journey, and I wished him good vacation as each of us headed on through the ever-increasing shadows of the impending night.



Thoughts & anecdotes

As I found the main road and headed east along the 90 mile straight again. Far into the distance on this long straight road you see the head lights of another car or truck approaching. But when do you dip yours head lights? How bright must they become before you click the stem, dip the lights and lose those vital seconds that might prevent you hitting that kangaroo, camel or possum? The roads in the mornings are always scattered with the dead corpses of animals, sign posted clearly by the scavengers of the road, the black crows, whose early morning chorus of nearly human mocking proportion always made me want to get up and shout at them.

I was tired. I decanted some petrol into an old water bottle to fill up my main. I seemed to spill more over my hands and leg than I got in the tank. I never realised that it's red. I hadn't realised how tired I was, so I drove perpendicular to the road in the scrubby bush, used the tarpaulin as a wind break, threw down the foam mattress in the lee and curled up in my sleeping bag and fell asleep counting stars.

Fred the Trucker, was another interesting character I met in a roadhouse on the Nullarbor, but not for the first time. It took a few minutes to remember, as it was 7am in the morning. (I was still 800 metres from the imaginary line that meant I should add another 45 minutes to fit in with the Eastern Central Time change). A girl, who usually lived in Bradford, was serving my first cup of tea, and bacon and egg sandwich.

An archetypal 'trucky'. Broad happy face with a jovial, piss tracking grin, and the eyes of a man that had swallowed a lifetime of tarmac. He sat at the end of my table, chain smoking in between sips of coffee. It dawned on me where I had met him. 'I met you at Border Village, getting your dollar coins for the gambling machines. You work for Scania delivering trucks to Perth from Melbourne, Sydney or somewhere east and then fly home.' 'Oh yes', he replies, 'you were the noisy pom, watching the cricket, and saw Sri Lanka snatch the game from England in the final over!'

We talked about the burnt out truck waiting for me 250k east of the roadhouse, the number of fatalities on the Eyre highway, and how his family had moved from London to Coventry to escape the blitz, only for it to get flattened. They then moved to Australia. He must be nearing retirement and had that self-assured attitude that nothing could stop him or really mattered any more.

He also looked like a man content with his lot. He said he had been in the SAS in Farnborough, maybe true, maybe not but a sound guy what ever. He joked about the customs people and police. How here in the middle of nowhere the police always like to surprise new rules on the truck drivers, and fine them 'got to keep up the quota'. The guy I bought the car from had a 100 dollar fine for having his elbow out the window while crossing the Nullarbor in 40 degrees.

He joked about the police checkpoint at the border where they were searching for drugs at the quarantine bays. He told how they stopped his cab carrying, as usual, another Scania behind as a would-be trailer, and demanded to search for drugs. He asked to see their warrant. No warrant, no search. They had no warrant. 'You get a warrant, you can search. I am happy to wait for the warrant'. Meanwhile, the other officer tried to get into the passenger side of the truck. It was locked. They were furious now. He had parked in the main quarantine control shed, blocking all the other vehicles. Pull over to the side and we will get the warrant. He said, 'if you're checking vehicles, you must have one, so I'll wait here until you produce it'.



Angrily, the senior officer told him to get out of here. Just then, Fred pulled a small bottle of pills from his shirt top pocket and put them on the table. I then shook these at the policeman and said to him, 'I do have some drugs.' 'What are they?' he demanded. 'They keep me awake,' he replied. 'What exactly are they?' Fred told them the drug's name and the police and customs officer asked again what they were for. 'I have high blood pressure and without them I would die, hence they keep me awake!' Four days later the illegality of the search was uncovered, and officers were taken to task in Perth. He finished his coffee, put out his cigarette, patted me on my shoulder and headed onwards towards Perth.

Gerry, the would be Goldminer, sold all his worldly goods in 3 weeks and set out on an adventure into the old gold field workings, in search of gold. I met him on the side of the Bunda cliffs making tea and getting ready to sleep by the side of his pick up truck. He offered me a brew and we talked. At 62, and a New Zealander, he had many adventures to share but he had never been gold prospecting, and had dreamed about it for years. So here he was. He bought a book about the gold rush era, arrived in Australia, bought the state of the art metal detector, a pick up truck, vital supplies and sold everything else to fund this adventure. Mad and reckless as many would think it was, it was so refreshing to meet someone, especially at his time of life, still so willing to keep his dreams alive and so eager to live life to the full!

To be continued..

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Marshalling Rota

Date	Type	No	Name	Telephone Number
26-May-01	PG	600	Barry Busby	01628 24788
26-May-01	PG	866	Robert McGregor	01323 726768
26-May-01	HG	1098	Paul Lacon	020 8597 1234
27-May-01	B	537	Simon Neave	020 8543 5404
27-May-01	PG	802	Louise Joselyn	01892 864370
27-May-01	PG	858	Steve Conway	020 8777 3827
28-May-01	PG	1012	Peter Impey	01825 722896
28-May-01	PG	1089	Mike Parfitt	020 8876 6479
28-May-01	PG	1210	Peter Robinson	01442 256612
2-Jun-01	B	116	Ron Richardson	01342 893340
2-Jun-01	PG	1182	Dave Lewis	01273 589787
2-Jun-01	PG	1203	Quy Nguyen	01689 821878
3-Jun-01	PG	15	Richard Britton	020 7431 1661
3-Jun-01	B	793	David Williams	0181 658 8539
3-Jun-01	PG	1100	Malcolm Pound	01634 845019
9-Jun-01	PG	80	Warren Travers	01273 620688
9-Jun-01	PG	417	Jerry Hansen	01273 461783
9-Jun-01	B	1371	Rupert Dodds	020 8840 8800
10-Jun-01	HG	816	Terry Davis	020 8852 0434
10-Jun-01	PG	825	Glenn Haddock	020 7733 2012
10-Jun-01	PG	909	Nigel Shepherd	01223 241855
16-Jun-01	HG	1	Johnny Carr	01444 471137
16-Jun-01	PG	1156	June Sage	01306 631321
16-Jun-01	PG	1348	Michael Walsh	020 8252 2238
17-Jun-01	PG	63	Finn Kennedy	01273 858221
17-Jun-01	PG	364	Ernest Bayliss	-
17-Jun-01	HG	453	John Young	01959 700952
23-Jun-01	HG	493	Alastair Auld	01483 417087
23-Jun-01	PG	797	Brian Harris	01892 864370
23-Jun-01	PG	1280	Stephen Darby	01245 324905
24-Jun-01	HG	581	Ricky Young	020 8686 5947
24-Jun-01	PG	878	Dave Cordrey	01732 700429
24-Jun-01	PG	1044	Jez Riches	01798 343783
30-Jun-01	HG	1046	Richard Lever	01628 824926
30-Jun-01	PG	1209	George Scott	01293 541716
30-Jun-01	PG	1217	Neil Williams	01483 725232
1-Jul-01	PG	826	Dave Rimmer	020 8691 3701
1-Jul-01	PG	1097	Alan Bond	01342 317766
1-Jul-01	HG	1258	Jonathan Eeles	020 7403 5369
7-Jul-01	PG	730	Gary Rothery	01303 813779
7-Jul-01	HG	939	Paul Coidan	01953 688266



Marshalling Rota

Date	Type	No	Name	Telephone Number
7-Jul-01	PG	1346	Dean Tyrell	01474 708476
8-Jul-01	HG	940	Benet Allen	0956 249666 mobile
8-Jul-01	PG	1085	Paul Andon	020 7252 1337
8-Jul-01	PG	1222	John Harvey	01732 883218
14-Jul-01	HG	975	Paul Evans	01273 327430
14-Jul-01	PG	977	Alan Taylor	020 8660 7994
14-Jul-01	PG	1361	Peter Ranger	020 8879 7989
15-Jul-01	PG	1268	Gary Bruggenwirth	01273 831459
15-Jul-01	PG	1370	Alison Hawkings	01737 249713
15-Jul-01	PG	1423	Michael Shaw	01483 853785
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

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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	<input type="text"/>
Address	<input type="text"/>
	<input type="text"/>
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	<input type="text"/>
	<input type="text"/>
	<input type="text"/>
Rating	<input type="text"/>



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Dave Matthews	01273 857163
Eddie Royal	0374 289610
Ron Richardson	01689 856723
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Jerry Hansen	01273 461783
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Barry Philpott	01444 482225
Simon Oliphant	0207 476 5490
Mandy Sharpe	01273 589787
Stewart Swanton	01273 732219
Dave Massie	01403 268601



SHGC XC league by Paul Andon

Nothing to do with you? Well, I know that Michel would disagree. Michel was in the process of making the league more inclusive and, in handing over the reins to me, I fully intend to keep on with this initiative, hopefully running the league as successfully as he has done over the last few years.

It's a little known fact that you are allowed to register any distance in the league. But why bother you might ask? Surely, the pleasure of doing any flight should be reward in itself? Well I have always found a number of reasons for registering a flight, but fundamentally, it's a way of being part of the club. Clearly, if you think that the SHGC is an incestuous, exclusive little club, made up of Southern posers, then you might not want to be involved. However, if you have any sense of belonging to the club, or any friends in the club, (Teresa will run counselling for those that don't), then you should get involved.

Believe me, it's a real pleasure to occasionally look back through an old 'Windsock', remembering that little flight you did, and the folks that you were flying with at the time. Who would have thought that the other day, when looking for my insurance documents, that a small number on a very dull table would bring back thoughts of my first XC. Concentrating on keeping my pants clean while a grinning Mad Farmer boomed, 'I saayy, Imm off too Lonndonn at base, over the back of Caburn'. Priceless!

Fine, but I haven't even been over the back yet I hear you say, to which I can only say, 'keep trying', because doing a XC on the Downs is so much harder, and more satisfying than going XC abroad. When you eventually manage to flop over the back, you will suddenly realise why free flyers are so obsessive about their sport, and why registering a 3K flight will seem totally justified, in relation to the effort you put in. Believe me, the likes of Ghandi etc, know what new flyers have to go through and they keep a watchful eye on the small success that people have. If you get a, 'nice one, geyser' from one of our resident sky gods, my tip is give up your job and start training for the Nationals.

Okay, so now you're gagging to go XC, and register your flight. However, we have a small woolly problem.

Next month: Is the XC league open? Beating HG pilots without cutting their lines; Changes to XC registration system; and who will win the mighty Winter PG XC league dual, Graham or Dave?

Tefal



Jonny Carr



Paul Coidan



Brian Brunswick



Martin Brady



Claire Page



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	johnnycarr@tillershaw.prestel.co.uk
Chairman	Paul Coidan	01953 688266	paul.coidan@tesco.net
Secretary	Brian Brunswick	0208 542 8724	brian@skarpsey.demon.co.uk
Treasurer	Martin Brady	01444 233346	martin.brady@talk21.com
Membership Secretary	Claire Page	01273 508187	membership@shgc.demon.co.uk
Safety Officer	Dave Massie	01403 268601 07973 146532	davemassie@btinternet.com
Site Officer	Nigel Barrett	01273 583698	barrattski@btinternet.com
Aerotow Officer	Will Greenwood	01273 477388	will.greenwood@btinternet.com
Site Fee Collector HG	Sue Brooks	01273 857163	
Chief HG Coach	Ozzie Haines	01273 418293	
Chief PG Coach	Trevor McLoughlin	07747 628903	tjmc1@eix.co.uk
Airspace	Michel Carnet	01273 556695	michel.carnet@skysystems.co.uk
Competitions PG	John Lancaster	01273 813482	johnandshaz@yahoo.com
Competitions HG	Ozzie Haines	01273 418293	
Social Secretary	Stewart Swanton	01273 732219	stewart@swanton-eng.freemove.co.uk
Windsock Editor	Diana Riordan	01403 891683	windsock@shgc.demon.co.uk

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

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.**

DOUBLE GLAZING

OR

A NEW CANOPY?

With my prices, you can have both.

John at Seaford Glass 01323 490888

SHGC discount available

Ask for details



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

No visiting overseas pilots until the end of the Foot & Mouth. Any visitors must become full members.

'Windsock' Copies

Spare copies will be sent to the schools and Stewart Swanton, 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.

Summer 'Do'

Hoping to organise a nice summer barbeque. Details to follow. Watch this space!
Stewart Swanton, Social Secretary

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 those living in Sussex.
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.

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



News

Warning Theft Alert!

There has been a recent incident at Newhaven Cliffs where belongings locked in the boot of a pilot's car were stolen. The car was parked in the allocated area, up by the barrier. The pilot surmises that he may have been seen putting his belongings in to the boot before locking and leaving it. The thieves got in to the boot with a screwdriver. This happened in broad daylight. Please be vigilant and perhaps sort out your belongings before you get to the site(s). I know it's sad that we have to consider this, but obviously necessary.

Diana Riordan, Editor

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.

THE CLOUD POLICE



AS MY NECK'S SO STIFF, AND I CAN ONLY SEE DIRECTLY IN FRONT OF ME, LIKE MY VARIO

SO I THOUGHT I'D GO PARAGLIDING...



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

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

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

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 surfin'. £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



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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 2nd 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

La Mouette topless hang glider
£1000 only.
Phone Ozzie on 01273 418293

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

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 you can phone me in England on 07799 301 476.

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

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



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

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

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

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

Tel: Aidan 01323-411294
airfly1@compuserve.com

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

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

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, 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

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

windsock

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