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SKY SYSTEMS TRIPS

As this magazine goes to press, a group of Sky Systems fliers are enjoying themselves in GREECE catching some Autumn sun and flying... For many fliers this year has been a mixed bag, with foot and mouth and mixed weather ... so why not finish the year in style with our Pre-Xmas Tenerife Trip... or book for our February jaunt to Spain...

TENERIFE – CANARY ISLANDS

December 7th – 14th 2001

We are currently taking bookings for our annual winter canaries visit. Tenerife offers a perfect climate for paraglider training. It is normally flyable every day, with light winds most suitable for beginners in the morning and late afternoon and good thermals for those with more experience to climb high and try out some more challenging flying, including XC and the opportunity to fly from the highest mountain in Spain...

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Feb. 9th - 16th 2002

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SKY SYSTEMS PILOT SCHEME Simply put, this scheme is designed to introduce CP fliers to more varied flying sites, introduce them to the varied techniques needed to become an "all-rounder" (from ground work to thermalling practice), prepare them for the Pilot exam, and meet up for organised trips further afield in the UK. Members also receive preferential prices on our paragliding trips. **See Above...**

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WWW.SKYSYSTEMS.CO.UK



The Southern Hang Gliding Club's Legal Two Way Radio

WINDSOCK

October 2001



Happy Hour Above Devil's Dyke



Editorial

Thank you to all those who have contributed this month, especially to John Stevens for sending in his thoughts of Olu Deniz. I saw them flying while I was out there, on a gullet trip recently, and was quite envious of their long thermic flights down the mountain side to the beach landing at the bottom. Oh, to be back in the skies again!

I had forgotten that Eric Hill, (Pilot Profile in this issue), has only been paragliding for 4 years. Holidaying with Eric is always 'lively' to say the least. I could have sworn he had been paragliding though for years. And years, and years and years...

The appeal from our friends in Russia continues (see letter here and photos within the mag), so if you can help by sending unwanted equipment, perhaps items you have not been able to sell, please think of them first.

Xmas approaches fast. Don't forget to book those Christmas Dinner tickets early to avoid disappointment. Menu looks scrummy. Can't wait!

As usual, please send all material, letters to the Ed, jokes, quizzes, crosswords, or anecdotes by the 1st of the month. Hard copies must be protected in a board back envelope please. Also, I cannot support Publisher documents, so a word document is preferable if you are sending a soft copy. Any Christmas designs for the front page of Windsock would be most welcome please.

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,

I thank you for magazines. It is very pleasant for us to feel your support. I apologize for long silence, it is a lot of cares with club and family.

The current year became significant for us, we have received many friends outside of Russia, dialogue with them the big award for us. The help rendered by our friends is huge. Many young people could learn to fly and due to this became kinder and wiser.

We travel this year much. Also are going to continue the travels prior to the beginning of cold time (November - December).

My son, Dima, this year has departed first time (to him 4,5 years, we flew together). Now it counts itself the pilot and very much is proud of itself.

I sincerely thank you.

Yours faithfully,
Vasiliy Rozhkovskiy & Paragliding Club
"Pilot (Flight)".



Chairman's Letter

I am writing this letter, having just read an e-mail from Andy Shaw of "Green Dragons" fame. He has recently suffered a malicious attack where four incendiary bombs were placed under four of his vehicles. Two of the bombs went off, destroying two of his vehicles with the other two bombs being defused by the bomb squad. Would you all please join me and your committee in offering Andy our support. Of course, if any of you have any information which might be of interest to the boys in blue then please do not hesitate in contacting Redhill nick on 01737 765040. Alternatively, get in touch with Andy on 07860 875567.

'Windsock', Diana is in need of articles for the club mag. With the holiday season now over, there must be a few articles gestating out there just waiting to be written. Don't be shy, it does not hurt and it will give your fellow pilots something to read about during the long winter nights.

It is good to see the **Club Forum** up and running again. Once again, thanks Brian. It seems to be a bit quiet at present. Nothing like a good scandal to get the wires buzzing. Anything in the offing J.B.

At the last committee meeting it was decided to lift the ban on visiting pilots to the clubs sites. Soooooo, should you bump into (on the ground only) a visiting pilot, there is no longer a need to tell him or her that they cannot fly. Instead, you can point them at a committee member so that we can collect the visiting fee. Which reminds me! We still need a day fee collector on the paragliding side any offers?

Finally, at the last committee meeting I informed the committee that at the next AGM I would not be standing for the position of Chairman again. This should give you all plenty of time to bully someone else into the position.

Best Regards

Paul

Summary Following Committee Meeting 4 October 2001

- Committee decided to reopen sites for day membership
- Coaching meetings very well attended.
- Parabivouac slide show hoped for January
- Still need more nominations for e.g. best newcomer etc.
- New email forum running successful
- No decision on web site maintainer yet – ideally we would like someone with direct experience, spare time, and plugged into the grapevine...job could be split.
- Suspected creeping expansion of Shoreham airspace, we should try to resist. (Maybe local support for us?)
- Xmas dinner 15th Dec at the Dyke, tickets available.

ANNUAL CHRISTMAS DINNER

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CHRISTMAS DINNER MENU

STARTERS

1. SOUP
 - Broccoli and cheese served with bread and butter
2. PRAWN COCKTAIL
 - In a seafood sauce on mixed salad leaves
3. BREADED CAMEMBERT
 - With a delicious cranberry sauce

MAIN COURSES

1. TRADITIONAL TURKEY DINNER
 - With savoury stuffing, sausage and bacon roll and cranberry sauce
2. ROAST SIRLOIN OF BEEF
 - With Yorkshire pudding and horseradish sauce
3. BUTTERFLY CHICKEN BREAST
 - With a red wine sauce
4. FILLET OF SALMON
 - With a white wine and dill sauce
5. BRIE AND REDCURRANT TART

All main courses are served with two kinds of potato and vegetables

DESSERTS

1. CHRISTMAS PUDDING
 - Served with brandy sauce
2. PROFITEROLES
 - Served with chocolate sauce
3. CHOCOLATE FUDGE SUNDAE
 - Fudge brownie served with ice-cream, cream and chocolate sauce
4. TOFFEE AND PEACH CHEESECAKE
 - Served with cream or ice-cream

COFFEE AND MINCE PIES

*****Cut along this line*****

PLEASE COMPLETE THE FORM BELOW BY PLACING A MENU NO. OF YOUR CHOICE IN EACH OF THE THREE BOXES ALLOCATED FOR EACH TICKET. PLEASE MAKE CHEQUES PAYABLE TO SOUTHERN HANG GLIDING CLUB, ENCLOSE A STAMPED ADDRESSED ENVELOPE AND POST TO STEWART SWANTON (ADDRESS OPPOSITE)

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	1	2	3	4	5	6
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MAIN COURSES 1, 2, 3, 4, or 5	2	5				
DESSERTS 1, 2, 3, or 4	1	2				

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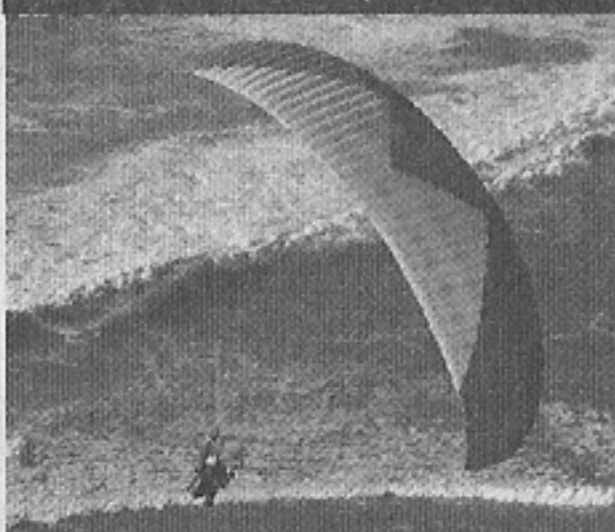
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SHGC Annual Awards

It's that time of year of year again, time for you, the members, to take part in the annual awards by voting for your fellow pilots in the following categories.

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

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

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PILOT PROFILE

ERIC HILL

By JOHN TAYLOR (PILOT - PARAGLIDER)

Many of you will have heard of, or come across Eric Hill, at some time. He is quite a remarkable man. I have only known Eric for a couple of years and it was decided by a few people that he deserves a Pilot Profile, not only to inform but also to warn SHGC members of his existence.

Eric learnt to paraglide with Sky Systems. Michel Carnet, Dave Perrin, Nigel Barrett, Gary Cook, Sean Howes, Steve and Tasha will recognise his profile.

Eric is a seventy-three year old pilot-rated paraglider pilot. He took up paragliding when he was sixty-nine. In his first year as a CP, he flew for five and a half hours in Lanzarote in one flight. Occasionally you will see him at the Dyke, or Newhaven, or Caburn, either making tea for various people, or flying. He is always on a yellow wing, one is called 'Daffodil', and the other 'Primrose'. Either glider can be seen near to, or sometimes at the top of the stack. That is, of course, providing Eric can take off! Eric will be the first to admit that his launchings and landings are, shall we say, eventful, but a Seventy three year old's aircraft undercarriage does give way from time to time.

Eric was born in 1928 in Liverpool, two years after the general strike and eleven years before the 2nd world war. The Prime Minister of the time was Stanley Baldwin and George V was King.

Most of Eric's 200 plus hours have been flown abroad. He has been to Tenerife over twenty times. Spain and Greece also feature highly in his wanderings. It is only in the past year or so that he has frequented our Southern sites regularly, and was a member of Thames Valley as well. Eric's log-book is mostly filled with foreign sites and long flights.

The one thing you have to say about Eric is his 'tell it how it is' attitude, and he is not frightened to speak his mind. He does suffer with aching rheumatism and takes painkillers to keep his flying going. Eric is also a diet controlled diabetic, and can run out of steam towards the end of a day, but, at the beginning of a flying day, his excitement is that of a young boy who is waiting for Christmas day to arrive. He talks non-stop and cannot wait to get his glider out. He has a veritable library of books and videos on flying which can be rented at a reasonable rate.

Anyway here is the profile:

Age: 73

Marital Status: Still Looking, (but admits to being 'past it'). However he believes marriage interferes with flying.

Place & date of birth? Liverpool 24.4.28

Home town? Slough

Occupation? Pensioner. And free flyer.



Previous Occupations? Southern Electricity Board

How did you get into flying? I was on a model flying holiday, (model planes that is), and saw a paraglider, and was offered a chance to fly it, which I did (I know it was wrong without proper training), and never looked back, I was hooked.

Who influenced you most? Nick Smith was my main instructor at Sky Systems and Dave Perrin had a great influence on my flying in my learning period (still learning).

What is your favourite flying site in Britain? The Devils Dyke

What is your favourite flying site in Europe? Annecy when it's good.

When and where was your most memorable flying experience? Five and a half hours in Lanzarote. I can't remember its name but there is a dam to cross to take off.

What was your worst flying experience? Spiralling into the side of a mountain in Tenerife, resulting in Hospital treatment, with fractured elbow, and worst of all, lost four days flying.

Who do you admire most in the sport? Dave Perrin. His advice and attention to detail is spot on. He can be very strict on safety, which is so important.

What trait do you deplore in yourself? Stubborn, bloody mindedness. (author's comment)

What trait do you deplore in others? Taking too long to take off, when it's good and I'm behind them.

When not flying, what do you do? Think about flying, watch videos and read books on flying. Check horoscope to see if I should stay on the ground, and then ignore it.

What is your favourite piece of music? Any Modern Jazz and Classic FM.

What is your favourite film? Hunt for Red October, because I like submarines. I used to run model subs as a hobby.

What is your favourite book? It's really a magazine, 'Cross Country'. I don't read books. I'd rather be flying, although I did a lot of reading recently for the Pilot Exam.

What is your greatest fear? My mates getting higher than me.

What is your idea of perfect happiness? Alpine flying, lots of lift, warm enough to not wear a flying suit, with a couple of eagles at my wingtips.

What is your motto? 'Oh Dear' this is going to hurt!

How would you like to be remembered? 'At last, a rest'

About the author:

John Taylor is a member of SHGC, flies paragliders and is at Pilot level. He is generally Eric's Chauffeur and drinks lots of tea.



Marshalling Rota

Date	Type	No	Name	Telephone Number
20/10/01	HG	1270	David Mahon	01892 519708
	B	85	Steve Uzochuckwu	01622 736219
	PG	1343	Ian Greig	01424 447130
21/10/01	HG	1326	Philip Maillardet	01959 523742
	B	1398	Howard Travers	01273 778536
	PG	1567	Martin Johanides	07989 382394
27/10/01	HG	1570	Steve Green	01483 234410
	PG	1561	Christo Oosthuizen	01243 528139
	PG	1547	Anders Lindmarker	020 8574 8604
28/10/01	HG	1528	Patrick Gilbert	01273 680575
	B	953	Don Nunan	
	PG	461	Martin Stansby	020 8397 1682
03/11/01	HG	1008	Peter Howe	020 8397 7482
	PG	1095	Kevin Short	07973 452780
	PG	1335	Peter Penning	01903 206913
04/11/01	HG	942	Andrew Keyte	020 8777 3495
	PG	1181	Mandy Sharpe	01273 589787
	PG	1471	John Caston	01473 831352
10/11/01	HG	488	Peter Leaback	020 7813 0554
	PG	1209	George Scott	01293 541716
	PG	1160	Michael Davidson	020 7394 6295
11/11/01	HG	1562	Richard Parkin	01795 475553
	PG	1035	Richard Day	01323 482889
	PG	842	Harvey Roft	01273 705592
17/11/01	HG	1536	Mike McCartney	020 7733 3818
	PG	616	John Downie	01273 473492
	B	466	Steve Purdie	01273 814208
18/11/01	HG	8	Martin Brady	01444 233346
	PG	1028	Norman D'Souza	07711 858105
	PG	492	Barry Phillpot	01444 482225
24/11/01	B	516	Dave Massie	01403 268601
	PG	1106	Harry Greene	020 7482 4927
	PG	1431	Claire Page	01273 508187
25/11/01	HG	978	Michael Byfield	020 8556 6075
	PG	508	Simon Oliphant	020 8342 8729
	PG	1213	Teresa Burlington	01732 833127
01/12/01	HG	1508	Nick Charman	01424 717065
	PG	680	John Anderson	01403 258944
	PG	1566	John Murphy	01273 472576
02/12/01	HG	39	Bernard Clifford	01403 258986
	B	708	Tony Nancarrow	01273 464466
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S.I.V. Course, Olu Deniz, Turkey by John Stevens

Sussex Hang Gliding & Paragliding organised a 'Security in Flight' course in Olu Deniz, Turkey, run by the renowned, Jocky Sanderson. Surprisingly, eleven pilots paid good money to seemingly scare themselves ---less, Aiden Toase, Colin Powell, Peter Longstaff, Guy Childs, Chris Joel, Ian Grieg, Russel White, Mick Walsh, Adam Laws, John Stevens and Rob Mansley.

Olu Deniz is a small resort surrounded by mountains and stunning coastal scenery of cliffs, islands, coves and beaches. English is widely spoken in all the local shops, bars and restaurants, where we felt like millionaires, - the exchange rate was over 2 million Turkish Lira to the pound. Much time was spent counting how many 0's were on the banknotes. Food and drink was cheap, less than half the price one would pay in England. This could explain the volume of alcohol consumed, especially on the last night.

The first morning we met Jocky who gave us our first 'interesting' briefing, what to do if everything goes absolutely pear shaped. Then down to the beach to look at the landing site, spot landing was the order but comforting to see that the over or undershoot was several hundred yards long. The hazards consisted of palm trees and shops to the left, parasols and sunbeds to the right and holiday makers ambling down the middle. Peter scored a strike by bowling over two of those tourists. The bonus for spot landing were the lads who packed your glider away, neater than I could do it myself, for a small charge.

The afternoon saw our first trip up to the launch site on Babadag, 6500 feet high. The drive up by 4wd vehicle was an experience, a dirt track with steep drops alongside. The summit reminded me of the Dyke, not in appearance but how busy it was, although the take-off area was much smaller. Tandem paragliding is big business in Olu Deniz, with dozens of pilots and their paying passengers. From the launch site we would have a 15 minute glide over the hills to the bay where we would perform our tasks, still with over 4500 feet to play with, where Jocky in his boat would be calling out instructions over the radio.

Over four days we were to practice various forms of recovery from B-lines, symmetries and asymmetries (normal, dynamic and speed bar), spins and stalls. Other manoeuvres included spirals, wing-overs, amp max and turn reversals. Rob even managed to practice his reserve deployment and landed in the sea. He said he accidentally caught his reserve handle while stalling his wing. We all believed him!!!!

The Cloud 9 bar had video cameras at both launch site and the beach. This enabled us to watch our antics on their big screen TV every evening, while quaffing our beer. One of the companies selling tandem flights obviously thought our acrobatics was bad for business as they put up a sign saying that customers would not be doing such manoeuvres on tandem flights.

The S.I.V. course not only taught us how to recover from unpleasant situations, but just as important, what our individual wings were capable of and their limitations. Everyone agreed that the four days had been an incredibly steep learning curve.

The next two days were allocated for XC flying but were disappointing. The first from Babadag had the ultimate goal of 100k but Adam was farthest at only 18k, most of us bombed out soon after launch. At least most were picked up by a farmer and given a lift in his van, complete with his harvest of green beans, all the way to Kas where we were to spend that night. The next day we travelled inland near to Elmali to a sight with incredible XC potential. Potential it stayed, as the wind was in completely the opposite direction to that forecast (Michael Fish gets everywhere) and far too strong. So on our return to Olu Deniz we played at being 'normal' tourists and visited the Saklikent Gorge, very narrow, steep sided



gorge with a freezing river running through. Ian, Peter and Rob were the heroes (fools) who swam down part of the river to be toasted by us all with yet another beer.

Six of the group, who shall remain nameless, did not make it out of bed in time for the final morning's flight after a hard night/morning drinking. The remaining five, Ian, Colin, Peter, Mick and John launched off Babadag to catch a thermal and follow Jocky for a short XC flight to the gorge of Butterfly Valley. The approach along the sheer cliffs and landing by the beach in the narrow confines of the gorge concentrated the mind somewhat, spot landing compulsory. This was a local beauty spot, with the only way out by boat back to Olu Deniz and time for one final flight of aerobatics from Babadag to end our week.

Everyone enjoyed their flying experience and I would recommend the S.I.V. course to all pilots who want to improve. Olu Deniz is one destination that I will seriously consider again as there is much to see and do even outside of paragliding.

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Lanzarote. Dec. 6th & 13th

'D-aviation' have secured the luxury 'Villa Fotati' in the heart of Puerto del Carmen - join us for some winter sun and flying. Accommodation, car hire, guiding.....£375 pw.

Still a few places left for the 6th - 13th December if you are quick, but more places available for the 13th - 20th Decembernon-flyers welcome.

Accommodation/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



Paragliding Adventure XC Courses Led By Carlo Borsattino

The following are courses planned for the winter, run by Carlo Borsattino, BHPA Senior Paragliding Instructor, top British Paragliding Championships pilot (currently ranked 2nd, behind Bruce Goldsmith, in Britain), and experienced paragliding guide and XC pilot. These courses are an ideal way for pilots to get some fantastic flying and lots of airtime in during the winter, with an emphasis on fun and adventure. The guidance and instruction will be aimed at improving your skills as a pilot and to hone your thermalling and XC abilities!

There is also more information on these courses on the Windtech UK web-site, as well as a comprehensive list of world-wide international paragliding events.

WINDTECH UK WEB-SITE: www.windtech.co.uk

Mexico Jan 2002

XC/Thermal course, in Valle de Bravo.

A fantastic location, with extremely reliable thermic conditions. For pilots wanting to get some good thermal/XC flying during the winter in a beautiful place. Conditions can be quite strong and sometimes rough in the middle of the day. This is a superb place to really tune up those thermal muscles and get lots of guaranteed flying! For pilots with CP + 25hrs minimum.

Mexico Course dates: 21-27th Jan 2002.

Governador Valadares, Brazil. Feb - March 2002

XC/Thermal courses for pilots with CP +10hrs and above. A very relaxed, laid back location with a big green grassy hill (800m AGL) in the middle of lots of rolling hills. Conditions are very friendly, with generally big wide smooth thermals and excellent possibilities to get in some good XCs.

Brazil Course dates:

10 - 16 Feb 2002

24 Feb - 2 March 2002

3 March - 9 Feb 2002

If you are interested in any of these courses, or would like to find out about more trips planned in future, then please contact Carlo Borsattino on:

H/W: 01323 871 383

M: 07884 49 66 70

email: carlo@windtech.co.uk



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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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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
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Dave Massie	01403 268601



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15 flying sites
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Foreign Trips & Courses

September

S.I.V. & XC with Jocky in
Oludeniz, Turkey
Ep trip to Bordeaux France

October

Southern Spain - Ep/Cp and
thermalling course

November

4th - 17th Chile/Argentina
sand dunes to mountain flying
Granada - Southern Spain

Tenerife - We've already run
8 weeks of fantastic
thermalling and XC courses
this year and only 2 days lost
to poor weather.

We'll be going back regularly
throughout January, February
and March.
Contact Sussex HGPG for dates.

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Sue Brooks



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Trevor McLoughlin



Michel Carnet



John Lancaster



Nigel Barrett



Stewart Swanton



Diana Riordan



The SHGC Committee

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BN1 5DX

Are you on line?

Why not join the SHGC mailing list and discussion group?
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SHGC XC league by Paul Andon

Congratulations to "Hairy Dave" (Dave Lewis) for a weekday XC from the Dyke to Herstmonceux (approx. 40K). A lovely Autumn afternoon flight! Dave is definitely on heat at the moment. What will he be like with his next canopy I wonder?

As for weekend flights and the handicap league, we have only had one good Saturday at Firle since I last wrote. On this day "Rowe" (Rowena Ellis) managed her first decent multiple thermal XC in the UK. Rowe seems to have cracked this XC business. We are bound to hear lots more from her next year! Saturday was predictably busy, and with nil wind cycles, quite difficult for HGs. Darren was showing off his brand new Class Two arm chair for most of the day, while "Cookie" (Steve Cook) managed to squeak across the length of Firle and climb out on a thermal that Mark found, and that I was ponsing. "Cookie" was seen last all over Sussex. Mark did a Hailsham out-n-return, and I did my first ever triangle all under some fairly dark clouds!

Weekend XCs 2001

(T = Triangle; O = Out & return; U = Unconfirmed)

22/09, 39.9, Paul Andon (T)
 01/09, 30.1, Michel Carnet
 27/08, 30.0, Paul Andon (O)
 01/09, 16.4, David Massie
 25/02, 13.4, Graham Hutton
 22/09, 11.4, Rowena Ellis (U)
 22/09, 11.4, Dave Lewis (U)
 25/02, 10.8, John Lancaster
 25/02, 7.3, Mandy Sharpe
 18/02, 6.6, Dave Lewis

As said previously, this year SHGC XC league has been trashed due to F&M. However all is not lost... Even as we speak the "Mad Farmer" (Dave Watts) is preparing his equipment for the winter XC league cup. How far can you go using the very faintest thermals? It is not easy but worth trying, even if it is just to be able to boom "round & round" above the "mad one".

As per normal if you want to register a XC; complaint, or you have a decorating job for me, contact me on shgc@base9.force9.co.uk or call me on 078 0264 0176.



AMBAR 29 Test Review by Fly & Glide magazine

Founded in 1994, Windtech today belong to the Greats of the paragliding trade. Although the Spanish manufacturers are relatively new to the German speaking areas (of Europe), that is surely set to change: German importer Skyline has received (for the basic intermediate Ambar) the DHV quality seal; and further Windtech-canopies with DHV approval are expected to follow (2001 range: 'Coral' DHV 1, 'Ambar' DHV 1-2, 'Serak' DHV 1-2, 'Quarx' DHV 2, and 'Tucan' tandem DHV 1-2). So, how does the elegant Spaniard fare in the war of the 1/2 market?

With over 1300 canopies sold in 1998, Windtech doesn't need to hide now from being clearly one of the "Trade Leaders" in the paragliding industry. The business, led by co-owner Gabriel Cañada, manufactures its canopies in-house at the Nordtech factory, which lies immediately beside the Windtech main offices. Therefore Windtech belongs to the select few European manufacturers who make their canopies not in the Far East, but in Europe.

The Factory is based in the town of Gijon, in the Asturias region of north west Spain, right by the Atlantic coast. Prototypes can therefore be tested and finely tuned right on their doorstep at the coast in the dynamic sea breeze and also in the nearby mountains, the 'Picos de Europa', in the Asturias region, and the Pyrenees.

Working together with the importer Skyline (based in Chiemsee, Bavaria) Windtech has now, for the first time, brought out a canopy with a DHV-quality seal onto the German-speaking market. For a Basic-Intermediate the Ambar 29 and 32 received the DHV grade 1/2 GH at the first attempt.

The Windtech range is complemented by the school/beginner 'Coral' (DHV 1), performance Intermediate 'Serak' (DHV 1-2), advanced intermediate 'Quarx' (DHV 2), the top performing 'Silex' (Afnor Competition), and the 'Tucan' (DHV 1-2) tandem/bi.

CONSTRUCTION & DESIGN

The Ambar 29 distributes its 28.8 square metres surface area over a span of 11.6 metres. The resulting aspect ratio of 4.67 is moderate within the wing's DHV 1-2 class. All top surface and under surface seams are inside and therefore present a neat surface. All of the general workmanship makes a very good impression.

The basic shape of the wing is elliptical; the wing-ends close off with a straight-lined cut stabilo (wing tip). The attractive colour design, with a single coloured top surface and a white under-surface, with on the underside a coloured 'two crossed wings' logo, lends a distinctive, elegant touch to the canopy.

Of the AMBAR's 35 cells, the three on the outer edges of each side are closed and ventilated from inside. In mid-wing the aperture measures 30 x 13 cm. Going towards the wing-ends, the openings become continuously more shallow and broader. The outermost measures 34 x 9 cm.

On the leading edge the cell walls have been reinforced with Mylar, in order to give the wing-nose a neater profile.

The Stabilo has a three-way guiding system, its colour-coded lower lines lead to the B - riser.



Windtech canopies are manufactured from 44gram per square metre durable Nylon cloth from "Porcher Marine". The suspension lines are fastened through small webbing "loops" on the outside.

On the underside of the canopy are bridge-like V-ribs in various positions, which transmit the force through trapeze shaped strengthening tapes, a well known construction principle used by other manufacturers. The advantage lies in the saving of extra weight compared to continuous linear V-cells. The risers are connected via Cousin Freres Aramid suspension lines with a thickness of 2.1, 1.7, and 1.1mm. The three "A", four "B", three "C" and two "D" stem (main lower) lines lead via Maillon Rapide screw links, with plastic insets to the quadruple risers.

The accelerator works through two pulleys and shortens the A-riser, when fully employed, by 14cm, the B-riser by 12cm and the C-riser by 6cm.

Andy Pfister: "High quality materials, neat workmanship: The quality of Windtech is convincing."

LAUNCHING

The colour-coded risers of the Ambar 29 are swiftly and easily sorted. It makes no difference to the inflation whether you spread the canopy out in a half-round formation or slightly pointed. The inflation and launch qualities of this basic-intermediate are altogether excellent.

To bring the glider up to fly, you only have to give a very slight pull. During the launch a very slight manipulation is required so that the canopy rises continuously until it arrives over your head.

The minimal tendency to overshoot and low (minimum) take-off speed makes launching the Ambar a pure pleasure.

Andy Pfister: "Launching is pure enjoyment. The Ambar requires only a slight effort and little guidance."

FLYING ATTRIBUTES

During my initial flights I noticed a high degree of basic stability. The Ambar stabilises very well around its axis, and especially around the longitudinal axis. The Ambar swallows up even strong turbulence very well indeed. Now and then a slight rustling noise could be heard from the wing, and usually this was the only perceivable sign of turbulences. Even when flying into a strong thermal, the wing behaved with similarly stability. It drops only slightly backwards and then pulls cleanly upwind. In the beginning I had counted on being "pushed out" with such a stable wing.

In order to take a tight turn in the thermal, the Ambar needs definite braking and assistance with weight shift. The Ambar has excellent qualities for slow flying, which also makes very tight turns possible. The brake pressure is moderately high and increases progressively.

An approaching collapse is clearly noticeable from the softening and gentle simultaneous bending of that wing-side. After the first signs of a loss of pressure, there is still sufficient time through use of the brakes to regain pressure and avoid a collapse.

The Ambar copes well with asymmetric collapses without pilot reaction. It only turns slightly off course, nods faintly in front and opens independently and quickly. If the pilot acts quickly after collapse, then the



Ambar is easily held in its flight direction; the remaining steering ability on the inflated side is still sufficiently large to do so.

Even with a dynamically induced (oscillated) or accelerated collapse without pilot action, the Ambar still does well. The wing turns 90 to 180 degrees off track, nods only moderately forward and recovers speedily. Even after severe collapses the wing opens again quickly all by itself.

With these qualities the Ambar presents itself as one of the most stable Basic Intermediates that I have flown up to now. Quite clearly a pure pleasure wing, which is also well suited for training.

PERFORMANCE

As this was the first Windtech canopy that I had the opportunity to test fly, I allowed plenty of time to try out and compare. Consequently I have flown the Ambar 29 directly in comparison with a good number of other paragliders in the 1/2 class.

With my wing loading of 3.3kg per square metre I attained a trim-speed of 34 to 35 km per hour. Therefore, the Ambar is not the fastest 1/2's. However, it is clearly within the speed range of its class. Using the speed bar to accelerate the wing, which demands a medium-high amount of pressure, it attains a maximum speed of 43km/h. Even though that is only a guiding value it does not overstretch that shown by the polar curve.

The minimum sink of 1.2m per second I found at 28km/h.

What is striking is the low minimal speed of 22km/h at which the Ambar remains still flying.

Andy Pfister: "Safe slow-flight. The Ambar has a wide braking range. Stalls are announced clearly."

Taking everything into account, this Spanish product's performance can be placed, in comparison to its fellow candidates, clearly in the mid-field of the DHV 1-2.

Fast Descent Techniques

Big Ears

For 'big ears', one must pull down the outermost of the three "A" stem (main lower) lines on each side. The wing-ends fold neatly under and can easily be held in that position. During this manoeuvre the Ambar can be steered well with weight shifting.

The sink rate with 'big ears' registered three metres per second, and increased, combined with full speed-bar to four metres per second. The 'big-ears' come out independently and promptly after letting go of the two outer stem A-lines.

B-Stall

To effect this fast descent manoeuvre, you need to use plenty of strength. After overcoming the first 12cm pull, the Ambar folds into the B-stall. If one wants to pull the B-riser further down in this particular flying configuration, the very short connection between the A, B and C risers proves troublesome. I tried



several times but did not manage to produce a really effective B-stall. The sink values are on average 5 - 6.5 metres per second. I would have liked a range of at least another 5 cm.

In turbulent air it was relatively difficult to hold the canopy in B-stall. After a quick letting go from the stall, the Ambar did, however, open promptly and without problems.

Spiral Dive

The best way is to bring the wing into the spiral via one or two rolling movements. The sink rate was then a useful 12 to 13 metres per second, and the outside wing stayed stable even without pilot input. Coming out of the spiral was just as simple and unproblematic.

Landing

As already mentioned, this basic intermediate allows a very low minimum speed. This will be advantageous especially for slower runners, or with nil wind or with light back-wind conditions. Furthermore, it is naturally much less stressful for a pilot coming in to land with a slow-flying more stable wing, than a faster racier machine.

Purchase Package

Besides a compression band, inner sack, rucksack and repair-set, the buyer receives a 51 page manual. The manual contains everything you need to know about the canopy. Line plans, quality certificates, service pages and attractive photos complete this. (For comprehensive information on the full Windtech Paragliding and Kite Surf range see the Windtech UK web-site at www.windtech.co.uk)

Summary

The Ambar fulfils all the class specific points mentioned excellently. Uncomplicated, nearly playful, easy launch behaviour & ground handling combined with a, in all situations, uncritical & forgiving flight-behaviour, makes it a rival of the 1/2 class, to be taken seriously.

The strength of the Ambar lies in its well-balanced behaviour. Marked weaknesses; there are none (small exception: B-stall).

With this canopy it was not so much its good performance, which really stood out, but mainly the uncomplicated flying enjoyment, which, even under somewhat 'ambitious' conditions, did not get lost.

The materials used to make this wing are of high quality, and so is the craftsmanship of the manufacture. All this, the Windtech pilot can get for an attractive price, which is great value for money: A successful entrant in the German-speaking market.

"...(The Ambar) fulfils the requirements of a beginner wing excellently: Effortless and easy launching and ground handling combined with forgiving flying characteristics in all situations."

Signed: Andy Pfister



FLY & GLIDE TEST TABLES

Flight Data and Rating

Min speed:	22 km/h
Trim speed (hands up, no accelerator):	34-35 km/h
Max speed (with acceleration):	43 km/h
Min sink:	around 1.2 m/s
Wing loading (kg/m²):	with test pilot at 72 kg: 3.30 kg/m ²
DHV - Quality-Seal:	Class 1 - 2 (GH)
DHV No.	GS 01 - 702 - 99

Fly & Glide Grading (suitable for):

- Beginners/School
- X Pilot for enjoyment
- Mountain climber
- Competition - cross country

TECHNICAL DATA

PRODUCER: Windtech

PRESENT DAY WINGS: Coral (DHV 1), Ambar (DHV 1-2), Serak (DHV 1-2), Quarx (DHV 2), Silex (AFNOR Competition), Tucan tandem (DHV 1-2)

AMBAR SIZES:	25	27	29	32
SURFACE flat (m²):	25.0	36.8	28.8	31.5
SPAN (m)	10.9	11.2	11.6	12.0
ASPECT RATIO	4.7	4.7	4.7	4.7
Number of cells	35	35	35	35
CANOPY weight (kg)	(?)	5.9	6.5	7.1
All up weight (kg)	60-85	75-95	85-105	95-120kg

Sail-cloth: Porcher, Marine, new Skytex. **Material / weight:** Nylon / 44 g/m²

Suspension lines: Cousin Frères. **Material:** ARAMID

- diameter: 2.1; 1.7; 1.1 mm

- stem-line per side: 3A / 4B (including Stabulo) 3C / 2D

**DESIGN AND FITTINGS**

Foot accelerator: yes

SEAMS

Top sail: inside
 Under sail: inside
 Seam guard: all the way round
 Braking grips: with grip-bar
 Arrest or lock: press button

EXTRAS

Compression band: yes
 Protective covering: yes
 Other: quick repair kit

PACKING RUCKSACK

(From 1, very good, to 6, inadequate)

Pack volume 1-2
 Carrying comfort 2
 Durability 1-2

FLIGHT CONDUCT

(From 1, very good, to 6, inadequate. These are not DHV results.)

Launch

Rising and inflating 1
 Strength needed 1-2
 Correction ,adjust 1
 Tendency to overshoot none or very little
 Brakes needed hardly any
 Speed at lift-off low

FLIGHT

(From 1 (very good), to 6 (inadequate). These are not DHV results.)

Direction stability 1
 Ability to fold 1-2
 Ease of turn 2
 Rolling ability 2



Reaction at hard turning 1
 Oscillating tendency hardly any
 Path of risers large
 Powers of steering moderate
 Negative tendency very little
 Provoked folding
 - stability 1
 - correction simple

SPECIAL FLIGHT MANOEUVRES

Stall limit late
B - stall:
 Strength req'd to induce high
 Efficiency low
 Leading out spontaneous

SPIRAL

Preparing average
 Efficiency average
 Special behaviour on exit none

LANDING

(From 1, very good, to 6, inadequate. These are not DHV results.)

Possibility of correction 1
 Special remarks B-stall travel limited

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Coaching Column by Trevor McLoughlin

Where has this year gone? What happened to summer? I hope we get a better one next year. Another year like the last and I think I'll emigrate. ☹

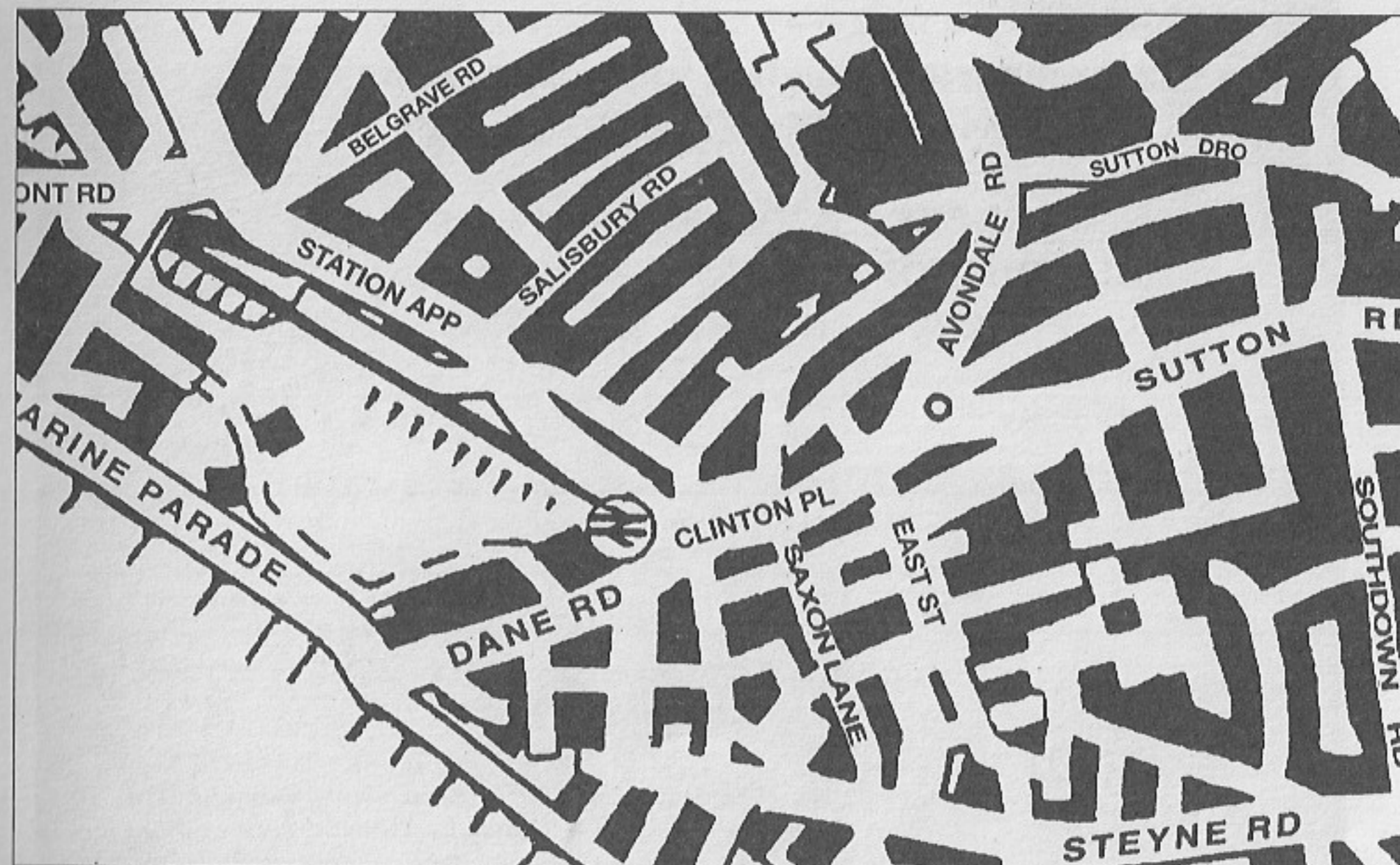
Talking of leaving the country, by the time you read this I shall be in Spain for one of my now regular autumn/spring trips with low airtime pilots looking for their first big thermals. Because of this, I'm afraid I won't be able to take any phone calls between the 6th and the 20th October unless you're prepared to call me on my Spanish number - 0034 6996 69637. By the way, in case it's not been amended elsewhere, my normal phone number has been changed to 0787 655 8684.

Meetings

What a turnout! It was great to see you all there. There were forty-seven people, with standing room only at the back. If you didn't make it, you missed a good evening. Many thanks to our 'champs', Russell Ogden and Steve Purdie for their talk on flying competitions.

Russell will be back at this month's meeting to talk about flying paragliders to their full potential - how to fly properly, keeping control of the wing in rough air and what to do when it does go wrong. He will also discuss aerobatic flying, looking at what has already been achieved and what is possible in the future. He will be using some video footage to demonstrate some of these manoeuvres.

It will be in the usual place: **The Wellington in Steyne Road, Seaford at 1930 on the 25th October.**





'Russian Appeal Continues

If you have desire and opportunity, help our club, please. We shall accept with gratitude any triviality: paragliding, pendant system (harness), spare parachute, knapsack, helmet, device, flying suit or repair material.

Thank you in advance

Our address is: *Rozhkovskiy Vasily Paragliding Club "Flight"*
Kirova Street, Maykop, Republic of Adygheya
Russian Federation 385003
E-mail: gliderfly@mail.ru



Educational process.



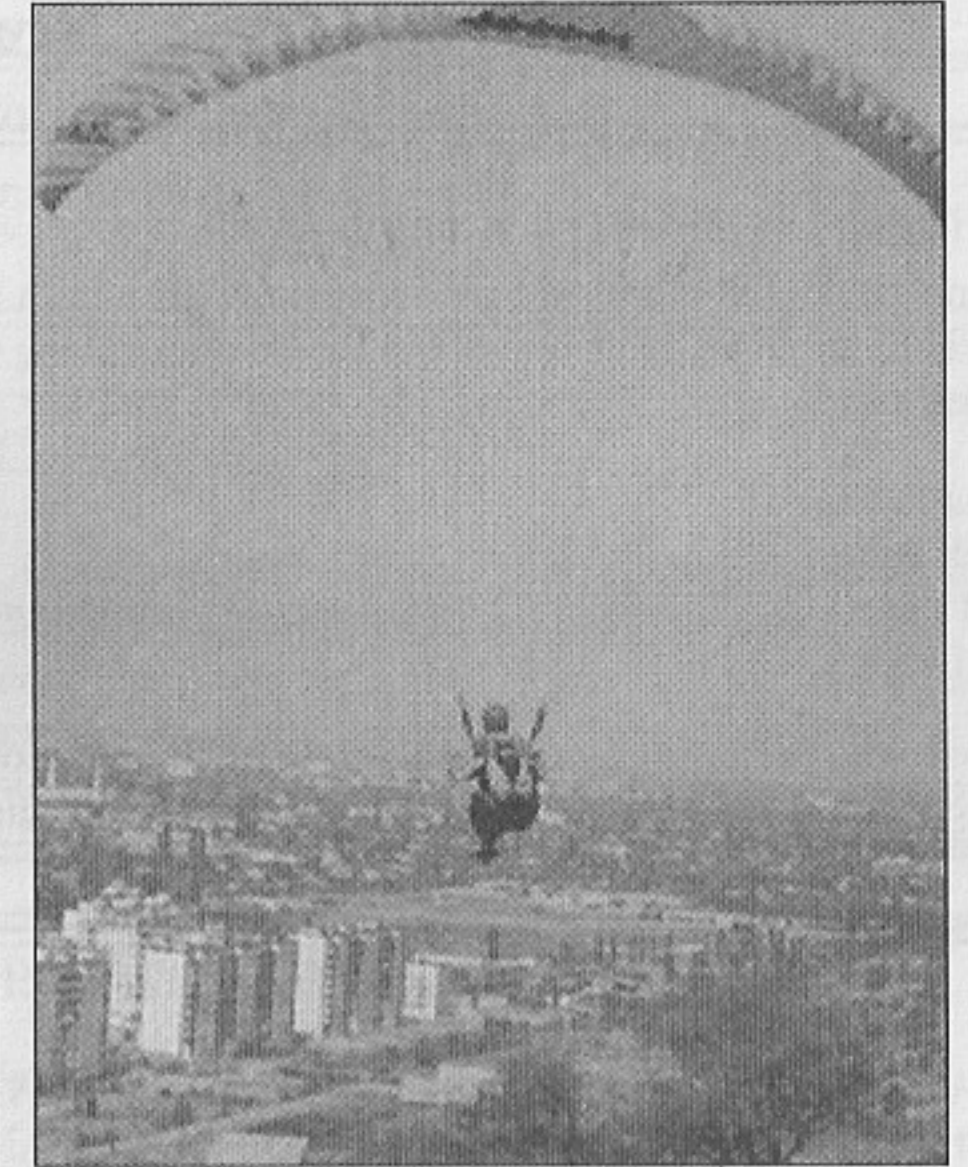
I on a landing.



Our club after flights.



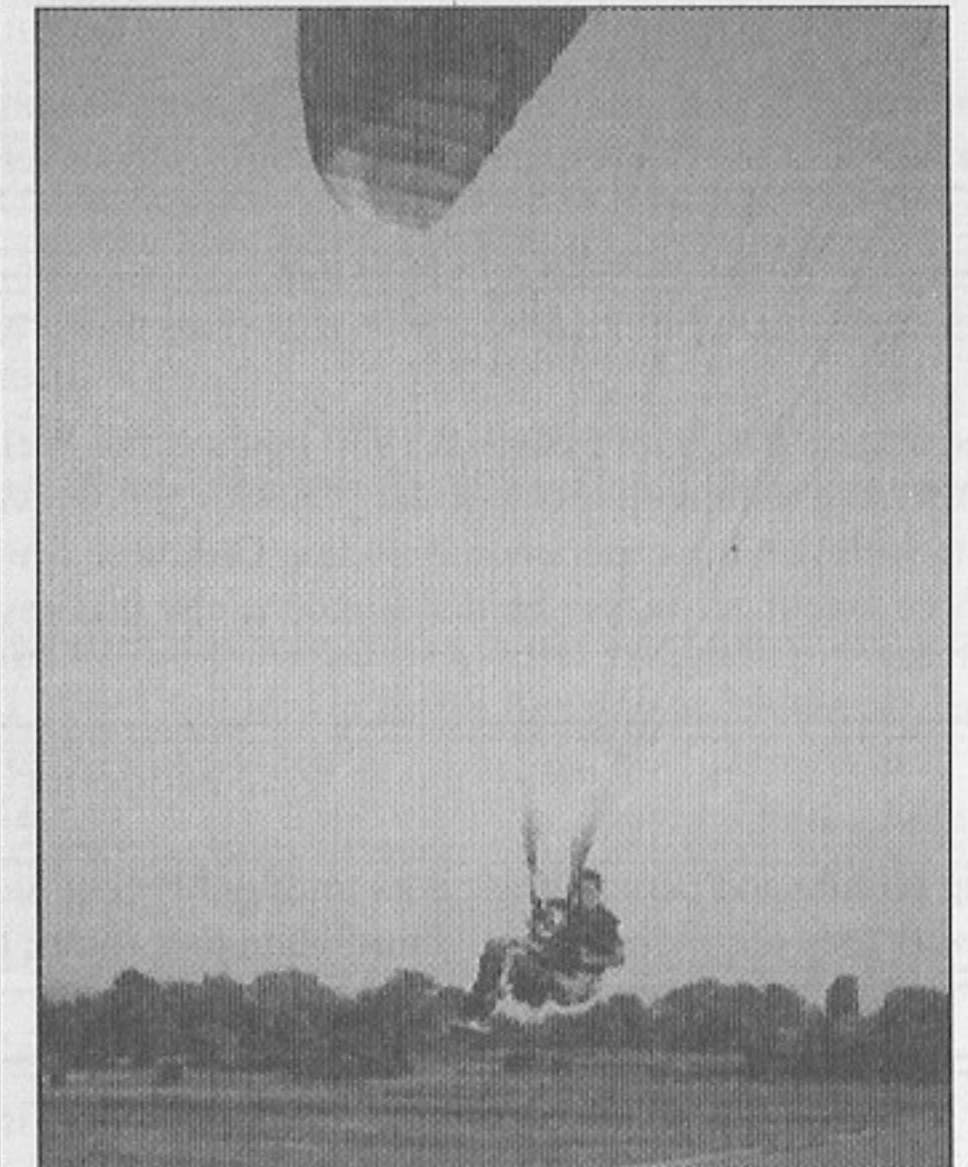
Emotions.....



Flight above our city.



Rise.



We fly together!.



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

We now welcome overseas visiting pilots as before. You can fly free for 3 months. Please send a photocopy of your insurance documents to the Club address. Please also familiarise yourself with English air law.

'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.

Coaching Meetings

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

Modeller's Bowl

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

Low Air Time Pilots

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



News

HG Aerotow Syndicate

Vacancies and training is available to all as we have received the all clear now for the S.E. of England
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.

Wanted

A budding web designer is needed to take over the running of the club web site. Interested? Then contact a committee member.

Paragliding Radio

Paragliding Radio is on the air every Thursday from 5:00 to 7:00 PM -- 00:00 to 02:00 UTC - Zulu time at <http://www.wsRadio.ws>

Join hosts David & Gabe Jebb as they discuss all aspects of the wonderful sport of paragliding. Feel free to call in with your comments and questions: 888 327-0061 toll free in North America and Internationally at 1, 760 476-4111. Call for a chance to win a free paragliding video by asking the best question or telling the most interesting (short) flying tale. Fly Safe.
David & Gabe Jebb



News

Club email forum finds new home

The SHGC runs an email forum, which is used for all sorts of SHGC related discussion, - everything from up to the minute site news to scurrilous rumour and innuendo. We have recently taken over running this list directly ourselves, so there will be no more advertisements.

All members are welcome to sign themselves up to it - the process is automated. Just email "forum-subscribe@shgc.demon.co.uk" with an empty message and the program will reply with instructions, asking for confirmation (to prevent you subscribing other people). Actual messages for the forum should be sent to "forum@shgc.demon.co.uk".

Hot Tip - your local email expert can probably set up a "filter" on your computer so the forum messages go into a separate folder instead of getting mixed up with your regular email

noticeboard

Small advert 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 Wditor in advance). All adverts will be removed after 3 months of showing unless otherwise requested.

Room to let in a semi rural house situated in the heart of the South Downs (near West Firlie grid TQ484 082, five miles East of Lewes off the A27). Minutes from most of our major flying sites and some major walks. 10 Minutes from the Sea. Large garden. £256/month, includes wood fires and wine most nights.



Any other bills extra. Call Tefal 078 0264 0176

For Sale

Lindsay Ruddock vario. Ideally a hang glider instrument. Legendary sensitivity and really excellent audio. With digital averager and built in skywatch ASI. Clamp for aerofoil upright. £120
Justin. Tel H 01252 541620 M 0774 8766585 justin.needham@nokia.com



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NOVA VERTEX 26, 85 - 105kg, DHV 2/3, Red, 120hrs, standard (sheathed) lines, bag included. Lines, material, stitching, all in very good condition. £400 offers.
Call Carlo on 01323 871 383 or Mobile 07884 49 66 70 or
email: carlo@windtech.co.uk

ADVANCE SIGMA 4, small, 65-85 kg all-up. DHV 2-3, superb handling, excellent condition. Approx 60 hours. First reasonable offer accepted.
Tel John on 01273 308360 or 01252 782500

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

PG HARNESS, Skyline 'Supersede', size M-L. Rear lower mounted parachute, including handle & bridles, with space for single/tandem parachute. Good storage space top & bottom back, plus side pockets. DHV tested. VG condition. Excellent weightshift & feel. Cross-bracing. Double back & side adjustment for extra comfort. Plenty of space for ballast bag underneath & back protection. £180 offers. Call Carlo on 01323 871 383 or
Mobile 07884 49 66 70 or email: carlo@windtech.co.uk

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

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Bargains Galore! Make us an offer!

AIRWAVE RAVE 27. Lilac. £499

TREKKING ODYSSEY, medium, fair condition. £199

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

AIREA SESSION medium, red. Good condition. £899. Perfect for a beginner on a budget.

AIRWAVE XXX. Medium. Blue/white. Excellent condition, our demonstrator. £950 / offers

AIRWAVE HARMONY 27 (med) Great condition, purple. £450

APCO SPECTRA 27 (medium). 12-A's. Ex. Harness. £699

ITV ATIKS Medium 29. Ex. Harness. The Solent Crosser! ... £399

UP PICKUP TANDEM. Good cond., Ex. Harness. £899

TANDEM ITV MERAK, average condition, ex. Harness. £849

C&J Pod Lite Type, h/gliding harness medium - £250

POD II h/g harness, small. £150

GULL RACER pod-type hang gliding harness. £75 Call SKY SYSTEMS on 01273 556695

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: rured@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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Room to let in friendly house
Mark and Annie are looking for a lodger to share their house in Ringmer (Centre of the flying mecca!) well, down wind from Caburn to be slightly more specific!
280mth inc. bills
Phone 01273 812 331 / 0976 706 056 / 07990 553 747

PG RESERVE PARACHUTE,
Junkers, 35m2, DHV tested, max load 120kg, very good condition. RRP £360, sell for £200 offers. Call Carlo on 01323 871 383 or Mobile 07884 49 66 70 or email: carlo@windtech.co.uk

Advance Sigma 4
Large, 2 tone blue, only 32 hours, with Rap harness, large Profly reserve, vario, new Charly helmet with radio connector.
£850 the lot
Mel Quick 01243 555797

FLYING SUIT XL, SUP'AIR all season, brand new - never worn, unwanted prize. Nice looking suit, colour green/cream. RRP £130, sell for £90 offers. Call Carlo on 01323 871 383
or Mobile 07884 49 66 70 or email: carlo@windtech.co.uk

Skywings March 1990 to present. £35 ono
01273 739344

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

Edel Response, medium white/red. 85-100kg, DHV 2/3, approx 60 hrs. Very good condition. £700.
Call Dave on 01273 696864 or mobile 07769 692951. Email: dave@d-aviation.co.uk

For Sale. **Woody Valley Nailer** competition HG harness. Good condition, very comfortable and streamlined. Suit 10-12st 5'10 - 6' pilot. £200.
Justin. Tel H 01252 541620 M 0774 8766585
justin.needham@nokia.com