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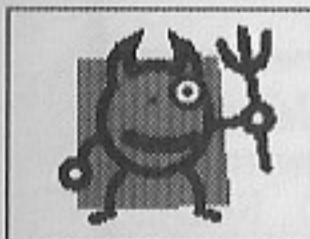
We will be in **Epidavros, Greece**, for some Autumn Paragliding Paradise - 12th to 19th October.

November - **Southern Spain**, more details & dates soon...

We are already taking bookings for these trips, so don't leave it too late and miss out!

*For our full 2002 calendar, Call 01273 556695 or
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WINDSOCK

April 2002



Flying High



Editorial

Hi all, as my first job as your new editor I must thank Diana for all her hard work over the last two years. I hope that I can keep up the standards that Diana has set and hopefully improve on the very high standard.

First of all I must apologise for the lateness of this my first issue. No real excuse just pressures of work. I now know what Di went through every month. From the précis of the AGM minutes you will see that it has been minuted that I will be taking over the editorship of "Windsock" on a temporary basis. Yeah and pigs fly. However should there be anyone

I must thank your new Chairman for taking over from me. Yes it will mean that my 'er indoors will see more of me, however it will give me more time to go up the gym and carry on my fitness regime. Shut up Ozzie.

As per usual I would appreciate your articles, pictures jokes etc. I have the ability to use most formats. Could someone from the "London Wing" take some photo's and email them to me. I am sure that the other members would like to see what you get up to.

As mentioned in the summary of April's committee meeting, it is planned to try and jazz up "Windsock". Any ideas from you the members would be most appreciated.

windsock

Thrown together and edited by
Paul Coidan



Chairman's Letter

So there I was at the AGM. I could hardly get into the packed hall, full of eager pilots determined to have their say, and jostling in the queue to put their names down for committee posts... Er, Wossat? I've been dreaming again? Oh, right, it was just the usual few. In fact it wasn't even as many as that. The excuses I heard the next day as to why everyone wasn't there could fill a book. The last time I heard those sort of excuses, I was making them up, explaining to my teacher why I hadn't done my homework...

So what happened at the AGM? I hear you ask. Some bright spark suggested a subs increase and it was passed. Please note that this came from a member, not the committee. No doubt there will be complaints amongst you, but you didn't turn up to vote it down, did you?

On the bright side, the rise is only a couple of pints these days, and it's the first since I've been in the club (9 years). The extra money will go for site purchase.

The other thing that happened at the AGM is that I got voted into the chairman's post. Only one dissenter, and that was me... Paul has moved over to be Windsock editor. Thanks are due to Paul for his efforts over the last few years, somewhat heroically, he drove down to committee meetings from Norfolk. No doubt his wife will be glad to see him in on Wednesday evenings. Indeed, thanks are due to all the committee, who do a sterling job, and get no thanks for it.

As most of you on the hill might know, I am actively 'bilingual', one of the few pilots in the club to fly both sorts of machines on a regular basis. The figures for the split of fliers currently in the club is:-

Paragliding only	402
Hang gliding only	97
Both	44

If anything happens during my stint as chairman, I'd like to see that last figure increase dramatically. And it would be good to see some more of those 402 put something back into the club, too.

Regards
Dave



Summary Following Committee Meeting 4th April 2002

- The Aero-tow group is gaining James Clewer as a new tug pilot, and is in the process of getting a new, more powerful tug.
- The membership fee increase as voted for by the AGM will go ahead, but we will keep school fees the same, since they were only set last year.
- HG Comps post still empty, would you like to organise the club challenge teams? (See John Lancaster for PG comps)
- New airspace map out, lots of small changes.
- Several silly spring accidents - be careful. Please, please keep Michel informed about anything you know about any incident, even if you only hear a rumour!
- The rape seed at the Dyke is now tall enough to pose a danger - be careful not to be short of the bottom landing.
- Trevor's club night meetings going strong, Club Pilot lectures are on at the moment!
- Summer do aiming for first or second week in July, on a Saturday.
- Committee looking to Jazz Windsock up, any contributions however small are welcomed.

Wanted

Hang Gliding Competitions Officer

With Ozzie standing down at the AGM from this post, and there being no body willing to throw their hat into the ring, your committee is actively seeking somebody to fill this post. Unlike Ozzie, the ability to consume vast quantities of ale and tell stories into the wee small hours is not essential but it would help.

Paragliding Day Fee Collector

The title says it all. However, you will be required to collect day membership fees from visiting pilots.

Interested in any of the above post? Then contact your nearest committee member. These positions carry free club membership after a year's service.



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Trips for 2002.

Crete: Sept 24th - Oct 1st.

Crete is far enough south and east to virtually guarantee good weather throughout the season - only a handful of days were unsuitable for flying last season. With mountains rising to 2500m, reliable flying conditions and reputedly the cleanest seas in the Mediterranean Crete is an ideal late season destination for a paragliding tripin September the sea should be positively balmy.....**£375.**

Lanzarote: Nov 28th - Dec 5th and/or Dec 5th - Dec 12th.

Sea...Sun...Surf...Fun...and... Flying.....In December?

After another successful trip in 2001 **D-aviation** will be returning to a luxury villa in Lanzarote for the fourth year for our usual pre-festive jaunt - join us for some winter sun and flying. Accommodation, breakfast, car hire, guiding.....**£375 pw.**

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E-mail: dave@d-aviation.co.uk

www.d-aviation.co.uk

Sheep Worrying In Wales

Now That We Have Your Attention

Ozzie is arranging another of his famous trips to the Long Mynd. The dates being the weekend dated the 25th & 26th of May. All perversions welcome. Interested? Then contact Ozzie on :-
Tel :- 01273 418293 Mob :- 07801 514829



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SERAK



Gleitschirm (No.1 Austrian) Magazine:

"The revolution is to be found inside the wing..."
"The quality and finish of the wing are altogether excellent, and all the materials used of very high quality"
"... all an obvious sign of the excellent attention to detail and high quality standards that Windtech maintain."
"The launch characteristics are totally well-balanced."
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"... really quite impressive" and "extraordinarily stable"
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"... a wing with outstanding security and maximum performance..."
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Parapente (No.1 French) Magazine:

"The Serak is very manoeuvrable and light on the brakes"
"The Serak handles from the tips of one's fingers, with lightness and with pleasure" "Very solid and very usable accelerated!"
"I even abuse the accelerator in lift, it's such a regal delight"
"Here's a glider that knows how to live: you demand, she executes, without inertia, with precision" "She is very fun to fly"
"Pure performance... the Serak rests in most excellent standards..."
The Pluses: Manoeuvrability; The fun side!
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windsock

Marshalling at Devil's Dyke

When it is your turn to marshal at the Dyke it is important that you **turn up, or find a substitute**. Your job is to help reduce overcrowding, and ensure air time is used fairly by all. Being the Marshal does **not** mean that you can't fly, you just have to organise it with the other Marshals on the day.

Before you marshal

Read the Site Guide. Know the rules. Note any NOTAMS ('Notice to Airmen') for the day (published in Windsock).

Marshalling Guidelines

If it is flyable, the Marshals of the day must collect the site control equipment from the metal cupboard outside the boiler room. This is in front of the outside toilets at the east side of the Devil's Dyke pub. The cupboard is padlocked; the combination is '1273'. Remember it as the dialling code for Brighton. The equipment consists of a logbook, 6 SHGC flags, strips of day-glo material, a black board, a split session '1/1' Flag, a low air time (red ribbon) 'L' flag, a large red cross and an air horn. Sign yourself in in the logbook.

Set up a "Gate" in front of the pub. This consists of two flags. It will be either open, or with tape across it, closed. Additional gates may be set up as required in the Paddock or North bowl. Pilots may take off anywhere within the allocated areas **only when the gate is open**.

Pilots should read the marshalling board before flying, for current information, e.g. times for split of hang glider/paraglider/'red ribbon' sessions, details of NOTAMS, relevant information for the day etc. So write this information on the blackboard.

Assess the conditions. If the site becomes too crowded, close the gate by putting the day-glo tape across it. Pilots may not launch when the gate is closed, but you may allow flying on a 'one land/one take off' basis. The closed gate is to allow you to restrict the numbers of pilots in the air. If for instance 20+ pilots are flying below 300ft ATO, in the bowl to pub area, then close the gate. However, conditions may well dictate that a lesser number of pilots in the air may be more appropriate.

Split sessions. If conditions are such that both hang gliders and paragliders are flying, and it becomes crowded, it may be necessary to have split sessions, i.e. half an hour of one craft, then half an hour of the other. It may also be necessary to have a session for red-ribbon pilots only, to allow them more room. Set a time for these sessions, and write them on the blackboard in advance.

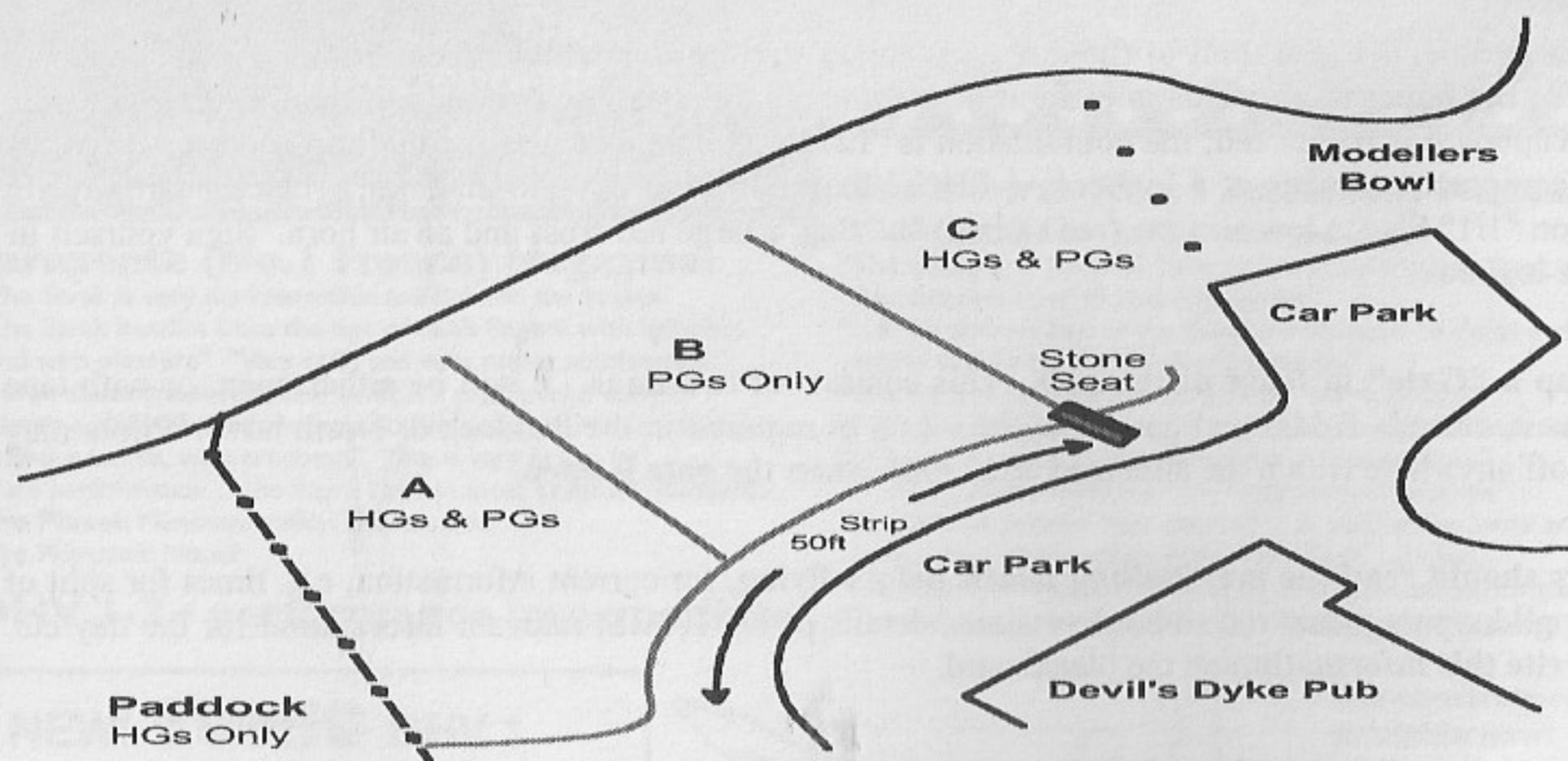
The Split session flag '1/1' indicates a _ hr for paragliders, _ hr for hang gliders, or red ribbon pilots. The Low air time session flag 'L' indicates time for red ribbon pilots, hang gliders or paragliders, but **not together**. Do not restrict the other pilots from flying for long periods by having one special session after another, and try to avoid using the best part of the day for red ribbon pilots.



Please note that hang glider pilots may not wish to take off in the early part of the session if they are waiting for the right conditions. This can cause ill feeling among the other grounded pilots. Once hang glider pilots get off the ground, it is often better to let them continue flying after the session is over rather than get them to land. The main problem for hang gliders is to be able to take off without paragliders getting in the way. Requests for split or special sessions should not be unreasonably withheld. **The signal to land is a single blast of the air horn.**

In the case of a serious accident, the large red cross is the 'Emergency land now' signal and/or **three blasts of the air horn**. Use it only in the event of an accident or emergency. Pilots are then required to clear the area as quickly as possible and land, **all but the closest pilots must bottom land**. Please remember that a helicopter may be arriving in a matter of minutes and pilots must not get in the way, or allow unattended canopies or gliders to get in the way.

THE A, B AND C AREAS:



The main paraglider take off in front of the car park has been divided into three areas:

Area A, bounded by the paddock fence and the beginning of the pub, and **Area C**, bounded by the stone seat and the modellers bowl markers, are for hang glider rigging, parking and take off in addition to Paragliders.

Area B is exclusively for paragliders to rig and take off and is bounded by the stone seat on the east, and the end of the pub on the west.

It is important to leave at least a 50ft strip in front of the car park for public access and viewing.

If you need help or advice from experienced pilots, ask for it. **Enjoy your Day**



Airspace News from Michel Carnet

Last year with the XC league closed, there was less incentive to cut airspace, so there weren't too many reports of infringement. There have been a few problems with Shoreham Airport though. Last year there were people thermalling in close to the ATZ during the air show, despite the warnings printed in Windsock. More recently there was another problem with someone being at least perceived as being in the ATZ. The Shoreham Airport ATZ goes as far as Anchor valley, at the back of Truleigh Hill. Also, on some GPS units such as the Garmin GPS 3 Pilot, the ATZ is displayed in an incorrect size!

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Data Amendment Form

Are we in the picture?

If your personal details are incorrect on our database, please use the form below to update us. Please ✓ the relevant box and send your amendments to the Membership Secretary at the PO Box address.

Name Spelling		Address Spelling	
<input type="checkbox"/>		<input type="checkbox"/>	
Name Change	Address Change	Rating Change	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Tel No Change		Tel No Correction	
<input type="checkbox"/>		<input type="checkbox"/>	

Name	
Address	
Tel No	
Rating	



Marshalling Rota

Date	Type	Name	Telephone Number
30/03/02	HG	Paul Goodyear	01444 831047
	PG	Paul Andon	07802 640176
31/03/02	PG	Tim Charlwood	01243 514774
	HG	Paul Lacon	020 8597 1234
01/04/02	PG	Michael Alan Lowe	01306 712394
	PG	Peter Ovenden	01883 345527
06/04/02	HG	Dave Sirockin	020 7737 4148
	PG	Frederic Perdrix	020 7403 3247
07/04/02	PG	David Parkinson	01903 502542
	HG	Kevin Grey	020 8767 7897
13/04/02	PG	Barry Busby	01628 24788
	PG	David Wright	01273 513642
14/04/02	HG	Phil Seeley	01252 679768
	PG	Carl Cobb	01323 833188
20/04/02	PG	Philip Wells-Pestell	01273 307139
	HG	Bruce Kavanagh	01252 675056
21/04/02	PG	Steve Conway	020 8777 3827
	PG	Terence Warren	01753 795123
27/04/02	HG	David Elsdon	01273 478712
	PG	Robert Creber	01375 675001
28/04/02	PG	Ioan Tudor Jones	020 8940 4277
	HG	Craig Dolwin	01793 782960
04/05/02	PG	Stephen Hampton	01903 762195
	PG	Mark Tattersall	020 8944 1387
27/04/02	HG	Malcolm Beard	01635 38107
	PG	Dave Lewis	01273 589787
28/04/02	PG	Anthony Tandy	01279 303328
	HG	Jon Card	
28/04/02	PG	John Lomax	020 7223 6380
	PG	Chris Smith	01255 473944
04/05/02	HG	John Hewitt	07940 520077
	PG	Michael Eldergill	01444 416687
04/05/02	PG	Steuart Padwick	020 7284 3804
	HG	Philip Maillardet	01959 523742
04/05/02	PG	Robert McGregor	01323 726768
	PG	Julian Monypenny	01895 634891

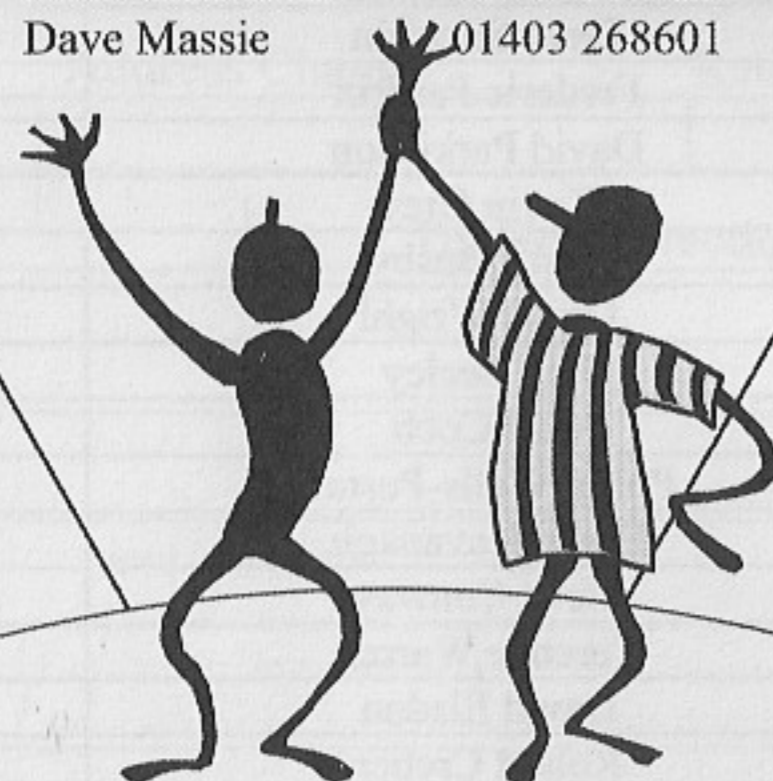
If any of the above data is incorrect, please complete the form on the opposite page

If you cannot marshal on the day allocated to you, it is your responsibility to find a replacement, i.e. ring someone on the list to agree a swap and advise the changes to all marshals affected



Hang Gliding Coaches

Paul Coidan	01953 688266
Martin Brady	01444 233346
Will Greenwood	01273 477388
Ozzie Haines	01273 418293
Dave Matthews	01273 857163
Ron Richardson	01689 856723
Dave Massie	01403 268601



Paragliding Coaches

Steve Brewer	01403 710739
Bobby Brown	01892 663338
Peter Fox	01273 516431
Adam Goodsell	01273 711190
Jerry Hansen	01273 461783
Jim Hardiman	0208 311 0683
Dave Lewis	01273 589787
Dave Massie	01403 268601
Barry Philpott	01444 482225
Simon Oliphant	0207 476 5490
Mandy Sharpe	01273 589787
Simon Steel	079 9057 4109
Stewart Swanton	01273 732219
Aidan Toase	020 8789 9768



Coaching Column by Trevor McLoughlin

Well, it's certainly been nice to get out and fly a bit hasn't it? I hope you've all been able to get out and brush off the cobwebs. There have been lots of demo gliders around for you to try – I hope you've all made the most of it. There are some great DHV1/2s out there now, so if you're not a regular flyer, this year could be the right time to lose that DHV2 or 2/3 wing.

Apology

Sorry about last month's article, only about 70% of it got printed. I thought Di had screwed up, but it was my fault – I sent her the wrong file. Doh!

The Club Coach Meeting

As you're probably all aware, I wrote to all of our coaches inviting them to come along to a special meeting where we could discuss the future of coaching within our club. The following coaches were the ones who made the effort to come along, and are listed in the order of their arrival: John Lancaster, Mandy Sharpe, Aidan Toase, Dave Massie, Ozzie Haines, Dave Lewis, Will Greenwood, Martin Brady, Pete Fox and Adam Goodsell. Jerry Hanson and Simon Steel told me they wouldn't be able to make it because of work commitments, but they both let me know their feelings on my list of proposals. Andy Coulstock and Tony Nancarrow have now joined our team and they were both present too. Thanks to Martin (Bushwhacker) Forss for coming along and giving his support.

We discussed quite a few points, most of which will be implemented in the future. The most important being that we will all meet regularly to improve communication between ourselves, which will hopefully, make a big difference on the hill in the long run. We all consider the meeting to have been a great success, and I would like to thank everyone who came along. Our coaching system will improve, of that you can be sure. Please don't forget though – we still need more coaches, if you'd like to get involved please call or email me.

Club Meetings

Our usual Seaford meeting last Thursday went very well, with Dave Massie, our new chairman talking about thermalling techniques, sources and triggers. There was input from some of our other experienced pilots too. A very good turnout once again – forty-six people (almost double what we had at the AGM). We had pilots of all experience levels ranging from barely EP to AP, a few instructors and a couple of CFIs. Thanks to all of you, for your continued support. If you've not been coming to these meetings you're missing a lot of good tips from some of our best pilots.

Next month, we'll be talking about Marshalling, Safety and something I hope you'll never have to do – dealing with an accident. It will be on **Thursday 25th April, Wellington, 8 o'clock** as usual. Don't miss it; this is something a lot of you have asked for.

The London Meetings are going from strength to strength, with at least a dozen people turning up on a regular basis now. This is how our Seaford ones started, so come on give them your support. You guys living in London have no excuse; it's easily accessible by tube, train or bus. The next one will be on **Wednesday 24th April in The Victoria Inn, Upper Belgrade Street** just outside Victoria Station (not the one in the Station). Start time isn't set; people will be there from 6 o'clock onwards – look out for Skywings on the table or bar. Contact David Roberts on 0786 753 7957 if you need to. At the moment



they are just trying to get a core group together to justify getting a function room for talks etc. Don't miss it, enough of you moan about not being able to get to Seaford!

Pilot Lectures

By the time you read this, we will have started these. Remember, you don't have to sit your exam if you don't want to.

BRAZIL TRIPS FEBRUARY / MARCH 2003 with Carlo Borsattino, carlo@windtech.co.uk

Hi all. I am organising some 2-3 week trips to Governador Valadares, in Brazil, for February / March 2003, starting around the 17th Feb 2003. I was organising some trips for Feb 2002, and had plenty of people interested but due to unforeseen circumstances, I decided it was better to cancel them and instead re-organise them for 2003. Anyone seriously interested in these trips should get in touch with me ASAP to get a place. The trips will be aimed at pilots with an absolute minimum of CP plus 10hrs, and reasonably current.

The flying in GV is very friendly, with an 800m high green grassy mountain surrounded by lush green countryside and rolling hills not dissimilar to the South Downs. Generally the wind is very light in this area, and good forward launch technique is required. It is pure thermal flying in VG - no ridge soaring at all - with big wide easy thermals and easy conditions that are absolutley ideal for pilots who are wanting to practice their thermalling and XC skills. I have been flying in many places (All over Europe, Africa, Australia, Argentina, Israel...), but GV has the best combination of reliably good XC conditions in a relatively stress free environment. There are many other places that are superb for XC flying, but GV's combination of abundant thermals, light wind, low turbulence, and lovely green rolling hills, make it the perfect place for XC flying. For pilots wanting to do their first XC flights, GV is ideal, but it would be better for pilots to already have at least some thermalling experience. For more experienced pilots, GV is also an absolute heaven, especially for British pilots, as great XC flights can be made regularly here. Most days in GV are like the best epic days in the UK, but without all the wind!

Of course, Brazil has many other virtues that make it well worth the trip, that I'm sure I don't have to go into!... February is Carnival time in Brazil, and it would be easy to mix a flying trip to Rio and/or any of Brazil's other fantastic exotic locations. Prepare for serious culture shock, and never wanting to return to the UK ever again!

I have already 3 people 100% confirmed for these trips, I will need a minimum of 8 to make the trip economically viable. Places will be limited. Trips will be 2 or 3 weeks duration (to make it worthwhile). Once I have enough people to confirm the trip, we will confirm dates and make bookings for our group. For more info get in touch ASAP!

My contact details are: Carlo Borsattino,
Windtech & Waves UK
St Christopher's
Star Lane
Alfriston
East Sussex BN26 5TE.

Tel / Fax: +44 (0)1323 871 383 **email:** carlo@windtech.co.uk

There will be more info posted on my web site www.windtech.co.uk soon.

Cheers
Carlo



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

AIRWORKS

Opening Times

The shop is open at the following times:

Mon – Sat 10.00 - 5.30
Sundays Closed (unless it's flyable)

The kettle is always hot; why not call in for a coffee and a chat?

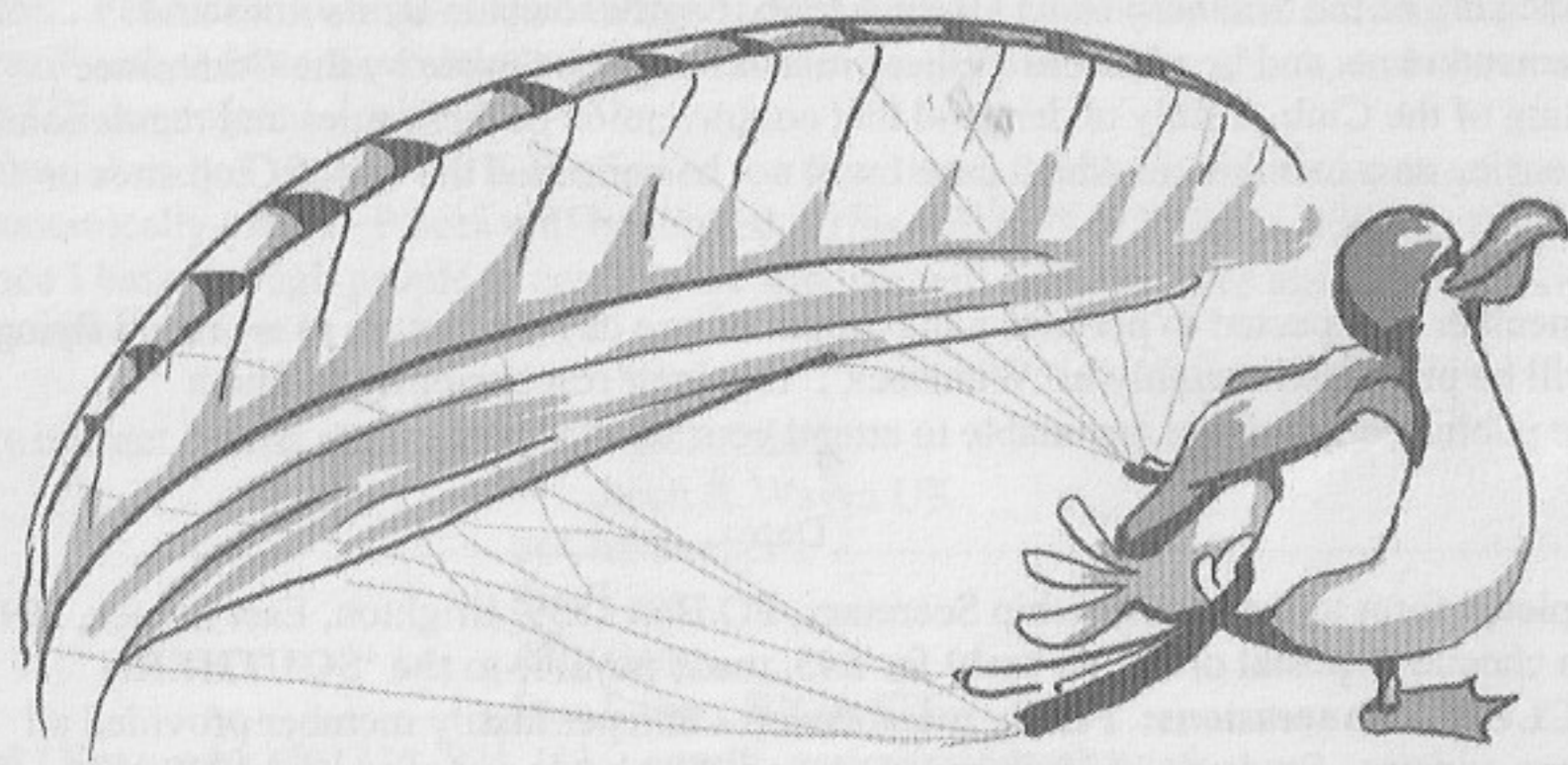
Books & Videos

Not sure which book or video you want? Then come along and have a look at ours before you buy.

New in:

Colonel Basir's Flying Circus. This is all about paramotoring in Malaysia and must be seen to be believed! Only £20.00

Super Fly Hard – After having some audio problems; these are now back in stock at £27.50. The sequel to Fly Hard - a little expensive, but worth it.



Demo Gliders To Fly

Gin Nomad (m)	85 – 105kg	DHV2/3
Gin Oasis (m)	85 – 105kg	DHV1/2
Gradient Bliss 26	80 – 100kg	DHV 2/3
Gradient Bliss 28	95 – 120kg	DHV 2/3
Gradient Onyx 26	80 – 100kg	DHV1/2
Windtech Quarx 27	85 – 105kg	DHV2
Windtech Serak (m)	85 – 105kg	DHV1/2

If you want us to get you a demo glider – just call and we'll arrange it!

We also want your old glider for part exchange on a shiny new one. Call us now for our best offer - **minimum £500 trade-in for your old glider.** DHV1 & 1/2s especially wanted. We supply most manufacturers' kit.

New GIN Gloves

These new gloves from GIN are brilliant. 40g Thinsulate lining and neoprene cuffs. Reinforced fingers for big ears – definitely the best around.

Best of all they only cost £29.95 a pair. As seen in XC mag.

Suits & Boots

We still stock the usual range of Sup-Air and Skyline suits etc. Which one do you want? **New in – Gin & Edel suits.**

Hanwags, Steglair, Stadler, Salomon, Crispi, Scarpa etc. Call for prices – they start at only £99.

Coaching & Lectures

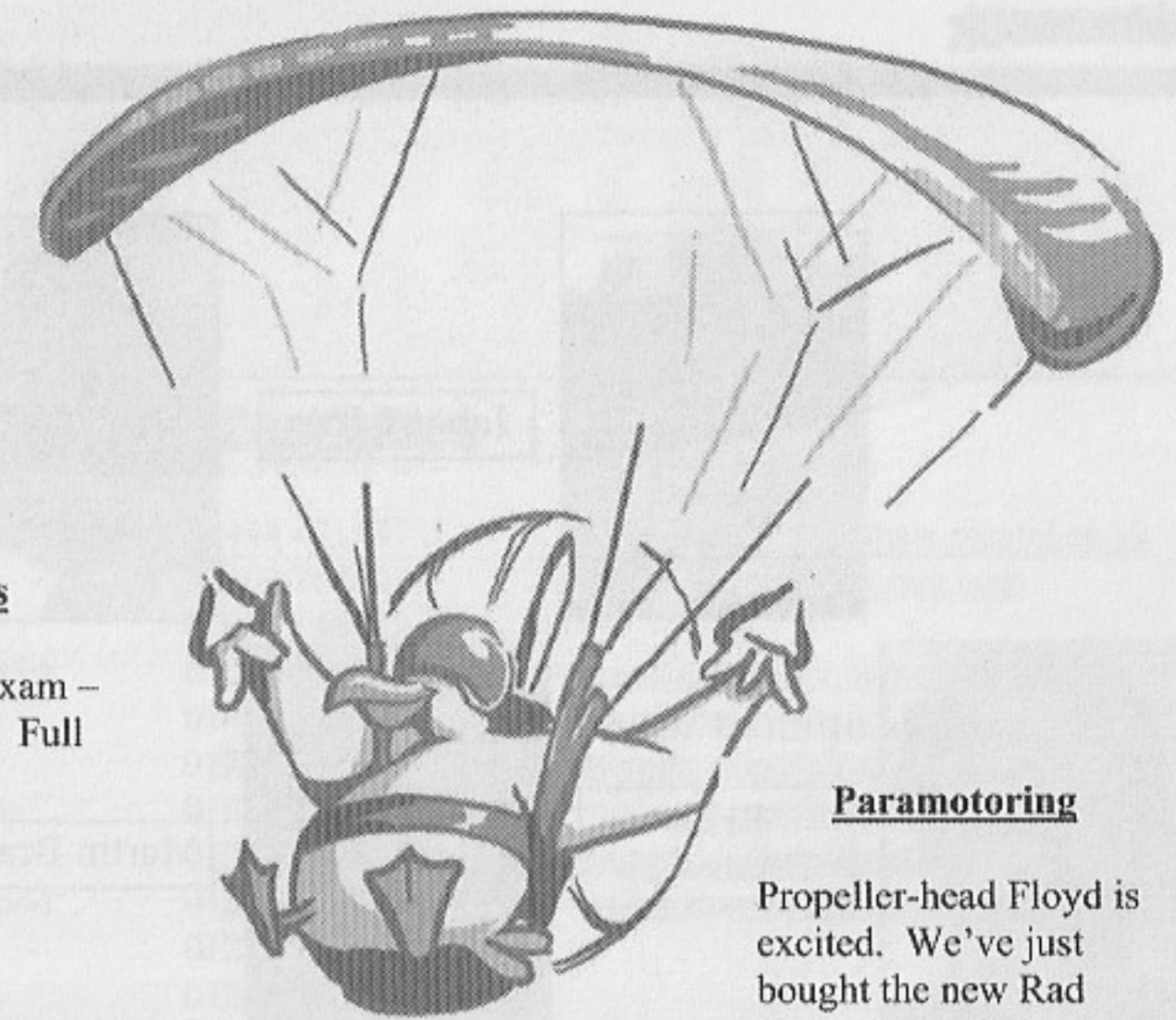
We'll be doing regular lecture evenings soon; there will be talks on weather, air law, and theory of flight from EP to AP, novice to instructor. There will be one and two day courses on various other aspects of flying too. Watch this space for more details!

Trevor's Pilot Revision Notes

Will help get you through the Pilot Exam – designed to complement his lectures. Full colour & ring-bound. £7.50

Odds & Sods

Varios (Brauniger, Flytec, Digifly), Radios (Icom, Alinco, Kenwood), Bridle Knives, Balaclavas, Hats, Gloves, Windsocks, Map Holders, Flight Decks, T-shirts, Drinking Systems. If we don't have it, we'll try and get it for you within 48 hours.



Paramotoring

Propeller-head Floyd is excited. We've just bought the new Rad MXL, it's so light – less than 17kg with 50kg of thrust.

He's quite happy for you to come and take a look, or even have a go if you know what you're doing.

Used Kit For Sale

Gliders

Frantic Plus (m)	80-100kg	DHV1/2 As new,	£800
Gradient Saphir 2000 28	85-110kg	DHV2/3, Ex demo, as new	£995
Nova Vertex 24	75-95kg	DHV2/3, Spotless, as new	£895
Nova X-Ray 20	65-85kg	DHV2, Very good condition	£700
Nova Axon 26	85-105kg	DHV2, as new	£800
Nova Axon 26	85-105kg	DHV2, Slightly faded	£350
Nova Xyon 24	75-95kg	DHV2/3, Good condition	£400
Nova Xyon 26	85-105kg	DHV2/3, Good condition	£400

All of the above are open to offers – give us a call and haggle

Harnesses

High Adventure Cygnus Airbag (L),	Very good condition	£200
Firebird Nitro (L),	Average condition	£100
Sup-air Profeel (M)	Very good condition	£150

Reserves

Edel RS2 V-bridle – medium	Checked & re-packed	£250
Trekking V-Bridle - large	Checked & re-packed	£200
Metamorphosi 16 (suit anorexic dwarf)	Checked & re-packed	£75

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Trevor McLoughlin



Michel Carnet



John Lancaster



Nigel Barrett



Stewart Swanton

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Club Forum E-mail.

To Subscribe: forum-subscribe@shgc.demon.co.uk
 To Unsubscribe: forum-unsubscribe@shgc.demon.co.uk
 To Mail Forum: forum@shgc.demon.co.uk
 To Mail Committee: committee@shgc.demon.co.uk
 This will only go to committee members. It will not be posted on the forum.



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.org.uk

Aerotow Information Line
 01273 486657
 Beddingham Weather Station
 01273 858174



THE BRITISH PARAGLIDING CUP 2002 by Carlo Borsattino, carlo@windtech.co.uk

Hi all. I would like to make everyone in the Southern Hang Gliding Club aware of the British Paragliding Cup (BPCup) series for 2002. I will be taking part in this series for this year, and would like to invite any pilots to come along with me. To find out more about the BPCup, and see if you would like to take part and are suitably qualified, there is some info on the BPCup 2002 below, including details of the basic requirements for pilots and their equipment. I would like to put together a Southern Hang Gliding Club team - of all levels, not just the sky dogs - for which I will be willing to lend my services as 'team captain' and give XC flying and competition coaching, if pilots wanted it. For pilots wanting to improve their all round flying skills, as well as those wanting to have a dabble at the competition flying thing, I would think that this could prove very good all round flying experience indeed.

ABOUT THE BPCup

The British Paragliding Cup is a series of paragliding competitions held throughout the UK. Amongst aims of the BPCup are to give pilots the opportunity to dramatically improve their flying skills and experience, and to fly together with other pilots who have the same aim to learn together in a friendly competitive atmosphere. The BPCup is also the logical step towards for pilots thinking of taking part in the British Paragliding Championships at a later date. This is a really great opportunity to explore some new flying sites and areas, and have some fun & great flying - weather gods willing, of course - with some of the countries best XC pilots.

There are 5 BPCup events for 2002. Four of these are two day events, the last a 4 day event. You don't have to take part in all of these events to take part in the BPCup. You can take part in any one, two, three, four or all of the events as you chose. Three of the events this year are also "Open" events, which means that any pilot - according to the rules - can take part in these events.

The final event is also a FAI / CIVL "Category 2" recognised International event. This means that it qualifies for World Ranking points on the FAI / CIVL World Pilot Ranking Scheme system, so you can yourself on the World Rankings, and earn Britain some Nation Ranking pilots. FAI, if you don't already know, is the "Federation Aeronautique Internationale", the world governing body and authority for all aviation. CIVL is the "Commision Internationale de Vol Libre", which is french for the "International Commision for Free Flight", which governs all "Vol Libre" / "Free Flight" sports, Hang Gliding & Paragliding. For more info on these, see FAI web page www.fai.org and CIVL web page www.fai.org/hang_gliding. On the CIVL web page you can find all the info about WRPS as well as a list of FAI sanctioned paragliding and hang gliding events around the world - there's lots of them!

BASIC REQUIREMENTS

To take part in the BPCup events pilots need to have a minimum of the BHPA "Pilot" rating, or FAI / CIVL "IPPI" equivalent, to take part in the BPCup, as you will be flying XC and to ensure that pilots have at least this minimum level of experience. If you don't have Pilot rating yet, you really should aim to get it ASAP! From this year you will be known as "Novice Pilot", rather than the old "Club Pilot" qualification, which gives a much better indication of what the the very basic level this really is.

BP CUP EVENTS FOR 2002

Date: 25th to 26th May
 Event: The Scottish Open & BPCup 2002
 Location: Scotland
 Info: 1st Round of the BPCup 2002. Open 2 day event.
 Cost: £35



Date: 15th-16th June
 Event: Ochils BPCup 2002
 Location: Ochils, Scotland.
 Info: 2nd Round of the BPCup 2002. 2 day event.
 Cost: £35

Date: 3rd-4th August
 Event: SE Wales BPCup
 Location: Crickhowell, Wales.
 Info: 3rd Round of the BPCup 2002. 2 day event.
 Cost: £35

Date: 10th-11th August
 Event: Snowdon Open & BPCup 2002
 Location: Snowdonia, Wales.
 Info: 4th Round of the BPCup 2002. Open 2 day event.
 Cost: £35

Date: 23rd-26th August
 Event: Welsh International Open & BPCup
 Location: Llandinun, Wales.
 Info: 5th & Final Round of the BPCup 2002. Open 4 day event. FAI "Category 2" recognised International Championships.
 Cost: £60

MAIN RULES FOR BPCup 2002

Some of the main rules you need to know are listed below. There are some other simple, common sense, rules in the interest of both fairness and safe.

Gliders allowed: Paragliders only with either a maximum rating DHV 3 or ACPUL Competition are allowed. Hang gliders Class 1 & 2 are not permitted. Prototype or uncertified gliders are not permitted. Dual flying is not permitted (in the competition) and no engines may be used. Dual Paragliders may be allowed at the discretion of the meet director and BPC panel, but will not score in the competition.

Meteorological information and weather forecast will be given by the meet director before each task.

Airspace. Task setting will avoid flying through restricted areas if possible but pilots themselves must be fully conversant with air law and must be in possession of up to date 1:500000 aeronautical charts. A suitable altimeter must be carried on all tasks.

Parachute. A recognised emergency parachute must be worn during ALL tasks.

Helmet. A suitable helmet must be worn in flight at all times, in and outside tasks.

Pilot rating. Competitors are required to hold a BHPA Pilot (Hill Launched) rating. Any visiting foreign pilot must have a recognised equivalent qualification and provide proof of valid 3rd Party Insurance (2,000,000 cover).



Flight Verification. Competitors must verify their flights by means of GPS. This must be either Garmin or Top Navigator and be clearly marked with the pilot number. Flight log must not be cleared until next task briefing. Full instructions will be given at each briefing. A second GPS may be used as backup. It must be either Garmin or Top Navigator and must clearly be marked with pilot number and the words "backup". It will only be accepted if the main Gps has no trace.

INFO / CONTACTS

BPCup
E-mail: info@bpcup.co.uk
Web site: www.bpcup.co.uk

BPCup Address:
The British Paragliding Cup,
2 Willow Grove,
Chester.
CH2 3JZ

My contact details:
Carlo Borsattino
carlo@windtech.co.uk
www.windtech.co.uk
01323 871 383



Sussex Hang Gliding & Paragliding

Tollgate, Beddingham, Nr Lewes, East Sussex, BN8 6JZ
Tel: 01273 858170 Fax: 01273 858177
EMAIL: sussexhgpg@mistral.co.uk WEB: www.flysussex.com

Calling All Scaredy - Guts Pilots.

I've been flying paragliders for over a decade and I am not ashamed to admit to being a *scaredy guts pilot*.

The notion of breaking bones leaves me cold.

I hate collapses and all that!

It's strange but some of my instructors at Sussex Paragliding enter competitions and view the odd tuck and spin as a natural consequence of flying a high performance glider with a view to winning.

Not me.

I like those gentle thermal climbs with me underneath a well behaved glider. In these circumstances the joy of flying outweighs my inclination towards cowardice.

Now this may sound odd coming from someone who loves to cross country, but I believe paragliding should be safe and enjoyable, not wild and worrying.

To this end I have discovered that I do much better on a DHV 1 / 2 glider. Something like the Apco Allegra II only loses out to competition wings when it come to glides at top speed. I haven't bought a so called high performance wing for a three years.

To this end Sussex Hang Gliding & Paragliding has decided to stock the best of DHV1 / 2 wings.

At the moment we have available the Apco Allegra and the Presta, the Windtech Serak, the Nova Carbon, the Flying Planet Spirit and the Ozone Vibe.

In addition it is notable that the top British pilot for the past three years have all been taught by and still work for Sussex Hang Gliding & Paragliding.

Russell Ogden, Steve Purdie and Carlo Borsattino are all here and still completely obsessed with paragliders.

Come and take advantage of this wonderful reservoir of expertise!

We remain one of the few schools with exclusive soaring sites for every wind direction (a legacy from our pioneering days teaching hang gliding in the 1970's).

Give us a ring on 01273 858170, or e mail us at sussexhgpg@mistral.co.uk

Tim Cox

Sussex Hang Gliding & Paragliding Ltd - BHPA Registered School
VAT registration no. GB 673903809



Editors daughter Samantha's tandem flight in Annecy



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Catering for High Performance Hang Glider Pilots

Demo in-
stock glider

UK Importer of
AXXESS+ by Flight Design.

New & 2nd hand Rotor harnesses in stock

- New 'BLUE EYES' FLIGHT GOGGLES' as used by Paris Williams – top USA pilot
- Sole UK importer of EAGLE EYES FLIGHT GLASSES (Dealers wanted)
- UK importer for the low-drag ROTOR HARNESS from Brazil

TEL. 01444 471137 · Fax 01444 471101



The Carbon Dragon Is Coming



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.

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.

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

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.

Important

Once hang gliders are rigged, paragliders must not land in the hang gliding paddock except in emergencies. **DO NOT RE-INFLATE** in the paddock.

Air Law Reminder

Give way to pilots who have the ridge on their right. Do not fly in to them.



Hang Gliding Take Off At Annecy



Southern Hang Gliding Club Schools

Green Dragons Leisure Ltd
Warren Barn Farm
Slines Oak Road
Woldingham
Surrey
CR3 7HN
Tel. No. 01883 652 666 Fax. No. 01883 652 600
Email: fly@greendragons.co.uk
Website: www.greendragons.co.uk
Proprietor: Andy Shaw

SKY SYSTEMS
66 Woodbourne Avenue
Brighton
East Sussex
BN1 8EJ
Tel No. 01273 556695
Email: office@skysystems.co.uk
Website: www.skysystems.co.uk
Proprietor: Michel Carnet

Purple Haze
Terminal Building
Shoreham Airport
West Sussex
BN43 5FF
Tel No. 01273 464242
Email: info@airports.co.uk
Website: www.airports.co.uk
Proprietor: Peter Bernon

Sussex Hang Gliding & Paragliding
Tollgate
Beddingham
Nr Lewes
East Sussex
BN8 6JZ
Tel. No. 01273 858170
Email: sussexhpgg@mistral.co.uk
Website: www.flysussex.com
Proprietor: Tim Cox

Airworks
The Old Station
Glynde
East Sussex
BN8 6SS
Tel. No. 01273 858108 Fax. No. 01273 858107
Email: info@airworks.co.uk
Website: www.airworks.co.uk
Proprietors: John Lancaster & Trevor McLoughlin

'D-aviation'
Tel. No. 07769 692951
Email: dave@d-aviation.co.uk
Website: www.d-aviation.co.uk
Proprietor: Dave Perrin

noticeboard

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Sky Systems' Spring Sale!

2nd hand paragliders:

OZONE ELECTRON: Large, yellow. Excellent condition, demo use only. £1399

APCO SANTANA, medium, yellow. Good condition, £1,200

AIRWAVE HARMONY, medium, red, good condition, £999

AIRWAVE HARMONY, medium, average condition, £449

AIRWAVE HARMONY, large £699

AIRWAVE RAVE 27, lilac, £499

AIRWAVE XXX, medium, blue/white, ex-demo £799/ offers

ITV AGENA large, £599

TANDEM ITV MERAK, average condition, ex. Harness, £750

Check out our online auction – www.skysystems.co.uk

Call Sky Systems on 01273 556695 or e-mail on office@skysystems.co.uk

Sky Systems Ltd - Paragliding - Paramotoring - Kitesurfing
66 Woodbourne Avenue
Brighton - East Sussex BN1 8EJ

Avian Java 140

Good condition, Yellow and green undersurface, 2 years old, 120 hours, lovely handling, light weight and good XC performance. £1400
bruce.kavanagh@ntlworld.com tel 01252 675056



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Free to a good home: **Roof rack for car with gutters.** Basket type.
Suitable for a pile of paragliders.
Tel: 01273 589787

Airwave Vision 4: 160 size. Green, black and white. Similar spec & performance to Calypso or Pulse. Perfect first glider for the low airtime pilot.. Very good condition with recent full service. £600.
Call Nick 07887 951611. eMail NickJCresswell@Hotmail.com

SIGMA 4, small, 65 -85 kg all up. DHV 2-3, very good condition. Superb handling and performance for the lighter pilot. Must sell, any offer considered. Tel John on 01273 308360

Windtech Quarx 25 DHV 2.
Immaculate condition.
Excellent XC machine. Built in thermal locator.
All for only £800ono
Call Ghandi 01273 513746 or 07811455561

Hang Gliding tow bridle. £ 25
Call Paul on 01953 688384

Skyline Supersede Harness (M/L). Fully serviced & checked by "the Loft". Rear mount reserve, side pockets, top pocket, with reserve bridles, reserve handle, good weight shift & effective cross bracing, good general condition. £140 ono. A great value fully specked harness. Contact Carlo on: Tel / Fax 01323 871 383, mobile: 07884 49 66 70, email: carlo@windtech.co.uk

LAZER CARBON KEVLAR FULL FACE HELMET Size 56. Brand new. 75
Tel John on 01273 308360



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APCO SANTANA 30 DVH 1-2 85-105 Kgs,
20 hours, as new condition, manufacturer's warranty, not used since full service.
Large rucksack, books, videos and helmet included. £1,100
Tel. Mick 01306 611555

UPGRADING ?
I need your good modern DHV 1or 1/2 for paramotoring (65/85 or 75/95Kg.a.u.w.).
I have a DHV2 Nova Xray (65/85). Perfect 19 hrs from new.
For Exchange or Sale. Details phone Dave on 01708 558081 or Email
dave@howellfarm.freeuk.com

NOVA VERTEX 26, DHV 2-3, 90 - 105kgs all up (Ideal all up weight 95 - 105). Red.
120hrs, very well looked after. Fully checked over & MOT'd by "the Loft" paraglider services. They said: "Top Surface, Under Surface: "General Good Condition"; Porosity results, **good**; Line loops, **good**; Cells condition, **good**; All lines checked, one replaced, **all good**; Maillons, **good**; Risers, **good**; brakes, **good**." - **All good, and ready to fly, only £400 ono.** Contact Carlo on: Tel / Fax 01323 871 383, mobile: 07884 496670, email: carlo@windtech.co.uk

"Avian Rio" - 40 hours airtime - great beginner to intermediate hang-glider. Purple leading edge, yellow underside. Will service on purchase. Price £1650 - includes 2 uprights. Phone Paul Cryer on 01273 401179.

LAMINAR ST2 (CofA) 14m2 Mylar Sail. Stored in garage and in very good condition. £1500
Moyes Xtralite (CofA) 135, no aluminium has ever been bent on this glider, handling very good, new side wires. £400
Contact: Craig Dolwin, cad@ieee.org, 01793 782960 (Swindon), 01179 060756 Bristol)

Edel Response, medium white/red. 85-100kg, DHV 2/3, approx 60 hrs. Very good condition. £650
Call Dave on 01273 696864 or mobile 07769 692951.
Email: dave@d-aviation.co.uk