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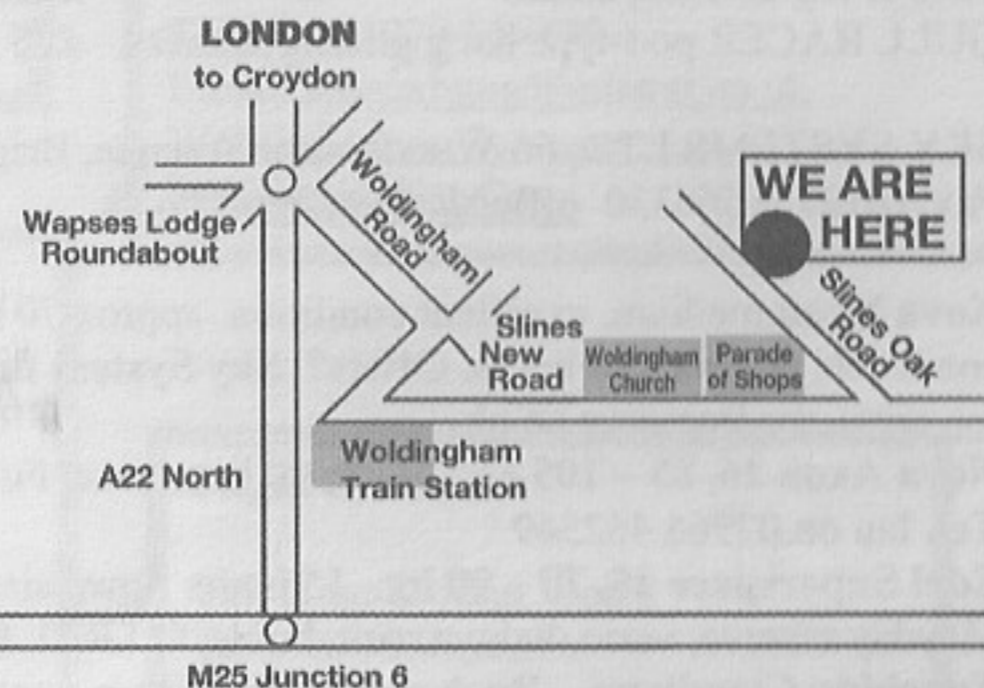
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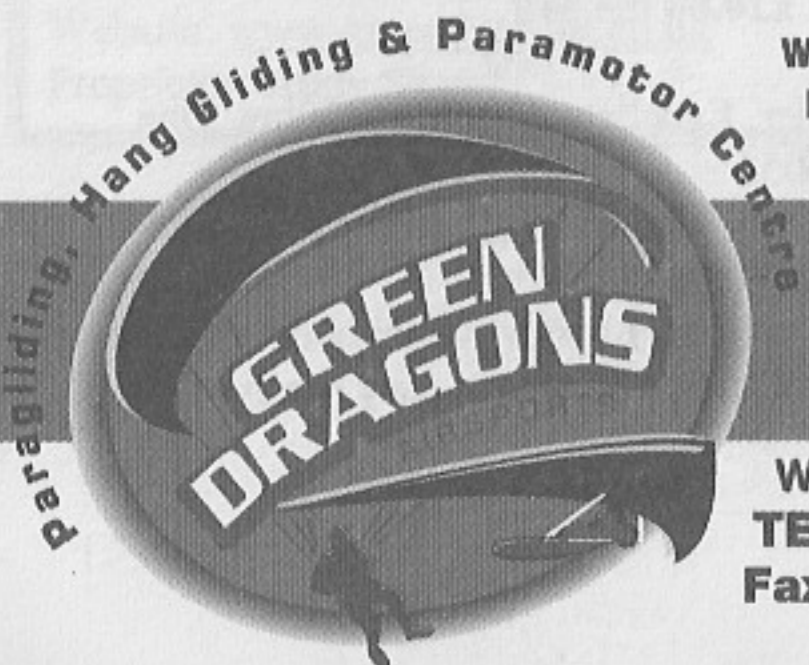
The Southern Hang Gliding Club's Legal Two Way Radio

# WINDSOCK

August 2002



"Sussex Police Helicopter"





## Editorial

Were all going on a summer's holiday.

Just like London buses, you wait for months for one and then two editions of "Windsock" arrive at once. I never was any good at planning. Anyway I off on my hols and consequently if I did not get this edition of the mag out early August then there would not of been one.

This month I have included a new section entitled from the Forum. Some of you may remember that when I stood in for Diana last year I included some of the postings from the clubs online forum. My intention is to try and do this every month if the material is of interest. This month we have Michel Carnet's posting on a cross country flight he did recently from Devils Dyke. It makes good reading and also gives, for those of you who do not currently subscribe to the forum, some idea of what goes on there.

No minutes from the August committee meeting this month mainly because there was not one. I am sure that you will all agree with me that your committee do sterling work and are entitled to one month off a year.

My thanks to Andy Kirkland, our webmaster for this months cover picture it was either taken at the Dyke or High & Over, as was the one below. Can you tell which one was taken at which site? Answers please on a postcard to.....

As per usual articles, pictures and adverts :-

By e-mail to [windsock@shgc.demon.co.uk](mailto:windsock@shgc.demon.co.uk) or [Paul.Coidan@tesco.net](mailto:Paul.Coidan@tesco.net)

Or by post to :- 17 Elm Grove, Garboldisham, Diss, Norfolk. IP22 2RY.

That's me done and off to Annecy. I look forward to seeing some of you there.

*Paul*

windsock

Thrown together and edited by Paul Coidan



## Chairman's Letter

Hi All

As I write this, all my bags are packed, ready for a trip to Laragne, where I'll hopefully discover if I can still fly my hang glider. I wish the best to those who are left behind, and may they get some airtime in.

B\*\*\*\*y paragliders! Oh whoops, did I say that? My Jeckyl and Hide symptoms coming out. Come on guys, I know you think most hangies are members of the Southern Rigging and De-rigging Club, but they really do want to fly, and sometimes it's you that's stopping them!. Sunday last saw me all dressed up, and nowhere to go. Not just the usual wall of PGs in front of the hang gliding take off, either, one or two were practicing big-ears landings just above it too. Please remember that there is a site rule that asks for no more than 2 PGs below 150 feet above takeoff in front of the paddock.

On another note, now that Summer's arrived, it's noticeable that a few new red-ribbon pilots are flying around, blissfully unaware of conditions. If you're new to the sport, please try and talk to a coach before you fly each day. It may save a few broken bones, and will even be good for your flying. Our coaches don't bite (although if you fly like a certain person the other day, they may snap at your ankles)!

Meanwhile, the Southern Club climb up the paragliding league, from ninth to third in a week. It can't be long before we go for number one if Mark continues to fly his pants off like he did last week. Hangies look to your laurels, there's a paraglider right behind you...

May all your thermals be smooth fat big ones, and well away from mine....

Regards *Dave*

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### From The Forum

As mentioned to you all in my editorial this month this is a new section, hopefully to be repeated every month, which reprints postings from the club Forum.

#### The Dyke Was The Place To Be Today For XC by Michel Carnet

I arrived at the Dyke late morning on my scooter to see Gandhi and Mark Watts already thermalling high.

I was relieved to see them top landing as I got ready to set up. Cirrus clouds were approaching and it looked like we may have to get some XCs in early. It was quite Northerly and I first intended to try some small triangles.

Within minutes we were all hovered in this very nice cycle. Ladies went first over the back, Rowena and Mandy, direction Lewes. I tried to go North towards Hurstpierpoint followed by Mark and eventually Gandhi. The next cloud over Wolstenbury was not working. Mark turned back towards Gandhi who got the Pyecombe lift while I tried to fly back to Newtimber. The wind had backed to a westerly so forget triangles, I need to go up with Mark and Gandhi. Suicidal glide towards Pyecombe to collect the dregs from their lift. It worked, slowly but at least drifting eastwards. Mark and Gandhi at base gliding for the next cloud over Plumpton. I eventually topped up but headed more towards Lewes. I crossed the Downs at Mount Harry and was gliding in heavy sink towards Offham as Gandhi and Mark were landing near Plumpton. Yes, I'll beat them by a couple of km.

Below the top of the Downs, I picked a field and spotted a bird who knew what it was doing. The sea breeze just started pouring over the Downs, lifting everything in the process. Rowena had been spotted approaching Lewes and I lost sight of her as I topped up at 4000', soaring the textbook front, direction Ringmer gliding club. It's a Wednesday and the gliders are flying. They too enjoyed the complex structures which those sea breeze dangling clouds form.

I was forced to head for Heathfield to stay ahead of the front. My mobile phone beeped with a text message from Gandhi: "Jammy git".

At Horam it was all overcast and I went eastwards towards Bexhill to eventually land past Battle, on the very site where my ancestors first discovered Anglo-Saxon women. 55km. Good old British Rail.

Back at the Dyke to find out that Gandhi and Mark had launched again. Gandhi down after 25km, probably sending a text message to Mark who rode the front passed Tenterden. 74km. Animal! I won't fly his glider but I may try the same breakfast cereal!

So, the dreaded sea breeze front is sometimes not the enemy but an ally, on days when convection is not great. Let's face it, paragliders are utterly useless at gliding between thermals. We need to follow a mountain ridge, a cloud street or a sea breeze front. The last few days have shown that the front can advance and retreat so everything is possible. We need more bodies at there as flying in numbers increases the chance of long distance flying.

Although taken years ago, here is a photo to illustrate those cloud structures mentioned above:

<http://www.skysystems.co.uk/collect/brightn1.jpg>

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## SERAK

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## My Flying Holiday

This summer's been tough. I survived the foot and mouth trauma, and had convinced myself that this summer would be an epic. Ha, fat chance!

My name's Nicky Robinson and I started flying 4 years ago. I love the feeling of freedom that flying gives me, and the buzz I'm left with afterwards. Although I had only managed to get 30 hours by the beginning of last winter, I knew that I wanted to spend more time flying so I decided to look into taking a paragliding holiday.

After looking at what was on offer, I decided to join Flight Culture in Lanzarote for a week, last December. It was the best choice that I ever made.

I knew that I'd made the right decision when I received Flight Culture's pre-departure information pack, which included an air map, road map, as well as island and accommodation information. Everything looked extremely well organised right from the start and I had a good feeling.

I flew out of Gatwick on a freezing cold Thursday afternoon with steady drizzle falling and an awful forecast for the foreseeable future. Four hours later I stepped off the plane in to beautiful sunshine and 80 degrees, to be met by John (the CFI of Flight Culture).

He quickly organized getting me insured on one of their fleet of hire cars and then we had a 20-minute drive to the villa. I knew that Lanzarote was a big tourist destination and had visions of it being heavily developed, but was surprised to see a rather barren but very beautiful desert landscape. John explained how Cesar Manrique, a visionary politician & artist, very much a modern renaissance man, had heavily influenced the development of the island. During my time on the island I continually saw evidence of the way he both moved the island into the 20th century and still preserved its traditions and character. John went on to explain that there are three towns that are developed as resorts, but that the rest of the small towns and villages were largely unspoiled.

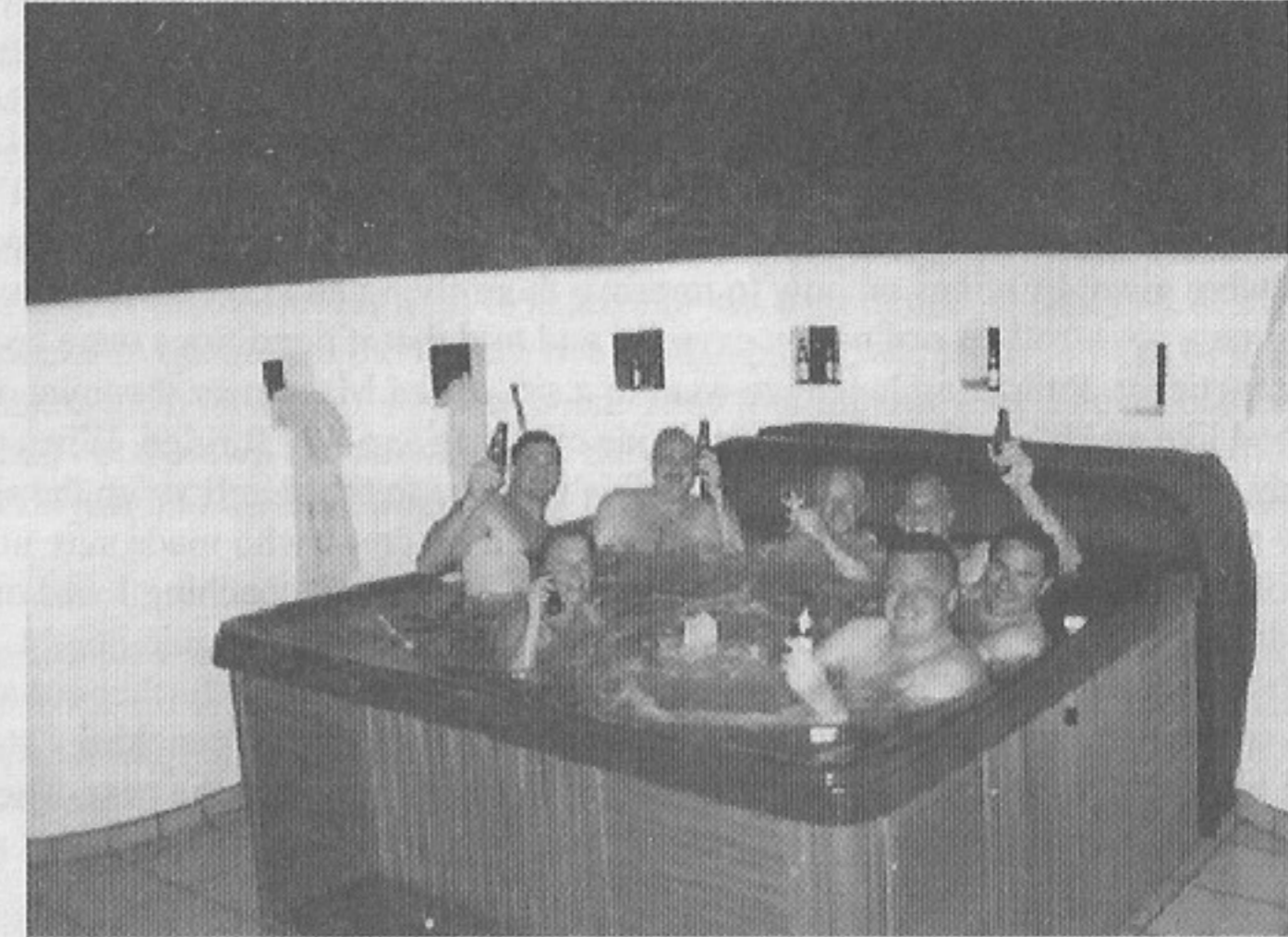
When we arrived at our villa, I was in for my first major shock. Set high on the hillside, overlooking a rugged volcanic plane and the Mountains of Fire, was probably the most stunning building that I've ever been in, in my life! I was shown to my en-suite room with a balcony looking out towards the Fire Mountains and the setting sun. Wow!



Villa Carmina



On the terrace outside we had an incredible, heated pool and an 8 person Jacuzzi!



The first morning I woke to find the wind howling and my heart sank, but over breakfast, both the instructors, John Welch and Tim King, and the 2 TI's told us that it looked perfect. This was to be the pattern every morning. John and Tim had been coming to Lanzarote for many years and explained to us how the microclimates and localised effects could result in completely different conditions between sites only a few miles apart.

Our first morning took us to Mirador Del Rio, an 1800 ft high take off. We were given a careful briefing and radios (for those that didn't have one). None of the flying I had previously done could even begin to prepare me for that experience. The flying site really was beautiful beyond any description.



Take off was in the center of a gigantic bowl with towering cliffs at the bottom. The surf breaking against the foot of them echoed and re-echoed off the sides of the bowl. After working the gentle thermals (with a



bit of prompting over the radio) for a couple of hours we were all told to make our way to the bottom landing as it was starting to get a bit windy. One of the TI's was at the landing field to give guidance should anyone need it, but we all made good, unassisted landings.

We were all taken to a little cantina on the beach for lunch of local seafood and a debrief. I was surprised that both Tim and John had pages of notes on our flying and they patiently went through it with each of us. After this they divided us into groups and explained where they felt our strengths and weaknesses were. Each group were given briefings on how to improve their flying and given exercises to that end. My group were given a pitch/roll co-ordination exercise and told that if conditions were appropriate after lunch, we would practice it. Following lunch we went to a site called Mala, near the town of Arrieta. Mala is a big bowl shaped like an "L", with the right hand side climbing to a 450 ft ridge. When we arrived it seemed very windy on take-off, but we were told that this was due to thermic flow up the slope rather than wind. Nearly all of us need some help from the Flight Culture crew, who made sure nobody got into trouble. My first couple of inflation's were a bit hesitant, but after patient coaching I was off. Initially, Mala was a very different site to fly than Mirador; I had to scratch the ridge to gain height. In a few minutes I was 800 feet above take off and told over the radio that I could push further out and work the thermals. It was very smooth with gentle lift nearly everywhere. With a bit of coaching I started to practice pitch/roll turns which basically involved swinging from one turn into the next. The idea was to keep the amplitude small, but to get the timing (weight transfer and break input) spot on. I soon found that it came very naturally.

I had one more surprise in store at the end of the day; as the sun got lower, one by one we were sent to land on the beach. It was probably only about two and a half or three miles away but I'd never left the hill before. I was sure I'd never make it but again with a little gentle prompting I found myself over the beach with a couple of hundred feet to allow me to set up my approach. I landed fifty feet from a little beach bar that was blasting out salsa music and before I'd even had time to unclip, had an ice-cold bottle of beer slapped in my hand. God, it tasted good.

Really, that was pretty typical of most days with lots of feedback and instructional support, combined with flying experiences that I still dream of. We flew at several other sites including Famara cliff on my last day. Famara, if you've never seen pictures of it, completely overwhelms you. It's a 2000 ft high cliff that stretches for 18km, and when conditions are right, the whole lot is flyable!



The Mighty Famara



On my last day, in the afternoon, several of our group had gone for the ridge run and summoning the courage I set off. A couple of the Flight Culture team were in the air keeping an eye on those that needed it (me!), and there was also radio guidance from the ground; it was very reassuring. Blimey! While I still think that Mirador is the most beautiful place that I've ever flown, Famara is in a league of its own. The scale of it leaves you at a loss for words, and a grin that takes weeks to wear off.

We went so many wonderful places and did so many incredible things that week that it would take me hours to recount it all. I do, however, want to share one last experience. On the day of my departure, I was standing in the check-in queue and there were two British paraglider pilots in front of me. We all got chatting, and I asked them how their stay had been. They told me that they'd never come to Lanzarote flying again; it had been blown out all week and they didn't get off the ground once. I didn't have the heart to tell them that I'd just had the best week of my life. I guess there is something to be said for local knowledge!

Leaving Lanzarote I took with me a new found confidence in my abilities, new skills and 16 hours of airtime. I stayed in the most lavish villa that I've ever seen and could easily get used to that style of living. I've also developed a huge amount of respect for the Flight Culture team for the way they spent so much time insuring both our safety and enjoyment. Finally, I've taken away memories that are so intense that they really have changed me. My dreams are haunted by those experiences.

Maybe this summer will shape up, but if it doesn't, I don't mind so much because I know where I'm going this winter.

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## Marshalling Rota

Date	Type	Name	Telephone Number
10/08/02	HG	Edgar Lukes	01732 354566
	PG	Mike Bennett	01483 223975
	PG	Peter Ranger	020 8946 7774
11/08/02	HG	Dean Gunn	01372 459805
	PG	George Scott	01293 541716
	PG	Peter Penning	01903 206913
17/08/02	HG/PG	Tony Nancarrow	01273 464466
	PG	Fred Berwick	01323 811619
	PG	Barry Holleran	01243 266536
18/08/02	HG	Rustam Davar	020 8677 2666
	HG/PG	Jack Hobbs	01323 490371
	PG	Rowan Humphreys	01424 201925
24/08/02	HG	Peter Rolinson	020 8874 9522
	PG	Alex Wheatley	01273 723472
	PG	Leonard Maher	07900 592381
25/08/02	HG	John Predergast	01622 761033
	PG	Laurence Ying	020 8672 8199
	PG/HG	Rod Davis	01323 411294
26/08/02	HG	Nicholas Creswell	020 7640 2154
	PG	Steve Uzochukwu	01622 7362719
	PG	Denis Springford	01442 257054
31/08/02	HG/PG	Don Nunan	
	PG	Kevin Short	07973 452780
	PG	Owen Swinson	01727 848383
01/09/02	HG	Richard Parkin	01795 475553
	PG	Andrew Ellison	01206 241113
	PG	Ian Haselgrove	07740 471959
07/09/02	HG	Mike Mc Cartney	020 8543 2556
	PG	Andrew Morant	01634 388067
	PG	Heather Cordrey	01732 700429
08/09/02	HG	Nick Charman	01424 717065
	HG/PG	Stephen Marnier	01273 770166
	PG	Ian Clague	01277 233378
14/09/02	HG	Jake Walsh	01903 527870
	PG	Mandy Sharpe	01273 589787
	PG	Robert Brown	01892 663338
15/09/01	HG	Peter Howe	020 8397 7482
	HG/PG	David Massie	01403 268601
	PG	Mike Parfit	020 8876 6479

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 the Marshalling rota.



## Parascopes

## Virgo

23 Aug – 23 Sept

## The Month Ahead

Frustrating though the last few months have been, you are beginning to see sunlight on the horizon. After days of just plodding up hills and short top to bottoms, you are entering a phase of very rapid climbs and significantly long flights, with more of them in the next month! Success with soaring snowball and expand your horizons more and more! Let it happen and let it take you with it!! You will then have a new confidence and vision, so you can spread your wing and aim for somewhere further afield, XC or even abroad!

Your Flying

Ever since last weeks earth shaking landing, your mind has been working overtime – you have already devised a dozen different approaches!! But with your ruler Mercury, retrograde until Saturday, even the canniest of flight plans will need to be revised several times! Instead, go with the flow, focus more on fellow flyers and bring order to the sky's! Initially, this seems impractical, but soon you realise it will transform your life and pay dividends!

## 'D -aviation.'

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Mon – Sat 10.00 - 5.30

Sundays Closed (unless it's flyable)

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## Grand Summer Barbecue - Friday 9<sup>th</sup> August

Make it a date! Come along and meet the team, eat, drink and be merry

on us! With a **HOG ROAST** and **FREE DRINKS** this should be the party of the year...

You may wish to bring along a little extra just in case it all proves too popular!

### Odds & Sods

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### UNDER NEW MANAGEMENT!

Steve Purdie is now looking after the club.

"For those of you who don't know me, I'm a BHPA senior instructor. I've been instructing locally for about ten years, was captain of the British Team for the Bleriot Cup this year & was British Champion in 2000. Recently I have been flying the superb DHV 2/3 Windtech Synchro, but by the time you read this, I should have taken delivery of my Red & Yellow Airwave Ten, simply the best

### Gin Gloves

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

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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
Swing Arcus (M)	85-105kg	DHV1 Very good condition	£1200

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

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#### Reserves

Junkers 23	Checked & re-packed	£200
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# AIRWORKS

### Books & Videos

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

**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** – The sequel to Fly Hard - a little expensive, but worth it. £27.50

All the SAT Videos are available too, plus lots of others – come and see.

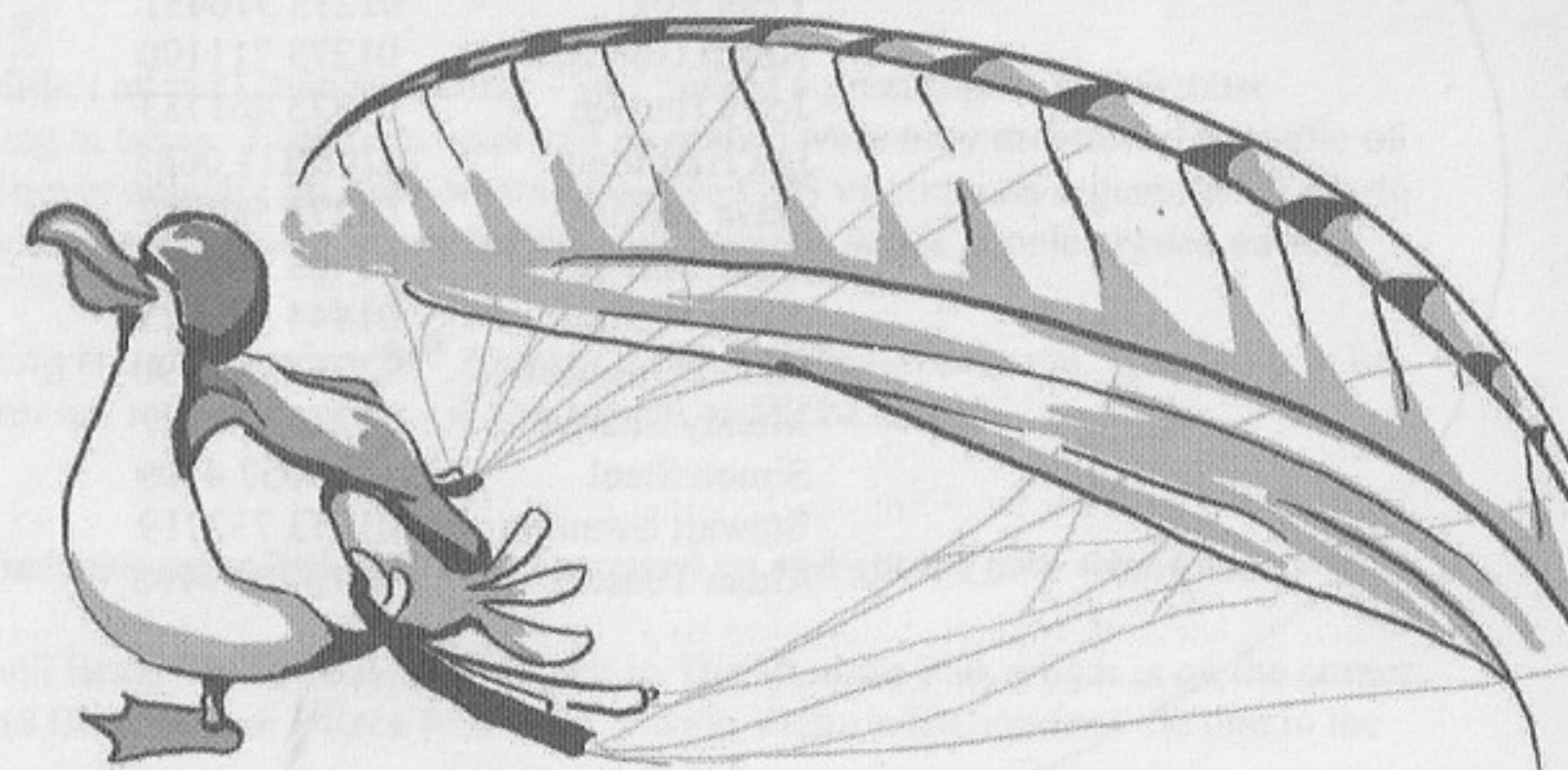
### Demo Gliders To Fly

Advance Sigma 5 (L)	102-127kg	DHV2
Flying Planet Spirit (L)	100-120kg	DHV1/2
Gin Oasis (L)	100 – 125kg	DHV2/3
Gin Oasis (M)	85 – 105kg	DHV1/2
Gradient Bliss 26	80 – 100kg	DHV 2/3
Gradient Onyx 26	80 – 100kg	DHV1/2
Windtech Quarx 27	85 – 105kg	DHV2
Windtech Serak (M)	85 – 105kg	DHV1/2
Windtech Serak (L)	100-125kg	DHV1/2

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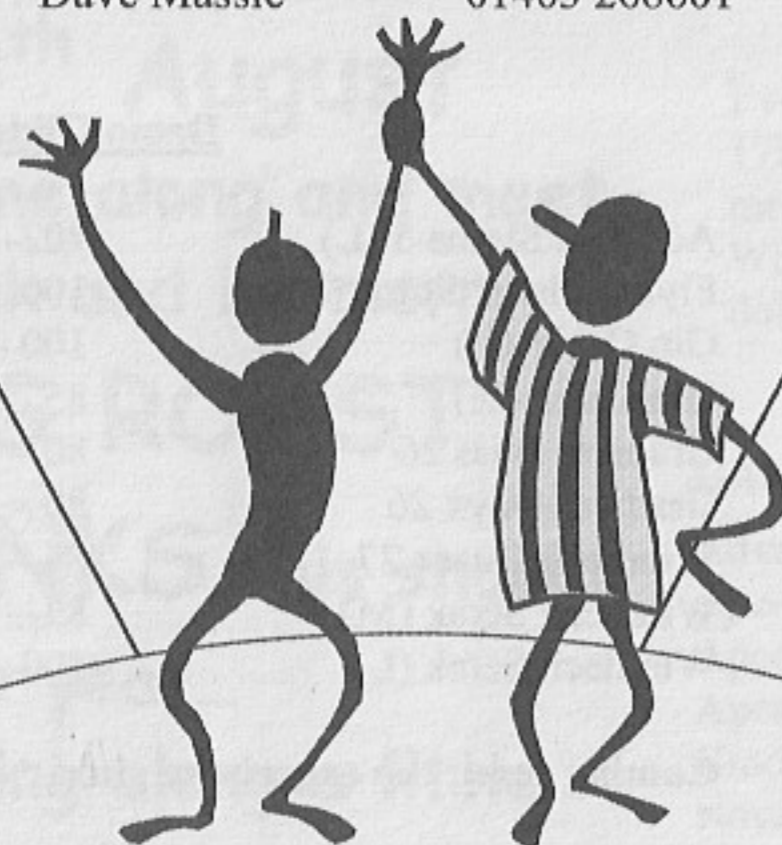
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### Hang Gliding Coaches

Paul Coidan	07778 309491
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	07778 434929
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

#### A New Direction

A lot of you will have heard by now, but for those of you that haven't; I'm no longer involved with Airworks. Steve Purdie has bought the business from John Lancaster and although Steve has asked me to stay, in the circumstances I really don't want to. If I had been given the opportunity I would have bought John out myself, but for his own puerile reasons that I've documented elsewhere, I wasn't asked.

As I type here now - only one day after leaving Airworks I've had three job offers. I am simply overwhelmed by the amount of emails and phone calls of support from so many of you. All I can say is thank you all so very much for going to the trouble, I really do appreciate it. There have been times when I wonder why I do this - today I've had my answer.

So, moving swiftly on to my next point. You all know how I feel about coaching; you've had me cram my opinions down your throats for the last four years. Well, I see this as an opportunity for me to get out on the hill to try and get this organised properly. I'm going to take the rest of this summer's weekdays off to get some flying in myself, it seems like forever since I flew XC and I want to change that as soon as possible. So, on the days when I'm not doing that I shall be around to offer my help and support.

I intend to continue doing trips abroad as I have done, including the one to Spain from the 4<sup>th</sup>-18<sup>th</sup> of October as advertised in the Airworks advert last month. If any of you are interested, just call me on 0787 655 8684. Although there are only a few places left on that one, I will be doing another very soon. If you call or send me an email I'll let you have the details as soon as I have them.

#### Pilot Lectures

Several people have asked when I intend doing the next series. I hadn't intended to do any more until next spring, but if there are enough of you that want to do it then obviously I'll oblige. Again, please call or email me to let me know and if there are enough of you I will organise some dates. My next trip to Spain is an ideal opportunity for you to finish any pilot tasks left for you to do.

#### Club Meetings

Well, for those of you that didn't attend Carlo's meeting - you missed a great night. It was most informative and quite amusing at times. Fifty ohm coax and insurance were only mentioned a couple of times and Michel and Tefal never actually hit each other during the GPS vs compass argument. ☺ Carlo did a great job despite the occasional moment where he just stood quietly while people argued various points. Thanks Carlo.

This month's Seaford meeting is on **Thursday 29<sup>th</sup> August** at the Wellington as usual. The topic to be covered and the guest speaker are to be a surprise - if you miss it you'll be sorry!

#### London Wing

Just as well last month's Windsock was a little late as I'd screwed up and got the date wrong. Sorry guys, it won't happen again.

The next London meeting will be on Wednesday 28<sup>th</sup> August in The Victoria Pub, which is on the corner of Upper Belgrave Street and Buckingham Palace Road 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 for further details.



### The SHGC Committee

President	Johnny Carr	01444 471137	
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Chief PG Coach	Trevor McLoughlin	0787 655 8684	<a href="mailto:michel.carnet@skysystems.co.uk">michel.carnet@skysystems.co.uk</a>
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 This will only go to committee members. It will not be posted on the forum.

#### Club Address

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#### Are you on line?

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 Full details on our web site.

#### CLUB WEB SITE

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

# Sussex

## Hang Gliding & Paragliding

### Foreign Trips Calendar

#### Paragliding:

Turkey

S.I.V. & XC

4th - 11th October

Tenerife

A fantastically weather reliable  
 XC island.

29th November - 13th December

Mega XC Mexico

5th - 19th January

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Hang Gliding:

St Hilaire: September

Southern Spain: October

Lanzarote: January

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Calypso M / £750 • Pulse 2 13m (s) / £1275

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## CROSS COUNTRY PILOTS

Alright so Mark is extracting the urine. Meanwhile I think the really interesting stuff is happening at the lower end of the table! At least our "beloved chairman" is away from the novices now (but only just Dave :-)

*Paraglider XCs (Note italics indicate XCs launched outside Sussex)*

Mark Watts	335.1	104.0	74.7	50.0	40.7	40.7	25.0	Gradient
Simon Oliphant	290.7	73.5	58.9	55.0	47.6	29.3	26.4	APCO
Michel Carnet	253.2	55.6	48.9	45.7	37.4	34.7	30.9	Ozone
David Newns	188.1	54.3	36.8	26.6	25.9	24.0	20.5	Windtech
Dave Lewis	165.6	45.0	33.0	18.0	13.6	31.8	24.2	APCO
Dave Massie	54.0	25.4	17.6	11.0				Nova
Charlie Merrett	50.3	22.2	14.3	13.8				APCO
Alison Webb	38.6	13.8	13.0	11.8				APCO
Michael Shaw	30.0	10.0	8.0	6.0	3.0	3.0		ITV
Tim Jackson	23.2	23.2						Sigma
Mark Benson	16.0	16.0						Ozone
Scott Bassett	13.8	13.8						Ozone
Steve Purdie	7.0	7.0						Windtech

*Hang Glider XCs (Note italics indicate XCs launched outside Sussex)*

Dave Matthews	297.0	135.0	108.0	54.0			
Johnny Carr	249.8	108.0	74.2	34.0	33.6		
Darren Blackman	74.0	74.0					
Clive Belbin	47.6	31.3	16.3				
Will Greenwood	46.1	46.1					
Dave Massie	44.6	21.2	14.2	9.2			

Longest XC on a PG Competition wing (Avax RS)	104.0	Mark
Longest XC on a Serial PG wing (Windtech Quarkx)	55.6	Michel
Longest XC on a PG Serial wing outside Sussex (Bagheera DHV 2)	73.5	Simon
Longest XC from Sussex on a Hang Glider (Tow Launched)	108.0	Dave&Jonny
Longest XC launched outside Sussex (Foot Launched Topless 2)	135.0	Dave

This table is reproduced in Winsock hence the lack of colours. All Winsock readers wishing to get information about other SHGC Leagues should go to the XC league links, in the SHGC web site. The XC league site is updated weekly or sooner.



## Paraglider Service – Have you had yours checked lately?

Back in May, I was eagerly looking forward to another jaunt out to sunny Spain. Checked the list of what to get done before the off. Insurance up to date, put my reserve in to be re-packed, recharge my radio, the list went on. But it wasn't until Trevor asked when I'd last had my glider serviced, that a huge grey cloud dawned on me. The answer was ... I hadn't.

I very stupidly thought, through my ignorance, because I didn't have many hours on my glider that it wouldn't need a service. How wrong can someone be! I quickly got in contact with Mike Millwood, who was doing my reserve re-pack and asked if he could possibly give it a service. The poor chap was inundated at the time, but very kindly managed to oblige.

I was seriously shattered at what came of that service. I needed eleven lines replacing, various patches, and a very comprehensive report letting me know how the porosity of the glider was holding up, etc. etc.

It was a huge eye opener for me and I wondered if there were any other like-minded people out there. Please, please, get your glider serviced. It could, not to put to finer point on it, be the difference between life and death.

It doesn't cost a fortune and it certainly made a big difference to my holiday. I felt an added sense of security, knowing that my glider was now in tiptop form. As Trevor said to me afterwards, "you wouldn't think twice about servicing your car". **Don't be a naive fool like me.**

One further point on the subject, why not get it serviced during a quiet period, if the forecast isn't looking too good for a few days, give Millie a call. I'm sure he'd be more than happy to help. Don't leave too late.

One relieved idiot who has learnt a good lesson.

Sheena Findlay.



## 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.

## 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.

## NOTAMS

Thursday the 15<sup>th</sup> to Sunday the 18<sup>th</sup> of August. Eastbourne AIRbourne Airshow. Beachy Head & High & Over are out of the Question. Firle is borderline with caution. Jet aircraft display on all four days. All displaying aircraft are flying in and out from all directions. Last year we had a couple of paragliders flying from Beachy Head on the day of the display, despite warnings in "WindsOck". The marshalling rota for that weekend will show local Eastbourne SHGC members who hopefully will prevent anyone from launching. We also need volunteers for Thursday & Friday. Beachy Head is the best place from which to watch the display. Let me know if you can help.

Saturday the 31<sup>st</sup> August and Sunday the 1<sup>st</sup> of September. Shoreham airport, RAFA, Battle Of Britain Airshow. There will be an air display on both days with jets and fly-in. There will also be some air movements on Friday the 30<sup>th</sup> of August and Monday the 2<sup>nd</sup> September. There will be many aircraft flying from and to the Folkestone airshow which is being held on the same day. Truleigh Hill and Steyning Bowl are to be avoided. We were told off last year when several SHGC gliders were seen thermalling south of Truleigh Hill!



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Proprietor: Andy Shaw

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Proprietor: Dave Perrin



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