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WINDSOCK

January 2002



A VERY HAPPY NEW YEAR TO ALL



Editorial

Happy New Year to you all! I hope you all had a very merry Christmas and a memorable New Year bash.

Thank you to Ashley Glenday for a beautifully painted front page, once again. I have been viewing the lucky gliders with binos from my bedroom window so I know that some of you have been getting some good flying in over the Christmas break, as in the front page design.

In response to the request opposite there are instructions in this issue of Windsock on marshalling responsibilities. Please note that it is your responsibility to arrange a swap with another member on the marshalling rota if you cannot make the date allocated. You must advise all personnel affected of the change so that they know with whom they are marshalling. However, this is not to be encouraged as the Membership Secretary works hard in arranging groups to consist of one HG pilot and two PG pilots, and mixing the inexperienced with the experienced.

As usual, please send all material for Windsock, ads, 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. I cannot support Publisher documents at the moment, so a word document is preferable if you are sending a soft copy.

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 Ed

I've been meaning to do this for months and have finally got round to it.

I have yet to participate in marshalling the Dyke and would love an in depth article about what would be expected of me. I've read somewhere about a box to the side of the pub with a combi lock on it (no.01273), and in that box is a gate, dayglo something or other, but I still have a lot of things to ask. I take it an inexperienced (in every aspect of flying!) person like myself would be partnered with someone who knows what he or she is doing! What time to get there, whether to turn up or not, all that sort of thing. I would benefit from an article in Windsock and wonder if maybe other newcomers shirk the responsibility due to lack of knowledge. I am only club pilot rated and not used to crowds, so tend to fly quieter sites, thus have not even seen marshalling taking place.

If not an article, could you please at least let me know as much as possible about it.

Nicole Britnell



Chairman's Letter

Happy New Year to you all! I hope that you all had a good Christmas. I certainly did. Bucks fizz at 9.30 in the morning. 'That will do nicely sir'.

I gather that the Christmas dinner dance was a resounding success, so much so that Stewart is already planning to hold this year's at the same venue.

It's coming around to that time of year again, AGM time. Time for you to have your say. Maybe you consider it's now time for you to put something back into the sport by getting elected to a position on the committee. Further on in this month's magazine you will see that a number of committee members are retiring, myself included. It's a great shame that Diana is stepping down from 'Windsock Editor'. I think you will all agree with me that she has done an excellent job over the last few years, and I would not envy anyone trying to fill her shoes. Diana has her own reasons for retiring and no doubt she will let you all know in one of her last editorials.

Articles. Yes I know Diana and I keep going on about them, but I think you will all agree that last month's mag was a touch anorexic with regards to interesting tales of daring deeds of aviation, tall stories and general chitchat. Maybe someone from the London Wing could let fellow members know what happens in your get togethers in the dim recesses of the London pub you frequent.

Anyway that's me finished for another month. Only two more letters to write and then it will be over to your new chairperson.

Safe Flying

Paul.

Summary Following Committee Meeting 3 January 2002

- AGM coming up near end of March we'll try for Hassocks Hotel again. Some committee posts will be empty, looking for volunteers.
- We hope soon to persuade council not to charge us tax on Caburn car park after all.
- Christmas do was a big success - thanks Stewart!
- Committee created powered flight post, to make official what John has already been doing to help organise things, and maintain powered/unpowered separation of sites.



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.

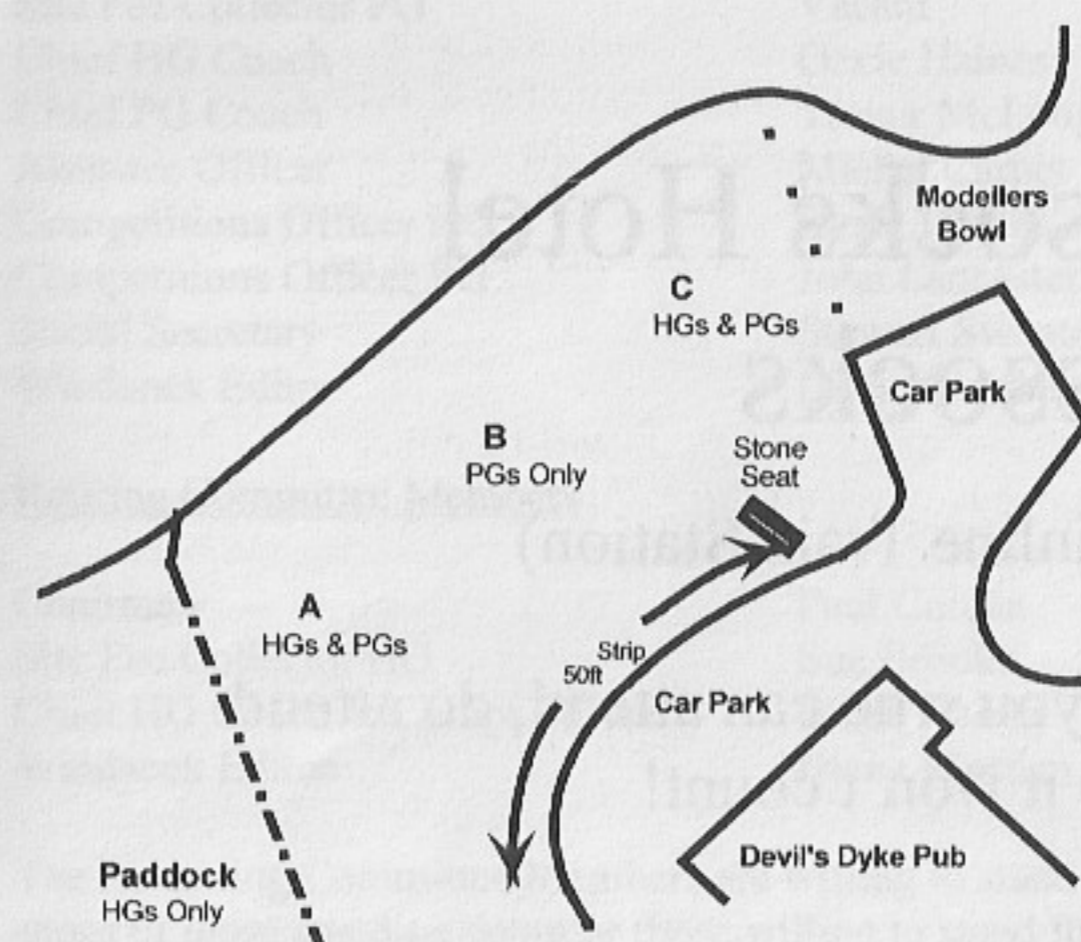
The **Split session** flag "1/1" indicates a ½ hr for paragliders, ½ hr for hang gliders, or red ribbon pilots. The **Low air time** session flag "L" indicates time for red ribbon pilots, hang gliders or paragliders, but **not together**. Do not restrict the other pilots from flying for long periods 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 ½ hr 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



AGM 2002

March 23rd

Venue

The Hassocks Hotel
Hassocks

(Near The Mainline Train Station)

It's vital that as many of you who can attend, do attend.
Otherwise it won't count!

Agenda

The Agenda has yet to be finalised, however
it is hoped that we will have a similar
presentation as per last year.



The AGM And The Election Of Committee Members

The current Committee Members are as follows:

President (Non elected position)	Johnny Carr
Chairman	Paul Coidan
Secretary	Brian Brunswick
Treasurer	Martin Brady
Membership Secretary	Claire Page
Safety Officer	Dave Massie
Site Officer	Nigel Barrett
Aerotow Officer	Will Greenwood
Site Fee Collector HG	Sue Brooks
Site Fee Collector PG	Vacant
Chief HG Coach	Ozzie Haines
Chief PG Coach	Trevor McLoughlin
Airspace Officer	Michel Carnet
Competitions Officer HG	Ozzie Haines
Competitions Officer PG	John Lancaster
Social Secretary	Stewart Swanton
Windsock Editor	Diana Riordan

Retiring Committee Members

Chairman	Paul Coidan
Site Fee Collector HG	Sue Brooks
Chief HG Coach & Comps Officer	Ozzie Haines
Windsock Editor	Diana Riordan

The remaining Committee Members are willing to stand again. If any of you feel that you can fill the shoes of those standing down or those willing to stand for a further term, then come along to the AGM, get yourself proposed, seconded, and voted onto the Committee.

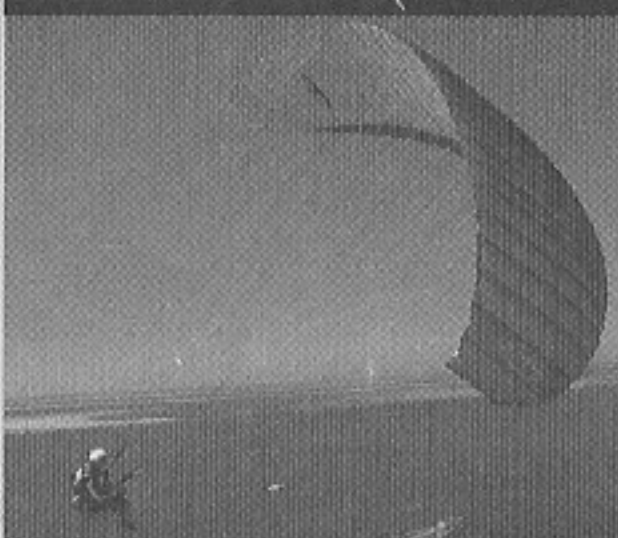
AGM Proposals

If any member has a proposal for the AGM could they please forward it to a Committee Member directly or via committee@shgc.demon.co.uk, remembering your proposal will need to be seconded. It would be advantageous also if you attended the AGM to answer any questions arising from the floor.

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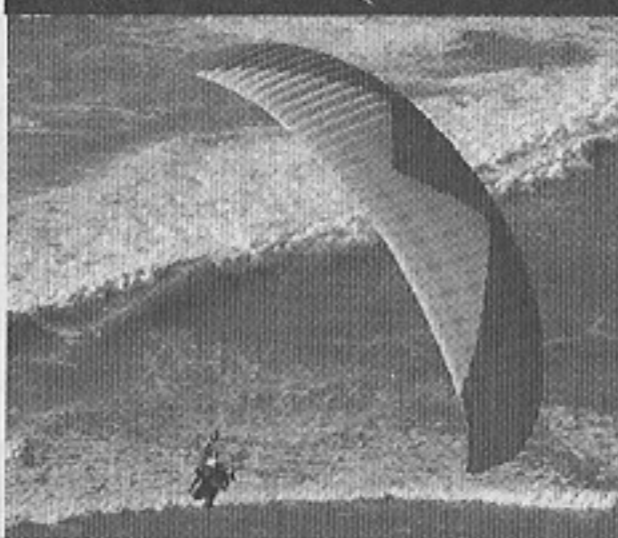
Best all-round DHV2

From experienced recreational flyers to dedicated XC and Competition pilots.

Bob Drury (XC mag): 'state of the art' 'an agile wing that's fun and easy to fly' 'XC pilots are going to love it'

intermediate · advanced

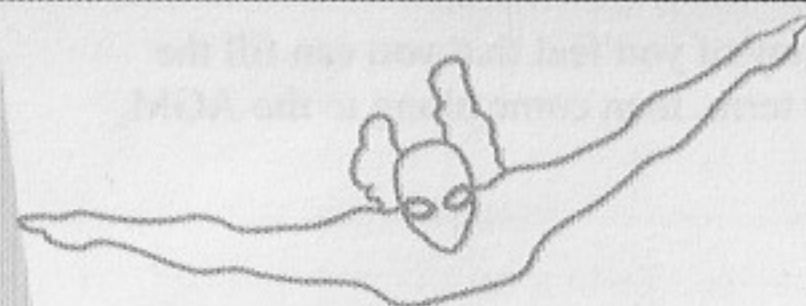
TUCAN DHV 1-2 bi with trimmers



A breakthrough in tandem design

Aerial mag: 'A good balance of precision, performance & stability that reminds of the Quarx' 'Manufacturing finish is beautifully simple'. Reassuring, precise and a pleasure in thermals

performance · tandem



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windsock

Coaching Column by Trevor McLoughlin

So, here we are, another year over. Where do they go? I hope you've all recovered from your festive hangovers and are now back hard at work trying to clear the overdraft. Well, so far this year we've had some reasonable weather – long may it continue. New Year's day at Beachy Head will be one to remember that's for sure, some terrific height gains I've been told. I didn't get to fly unfortunately, I was too busy doing nothing – ho hum!

Thank You

To all of you that have either phoned, emailed or called in to see me at Airworks. I'm simply overwhelmed by the number of you that have taken the trouble just to say good luck: ex students, club members, instructors and other CFIs – thanks a million. The kettle is always hot and you're always more than welcome.

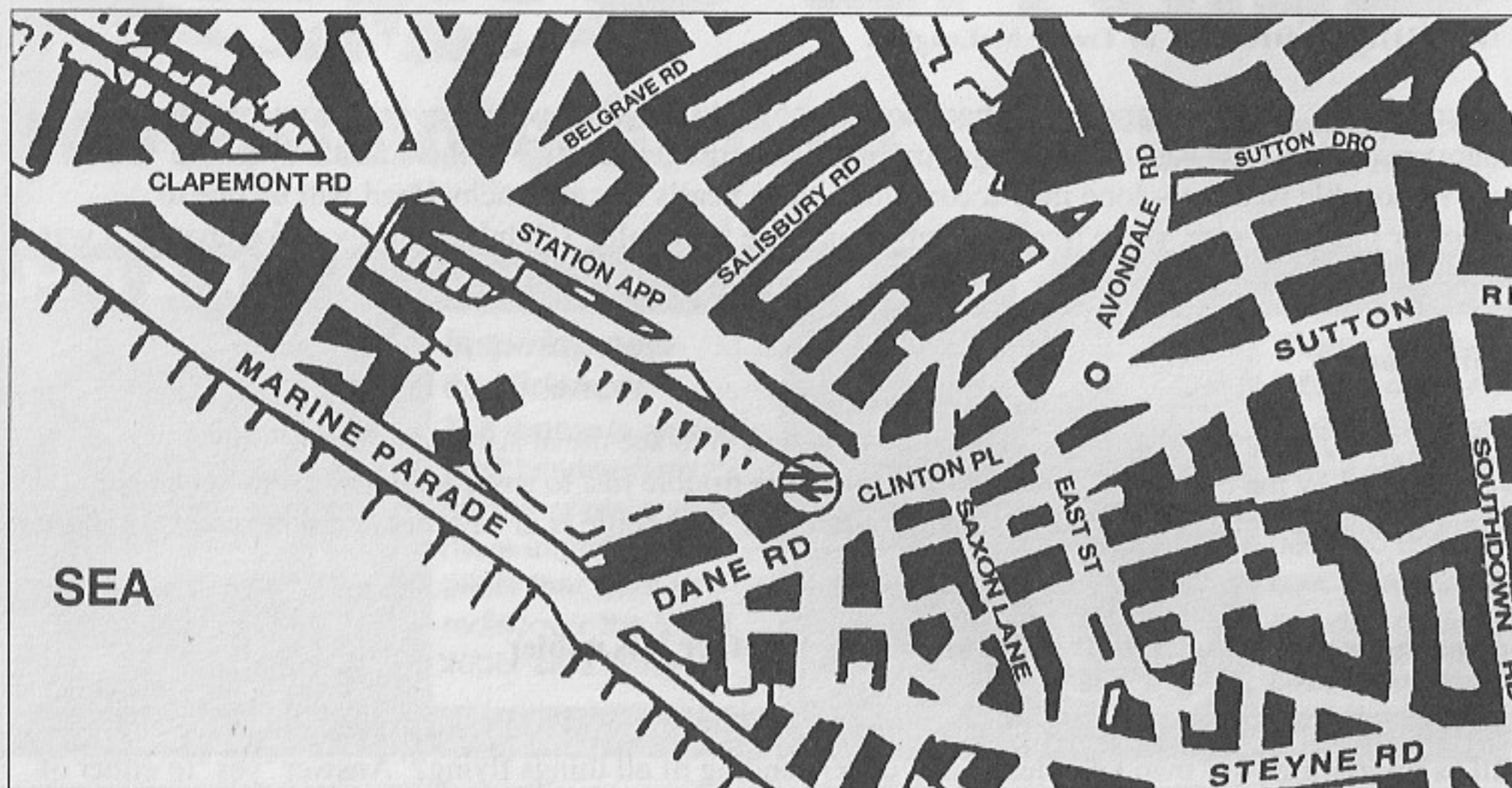
To coach, or not to coach, that is the question:- Whether 't is nobler.....

So, who's got lots of energy and enthusiasm for helping others? Do you want to help out in the club as well as improving your own knowledge and understanding of all things flying? Answer 'yes' to either of the above and you are exactly the sort of person we need on our 'coaching team'. To be a coach, you need to be enthusiastic, honest and keen to learn. It's not about badge collecting or getting another qualification. Coaching is give, give and give – every now and then you may get something back if you're lucky.

I'm going to be doing a little more this year to train new coaches in an attempt to put together more of a 'team spirit' in coaching on the hill. A lot of you out there coaching are doing a sterling job and I've had a lot of good comments about some of you. What I'd like to do is to get those of you that really have your heart in it together for a few hours to discuss some proposals of mine, but mainly to hear some of yours. All existing coaches will be receiving a letter from me personally in the next few weeks just in case some don't get to read this. Beginners are telling us what they want, but as a club we are failing them miserably by not listening. There is no good reason for ignoring them – I know too many of you who do want to make a difference. So come on, let's do it. Wait for my letter, and then please – come along to the proposed meeting.

Meetings

The next coaching meeting will be on **Thursday 31st of January** at The Wellington as usual. The topic of discussion will be varios and how to use them. What's the difference between A1, A2 and A3? What are QNH, QFE, QNE and an artificial horizon? If you want to know these answers, and more, then come along. Bring your vario if you want to. I'll bring along some to show the different types, but if you have an old, or an unusual, one we'd like to see it.



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Dear Windsock

I'm writing this on 30th December. I managed an increasingly rare visit to the hill today – clear, crisp and cold, with the remains of the previous day's snow on the ground. Wind too far off for West Firle, so joined the throng at Devil's Dyke for a brief but enjoyable flight. This enjoyment was greatly enhanced when, upon landing, I was informed that I had been privileged with the prestigious 'Bag of Washing' award for 2001.

I had not been able to attend the Xmas Dinner and had not been aware of this honour, so this came as a complete surprise to me. Humbled and grateful, I picked up the award from the boot of Ozzie's car. What a fine trophy! A masterpiece – a fusion of advanced engineering skills and design flair that will now have pride of place on my otherwise empty trophy shelf. I salute the blend of craftsmanship and artistic vision that has resulted in its creation. My family are most impressed, reminding me that this is the first thing I have returned home with after many long hours of absence pursuing my sport, apart from scars and grass and mud stains.

For those of you who didn't witness the incident that led to the award, let me briefly summarise. It involved a poorly conceived and even worse executed landing, attempted whilst heading backwards at a rate of knots towards the barbed wire just East of West Firle. Without going into too much detail as to why I should have found myself in such a situation in the first place, the end result was your hapless correspondent being pendulumed at high velocity through the said barbed wire, and then fully entangled therein, whilst my canopy, demonstrating its otherwise excellent capacity for stable re-inflation, and which had somehow missed the fence itself, then attempted to fly off up and forward with great vigour, restricted only by yours truly who was enmeshed in the fence like a fly in a spider's web. An interesting moment or two then followed, as the irresistible force of a Harmony at full chat was held back by the immovable object of the barbed wire fence, with my flying suit, then clothes, then flesh acting as the interface between the two. The stand off was resolved when enough of my lines snapped to then cause the canopy to spiral to the ground, pulling me through the rest of the fence as an afterthought.

Three months later, my wrist has now healed sufficiently to enable me to play the guitar once more, and the five hours spent in Casualty waiting for a tetanus jab, (whilst the biggest thunderstorm of all time crashed and burned around us – leading me to wonder even more what the hell I had been doing in the air in the first place), held off the onset of lockjaw. However, before signing off, I feel I should in true Oscar style say a few words of thanks to those otherwise unnamed individuals without whom I still would have been stupid enough to win the award, but who helped pick up the pieces.

Pride of place to Steve Purdie who commandeered a passing cyclist's mountain bike to zoom over to where I was lying like a quivering jelly trying to work out if it was safe to stand up again to check I was OK, and also for providing yards of tape and sticking plaster. A special mention to Maggie, my wife, whose eyesight has taken a turn for the worse after the hours of patient sewing needed to repair my flying suit. And an artistic distinction to Millie for the creative choice of colour employed in replacing the 26 or so lines before the trusty Harmony could take to the air once more.

So that's it. I accept the Bag of Washing Award with gratitude, modesty and humility. I hope to repay the confidence of the selectors in nominating me as their choice for 2001 by never ever giving them cause to put my name forward again!

Good flying to you all, and please stay clear of the wire.

Peter Impey.



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



Airworthiness advisory from DHV

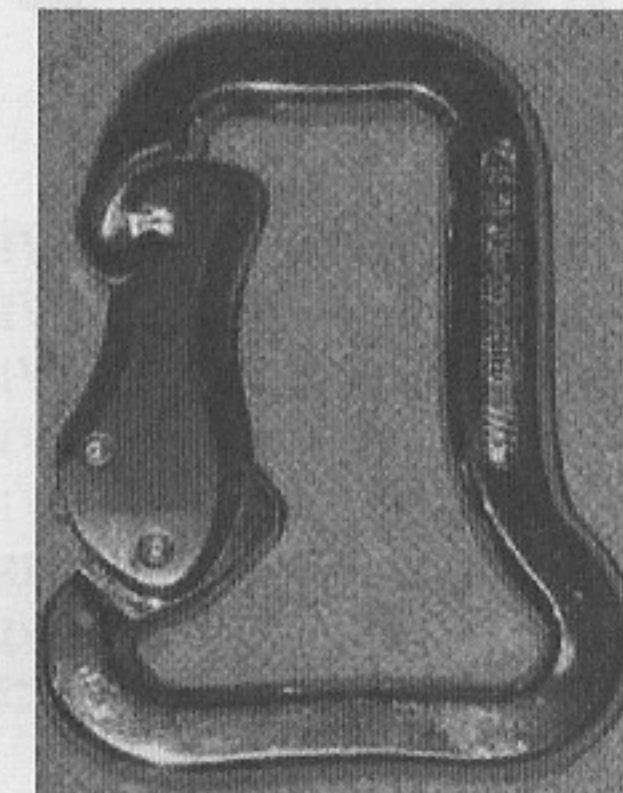
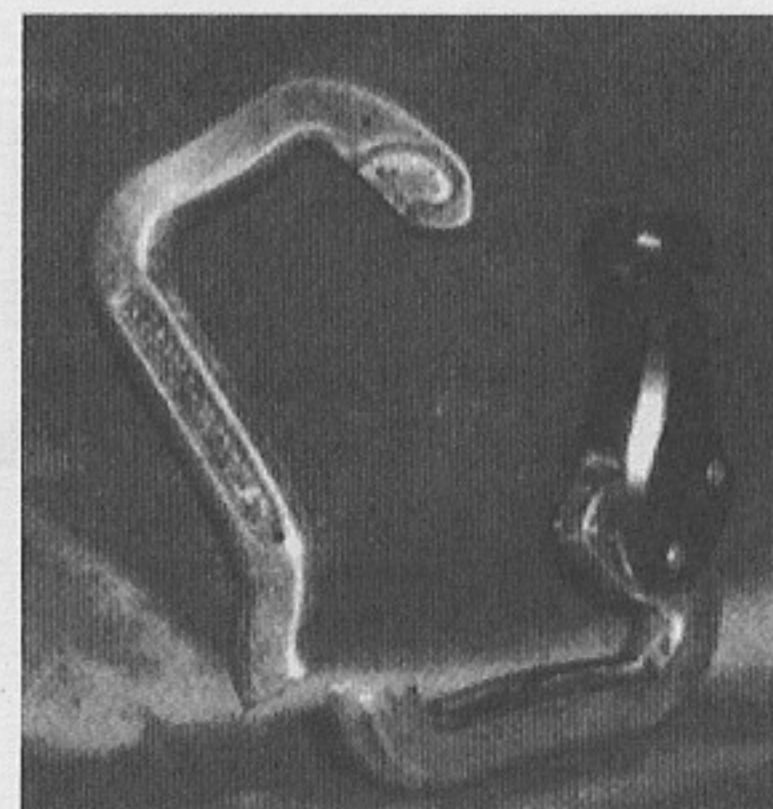
Paraglider harness karabiners

One harness karabiner Parafly Automatic by AustriAlpin broke while starting a paraglider.

This karabiner has been used permanently over a period of three years in DHV test flights. After a material investigation it turned out that in all probability the nickel-chromium surface finishing initiated cracks to the aluminium-karabiner material. Over the period of use the cracks within the aluminium-karabiner material increases and resulted finally in the total failure of the karabiner.

In agreement with the manufacturer AustriAlpin the DHV has decided on the following precautionary safety measure:

All harness karabiners Parafly Automatic by AustriAlpin, which surface finishing is made of a bright chromium surface must not be used anymore. (see pictures)



This type of harness karabiner is available with different surface finishing, exclusively affected on this problem are the ones with the bright chromium surface. In case of any doubt, in identifying the defective karabiner with the bright chromium surface, the manufacturer AustriAlpin, Industriezone C 10, A-6166 Fulpmes, e-mail: office@austrialpin.at, Tel.: 0043-5225-65248-0 has to be contacted.

The airworthiness instruction comes into force when published in the NFGH (paragliding and hang gliding news). The safety measures must be carried out before the next flight with the equipment.

Gmund, 14. December 2001

Klaus Tänzler Managing Director

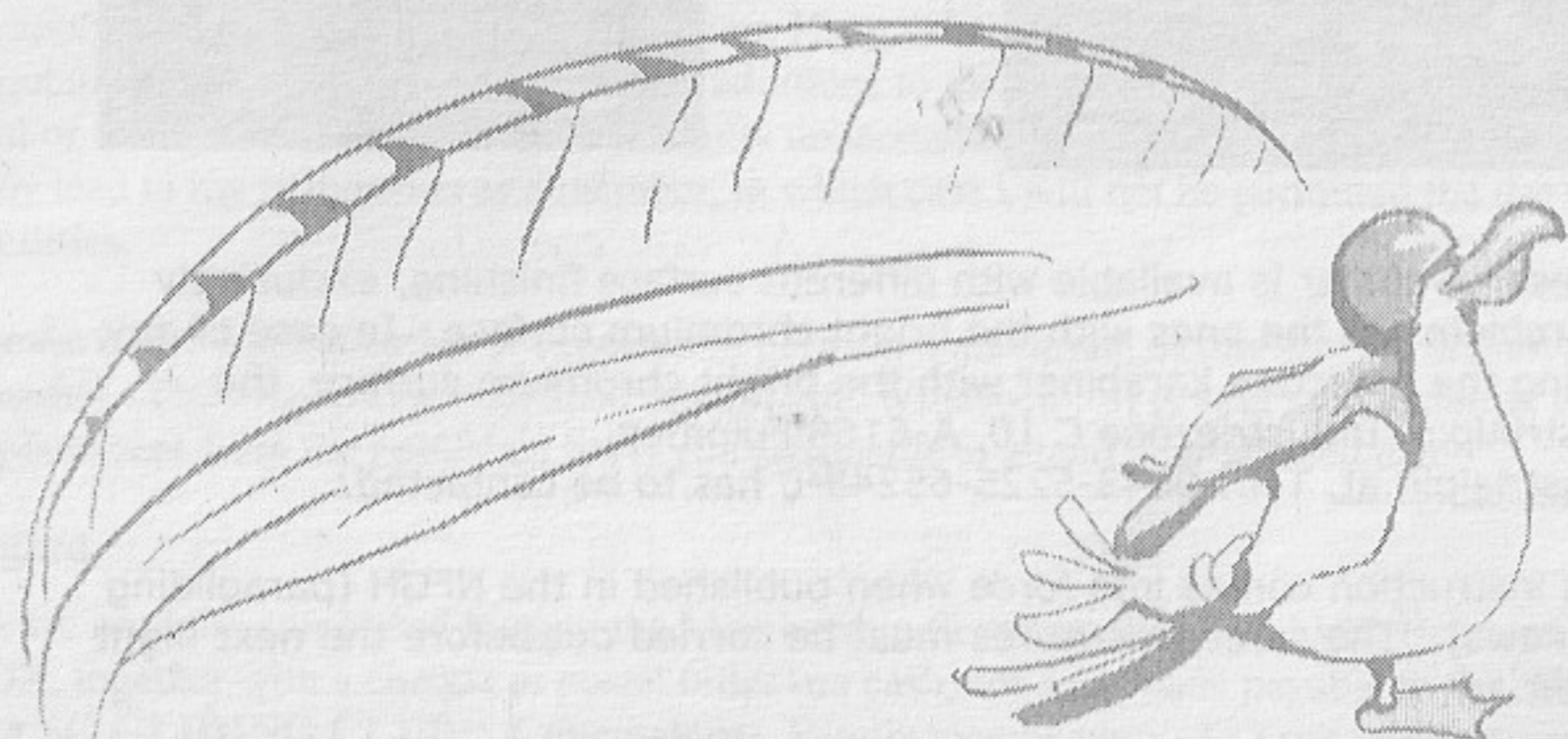
Trevor & John wish
all SHGC members a
happy New Year!

Winching

Soon hopefully,
call if you want
to get involved.

AIRWORKS

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mascot. Too fat to flap!



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The shop will now be open at the
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Mon – Sat 10.00 - 5.30
Sundays Closed (unless it's flyable)

Holidays Abroad

Spain – May 10-24th
Thermalling Course
CP + Only

France – Feb/Mar
Ski and Fly
CP + Only

Trevor is off to Alicante again.
There are only a couple of spaces
left. If you want to come be quick.

A trip to Chamonix or somewhere
similar in the Alps. Details to be
finalised – get in touch if you're
interested.

Demo Gliders To Fly

Flying Planet Spirit (L)	90 – 115kg	DHV1/2
Gradient Bliss 26	80 – 100kg	Afnor Performance
Gradient Onyx 26	80 – 100kg	Afnor Standard
Windtech Quarx 27	85 – 105kg	DHV2

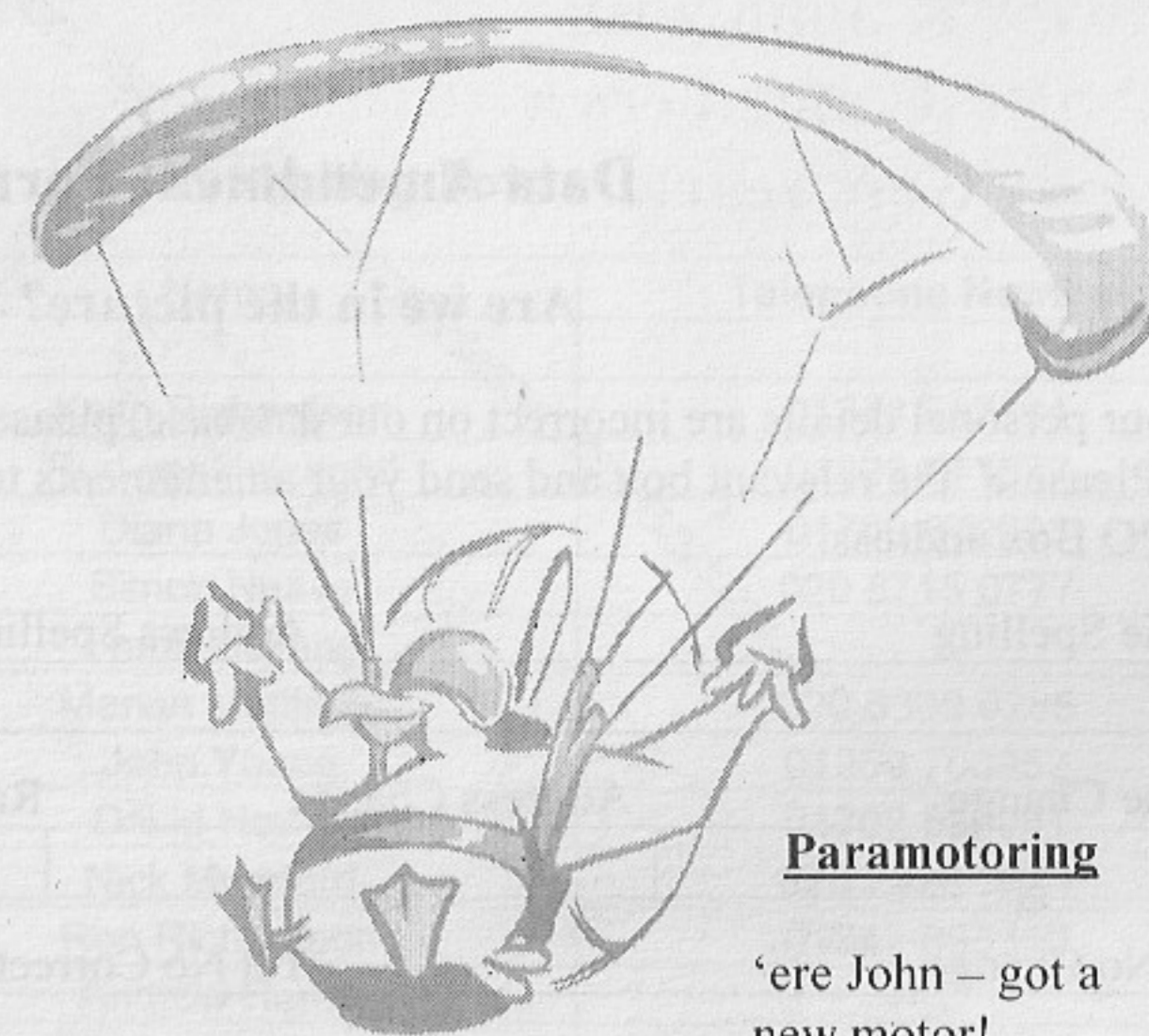
Coaching & Lectures

We'll be doing regular lecture evenings soon. Watch this space!

Suits & Boots

We still stock the usual
range of Sup-Air and
Skyline suits etc. Which
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Hanwags, Steglair, Stadler,
Salomon etc. Call for
prices.



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'ere John – got a
new motor!

Come & talk to
us. Tuition soon.

Used Kit For Sale

Gliders

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, Ex demo, as new	£995
Nova Axon 26	85-105kg	DHV2, As new	£800
Nova Axon 26	85-105kg	DHV2, Good condition	£600
Nova Axon 26	85-105kg	DHV2, Slightly faded	£350
Nova Xyon 24	75-95kg	DHV2/3, Good condition	£400

Harnesses

High Adventure Cygnus Airbag (L).	Very good condition	£200
Firebird Nitro (L),	Average condition	£100

Reserves

Firebird RS2 120-150kg, V-bridle	Good condition/checked	£150
Trekking Large V-Bridle	Good condition/checked	£175

Boots

Salomon Size 6	As new	£95
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AIRWORKS • THE OLD STATION • GLYNDE • SUSSEX • BN8 6SS • TEL: 01273 858108 • FAX: 01273 858107

email: info@airworks.co.uk visit: www.airworks.co.uk



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
26/01/02	HG	Keith Richardson	01243 583761
	PG	Rudiger Holzapfel	01323 871677
27/01/02	PG	Diana Jones	01789 872693
	HG	Simon Neave	020 8715 0777
	PG	Frank Golding	
02/02/02	PG	Marian Mattingly	020 8309 0285
	HG	John Young	01959 700952
	PG	David Howell	01708 558081
03/02/02	PG	Nick Mumford	020 7428 9641
	HG	Ron Richardson	01342 893340
	PG	Andrew Heron	
09/02/02	PG	Stephen Goacher	07941 531085
	HG	Robert Davies	01787 460528
	PG	Graham Hutton	01435 830753
10/02/02	PG	David Webb	01273 835048
	HG	Johnny Carr	01444 471137
	PG	Neil Banks	020 8230 0308
16/02/02	PG	Kristin Millwood	01273 514993
	HG	Ricky Young	020 8686 5947
	PG	Ernest Bayliss	
17/02/02	PG	Paul Watts	01273 870433
	HG	Jerry Cooper	01273 605496
	PG	Eric Hill	01753 536751
23/02/02	PG	Emma Davies	
	HG	Richard Darcy	01435 813162
	PG	Paul Branchflower	020 8692 6088
24/02/02	PG	Andrew Sutehall	020 8330 5350
	HG	Peter Perry	01293 402908
	PG	Steve Brewer	01444 247737
02/03/02	PG	Aidan Toase	020 8789 9768
	HG	Tim Mackenzie	01635 874258
	PG	Ian Grayland	01323 737161
	PG	Keith Dearness	020 8469 0415

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



Johnny Carr



Paul Coidan



Brian Brunswick



Martin Brady



Claire Page



Dave Massie



Will Greenwood



Sue Brooks



Ozzie Haines



Trevor McLoughlin



Michel Carnet



John Lancaster



Nigel Barrett



Stewart Swanton



Diana Riordan



The SHGC Committee

President	Johnny Carr	01444 471137	johnnycarr@tillershaw.prestel.co.uk
Chairman	Paul Coidan	01953 688266	paul.coidan@tesco.net
Secretary	Brian Brunswick	0208 542 8724	brian@skarpsey.demon.co.uk
Treasurer	Martin Brady	01444 233346	martin.brady@talk21.com
Membership Secretary	Claire Page	01273 508187	membership@shgc.demon.co.uk
Safety Officer	Dave Massie	01403 268601 07973 146532	davemassie@btinternet.com
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Aerotow Officer	Will Greenwood	01273 477388	will.greenwood@btinternet.com
Site Fee Collector HG	Sue Brooks	01273 857163	
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Chief PG Coach	Trevor McLoughlin	0787 655 8684	tjmel@cix.co.uk
Airspace	Michel Carnet	01273 556695	michel.carnet@skysystems.co.uk
Competitions PG	John Lancaster	01273 813482	johnandshaz@yahoo.com
Competitions HG	Ozzie Haines	01273 418293	
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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.demon.co.uk

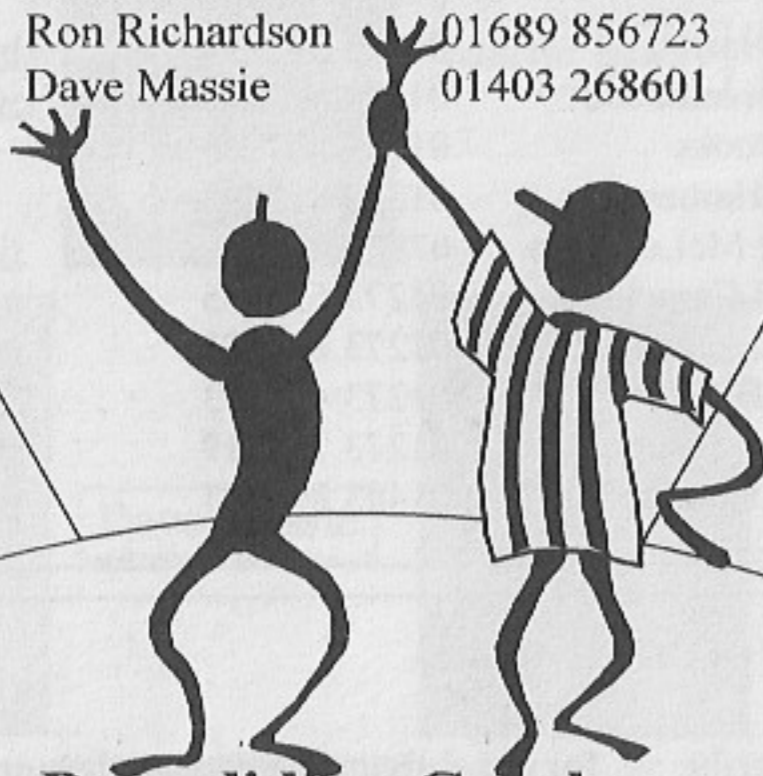
Aerotow Information Line
 01273 486657
 Beddingham Weather Station
 01273 858174

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



Hang Gliding Coaches

Richard Arthur	0208 744 3159
Martin Brady	01444 233346
Will Greenwood	01273 477388
Ozzie Haines	01273 418293
Kelvin Kincaid	01483 428653
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
John Lancaster	01273 813482
Dave Lewis	01273 589787
Michael Lockerbie	0208 690 3638
Dave Massie	01403 268601
Jon Munro	01793 852483
Barry Philpott	01444 482225
Simon Oliphant	0207 476 5490
Mandy Sharpe	01273 589787
Simon Steel	079 9057 4109
Stewart Swanton	01273 732219
Adam Toase	020 8789 9768

New Demos!

APCO:
Fiesta
Allegra
Bagheera
Simba

OZONE:
Atom
Octane
Proton GT
Vibe - New!

WINDTECH:
Ambar
Serak
Quarx

FLYING
PLANET:
Astair
Sirius

NOVA:
Carbon

15 flying sites
in which to
try before
you buy!



ALL THE TEAM WISH YOU A HAPPY NEW YEAR

SALE!

Flying suits. We have a ridiculous number of suits in stock, including the beautifully tailored Draco suit at £80!

Varios. We are selling the Flytec 4005 at £160 with this advert.

Boots. We are selling the Hanwag 2000 at £125.
Scarpas at £99.

PARAGLIDERS

We have the new Apco Presta medium in our possession.
Come and test fly it.

During the first two weekends in MAY we are holding a fly in. This is to actually pitch different wings against each other on the same day in the same conditions, so we are already collecting demos: we have the Flying Planet SPIRIT, the Apco PRESTA, the Windtech SERAK, the Nova CARBON all here and ready for you to fly.

Soon we will be repainting our doors and re-screeding our floor! But no new Land Rover...decided to spend all the money on new stock!

Email sussexhgpg@mistral.co.uk
see our new website

www.flysussex.com

Tollgate, Beddingham, Nr. Lewes,
East Sussex, BN8 6JZ

01273 858170



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.

Found

Found at the Dyke, 24/11/01: speed bar and pair of strings. Please contact Hairy Dave, 01273 589787.

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.

Dave Massie, Safety Officer

Found

Found at West Firle, 10/11/01, some distinctive foreign money and some camera equipment. Please contact Hairy Dave, 01273 589787.

Air Law Reminder

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

Dave Massie, Safety Officer

British Hang Gliding Cup

Are there any club members keen in having a go at the British Paragliding Cup 02 and sharing the cost of travel/accommodation etc.?

I have spoken to individuals who are keen. Perhaps if there are a number of us, this could reduce costs. I have a large dome tent for six!

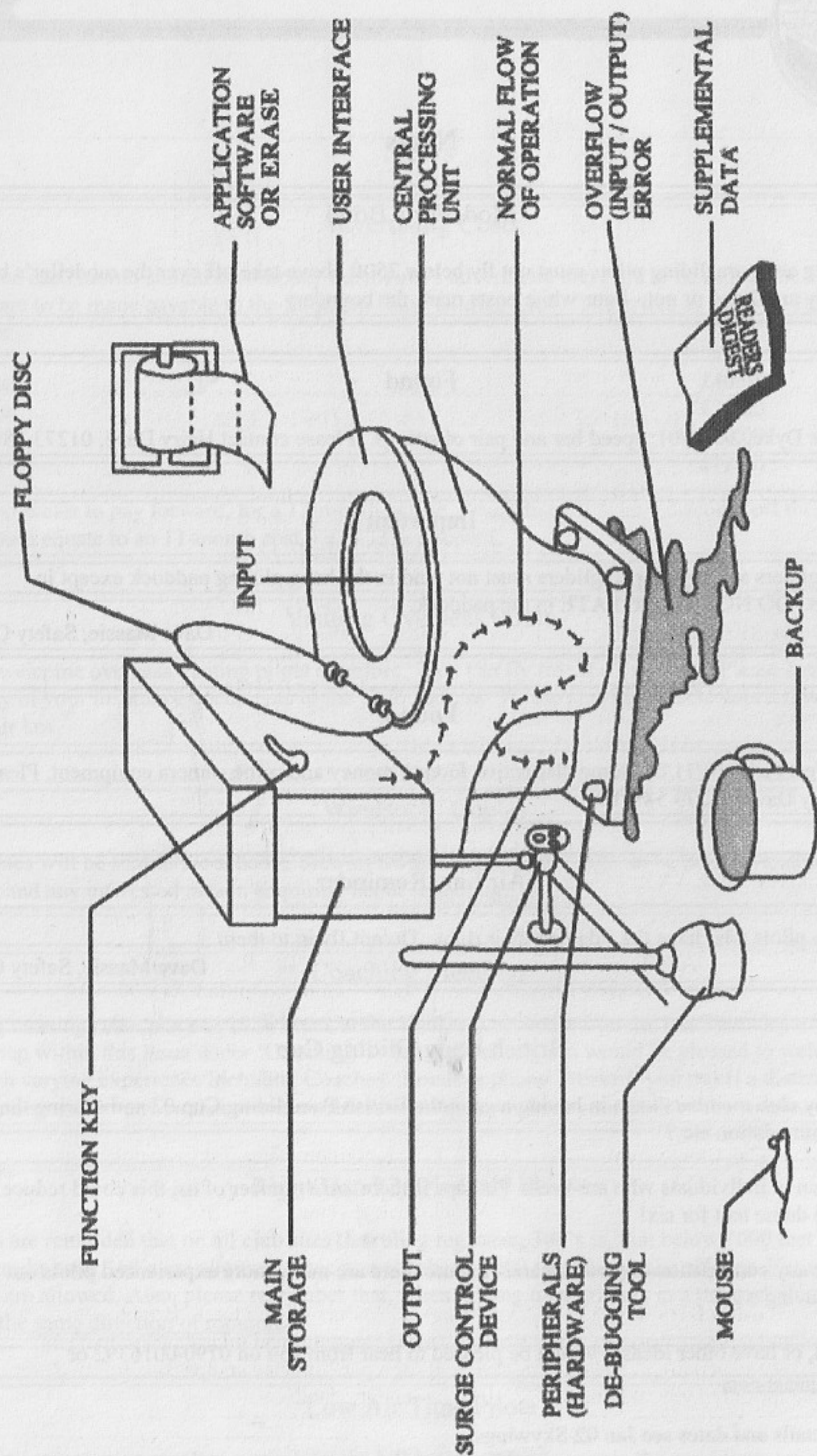
I don't have any competition experience and I'm sure there are many more experienced pilots out there that fancy having a go!

If you're keen, or have other ideas, I would be pleased to hear from you on 0790 0016392 or tambira@supanet.com

For more details and dates see Jan 02 Skywings.

Mike Peters

Understanding Computer Technology



THINKING OF YOU "OZZIE"



noticeboard

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BIG CHILLY WINTER PARAGLIDER CLEAR-OUT!

OZONE ELECTRON : Med, yellow. Excellent condition, demo use only. £1549

OZONE ELECTRON : Lge, yellow. Excellent condition, demo use only. £1649

SWING ARCUS: Large. £1,100.

FIREBIRD APACHE : Small. £800

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.

GRADIENT IMPULSE medium, blue. £1,200

AIRWAVE JIVE med £550 **AIRWAVE HARMONY** small £450

AIRWAVE HARMONY med. £450 (2 available)

AIRWAVE HARMONY: Med, red. Good condition. £999

AIRWAVE HARMONY large £700

AIRWAVE SAMBA Medium £700 (2 available)

AIRWAVE SAMBA Large £750

AIRWAVE RAVE 27. Lilac. £499

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

APCO PRIMA med £500

APCO PRIMA large £650 (2 available)

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

APCO SANTANA Medium yellow. Good condition. £1,300

APCO SANTANA large £800

ITV AGENA large £650

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

EDEL ATLAS X-large £700

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

Allegra Medium DHV 1/2 (85 - 105 kg all-up). 119 hours logged total. Bright yellow. Still under manufacturer's warranty. Full new set dhv 1/2 rigging (had microlines previously). Your chance to acquire the best combination of high performance and passive safety currently available for only £999. Phone 07977 910645. Ian Grayland.



noticeboard

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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

Sky Systems Probe paragliding harness with Confor 'ejector seat' foam back protection. The Rolls Royce of paragliding harnesses. Still comfortable after the longest flights. Well used so only - £150.

Firebird/System X Demon prone paragliding harness, as flown & designed by Robbie Whittall, very light. Well used & not a beginner's harness - £80.

Go on! Go on! Go on! Go on! You know you need one, & I need cash for next year's comps!

Steve Purdie (07979) 714346 or email: stephen.purdie@twr.co.uk

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

Ozone Proton, large, DHV 2/3, 100-125Kg. 14 hours only, excellent condition. £600.
Phone 01206 250871

Gin Bonanza, small 70-85kg DHV 2-3. Good condition white/red. £650 o.n.o.
Tel Dave 01273 696864



noticeboard

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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

Avian Java 140 Good condition, 2 years old, 120 hours, lovely to fly, and great performance for such a light weight glider! £1600
bruce.kavanagh@ntlworld.com tel (H) 01252 675056 (M) 07974 743973

ITV Asterope 30, unused since bought second hand from Sky Systems; also new Flightstyle harness and helmet and second hand Metamorfoosi Emergency parachute. All for £500.
Please telephone 0207 623 7831 or email bill@wgoodier.fsnet.com

**HAPPY NEW YEAR!
FROM YOUR EDITOR**

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

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 49 66 70, email: carlo@windtech.co.uk.

