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November – **Southern Spain**, details & dates soon...

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

For our full 2002 calendar, Call 01273 556695 or check our website on www.skysystems.co.uk

STOP PRESS... For the third year running, Sky Systems MD (and Club Safety Officer) **Michel Carnet** is **British Paramotor Champion**. The Championships were held over the Jubilee Weekend at the start of June, and tasks were flown on all four days. Michel flew an Ozone Vibe and used an Adventure A4 paramotor. The entrants, from as far afield as Russia, competed over a variety of tasks which mixed elements of navigation, fuel economy, speed and flying skills – the first and third places were taken by Adventure paramotors. In 2000 and 2001, the top 3 places were won by Adventure Pilots. No wonder the Adventure machine enjoys its unique reputation as a reliable, well-designed unit which delivers.

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WINDSOCK

July 2002



“Sussex Police Helicopter”



Editorial

Hi all,

This month's issue is a bit of a skinny mini. Last month I was awash with articles for the magazine, this month the cupboard was bare. I know Dave and I keep going on about articles for the magazine, but it is your magazine. As the holiday season is coming up let's have a report on your summer flying vacation. I am sure your fellow club members would like to read about it. It also gives the new members of the club something to aspire to. Those long cross country's I have been hearing about. Put it down in writing so we can all read and learn from you "Sky Gods" Dave in his chairman's letter this month, writes about new members doing their first cross country and coming back with silly grins on their faces. Write an article about it so that we can all share in your enjoyment. I can remember my first cross country and the immense feeling of satisfaction I had having attained a new goal.

Thanks to Frank Golding of the "Mech Shop" for his pictures of the Sussex Police whirly bird. Let's hope we do not see it too much at our sites this year.

And now an apology. Since taking over the editorship of "Windsock" I have only just realised that I have not informed you all as to where to send your adverts, what a Rodney. Anyway here goes.

By e-mail to windsock@shgc.demon.co.uk or Paul.Coidan@tesco.net

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

Now to get the August issue under way before my hols in France. Maybe I will see some of you at Anney

windsock

Thrown together and edited by
Paul Coidan

Summary Following The SHGC Committee Meeting 3rd July 2002

- Dyke bottom landings in the crop cost £10 fine!
- Aerotow group has new tug, re-fitting underway.
- Green Dragons holding club coach course - volunteers?
- Summer Disco was great, Christmas do 7th Dec at the Dyke.
- Safety - people *must* land immediately to make space for air ambulances.
- Marshalling roster now on web site.



Chairman's Letter

No sooner than I complain of the lousy weather we've been having, than summer magically appears, leading a young man's fancy to thoughts of actually flying again. So what do I do? I go off to Wales just as it gets epic at the Dyke. Ho hum.

Is it just me, or are Trevor's coaching lectures having some effect? New pilots have been seen actually going around in circles in the lify bits, and not getting in the way of everyone. OK, so there's always some blundering around with the observation skills of Mr Magoo, but I detect a technical improvements in lots of people's flying. What's more, a few of them are going XC, and coming back with silly grins on their faces. So you want to get more out of flying? Get yourself to the lectures, and start asking difficult questions.

Meanwhile, most of the hang glider pilots seem to be busy rigging, and derigging their gliders, complaining about having too many paragliders in the air. The answer to this is to insist on a takeoff slot. This will involve walking over to the paraglider pilots and talking to them nicely. Surprisingly, most of them don't bite, and will allow you to have your slot. You pay your dues, like the rest, so get some flying.

Enough for now. I'm off to France to get some flying in, just as it gets good here...

Regards
Dave

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Elementary Pilot And Beyond

Tim King formally ran his own school in the South East of England. With a change of teaching philosophy he has joined forces with one of his old instructors, John Welch from Flight Culture. They have pooled their experience to offer a way forward in educating pilots and instructors, initiating new teaching techniques and setting high standards to ensure a high level of safety, enjoyment and fast progression in the UK and overseas.

With the UK weather being what it is, more & more pilots are looking to get their airtime overseas or even finish their CP course overseas. Whatever level you are at, there has never been a better time to further your flying skills, weather it be here or on an overseas trip.

So, you've just qualified as a Club Pilot, it's a day to remember. You've achieved your first milestone in your flying career. You can now fly unsupervised and really feel the freedom that this pure airsport can offer. You can explore all kinds of different sites - travel abroad, fly mountains, cliff faces, sand dunes, even Mt. Blanc - gulp! OK, yes you have achieved Club Pilot rating but in reality to continue further, safely and enjoyably, your still going to need professional assistance. It is just the beginning and you are at a very vulnerable stage of the game. Your local club will have the services of club coaches - but there are only a few who really know their stuff and only fewer still who won't be flying if it's a good day. I do know a few club coaches who do an excellent job - I take my hat off to them..

Many schools now offer post CP coaching schemes. There are a few positives for these schemes but there is a down side too. The school may use the scheme as an incentive for you to buy a glider package from them, or a way of keeping you as a captive customer for future sales. More often than not you are lumped back into a group of students still completing CP tasks, making advancement slow for you in a crowded, mixed group. However, one of the benefits is, that you will meet other pilots, all be it of a similar standard to you. Think about, and decide what you need to achieve & what is the most effective method of carrying this out. A professional instructor should be able to give you a forward plan - but watch out for blatant commercial interest - you don't want to end up in a totally unsuitable environment in the middle of but **** nowhere without the necessary skills.

If you have just finished your CP course then you really need to be looking at achieving the following primary topics:-

- 1 - Gain airtime, feel comfortable and confident with your glider
- 2 - Honing CP skills such as top landings, soaring, big ears, reverse launches, site assessments etc.
- 3 - 360 degree turns & exploring thermals

I have taken a different approach this year and gone down the road that other sports have. I now teach specialised tasks from EP upwards on an individual basis or with just two students. In every other sport you can get individual tuition, in my experience you can develop your skills so much faster on this basis. Lets take an individual who has just come out of school. Imagine the worth of a 1 on 1 lesson on slope landing skills. For 1 hr the student has the instructors sole attention. No other students to worry about, no trainee instructors to train. Just you and the instructor building a relationship that will fast track you up the learning curve - very safely. And because there is no huge group scenario, lessons can be flexible, evenings and early mornings become an option offering more flyable days!

Overseas trips are an excellent way of furthering your education and broadening your horizons. There are many operators willing to guide you at almost any location on the planet.



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Tel. 01883 652 666. Email andy@greendragons.co.uk

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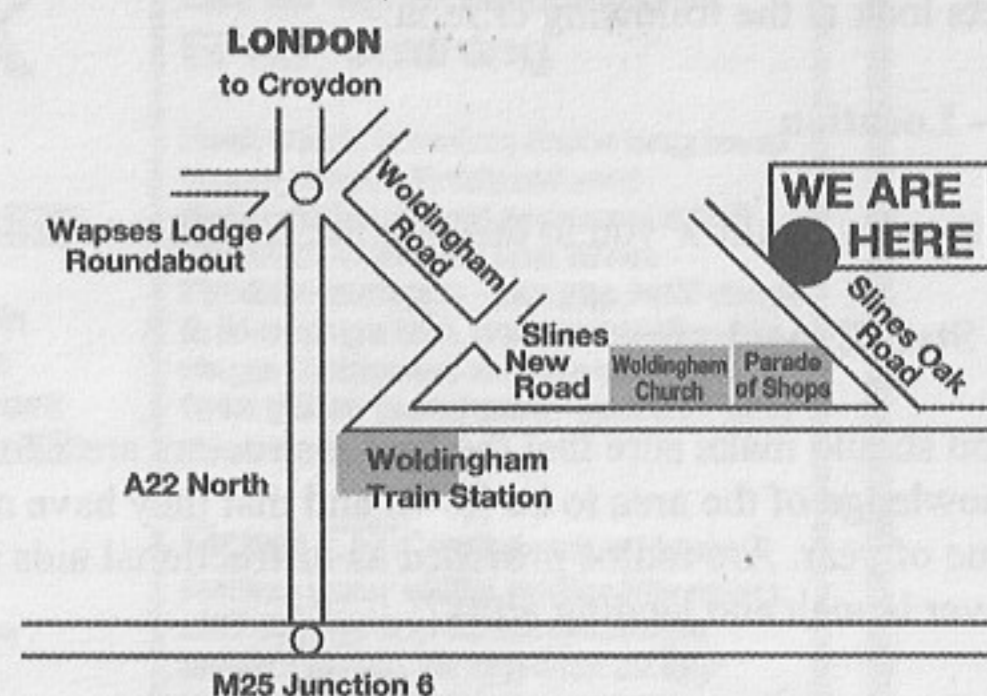
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Elementary Pilot And Beyond cont.....

However we must first differentiate between a guided holiday and a residential structured trip. Whenever you fly somewhere new you always need to get the low down on site rules, meteorological quirks etc etc. either in the UK or abroad.

A local guide will usually offer transport and basic site assessment information. They will not necessarily look after you once you are off the hill - look out for those changing local conditions or tiny landing fields. They normally charge between £10 & £15 per day. If you have, say, 100 hrs airtime plus in mixed conditions you might get away with taking a guided trip.

A residential educational course will be far more intensive and safe. You should expect to be 'interviewed' so that the instructor can assess your requirements, skill level, mind set etc, so that he or she can apply the correct level of tuition. There should be lectures throughout the week. Residential courses cater from EP onwards and it can be an excellent way to get your Club Pilot rating. After gaining 20 or 30 hrs airtime since CP, your confidence should have grown immensely (if achieved in the correct environment i.e. not just gale hanging for hours on end). At this stage it is so important to remember that it is still early days! You are about 1 mm along an infinitely long road. However, you should by now have the foundations to develop your skills to a thermalling course, perhaps, a basic SIV course (wing dynamics, collapses and stalls & spins to the point of), cross countries and dealing with stronger thermals. These are very specialised areas and your choice of operator is absolutely crucial. Talk to other pilots, recommendation is usually a safe bet. On your course, your hosts should also act as a tour guide so you can take advantage of your location - where are the best restaurants, what sites are worth seeing etc. When choosing an operator you should be asking all the relevant questions.

Lets look at the following criteria:-

1 - Location

Is it going to allow you to develop the appropriate skills for you or are you going to be out of your depth?

2- Staff Experience

You should make sure that the lead instructors are Senior instructors and that they have an excellent knowledge of the area to be flown and that they have made previous trips to the location at the relevant time of year. Are radios provided as instructional aids and for safety? Are there enough instructors to cover launch and landing areas?

3 - Medical Back Up

Are there medi vac facilities and good hospitals. Heaven forbid, should the worst happen you need to be in the right hands.

4 - Quality Of Accommodation And Vehicles

Are you paying for a bunk bed in a shack or an en-suite with jacuzzi in a luxury villa? Are you getting a transfer from the airport? Will it be there when you arrive? Are you being rammed into a sweaty minibus with no air con or have you been supplied with a hire car so that you have freedom and some independence?



Elementary Pilot And Beyond cont.....

5 - Non flyable days.

It's a holiday too. Should you get the odd day that is unflyable, can you still have a good time - your instructors should also double up as tour rep, and offer a range of alternative activities. Is it suitable for non flying partners? Will they be bored or happy?

Take all of that into consideration and the cost of a paragliding overseas course is still just a tad more expensive than a package holiday or an EP course - amazing, well under priced in my opinion. All of the above factors will influence the cost of the course, its often false economy to go cheap and cut out 1 or more of the above factors & more importantly could be dangerous.

I have been teaching overseas courses now since 1992 and have seen many different operators around the globe. I can tell you, at times I have been absolutely appalled by the standard of tuition offered by some outfits, but thankfully I have also, occasionally, been impressed too. Choose wisely, ask the correct questions and learn from other pilots experiences.

For further information on broadening your horizons contact Tim King on 07767 264211 or John Welch on 01305 267027 or check out www.flightculture.co.uk

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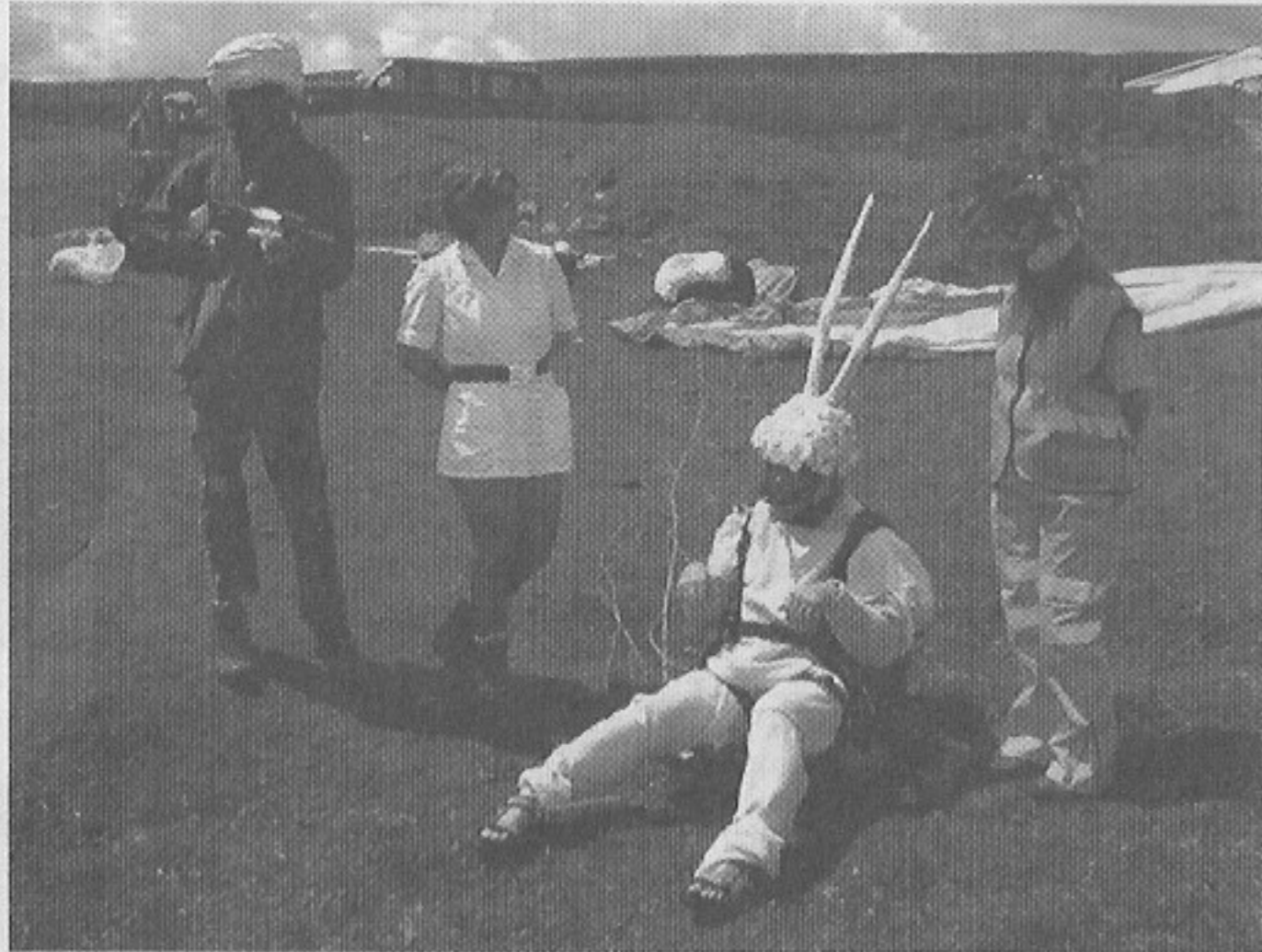
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Lanzarote: Nov 28th - Dec 5th and/or Dec 5th - Dec 12th.

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A Warm Welcome To Our New Members

On behalf of the SHGC committee and club members a warm welcome to our club is extended to :-

Craig Beech, Simon Brice, Tony Giammichele, Jamie Glendinning, Patrick Higham, David Kirk, Mark Midgley, Oliver Raynham, Keith Simpson, Guy Slater, Maja Szereszewska, Jason Teal, Andrew Terry.

Safe flying, and don't be afraid to ask for advise.

Goodbye To Non-Renewing Members From Last Year

Andreas Agathangelou, Michael Allingham, Jason Allum, John Anderson, Kevin Barrett, Malcolm Beard, Roy Beaumont, James Bellin, Philip Bendle, Lisette Black, Graeme Blakemore, Neil Brennan-Wright, Gordon Briggs, David Burgess, John Caston, Keith Clapson, Robin Clemes, Bernard Clifford, Martin Colclough, Stephen Connell, Justin Cook, Steven Cook, Jerry Cooper, Jonathan Cooper, Andy Coulstock, Chris Crawley, Steven Crosby, Grant Crossingham, Carol Darby, Stephen Darby, Michael Davidson, Emma Davies, Robert Davies, Richard Day, Mark Distler, Roger Dix, Craig Dolwin, Freddie Eaton, Ben Edmonds, Jonathan Eeles, Michael Eldergill, Adrian Evans, Simon Fawcett, Iain Ferguson, Rachel Foord, Mark Fuga, Ron Garden, David Garton, Peter Gibby, Patrick Gilbert, Steve Green, Phillip Gregory, Johnny Groves, Rob Hamblett, Jim Hardiman, James Hedges, Alex Heron, Andrew Heron, John Hewitt, Adam Hill, Paul Hodkin, Rudiger Holzappel, David Hooper, Nicus Horn, Karsten Huttenhain, Clifford Iffland, Alan Jackson, Diana Jones, Gareth Jones, Simon Jones, Marek Kaniewski, Bruce Kavanagh, Martin Kelly, Richard King, Paul Lacon, Owen Latham, Adam Laws, Sonya Lengweiler, Alan Lovell, Chris Lovell, Michael Alan Lowe, Simon Lowry, Tony Lucchesi, Keith Lydiatt, John Lynch, Tim Mackenzie, Mike Madden, David Mahon, Pepe Martello, Adrian McCauley, Robert McGregor, Alexander Melsheimer, David Mercer, Martin Muldowney, John Murphy, Justin Needham, Lance Nelson, Paul Nicholls, Rob Noon, Vernon Oakley, Rebecca O'Connor, Keith O'Sullivan, Steuart Padwick, Steve Parker, Roger Pead, Roy Pypers, John Pinchin, Anthony Preston, Barry Puckey, Steven Puckey, Toby Quattrill, Mel Quick, Krassen Raykov, Paco Read, Howard Rhind, Keith Richardson, Ron Richardson, Peter Robinson, Colin Rush, Graham Saunders-Griffiths, Sophie Saussier, Phil Seeley, George Shapland Michael Shaw, Rob Simpson, Dave Sirockin, Adrian Smith, Paul Smith, Geoffrey Soper, Ian Stimpson, David Stow, James Summerfield, Paul Sutherland, Tom Taylor, Ray Thompson, Jeremy Thomson, Jessica Townshend, Richard Toyne, Howard Travers, Ioan Tudor Jones, Dave Tulloch, Peter Unwin, Sebastiaan van der Meijden, John Vernon, Hugh Waghorn, David Walker, Michael Walsh, Simon Walsh, Terence Warren, Mark Way, Keith White, Mark White, Russell White, Mike Wickins, Peter Wilbourn, Liz Wild, Andy Williams, Neil Williams, Mark Winters, Peter Wood, William Yarham

Marshalling Rota

Date	Type	Name	Telephone Number
27/07/02	HG	Roger Knapp	01932 780255
	PG	Norman D'Souza	07711 858105
	PG	Ian Greig	07966 462549
28/07/02	HG	Kelvin Forster	020 87899590
	PG	Jerry Hansen	01273 461783
	PG	Mike Thomas	01737 766211
03/08/02	HG	Chris Franks	01444 244041
	HG/PG	Harry Greene	020 7482 4927
	PG	Jerry Traves	020 8301 5900
04/08/02	HG	Andrew Hocking	07890 604445
	PG	Mike Hood	01403 864539
	PG	Peter Longstaff	01344 622975
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

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We stock flying suits from Sup-air, Skyline, Edel, Gin, UP plus others Which one do you want?

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

Holidays

Spain - Trevor's off to Alicante again in October, but due to the huge success of previous trips, places are filling fast. This course is primarily aimed at Club Pilots looking to improve their thermalling technique and to finish any final tasks for their Pilot rating, but new Club Pilots are also welcome to come and experience true thermalling flight for the first time.

Dates still available are October 4th – 11th & 11th – 18th. Cost is £575, which includes flights, accommodation, full continental breakfast, transport to and from the airport and all flying sites, guiding by local professional, travel insurance and personal instruction from Trevor. Evening meals cost £7 - £10 including drinks. Email or call us for more details.

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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ApcO Simba II	85 – 105kg	DHV2, Only 3hrs airtime	£1800
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

Harnesses

High Adventure Cygnus Airbag (L),	Very good condition	£200
Sup-air Profeel (M)	Very good condition	£150
Edel Protector (M)	Very good condition	£95

Reserves

Junkers 23	Checked & re-packed	£200
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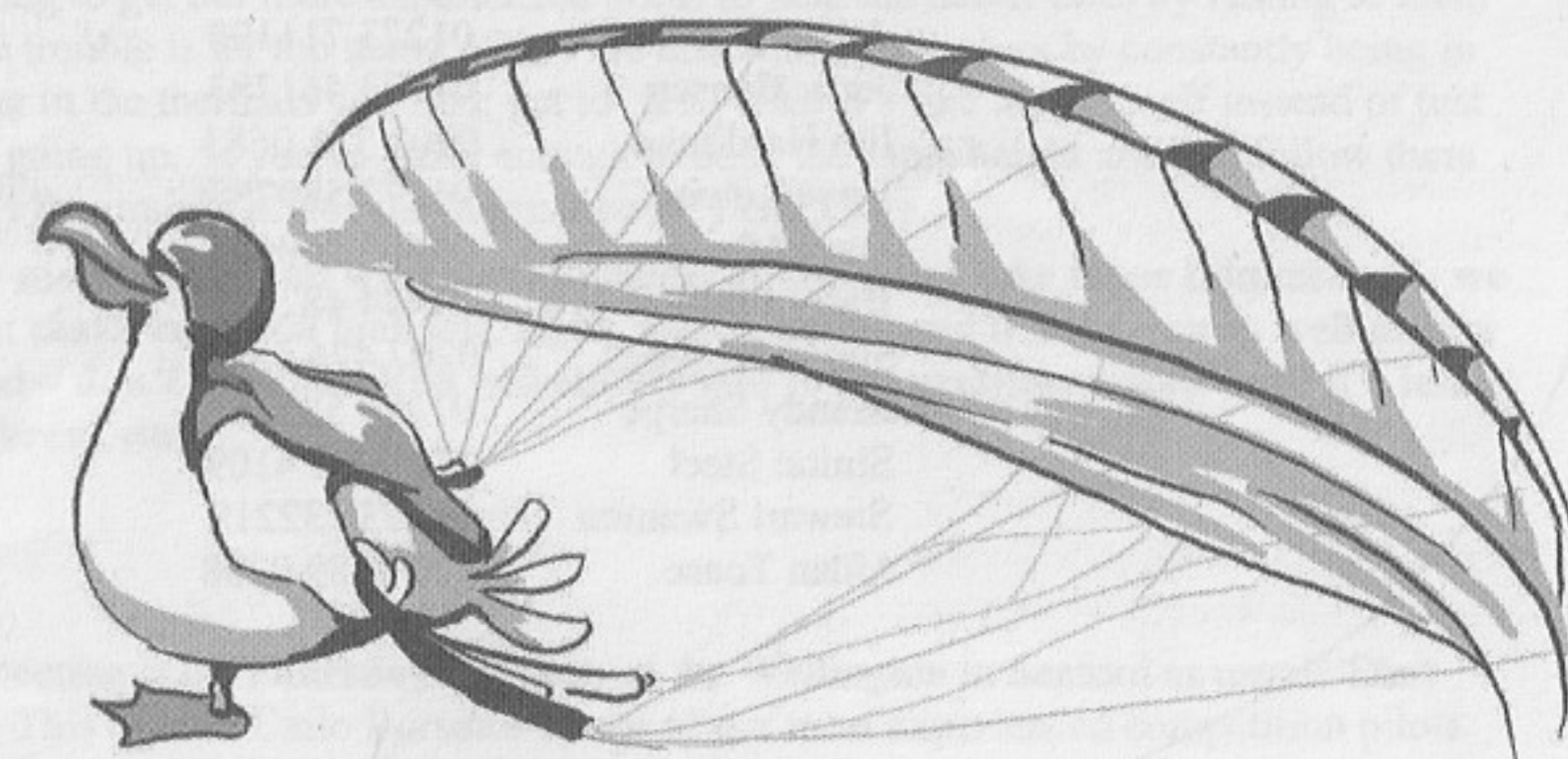
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Gradient Bliss 26	80 – 100kg	DHV 2/3
Gradient Onyx 26	80 – 100kg	DHV1/2
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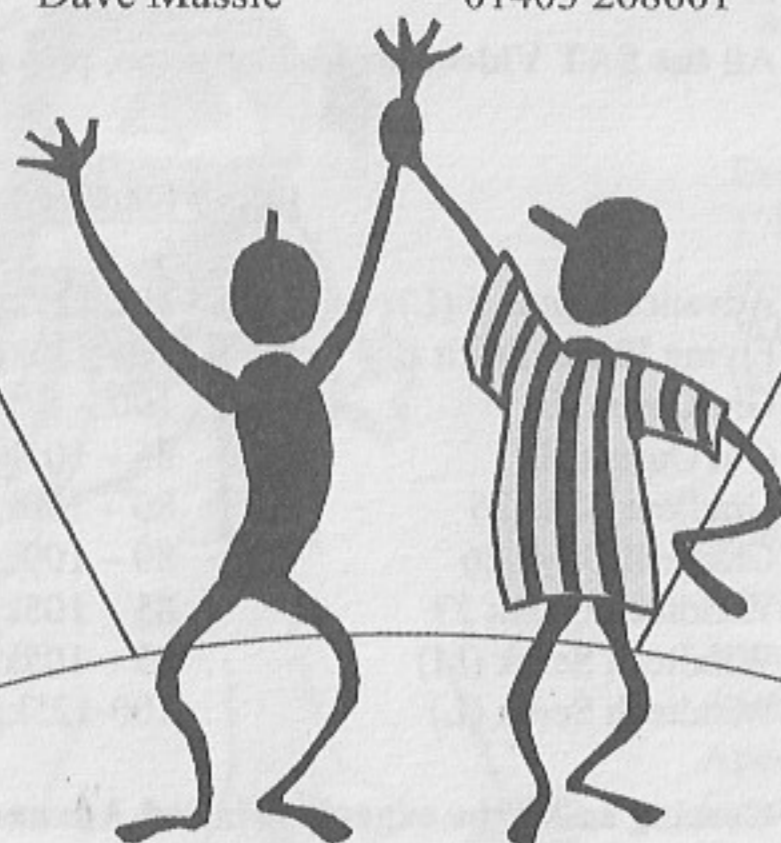
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Coaching Column - By Trevor McLoughlin

Weather

I can't believe how bad this weather is. I've also decided not to believe a word of what they have to say at the Met. Office with regards forecasting. It amazes me the way the BBC talk so much about what went on today, rather than the important stuff we need for tomorrow. I suppose they must do it for the time travellers that weren't here today; obviously they need to know about today's weather in case anyone asks about it. Why not get the time-travellers to bring back what we need to know instead?

Overcrowding

Well, everyone moans about it and we all know what it means, but if some of you don't start getting sensible soon someone is going to get seriously hurt or even die! We've had many accidents over the years and after each one people start to fly a little more sensibly for a while. Unfortunately, complacency soon sets in and you all go back to being daft again. It doesn't matter how hard you try to push or kick it out of the way; the planet will simply not budge - you will break!

I foresee a serious mid-air collision happening at the Dyke or Caburn real soon unless some of you stop flying so close to each other. For some reason there is an idea out there that in order to progress in your flying you need to stick close to the more experienced pilots. Ok, watch what they do and learn from it - that makes perfect sense. It doesn't mean that you stay so close that they can't turn - you're not supposed to be able to hear their heartbeat!

This myth that's in circulation about advanced pilots being able to get out of tricky situations easily is simply not true - they won't bounce any easier than you will. Sure they have more experience, and that experience will get them to stay out of your way and justifiably be very rude to you at the next available opportunity. By sticking so close, you're stopping them from being able to turn in the thermal in order to climb out. One sure way of easing crowding is to allow people to climb out away from the hill. If you see someone in a thermal then by all means get in underneath and follow them to base, but please, stop flying straight at them just because they've got a bit of a bubble.

As you all know I'm trying to get our more experienced pilots to help the newer ones by talking to them at our meetings etc. The trouble is far too many of you are alienating yourselves by constantly being in the way. Practice turning in the thermals you find; get to 'feel' what it's like for yourself instead of just flying close to someone going up. If you're lucky enough to be at the same height and can follow them around, great - just don't fly straight across the thermal so they can't turn.

Please, please try to fly more safely and with more consideration. Also, take those blinkers off - we fly in three dimensions; make sure you look left, right, above, below and behind you as well as just in front. If it's crowded - don't take off. You will simply add to the problem - wait until it's less crowded or go to a different site.

Club Meetings

This month's Seaford meeting is on **Thursday 25th July** at the Wellington in Seaford as usual. Start time will be 8.30 sharp. This month, Carlo Borsattino; one of our most experienced competition pilots will be giving away all his secrets in the practicalities of planning and achieving cross-country flight. So, bring a notebook and a pen and be prepared to take notes. Carlo, as well as being a Senior Instructor has flown in competitions all round the world and he has a wealth of knowledge for you to question.



Remember this meeting is not just about listening to us though; it's about meeting new friends and fellow pilots. I suggest you arrive early to get a seat; I'll be there from 7.30 onwards. Don't miss it; it's going to be good night.

London Wing

The next **London** meeting will be on **Wednesday 24th July** 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.

PARASCOPESES

Our astrologer, Look ahead Lil, predicts the month ahead, for this months star sign.

LEO



23 July – 22 August

The Month Ahead

You are really going to enjoy August, or at least its second half. The first few days are awkward, but from around your birthday, Jupiter benefits your sign, for the first and only time this decade! Jupiter is so grand that few signs really know what to do with him, or can envisage things on a large enough scale: but you can. And you will!!

Your Flying

Your Flying life looks good. It is important to know, though, that there's a change in emphasis, and maybe in direction, after your birthday, probably as a result of Jupiter's influence, so aim high! The early part of the month shouldn't be aimed at lying around the hill or top to bottoms, but for practice and laying the foundations for growth, development and at bringing your landings closer to a suitable point! It can be done, but only if you do the work, and it will take time. The rest of the month is more exciting-perhaps even too much so, as though trying to make up for lost time! But by the end of the month, you seem to have got the balance right, and your turns are as smooth as silk!!

Lost And Found

Telcom talkeasy 100 radio, found at the Dyke on the 17th July. To get it back rind Dave Massie on 01403 268601 or 07973 146532



The SHGC Committee

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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
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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
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29th November - 13th December

Mega XC Mexico
5th - 19th January

Hang Gliding:

St Hilaire: September

Southern Spain: October

Lanzarote: January

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CROSS COUNTRY PILOTS

So finally, the last week of June delivered some decent flying. Congratulations to Charlie Merrett, Alison Webb and Michael Shaw on their respective achievements.

Paraglider XCs (Note italics indicate XCs launched outside Sussex, (N) indicates Novice Pilot)

Simon Oliphant	211.9	73.5	47.6	29.3	26.4	24.7	10.4	Apco
Mark Watts	132.7	50.0	40.7	25.0	17.0			Gradient
Michel Carnet	120.2	45.7	37.4	17.0	15.0	5.1		Ozone
David Newns	99.5	24.0	20.5	20.0	16.0	19.0		Windtech
Mark Watts	92.0	50.0	25.0	17.0				Gradient
Dave Lewis	83.4	31.8	24.2	10.3	10.1	7.0		Apco
Charlie Merrett (N)	36.0	22.2	13.8					Apco
Dave Massie	31.6	18.0	13.6					Nova
Tim Jackson	23.2	23.2						Sigma
Alison Webb (N)	13.0	13.0						Apco
Michael Shaw (N)	9.0	6.0	3.0					ITV
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)	50.0	Mark Watts
Longest XC on a Serial PG wing (Ozone Vibe DHV 1-2 wing)	45.7	Michel Carnet
Longest XC on a PG Serial wing outside Sussex (Bagheera DHV 2)	73.5	Simon Oliphant
Longest XC from Sussex on a Hang Glider (Tow Launched)	108.0	Dave & Johnny
Longest XC launched outside Sussex (Foot Launched Topless 2)	135.0	Dave Matthews

This table is reproduced in Windsock hence the lack of colours. All Windsock 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.



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 15th to Sunday the 18th of August. Eastbourne AIRbourne Airshow. Beachy Head & High & Over are out of the Question. Firlie 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 31st August and Sunday the 1st 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 30th of August and Monday the 2nd 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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