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# WINDSOCK

June 2002



"Sea Thermals"



## Editorial

Hi all,

Late again. It seems to be the story of my life lately. Anyway I hope you enjoy this month's issue. I have had a lot of contributions this month, making it a lot easier to put the magazine together. My thanks go to Steve Purdie for the joint report on the Bleriot Cup. The article is scheduled to be published in "Skywings" but no doubt will be heavily edited. It is published here in all its glory, warts and all. I would also like to thank Ashley Glenday for this month's cover page. In addition my thanks go to Tony Parson for his article and, last but not least our own little Sceptic Peg who's horoscopes are hoped to become a monthly fun article. Sceptic's identity is going to be a closely guarded secret. However all will be revealed at a later date.

Don't forget this month BBQ. Stewart has asked me, to ask you all to bring along CD's of your favourite music for playing on the night. These of course will be well looked after by Stewart. Unfortunately due to family commitments I and my family will not be able to make this year's BBQ. I would appreciate if any budding David Baileys amongst you could take some photos for next month's mag.

In this month's issue you will see that a number of overseas trips are being planned by our members, the favourite destination being France. I suggest that any mention of France's early departure from the World Cup tournament would be wisely avoided.

Well that's me done for another month.

windsock

Thrown together and edited by  
Paul Coidan

## Summary Following The SHGC Committee Meeting 5th June 2002

- Various accidents at the Dyke - be more careful and offer new people advice.
- Aerotow group has bought a new tug.
- Summer do 29th June.
- All entrants passed club pilot exam, congratulations.
- Hardcore at Firlie ready to spread, needs some help.

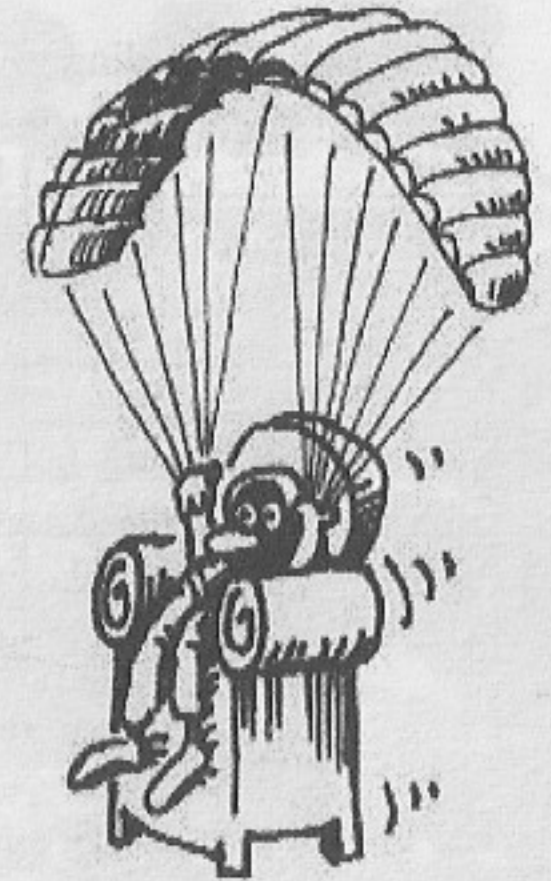
## Chairman's Letter

They say that the English talk about the weather when they've nothing else to say. I'm feeling like that today. I'd like to talk about the magnificent flying we've been doing lately, but I'm having trouble even *remembering* the last time I foot-launched a hang glider. The next time Wendy tells me it's 24mph WSW, I'm going to scream. Oh, well, plan B, watch the footie...

I was at Mount Caburn the other day, on one of those incredibly rare flying days, when we had a bit of grief with the aeromodellers. There was a near miss about 1000 feet above the bowl. Threats of GBH came from both sides, but by the time I arrived on the scene, all was sweetness and light. Maybe this might be due to my being six foot five. Anyway, I invited them to put their point of view to the magazine. As you can see, they haven't bothered, and they had a couple of hours flying after we left the hill. So maybe they're happier than they were. I know they're a pain on the proverbials, but believe me, those models are BIG, so don't mess with them.

Here's hoping the weather improves...

Regards  
Dave



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### The Bleriot Cup 2002, SE Wales

Or, for the hang gliders, who know what I mean, 'The Bleriot Riot of 2002'

The British paragliding team consisted of:

Pilot	Sponsor	Glider
Steve Purdie,	Windtech, Sussex HG & PG	Windtech Silex
Chris Harland		Nova Argon c
Ans Khan		Advance Omega 5
Tim Guilford	SystemX	Swing Mistral 2
Kai Coleman		Gradient Bliss
Alex Coltman		Flying Planet Whisper
Res. Steve Etherington	Paraexcellence, Mac & Claire Board	Mac Magus

The French paragliding team consisted of:

Pilot	Sponsor	Glider
Jean-Pierre (Max Wagga) Max		Flying Planet Proto
Laurent (Le Meteo) Valbert		Ozone Octane
Jean-Michel (Boomerang man) Ara-Somoho		Gin Boomerang
Philippe (Avax) Lago		Gradient Avax
Arnaud (Apco man) Tisserant		Apco Simba Proto
Claire (The Girl) Levet		Gradient Saphyr 2000
Res. & Coach, Jean-Claude Bourdel		Flying Plant Mystic

### Tuesday

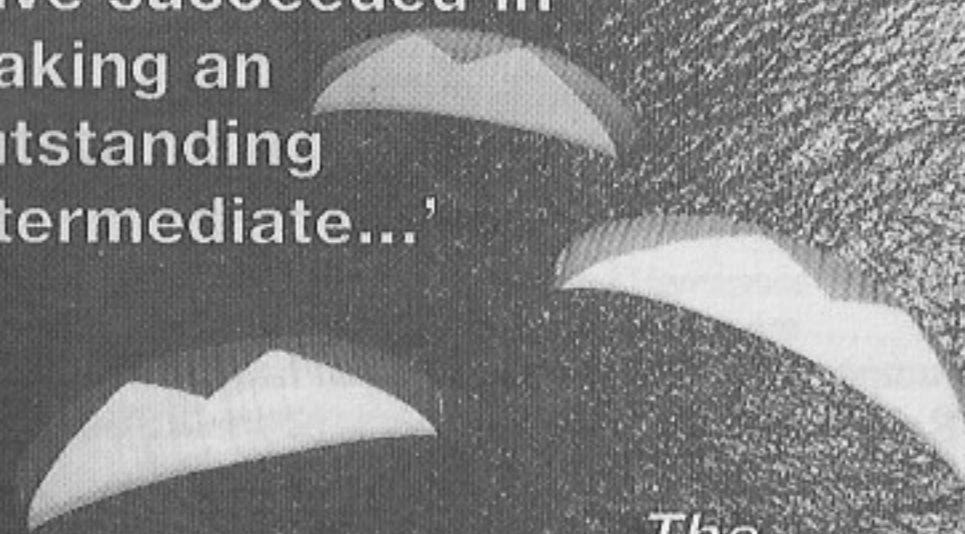
Watching the BBC early morning news awaiting the weather whilst clutching our first coffees (and team favourites, caramel digestive biscuits) of the day we didn't exactly feel optimistic. Outside you could barely see the parked cars for the fog and when the clouds did occasionally appear, they were full of rain and scudding along well below the tops of the hills.

The next item was probably about the plight of a fish farm or something of great significance to those affected. However, we were far too struck by the weather surrounding the reporter to care about what he had to say. "You can see Ben Nevis" trilled Ans, "and there's not a ripple on the loch". That's it, we decided. Better to spend most of the day driving than to admit defeat now. I should say that the forecast for the week was so bad, there were mutterings that we should cancel the comp now and all go back to work. Anyway, after some frantic telephone calls, we established that the far north west of Wales was also in the blue. We broke the good news to the hang gliders, who elected to stay put and start a drinking contest, and to the French paragliders, who jumped at the chance of flying.

# Windtech GET POWERED

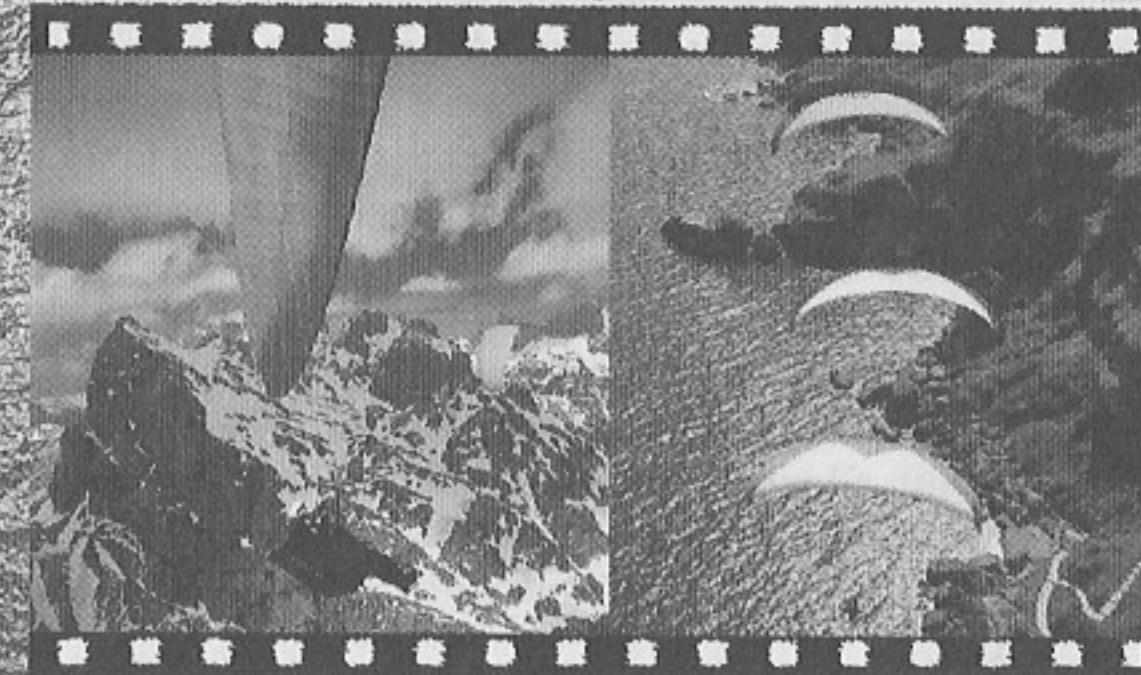
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## SERAK



### Parapente (No. 1 French) Magazine:

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

**The Pluses:** Manoeuvrability; The fun side!

**The Minuses:** None!

**DHV 1-2 • performance intermediate**

### Gleitschirm (No. 1 Austrian) Magazine:

"The revolution is to be found inside the wing..."  
 "The quality and finish of the wing are altogether excellent, and all the materials used of very high quality"  
 "... all an obvious sign of the excellent attention to detail and high quality standards that Windtech maintain."  
 "The launch characteristics are totally well-balanced."  
 "Flying the Serak there is nothing too much and nothing too little."  
 "The whole tuning is just perfect for an intermediate."  
 "... really quite impressive" and "extraordinarily stable"  
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 "... a wing with outstanding security and maximum performance..."  
 "This well-balanced wing enables XC pilots to reach their goals stress free."

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After 2 hours of driving, a very intellectual game was started called Horse. If you spot one you shout, if it turns out to be correct then one point to you, if it's a cow or some other animal then you lose a point and your opponents gain a point. Steve P was very good at this game, even to the extent of shouting horse to the poor person he was talking to on his mobile. More amazing is the fact that at the time he was also holding a half eaten sandwich and the steering wheel in his other hand, yes he was driving!

Five hours driving later saw us at the foot of the site Brad had suggested. Unfortunately, and in time honoured tradition, we should have been there earlier. Although clear of cloud, there was a fair parcel of wind rattling around the hills and I for one was concerned for the safety of anyone that flew. The French were already displaying that evangelical need to fly which affects most pilots during their early days, but in brits is usually dampened by constant exposure to the joys of our climate and had to be practically forced back into their bus by JC, their (full-time, paid) coach.

The backstop had already been set at Colwyn Bay, so we jumped back into the vehicles and headed for the coast, only a few miles further on. When we arrived, Rob described the various routes possible from the hill, all quite acceptable for a task and some even avoiding the cloudy, windy hills we had recently rejected. By the time we made it to launch however, all thermal activity had pretty much ceased and any task would have been limited to a testosterone level and glide angle contest dropping back from ridge to ridge.

Finally surrendering the idea of a task, we decided instead to impress the French with our acrobatic skills. Of course, our epic 45 degree wing-overs and very tight 360s paled in comparison to the antics of the French, particularly Max Wagga, as he immediately came to be known, performing loops below take-off altitude and over the petrol station amongst other things. We were getting an idea of the sort of pilots they had fielded, ho hum...

Arnaud also got in on the act but his Simba proto (with strange metalwork and valves in the top surface) kept deflating at the top of wingovers. Eventually, this ended up with him hitting a, thankfully steep, part of the hill and ending up well tangled in his micro-lines. He immediately righted himself and looked around in a "did anybody see that" kind of way. There was hope for us yet! Rob had NOTAMED the site earlier, so the RAF provided the inevitable small display for us with 'les avions de chasse.'

Anyway, at least we had flown with the French, this could well have been the only opportunity. Thanks to Rob Arnold of Parapente Extreme, and the other local pilot, who guided us to the launch of a most beautiful coastal site, overlooking Colwyn estuary, with it's picture postcard castle and fishing fleet. Oh and Rob, I've still got your airspace map...

Having persuaded our host that we weren't going to make phone calls to the New York speaking clock she at last admitted that there was a 'phone line we could use for the interweb-net-thing. The evening forecast was looking much more favourable for the next day so the planned all night drinking contest was abandoned in favour of catching a little sleep, much needed after driving for most of the day.

Somehow, two of the French hang glider pilots had managed to damage their gliders beyond their immediate repair capabilities. So our secret weapons were brought to bear - Steve P and Sam Hull, the HG retrieve, lent their old Airwave K2 and Kiss gliders to the French in the hope that such low performance machines would reduce their chances of winning. Unfortunately our plans were later scuppered when the French continued to out-fly our hang gliding team despite using such archaic machinery.



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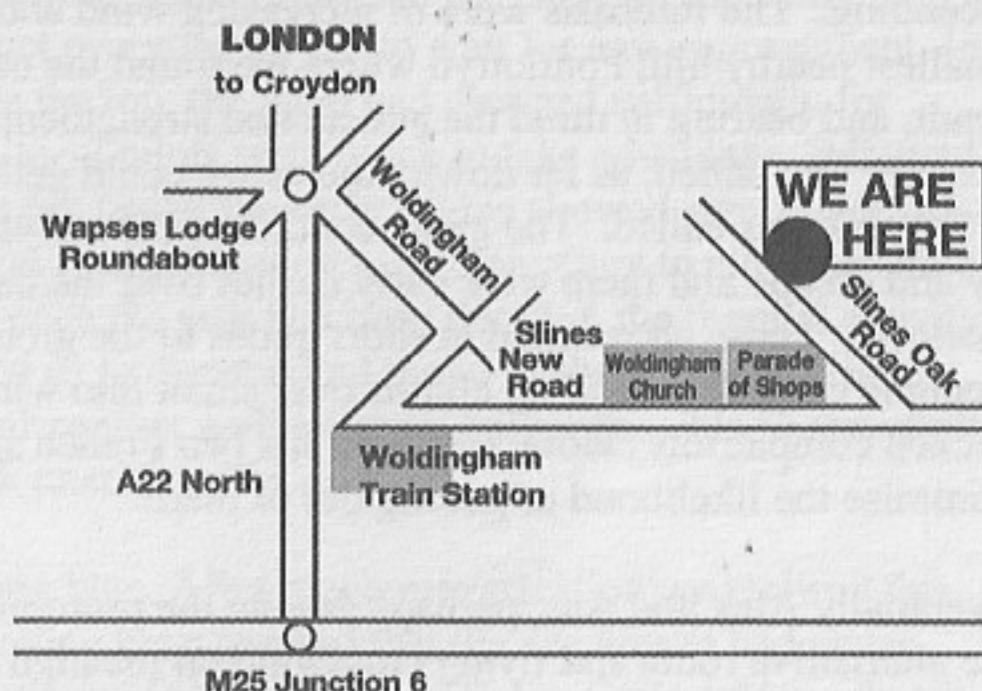
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### Wednesday

An early start to the epic task of deciding where to go was called and after some serious mobile phone abuse, we decided to go to the Malvern's, this time only a three hour drive away. Thus began the morning ritual of Steve and Laurent musing over the various internet forecasts, while being fed hot (or often cold!) buttered toast, eventually selecting the one they most liked the sound of to brief to the assembled teams.

On arrival at the Malvern's, unusually, the Brit pilots were first into the air and as a result of encouraging climbs by the guys when 'pre-flying', a fairly ambitious task to Radnor castle was called.

The French were already showing great discipline and it was obvious at that stage that they were prepared to let us do the running. The sky remained grey and clagged in and so, with weak thermals and strong drift over the back, it all developed into a game of cat and mouse along the ridge all wondering who would be take the first risk.

As the day progressed, the wind slowly backed and strengthened, and the thermals both weakened and became more windswept. Eventually, by about 5:30, Ans was first to voice question over the wisdom of attempting to continue a task, when it was clear that no one was going anywhere and the hill was becoming a much less pleasant place to be flying. A few quick radio exchanges later and the task was cancelled. Oh well, at least the French hadn't got any points up on us yet!

### Thursday

We woke up to a brighter sky, but with heavy orographic cloud covering anywhere that the air was ascending. The forecasts were of increasing wind and weak thermal activity so we headed for the smallest nearby hill, Pontlottyn where we found the conditions very good prior to calling a task. As a result, and bearing in mind the anticipated strengthening wind, a task of about 30 k to the edge of Cardiff airspace was called, as far downwind as we could get! Of course, the thermal strength dissipated as soon as the task was called. The game continued but increasing frustrations led to an increased willingness to try and escape and there were early dashes over the back from Tim and Chris followed by their French shadows. These all resulted in short glides to the ground. A later attempt by Steve P, was rewarded with a couple of glide extending climbs over small into wind sections of the ridge behind, identified by his decked compatriots below. However his two French shadows ensured a crowd at any workable section to minimise the likelihood of getting out of there.

Eventually Alex and Ans, perhaps despite the prompting from Steve and Chris to do so, decided to take the alternative route and flying crosswind on the high ground ended their flights with similar results, if slightly longer distances. The day was won by Max on his flying planet proto, who scraped another few km out of a low and rapidly drifting thermal after Steve P and Jean-Michel had landed. Ans landed only a km or so further from goal. The French may have won with best distance at 7.5km, but the tactics were interesting and a real challenge nonetheless.

A gps error by one of the French cost them 20 or so points and led to the victory being limited to only one point and still all to play for. (Remember, set to your GPS to 'fill', not 'Wrap'...)



### Friday

A visit to Tremaine, the site of the Paramania weekends, with joy in our hearts. And a song in our heads (Beep Beep?) as the drive up saw developing cumulus and signs of thermal activity. Our warm-up flights brought even more excitement with well developed climbs under every passing cloud. On the strength of this early promise, a 74 km task to Chepstow was set, the same as the hang gliders.

Unfortunately the launch window brought with it increasing wind. This cut up the often strong climbs and made the disappearing wing trick become quite commonplace. The French continued to mark closely, though they often lost track of Kai, who kept finding very good climbs in the middle of the valley and was pretty much permanently installed on top of the stack. A few went early and a few went late, all with the same result: the early strong climbs melted away in the hole behind the second plateau on the plains in front of Ross-on-Wye. Again a Frenchman won the task. Jean-Michel landed his Boomerang at 20km having snuck ahead of Tim who flew admirably to manage 19km on his DHV 1-2 wing by a long 'circling in zeros' episode over the Wye valley, only to be beaten by 100m half an hour.

One French Hang glider makes goal, and our reserve, Steve Etherington, does best distance for Brits. Today's flying allowed the French to extend their narrow lead, stretching it to 60 points.

### Saturday

More Northerlies, so Fforest Farm again. We were keener than ever to have a task as we couldn't let ourselves lose the cup by such a slim margin but the strong winds and grey sky on the drive up weren't encouraging. However as we approached Fforest Farm the wind was more Northwest. Initially Steve P drove a scouting party to the top of the hill, reporting winds just beyond the sensible top limit for paragliders (excluding any Highlanders.) But, with definite signs of blue in the distance and blind faith in the vagaries of the British climate, it was decided to get everyone on top to wait for any improvement. In the time it took for the full teams to make their way to the top, the wind had dropped sufficiently for paragliders to lob off. Julian Brown and Dave Gibbs, local pilots were quick to take advantage, followed by most of the Brits once they made it up the hill. As per usual, the early flights showed significant signs of thermal activity but we limited ourselves to a goal at Castle Meadows, Abergavenny to allow sensible retrieves and scoring. In the time honoured tradition, once the task had been decided, the thermal activity petered out and also a change in wind direction caused us to decamp and move further along the ridge. No sooner had we done so than the wind dropped of altogether and it was no longer possible to stay aloft. Our Castle Meadows goal field was beginning to look unachievable.

We sat in the calm and watched the slowly approaching blue. After much prevarication we realised this couldn't be anything but a sea breeze front, despite having been assured that the sea breeze had never penetrated this far before. And it wasn't showing any signs of slowing down. (later, Carlo told me that it sea breezed virtually every day during the summer he was teaching there!) We realised that a sea breeze would probably kill, leaving us sat on the hill and the French the winners by 60 points. Consequently we were all determined to be in the air when it hit, in the hope of slipping away with it, and once they realised that something was afoot, the French reluctantly followed. Initially, all of the hangies just stood and watched, probably fearful of the melee in the air as yes, it worked.

Once more, Steve P's Windtech was quickly hoisted to cloudbase, just above the chaos below. Faced with the risk that this would be the one and only climb of the day as the sea breeze cut off the convection, Steve elected to drift back with the cloud. When the lift petered out he was faced with the choice of heading back towards the hill, as had his French shadow on losing the climb a little earlier, a glide now



most likely to end up on the ground behind launch, or heading off for the next climb. No contest. Tim called out some convergence cloud, but on arrival they proved to be dead. A downwind glide to the ground followed, only interrupted by a zero stretching it for a km or so. By this time, the remaining paragliders had been scooped to the 1900 m cloud base - the highest of the whole week.

Sadly our attempt to leave the French on the hill had failed, but narrowly, because there was more activity in behind the front than expected. It still looked grey behind and, as the early glides of Steve P and Kai had illustrated, was clearly not working. With Steve and Tim continually reminding everyone to wait at base and drift with the front, Ans, Tim and Alex held the line hoping for the day to break as they started to get outnumbered by more Frenchmen joining the burgeoning sea breeze convergence that drifted towards Hay Bluff. It was here that one of the French hang gliders took a shine to Jean-Michel's boots and tried to take them off with his leading edge. Apparently if he hadn't lifted his feet he would have had to fly the whole task with cold feet.

Kai made a bold attempt to win the race by setting off for beginnings of thermal activity downwind, but eventually he lost it just short of the Bluff. *'...Tactically I knew one or two of us had to get ahead to win, but realised the mistake as the street decayed into total shadow. The radio had to go off when, fighting for my life, I could hear Tim saying "I'm in a 3 up, yours looks better Alex"; what I would have given for a 3 up! Another 20 minutes in 2 weak climbs to 700ft, just thinking I was going to sneak back up (always fatal) when I lost it and landed.'*

Finally the drift took the remaining slowly drifting gaggle to within gliding distance of the next massif and after 90 minutes of close quarters flying to cover the first 10 km the race was finally on. A mad dash to Lord Hereford's Knob followed, with the higher performance gliders making it furthest along the ridge on the intercept. The day opened up, and it was a flurry of sailplanes and bamboozled free fliers as 7 pilots raced their way along the milk run towards Crickhowell. Chris and Tim got stuck at Talgarth, eventually opting for the direct route over the Black Mountains as the day slowed up again.

Alex and Jean-Michel led the way but were soon caught by Max and Ans over Talgarth. Again Alex and Jean-Michel lead the way down the valley towards Crickhowell using the NW facing bowls to top all the way. The last bowl proved a bit tough as we needed a good climb to get to Abergavenny and it didn't seem to be working thermally. Convergence round the back of the hill saved the day and Alex, Ans, Jean-Michel and max all found weak and short-lived but abundant lift. At this point, Max Wagga left the gaggle, flying out into the valley to find a "proper climb" but instead landing short

The last climb came from one of the ridges leading up to the Sugar loaf. Alex left the climb on a necky glide with the plan of either winning the day or taking Jean-Michel on a death glide, leaving Ans to win for the Brits. Unfortunately Jean-Michel left with Alex and in the customary convergence, the glide was good, the speed of the Boomerang overhauling Alex's Flying Planet Whisper on the way into goal. Nationals pilot Jamie Messenger must have been surprised during his cross country flights to see three gliders go racing past him, a few hundred metres off the ground, just as he was trying to maximise his climb. The Frenchman on his Boomerang made it in first, 10 seconds ahead of Alex on his Flying Planet Whisper with Ans on his Omega 5 only a further 30 seconds behind.

Some time later, Tim scraped over the top of the Sugar Loaf just as the last of the three French actually in the goal field (it was a 1 km virtual goal) was gliding down the valley, and a speed bar race ensued. Unfortunately, the performance of his DHV1/2 compared to the French proto meant that Tim arrived in goal a couple of minutes behind, despite using the shorter but riskier route.



But it was not all over. Chris, last seen scabbling low down in the Black Mountains, appeared briefly behind the Sugar Loaf and scuttled towards goal, lucklessly landing just short after an heroic struggle out of the boonies.

After some remnants of hope during the scoring, the final result was that the French had extended their once marginal lead to an impressive 1000 points.

A week of dreadful long range forecasts, long drives and tough site calls, followed by generally windy and rough but insufficiently unstable conditions. All made worthwhile by the final task which was fantastic, testing everything from patience to racing to faith to team strategy. In the end the French were found better than us, but they admitted to having been biting their nails right up to the final moments of the final task. And, they saw British XC flying at its best (if only for a day).

Unfortunately, the British hang gliders were unable to rescue their country from our 1000 point deficit, having quite a large one of their own, so for the third year in succession, the French team got to take the Bleriot Cup home. This year their luggage was also increased by unusually tasteful individual engraved glass trophies, similar to those issued at the British Paragliding Championship.

The French were suggesting that next years venue could be Reunion, a French run tropical paradise in the India Ocean were they held a very successful French Nationals leg not so long ago, so it's up to next years team hopefuls to practice their small island flying skills...

Thanks to everyone who made it possible, including all four of the teams, with special mention going to Chris Harland for arranging the accommodation and scoring the whole competition, as well as putting in a creditable flying performance!

*Edited by Steve Purdie.*

*Contributions from: Chris Harland, Ans Khan, Tim Guilford, Kai Coleman, Alex Coltman, Steve Etherington.*



The British Team



## Long Mynd Free Flight Festival 3rd - 4th August 2002

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## International Airsports Exhibition 30th November - 1st December 2002

Visit our trade show at the Telford International Centre,taking advantage of the huge selection of equipment and clothing sale, from some of the leading manufacturers and retailers.

Meet the experts and talk to officers of the association. This is our sports main trade show, don't miss it.

### Contact Details:

Stef Blankley at the BHPA office:  
The Old Schoolroom  
Loughborough Rd  
Leicester  
LE4 5PJ

Tel: 0116 2611322  
Email: [events@bhpa.co.uk](mailto:events@bhpa.co.uk)  
Website: [www.bhpa.co.uk](http://www.bhpa.co.uk)



## 'D - aviation.' ..... Air Experience School:

### Tandem Paraglider Flights.

BHPA approved.

*D-aviation* tandem vouchers sent by return - an ideal gift for birthdays and special occasions ..... Or if you just want to get back at that special friend!

Special rate for SHGC members, their friends and relatives.

£55inc.

Tandem pilot coaching/tuition and assessments.

p.o.a

### Trips for 2002.

#### **Crete:** Sept 24<sup>th</sup> - Oct 1<sup>st</sup>.

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

#### **Lanzarote:** Nov 28<sup>th</sup> - Dec 5<sup>th</sup> and/or Dec 5<sup>th</sup> - Dec 12<sup>th</sup>.

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

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

Call for brochure or visit our web site.

Accommodation/car hire only also available:

Tel: Dave Perrin 07769692951

E-mail: [dave@d-aviation.co.uk](mailto:dave@d-aviation.co.uk)

[www.d-aviation.co.uk](http://www.d-aviation.co.uk)

### 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 :-

Nick Bell, Ian Daniels, Ben Davidson, Andrew Donald, Nancy Elliott, James Emanuel, Ian Foster, John Gibbons, Michael Griffiths, Wes Jefferies, John Lawrence, Paul Marchant, Tony Murrell, Bruce Pink, Matthew Rosser, Christopher Ryan, Tom Shaw, Vincent Shaw-Morton, Ian Springett, Jim Stevenson, Chris Stone, Garth Williams, Manja Williams, Simon Worrall.

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



# BARBECUE

All Members and their Guests  
Are Welcome to  
The **SUMMER BARBECUE 2002**  
On **Saturday 29<sup>th</sup> June**  
3.00pm till Late at the  
**HALF MOON PUB** (Plumpton) B2116  
**Marquee - Disco - Free Camping**  
**Prizes & Games**

Bring Your Own Food & Music CD's  
All Drinks to be purchased at the Bar  
**Ticket entry only - at £5.00 each**  
Children under 15 - **FREE**  
Tickets can be purchased from  
**Stewart Swanton**  
on the Hill, or by Post

**Flat B, 9 Grand Avenue,  
Hove, East Sussex, BN3 2LF**

Please enclose :-  
a **stamped, self-addressed envelope**,  
with your **cheque** made payable to:-  
**The Southern Hang-Gliding Club**



## Marshalling Rota

Date	Type	Name	Telephone Number
22/06/02	HG	David Drake	020 8508 0411
	PG	Annie Thompson	01273 812331
	PG	Michael Walsh	020 8252 2238
23/06/02	HG	Mark Oliver	020 8940 1378
	PG	Alan Taylor	020 8660 7994
	PG	Dean Tyrrell	01474 708476
29/06/02	HG	John Leggott	020 8657 0725
	PG	Dave Rimmer	07801 234475
	PG	Hugh Waghorn	01892 652560
30/06/02	HG	David Didcott	020 8882 9161
	PG	John Harvey	01732 883218
	PG	Paul Masters	07961 564163
06/07/02	HG	Peter Leaback	020 7813 0554
	PG	Martin Stansby	020 8397 1682
	PG	Peter Howson	07711 944097
07/07/02	HG	Trevor White	01932 872722
	PG	Tim Jackson	01273 733916
	PG	Alan King	014420391224
13/07/02	HG	Darren Blackman	01273 733916
	PG	Peter Banner	01306 884588
	PG	Paul Nicholas	01903 694659
14/07/02	HG	Andrew Keyte	020 87777 3459
	PG	John Ellison	01206 241166
	PG	Ian Marcus	020 8451 7248
20/07/02	HG	Clive Belbin	020 8681 8693
	PG	John Downie	01273 473492
	PG	Aidan Davis	01323 411294
21/07/02	HG	Michael Byfield	0795 222747
	PG	Peter Impey	01825 722896
	PG	Trevor Hurt	01306 711556
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

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.

# AIRWORKS

## New GIN Gloves

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

Best of all they only cost £29.95 a pair. As seen in XC magazine. Now in summer weight too at only £24.99!!

## Odds & Sods

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

## Coaching & Lectures

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

## Used Kit For Sale

### Gliders

Advance Alpha 2 (M)	75-98kg	DHV1 Spotless as new	£1200
Apco Allegra (M)	85-105kg	DHV1/2 Ex demo, spotless	£1600
Apco Fiesta (L)	100-120kg	DHV1, Excellent condition	£1200
Gradient Saphir 2000 28	85-110kg	DHV2/3, Ex demo, as new	£995
Nova Vertex 24	75-95kg	DHV2/3, Spotless, as new	£895
Nova X-Ray 20	65-85kg	DHV2, Very good condition	£700
Nova Axon 26	85-105kg	DHV2, as new	£800
Nova Axon 26	85-105kg	DHV2, Slightly faded	£350
Nova Xyon 24	75-95kg	DHV2/3, Good condition	£400
Nova Xyon 26	85-105kg	DHV2/3, Good condition	£400
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
Sup-air Echo (M)	As new	£120

### Reserves

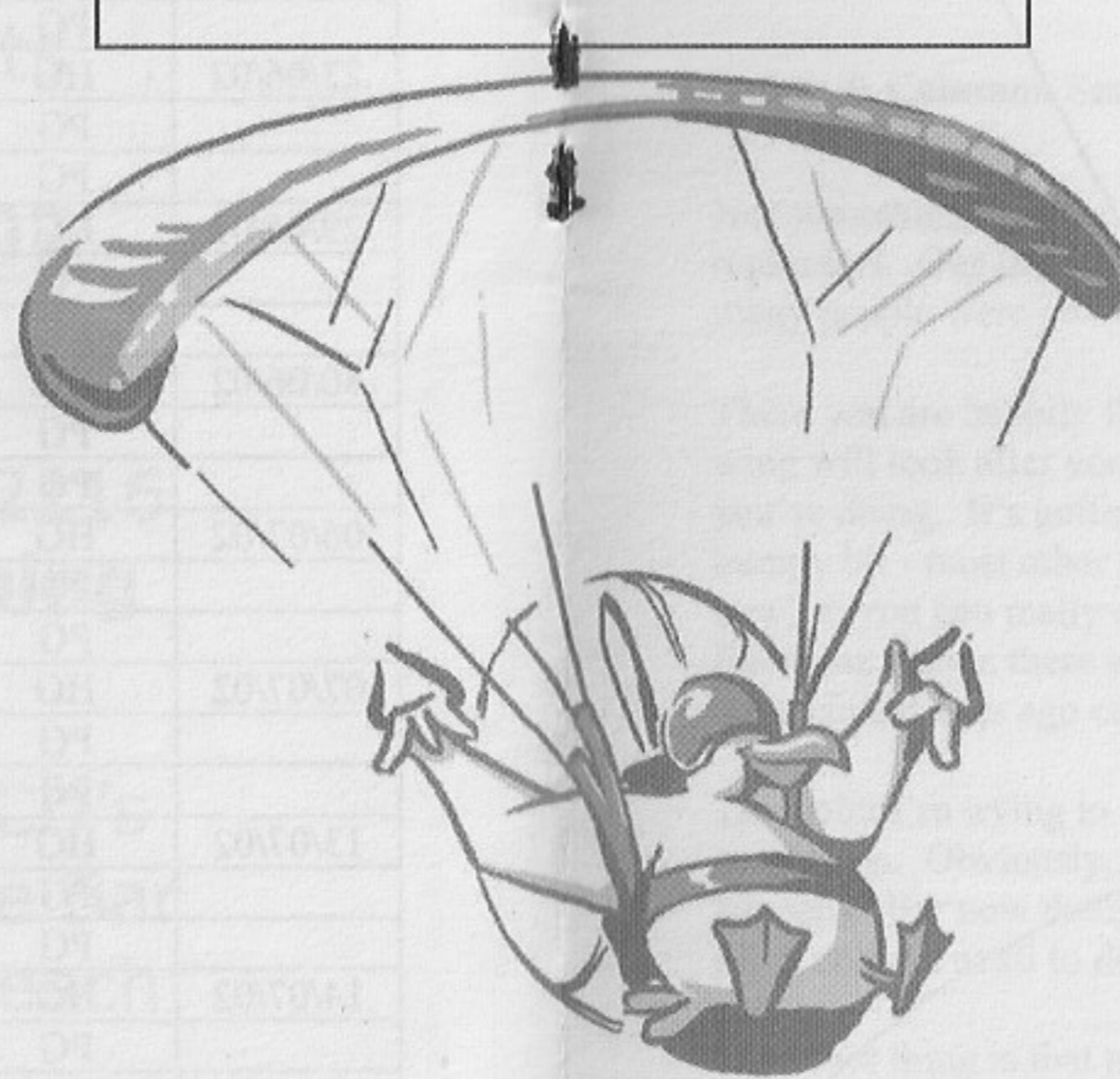
Junkers 23	Checked & re-packed	£200
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## Opening Times

The shop is open at the following times:

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

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



## Suits & Boots

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

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

## Trevor's Pilot Revision Notes

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

## Paramotoring

Everyone's impressed with our Rad MXL, it's so incredibly light – less than 17kg with 50kg of thrust. Completely effortless Paramotoring, no setting up or messing around – just pull the string and you're airborne a few moments later. Why not come and take a look? You can have a go if you know what you're doing.

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

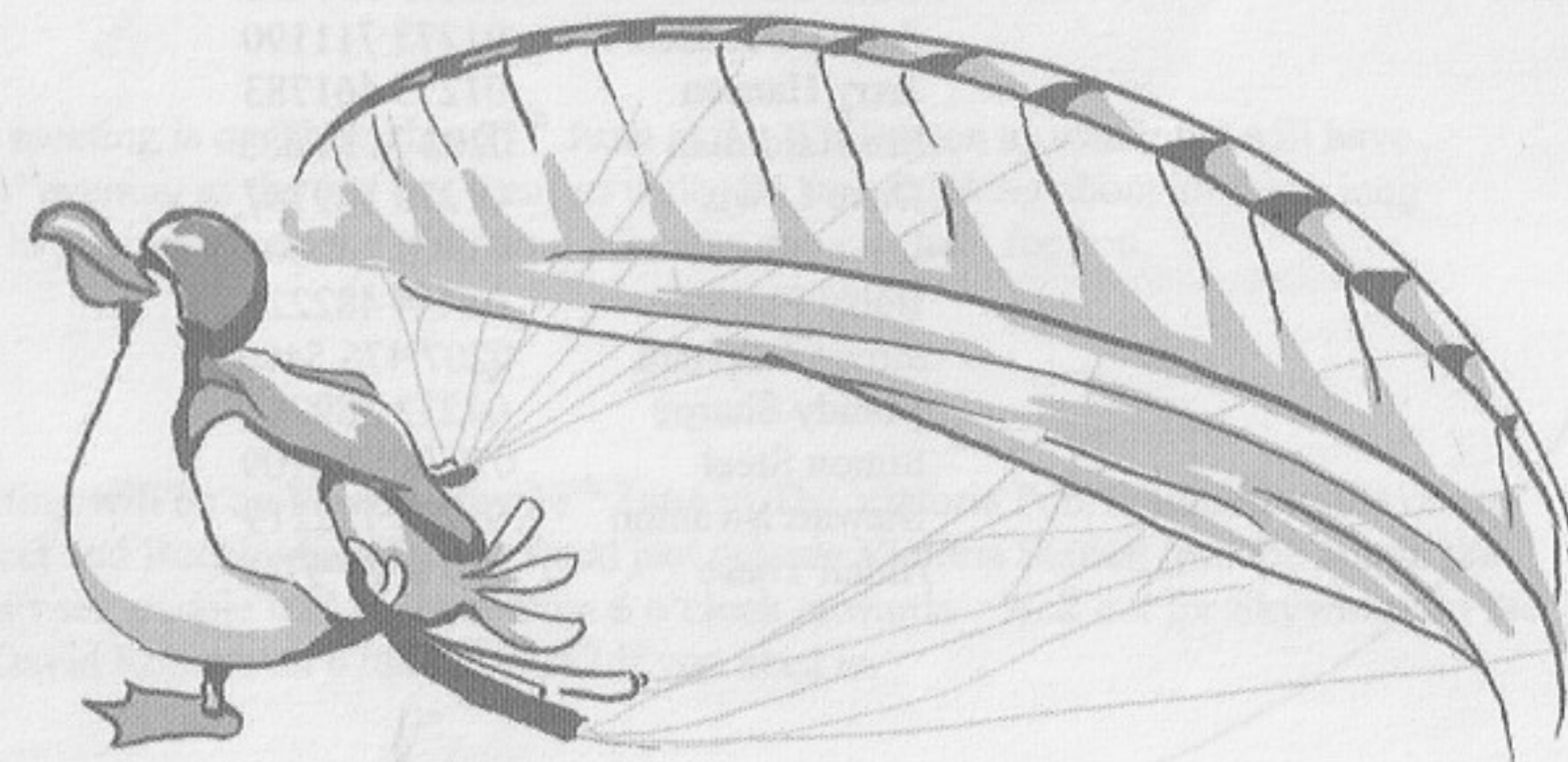
All the SAT Videos are available too, plus lots of others – come and see.

## 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

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

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



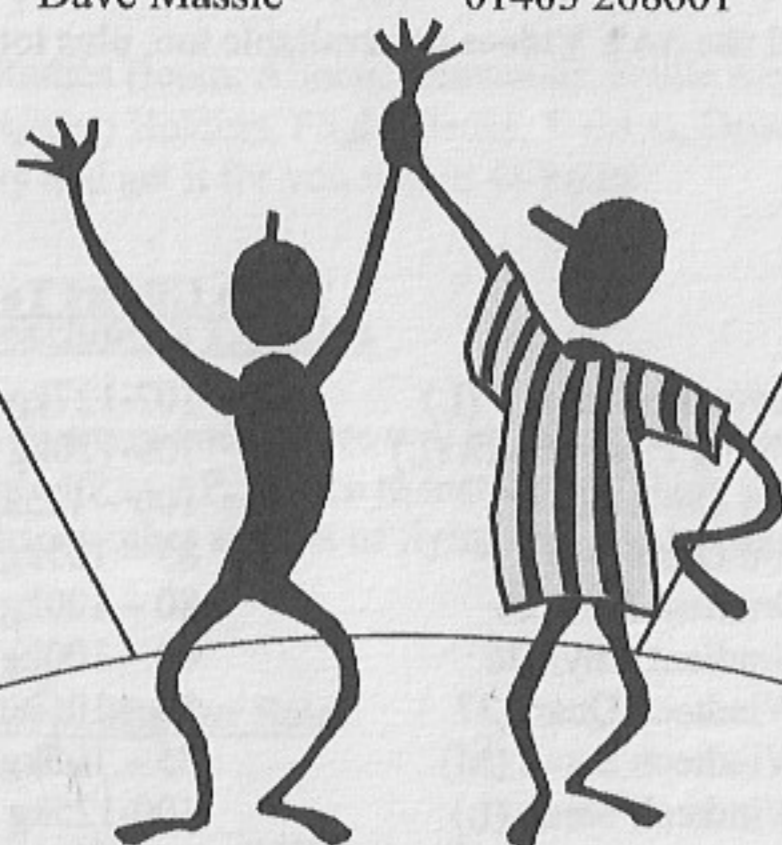
**Airworks • The Old Station • Glynde • East Sussex • BN8 6SS**

Tel. 01273 858 108 • Fax 01273 858 107 • www.airworks.co.uk • info@airworks.co.uk



## 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

**Please Coaches** – would you let me know your email address if you have one. Also, I'm still after some photos from our new guys for the site guide and welcome letter. So far only one of you has let me have it – it will only take you a few seconds. Your email with your name in it, that's all!

### Safety & Common Sense

Not something I should have to talk about really, but some people have proved that they need constant reminders. Our last meeting covered this subject and despite it being the bank holiday weekend when so many people were away, we still managed to have over twenty people attend.

There you are happily flying the Dyke on your rock solid DHV1 glider, happy in the knowledge that the wing will look after you, and now that you've got close to twenty hours airtime; you know exactly what you're doing. It's getting close to lunch time and you find you're getting higher with the occasional bumpy bit - most other pilots are now landing. You can't believe your luck, there's even more space now, so you can really start to work those little bits of better lift without everyone else being in the way. For some reason there are now more hang gliders in the air. At this point the penny drops; you should have landed ages ago conditions are obviously getting stronger.

The point I'm trying to make here is that as a new pilot, you are simply not aware of the changing conditions. Obviously, this comes with experience so you will eventually know for yourself when this happens. For now though, please – when everyone starts landing, do so yourself and find out why. It takes no time at all to do a couple of touch & goes; it's all good practice anyway.

The other thing is that new DHV1 gliders are so stable now, that they deprive you of any real feedback as to what the air is doing. What you consider a little bumpy can actually be really quite rough! Do seek advice from other more experienced pilots on the hill; don't just fly because other people are.

### Club Meetings

This month's **Seaford** meeting is on **Thursday 27<sup>th</sup> June** at the Wellington as usual; we will have another 'open question' evening as the last one went so well. So start thinking about all those long unanswered questions in your head and we'll all do our best to answer them for you.

### London Wing

The next **London** meeting will be on **Wednesday 26<sup>th</sup> June** 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 if you need to.



## Radio Use In The UK

I've been regularly asked to write a bit about radios and their use. Rod Buck, the BHPA Radio Advisor, posted the following to EuroPG:

*In the UK, we are allocated one (one!) airband frequency for HG exclusive use - but NO ONE uses it, as no one has an airband radio - for historical reasons - they all use 2-Metre instead.*

*This is because:*

- 1) *They're cheaper, like half the price*
- 2) *They have much clearer transmission and better range. 2-metre radios are FM, airband are AM, which is antiquated and inferior to FM in terms of clarity and audibility.*
- 3) *They have multiple channels (we actually use a small "illegal" band between 143.750 and 143.950 Mhz) ONE channel, after all, is no damn use when there are fifty pilots in the air at a site - as happens in the UK on good days.*
- 4) *All other HGPG pilots that use radio use 2M, so if you bought an airband, you'd have no one to talk to. For safety/rescue/collision avoidance they'd be useless.*
- 5) *Its what HGPG pilots in most other countries also use, so you can take it on holiday and use it. (Oz excepted)*

*Only the other day I had an anguished email from a guy who had bought two airband radios (for him and his wife) and was trying to get them licensed through CAA! He couldn't understand why no one else on the hill had a CAA callsign, and why he couldn't talk to them! He also wanted to know how he could legally use his airband radios abroad (he can't in most countries). Sadly, I had to enlighten him that he'd wasted his money...*

*The "unofficial" frequencies used by HGPG in the UK are:*

*Calling channel....143.950*

*Other channels used for "private" nets (groups going XC, teaching new-soaring pilots, etc):*

143.925	143.825
143.900	143.800
143.875	143.775
143.850	143.750

*These frequencies are not currently used or allocated elsewhere, so you won't interfere with anyone else.*

**Do NOT use any "official" frequency between 144.00 and 146.00 in the 2-metre band - these belong to the radio amateurs, who will shop you in an instant.**

**NEVER use anything above 146.00 Mhz - these are used on a split-frequency basis by ambulance, police, fire, etc, and although the channel may SEEM to be empty, you can get into a 'repeater' and cause havoc over half the country from 2 grand! The same goes for anything under 143.750 Mhz.**



*Why do we get away with illegal use? Well, there are very few vans with spinning roof racks at 3 grand over most sites - imagine the enforcement problems - we are never at the same place 2 days running, we never LAND at the same place, hardly, and while we're in the air - what can they do to catch us? Bit difficult unless the RA heavies hijack the local Plod Helicopter...*

*People used to use any old frequency that they could tune their 2M to - and caused quite a bit of havoc. I've spent years trying to shepherd everyone into this small, unused band just below 2M, where they'll do least harm. It seems to be working....*

**Thanks to Rod for posting that, hopefully you'll all follow his advice. If you have any more questions about radios, then do ask.**

## Flying Trips At Home & Abroad

### Trip 1 - The Long Mynd

Following the total wash out of the last **Sheep Worrying** trip to the Long Mynd, Ozzie is organising another one for the Weekend of the 29<sup>th</sup> & 30<sup>th</sup> of June. Same format as before. Meet up at **"The Green Caravan Park"** at Wentnor. Fly yourself silly on Saturday & Sunday. Return home Sunday tired, and satisfied in the knowledge that you have a first class article for the next edition of **"Windsock"**

**Interested ?** Contact Ozzie on 01273 418293 or mobile 0780 151829

### Trip 2 - Laragne

Again following the success of last years trip to Annecy, flying, drinking and star gazing. Ozzie is arranging a trip to Laragne - France last week in July. Pencilled in for going out on the Friday the 26<sup>th</sup> July, returning a week later on the Saturday.

**Interested ?** Contact Ozzie on 01273 418293 or mobile 0780 151829

### Trip 3 Annecy - PG's

Five SHGC members (3 experienced & 2 low airtime) plus families are going to Annecy for a paragliding and social holiday (We have been to Annecy several times before and know the area and flying sites). We would be happy to have other flyers (and families) join us for the company and to share transport to take-offs, for retrieves and for trips. However we would NOT be guiding or coaching and would expect flyers to be CP rated (or above) with suitable gear (including reserve) and have enough experience to make their own decisions about their flying. Annecy is a suitable place to get Alpine flying experience as the flying in the mornings and evenings is normally gentle. We will stay on a campsite using tents and campervans. Annecy is a lovely wide valley in the French Alps with a large lake and an interesting old town. There is swimming in the lake and good walking. You can pay for cycle hire, diving, sailing, etc. Currently I could take 2 extra people in my van, going on the evening of Thursday 25 July and returning on Saturday 10 August. I will be using the Dover ferry.

If anyone is interested or would like more information, then please phone me on 01273 - 464466 or e-mail me at: [tony@tn-sbs.freemove.co.uk](mailto:tony@tn-sbs.freemove.co.uk)  
**Tony Nancarrow**



## BRAZIL XC / THERMALLING PARAGLIDING COURSE FEB/MARCH 2003!!

With Carlo Borsattino & Andy Coulstock

### So, what's it all about?

We are running 2-3 week cross country and thermalling course for paraglider pilots in February/March 2003 in Governador Valadares, in the Minas Gerais province of Brazil.

### Who are the courses aimed at?

Pilots who have some experience, and understand the basics of thermalling and cross country flying, but want the opportunity to fly in a friendly location that offers great thermalling and cross country potential, and are looking to further their flying skills and get in lots of airtime with the help of expert guidance, from an experienced XC pilot with 3500+hrs airtime, a BHPA Senior Instructor of 10yrs standing, & British PG Squad team trainer!

### What are the take off, flying conditions and landings like?

The launch at 'GV' is an 800m high AGL (top to bottom) grassy hill, with take offs covering north and south. The winds are generally very light, with light to moderate strength thermals, which are usually found in abundance! The flying conditions are generally very forgiving, and it is usually very easy to catch a thermal in front of launch, climb up to cloudbase, and head off on the day's cross country adventure! The weather in GV is generally hot, sunny, with a very pleasant climate - you could even fly just in your shorts, and be perfectly comfortable at cloudbase!

### What's included?

Transport from Airport to hotel; accommodation (Good hotel with air con & excellent breakfast!); transport to take off; flying and local guidance, with cross country and thermalling tuition (tailored to the individual's needs) with radio, with retrieval options.

### What are the basic benefits of the course?

More fun and added safety of being with a group, and being well looked after by your guides. The course will give you the perfect opportunity to practice thermalling and XC skills with highly experienced coaching and tuition to suit your level and needs.

The convenience of having all of the basic logistics and necessities sorted for you, so that you can have the most fun and get the most out of the flying with minimum hassle. All you need are your flights to Rio, which start at around £470 including airport taxes!

### Some other attractions of Brazil (there are many, many more!)...

Mardi Gras Carnival (beginning of March); Extend your trip to spend time in Rio, an unforgettable experience. Walk along Copacabana & Ipanema beaches, take the cable car up the amazing Sugar Loaf, and indulge in Rio's unique vibrant night life. You could even have a flight from Pedra Bonita, at the edge of the city and fly right over the heart of Rio to the famous statue of Christ, "El Cristo Redentor"!

### Interested, or like to know more?

Contact Carlo on 01323 871 383, email [carlo@windtech.co.uk](mailto:carlo@windtech.co.uk) or Andy on (07979) 981 140



### A Near Miss

I've been flying regularly since I qualified last September and I have recently started getting to grips with thermals. Admittedly I usually fall out of them or fly through them and execute a perfect 360 in the sinking air on the other side but I have managed to reach enough height to bring back last years butterflies and see my house from the Dyke.

A couple of weeks ago a mate of mine came along to watch. As I've been learning to Paraglide he's been learning to fly light aircraft and we qualified at about the same time. He invited me up for a ride in a Cessna Aerobat of which he owns a 5th. Last week on a beautiful sunny day, up we went. It's a cramped little cockpit in which I couldn't find a place for my knees. I've grown used to my comfy armchair harness with 150 miles of leg room!

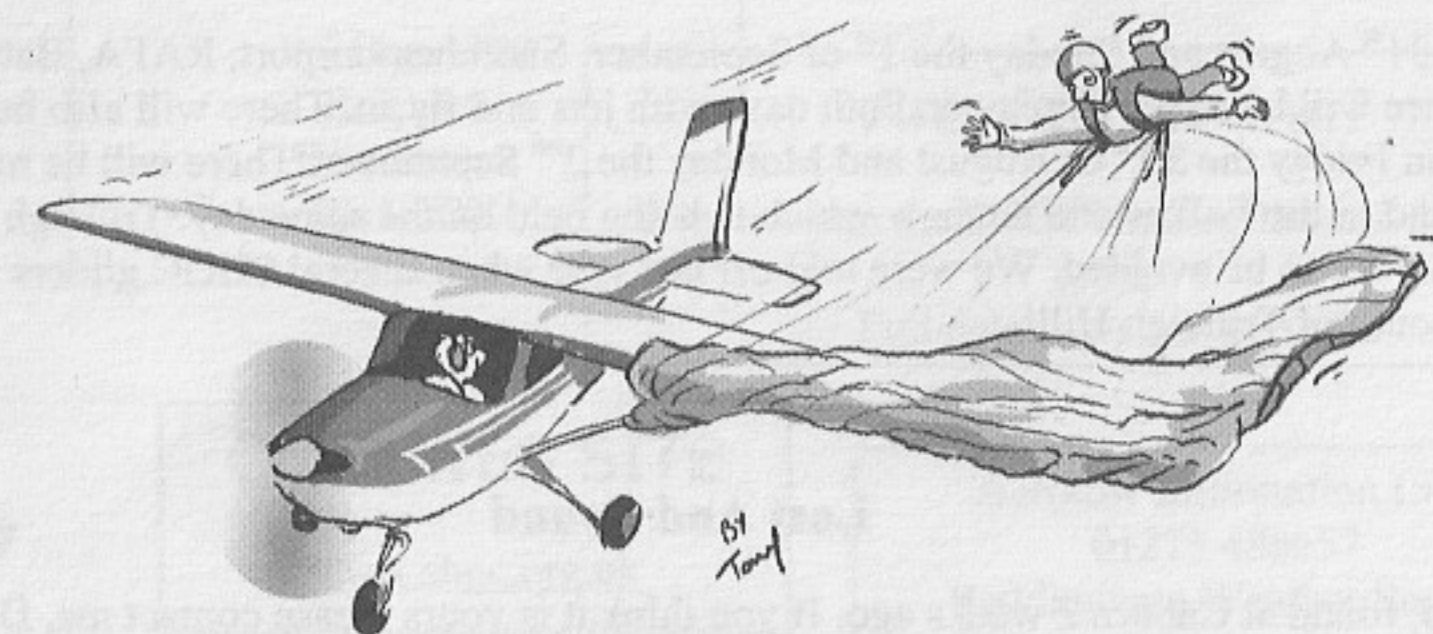
Once out of the invisible Shoreham traffic that the control tower assured us was there we aimed at Lydd and set off with about 5 other aircraft (only 2 of which I could see). I have to say I was very alarmed at how difficult it was to see other aircraft. If they're above you then they provide a good silhouette against the sky but more often they are below you, the light hits other aircraft in the same way as other features on the ground making them invisible until they whizz past at what seems like 50 ft away.

I tried imagining what a paraglider would look like as I looked down on Caburn and High and Over from about 2000 ft. I realised that about 70% of the view below the horizon was obscured by the doors, instrument panel and engine cowling. The chances are a pilot wouldn't be looking down anyway.

The point is we don't move fast. To an aircraft shifting at 90 knots we probably appear stationary like a house or a tree. We are most likely to be below an aircraft so even if it doesn't hit us it could well be close enough to plough up the air flow for us.

I'm curious to know if any of the local 'celebs' have had this problem and how they get round it. What's the answer - shut your eyes and think lucky? White anti-collision flares? (probably not a great idea on a paraglider). Maybe a handheld search light to shine at approaching aircraft! I certainly have something to think about before my first cross country.

Tony Parsons  
CP (paraglider)





## PARASCOPES

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

### Cancer

22 June – 22 July  
The Month Ahead



This is the best phase of the year for you. Jupiter, the planet of expansion, inflation and elevation, is in your sign until the end of July and you must make the most of him. Making a success of new sites is no problem; with Jupiter the success is virtually guaranteed. Just decide which way you want to go, and summon up the courage to take the first step.

### Your Flying

This is a marvellous year for your flying in several ways. There is a chance for you to move upwards at the start of the month, and you fit into your harness as though you were born into it! Soon, your authority and reputation will all increase, in fact, soon you will be moving up to that level where all others will envy you and you will have nothing left to prove!! You will find the new moon in your rising sign, at the end of the month, could make you bolder and more confident! Be Careful not to let this go to your head, don't forget, there are others out there!

## 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. 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 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!

## Lost And Found

I have a vario, found at Caburn 2 weeks ago. If you think it is yours please contact me, Dave Massie on 01403 268601 or 07973 146532

## The SHGC Committee

President	Johnny Carr	01444 471137	<a href="mailto:johnnycarr@tillershaw.prestel.co.uk">johnnycarr@tillershaw.prestel.co.uk</a>
Chairman	Dave Massie	01403 268601 07973 146532	<a href="mailto:davemassie@btinternet.com">davemassie@btinternet.com</a>
Secretary	Brian Brunswick	0208 542 8724	<a href="mailto:brian@skarpsey.demon.co.uk">brian@skarpsey.demon.co.uk</a>
Treasurer	Martin Brady	01444 233346	<a href="mailto:martin.brady@talk21.com">martin.brady@talk21.com</a>
Membership Secretary	Claire Page	01273 508187	<a href="mailto:membership@shgc.demon.co.uk">membership@shgc.demon.co.uk</a>
Safety Officer	Michel Carnet	01273 556695	<a href="mailto:michel.carnet@skysystems.co.uk">michel.carnet@skysystems.co.uk</a>
Site Officer	Nigel Barrett	01273 583698	<a href="mailto:barrattski@btinternet.com">barrattski@btinternet.com</a>
Aerotow Officer	Will Greenwood	01273 477388	<a href="mailto:will.greenwood@btinternet.com">will.greenwood@btinternet.com</a>
Site Fee Collector HG	Sue Brooks	01273 857163	
Chief HG Coach	Ozzie Haines	01273 418293	
Chief PG Coach	Trevor McLoughlin	0787 655 8684	<a href="mailto:tjmcl@cix.co.uk">tjmcl@cix.co.uk</a>
Airspace	Michel Carnet	01273 556695	<a href="mailto:michel.carnet@skysystems.co.uk">michel.carnet@skysystems.co.uk</a>
Competitions PG	John Lancaster	01273 813482	<a href="mailto:johnandshaz@yahoo.com">johnandshaz@yahoo.com</a>
Competitions HG	Vacant		
Social Secretary	Stewart Swanton	01273 732219	<a href="mailto:stewart@swanton-eng.freereserve.co.uk">stewart@swanton-eng.freereserve.co.uk</a>
Windsock Editor	Paul Coidan	01953 688384	<a href="mailto:paul.coidan@tesco.net">paul.coidan@tesco.net</a>

## Club Forum E-mail.

To Subscribe : [forum-subscribe@shgc.demon.co.uk](mailto:forum-subscribe@shgc.demon.co.uk)  
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 To Mail Committee: [committee@shgc.demon.co.uk](mailto:committee@shgc.demon.co.uk)  
 This will only go to committee members. It will not be posted on the forum.

## Club Address

PO Box 1359  
Brighton  
East Sussex  
BN1 5DX

## Are you on line?

Why not join the SHGC mailing list and discussion group?  
Full details on our web site.

## CLUB WEB SITE

[www.shgc.org.uk](http://www.shgc.org.uk)

Aerotow Information Line  
01273 486657  
Beddingham Weather Station  
01273 858174

# Sussex Hang Gliding & Paragliding

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windsock

## SHGC XC League 1<sup>st</sup> June 2002

The XC weather in the south east is probably the worst in Living memory. Normally by this time Ghandi or Mark would have done 80+. We are all hanging on for the "Big July ☺", 2002 preferably

### *Paraglider Pilots*

		<i>Totals</i>
<i>Paul Andon</i>	30.2 17.8	<b>48.0</b>
<i>Dave Lewes</i>	25.0 19.1	<b>44.1</b>
<i>David Newns</i>	24.0 19.9	<b>43.9</b>
<i>Tim Jackson</i>	23.2	<b>23.2</b>
<i>Michel Carnet</i>	17.0 5.1	<b>22.1</b>
<i>Michael Shaw</i>	6.0	<b>6.0</b>

### *Hang Glider Pilots*

<i>Darren</i>	74.0	<b>74.0</b>
<i>Will Greenwood</i>	46.1	<b>46.1</b>
<i>Dave Massie</i>	21.2 9.2	<b>30.4</b>

To see any of the other eight tables or to get more details on any flight, please visit the SHGC league tables on the SHGC web site



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### 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.



## Southern Hang Gliding Club Schools

Green Dragons Leisure Ltd  
Warren Barn Farm  
Slines Oak Road  
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CR3 7HN  
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Website: [www.greendragons.co.uk](http://www.greendragons.co.uk)  
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Website: [www.d-aviation.co.uk](http://www.d-aviation.co.uk)  
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# noticeboard

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