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WINDSOCK

March 2002



Flying High

AGM

**BE THERE IF YOU WANT TO RETAIN CONTROL OF YOUR
COMMITTEE**



Editorial

Thanks to Ashley Glenday, once more, for designing the front cover. 'Flying high' is the spirit of the season with the spring thermals popping up all over the place. Please see the safety column by our Safety Officer, Dave Massie, in this month's issue, covering these.

Please make every effort to come to the AGM at the Hassocks Hotel, Hassocks (near the mainline station) for 7.00pm on Saturday 23 March. We have made it early so that you can go out afterwards, eating, drinking, clubbing, and whatever else takes your fancy on a Saturday night! It should be all over by 9.00pm. And if you don't come, you can't vote for your future committee.

Thank you to all the volunteers who helped clear the scrub at the Dyke last month. Please note that the extra space that this has created is not to be used as new take off points though!

It has been noted that a lot of you are not turning up for marshalling duties when required. We can not underline more how critical it is for you 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. Why not use the forum to appeal for a swap if you cannot make your spot?

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.

Or Email: windsock@shgc.demon.co.uk

Well, that leaves me to say my goodbyes. It's been great working with you and I have enjoyed being your Editor for the past 2 years. I hope you will support the new Ed with lots of interesting material. Don't forget if you think there's never anything in Windsock, it's down to all the readers to change this. I wish the new Ed well, and if he/she doesn't maintain the high standard I have laid down, they will have no one but me to answer to!

All the best, fly safe, and hope to see you on the hill some time.



Chairman's Letter

This is my final letter to you all in my capacity as club chairman. Should I go out with a bang? Should I write something controversial? No, I think not. The only thing I would like to say is 'thank you for putting up with me'. I must admit that, at times, I have gone out on a limb and upset a few of you with my views, for which I can only apologise. However, in my defence, they were the views of the majority of the committee at the time of writing. Anyway, that's now water under the bridge.

With regards to your new committee for the year 2002 – 2003 and assuming that:-

- a) Those of the committee willing to stand again are re-elected.
- b) Dave Massie is elected to, and accepts the position of Chairman. And that there is no other person willing to throw his/her hat into the ring.

We still need the following positions to be filled:-

- a) Club Safety Officer
- b) Site Fee Collectors for both HG & PG. One for each.
- c) Competitions Officer, HG
- d) Windsock Editor.
- e) Chief Coach HG

If anyone out there is willing to stand for these positions, please come along to the AGM get yourself proposed, I can assure you that there will be no problem being seconded, and get yourself voted on to the committee. You will receive the never-ending admiration, or should that be abuse, of your fellow pilots. Plus you will always be seen at cloud base.

I look forward to seeing you all at this year's AGM.

Best Regards and thanks to you all.

Paul.



Summary Following Committee Meeting 7 March 2002

- New committee members needed at AGM 23rd - come along!
- Complaint sent to NT about paragliders inflating near horses. Obvious **site risk!** There's also been PGs inflating in front of HG takeoff. Look around, & remember site rules!
- Shoreham complaining about airspace infringement. Do *you* know how big an ATZ is?
- Scrub clearing went ok. We'll organise clearing up of cut bush.
- John Lancaster suspended as a club coach for flying tandem without a rating.
- Pilot lectures at Seaford - all Wednesdays of April.
- Usual spring incidents - be careful out there!
- Neo -Airwave challenge prelims at end of March.
- Dyke landing field to be cut back soon. Club to replace stile down the front.
- NT site licences now finalised.
- Ongoing investigations of new sites.
- Will now officially C.A.C!

'D - aviation!

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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.

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Tandem pilot coaching/tuition and assessments.

p.o.a

Trips for 2002.

Crete: Sept 24th - Oct 1st.

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

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

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

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

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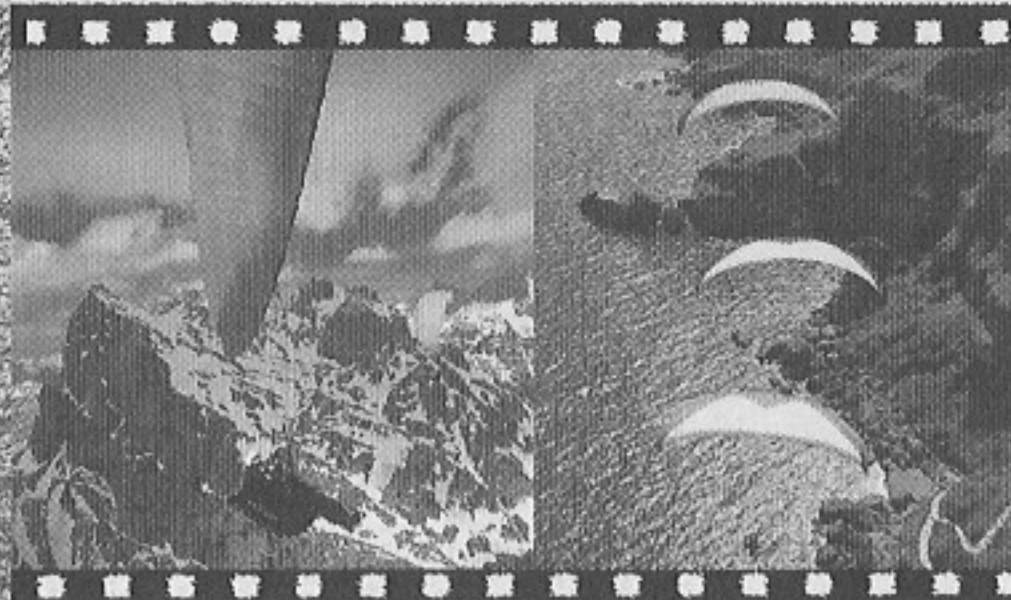
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SERAK



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"
 "The Windtech team have succeeded in making the Serak an outstanding intermediate wing in the DHV 1-2 class."
 "... 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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Safety Report by Dave Massie

Ah Spring! The time a young man's fancy turns to thoughts of ditching the girlfriend, and getting to cloudbase. Anyone who's been flying for a few years also knows that this is the time for that boring safety lecture about spring thermals. Ignore it at your peril.

At this time of year, thermals are unusually strong, and punchy. At precisely the same time, pilots emerge from their winter hibernation, and take to the slopes armed with some very rusty skills. The result is the usual Spring carnage. This year, the weather has been so lousy up until now, that everyone is even more rusty than usual. Please take care.

Paraglider pilots especially note that it can be very windy at this time of year. Just because you're frustrated by lack of flying is no excuse for flying in a gale. The barbed wire at the back of Firlé does not care how windy it is, it's going to tear flesh as easily as rip-stop Nylon. The local repair shops don't repair flesh. Already I hear on the grapevine that PG pilots have been inspecting the wire at close range to feel how sharp it is. What I haven't seen is any incident reports - I need those, too!

Paraglider pilots - if you are flying with hangies, please be aware that they may be turned against their will, by thermals under one wing. Give them an even larger berth. Hang glider pilots remember that you need even more speed on take off and landing to deal with the unexpected thermal gusts.

Let me tell you from personal experience, there is nothing quite like breaking a leg at the start of the flying season to make you even more frustrated.

Thanks for listening if you have been, and please leave me lots of space!

Dave Massie
Safety Officer

Airwave Club Challenge

Any pilots wishing to compete in this light hearted XC Competition, please contact me. I will pass on your name to the new Competition's Officer.

There is a preliminary round on the weekend of 27th March in South Devon. If you wish to compete, let me know.

Ozzie Haines
Chief HG Coach/Competitions HG
01273 418293



Hang gliding – Back to basics CPC + by Will Greenwood

So there you are, on the hill with your glider. You've been ridge soaring all winter, practising landings and approaches, and now you want to thermal. We have all been there, but how did we make the transition? I was lucky as I came from a sailplane background, and knew about thermals, and how to stay in them, although thermalling hang gliders is a different kettle of fish, the principle is the same...to go up!!

Hopefully you know some of the pilots on the hill and can ask for some advice, however, this is not always the case so, look at these scenarios.

Question: what time of year is it?

Answer: if it is springtime the thermals will be small and difficult and therefore possibly dangerous near the hill. Last thing you want is to be turned into the hill! However you can still learn. If the wind is a good soaring wind, say 10- 15mph for a hang glider, then work out a flight plan before you take-off. See which angle the wind is blowing onto the hill, and if you can remember which parts of the hill worked best when you ridge soared it. You are on a familiar hill, right? Look at both top and bottom landing options so that a plan is in your mind as to which areas you are going to use. Now rig your glider and try and get a flight in before it becomes too thermic, i.e. before 11 o'clock onwards. So hopefully you had your flight and are back on the hill ready to find a thermal.

Try and launch in soarable conditions, rather than scratching close to the hill. So watch the wind and other pilots. OK, it looks good, and the wind is steady on the hill and you can launch safely. Once established in hill lift, watch the other pilots (more experienced), and if they seem to be doing better move to that area. However, if it is overcrowded, and you are doing fine, stay where you are. Then you notice that a pilot is circling to the side of you and going up, move towards this area and if you feel a surge in airspeed, and the vario starts to bleep, you've probably entered a thermal. Don't panic. Turn into wind, and away from the hill, and count to 5. If you are still climbing, try doing a figure of eight parallel with the hill and, at all times, look out for other pilots. Once you have 200-300ft, start circling in the same direction as the other pilot (right hand 360's if you are at a SHGC site).

Obviously, this will take time and practice to enter and stay in a thermal, but finding one on the hill is not too difficult as other pilots may mark them for you. The moral of the story so far is:

- ◆ Be aware of what is around you
- ◆ Think before you take off
- ◆ Don't do any radical turns low and slow near the hill
- ◆ Try to learn to fly your glider smoothly.

PART 2 SOON.



Marshalling at Devil's Dyke

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

Before you marshal

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

Marshalling Guidelines

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

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

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

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

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

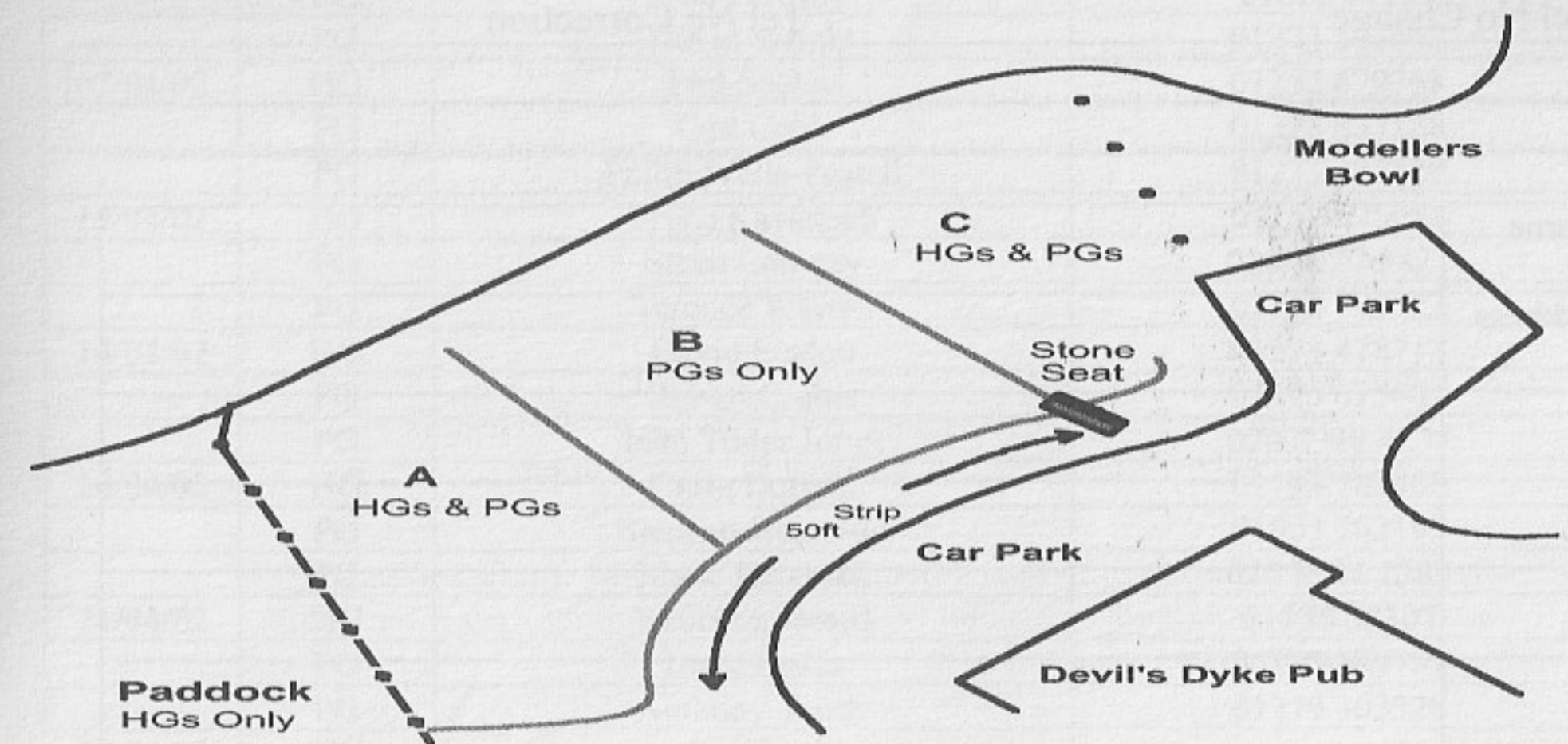
The **Split session** flag "1/1" indicates a _ hr for paragliders, _ hr for hang gliders, or red ribbon pilots. The **Low air time** session flag "L" indicates time for red ribbon pilots, hang gliders or paragliders, but **not together**. Do not restrict the other pilots from flying for long periods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



Please note that hang glider pilots may not wish to take off in the early part of the session if they are waiting for the right conditions. This can cause ill feeling among the other grounded pilots. Once hang glider pilots get off the ground, it is often better to let them continue flying after the _ 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**



Data Amendment Form

Are we in the picture?

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

Name Spelling	Address Spelling
<input type="checkbox"/>	<input type="checkbox"/>

Name Change	Address Change	Rating Change
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Tel No Change	Tel No Correction
<input type="checkbox"/>	<input type="checkbox"/>

Name	
Address	
Tel No	
Rating	



Marshalling Rota

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

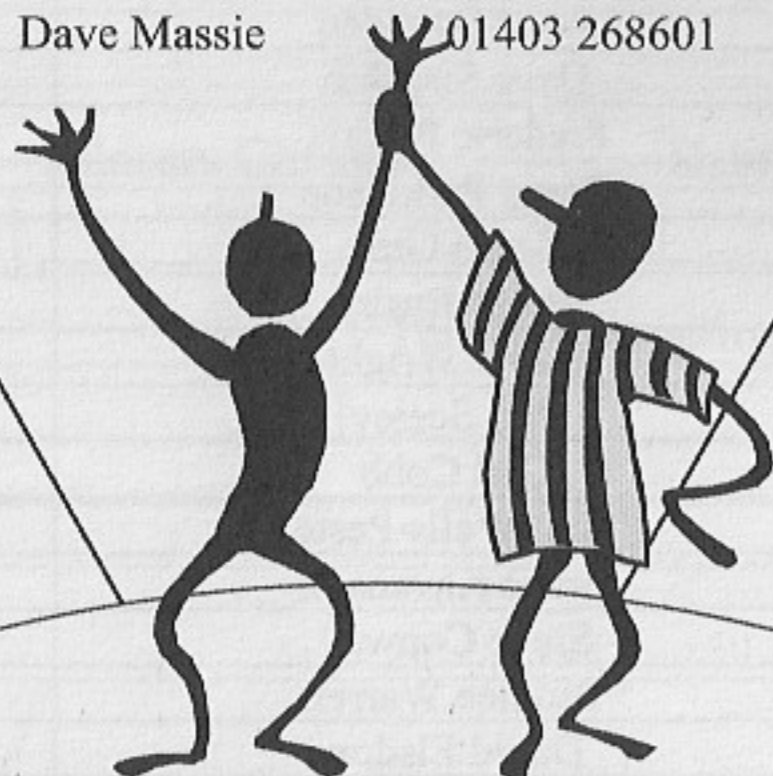
If any of the above data is incorrect, please complete the form on the opposite page

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



Hang Gliding Coaches

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



Paragliding Coaches

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



Coaching Column by Trevor McLoughlin

At Last

Well, what can I say? I moan about the weather and things start improving. I knew my incessant moaning would pay dividends one day. A good few days flying with a couple of classic spring XC days thrown in – what more can we ask for? More, more, more!!!

A Warning

Everyone will be telling you about the conditions this time of year; it's something we do year after year for the benefit of the new pilots amongst us and for the old farts like me who have a terrible memory. Now where was I.....? Oh yes, I remember. Spring thermals! Keeping it short, just remember, small, punchy, likelihood of deflations, a bit rusty since you flew last etc. etc. do be careful out there.

Whilst on the subject of warnings, just another one for the benefit of our newer pilots (and a little dig at some of the reckless ones). If it's windy and you don't think you can launch, then don't. Your ability to take off in strong wind will improve in time and with practice will enable you to get off the hill in strong wind and thermic conditions. If somebody offers to hold you down to help you launch – say no! Accept that the conditions are too strong for your skill level and watch the techniques of those that can manage it. Remember, you'll always get to try again on another day in the future, and more likely with your glider and yourself intact. When I first learned to fly paragliders, my instructor gave me a simple bit of advice: "If you can't hold it, fold it!" By following that simple bit of advice, the only time my gliders have ever been dragged or torn has been when someone else was attached. Another danger is that your helper could quite easily accidentally pull your parachute out. Can't imagine the danger? Well for one, you cannot collapse a parachute – you will need a quick release or a bridle knife. People have been killed like this, so take my advice (I don't use it) and sit it out.

One last little bit: Whilst flying at West Firlie recently, a number of lower airtime pilots were flying on and off with the light and changeable conditions. I seemed to spend most of my time taking off into thermals, that didn't really come to much, and ended up walking back up the hill time after time – ho hum, we all know that one. However, late in the afternoon a big thick band of stratus that had been sat well in the distance all afternoon, started moving towards us quite fast and the wind started to pick up nicely. Of course everyone took off immediately, it became nicely soarable and everyone was having fun.



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.

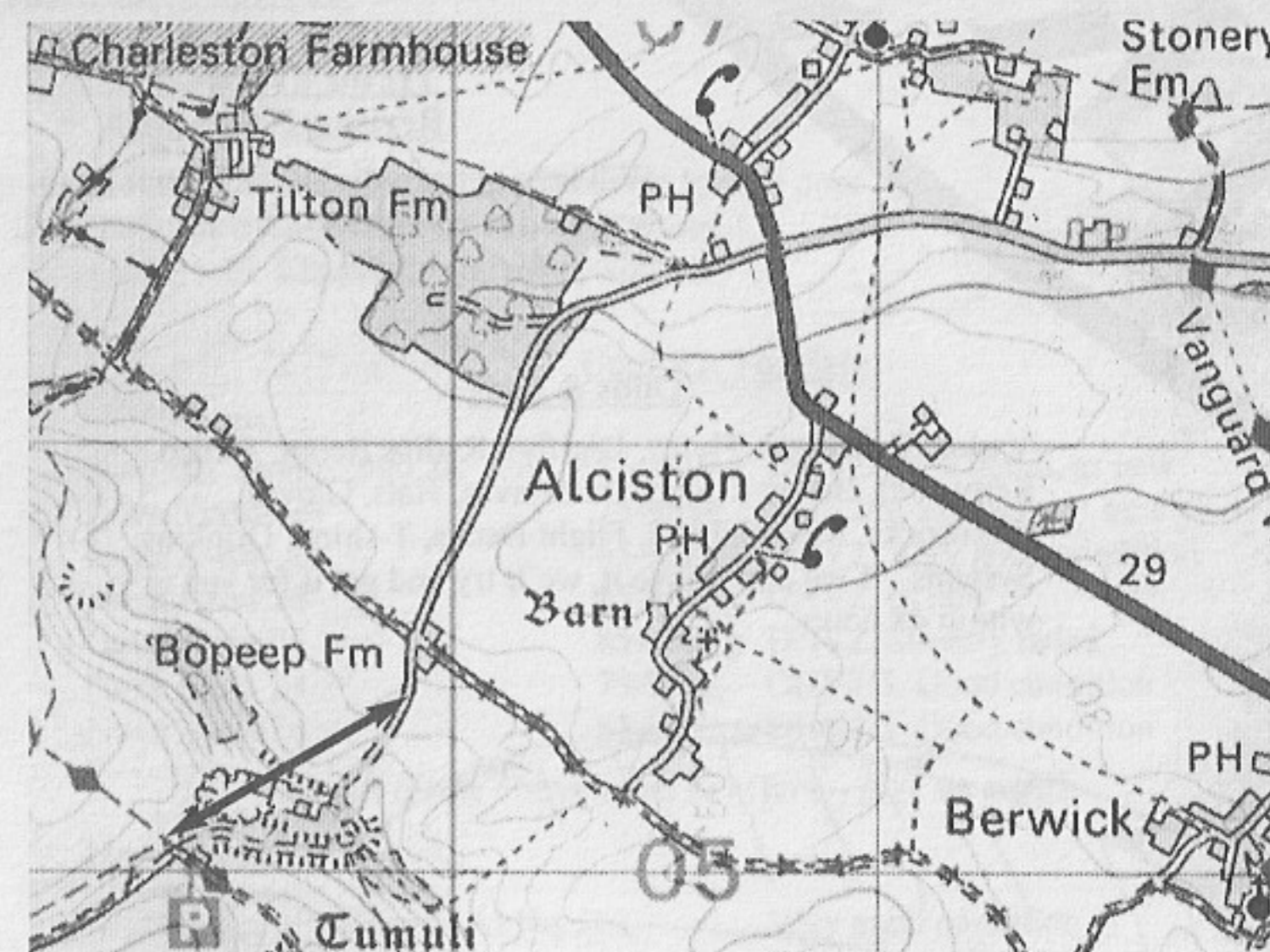
Signed Date:

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



21st APRIL 2002 ADVANCE WARNING OF ROAD CLOSURE

THE ROAD SHOWN BELOW WILL BE SUBJECT TO A
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EAST SUSSEX SECTION VINTAGE
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SEEK YOUR CO-OPERATION BY AVOIDING THIS
LOCATION ON THE ABOVE DATE

THANKYOU

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Mon - Sat 10.00 - 5.30

Sundays Closed (unless it's flyable)

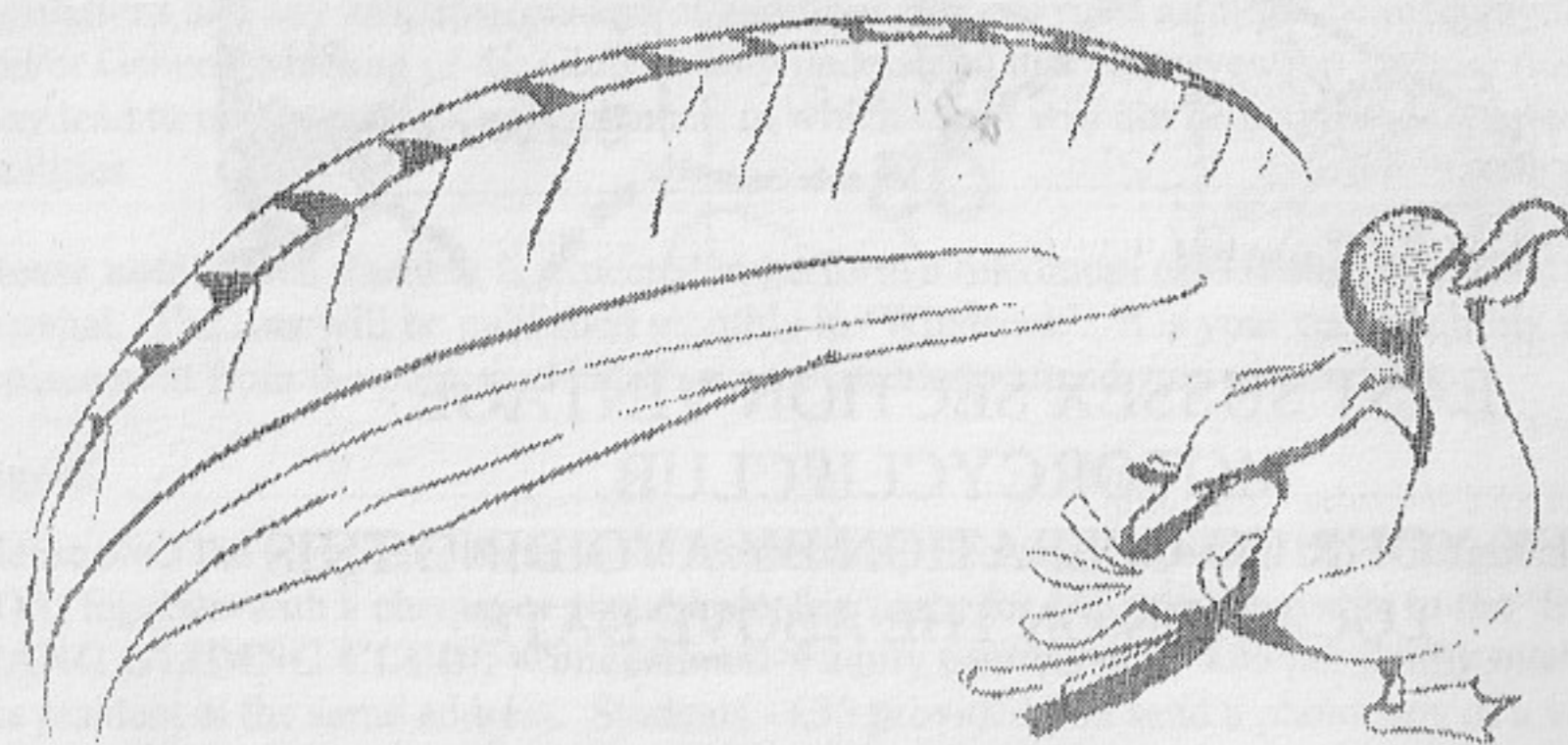
AIRWORKS

Trevor's Pilot Revision Notes

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

Odds & Sods

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



Floyd's happier now. His bruises have gone down now since Trevor beat him up 'cos of the bad weather. In fact he's happier outdoors on Trev's van.

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!

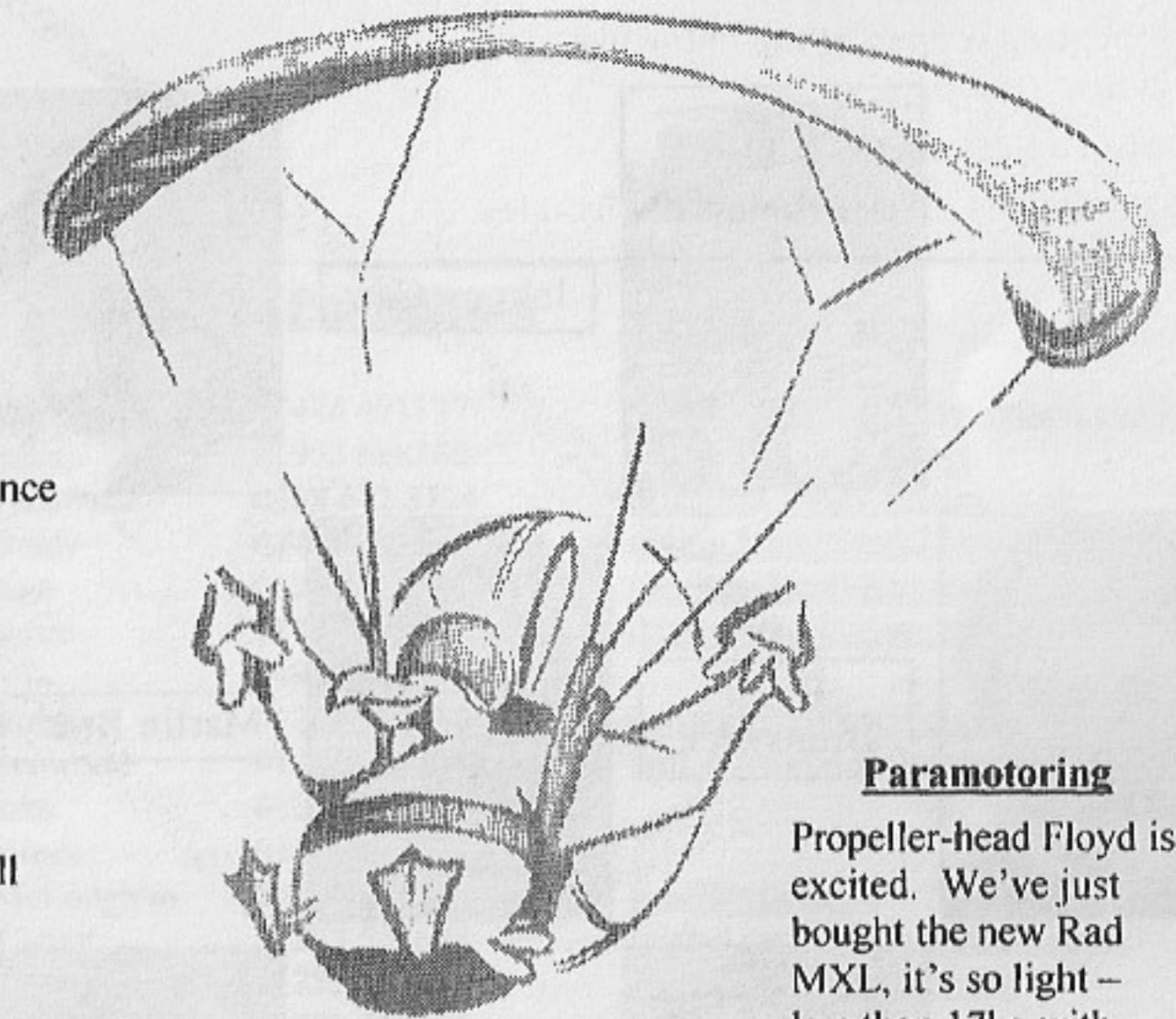
Demo Gliders To Fly

Gradient Bliss 26	80 - 100kg	Afnor Performance
Gradient Onyx 26	80 - 100kg	Afnor Standard
Windtech Quarx 27	85 - 105kg	DHV2
Windtech Serak (S)	70 - 90kg	DHV1/2
Gin Oasis (S)	73 - 90kg	DHV1/2

Coming soon: **The Firebird Hornet DHV2**

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.



Paramotoring

Propeller-head Floyd is excited. We've just bought the new Rad MXL, it's so light - less than 17kg with 50kg of thrust. He knows his back won't give him so much grief now. He's quite happy for you to come and take a look.

Books & Videos

Not sure which book or video you want? Then come along and have a look at ours before you buy. **New in:** Colonel Basir's Flying Circus. This is all about paragliding in Malaysia and it must be seen to be believed! Only £20.00

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, Very good condition	£700
Nova Axon 26	85-105kg	DHV2, as new	£800
Nova Axon 26	85-105kg	DHV2, Slightly faded	£350
Nova Xyon 24	75-95kg	DHV2/3, Good condition	£400
Nova Xyon 26	85-105kg	DHV2/3, Good condition	£400

All of the above open to offers - give us a call

Harnesses

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

Reserves

Edel RS2 V-bridle - medium	Checked & re-packed	£250
Trekking V-Bridle - large	Checked & re-packed	£200
Pro-Design 120	Checked & re-packed	£100
Metamorphosi 16 (suit anorexic dwarf)	Checked & re-packed	£75

New GIN Winter Gloves

These new cold weather gloves from GIN are brilliant. 40g Thinsulate lining and neoprene cuffs. Reinforced fingers for big ears - definitely the best around for winter. Best of all they only cost £29.95 a pair. As seen in XC mag.

Suits & Boots

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

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

AIRWORKS • THE OLD STATION • GLYNDE • SUSSEX • BN8 6SS • TEL: 01273 858108 • FAX: 01273 858107

www.airworks.co.uk info@airworks.co.uk



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Michel Carnet



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Club Forum E-mail.

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



Club Address

PO Box 1359
 Brighton
 East Sussex
 BN1 5DX

Are you on line?

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

CLUB WEB SITE

www.shgc.org.uk

Aerotow Information Line
 01273 486657
 Beddingham Weather Station
 01273 858174

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



Confessions of a Galeoholic by our social reporter

Deep in darkest Newhaven, our intrepid reporter slips into a side alley, and stops briefly. A small notice tacked to a door announces "GA - meeting here tonight". I open the door, and step into a dingily lit hall, where several chairs are arranged in a wide circle. From a dark corner of the room, a large shambling figure steps forward.

"Hi. My name is John, and I'm a galeoholic. My story's not a pretty one. I am sharing it here in the hope that it may help others avoid my pitiful fate. If you, too, are addicted to gale hanging, I want you to know that you are not alone. There are hundreds of us worldwide struggling in the daily battle against this cunning, baffling and powerful addiction".

"There was something 'different' about me from the word-go. Looking back, the signs were there for all to see. Even as a child, when my parents threw old sheets away in the rubbish, I would fish around among the tea bags and egg shells, pull them out and hold them up in the wind, being towed along".

"When old electric fans or extractors were discovered in the attic, I stayed up all night, whizzing them around, imagining I was in the teeth of a gale. I didn't care what kind of object it was, if it was connected with wind, I had to have it".

"I'm making no excuses. I had a good upbringing. Gale hanging certainly doesn't run in my family -- I come from a long line of people who huddled inside to stay out of the wind. Yes, there were rumours of an uncle on my father's side who 'did a little kite-flying on weekends', but he covered his tracks well, and I have never been able to prove for certain that he was a galeoholic".

"Apart from this one suspect, my relatives were all what we call 'wind-haters'. For them, a light breeze was nice, but strong winds were to be sheltered from, not an excuse to go flying".

"Not me. Right from the beginning, I was out of control. I could never stop with just one or two flights. Every morning, I'd see if the wind had come up, and fly the cliffs. Every flight triggered an insatiable craving in me for two more, and four more after that. I could not stop once I got started. Any 2 foot-high ripple in the ground would have me soaring it, especially if I couldn't do it in less than 25 mph. Eventually, gale hanging took over my life. Bouts of compulsive flying would leave me babbling incoherently, slumped exhausted, sometimes barely conscious, at a ridge in some darkened farmer's field, surrounded by other addicts satisfying their own shameful cravings. Many are the times I've landed in a gale at sunset, kicking and screaming, begging for just five minutes more, "just one more flight for the road. It was humiliating".

"As the years went by, things went from bad to worse. It was an endless downward spiral. I used to encourage non-addicts to fly in horribly dangerous conditions. I found myself sneaking from site to site in distant parts of the county, searching for the ultimate high -- a low cliff I could soar in a 35mph wind".

"I hit rock bottom one cold February day on a ridge in a gale. How I got there, doesn't matter. Let's just say that after much consultation with the weather forecast, I ignored it as usual, and headed for the nearest unflyable hill. As I stared at the clouds whipping past, the thought occurred to me: I could fly in higher winds if I got the tandem out and got an innocent member of the public to add some weight to my glider".



"Immediately, I recoiled, aghast. Why, I could have taken some poor soul up in the tandem, and flown into the barbed wire fence at the back. I could have injured them horribly, maybe had to tell their dear ones how I'd nearly maimed them for life".

"Eeeeeuuuuuuuu," I cried, "yuk! That's gross." "That's when I knew I needed help. Since that moment of clarity, I've joined numerous gale hanging support groups where we offer each other strength and hope, along with research tips and potluck dinners. And I have finally admitted, to myself and to other human beings, that I am powerless over gales and my addiction has become unmanageable".

I left the room as quietly as I'd entered, shocked at the depths humanity can reach. As I stepped into the night, into the increasingly bitter northerly wind, I noticed a large bag in the doorway, covered with fresh streaks of mud...

ANNECY-FRENCH ALPS

Le Manche is the place to stay
Marlens and Forclaz not far away
Near the shores of Lac D'Annecy
An old farmhouse just come and see

Have some fun and paraglide
My object is to provide
A comfy place for you to rest
And put my cooking to the test

Take off and landing you can see
From my windows and balcony
So email, fax or phone today
Or visit web www.lemanche.co.uk

B&B 20pppn
3 course evening meal with wine 10

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Mobile: 0033 6 23 26 40 12
email: balbusaidi@hotmail.com



Airspace news from Michel carnet

The Club has received a complaint from the manager of Shoreham Airport relating to airspace infringement on Saturday 02/03/02. He was concerned with several gliders flying near the Shoreham Air Traffic Zone, especially one paraglider who was allegedly spotted INSIDE the ATZ, flying from the cement works towards Worthing.

I would like to remind everyone that an Air Traffic Zone, such as the one in Shoreham, has a radius of 2 nautical miles (3.7 km) from the centre of main runway, and a height of 2000' agl (and amsl in this instance). When a runway is over 1 nautical mile in length, then the radius of an ATZ becomes 2.5 nautical miles (4.6 km), such as Dunsfold or Biggin Hill.

If you have a GPS with airport database then select GOTO Shoreham Airport (EGKA) to read live distance away from it. If you have a blank GPS then enter the airport as a waypoint TQ 200 054 or LatLong N50o 50.07' W000o 17.67'. If you look at your airspace map, you can see that there is a National Grid power line, starting from Southwick and then almost going around the ATZ counter-clockwise. This power line passes North of the cement works, through Anchor Valley, across the River Adur and the A283 Shoreham to Steyning road. The map opposite shows both the ATZ boundary and the various circuits flown by aeroplanes. A circuit is normally flown left hand (counter-clockwise) as the Captain sits on the left and is therefore able to keep a better lookout.

North of Devil's Dyke you cannot fly above 3500' amsl. The London Terminal Control Area Class A airspace goes from a line passing Small Dole through Devil's Dyke then to Sussex University, where it goes NE towards Heathfield Mast. South of that line we have a Class A FL55, which indicates a Flight Level airspace which goes up and down with atmospheric pressure. On a day with a standard pressure of 1013.25mb, you cannot fly above 5500'. For every mb above, you are allowed an extra 30', and the reverse for a lesser pressure. The whole Ditchling ridge is below the 3500' airspace.

Make sure you have an up-to-date Airspace map. The latest editions are:

Edition 28: Southern England 1:500,000 out on 21/03/02.

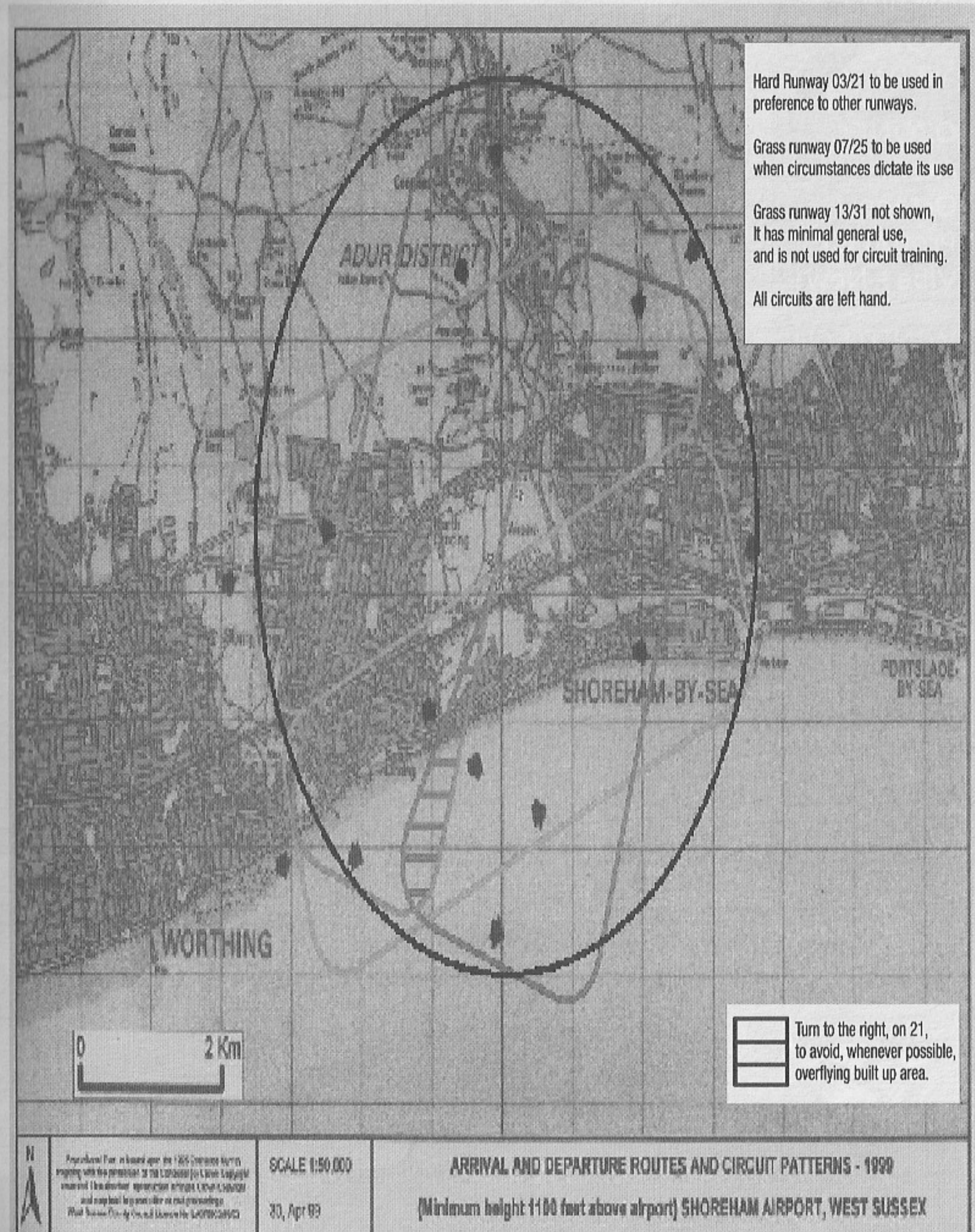
Edition 6: England South 1:250,000 out on 18/04/02.

You may want to pre order those maps with me. I think the 1:250,000 map is better, suited for our sport. However, some airspace starting from 5000' and above may not be showing for clarity.

It is good practice to fly QNH, i.e. set your altimeter to 700' at the Dyke, to ensure that you always know your altitude amsl (as opposed to your height agl). The data on your map is also QNH.

Good luck with your safe informed XC flights.

Michel Carnet
SHGC Airspace Officer
michel.carnet@skysystems.co.uk



New Demos!

APCO:
Fiesta
Allegra
Bagheera
Simba

OZONE:
Atom
Octane
Proton GT
Vibe - New!

WINDTECH:
Ambar
Serak
Quarx

FLYING
PLANET:
Spirit

NOVA:
Carbon

15 flying sites
in which to
try before
you buy!



SALE!

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

COURSES

SIV and XC with Russell in Olu Deniz May 10-17th
Please call me for details.

PARAGLIDERS

We have the new Apco Presta medium and small in our possession. Come and test fly them. 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 sussexhpgg@mistral.co.uk

see our new website

www.flysussex.com

Tollgate, Beddingham, Nr. Lewes,

East Sussex, BN8 6JZ

01273 858170



windsock

News

Advertising Costs

Monies due each month should accompany the month's advert, and these are to be sent to the Editor. Cheques are to be made payable to the Southern Hang Gliding Club. The prices as from 1st July 2000 are as follows:

Double Page	£40.00
Back Page	£25.00
Full Page	£20.00
Half Page	£12.00

Those who prefer to pay forward, for a 12-month period, would benefit from a discount off these prices, which would equate to an 11-month cost, i.e. 8.33% discount.

Visiting Overseas Pilots

We now welcome overseas visiting pilots as before. You can fly free for 3 months. Please send a photocopy of your insurance documents to the Club address. Please also familiarise yourself with English air law.

'Windsock' Copies

Spare copies will be sent to the schools, Stewart Swanton and Claire Page, to be made available to new members and any interested person enquiring about schooling.

Coaching Meetings

Coaching meetings take place at 1930 hours at the Wellington, Seaford on the last Thursday of each month (map within this issue under 'Coaching'). Trevor McLoughlin would be pleased to welcome all pilots with varying experience including Coaches. Email or phone Trevor if you travel a distance to get to these meetings. It may be that someone else is coming down from your neck of the woods.

Right Hand 360's Only Please

Members are reminded that on all club sites the ruling regarding 360's is, that below 1000 feet above take off, only right hand 360's are allowed. Once you are above 1000 feet above take off then 360's in either direction are allowed. Also, please remember that, when joining other gliders in a thermal, join them going in the same direction of rotation.

Low Air Time Pilots

Low airtime pilots must speak to a coach on the hill before flying to ensure the conditions are safe to fly.



News

Modeller's Bowl

Hang gliding and paragliding pilots must not fly below 250ft above take off over the modeller's bowl, whether they are flying or not. Four white posts mark the boundary.

Important

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

Dave Massie, Safety Officer

Air Law Reminder

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

Dave Massie, Safety Officer

AEROTOW NEWS

After a slow year due to FMD, the group had a meeting on the 23rd February to discuss the future of the group. A good discussion was had, and ideas to improve the group noted. One figure that stood out was that the tow group has done 430 tows since we started, and made the club £2000.00. Not bad since we started in May 1998!

We are lucky to have 2 committed tug pilots, and I have just stumbled across another, who can tow full time as he is retired, and also a microlight inspector. This helped when we serviced the tug ready for its permit to fly, and found the crankshaft out of tolerance, i.e. if it broke, there would be silence!! Now the engine has been overhauled and fitted ready for action.

Can all syndicate members please renew before the 1st April 2002. You will receive your renewal notice by the time you read this. If you have moved, and are reading this, call me so we can update our records. We hope to have regular info on towing times on the answer service, 01273 486657, as well as using the text service or jungle telegraph.

That's all for now. Will keep you informed of our progress.

Will. SAC



JOHNNY CARR HANG GLIDING LTD

MOYES
South-East Agent

LITESPEED

Catering for High Performance Hang Glider Pilots

Demo in-
stock glider

UK Importer of

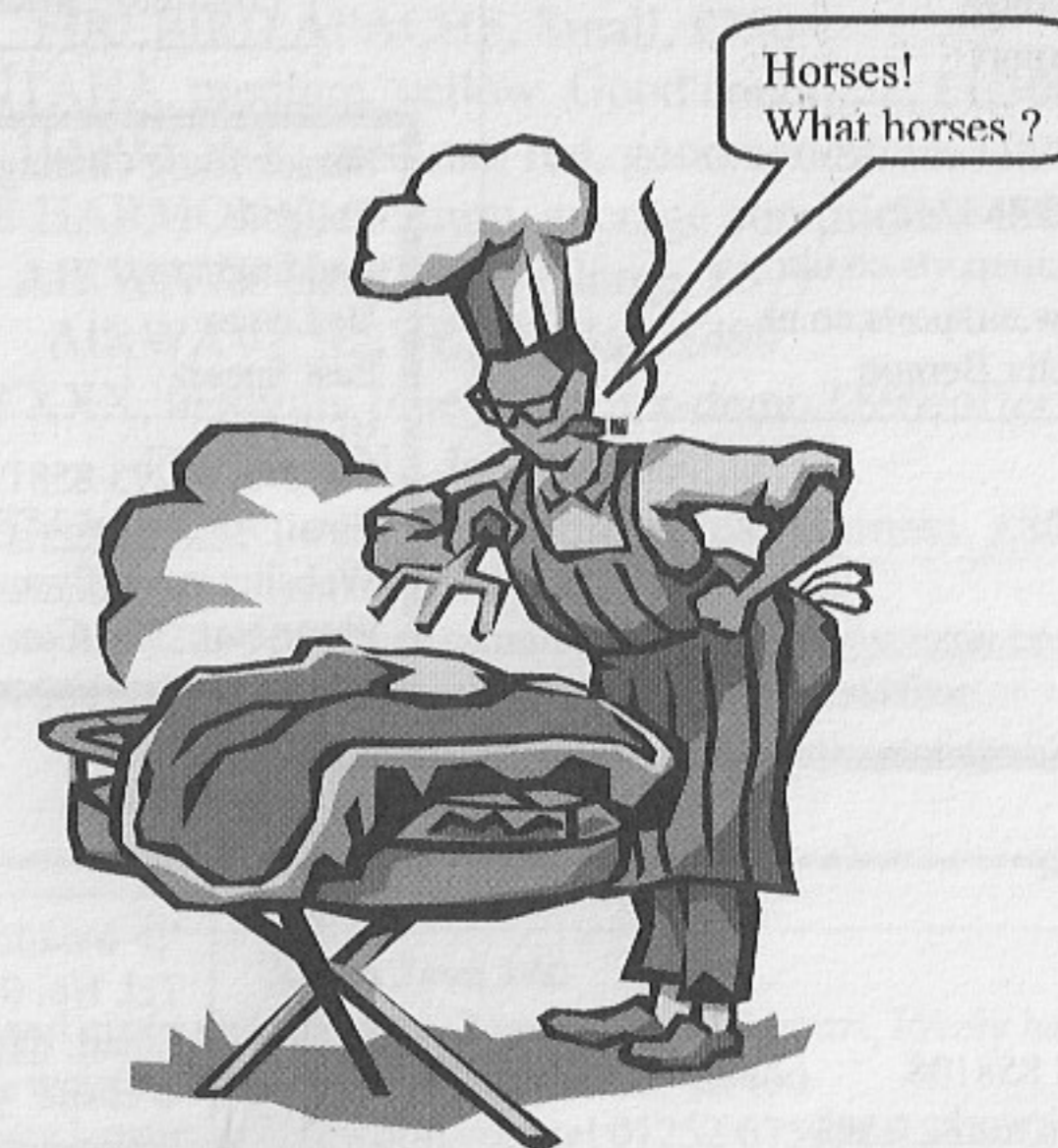
AXXESS+ by Flight Design.

New & 2nd hand Rotor harnesses in stock

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

TEL. 01444 471137 · Fax 01444 471101

Email: johnnycarr@tinyworld.co.uk



The "Southern Hang Gliding Club" summer BBQ solves the horse problem on the South Downs



Southern Hang Gliding Club Schools

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Warren Barn Farm
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Woldingham
Surrey
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Website: www.greendragons.co.uk
Proprietor: Andy Shaw

SKY SYSTEMS
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Tel No. 01273 556695
Email: office@skysystems.co.uk
Website: www.skysystems.co.uk
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Email: info@airsports.co.uk
Website: www.airsports.co.uk
Proprietor: Peter Bernon

Sussex Hang Gliding & Paragliding
Tollgate
Beddingham
Nr Lewes
East Sussex
BN8 6JZ
Tel. No. 01273 858170
Email: sussexhgpg@mistral.co.uk
Website: www.flysussex.com
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Email: info@airworks.co.uk
Website: www.airworks.co.uk
Proprietors: John Lancaster & Trevor McLoughlin

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

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Sky Systems' Spring Sale!

NOVA AXON 26 BRAND NEW, NEVER FLOWN! £899
Call 01273 556695

2nd hand paragliders:

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

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

SWING ARCUS, Large, £999.

FIREBIRD APACHE, Small, £750

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

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

AIRWAVE HARMONY, medium, average condition, £450

AIRWAVE HARMONY large, £699

AIRWAVE RAVE 27, lilac, £499

AIRWAVE XXX, medium, blue/white, ex-demo £899/offers

ITV AGENA large, £649

TANDEM ITV MERAK, average condition, ex. Harness, £800

Call Sky Systems on 01273 556695 or e-mail on office@skysystems.co.uk
Sky Systems Ltd - Paragliding - Paramotoring - Kitesurfing
66 Woodbourne Avenue
Brighton - East Sussex BN1 8EJ

Avian Java 140

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



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

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

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

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

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



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

UPGRADING ?

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

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

LAMINAR ST2 (CofA) 14m2 Mylar Sail. Stored in garage and in very good condition. £1500

Moyes Xtralite (CofA) 135, no aluminium has ever been bent on this glider, handling very good, new side wires. £400
Contact: Craig Dolwin, cad@ieeee.org, 01793 782960 (Swindon), 01179 060756 Bristol)

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

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