

**CHECKOVER
TIME?**

Canopy checkover
with full report £39.99
Reserve repack £29.00

TWENTY YEARS OF FREE FLIGHT IN SUSSEX!

SKY SYSTEMS

Paragliding, Paramotoring and Kitesurfing

**TOO WINDY?
WHY NOT
HAVE A PLAY
WITH A
LITTLE DEVIL!**

JOIN OUR PARAGLIDING GUIDED TRIP TO

Epidavros, Greece, for some mellow Autumn Paragliding Paradise - 12th - 19th October.
Mini-SIV over water, flying above beautiful Peloponnese landscapes, with your hotel and landing on the beach, warm water, loads of options for non-flyers... need we say more?

We are now filling fast for this trip, so don't leave it too late and miss out!

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

ADVENTURE PARAMOTORS:

Powered paragliding units from the market leader. The 2002 units are equipped with a completely redesigned ignition system which allows true "plug and play" paramotoring - *put the unit on, start it up - and off you go!* Adventure paramotors start at £2,999 - and can usually convert your present glider into a motor glider with minimum fuss and no modifications (we can advise on the use of specific canopies with power). For most proficient paraglider pilots with good ground handling skills, (CP plus), the transition to powered flying can be very simple.

If you would like further advice on converting, talk to Gary or Michel.

For more details of the Adventure range, check our website or call 01273 556695.

WE HAVE A LARGE STOCK OF FLYING SUITS FROM JUST £99.00

- WHY NOT POP IN AND TRY ONE ON... WE ALSO HAVE STACKS OF BOOKS, VIDEOS and ALL SORTS OF OTHER FLYING PARAPHERNALIA IN OUR SHOWROOM AND AVAILABLE BY MAIL ORDER FROM OUR WEBSITE

IN STOCK NOW: TAKE A LOOK AT THE NEW BRAUNIGER AV-PILOT ALTI-VARIO PACKED WITH FEATURES, JUST £160.00

IN STOCK NOW: THE GARMIN ETREX LEGEND IS PROVING THE GPS OF CHOICE FOR MANY SOUTHERN CLUB FLIERS - AND ITS EASE OF P.C. CONNECTIVITY IS ENDEARING ITSELF TO MANY USERS. CURRENTLY RETAILING AT £287.00 including the PC LEAD.

TRY OUR INTERACTIVE ONLINE AUCTION

LIVE INTERNET BIDDING ON NEW AND 2ND HAND EQUIPMENT - REGISTER TODAY and MAKE US AN OFFER WE CAN'T REFUSE!

Simply log on to our website, and Net Yourself A Bargain!

We have a great range of paragliding harnesses in stock now, by Skyline, Edel, Advance, Sup-Air. Come along and upgrade your flying experience...

WWW.SKYSYSTEMS.CO.UK

Showroom is open Monday-Saturday 9.00-5.30

66 Woodbourne Avenue, Brighton, East Sussex BN1 8EJ

just 10 minutes from Devil's Dyke, on the way to Mount Caburn!

01273 556695 - e-mail: office@skysystems.co.uk



The Southern Hang Gliding Club's Legal Two Way Radio

WINDSOCK

September 2002



"High Above Anney"



Editorial

Did anyone spot last month's deliberate mistake? Sorry about repeating the picture of the helicopter again but I had last minute problems with the final draft e-mailed to the printer. I won't go into great depth, but suffice to say I had to act quickly so as to get the magazine printed before I went on my hols.

I would like to say thank you to all those of you who have sent me articles for publication in "Windsock". I have had to hold back one submission for the October edition. It saved me having to bore you all with an in depth report on my hour long micro light flight in Annecy this year. However please do not stop sending me articles, I am sure those of you who have been flying abroad this year for your summer flying holidays have tales you would like to share with your fellow members. It seems that the majority of the submissions are from paraglider pilots. I know that the hang glider pilots are in the minority, however I feel that a well written, informative article could just persuade a few more paraglider pilots to become bi-wingual. How about it.

Right, e-mail addresses. Could you please in future send any articles to a different new e-mail address as shown below. I am trying not to use my tesco net e-mail address as I am fed up with the amount of rubbish I receive on it. When I came back off of holiday I had 635 plus e-mails all rubbish. Help does anyone know how I can stop this. Maybe Ozzie does have the right idea.

Best regards,

Paul.

Articles for submission in post to:- Paul Coidan, 17 Elm grove, Garboldisham, Norfolk. IP22 2RY

E-mail :- paulcoidan@onetel.net.uk or windsock@demon.co.uk

JOHNNY CARR HANG GLIDING LTD

MOYES

South-East Agent

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



Chairman's Letter

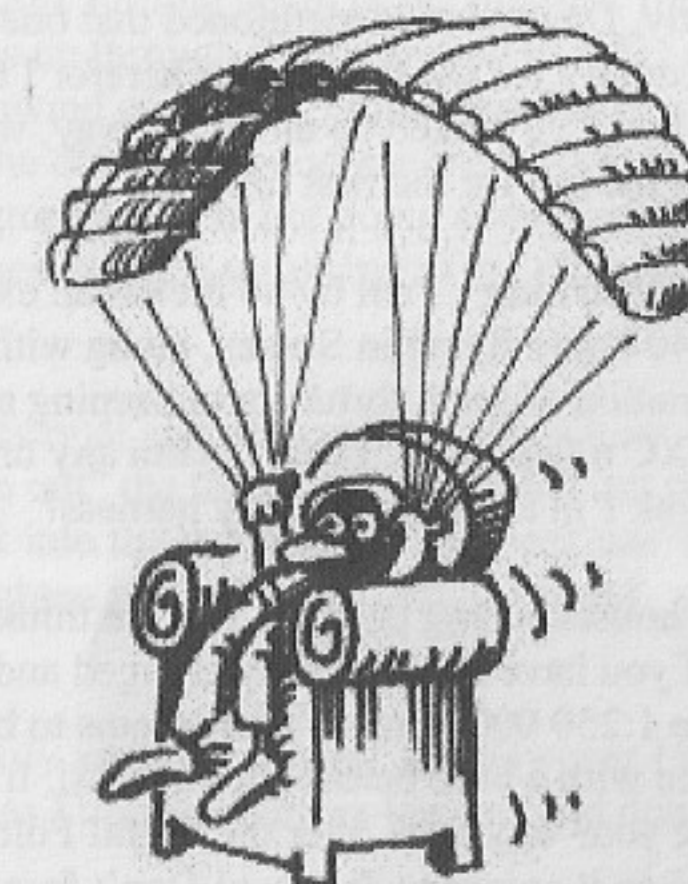
After all the lousy weather this year, it looks like we're being Offered some decent flying at last. July August and September have offered some of the most consistent flying conditions I've known. I hope everyone is enjoying the good weather, and those of you who went abroad didn't get too wet.

Now the weather's improved, there's one thing that still seems to be missing - the marshals. Last time I was at the Dyke, none of the three marshals turned up, so I ended up doing it. At the end of the day, the last pilot on the hill couldn't be bothered to pack the marshalling board away, so I got to do that as well. As you can imagine, I wasn't exactly impressed. Not only did the marshals miss their duty, they missed a good flying day. The work required of them would have been minimal. So why didn't they turn up? I've heard from some pilots that they don't know what to do, or that it's too complicated. Whatever, I'd like opinions how to simplify the procedure. The committee are looking into the site rules for the Dyke to improve safety, and to ensure that everyone gets to fly, not just those who are brave, or foolhardy enough to battle it out with ten others in airspace for two.

The committee are looking to start a winching group for paragliding. We will be arranging a meeting some time in the future, so if you want it to happen, please turn up, and be prepared to put some effort into the enterprise. While we do have enough people trained to start a group, winching is one of those activities that requires everyone to give a helping hand. Hopefully, a winch will make up for the lack of a westerly site, and will be useful on those very light wind days when it's difficult to get up high enough to avoid the crowds at the Dyke. Any ideas again, will be most welcome. Absolutely nothing has been decided yet, so now's your chance to let us have your input.

Safe Flying

Dave



Lost and found section

I am still in possession of a hoard of lost property. Either the owners can't read, or are so rich they don't need them any more, or have learned to live without them. If none of the above are true, contact me on 01403 268601 or 07973 146532 to reclaim your stuff.

One Minolta camera, found on the middle spur of Mount Caburn
 One battered Compass (hang-glider?) found on Firlle months ago
 One wind meter, found on the bottom of Caburn, at least a year ago.
 One tip rod for an Airwave glider (fits my Concept perfectly!) - found on the Dyke 1 or 2 years ago - how can you fly without this?
 One walkie-talkie (not 2 metre) found on the Dyke



Going Over The Back

Recently, Dave Massie mentioned that one of the novices might like to share their experiences of going cross country for the first time. Therefore I thought I would put pen to paper and jot down a few of the things that I've picked up along the way, which hopefully might be of use for those that are contemplating leaving the hill for the first time.

Health Warning : I am by no means an expert!. I got my CP in December and since then have logged about 40 hours flying in Sussex, along with a couple of weeks away in Tenerife and Piedrahita. Through a combination of good fortune and keeping a close eye on the local sky gods I've managed to find myself going XC a few times. I don't claim any originality for the following and please feel free to ignore it if you think I'm talking out of my harness!

A few housekeeping points if you are thinking of going XC. Make sure your batteries for your Vario (and GPS if you have one) are fully charged and always fly with an up to date map. If you haven't got a map yet, the 1:250 000 (quarter mill) seems to be the most popular size but be aware that it only shows airspace with a base below 5000 ft amsl. It does show road numbers, which is handy for navigating and finding your way back after the flight! Fold it to show your likely route and as Mark Watts says "think big" when it comes to distance! Don't forget to take some cash to get back and a mobile will come in handy to tell all your mates how far you've flown!

When I first get to the hill I have a good look at the conditions. With any luck it's a clear fresh day with a good breeze up the slope and a few fair weather cumulus developing overhead. Have a look to see which way and how fast the clouds are drifting, this will give you a good idea of which direction you are likely to go XC. I also have a look towards the coast, especially at the Dyke to see if there is a sea breeze front developing and how close it is to launch. My first XC involved flying along the convergence of the front as it's fairly easy to see where the lift is.

When the wind on the hill is fairly light and only coming through every now and again, the timing of launch is fairly critical to make the most of the conditions, and so as not end up in the bottom field. The thermals tend to come through in cycles with everybody launching at the same time. Getting up and then 15 minutes later finding themselves back on the ground again. There are a few clues I look out for to help me. Other pilots doing top to bottom's. Watch them to see if they fly through any lift. Birds soaring and swifts feeding in thermals are also good indicators of lift. After a lull in the wind look out for any movement in the trees or bushes at the bottom of the slope that could indicate the start of another cycle.

Once in the air, if I find a decent patch of lift I turn into wind and fly away from the hill and consider doing a 360°. If I'm fairly low or it's quite windy then I'll probably do a few S turns to get some height before turning. Knowing how much space you need to do a 360 with your wing will give you more confidence to turn and prevent you flying into the hill or another glider! I always find that knowing when to turn can at times be a bit tricky. Most advice states that if you start counting when you hit lift and if when you get to four if you are still in lift then turn. More often than not I have found that I was falling out of the back of the thermal and sometimes getting quite low near the back of the hill. So, now I keep flying into wind until my vario has peaked and then turn. That way I know roughly the size and the strength of the thermal. Fortunately we don't have to decide which way to turn as club rules state all 360's are to the right below 1000ft above launch. However have a good look behind you to see if it's clear and that you have enough room.



Going Over The Back

Once I've done the first 360 I fly into wind for a few seconds before turning again as the thermal, if it's a good one, won't have drifted as far downwind as me, as it pushes up through the air around it. After a few turns hopefully, I am now well above and possibly slightly downwind of launch. I think that this is where some people may be tempted to fly back to the hill, however if the climb is a good one then I'll try and stick with it, as I find it gets easier the further you are from the ground. If I'm not doing a very good job of staying in the thermal or it seems to be dying on me then I'll search back into wind as the stronger thermals shouldn't have drifted back as far.

My aim now is to really concentrate on making the most of the thermal and get to cloud base whilst slowly drifting over the back. While I'm climbing I try and "map out" the thermal by widening out my turns and flying straighter in the strong lift and then turning back into the thermal when it weakens. That way, I get a feel for where the edges enabling me to gradually tighten in on the core and, if I find it, work hard at staying in it by increasing the bank if necessary.

Flying with other pilots really helps as you can use them to identify areas of stronger lift, however I try and resist the temptation to rush over to someone else's thermal as I normally arrive too low and don't gain anything from it.

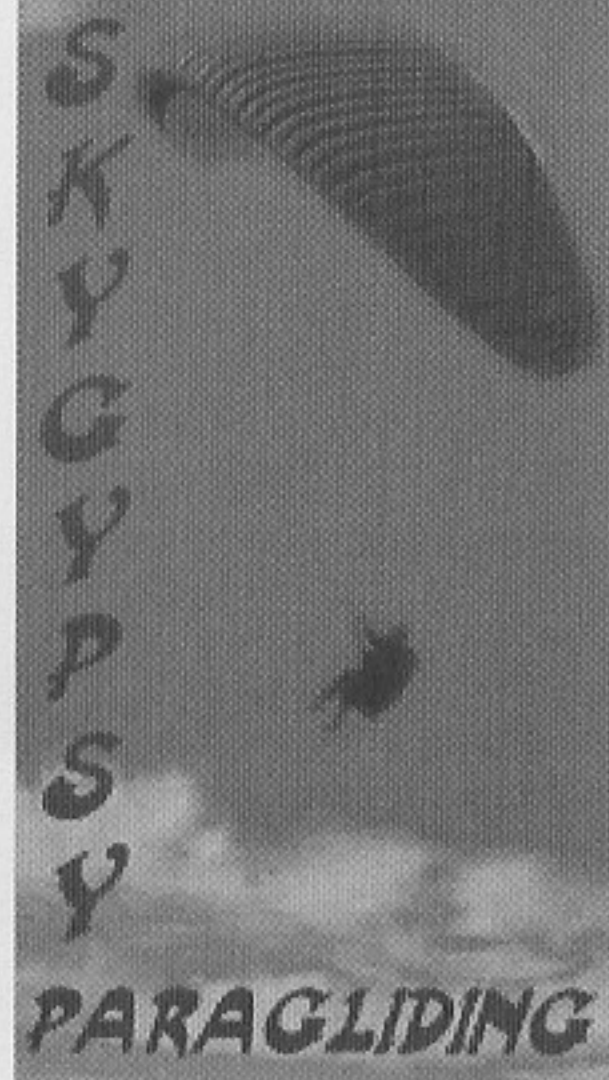
Once at cloud base I have a look around before deciding on the best course to follow. One thing I've learnt fairly quickly, is not to be in too much of a hurry to rush off! My first attempt at escaping from Caburn ended in a straight glide downwind to Ringmer without encountering any lift at all! A chat with Hairy Dave taught me to study the terrain downwind of launch, which at Caburn slopes downhill causing all the air to sink with it, requiring you stay with the thermal until you get over flatter ground. I took his advice and ended up going 14k - he ended up going all the way to Tunbridge Wells!

Sometimes it's fairly easy to see which way to go by following a cloud street or convergence line, however if I'm not sure then I'll stay with the lift I'm in at the base of the cloud and drift downwind. As Dave, the Mad Farmer says "never leave lift!" Going cross country is all about staying up for as long as possible and only when I'm in sink do I get on the speed bar and search downwind.

I certainly don't have the knowledge or experience to try and teach anyone to fly cross country (hopefully one of our sky gods will share some of their secrets with us), but perhaps my experiences will inspire some of those who are thinking of breaking that leash that ties us to the hill to go for it. For me my first XC was the best paragliding experience I've had and, has opened up a whole new side to the sport. Now if I can just find an easy way to get back to where I left the car ???

Charlie Merrett

SKYGYPSY Paragliding



Paragliding holidays in Europe and the UK. Paragliding coaching trips, Pilot courses and UK site guiding.



At Last – Real Help For New Pilots!

Advanced Tuition & Coaching

As an instructor and coach, I'm in a position to be able to talk to many students and newly qualified pilots. In the past most of them have felt that they either left the school environment a little too early, or that they would have liked to move on to some more advanced teaching.

Because of this they were nervous about going out on the hill on their own, not only for the first time, but for quite sometime afterwards. Of course this is quite natural - do you remember how you felt when you first passed your driving test?

A driving instructor teaches you to pass your test, not to drive properly. The same can be said for being taught to fly to Novice (CP) Pilot level. Only experience can really improve your ability to either fly or drive better. By improving your knowledge and skill, you will naturally gain a better understanding and awareness; which in turn makes you a safer pilot or driver.

I see two areas of weakness in the existing coaching system that I can help address.

The first is when you leave the school environment. You're very nervous about going to a club site for the first time, you don't know anyone, you may not have flown there before and understandably you're a bit apprehensive. You could do with someone there to help you for the first few days.

The second is in getting the necessary guidance to do the tasks for your 'Pilot' or 'Advanced Pilot' rating. Plus of course the tuition necessary to get you through the theory so you can take these exams.

Flying Holidays In Europe

If you look through the pages of Cross Country Magazine or Skywings you will find lots of adverts for holidays abroad. These 'guided' holidays are fine if you are a well-experienced pilot used to flying in thermic and variable conditions. If you only need to be told where the take-off and landing areas are or where's best to locate the 'house' thermals and the best route to take for a possible XC flight. They are NOT however, suited to the newer pilot.

By travelling with a professional instructor as well as a guide, you can be sure you are in the safest possible hands. This way you will be much more relaxed and in a better frame of mind to absorb what you're being taught. I organise my trips in small groups of about six people at a time; this allows for much more personal attention than you would normally get in a big group.

UK Guiding Trips

The idea behind these trips is to get pilots away from their local sites and allow them to get experience flying other sites in the UK. There are many more sites in the UK that are less crowded and whose local clubs would love to have some new people around for a party. It's also one of the best ways to make new friends.

I will go to as many different flying sites as I can throughout the year. One weekend I may be in Wales, the following weekend I could be in Derbyshire, the Lake District or the Yorkshire Dales. Basically, I'll go where the best weather is likely to be.

If you want to join us on any of these trips, then email or me to get your name on my contact list.

Trevor McLoughlin

BHPA Senior Instructor
SHGC Chief Coach

Take a regular look at my website www.skygypsy.co.uk for the prices and details of up and coming trips. You can email me at this address: trevor@skygypsy.co.uk or phone me on 0787 655 8684.



windSOck

DAVID – I'VE JUST LANDED AT ROTTINGDEAN WINDMILL

Windy conditions on our first flying holiday to Spain in May had resulted in only one thermic flight to about 1000 ft above take off, but it had been enough to confirm that my thermalling technique was OK.

Back in England my plan was to continue practising getting high (!) during June, with a view to going cross country July onwards. I was certainly inspired by Charlie Merrett's very successful first XC flight a day or so before.

According to 'weatherjack', the day was set to be fine, thermic and with a high cloudbase at 4,500 ft +. The wind at the Dyke was slightly off to the west and by late morning lift was easy to find. Thermals were large and easy to locate and soon I was at 767 ft ato – my highest UK flight to date.

The day was looking increasingly good and several pilots were going over the back either above the pub or over the north bowl. Most were bolting back to the Dyke a few minutes later but a few were getting away.

I caught the tail end of a thermal going over the bowl and allowed the wind to drift me over the back. I knew if I sank out there, I would be much safer than if I got caught in the rotor at the back of the pub. Sure enough the lift stopped after maybe a dozen 360's and I landed in the corner of a field a few hundred yards behind the bowl. Fellow pilot Mark Benson landed nearby. We made our way back to the Dyke, encouraged that we had at least left the site albeit just a ten minute walk away.

My next launch was straight into the strongest part of a thermal. It whipped me off my feet and dumped me down again and shortly thereafter my wing enveloped me, providing entertainment for those closest at hand. My next attempt was better timed. I let the strongest part of the thermal pass and took off into the latter part of it. This time it worked really well and I found myself rising rapidly. I could feel the edge of thermals relatively easily and because the thermals were big that day, just pointing into wind took me onwards and upwards very nicely – then a bit of S-ing, and finally into 360's when I had enough clearance from the hill and other pilots.

I was soon starting to drift downwind and saw other pilots circling below me and drifting towards the modellers' bowl. The thought of being dumped in dead air again, this time almost certainly in rotor, wasn't appealing so I pointed into wind in the hope for stronger lift and was soon rewarded with a much better rate of climb. I resumed my 360's and then had the satisfaction of seeing the vario read 1000 ft. Great! 2000 and 3000 ft followed in rapid succession and I was still going up. This was more like it – fantastic. I had set my vario on QFE setting (at the time I had had no intention of leaving the Dyke).

By this time several other pilots had joined me in the climb and for much of the way up I was circling in synch with Dave Massie. At least two others were circling nearby. At this stage I nearly let it all go. I remembered that I had no map, no compass, and no clue as to what route to take. I had very little hope of organising a retrieve – I had lost my car keys at the Dyke a few days earlier and had to call my husband David to rescue me, so goodwill in the retrieve department would be in short supply. With all this in mind I stopped circling and headed back for the hill. Fortunately I had a flash of delayed intelligence and realised that here I was with all this height, in the same thermal as Dave Massie, a trusted and very experienced XC pilot. I thought "Dave's my map and my compass – I'll stick with him." So I returned to the thermal lower down and continued to climb to 3845 ft QFE. That's about 4545 ft amsl and all done virtually in one climb. Awesome!



DAVID – I'VE JUST LANDED AT ROTTINGDEAN WINDMILL

There were now just three of us left in the thermal, Dave Massie Mark Benson and myself. Dave continued upwards to cloud base at 4900 ft. For me, within 500 ft of cloud was high enough. Navigating in the air is a heck of a lot different to navigating by road (my nearest and dearest, who is reading this over my shoulder says I have trouble enough with that), and though I've lived in or near Brighton and Hove for most of my life, at that height I found it difficult to recognise anything at first. Our drift with the cloud soon took us over the outskirts of the City and we started on a glide over Hove and then Brighton – a weird but fascinating sensation. I searched for landmarks I could recognise and eventually saw the unmistakable view of Brighton railway station in the distance to the southeast and thousands of feet below, and then the pagoda roof of the Amex building.

Now I knew where I was I could really enjoy the flight. A light plane, maybe a Cessna, flew beneath me about a thousand feet below. That focused my attention but I was amazed how relaxed I felt.

The three of us continued on a south easterly heading gradually approaching the coast. Somewhere north of the West Pier I could see the curtain cloud of the sea breeze front. I thought to myself "I'll be fine as long as I keep inland of Dave." But Dave just confronted the sea breeze head on so we blithely followed into the unknown. It was turbulent and unpleasantly bumpy for a minute or so and then we were in the smooth air of the sea breeze.

We were now in heavy sink. Flying on a converging course with the coastline we then continued parallel to it flying east. Dave and Mark carried on to Peacehaven. I had enough height to take me to Telscombe Tye but I decided to land at Rottingdean and to lose height over the golf course at the windmill. My husband David has an office on the coast road and it seemed the perfect place to ditch my wing and then catch a bus back to Brighton.

I circled over the back of the golf course and soon realised that I was drifting backwards past the windmill and towards a band of trees. I would be landing into a fairly stiff south westerly so I faced into wind and put my speed bar on for a while to reduce my backward drift. I landed just past the crest of the hill. I arrived on my feet and then did a backward roll shortly followed by my canopy. I was down and in one piece and decidedly happy. In fact I was positively euphoric. I had just completed a flight of 13 km. I'd just had a fantastic adventure that only a tiny minority of people experience and I just had to tell someone about it. So I phoned David and told him where I was and how I had got there. He was amazed and I was thoroughly pleased with myself.

What a great day. The first of many XC adventures- although I must admit from now on I'll aim to stay on the landward side of the sea breeze front.

On the bus back to Brighton I met a grinning Mark Benson. It had been his first UK cross country flight too. Fantastic.

Thank you Dave for leading the way and for all the wise and very helpful advice on the hill.

Later that day our daughter Holly said she and her schoolmates had watched three paragliders fly high above the school playing field, not realising that one was her Mum. Now our kids think we're really cool!

Alison Webb

Windtech

GET POWERED

www.windtech.co.uk for latest news, reviews and info

'The Windtech team have succeeded in making an outstanding intermediate...'

The independent reviews say it all...

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."

NEW! TONIC DHV 1

Coming Soon! **SYNCR0**
 High tech • High performance

Demonstrators available now!



Call to arrange a TEST FLIGHT!

POWERED BY WINDTECH

All of the Windtech range are available now for you to test fly in the SE

CALL IN TO YOUR LOCAL DEALER AND ASK FOR A DEMO!

Airworks • Free Flight • Purple Haze
 Sky Systems • Sussex HG & PG

Carlo Borsattino

WINDTECH & WAVES UK

Paragliding and Kite Surf Equipment

info@windtech.co.uk

Tel/Fax +44 (0)1323 871383

www.windtech.co.uk



Marshalling Rota

Date	Type	Name	Telephone Number
5/10/02	HG	Paul Cryer	01273401179
	B	Adam Goodsell	01273 730782
	PG	Khalid Abdel-Rahim	020 8686 0325
6/10/02	HG	Jon Card	01992 717811
	PG	Paul Andon	07802 640176
	PG	Scott Bassett	01737 245018
12/10/02	HG	David Williams	020 8658 8539
	PG	Neil Banks	01403 871335
	PG	Peter Campbell	020 8855 02894
13/10/02	HG	Martin Brady	01444 233346
	PG	Paul Branchflower	020 8692 6088
	PG	Kevin Back	01622 820425
19/10/02	HG	Toby Quantrell	01825 791575
	PG	Steve Brewer	01444 247737
	PG	Laurence Bourne	01903 812679
20/10/02	HG	Brian Brunswick	020 8542 8724
	B	Mike Millwood	01273 514933
	PG	Nicole Britnell	01322 448394
26/10/02	HG	Ricky Young	020 8686 5947
	PG	Stewart Swanton	01273 732219
	PG	Dave Batchelor	01273 241436
27/10/02	HG	Terry Davis	020 8852 0434
	PG	David Laing	01342 826303
	PG	Jamie Adams	01525 633680
2/11/02	HG	Trevor Ackroyd	01273 604752
	PG	Paul Copley	020 8947 5746
	PG	Jack Chapman	01444 239228
3/11/02	HG	Rainer Gellert	020 8947 5746
	PG	Martin Forss	01273 858810
	PG	Geoff Brown	01992 468031
9/11/12	HG	Paul Harvey	02380 734309
	PG	John Connolly	020 8245 1130
	PG	Mark Benson	01323 483418
10/11/12	HG	Hugh Miller	020 7480 5084
	PG	Mark Bullough	01273 309204
	PG	Leo Carlyon	020 7274 0170

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



Devils Dyke Marshalling Guide Lines

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 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.

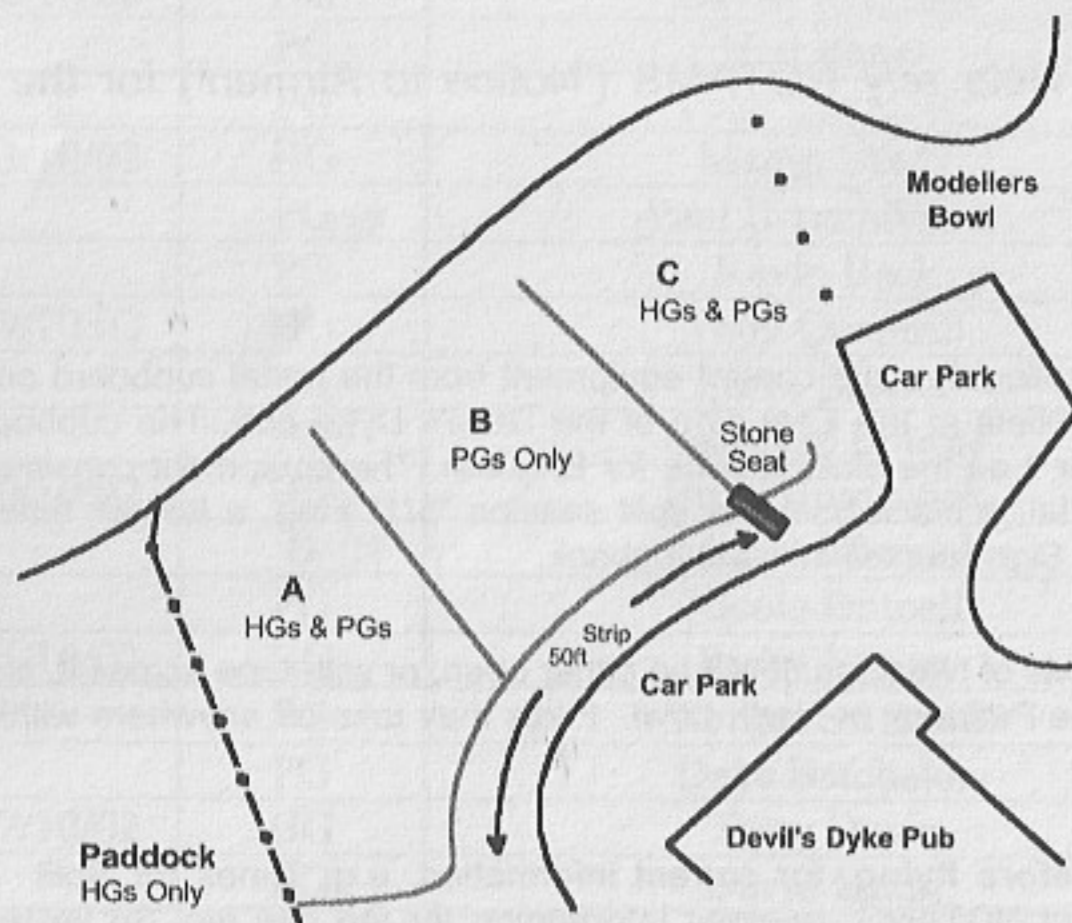
The **Split session** flag "1/1" indicates a _ hr for paragliders, _ hr for hang gliders, or red ribbon pilots. The **Low air time** session flag "L" indicates time for red ribbon pilots, hang gliders or paragliders, but **not together**. Do not restrict the other pilots from flying for long periods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



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
Mark Benson	07803 507905
Chris Joel	07815 634779

Opening Times

The shop is open at the following times:
Every Day, 09.00 – Whenever!

Doodlebug

We are now Doodlebug agents and will be happy to demonstrate the best FLPA since sliced bread.

Demo Gliders

Gradient Bliss 26	80 – 100kg	Afnor Perf.
Gradient Onyx 26 (Gone missing – have you seen it?)	80 – 100kg	Afnor Std
Windtech Tonic (All sizes)	60 – 120kg	DHV1
Windtech Serak (All sizes)	60 – 125kg	DHV1/2
Gin Oasis (All sizes)	60 – 125kg	DHV1/2
Airwave Magic (All sizes)	60 – 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 DHV1 glider. DHV1 & 1/2s especially wanted. We supply most manufacturers' kit.

Varios (Brauniger, Flytec, Digifly), Radios (Icom, Alinco, Kenwood, Yaesu), 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.

Special Offer - Yaesu VX-110 2 metre radios £130 !!

Paramotoring

We have a constantly changing selection of second-hand power units – call Windy John for the latest details.

We're agents for the new Rad MXL, so light – less than 17kg yet 50kg of thrust!

GIN Winter Gloves

40g Thinsulate lining and neoprene cuffs. Reinforced fingers for big ears & flying with wraps – definitely the best around and a must for winter. A gift at £29.95

Flying Suits

Skyline and Sup'Air suits etc.
New in – Gin, Gradient & Edel suits.

Boots

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

Foreign Trips

Our Piedrahita trip is now full, but we are taking advance bookings for our Tenerife trip in the New Year (including winter half term for any parents or teachers!)



The Old Station, Glynde

Tel : 01273 858108 Fax: 01273 858108

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 has to 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
Nova X-Pert 26	90-120kg	Sky gods only good cond.	£poa
Windtech Silex	80-110kg	Sky gods only good cond.	£poa

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

Harnesses

High Adventure Cygnus Airbag (L), Very good condition £200

Reserves

Stratos 23 - small (70kg) Checked & re-packed £200

Thinking About Getting Back into flying?

We can offer intensive coaching to bring you back up to speed.

Equipment Hire

Glider etc., rental to get you back in the air with a minimum of expense!

Winching

In anticipation of the imminent arrival of our winch, Windy is driving up to Airways Flight Park in the Peak District on Thursday October 18th for one day's playing in the peaks and then a weekends tow conversion with Chris Dawes. £2 per night camping. £110 for tow conversion – you must have your own tow release, (£40.) Transport at cost.



From The Forum

As mentioned last month, if there is anything good posted on the club **Forum** it will be reprinted in "WindsOCK". This month we have to thank Michel for recounting his exploits one weekend

44km XC At The Weekend

The original plan for Saturday was to play along the cliffs at Beachy Head but as the cold front was due to pass Sussex late morning, Tim Tennant, Dave Smith and I opted to go West instead with a view to track back to Brighton.

We left Brighton early in the rain and drove to a launch site near Selsey Bill, a small head facing the Eastern tip of the IOW. None of us had launched from there before and were not aware of any local club so we assumed it was ok to set up. The SW wind was smack on but far too light, clearly not enough to maintain so we retreated to the near-by coffee house.

By noon the cloud streets were looking quite good, straight from the IOW, and the wind started to pick up nicely. In no time we donned our harnesses and helmets, GPS was switched on and after dealing with some badly knotted lines, we eventually launched in ideal conditions. Dave had kindly volunteered to drive the car. There was plenty of lift and we were soon on our way, hoping to make it as far as Brighton, at least.

The south coast is really beautiful and the sea always seems to change colour depending on the angle of the sun and the position of the clouds masking it. A large cumulus with an impressive black base over Sussex added to the magic scene. Goodwood race course with its bright white tarpaulin covers could be seen on top of the Downs from a long way.

There was plenty of lift and several times we could achieve good height. The initial plan was to go downwind towards Arundel but once level with Bognor, we were trying to head due East. The sea breeze was clearly established along the coast and the wind was picking up. We were tracking crosswind and our progress was quite slow, even on full speed bar, averaging 20km/h on the GPS, and the wind was gusting a lot. There were a lot of birds around, especially very large seagulls.

Near Littlehampton Tim got into a spot of bother when his whole leading edge suddenly collapsed, the whole thing falling out of the sky. Luckily he eventually got it under control but he later suffered the same ordeal a couple more times. Those high aspect ratio machines are really prone to collapsing in turbulence.

Approaching Worthing, we could see Cisbury Ring in the distance. There was a lot of traffic, several helicopters flying very close and I was hoping that the Shoreham Airport ATZ would not be a problem for reaching Brighton.

It was 3 hours since we'd launched and I was desperate for a drink. I tried to call Dave on the mobile phone and I had to remove my helmet to hear properly. Dave had driven back to Brighton ages ago, and was now waiting in Hove where Tim and I had left our cars.

It was now very sunny, the sea looked stunning and as far as you could see there were boats enjoying a windy afternoon. I had hope that maybe we could stretch it to the Brighton marina where the cliffs run all the way to Newhaven. I could not see anyone soaring the cliffs.



Tim had to get to a wedding in Guilford later that day so he landed in a hurry by our cars next to the King Alfred Centre in Hove, and I soon followed him in. Three and a half hours for 44km as the crow flies but the GPS odometer which records every move added up to 75km!

f c u k

Winter flying at its best

LANZAROTE... A unique environment offering conditions for training at all levels. From coastal soaring high above the ocean to easy thermalling above wild volcanoes. Simple top landings. All drive up take offs. Easy bottom landings. Expert site gliding to maximise conditions. Fully tutored courses - achieve your personal goals. High staffing levels ensure an unrivalled amount of attention and professionalism. 5* residential courses for everyone. EP to CP, low airtime new CP fast track to the skies. Intermediate skills & thermalling techs. Pilot tasks and exams. Tandem Pilot courses & assessments. Trainee Instructor advancement.

OCT. 31st through to DEC. 19TH Join us on the island for our 9th year
A truly legendary trip. Massive fun, highly educational, epic sites, awesome villa & jacuzzi. Villas & appts. available for families & independent fliers too

Tim King & John Welch
TEL: 07767264211 or 01305 267027

www.flightculture.co.uk as featured in WindsOCK

LADIES - Join Kaz Harland, ex British team, on her famous specialised woman's only week. Includes practical tasks, fear management, goal setting and much much more.

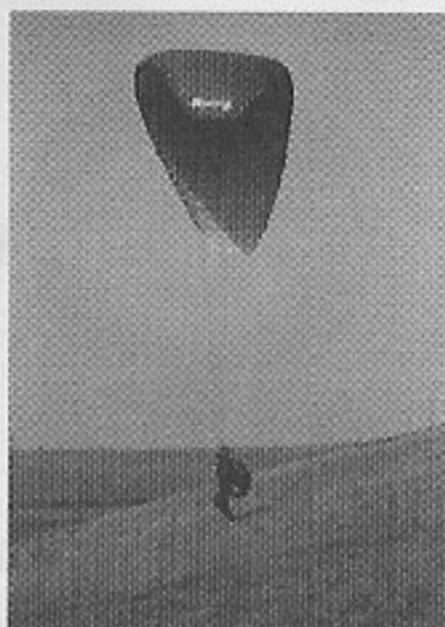
Tim King and John Welch from Flight Culture UK are holding a demo weekend for Sky Paragliders. It will be an excellent chance to try out all of the Sky gliders from the very latest in DHV 1 technology through to the amazing Sky Flare 70 kph comp glider (experts only i'm afraid but watch it go!). The new Atis DHV 1/2 will be launched - a truly amazing 1/2 - fly it to believe it. So that you can compare and contrast there will also be gliders from Advance, Gin and Windtech. The demo weekend will be held on the weekend of Oct 12th and 13th but if the weather is bad it will roll over to the following weekend. The demo weekend will be held on Southern sites and the exact location will be decided on the day - call Tim King on 07767 264211 in the morning. For further details check out www.flightculture.co.uk or call Tim.



YOUR COMPLETE FLYING SERVICE

Green Dragons

Paragliding & Hang Gliding Centre



windsock

BUYING or SELLING MONTHLY AUCTION

Have Fun Buying or Selling
Secondhand or New (Fully Serviced)
Paragliders / Hang Gliders / Harnesses /
Reserve Parachutes / Accessories & more

If you want to sell something **HASSLE FREE**
then join our **MONTHLY AUCTION** now!!

INSTRUCTOR COURSES

2002 - 2003

WOULD YOU LIKE TO BECOME AN
INSTRUCTOR OR
SET UP YOUR OWN SCHOOL?

Senior Instructor, Andy Shaw, who has been teaching full time for 16 years is running a series of 3 month Residential Instructor Courses for Hill and Tow Launch Hang Gliding & Paragliding disciplines. You could become Instructor rated in just 3 months. Plus pick up some business survival tips along the way!! Only 12 spaces available each year.

Contact Andy for further details:
Tel. 01883 652 666. Email andy@greendragons.co.uk

EQUIPMENT WORKSHOP

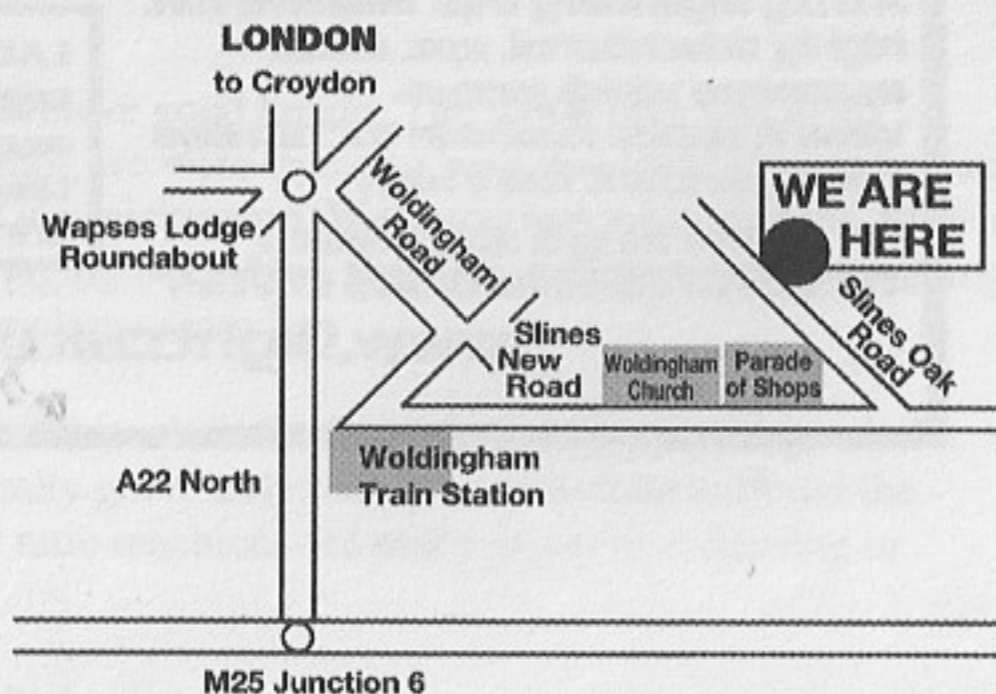
Our workshop team has a unique pedigree: talented and dedicated Paragliding and Hang Gliding professionals, Andy Shaw & Colin Lark.

WORKSHOP SERVICES INCLUDE:

- Service
- Strip Down Service
- Airing
- Repairing
- Testing
- Cleaning
- Reserve Parachute Repacking
- Equipment collection & delivery service

Further information on all these topics, and more are on our website:

www.greendragons.co.uk



We are uniquely situated on the borders of
Kent, Surrey, Sussex and South London - 1 hour from Brighton
• 28 min from London Victoria, 20 min from Gatwick & Dartford Tunnel

Check out www.greendragons.co.uk
for an update on the full services GREEN DRAGONS offer... SCHOOL
• SHOP • WORKSHOP • OVERSEAS TRIPS
• THE CLUB • CALENDAR OF EVENTS



Warren Barn Farm, Slines Oak Rd, Woldingham, Surrey CR3 7HN
TELEPHONE 01883 652 666 • OPEN 7 DAYS A WEEK
Fax 01883 652 600 • Email: fly@greendragons.co.uk

'D-aviation.'

.....BHPA approved school:

Tandem Paraglider Flights.

D-aviation tandem vouchers sent by return - an ideal gift for birthdays and special occasions:
Special rate for SHGC members, their friends and relatives..... £55 inc.
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 trip.....and the sea should be positively balmy.....£375

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

Sea...Sun...Surf...&....Flying.....In December? D-aviation are 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

Call for a brochure or visit our web site.

Accommodation/car hire only, also available.

Tel: Dave Perrin 07769692951

dave@d-aviation.co.uk

www.d-aviation.co.uk

A warm Welcome To our New Members

The club and all it's members would like to extend a warm welcome to the following new members.

Adam Gallagher, David Ayres, Simon Goodwin, Paul Kortens, Christopher Brookes, Paul Whiteside, Richard Roy Schunemann, Richard Wilhelm Schunemann, Justin Forder, Robert Wye, Roy Clarke, Peter Clements, Martin Strom, David Kennedy, John Stockland, Angus Dyson, Stephen Millson, Gordon McPhail, Mark Morgan, Kaye Escott, Paul Escott, Gerard Bull, Tracy Pratt, Martin Gibbs, John Yates, Richard Buckle, Paul Holzherr, Paul Statter, Andy Higgins, Kris Holland, Trevor Giddings.

Safe flying to you all. Remember if you are unsure about conditions or flying a site don't be afraid to ask another pilot. We are all warm friendly people.



Dial 07000 AIRSPORTS



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 £50, made payable to the 'SOUTHERN HANG GLIDING CLUB'. **Concessions:** Family membership - £40 per family member provided all are resident at the same address. Students - £40 provided you send a photocopy of a valid NUS card and enrolment card. Over 60 membership - £30



Coaching Column By Trevor McLoughlin

A New Direction Part II

Please forgive my little bit of blatant self-promotion in this column, but it may be of interest to a lot of you. For those of you who haven't heard yet, I've set up a new business to help bring coaching into the 21st century.

I've called it Skygypsy Paragliding Tours and you'll find an advert for it elsewhere in Windsock. Please take a look at the new website and give me some feedback on my ideas and the site - good or bad (it's my first attempt at one). The URL is www.skygypsy.co.uk

New Coaches

I'd like to say a big thank you to **Mark Benson** and **Chris Joel** for going to the trouble of doing a coach course recently. Please join me in welcoming them to our team. Their details should be on the coaches page by now and their photos will be put on my 'Welcome Letter' that goes out with all our new club memberships.

Paraglider Strong Wind Launches

A few people have asked me lately about strong wind take-off techniques. As most of you know, I positively discourage people from taking off in strong wind conditions due to the obvious danger of the wind picking up and blowing you back into places you don't want to be. However, there are times when you simply have a strong venturi to get above or in front of - once clear you'll be fine. If you want to fly in strong wind regularly, my advice would be to take up hang gliding!

I won't go into the various types of launches etc., as there just isn't enough room. What I will say though, is that in my experience there are several very basic things that people do wrong: Not walking towards the glider as they pull it up, pulling the glider up too fast and then burying the brakes, and not keeping the 'A' risers level. Walking towards it takes the energy out of the wing, burying the brakes on a fast moving wing suddenly increases the angle of attack and lifts you off your feet and if you don't keep the 'A' risers level, the wing will come up asymmetrically and pull you off to one side.

Hang Gliders Need More Room

I know I've said this before, but please take note once again. Paraglider pilots can land on the slope or on top without any real difficulty. Hang Gliders simply can't do that. If you push them out of lift, they will be forced to go down to the bottom landing. It can then be another hour or two before they've de-rigged, got to the top and rigged again. Please try and be a little more considerate.

Also, please stay out of and fly well clear of the Paddock area. More and more paragliders are landing in there and worse still, taking off again. If you pull your paraglider up in front of a hang glider taking off, then that pilot's chances of survival are very slim - he will nosedive straight into the floor! If you're forced to land in the Paddock, it will take you less than two minutes to bunch up your glider and move out of the way. Are those two minutes really worth risking someone's life over?



Hang Glider Pilots

Where are you all? Only a dozen or so of you ever come to my meetings – is this because you feel the meetings are aimed at Paragliders? They really aren't, I try hard to keep it balanced and not favour either floppies or stiffies. Invariably there is a little more talk about floppies because there are more paraglider pilots attending. So why not balance things up a bit and come and join us a little more often? Come and tell the paraglider pilots why can be such a PITA for hang glider pilots, then we can all learn to get on a little better together.

Will Greenwood has offered to come and give us a talk about Aerotowing; this would be a real waste of time with a room full of paraglider pilots. So, come on guys – let's see a few more of you. Once I know we have enough of you coming along I'll ask Will to come and do his talk.

Club Meetings

I'd like to offer my thanks to Dave 'Mad Farmer' Watts for a terrific evening last month. We had a full house again and I'm sure everyone learned something – I know I did, thanks again Dave. You guys that don't make the effort to come along to these meetings really do miss a lot of good advice and tips.

We also had a record number of our coaches turn up at the last meeting. There were seven of you all told and two of our most regular attendees were missing. It's great to see you all coming along to offer your support - thanks for coming.

The next **Seaford** meeting will be on **Thursday 26th September** in the Wellington as usual. Once again we will have a guest speaker to entertain you.

London Wing

The next **London** meeting will be on **Wednesday 25th September** in The Victoria Pub, which is on the corner of Upper Belgrave Street and Buckingham Palace Road just outside Victoria Station (not the one inside the Station). Start time isn't set; people may be there from 6 o'clock onwards – look out for a copy of Skywings on the table or bar. Contact David Roberts on 0786 753 7957 for further details.



The SHGC Committee

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

Club Forum E-mail.

To Subscribe : forum-subscribe@shgc.demon.co.uk

To Unsubscribe: forum-unsubscribe@shgc.demon.co.uk

To Mail Forum: forum@shgc.demon.co.uk

To Mail Committee: committee@shgc.demon.co.uk

This will only go to committee members. It will not be posted on the forum.

Club Address

PO Box 1359
Brighton
East Sussex
BN1 5DX

Are you on line?

Why not join the SHGC mailing list and discussion group?

Full details on our web site.

CLUB WEB SITE

www.shgc.org.uk

Aerotow Information Line
01273 486657
Beddingham Weather Station
01273 858174





Southern Hang Gliding Club Schools

Airworks

The Old Station
Glynde
East Sussex
BN8 6SS
Tel. No. 01273 858108 Fax. No. 01273 858107
Email: info@airworks.co.uk
Website: www.airworks.co.uk
Proprietor: Steve Purdie

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
Proprietor: Tim Cox

Purple Haze

Terminal Building
Shoreham Airport
West Sussex
BN43 5FF
Tel No. 01273 464242
Email: info@airsports.co.uk
Website: www.airsports.co.uk
Proprietor: Peter Bernon

Flight Culture

Tim King & John Welch
Tel :- 07767 264211
www.flightculture.co.uk

SKY SYSTEMS

66 Woodbourne Avenue
Brighton
East Sussex
BN1 8EJ
Tel No. 01273 556695
Email: office@skysystems.co.uk
Website: www.skysystems.co.uk
Proprietor: Michel Carnet

Green Dragons Leisure Ltd

Warren Barn Farm
Slines Oak Road
Woldingham
Surrey
CR3 7HN
Tel. No. 01883 652 666 Fax. No. 01883 652 600
Email: fly@greendragons.co.uk
Website: www.greendragons.co.uk
Proprietor: Andy Shaw

'D-aviation'

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

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 100 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



News

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.

The London Wing

The London wing meets on the last Wednesday of every month in the Victoria pub, which is on the corner of Upper Belgarve Street and Buckingham Palace Road, just outside Victoria Station (not the one inside the station). Start time isn't set, people may be there from 6 pm onwards – look for a copy of "Skywings on a table or the bar. Contact David Roberts on 0786 753 7957 for further details.



The Small Ads

Small adverts are supplied by the advertisers and are reproduced here in good faith. Adverts are free to SHGC members, otherwise £10 (cheques payable to SHGC, and sent to the Editor in advance). All adverts will be removed after 3 months of showing unless otherwise requested. Please e-mail your ads to windsock@shgc.co.uk, or by post to Paul Coidan, 17 Elm Grove, Garboldisham, Diss, Norfolk. IP22 2RY

Sky Systems' Second-Hand Selection Call 01273 556695

2nd Hand Paragliders:

AIRWAVE HARMONY, medium, red, good condition, £999
 AIRWAVE HARMONY, medium, average condition, £449
 AIRWAVE HARMONY, large £699
 AIRWAVE RAVE 27, lilac, £299
 ITV AGENA large, £599

New Paragliders:

BRAND NEW: **MEDIUM (25) NOVA CARBON** (test flown only), £1,100.
Hang Gliding Harnesses
 C&J Pod lite type hang gliding harness, medium, £250
 POD III hang gliding harness, small. £150
 GULL RACER pod-type hang gliding harness. £75

Check out our website – www.skysystems.co.uk

Nova Axon 26, 85 – 105 kg DHV2, 90 hours use. Full service at "Loft" last year. **£350**

Tel. Ian on 07966 462549

Edel Superspace 25, 70 – 90 kg. 15 hours flown since full service by The Loft. Harness with Apco Mayday reserve, vario, helmet, suit, boots. O.I.R.O. **£400** Tel. Dave 01903 502542

Touching Cloudbase – Book and video, both in excellent condition. **£20.00** the pair.

Tel. Dave on 07779 101320

Windtech Ambar 27 Afnor Standard. 75-95kg Perfect first time glider. Excellent condition. 50hrs. One careful lady owner! **£800** Tel. Annie 01273 812331 Mob. 07976 706056

Simba 2, DHV 2 race lines and trimmers. Weight range 85-105 kg. Only 4 hours use. Lardy pilot now flying large Simba 2. Any reasonable offer considered. Tel. David 07990 834456

Accommodation available / wanted. I have a bungalow in Peacehaven with 1 room available on a house share basis. **Rent £250 pcm.** Alternatively, do you have a room to rent? Must be within easy reach of hills & A27. Tel. Hairy Dave. 01273 589787 or 0788 4072536

Xtralite 147, vgc, recent stripdown, new side wires. **£800.** **Airtime Pod** HG harness, good nick, suit pilot around 5' 10" **£50.** Call Martin on 01444 233346 (eve) or 0775 2214126