



The Southern Hang Gliding Club's Legal Two Way Radio

# WINDSOCK

February 2003

**AGM 2003**

**Date 29<sup>th</sup> March**

**Venue**

**Hassocks Hotel**

**Hassocks** (Near Train Station)

**Time 19.00 Hrs (7pm)**

**Your Chance To Have Your Say. Get Yourself Elected To The Committee And Put Back In Some Of What You Have Taken Out !**

## **Editorial**

So what happened to the December and January issue of “**Windsock**”. Well two things happened. The first one being that four lettered word **Work**, the second being the total lack of anything interesting to put in the magazine. For this issue both those problems have been solved. However, I would still like to be inundated with articles to make my life easier. A number of you have just come back from a trip abroad with “**Sky Systems**” apart from the reports that have already been posted on the club forum, could there possibly be further in depth reports lurking in the dark recesses of your minds. Photo’s would be nice, especially coloured ones, as we can get them posted on the web site. Don’t worry if you cannot supply your tale in electronic format. Send it in long hand and I will do the work for you, or at least delegate it.

Thanks to Steve Cook this month for his detailed report on his epic out and return. Steve it took three hours to type up, almost as long as your flight, but was worth the effort. Thanks also to Hairy Dave for his article on batteries

As you can see from the front page the **AGM** will be soon upon us. There are a number of position up for grabs. See further in this issue for more details.

Remember to send your articles, funny anecdotes etc to :-

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E-mail : [paulcoidan@onetel.net.uk](mailto:paulcoidan@onetel.net.uk) or [windssock@shgc.demon.co.uk](mailto:windssock@shgc.demon.co.uk)

## **SHGC Committee meeting 5th December 2002 Summary**

- Simon Goodwin has taken over as membership secretary - thanks!
- 21 people just sat pilot exams - we're considering a northern coaching meeting - contact Trevor if interested.
- New Trial Marshalling scheme for the Dyke.
- Winching meeting on Feb 1st - come along if you want to get away from crowded hill sites!

## **SHGC Committee Meeting 5th February 2003 Summary**

- Truly Hill now available to all club members.
- New novice category in XC leagues - enter your flights!
- AGM 29th March Hassocks hotel.
- We need: Sites Officer, HG+PG Comps organiser, Windsock editor.

## Chairman's Letter

Hi all, not much to write about this month however, I will take this opportunity to remind you all of the AGM on the 29<sup>th</sup> of March, as if the front page was not enough of a reminder.

Simon Goodwin has stepped forward to fill the place of Claire Page as membership secretary. May I welcome Simon to the committee, and thank him for volunteering. Many thanks are also due to Claire, who has done a fine job during her time in the post.

I asked for comments on the marshalling system, and the overcrowding at Devil's Dyke last month. While I have received none directly, the club's email forum has been very active on the subject. While most suggestions have been rejected for reasons of complexity or unfairness, all ideas have been considered. . Michel Carnet and myself have come up with a system, which we believe is somewhat simpler than the current one, and, we hope, more effective. We have taken our ideas to the committee, and had approval to try out the new system. Watch this space for details shortly.

Regards  
Dave

*BHPA approved school:*

**'D - aviation.'** .....dare to deviate.....dare to aviate:

Tandem Paraglider Flights.  
**D-aviation** vouchers by return - special rate for SHGC members.....**£55 inc.**  
Tandem pilot coaching/tuition and assessments..... p.o.a.  
**CP - now what!**  
Just passed or about to pass your CP or been CP for sometime but the flying hours seem as illusive as ever or perhaps you're just rusty or had a lay off. Busy club sites can be tricky but you probably don't want to return to school. Informal coaching here and abroad could be the way forward. We know the sites, we know the local weather, we are flexible, we have lots of experience and we have the time. Want more airtime - call us and discuss what YOU need.  
Trips for 2003.  
**Agodonales: Andalucia....April 26th to May 3rd 2003.....** Venue of many competitions including the British Nationals and the World Cup - the main sites have 1000m launches, huge cleared and groomed, CP friendly, take offs and good landing areas. Although suitable for CP pilots with 15 - 20hrs plus at this time of year, the Algodonales area offers excellent mountain thermalling and XC flying for more experienced pilots. Price includes, airport transfers, local guiding, minibus/car hire, retrieves and twin en-suite accommodation.....**£399.**  
**Crete:** A little earlier this year...Sept 2nd - 9th. This special Greek island, with its laid back rustic charm, warm sea, sun, mountains and excellent flying record is a must.....**£399.**  
**Lanzarote:** For the fifth year - sun, fun, luxury villa and flying in December!.....**£TBA.**

Tel: Dave Perrin 07769692951 dave@d-aviation.co.uk www.d-aviation.co.uk

## **The AGM And The Election Of Committee Members**

The current “Committee Members” are as follows

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

### **Retiring Committee Members**

XC Leagues Officer	Paul Andon
Sites Officer	Nigel Barrett

### **Positions Still To Be Filled**

Competitions Officer HG  
Site Fee Collector PG

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

### **AGM Proposals**

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

## There And Back by Steve Cook

Well another year over and a pretty average one I have to say. Except for mid September which brought an air mass from Sweden and Norway which produced northerly winds. The second Saturday looked quite a good day, a NNW wind with the cloud clearing later. The site of the day was to be Devils Dyke. I had not made a plan for the day and ended up doing a weird shaped triangle. Ashington, Ditchling and central Brighton. Although I had amassed 5 hours airtime, mostly at cloud base, I had wasted a good opportunity for a big out and return.

A few days later the northerly winds returned and so did I to Devils Dyke. Conditions did not look that good and consequently I left it a bit late in the day before heading off XC. I had set a turn point just south of Heathfield. The trip out was quite easy but unfortunately I had left it too late, and on the way back I made a bad mistake and bomb out just 2 km's short of the Dyke. After that the air mass went a bit pear shaped.

A week later the northerly winds returned bringing a light north easterly wind, so off to Firle. When I arrived at Firle the conditions looked pretty good with the clouds bubbling up and with the sea breezes being much weaker at that time of year, I set Parham Gliding club as my turn point. Conditions proved to be excellent with strong lift and a high cloud base tempting me to extend my turn point. However I did not, as my instruments were showing a 12 to 14 mph east wind as I approached the turn point. This turned out to be a good decision as the sea breeze had sneaked in from the East, in a line from the coast of Brighton to Ditchling, making the return flight a very iffy final glide of 18 Km leaving only 100 ft to spare. Total flight distance via a turn point 86 Km, flight time 3 hrs 40 min's.

A few days later, another NE wind appeared but very light. I decided to go for another out and return although the conditions at the time were not looking favorable. As it was probably going to be one of the last good days of the year, I picked a turn point a few Km's west of Arundle castle. I arrived at Firle Beacon early to find a light NE wind, my launch would be critical. After I had set up and clipped in I chose a good launch point to maximise my opportunities. The prevailing conditions, on the day did not allow for any mistakes on a hang glider, so you cannot afford to have any doubts. A few paragliders were launching and slope landing every few minutes and there seemed to be quite long periods of sink, which is never a good sign. Probably a one shot day. At around 11.30 a weak cycle came through which a few paragliders bundled into, closely followed by Andy Hollidge on his Topless. I jumped off shortly afterwards, straight into a weak blob which increased to 2.5 up at 1200 ft. I managed to reach 3400 ft before it broke up. Andy and the other paragliders had found a better core and had gained an extra 2-300 ft more than myself.

A cloud began to form above the trig point so off we went. Only a 2 up, but smooth. Andy pushed on up wind, whereas the paragliders joined underneath me. One being the mad farmer, who copped for some abuse. I climbed to cloud base before heading off towards Beddingham, where the next cloud was forming. Andy hadn't managed to find anything and was getting low. Probably not a good day for being brave. Better to be high if the lapse rate is weak. Not an easy thing to do, but a few bad decisions and you won't last long in those conditions. Something that I would be reminded of later on.

I arrived at Beddingham and found a 4 up that took me back to cloud base. The sky was looking reasonable to the west with clouds bubbling up. The next cloud was south of Lewes, 2 up and back to cloud base at 4200 ft. Tony Lucchesi reported that the conditions on the hill had deteriorated with high cloud moving in from the east cutting off the sun. Andy had bombed out and had landed near Beddingham. It was going to be a difficult day with a fine balance between staying up and racing the sun. I pushed on whilst the sky looked good, finding a climb before Brighton which took me back to cloud base. The next cloud was north of the Dyke. Quite a long glide, however, there was plenty of sun on the way. I was down to 1850 ft when I



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**Skywings (No.1 UK) Magazine:**

"It is simply extraordinary to get this combination of razor-sharp handling and solidity."

"The Serak possesses that rare quality of being very solid yet very manoeuvrable."

"the Serak's ability to change direction in the twinkling of an eye and its high trim speed make for a delightful glider."

"It's quite simply one of the most responsive 1-2s about." "you can simply dart about and make the most of it."

"You'll also be able to turn inside those who fly too wide in thermals without any stress or effort."

"the Serak offers large amounts of manoeuvrability without the need to constantly control the glider in pitch, one of the drawbacks of some other nimble gliders."

"In the air the glider strikes you straightaway as very agile." "energy retention is excellent."

"... speed range on the brakes is very good..." "Energy retention is also very good and the glider feels very solid."

"Brake pressure seemed ideal (even flying slowly with plenty of brake isn't tiring)..."

"... even at the very bottom of the weight range it is capable of running rings round a good majority of gliders."

"It feels very quick on full bar even when flown at mid-range weights; several other pilots flying alongside commented on this."

"Inflation pressure seems to be high and the only minor collapse I had popped out very quickly without intervention."

"The Serak is up there with all the other high-end 1-2s in terms of sink rate, glide, workmanship and quality of materials used. Where it stands head and shoulders above the rest is in its manoeuvrability, inviting comparisons with gazelles or swifts in the field of nimbleness and agility."

"With the Quax behind them and now the Serak, Windtech are acquiring a reputation for building well-constructed gliders with very good handling."



**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."



**Parapente (No.1 French) Mag:**

"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!

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bumped into a thermal just before the ridge. A 5 upper that took me to 4000 ft. 2 Km's to the north the clouds still looked okay, so off I went. The air was very buoyant on the glide however, they were only producing weak lift.

The sky to the east was becoming overcast and spreading west. Firlie was already in shadow so I raced on across to Small Dole, slowing down in the weak stuff, then on to Steyning where the clouds looked fresher. These clouds only managed to produce weak lift, so I pushed on again until I was a few Km's west of the town, where I was rewarded with a 3 up. I decided to stay on the lee side, as there was more sun and better looking clouds. The wind then decided to blow NW making the next glide pretty sinky. By the time I arrived north of Cissbury ring I was down to 1700 ft. A quick search revealed a 3 up which took me back to cloud base at 4500 ft. There were four or five clouds beyond this point with the lift being marked by sail planes from Parham gliding club. I managed to stay high, never more than a few hundred feet from cloud base.

8 Km's east of Arundle I managed to climb to cloud base before a large blue hole. Both the sailplanes I had been flying with headed off, one going east the other west. I set off for Arundle castle closely watching the sailplane going west. His glide appeared smooth as he disappeared. There was not much activity in the blue, where the sink was pretty bad. 4 and 5 down average. I kept a close eye on the GPS which seemed to be taking for ever to count off the distance, whilst the altimeter was winding off height at a furious rate.

I glided over Arundle Castle at 2900 ft, still 3 Km's to the turn point. I pulled out my camera ready to fire off a couple of shots as I rounded the turn point at 2500 ft. Having taken two shots I headed back towards town where I saw that the overcast sky had now reached Worthing, and stretching in a line north of Storrington. It was looking like it might be an impossible task to make it back to Firlie however, I have managed some good distances in the past on some very average days, so I pushed on searching for lift on the way. By the time I had got back to Arundle I was down to 1200 ft still in a 4 down!! Four Km's to the east were a group of ploughed fields, the best looking thermal source around. By the time I had glided there from this altitude I would have been too low to use any thermals that might be there.

Running out of options, I needed to find something quickly. I searched every possible thermal source, but nothing. I was now down to 500ft. A lucky low save was required, not a good position to be in. I spied one last good possibility with a good landing option. Just before I arrived I unzip, less to worry about when you are pushing your luck. A few swifts appeared and the vario went to zero. I clung onto what there was, drifting south roughly towards the ploughed stuff. Luckily enough the ground was dropping away here, so I was gaining height above the ground although I was not climbing. After 5 or 10 minutes the drift had taken me to the west side of the ploughed stuff, the vario went to 30ft per minute, now at 600ft. A few more swifts appeared right over the middle of the fields. I gambled on something better and headed off to join the birds. At 400 ft a 2 up appeared, a lucky low save. Once I had climbed through 2000 ft I had time to relax and assess the situation. Unfortunately the over developed sky was now on top of me, I had to get to cloud base. As I drifted across Littlehampton the sea breeze kicked in, boosting me thermal to 5 up. I reached cloud base just off the beach at 5200ft. The convergence had formed with a vengeance now boosting the lift to 10 up, time to go. The view was spectacular looking through the convergence with the Isle Of Wight in the background.

The wind had picked up to 14 mph NNE. The only reasonable looking cloud was just to the NW of Worthing. I arrived at 3000ft to find a turbulent 4 up which took me back to cloud base, 5000ft. From here on it was overcast, so the lee side would not be working, leaving the only option of soarable faces, with the hope of finding something. This would mean a long glide upwind to Chanctonbury, so off I headed. After a few minutes of gliding I realised that I would need another climb or much better air to make it over the top. I decided to change my glide line and tracked east for 1 Km until the air improved, and then glided for the

crest. As I approached the top, weak lift appeared and I spent the next 15 mins working the weak lift, slowly pushing up wind

It looked as if the ridges were soarable. I know from experience that 3500 – 4000 ft would mean I had enough height to make the crossing to Truleigh Hill. The best I could manage was 2600 ft. So with that I set off across the flats checking any potential thermal sources on the way. Half way across and down to 1500 ft, I could see that my glide would have me landing short of the ridge by at least a Km. So I changed my glide line again taking me over a group of darker fields. The vario went to zero. After about a Km the sink returned and I headed straight for Truleigh, crossing the road at the bottom of the hill and onto the low spur 50 – 60 ft above the tree line. I dived into the main bowl scratching the side of the hill in weak ridge lift, spending the next 5 minutes getting back to ridge height. By this time the sun was starting to break through some of the high cloud and so producing some weak blobs. I climbed to 1000ft above Truleigh in a weak thermal, the next stop being the NE face of the Dyke. To have any chance of reaching Ditchling I would need to get pretty high at the Dyke, also, the day was running out. I arrived at the Dyke to find a good cycle and a 3 up that took me to 2500 ft.

The sun seemed to be much more hazy and stable looking, but the sun was out. 2500 ft would not be enough height to make Ditchling, but I hoped to find something on the way. By the time I reached New Timber I was low and had to turn back. Copping a hammering in sinky turbulent air, I arrived back at the Dyke below the top, and in a sink cycle. I spent the next 5 minutes scratching at ridge height. At this point I thought the day was over.

Eventually a cycle came through and I climbed to 2800 ft which drifted me back 3 Km's. Then the radio sprang to life. "Have you got Feathers"? It was Pepe. He had been watching from the Dyke pub. Earlier he had been at Firle. "Not yet" I replied. He offered a retrieve should I get stuck. I pushed forward upwind of the pub and connected with a 3 up which took me to 3600 ft above the golf course. I would of liked more height but I had been at the Dyke for nearly 40 minutes so I headed off towards the Jack and Jill windmills. The air was turbulent and sinky and produce 3 moments of negative G.

It looked like I was going to land just short of the top, so I changed the glide direction a couple of times. I needed to get lucky. To the west of the windmills the ridge is lower, giving me a chance. The sink relented a little and I sneaked over the front at about 40 ft, maintaining my altitude along the lower part of the ridge just above the tree line. The first bowl is very deep and wooded, any sink now and it would all be over. I dived into the at about 40 ft above the trees.

The wind was a moderate NNE, indicated by the trees being blown around. Luckily there wasn't much turbulence and I managed to ridge soar up the trees and then glide around into the next bowl, where a weak thermal came through. After gaining 500 ft above the top I headed off along the ridge. The sun was still out but weak. I decided to race along to the end near Offham, in the hope of connecting with a weak thermal that would give me enough height to make it to Beddingham. That late in the day the climbs were not going high enough to leave the ridge earlier.

I raced along only hitting weak blobs on the way and arrived at the last bowl just above ridge height. I began to ridge soar and after ten minutes I began to think that I was going to get stuck here, and that one thermal would probably be enough. I could just see paragliders launching off of Beddingham. Sussex College teaching, whom I had seen on the way out. It seemed a long way off with any remaining cumulus decayed. A fine balance between staying up and racing. Maybe not enough racing, but I had been pushing my luck all the way back from the turn point. One bad mistake I had made being not eating and drinking enough. I was now feeling dehydrated.

I was determined now being so close. I continued to ridge soar eventually connecting with a weak blob coming up the ridge, 50 ft per minute. At around 800 ft above the top and 2 Km over the back, I spotted an

Osprey thermalling up wind. I glided off upwind and connected with a 2 up. The thermal drift was taking me towards Rottingdean which would make the glide to Beddingham further. But I had no choice. So I clung on until it dropped off to a zero at 2800 ft. I left the zero just south of the A27. It looked an impossible glide, the 5th so far. The air was buoyant but I was just below the glide path to reach the ridge. So I changed the glide line for a while hoping to find some weak lift. 4 Km's from Beddingham an area of weak lift appeared which got me back on the glide slope to reach the hill. I crossed in front of Beddingham bowl above the top. It was just soarable. Lovely jubbly.

Well the last bit was straight forward, ridge soaring back to take off with plenty of height to land near the car. Pucker! Next stop the pub for a well earned pint.

Total Distance :- 101 Km's    Time :- 5 Hrs 30 Mins approx

Glider :- Top Secret T Plane    Instrumentation :- Brauniger IQ Comp



## Lost and found section

The list of lost property is slowly going down. Wakey, wakey, and claim yours!

Still available to previous owners are the following:

One Minolta camera, left on Caburn. Someone telephoned for this, but hasn't called back.

One battered Compass (hang-glider?) found on Firle months ago

One black 'North Face' glove, XL size. Found on the Dyke.

One wind meter, found on the bottom of Caburn, at least a year ago.



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# New! QUARX 2

**DHV2  
AFNOR Standard**

**4 sizes • 60-120kg all-up**

**DESIGN FEATURES:**

- Improved aerodynamic profile, giving: better sink rate and glide performance right across the speed range; lower stall speed; better general aerodynamic characteristics; higher and more useable top speed.
- New leading edge cell opening design, improving inflation characteristics and leading edge 'solidity'. This is also one of the contributory factors for the Quarx 2's superb recovery characteristics in SV manoeuvres (collapses, stalls, spins, etc).
- Improved, optimised stabilos (wing tip design). The stabilos have been redesigned, with a new shape and line layout system, for all round better handling, efficiency, and recovery characteristics. This is especially effective at slow speeds, for example in turns or when flying slowly to make the most out of lift, but also makes the Quarx 2 more efficient and resistant to collapses when accelerated.
- Windtech's own completely new rib design across the whole of the glider, with some totally independent parts of the under-surface, help the glider keep it's shape better, improve turning co-ordination, and again make the Quarx 2 more solid and efficient across the speed range.

## Advanced Intermediate



**A word from Windtech:**

"We don't need to hide that this is one of the most difficult projects we have ever developed, as improving on the Quarx seemed an impossible task. No one else has really managed to improve on the Quarx's superb combination of handling, performance and safety, but now, using everything that we have learned and developed over the past 3 years, with completely new innovations and design developments that have gone into gliders like the Serak, Tucan, Tonic and the Syncro, together with many refinements in all aspects of the production & manufacturing process, finally we have done it!"

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DHV1 All-round Intermediate  
DHV1-2 Performance Intermediate  
DHV2 Advanced Intermediate  
AFNOR Perfo. High Performance  
AFNOR Comp. HiTech Competition  
DHV1-2 Tandem version Serak  
AFNOR High Quality Reserves



**Carlo Borsattino**

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## Marshalling Rota

<b>Date</b>	<b>Type</b>	<b>Name</b>	<b>Telephone Number</b>
1 March	HG	Johnny Carr	01444 471137
	PG	David Notcliff	01273 303610
	PG	John Suttle	01273 604830
2 March	HG	Alastair Auld	01483 417087
	PG	Marian Mattingly	020 8309 0285
	PG	Tim Pike	01634 682452
8 March	HG	Mark McKay	01932 561106
	PG	David Newns	01273 513746
	PG	Dave Swinhoe	
9 March	B	Richard Darcy	01435 813162
	PG	Adrain Leppard	01737 762274
	PG	John Taylor	01753 671451
15 March	HG	Steve Cook	01444 245064
	PG	Tom Taylor	01323 832 785
	PG	Alison Webb	01273 303689
16 March	HG	Tony Lucchesi	01474 815651
	PG	Tim Charlwood	01243 514774
	PG	Mark Tattersall	020 8944 1387
22 March	HG	Kevin Grey	020 8767 7897
	PG	Peter Ovenden	01833 345527
	PG	Tim Tennant	01273 777069
23 March	B	Ron Richardson	01342 893340
	B	Mike Millwood	01273 514993
	PG	Crispin Rose-Innes	020 7485 4610
29 March	HG	Philip Maillardet	01959 523742
	PG	Amanda Mason	01903 210331
	PG	Dave Wicks	01903 247250
30 March	HG	Peter Roberts	01920 830868
	PG	Paul Watts	01273 870433
	PG	David Webb	01273 303689

**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**

**Kaz Harland Pilot psychology lecture**  
Following the success of the recent lecture, we will be hosting another in March.

**Free Pilot & Advanced Pilot Lectures**  
Once the gang get back from Brazil at the end of Feb. Learn more than just the bare minimum.  
E-mail or call me if you're interested in either.

## **BOOK NOW!!**

### **SIV & XC - Olu Deniz, Turkey 7 June**

Run in association with the guru himself, Jocky Sanderson. Gain the confidence to fly XC safely. Hotel in Olu, not Hisaronu!

### **Himalaya XC course, Himachal Pradesh, October**

3 weeks in October - November. Start saving your brownie points now...Awesome! Read Snowy's, Ian's & Ulfic's magazine articles. Safer flying than Spain!

<b>HARNESSES</b>	
Gin Genie II	Intermediate £399
Gin Genie XO NEW	Advanced Intermediate £499
Sup' Air Evo XC	Intermediate £350
Sup' Air Profeel	Intermediate £250
Sup' Air Profeel XC	Advanced Intermediate £410
Woody Valley	Intermediate £299

#### **Books & Videos**

We have the usual range of books &c. but you really must see the latest SAT video, just out  
**Public health warning** – Your attitude may be seriously affected by these videos! £25.00

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Winter has arrived & it's getting seriously cold up there! Have you got a good enough flying suit & gloves?

**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. Make it a painless spring for just £29.95.

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Suits for almost all shapes and sizes – look out for the imminent arrival of our top quality own brand suits!

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We stock the best, Hanway's SuperFly GTX ball bearing boot at £139, together with a few lesser varieties for the misers out there!

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

We're agents for the Rad MXL, the lightest available, and with 50kg thrust!

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

Show your partner, the latest Brauniger, the Pilot. This vario has everything you need from a vario, at a fantastic price of just £160, gift wrapped in the classic Brauniger cloth bag!

What about the DIGIFLY EXPLORER, including a fluxgate compass for all that cloud flying! £220 or a Haixy Dave Cloud Runner Compass for just £21.99.

**Gin Flight Deck** – get yourself organised for those spring XCs £39.99  
Special Offer - Yaesu VX-110 2 metre radios, only £129.99!

## **Demo Gliders**

<b>Airwave Magic 3</b>	Coming soon	DHV 2/3
<b>Firebird Grid</b>	80-100 kg	DHV 1/2
<b>Firebird Hornet &amp; SP</b>	call	DHV 2 & 2/3
<b>Gradient Bliss 26</b>	80 – 100 kg	Afnor Perf.
<b>Gradient Bright 28</b>	80 – 100 kg	Afnor Std.
<b>Gradient Onyx 26</b>	80 – 100 kg	Afnor Std
<b>Moyes Max</b>	-	Hang glider
<b>Moyes Ventura</b>	-	Hang glider
<b>Windtech Quarx 2</b>	60 – 120 kg	DHV 2 AFNOR std
<b>Windtech Serak</b>	60 – 125 kg	DHV1/2
<b>Windtech Syncro 27</b>	85 - 108 kg	AFNOR Perf.
<b>Windtech Tonic</b>	60 – 120 kg	DHV1

#### **Used Kit**

Nova Vertex 24	75-95kg	DHV2/3, Spotless, as new	£895
Nova X-Act 20	65-85kg	DHV1/2, Very good condition	£1100
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
Windtech Sillex	80-110kg	DHV3, very good cond.	£400
Airwave Tent	80-100kg	Thin sky gods only. As new.	£400

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

## From The Forum

The following article was submitted to the forum by Michel Carnet

Today, 5<sup>th</sup> December, was a good day for hang gliding at the Dyke.

Dave Massie and I were in the paddock looking at a couple of paragliders flying in the strongish wind. We observed a car driving straight downhill from the car park in front of the pub. It was moving slowly but it was obviously going to end up at the bottom of the hill, very soon.

Half a dozen pilots started to run after the car to try to prevent what looked like the inevitable! Flashbacks from James Dean in "Rebel without a cause"!

I was worried that there could be children in the car having played with hand brakes. As we reached the car and got the doors opened, this sweet old lady was at the wheel, well aware of what she was doing. She was distressed to see the look on our faces as we shouted at her to STOP and we struggled to push the automatic lever in "park" and crank the hand brake on. She begged us to let her do it, that she had to, that we did not understand... We pulled the keys out, kept all brakes on and forced the lady to retreat to the pub for a cup of tea.

Neil Ewins was remarkable in the manner that he dealt with this confused lady called Iris. It turns out that Iris is in great pain, possibly from an incurable condition, and may have tried to drive over the edge of some of our sites several times in the last few days. This was a cry for help and within an hour, Neil was her best help. He agreed with the police to take her back to his place and to look after her until her family can be informed later. The police did not tell the Press and Neil was on the phone to her GP trying to find out more about her condition. She started to smile again as Neil was reassuring her that something will be done to get her more medical help.

If Neil is not into counseling then he really ought to. A very inspiring display of care and humanity. Top man!

The only slight injury of the day is from Dave Massie who tried to jump the stile while running to help. The stile won.

Iris asked us to thank everyone involved. Let's hope we can give Iris a tandem flight one day.



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## **Coaching Column** By Trevor McLoughlin

### **Studying**

With my 'Pilot' lectures underway again a few people have been asking me what books they should study. In my revision notes I list quite a few books that I've used to source the information - just recently though I've re-discovered a real gem – literally. I first saw this book three or four years ago, but never really paid it much heed; I should have done. It's the Collins Gem book on weather (ISBN No. 0-00-472272-8).

It's only very small, but it's the ideal book to have in your glider bag or pocket for those days you're sat on the hill waiting for the weather to improve or whilst awaiting a retrieve. It only costs a fiver, but if you're quick you can pick one up in one of the 'Sussex Stationers' bookshops for only £3.99 at the moment. It's full of colour pictures of all the different cloud types, with sections on weather fronts and winds plus loads of other very useful information. Treat yourself – I insist!

### **Pilot Lectures**

Despite only seven people pre-booking their places, I set up the lecture/function room for more (just in case). It's as well I did; TWENTY-FIVE people turned up. Luckily, we managed to expand into the poolroom without any problem. We had people from Portsmouth, London & Essex make the effort - I'm impressed. Maybe apathy doesn't rule completely after all . . . :-))

Twenty of them have asked me to get their exam paper, so we should have a few more 'Pilot' rated people on the hill for the New Year.

### **Questions & Answers**

Only a few of you sent in answers, but like I said it wasn't a competition. None of you got them all right by the way. Here are the answers to last month's questions:

Air Law:

- 1) 3000ft
- 2) The left.
- 3) Visibility 5km or more, 1000ft clear of cloud vertically and 1500m horizontally.

Flight Theory:

- 1) Divide the span by its mean chord (a pretty rough calculation).
- 2) The heavier a wing is loaded, the faster it has to fly to generate the same lift.
- 3) A theoretical line passing through the centre of the curvature of the leading edge and trailing edge that also runs parallel to the root.

## **Meteorology**

- 1) Cumulus congestus.
- 2) This is where the contained moisture reaches 'dewpoint' and condenses to form cloud.
- 3) Descending.

Here are some new questions for this month:

## **Air Law**

- 1) How old must you be to fly a hang glider solo in the UK?
- 2) When can a tandem pilot charge a passenger for a flight in the UK?
- 3) With CAA permission, what's the maximum height you can tow to?

## **Flight Theory**

- 1) What is 'form' drag?
- 2) In which direction do 'wing tip vortices' rotate?
- 3) What gives a paraglider its yaw stability?

## **Meteorology**

- 1) What is a mock sun, and what's its proper name?
- 2) What do you call it when you suddenly get a blue hole in an otherwise overcast sky? This was seen only a couple of weeks ago.
- 3) What is wind shear?

## **"D-aviation offers new scheme to help CP's"**

D-aviation have been running trips abroad and offering tandem air experience flights on the South Downs for the past two years. They are now expanding operations to include an economic club coaching service on offer to pilots of all levels who have their own equipment. For the newly qualified pilot, visiting novices and those that are just out of practice, dealing with busy SHGC sites while trying to progress can be very frustrating and intimidating. Although there is a general trend toward a more personal and comprehensive training program by some schools, newly qualified pilots arriving on the hill obviously need more all-round help available to them. Especially at a time when there is a heated debate about over-crowding, site marshalling and how to safely introduce red ribbon pilots to the various club sites. An affordable full time coaching service from some of the most experienced instructors in the area could be a key element in safely controlling our sites in the future.

For more information contact Dave Perrin 07769692951

# Sussex Hang Gliding & Paragliding

Tollgate, Beddingham, Nr Lewes, East Sussex, BN8 6JZ  
Tel: 01273 858170 Fax: 01273 858177  
EMAIL: [sussexhpgg@mistral.co.uk](mailto:sussexhpgg@mistral.co.uk) WEB: [www.flysussex.com](http://www.flysussex.com)

## Tenerife Trips 2003

We are currently taking bookings for this year's trips to Tenerife. The remaining dates are :-

2nd-9th March & 19th-27th April

Come and stay with us in our mountain finca, enjoy some fantastic flying, and take in some sunshine!

We have available for you to try: the Windtech Serak, the Ozone Vibe, the Gin Oasis, and Apco Allegra.

We offer the best part exchange of anyone. And we seem to have in stock a stupid number of flying suits, everyone seems to have a different favorite! Also gloves, compasses, various etc.

## A Hairy Guide to Batteries

### **There I was, half way round a UK record triangle and the GPS died...**

Batteries cost us all, not just in price and inconvenience, but also because they all contain chemicals that we really shouldn't be disposing of by burying them in the ground. I hope this will help you make the most of them.

The base-line battery is the trusty Duracell type alkaline cell. These are great, cheap-ish, last well, have a long shelf life and are available in every shop worldwide. Just the thing for a vario that uses very little power, where a set will last a year or more. GPS and radio users will be all too familiar with a much greater rate of battery consumption and will know that re-chargeable are the thing for the job, either as a battery pack or separate cells.

It is worth noting that the while NiCd and Alkaline cells lose significant power in the cold, Lithium Ion types are little affected. They also have a capacity even greater than alkaline cells. Unfortunately they are very expensive and require extremely accurate charging. Most such cells and chargers are a matched set.

However, they could be worth considering if planning a trip somewhere seriously cold (or use underwear mounted instruments.)

### **Re-chargeable batteries.**

These include NiCd (Nickel Cadmium) and NiMH (Nickel Metal Hydride), either as separate AA cells or as a pack. They have a lower voltage than alkalines, so your torch will be dimmer and your vario battery indicator will be reading flat even with a fully charged NiMH. That's why in some instruments you can tell the software what type of batteries you're using. NiCd cells are now largely displaced by NiMH, which behave in much the same way but have significantly greater capacities. A typical AA NiCd is 700 mAh, where 1600 mAh NiMH are now common. For the uninitiated, consider mAh to be a volume – the chemists have squeezed over twice as much electricity in.

Both kinds suffer from memory effect and early death from abuse, although they're getting better all the time. The solution is simply to flatten them after use before giving them a full charge. Treated well, they should last for hundreds of cycles with negligible reduction in performance. They should never be allowed to go completely flat, so it's best to flatten using an electronic device designed for use with re-chargeable which switches itself off at the correct level of discharge (e.g., GPS, radios). If they're going to be out of use for a while, they should be stored flat. They will self-discharge in a few months anyway. That fact makes them unsuited to use in a vario, because they will have gone flat of their own accord long before all the power is used. It's best to keep batteries in sets to ensure they are matched. If a set seems to have lost performance, test each one in turn in a single-battery powered toy and bin the offender.

The correct way to charge an AA cell of either kind is to give it trickle charge of about 150% of the rated capacity, for example:

A Jessops NiMH has a capacity of 1600 mAh written on the side. That means it can give out 1600 milliAmps for 1 hour. (Think of mA as being flow rate, pints per hour.)

So to charge to 150%, the required charge is  $1.5 * 1600 = 2400$  mAh

A good charge rate is 10% or less of rated capacity (that makes 160 mA for my NiMH). More than 30% is only for special cells, at risk of explosion! I have an old NiCd charger that says it gives out 65 mA, so the question is, how long does it need to provide the 2400 mAh required to satisfy my new NiMH batteries?

(Charging time) = 2400 mAh / 65 mA = 36.9 hours

In this way, you can work out how to fill all of your collection of various batteries without cooking or exploding any. Any that get hot to the touch are either past fully charged, being charged too fast, or just knackered. Better still is the use of accurately controlled pulse chargers which ask each individual battery what it would like, hundreds of times a second. Let me know if you find a cheap source!

### **So Long And Thanks For All The Fish**

Hi All

I have decided to call it a day as sites officer. its been a interesting 2 years and I hope we now have a better relationship with our farmers/ landowners .however due to more commitments and less time to put into the position I feel the time is right for someone else to take the job on. I will of course assist the new officer if any is needed, and pass over all the contacts I have gathered over the last 2 years including those made during the f/m problem. I will not be available for the AGM as I am almost 100% certain that I will be away that weekend but I will let you know for sure later.

Nigel Barrett

**As pre-announced on the SHGC Forum:**

## **Clive's Hang Gliding Garage Sale**

Change your Hang Glider NOW! Get used to your new wing in benign ridge-lift so that you know its ways inside-out when those snotty spring bullet thermals start kicking you around.

Was your New Year's Resolution "To do more flying", "To improve my flying skills", "To upgrade my Hang Glider" or was it just "To spend more money"? If so, you need me and I need you! My New Year's Resolution was "To sell those 5 Hang Gliders that are cluttering up my garage and house and buy myself a better hang glider with the proceeds."

Here's the deal: You see a glider that interests you in the list below. You contact me. I answer your questions. We arrange a mutually convenient time for you to see the glider. You see the glider. You see me fly the glider. You see your nominated test-pilot fly the glider. You fly the glider. You give me cash. You own the glider. All the above steps are optional except the 'You give me cash' one.

All gliders will have new side-wires fitted as part of the deal.

Small print:- if the glider is damaged by you or your test-pilot during a test flight then you buy the glider 'as is'. i.e. 'Cash for crash and no haggling'. If you arrange a test flight, you will be deemed to have accepted this condition. End of small print.

The 'as is' price below is for the glider without a full strip-down (you may want to do that yourself to save the money). The 'stripped' price is for the glider with a full strip-down report from a reputable source of my choosing.

### **HERE THEY ARE:**

Solar Wings Ace 160 RX BHPA CofA with owner's manual and batten profile -  
£125 as is/£250 stripped,

Airwave Magic Kiss (tatty) BHPA CofA £175 as is/£300 stripped

Airwave Magic Kiss (quite nice) BHPA CofA with owner's manual £225 as is/£350  
stripped

Moyes SX4 (<100 hours) with owner's manual and batten profile USHGA CofA  
£1275 as is/£1400 stripped

La Mouette Topless I Mylar "McCarthy" ('used') with batten profile BHPA  
'Grandfathered' £850 as is/£975 stripped. This one is my current glider - so I might  
not be ready to sell this one immediately.

Contact Clive Belbin on 020-8681-8693 (H), 0780-126-1468 (M) or email  
clivebelbin@beeb.net

## Southern Hang Gliding Club Schools

### **Airworks**

The Old Station  
Glynde  
East Sussex  
BN8 6SS  
Tel No 01273 858108 Fax No. 01273 858107  
E-mail: [info@airworks.co.uk](mailto:info@airworks.co.uk)  
Web Site : [www.airsports.co.uk](http://www.airsports.co.uk)  
Proprietor: Steve Purdie

### **Sussex Hang Gliding & Paragliding**

Tollgate  
Beddingham Nr Lewes  
East Sussex  
BN8 6JZ  
Tel No. 01273 858170 Fax No 01273 858177  
E-mail: [sussexhpg@mistral.co.uk](mailto:sussexhpg@mistral.co.uk)  
Web Site: [www.flysussex.com](http://www.flysussex.com)  
Proprietor : Tim Cox

### **Green Dragons Leisure Ltd**

Warren Barn Farm  
Slines Oak Road  
Woldingham  
Surrey  
CR3 7HN  
Tel No : 01883 652666 Fax No : 01883 652600  
E-mail : [fly@greendragons.co.uk](mailto:fly@greendragons.co.uk)  
Web Site : [www.greendragons.co.uk](http://www.greendragons.co.uk)  
Proprietor : Andy Shaw

### **Sky Systems Ltd**

66 Woodbourne Avenue  
Brighton  
East Sussex  
BN1 8EJ  
Tel No : 01273 556695  
E-mail : [office@skysystems.co.uk](mailto:office@skysystems.co.uk)  
Web Site : [www.skysystems.co.uk](http://www.skysystems.co.uk)  
Proprietor Michel Carnet

### **Purple Haze**

Terminal Building  
Shoreham Airport  
West Sussex  
BN43 5FF  
Tel No : 01273 464242  
E-mail : [info@airsports.co.uk](mailto:info@airsports.co.uk)  
Web Site : [www.airsports.co.uk](http://www.airsports.co.uk)  
Proprietor : Peter Bernon

### **Flight Culture**

Tim King & John Welch  
Tel No : 07767 264211  
Web Site : [www.flightculture.co.uk](http://www.flightculture.co.uk)

### **'D-Aviation'**

Tel No : 07769 692951  
E-mail : [dave@d-aviation.co.uk](mailto:dave@d-aviation.co.uk)  
Web Site : [www.d-aviation.co.uk](http://www.d-aviation.co.uk)  
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AIRWAVE HARMONY 27 (med) 12 a's, good condition, purple, £449  
UP PICK-UP TANDEM good condition, ex. harness, £1,100  
AIRWAVE SAMBA medium £699.

Check out our website – [www.skysystems.co.uk](http://www.skysystems.co.uk)

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**Apco Santana 28** 85-110kg including Sky Systems Probe harness, Metamorfoosi Conair reserve, helmet and various maps & books etc. less than 5 hours use and full service in May 02 by Sky Systems. Cost in excess of £2,500 will accept **£1,000.** Had to give up paragliding due to footballing injury! Tel 01444 254189 or email [s.mathews@emb.co.uk](mailto:s.mathews@emb.co.uk)

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# **PARAGLIDING GUIDED TRIPS 2003**

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## **Dune Du Pyla, near Bordeaux, France. June/July/August/September 2003**

These trips are suitable for all levels of Pilot, even complete beginners (equipment is provided for those without). Based at the spectacular Dune du Pyla in Western France near Bordeaux, this trip is designed to give an easy introduction to beginners and easy hour-building soaring to more experienced pilots - the perfect location to tick off some of those CP tasks! With the superb beach and sea below, and accommodation right next to the flying base, this can be a great option for non-flying partners or even as a mixed beach/touring and flying vacation. Trips run Sunday to Sunday. Dates: June 1st - 8th, June 8th - 15th, June 15th - 22nd, June 22nd - 29th, June 29th - July 6th and 31st August-7th September, 7th-14th September.

*More info on this trip can be found at: <http://www.skysystems.co.uk/dunes.htm>*

## **Anney / St. Hilaire Festival 2003. 15 to 22 September 2003**

A return to some high Alpine adventure! We will be based in a traditional Savoyard house, with full catering on site, local guiding in the superb Anney region, with opportunities for some really big flights and skill-building. The course will be tailored to your abilities - you will need to be post-CP for this holiday. Anney is the perfect base for exploring other famous Alpine flying sites such as Chamonix and Mieussy. Flights to Geneva.

Monday to Monday to include the famous St Hilaire Festival which is a short drive away. This is a great opportunity to witness the spectacular "masquerade" flying and film festival at one of the biggest free-flying meetings in the world!

*More info on this trip can be found at: <http://www.skysystems.co.uk/alps.htm>*

## **Epidavros, Greece. 18 to 25 October 2003**

A return to our annual favourite... an ideal holiday for non-flying partners!  
*More info on this trip can be found at: <http://www.skysystems.co.uk/greece.htm>*

## **South Africa ...**

*We are planning a trip to South Africa for either mid-December 2003 (pre-Xmas) or January 2004 - at present we are looking for feedback, comments and ideas in order to gauge interest... so please let us know if you fancy swapping Summer for Winter without jetlag !*

**Now Booking ... for our full trips calendar call 01273 556695 or check our website on**

# **www.skysystems.co.uk**

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