



The Southern Hang Gliding Club's Legal Two Way Radio

# WINDSOCK

**March 2003**

**AGM 2003**

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

**Venue**

**Hassocks Hotel**

**Hassocks** (Near Train Station)

**Time 19.00 Hrs (7pm)**

**Be There If You Want To Retain  
Control Of Your Committee**

## **Editorial**

It seems that the AGM notice on the front page of “**Windsock**” last month upset at least one of you, as those of you who subscribe to the forum already know. Why it was found to be upsetting to this individual I cannot fathom the reasoning behind it all. Anyway, if there is anyone one else out there who found it up setting I apologies.

I have recently returned from a long weekend in France seeing my sister and her family. She lives just south of Lille in a little village called Bauvin. This was once a coal mining area with the resultant slag heaps. Whilst on our way to a nearby hyper market for the wine, I noticed a paraglider soaring one of the slag heaps. Shame we haven't got any in the south, as it could solve the overcrowding problem. With regards to wine I have been advised by my French brother in law that the best time to buy good cheap wine, in France, is in November when the vintages change over, so I'll see you all on the ferry.

“Windsock” is now available in pdf format and can be downloaded from the clubs website. It's early days yet and we are still finding our feet with this format, so please run with us on this one whilst we iron out the bugs. This means that for those of you who want to download the magazine, the magazine articles, adverts etc will be available in colour. However some advertisers have got to try and get their adverts down in size. 43 megabyte is a touch on the large size, isn't it Steve.

I still require articles to make the mag worth reading and of course producing. So as per usual please send your articles etc to :-

Paul Coidan, 17 Elm Grove, Garboldisham, Norfolk. IP22 2RY  
E-mail : paulcoidan@onetel.net.uk or windsock@shgc.org.uk

## **SHGC Committee meeting 4th March 2003 Summary**

- New year's XC leagues will have novice (<3 10km in UK) and w/e only (full time employment) categories.
- New club email addresses - everything is now @shgc.org.uk.
- Teresa Burlington has kindly agreed to take over as sites officer - welcome!
- New member notice board and news from the committee sections on the web site - check them out for hot information
- Come along to the AGM for Michel's video on ?????

## Chairman's Letter

Hi all, not so much a chairman's ramblings this month but an introduction to the new XC league format. So here goes.

Once upon a time, there was the club league. It got won by pilots who could fly mid-week, since they had 3 and 1/2 times the opportunity to fly. To balance this, a weekend league was started, with the intention that pilots who could only fly at the weekend had some sort of chance at a cup. In addition, the Martini league was instigated as an 'overall' championship.

So the intention was that the weekend pilots could have a chance against the big boys (and girls). For the last several years, however, the situation has been that the same pilots have picked up the weekend league, the Sussex league, the Martini league, and now the handicap league. No one else gets a look in, except for a few novice pilots, who get one cup for best novice.

While they are excellent pilots, and deserve the overall championship, we'd like to see more people being recognised, and being presented with prizes. As a side effect, we'd like to see more pilots going for it, and discovering the joys of XC. (On an XC, no-one gets to see your bad landings !)

So the XC league rules have been somewhat altered for 2003.

## LEAGUES

There will be two club leagues; one for hang gliding, one for paragliding. They will be for flights from Sussex, ie Southern club sites only. Flights from outside Sussex should be entered into the National Leagues instead.

## PILOTS

As they enter their first flight of the XC season, pilots declare themselves to be one of the following:

### a) Novice pilot

A Novice is someone who has, at the start of the season, done less than 3 flights in the UK, of over 10K on either a paraglider, or a hang glider. A brand new CP is a novice. A pilot who flew his first 10K XC last year is a novice. A pilot who flopped over the back 20 times, for less than 10K, is still a novice. A 20 year, 1000 hour pilot who's never been over the back is a novice. A pilot who's done 200K in Spain, but never done more than 10K in the UK is officially a novice, but hopefully will be too embarrassed to claim that status.

### b) Weekend-only pilot.

Is someone who is not a novice, but has a 9-5 job, which prevents him/her flying during the week. Such a pilot may occasionally take a week-day off to fly XC, but not on a regular basis. A pilot who has declared themselves to be a weekend-only pilot can enter **ONE** flight in mid-week, and still retain Weekend-only status, but forfeits it upon entering more than one flight in mid week.

**c) Everyone else - neither novice, nor weekend-only pilot.**

## **RULES AND VERIFICATION**

Flight entry rules are exactly as the National league, except:

- a) There is no minimum distance for any open distance flight.
- b) There will be no cliff runs..

Pilots will be expected to provide evidence for their flight if challenged. To prevent contention, complaints will be resolved by a jury of three pilots. GPS verification will be available.

## **AWARDS**

At the end of the year, the best 3 novices get prizes, no matter where they are in the overall table. The best 3 weekend-only pilots get a prize, and the overall champions get the big prize at the end. If they are good enough, the novices and weekend-only pilots can grab the main prizes, but not the other way around.

The Martini cup will be awarded to the pilot highest in the National League.

## **ENTRY**

Until further notice, send claims to [xc@shgc.org.uk](mailto:xc@shgc.org.uk) or leave a message on 01403 268601.

I hope that the scheme above meets everyone's approval, and encourages beginners to go for it, and hopefully, restores the original intention of the weekend leagues.

Regards  
Dave

## Flying with Urubus in Brazilian Skies

The idea for a paragliding trip to South America was conceived by Grita and myself whilst paragliding in Piedrahita a year ago in March 2002. During our short week in Piedrahita, it slowly dawned on us both that the only sure way in which to increase our airtime and to have fun flying, was to seriously consider an extended trip abroad in a place where a good climate, warm temperatures and a safe environment would guarantee superb flying. We decided that a winter trip was preferable and that if this was to be, the destination had to be outside Europe. Rather than to blindly venture out on our own, we wanted to include an experienced instructor whose judgement we both implicitly trusted. On our return, the idea was gently put to Carlo Borsattino who enthusiastically agreed. Our plan was born.

The summer months came and went and although now in place, the plan was slower to gather momentum than we had originally imagined.

Various South American destinations were considered and rejected until Carlo suggested that the ideal location had to be Governador Valadares in Brazil which comfortably offered all that was desired. For the trip to be worthwhile, we decided on a three week slot and for it to be affordable, the group was to include up to twelve people with two instructors to bear the load. Given such a fabulous and exotic location with the prospect of superb flying, it was somewhat extraordinary that so few paragliding pilots raced to fill the available places. However, with the combined brilliance of Carlo and Mark Watts taking charge of this special experience, we knew that we were destined for something very remarkable!

By early autumn and after a second visit to Piedrahita, our plans took shape and rapidly reached the point of no return. Finally in November, we had 'all systems go'! The organisation for the Brazilian trip was considerable. The dates, the cost, and the planning to synchronise the expectations of those who were interested, proved complex and longwinded. Some people were interested in two weeks and others in three, and, Carnival in Rio

almost coinciding with the proposed dates it was vital to secure flights at the earliest opportunity. Governador Valadares is situated some 650 kilometers north of Rio and with the necessary bus transfers, it was vital for everyone to arrive at the same time, in the same place, on the same day.

Quite apart from the logistical planning, the organising of dates, flights, transfers, retrieves and local drivers, it became quite apparent that a great deal more had to be sifted and sorted before the trip could finally materialise. There were essential inoculations to be had, there was the question of spending money and how best to take it and also the practical issues concerning very thorough equipment checks for our own safety. As relatively low airtime



**Group briefing on HG ramp near take off**



[www.windtech.co.uk](http://www.windtech.co.uk)  
for latest news, reviews and info

# 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!"

**FULL RANGE OF  
WINDTECH  
PARAGLIDERS**

**CORAL  
TONJIC  
SERAK  
QUARX2  
SYNCRO  
SILEX  
TUCAN  
WJINDSOS**

DHV1 School/Introductory  
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**

**WINDTECH & WAVES UK**

PARAGLIDING & KITE SURF EQUIPMENT

[info@windtech.co.uk](mailto:info@windtech.co.uk) • Tel/Fax 01323 871383

**[www.windtech.co.uk](http://www.windtech.co.uk)**

The whole Windtech range is now available in the UK!  
ASK YOUR LOCAL DEALER TO GET ONE IN FOR YOU

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

pilots, most of us were quite innocent as to what we actually needed. Wings yes, but what else? Varios were not a problem as we all had these but suddenly GPSs, compasses, maps and flight decks came into the equation. Few of us had ever flown with all this gadgetry before, let alone with any acquired knowledge on how to actually use it, or how best to configure the array and how on earth to comfortably attach it to a harness. Trial flights in Sussex to test our 'kit' proved amusing. We soon found out that no flight deck is apparently designed to easily accept any harness and that trial cradle hanging from a beam, bears no similarity to the reality of weight distribution in flight. It was a matter of trial and error, test it and see. And as for GPSs – there are so many to choose from! As always, Carlo came to the rescue and under his critical guidance we spent much time discreetly nosing our way in and out of various schools, carefully looking into the pro's and cons of all makes and models. For those who are un-initiated with GPSs, it should be known that it's easy to fall into deep water and come unstuck when deciding what to buy. Some units are impossibly difficult to read, some are difficult to use (particularly with gloved hands) and some have functions that others just don't. It's a minefield of common and not so common sense but once the choice has been made, you can bet your bottom dollar that someone, somewhere will always take the critical line and suggest that you've made a blunder and opted for the wrong make or the wrong model.



**Mark Watts following the highway east, back towards *Pico do Ibituruna***

Governador Valadares is hot and sticky with average temperatures ranging in the high 30s. Beautiful birds (all sorts), shrubs and giant flowering trees abound. The city straddles the fast flowing, rapid ridden Rio Doce whilst the big lump of Pico do Ibituruna forms an impressive 1100m backdrop just 3ks to the south. Take-off is from either face of the east-west ridge on top of Pico do Ibituruna. At first sight, the prospect of launching from a small grassy slope, high above the hilly and undulating terrain some 2,500' feet below seemed somewhat daunting. However, a direct 15 minute top-to-bottom across the river and its built-up, midway island brings you to a landing field on the edge of town. It's important to get this one right as any shortfall... and you're in the drink. Once achieved, the confidence flows and a window of endless opportunity slowly unveils with possible landing areas just about everywhere. Of course, we all knew that each one of us was

quite adept at top landings and slope landings, at hard landings, and at soft landings and at landing in horribly small, confined spaces. And at first, until we found our way, this was the way it was. In reality, the possibilities were far, far better and far less traumatic than anything we'd ever experienced in Tenerife with the boulders, the building sites, the cranes, the roofs of shopping malls, the overcrowded beaches, the high tension cables, the pylons, the cactuses, motorways, spaghetti junctions and endless concrete jungle. By comparison, this was a dream come true, with vast open skies above and below and at every point of the compass as far as the eye could see. Puffy little white clouds everywhere, yes – flying with urubus (vultures), yes – endless thermals for the taking, yes – nice friendly people, yes and a great sense of ease at all times, yes! yes! yes! This place has to be God's gift to all who paraglide. And so from one day to the next and all that followed, just as with fledglings, our skills grew and simply got better and better and better. Landing out had been something of a concern during the first few days. From 6,000' everything had the habit of looking green and lush and to our horror, much of it was. From 1,000' it all looked much the same, rolling hills and green grass. Much of the green grass was indeed grass, but not grass as we knew it. This grass was elephant grass and once committed to landing, some of us were quick to discover that any way out was going to be very hard work. Elephant grass stands over 8' high and within seconds, the world disappears, the wing floats over your head and you find yourself immersed not only in a sea of green bathed light but also up to your knees in bog. When drenched in sweat, with a tangle of lines, your helmet on your head and boots full of water, the task of reaching any road becomes a laboriously exhausting process. We rapidly learnt to recognise these perils, to be more selective and to avoid such places. Landings close to roads and tracks were imperative for quick and trouble free retrieves. We were to discover other joys – most landings, near roads,



**Crispin Rose-Innes way out west with the sharks fin ridge below and *Pico do Ibituruna* in the distance**

attracted the attention of young children from miles around and for the most part, this was a boon. Within seconds of touch down, you would find yourself surrounded by kids of all ages, each anxious of course to individually witness the arrival of a strange flyer from the blue skies above. 'What's your name?', they would ask. They were friendly and enthusiastic and more often than not, you would discover that, they too, knew exactly how to neatly fold and pack away a wing, with the A-risers on top and all else just as it should be. And so, whilst gently mopping your brow, it would be a treat to watch their expertise and to gently relax whilst your kit was carried by young little nippers through long grass and over barbed wire fences to a shady resting place by the side of the road where you could finally relax, sip cool water and wait for a retrieve.



**Abigail Barr flying over typical terrain on her 70 km XC to Lapu**

Of course in the first few days, it goes without saying that Carlo and Mark must have been silently and sorely frustrated by our timid manner, but this was a BIG, BIG place with lots to learn and lots to grasp. The dropping in and dropping out of thermal activity was naturally as disappointing to them as it was for us but with constant daily cajoling, briefing and de-briefing, we flapped our wings and found our way. Within days, we found ourselves climbing amongst vultures, reaching cloud base with ease, slowly drifting in and out of all that funny white stuff (that has until now, been a complete no, no) and then departing on long glides that all of us thought were far beyond our capability. As the distances covered, increased, those expensive toys came into their own. Yes, they do work and brilliantly so. Quite suddenly, everything we'd initially stumbled over began to make perfect sense and the open skies now belonged not only to the multitude of effortlessly circling vultures but also to each one of us as well! We thermalled ourselves silly, frequently



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

**Performance Intermediate**  
DHV 1-2 • 60-125kg all up

The Windtech team have succeeded in making an outstanding intermediate in the DHV 1-2 class



The independent reviews say it all...

**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)..."

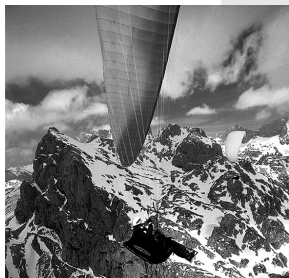
"... even at the very bottom of the weight range it is capable of running rings round a good majority of gliders."

"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."

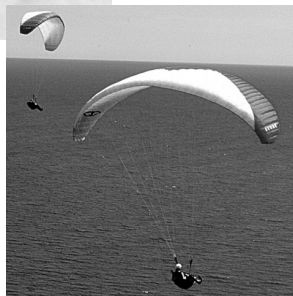
"The whole tuning is just perfect for an intermediate."

"... 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!

FULL RANGE OF WINDTECH PARAGLIDERS

**CORAL**  
**TONIC**  
**SERAK**  
**QUARX 2**  
**SYNCR0**  
**SILEX**  
**TUCAN**  
**WINDSOS**

DHV1 School/Introductory  
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**

**WINDTECH & WAVES UK**

PARAGLIDING & KITE SURF EQUIPMENT

info@windtech.co.uk • Tel/Fax 01323 871383

**www.windtech.co.uk**

The whole Windtech range is now available in the UK!  
ASK YOUR LOCAL DEALER TO GET ONE IN FOR YOU

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

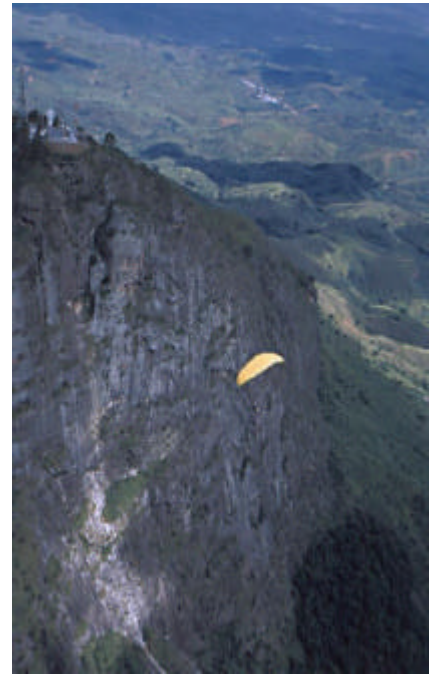
recovering from low saves to find ourselves yet again back on top at 6,500' – 7,000'. Yelps of delight rang through the air when leaving the thermic stack, with the realisation that there was more, much, much,more, to glide to in the distant blue of far beyond. We flew on our own, we flew in gaggles, we flew with Carlo and we flew with Mark. We flew like none of us had ever flown before and this was so far beyond anything any of us had ever believed. This was pure, concentrated, overflowing, bubbly joy and the foundation for many a wild dream. It seems that flying gets just a little easier and more enjoyable when you crack the nut and begin to grasp the know, of how to.



**Mark Watts climbing out above take off ridge**



**John Stevens crossing the island to land in the sports field on the Edge of town**



**Grita Rose-Innes in front of Pico do Ibituruna's massive rock face.**

This was a trip where everybody in every respect, achieved their personal best. For some, total airtime was doubled and in one case tripled. The duration of flights increased to the three and four hour mark. For each of us, the cross-country distances covered, rocketted from miniscule hops over tame English fields, to massive 40, 50, 60 and 70 kilometre leaps and bounds in the cool clean air above the scorching Brazilian countryside. This was a trip that none of us would, or should have missed. Thank you Carlo and thank you Mark – you made our days – days that mostly we shall never forget and some that were so exquisite and so exciting, they'll be impossibly hard to remember.

Participating: Abigail Barr, Bobby Brown, Nancy Elliott, Mike Parfitt, John Stevens,  
Grita & Crispin Rose-Innes  
Crispin & Grita Rose-Innes (crispin@skyving.co.uk)  
March 2003

**The reproduction of the photographs does not do them justice. They will be available on the clubs website by the time you get this issue of "Windsock". Ed.**

# SKYGYPSY Paragliding



## Paragliding Holidays in Europe, Coaching Trips in the UK & Pilot Theory Courses.



## Paragliding in Spain - May 2003

Dates available are - 16th to 23rd & 23rd to 30th

Hi Everyone,

We're all off to Alicante again in May, but due to the popularity and huge success of previous trips, places are filling fast - so be quick if you want to join us. There are only a couple of places left on the second week now.

This trip is aimed at Club Pilots looking to improve their thermalling technique and to finish any final tasks for their Pilot rating, but newly qualified Club Pilots are also welcome to join us so they too can experience true thermalling flight for the first time.

With Skygypsy I take care of everything for you, so there is no messing around or hassle for you to worry about. There are no wasted days doing airport runs or chasing around trying to find missing people. Weather permitting; you will be able to fly seven days out of seven.

The cost is only £575 and that price **includes everything**; scheduled flights\* (I won't use charter), accommodation, full continental breakfast, transport to and from the airport and all flying sites, guiding by local professional, travel insurance plus of course personal coaching from me. If you'd like to stay on for the second week as well, then that will only cost an extra £395. Unfortunately, insurance premiums have doubled for some reason, plus the accommodation is a little more expensive this year due to the Euro exchange rate.

**Look again at that price**, although it may sound expensive initially - remember this is fully inclusive, there are no hidden extras.

All you'll have to pay for are your evening meals and they'll only cost somewhere between £5 & £10 for three courses including all your drinks - amazing huh!

If you want to join us, I will need a deposit of £200 as soon as possible so I can get your flight and travel insurance. The balance must be paid by April 12th.

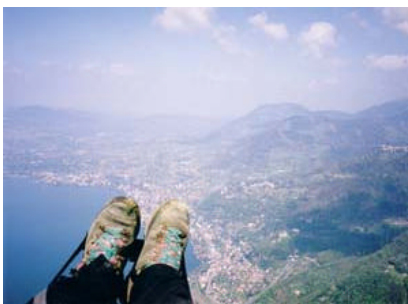
### Pilot Course

Check out the details on my new 'Pilot' courses on the website. They're great value; you get a lot for your money.

For more information take a look at [www.skygypsy.co.uk](http://www.skygypsy.co.uk) or email me at [trevor@skygypsy.co.uk](mailto:trevor@skygypsy.co.uk) No internet? Then phone me on **07787 827 754**.

Trevor McLoughlin  
BHPA Senior Instructor  
SHGC Chief Coach

\*I use scheduled flights because in the past charter flights have proved very unreliable and some people have missed valuable flying time in order to save a few pounds. Although scheduled flights are more expensive, they guarantee we will depart and arrive at the times we've booked. That way we avoid airport run-arounds and maximise our own flying time.



## **From The Forum - Sky Systems trip to Andalusia 2003**

### **Days 1 & 2 by Dave Hairs**

We are back in Motril after a great time last year. On transfer day, we went straight to Lamo del Gato for a nice 1300 ft, top to bottom onto Eucalyptus beach - fairly cloudy so not too exciting but still nice to get the gear out.

Later after the Cardiff flights arrival, we moved to El Forestal for a gentle 500 ft glide to a downward sloping field with varied success on the accuracy competition. It's great to get some flights in on transfer day. Breakfast in England and flying by the Med before lunch.

Sunday ... looked promising at dawn but turned out too windy on the coast. Headed inland to Granada as the Sierra Nevada mountain range creates a dual climate in the area. When one is too windy, the other is normally OK. By magic, as we arrived in Granada, there was no wind. There's no substitute for local knowledge - Antonio, our local host, knows his stuff!

Arrived at Cenes launch, next to snowy peaks after a somewhat exciting drive along muddy roads with sheer drops about 9" away. Amazing views as we were close to the famous Sierra Nevada ski resort - blue skies and white mountains were spectacular.

Straight into the air for our 3000 glide to the landing field. Mary Russell & Dave Smith showed us all up with some great thermalling and height gains. Landing quality was varied ... but all pilots and aircraft were re-usable! A few people managed three flights. The launch was a lovely grassy shallow slope, just like the top of the Dyke.

We discovered that the Spanish approach to paramotor launching involves more optimism than skill and we got some incredible entertainment from locals which suggested that launch was never going to happen. When it did, a few hearts stopped as the pilot lifted his feet to miss the cars on the motorway!

Michel was unbearable as not only we left him on launch duty all day, but the picnic was down in the landing field.

For those of us whose experience is British, it was great to have thermals which went vertical away from the ridge instead of horizontally influenced by winds. Rachel had her best ever thermic flight, after launching 10 minutes before her husband and landing 20 minutes afterwards.

One other point about Michel - there are 3 female pilots on this holiday and the Gallic charm is getting some good airtime.

Someone else will report tomorrow (about the flying too).

### **Day 3 & 4 by Mark Rubinstien**

After Antonios assessment, and with sight of amazing wave clouds over the Sierra Nevada mountains we were sent to the beach for Ground Handling practice.

In conditions that began light and very variable we filled our gliders with sand as we all developed our ground handling skills and techniques - practice that was to come in good use in the days to come. The sight of 20 Brits lifting and tracking their gliders across the beach (or being pulled along as the case may be) and of Big John (Small John is 6 ft but it is all relative) demonstrating tumbling and somersaulting under his canopy attracted first the local school girls and then the young boys. Michel entertained the boys by fixing and then riding their bicycles backwards across the car park. The good news is that Big Dave (510" but then again all things are relative) squeezed an evening flight in at Carchuna - thereby preserving Michels statistic of flyable ever day.

### 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 & Ulric's magazine articles. Safer flying than Spain!

### HARNESSES

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

We are dealers for:

Advance  
Airwave  
Firebird  
Freex  
Gin  
Gradient  
Nova  
Windtech

Hang Gliding conversion courses  
Expand your window by becoming  
bi-wingwal

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!

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.

### Flying Suits

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

### Boots

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

### Paramotoring

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!



The Old Station, Glynde, BN8 6SS  
Tel : 01273 858108 Fax: 01273 858108  
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 hairy 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

Airwave Magic 3	Coming soon	DHV 2/3
Firbird Grid	80-100 kg	DHV 1/2
Firebird Hornet & SP	call	DHV 2 & 2/3
Gradient Bliss 26	80 – 100 kg	Afnor Perf.
Gradient Bright 28	80 – 100 kg	Afnor Std.
Gradient Onyx 26	80 – 100 kg	Afnor Std
Moyes Max	-	Hang glider
Moyes Ventura	-	Hang glider
Windtech Quarx 2 (All sizes)	60 – 120 kg	DHV 2 AFNOR std
Windtech Serak (All sizes)	60 – 125 kg	DHV1/2
Windtech Syncro 27	85 - 108 kg	AFNOR Perf.
Windtech Tonic	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 Silex	80-110kg	DHV3, very good cond.	£poa
Airwave Ten!	80-100kg	Thin sky gods only. As new.	£poa

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

## **From The Forum - Sky Systems trip to Andalusia 2003 - continued**

A quick visit to Carchuna convinced us all it was too windy there, but Antonios local knowledge (and vast array of people to talk to on his mobile, preferably while also driving up rocky mountain paths and eating a sandwich) led us to Loma del Gato. Taking-off at 450m, Antonio guided Mary out over the house thermal and as ever she and Big John gained maximum height and air time playing in the smooth and regular lift. John even managing a top landing (or is that an over the back landing?) before flying out and over to beach soar and land on the municipal landing slope. I bottled out on using gained height to cross the headland and make my way to the far beach, a beach that Michel only later described as the nudist beach.

Two, and in some cases three, long flights later, we set off to Carchuna for an evening flight, ridge soaring and beach landing. Michel was hoisted by his own petard when his casual suggestion of a swim after sundown was taken up and four of the less sane went for the full dunk before returning to Antonios for jacuzzi, sauna and the mother of all Paellas from Marissa.

The great joy for the whole group is the chance to enjoy an intensive period of flying to learn new tricks and techniques and have the opportunity to try them out and consolidate our skills. That and the weather and company.

### **Day 5 by Trevor Giddings**

A day which demonstrated the great range of sites available with Parapente Tropical; a day which started a little frustratingly, but which finished fantastically. First, off to Carchuna, an east facing coastal soaring site a few miles east of our Motril base, but the expected easterly had become westerly. Antonio decided an inland site would be ideal, so we set off to Orgiva, about 45 minutes drive north to the snow-topped Sierra Nevada. This site at 1600m amsl gives a 1400m top to bottom into a vast dry gravel river bed landing site. But the anabatic wind started to pick up, with signs of wave over the mountain range, so we had to postpone the pleasure – hopefully for later in the week.

Back to the coast, and a top to bottom from Alfamar, 550 amsl with a 2.4km glide to a landing on the quite small Eucalyptus beach - yes, a huge tree at one end, apartments to the side, a line of lamposts at the other end, and of course the sea on the opposite side. A bit different to some of us low airtime pilots more used to top land on the acres of Firle! A long glide into a SW head wind, over an intermediate ridge, provided thermals for the first 2 off the hill, Mary and Little Dave, who showed us (again!) how to do it, and provided a challenge for the rest of us - will we get to the landing with enough height? Most of us did, but two pilots learned how to land out safely in this mountainous terraced landscape criss-crossed with power cables small and large. Very good experience in judging a long glide.

Then to our fourth and final site of the day, La Herradura, a west facing rocky coastal soaring site dropping sheer right down to deep water, covered with apartments and villas and swimming pools, and cranes!

Building was in full swing here as in the rest of the coast, and the take off site was alongside stacks of steel reinforcing bars and cactus, just more hazards to cope with at launch, but all of us are improving our ground handling dramatically to manage with this. The conditions were very good, beautifully smooth air coming off the sea, which allowed us to get right out to the lighthouse at the end of the ridge. Many of us soared for over an hour, some for nearly two hours. We learned to read the sea for wind strength, and to push out well forward to explore the edge of the ridge lift, accompanied by seagulls. But as Barry warned us, seagulls can flap their wings to get back to land, so dont rely on copying them! Very good advice, because the beach was the only possible landing area, about 800m away from the outer end of the ridge. The

flying finished with Michel at take off videoing some of us flying silhouetted against the beautiful sunset as we all landed safely on the beach at the end of a really great day.

### **Day 6 By John Caston**

You probably don't know me but my name is John Caston from Ipswich, the tall guy with the chainsaw who cut most of the Dykes bushes last autumn. If you think those bushes are a pain, you should see what they have here in Southern Spain. A space big enough to open a glider is a premium. Somehow suspension lines always seem to find a root, rock or thorn to get caught onto. Luckily some local municipalities are preserving some launch pads and landing spots, as well as the odd beach nursery slope, well aware of paragliding tourism.

Antonio has also bought some local land such as Carchuna, a lovely 500' east facing coastal site which stretches inland rising to 1000 with excellent thermalling possibilities. The massive long beach makes this a perfect site for low airtime pilots such as my daughter Sarah who is recovering from a leg injury from an unfortunate landing in the Peak District last Summer. Sarah had already been on a trip with Sky Systems to Greece last winter so I decided to invite her to this Andalusian adventure to get her confidence back. Initially she was kept on the nursery slope to brush up on her ground handling technique. After yesterday's soaring flight on Herradura, she was looking forward to more airtime. The wind is perfect on Carchuna and everyone is soaring, some have connected with thermodynamic lift and are cruising at the low cloud base. We can see inland and over to the Sierra massive over development but luckily the coast is spared. The wind however is threatening to pick up and the odd dark clouds come by. For several days, Michel and Barry have been hammering onto us the need to practice big ears and/or speed system in good conditions in order to be conversant with it when urgency is required. Michel also always complained that we don't explore enough forward at the front edge of the lift band to give ourselves more margin and more early warning when conditions deteriorate. I found that big ears with full speed systems and body upright for drag is a very neat and stable and controllable way to avoid cloud suck. Sarah was over the moon with an hour and twenty minute soaring flight. Some of the guys and girls spent the whole day in the air, with the odd pit-stop top landing. As always, some got tempted to venture further inland and by doing so were compromising their return to the safe beach and had to learn the hard way how to land amongst plastic greenhouses, power lines and orange trees.

One more day to go!

### **Day 7 by Dave Ayres**

Hola, I am Dave "Lawnmower" Ayres. After a successful trip to Greece with Sky Systems last year, I booked onto this trip to Spain. I already knew a few people from the previous trip and the scrub clearance on the dyke where I cut down some bushes with John Caston.

Overdevelopment was forecast for our final day but the coastal climate manages to keep this inland. There are coastal sites for most directions allowing us to be confident of flying. A top to bottom task was set for Castell de Ferro (15 mins up the coast). Firstly a quick recce of the landing field where we left Barry Phillipot with a radio amongst some rotting cucumbers from the local dump (he had a Sky Systems windsock so he could stay upwind of the smell!). Dave Smith and John Templeton managed to warm up their aging bones quickly this morning and darted to take-off before the van had stopped. Mark and Dr. Gron soared above take-off for about half an hour but everyone else found small thermals around the landing field requiring big ears for the final approach to the downhill sloping site. John Caston had the last flight taking off into the sea

breeze and a descending cloudbase. We moved on to Eucalyptus beach for some more groundhandling (one bus drove to take off to be met by a mighty thunderstorm). It soon started to rain on the beach and we retired to a cafe for coffee and ice-creams. We briefly had a look at Lower Alfamar, a coastal bowl, where Mary selflessly offered to be a guinea pig but as she readied herself an angry black cloud gathered and the sacrifice was aborted.

Arriving back at base, the quick thinking Michel put together an enlightening lecture on Airmass just to tide us over till the evening BBQ - another hour and a half in his special custom Sky Systems 'Talking Logbook'.

7 days' flying from 7 sites, in February, with a tan!  
Will definitely be visiting Andalusia again.

## **Coaching Column** By Trevor McLoughlin

First of all, some stuff that should have been in the last issue, but for some reason beyond me, Paul decided to run November's column again in February. :-o

### **Computer**

I'm looking to get a laptop/notebook computer and video projector for use at my lectures and meetings – if I can get one at the right price. They'll both need to be second-hand and in reasonable condition. If you or your work/company are upgrading either of these anytime soon I would really appreciate it if you could let me know and allow me to make the first offer.

### **Q & A**

Some of you will have noticed I screwed up on one of the answers to October's questions; having read question AL2 wrongly as 'which side of you should it be on?' I answered left. The true answer to the question should have been right. Doh! John Stevens scores ten out of ten for spotting my 'deliberate' mistake. ;-)

These are the answers to last October's questions. How many did you get right?

### **Air Law**

- 1) 16 years.
- 2) They can't. Only an instructor can do so; then the passenger is 'effectively' under tuition.
- 3) Whatever height it says on the permit.

### **Flight Theory**

- 1) Solid non-lifting items in the airstream – your body, lines, kingpost etc, cause form drag.
- 2) Looking from behind, the left wing clockwise and the right wing anticlockwise.
- 3) Mainly the curvature of the wing.

## Meteorology

- 1) Called a Parhelion, they are bright spots of light at approximately the same altitude (looks like; not really) as the sun (or moon).
- 2) It's called a Fallstreak hole and is caused when freezing is initiated in thin cloud. The crystals fall out and are often visible as wisps of cirrus below the cloud.
- 3) Wind shear occurs wherever adjacent streams of air move at different speeds or in different directions.

## Pilot Lectures

I'd just like to say a big "well done" to the following fifteen people who have passed their 'Pilot' exam since attending my last series of lectures. They were all very patient whilst awaiting their results, which were delayed, sadly due to a staff family bereavement at the BHPA office.

**Paraglider Pilots were:** Paul Nicholas, Keith Simpson, David Webb, Paul Escott, Kaye Escott, Ian Gibson, Sheena Findlay, Dave Batchelor, Dave Roberts, Kevin Short, Barry Holleran, Guy Ralfe and Mick Walsh.

**Hang Glider Pilots were:** Nick Cresswell and Nick Charman.

Unfortunately, some people were one or two percent short in one of the sections of the paper, so they didn't quite make it. For those of you that were unlucky, I've arranged for a re-sit on **Tuesday 15<sup>th</sup> of April**.

If you want to re-sit your paper (you'd be daft not to), you **MUST** let me know as soon as possible so I can order your paper in time. Start time 7.30 for last minute questions, with the exam starting at 8.15. The BHPA will want another £10.00 to mark your paper unfortunately.

This exam evening is open to anyone who wants to sit their exam, not just people who came to my lectures – again, let me know so I can get your paper from the BHPA in time.

By the way, the person scoring highest in the exam was **Dave Batchelor with 99%** - great stuff Dave.

## Seaford Meeting

The last one was great, shame some of you missed it. We spoke about 'active' flying and why it's so important in springtime. We also discussed why it's so important to have your equipment checked and your parachute repacked regularly.

Despite the lack of advertising because we haven't had Windsock, these meetings still manage to attract a minimum of twenty people. I don't know about everyone else, but I learn something new at every one!

The date for the next one is **Thursday 27<sup>th</sup> March**. Topic of discussion will be SIV courses and manouvres. Have you done an SIV course? How did you find it? If you've not done one, then find out whether it's something that appeals to you. It's not something you have to do, but if you aspire to a high performance wing or XC flying it will certainly help you.

We will be showing some video footage and discussing various aspects of stalls, spins, spiral dives, b-line stalls plus of course the most important – parachute deployment. If you're not sure about any of this stuff, then please join us.

I will be there as always from about 7.15, but the main discussion of the evening won't start until 8.30 and it will finish as close to 10.00 as possible. The periods before and after are for you to chat as always to friends old and new. As you regulars know, this is how I've always tried to keep it, but some of you have kept our guest speakers talking for the whole evening in the past. As a result of this those of you that want to, have not been able to have your usual get together and have had to retreat to the bar away from the main group. Hopefully, with your support this small change will improve things for everyone. Also, please remember that these meetings are held **for you** – if you'd like to see any changes to the way I conduct them, please bring it up at the meeting.

It would also be nice to have some suggestions for topics to be covered this year too. I'll gladly research any subjects I'm not that familiar with, but it would be nice if someone else got involved too. Also, if you or someone you know are familiar with a particular subject and would like to talk about it, then please let me know. I can help produce any notes and print slides for the overhead projector etc., just bring along your enthusiasm and be amazed at the warm welcome you'll get.

**Next month – Thursday 24<sup>th</sup> April**, we will be talking about choosing your second glider. What are the ins and outs and ups and downs of buying your second wing? Having just got used to the one you're flying only to find out it's starting to wear out, what do you do?

Skywings review writer Steve Uzochuckwu will be our guest speaker, plus of course there will be the usual crowd of coaches and instructors to offer their opinion too.

### **Windy & Gusty Conditions (or One Last Whinge)**

I know I've ranted on and on about this and at the end of the day it's your life, so you make your own decisions. However, I just thought I'd mention this: I drove to the Dyke last Sunday (2<sup>nd</sup> March), it was very busy with the public and with flyers. In the ten minutes it took me to drive into the car park, turn round and leave again (I wasn't going to hang around as it was obviously too windy for paragliders), I saw two people land too far back and put their gliders on cars in the process. I also saw one person attempt to launch, get it wrong and nearly strangle a young boy with their lines.

I could not believe that people were flying (sorry, wrong word) – parking into wind and just hanging in the same spot - what do you do if it gets stronger? Ten out of ten for your take-off technique, but it was very westerly and the idea of getting trashed behind the pub didn't appeal to me.

The people in the air were once again flying lower performance wings and some even had red ribbons. Strange how none of the more experienced pilots were flying don't you think?

I wasn't there long enough to be able to say whether it had been like this all day, but having spoken to a few others since I'm of the impression it was. If you had to deploy your parachute in a strong wind situation like this, you would be in real trouble. You simply would not be able to collapse it once you landed and you would be dragged until you hit something – people have died in situations like this.

Besides, is this the sort of image we want to show the public? Being out of control, getting dragged all over the place - maybe damaging their cars or hurting their children? Is this really conducive to a continuing good relationship with the National Trust or the farmers and landowners? How are you going to feel if you're the one who loses us one of our sites (like the Dyke - our best) through total ineptitude?

Before I put the soapbox away - just a few things worth remembering:

- You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag with experience before you empty the bag of luck!
- Good judgement comes from experience. Unfortunately, the experience usually comes from bad judgement!
- Learn from the mistakes of others. You won't live long enough to make all of them yourself!

*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



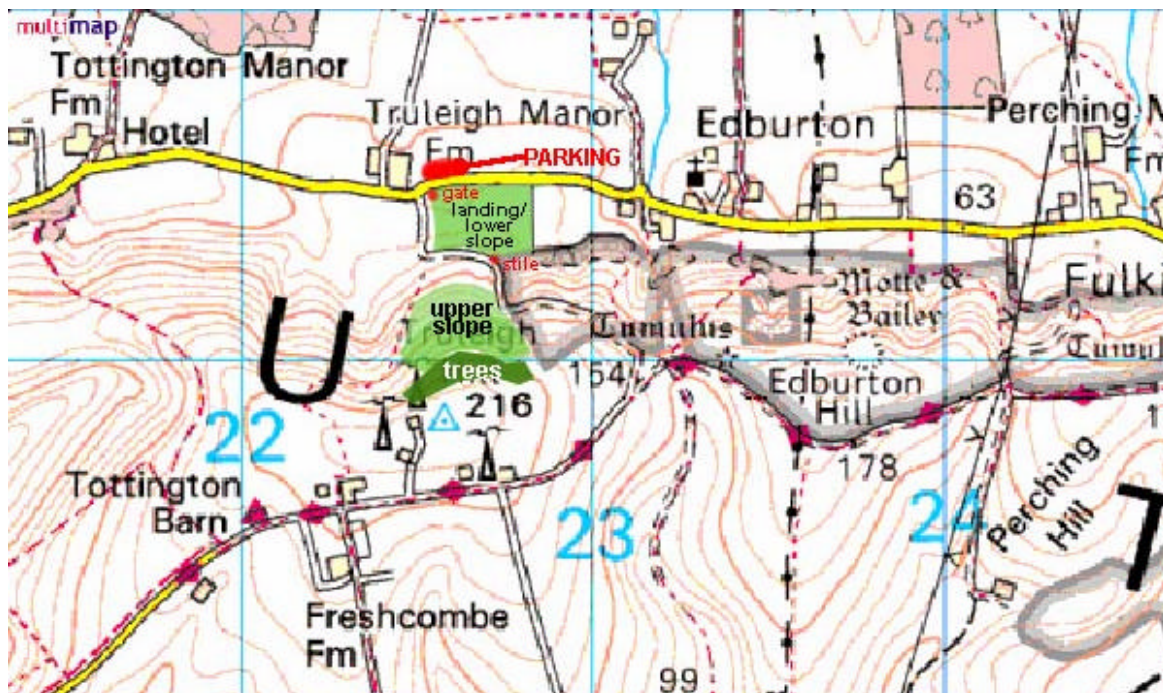
**The LOFT**  
PARAGLIDING WORKSHOP

**All Repairs  
Annual Checkovers  
Line Strength Testing  
Reserve Inspection & Repack  
Courier Pickup/Delivery Service**

**Approved repair centre for almost all Paraglider manufacturers**

**Dairy Farm, Wick Street, Firle, East Sussex, BN8 6NB  
Tel: 01273 858620 Fax: 01273 858621 Email: [Mike@TheLoftWorkshop.co.uk](mailto:Mike@TheLoftWorkshop.co.uk)**

## TRULEIGH HILL



In the pursuit of more sites and in order to unload Devil's Dyke, the Committee is pleased to announce that Truleigh Hill is now a SHGC site open to all members from CP rating.

For those who don't know, it is 400' site at the westerly end of the Dyke ridge.

It is flyable in NNW, N and NE wind directions. There is a nursery slope in the bottom landing field which is very useful for anyone needing a gentle environment to improve ground handling techniques etc. Hang gliders can easily land into this field.

**You CANNOT / MUST NOT drive to the top.** Access is through the bottom landing field at the top of which there is a stile to access the upper part of the hill. You can launch from anywhere on that slope, up to the line of trees at the top. Do make sure you launch high enough to safely reach the landing field.

It is a very good site for catching thermals, especially in a NE wind, although you must be aware of Shoreham airport's ATZ near-by. There is a mighty radio mast on top of the hill with multiple microwave dishes pointing in all directions. It is wise to give it a very wide berth.

It is a very good site to practice slope landings. You can easily fly from Truleigh Hill to the Dyke and vice-versa, however although you can top/slope land in most places along the way, there are no authorised bottom landing fields in between. The main obstacle remains the big National Grid power lines crossing the Downs between Perching Hill and Fulking Hill.

To access Truleigh Hill from the Dyke, you drive through the villages of Poynings, Fulking and Edburton. Half a mile past Edburton, you will see a small lay-by on your right just before Truleigh Manor Farm. You can park there. Climb over the gate.

There may be horses or sheep in the field, all of which love paragliding. However do not bring dogs into the field even when there are no animals.

Sky Systems is the resident paragliding school using this site extensively so please remain accommodating to students.

Please call me if you require more details.

Michel Carnet  
Mobile: 07802 737794

## **News**

New airspace maps:

1:250,000 (quarter million) "England South".  
Edition 07 released on 20/02/03.

1:500,000 (half million) "Southern England & Wales".  
Edition 29 released on 20/03/03.

## **A Big Thankyou From All Of Us**

Martin ... and all the members of the Southern Hang Gliding Club

Your club's cheque for £1,000 toward our purchase of Bell Hill reached us today.

May I express, on behalf of our committee and all Wessex members, our sincere appreciation for your club's significant generosity. Everything is gradually slotting into place, and the necessary funds are coming together, so that we should be in a position to complete the purchase by June/July time. - however, every act of generosity such as yours makes the path that much more easily negotiated. You, and your members, will have been aware that we ran a raffle with two paragliders, donated by both Ozone and Sky, as the main prizes. I know that several of your members bought tickets. This exercise raised a massive £9,000 toward our £60k goal - and I would like our thanks passed on to all those in your club that participated in helping us reach this figure.

Regards

David Daniels  
Secretary and Website Administrator  
Wessex Hang Gliding and Paragliding Club

# 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)

Sussex Hang Gliding and Paragliding has teamed up with the famous German sculpture

## **Ulrich Bockmann**

We are offering week long sculpture courses at our beautiful Tenerife farm, El Roquito. All tools and materials are provided.

Ulrich has produced fanatastic sculptures and as a tutor he is unrivalled.

The volcanic rock is perfectly suited to novice efforts, and combined with sub-tropical sunshine and Spanich cuisine...

There also happens to be a first class paragliding site within five minutes.

Course are running all summer, ring us on 01273 858170 for an information pack.

## 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)  
Proprietor : Dave Perrin

## The Small Adds

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.org](mailto:windsock@shgc.org) or by post to Paul Coidan, 17 Elm Grove, Garboldisham, Diss, Norfolk. IP22 2RY

**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

**Airwave SAMBA 32 (105-137kg)** Light blue Acpul Performance 31 logged hours Owned since new. **Not flown since serviced by the Loft £650.00 ono. Contact Mike Peters Tel 01323 521148**  
Mob 07900 016392

**Octane 95 - 115kg.** Top glider, one year old from new in tidy condition. **£950 ono.** Ring Rob on 07887 943432 to try before buying.

**Proton GT Medium.** Fantastic glider at with very little airtime at a keen price. **£800** Russell 07855 960157

**Laminar 14ST** 165-243 lbs clip in weight. 10 hrs airtime only **£2000. Java Comp £800** Tel Trev on 01273 604752

**Alinco DJ 51E** 2m radio complete with charger & additional battery pack **£60. 2M** helmet interface(With m/c open face helmet) **£25. Harness – Sky Systems SAS II** with kevlar backplate. Vgc **£ 40. Laptop** map/instrument holder **£8. Sylva** compass **£20 Tel Tony 01903 873924**

**Aeros Combat 14m** C of A. 70 – 80 hrs **£ 2300. Contact Mark 01273 812331**

**APCO ALLEGRA 85 - 105 Kg.** DHV 1/2 rigged. One owner. Logged history. **£690** ono. Contact Ian Grayland 01323 720977 or 07977 910645. You can't get more performance from a 1/2 at any price - ask any Allegra owner, or look up the next time you are flying.

**Apco Santana 28** 85-110kg including Sky Systems Probe harness, Metamorfofi 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)

“Windtech” Serak DHV 1-2. Small 70 – 90 Kg. Blue & White. Immaculate condition. Almost brand new. Less than three hours. **£1500** Contact Annie on 01273 812331 or 07976 706056

**ITV Agena 28.** Medium size, suite 75-85 Kg. Good condition, with harness. £350 Steve 01273 770166

**Clubman 140.** Low hours, good condition. Small size but flies really well with my 75Kg! £400 Steve 01273 770166

**BANISH THE COLD  
ON A BUDGET !!!  
INSULATED FLYING  
SUITS FROM JUST  
£99.00 !!!**

# PARAGLIDING GUIDED TRIPS 2003

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

## 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>*

## Annecy / 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 Annecy 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. Annecy 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>*

## Greece. 8 to 15 November 2003

A return to Greece, this time a new location for us at Thesaloniki ... an ideal holiday for non-flying partners! Sea and Sun!

*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](http://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](mailto:office@skysystems.co.uk)**