

RUMOUR

AIRTIME
hang gliding

has it



**1st League. 1st Place:
Jes Flynn, RUMOUR 155**

B.H.G.A. C.of A.

Fast, small, light, efficient and very clean, the RUMOUR is a champion performer for Solar Wings: 128 degree nose angle, 145/155 sq ft, 100% double surface tips, all new lightweight airframe featuring enclosed tip rods, enclosed keel, sealed king post hole, no keel pocket, all new low-drag cast aluminium control bar fittings with integral VB, new rubber-backed aerofoil uprights.



Solar Wings RUMOUR

Airtime Hang Gliding Ltd.
Portslade Station, Portland Road, Hove, Sussex, BN3 5SG.

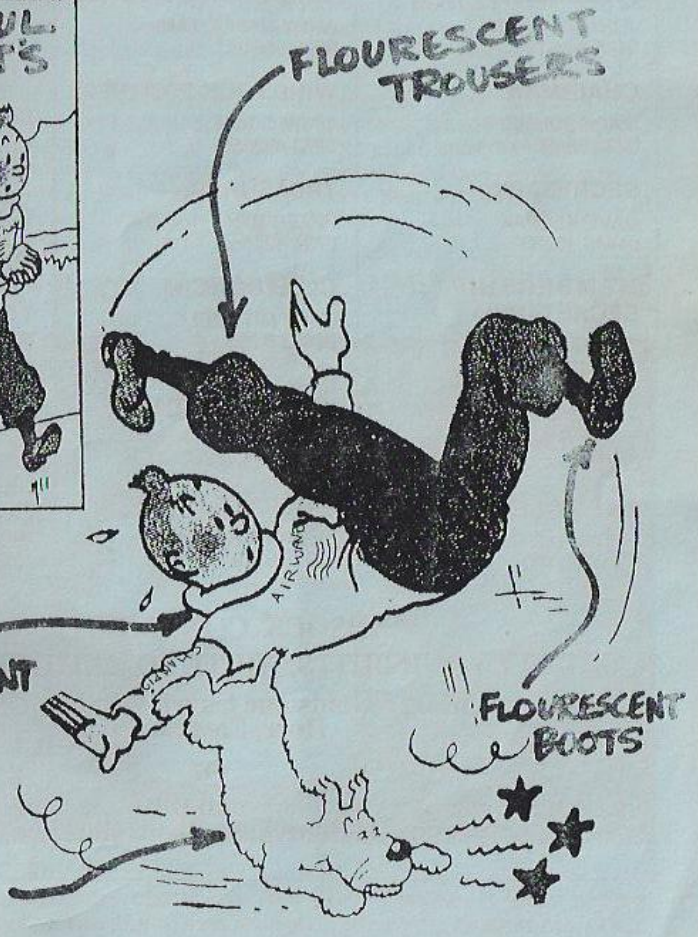
Tel. (0273) 424861.

THE MAGAZINE OF THE
SOUTHERN
HANG GLIDING CLUB

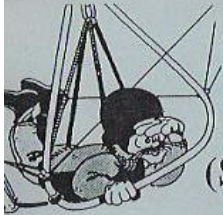


FREE TO MEMBERS
OCTOBER 1989

Wind SOCK



THIS MONTH:
FASHION WITH ROBBIE - PARAGLIDING NATIONALS RESULTS -
PNEUMATIC WHEELS - A BUMPER MUCKRAKER - NEWS, GOSSIP -
RAY SEDGEWICK'S ARUNDEL FLIGHT - AND MORE...



THE SOUTHERN ZOO (SORRY, HANG GLIDING CLUB)

Southern Hang Gliding Club
P.O. Box 36
Burgess Hill
West Sussex RH15 9YD

PRESIDENT:

JOHNNY CARR
0444 84 217

CHAIRMAN:

MARK JOHNS
0273 834984

SECRETARY:

DAVE KEEPAX
04446 45233

MEMBERSHIP SECRETARY:

TREVOR ACKROYD
0903 787896

SITES OFFICER 1:

TONY TURNER
0825 2969

SITES OFFICER 2:

CHRIS BARTRAM
0273 682499

WINDSOCK EDITOR 1:

ANDY NAPOLITAN
0273 556160

WINDSOCK EDITOR 2:

GARY COOK
0273 423650

TREASURER:

PETER DAY
0734 421481

CLUB COACH:

GARY MITCHELL
079 156 235

SAFETY OFFICER:

ROD LEES
0273 300328

AIRSPACE OFFICER:

KEVIN PICKERING
07918 6319

PARAGLIDING LIAISON:

MICHEL CARNET
0273 423650

SOCIAL SECRETARY:

ORIOLE GOEPEL
0273 419645

COMPETITIONS:

RAY SEDGEWICK
0689 49244

TOWING REPRESENTATIVE

(Hang Gliding):
MICK PERRIN
079 156 235

TOWING REPRESENTATIVE

(Paragliding):
MICHEL CARNET
0273 423650

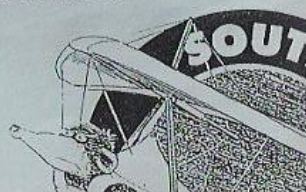
WINDSOCK CONTRIBUTIONS:

GET OFF YOUR BUTTS, WRITE SOMETHING then send it to:

Andy Napolitan, 5 Goldstone Court, Windsor Close, Hangleton,
Hove, East Sussex.

or:

Gary Cook, Sky Systems, Knoll Business Centre, Bellingham
Crescent, Old Shoreham Road, Hove, East Sussex.




Letter from the Editor

I HOPE ALL
THESE PILOTS
A-GONNA GIVE
ME SOME
FEEDBACK...



by our Guest
Editor... all the
way from sunny
Italy, ladies and
gentlemen, the
very lovely...

Conchita 

'Ello everybody of
Southern Club my
name is Conchita,
but you can a-call
me Conch if you
want it. I come over
'ere inna England
to see 'ow you all
do in' it over 'ere - the flyin' that is. Anyway,
I's a-find that this Napolitan bloke ('ese
from Italia with a name like that, no?) 'ese
a bugger off an' leave the Cook bloke all

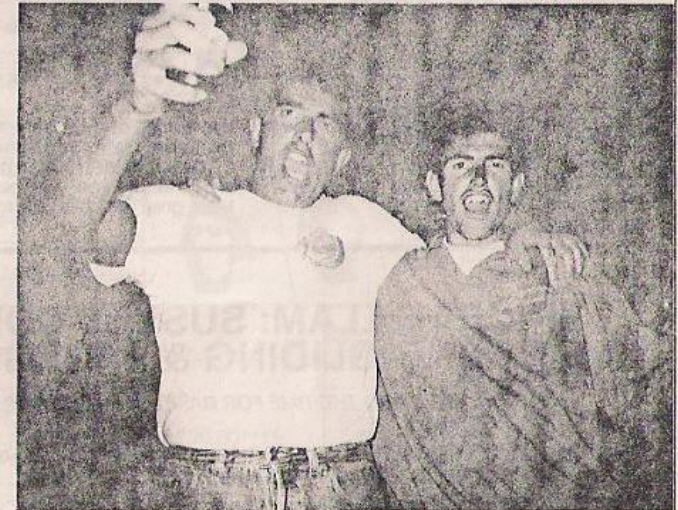
alone. The Cook bloke 'ese 'ad about
enough of it, so I offer to 'elp 'im out. E say
to me "sure Conch, get up an' make some
coffee, an' then you can be the EDITOR of
WINDSOCK if you want" Well, I want it
bad... I got the qualifications for it, I been
an editor before, you know ("Pleasure
Weekly" -it's a-publish in Milano) and I'm
ever-so keen on the men they do hand
glidin'.

So the Cook bloke he make me come
straight away to the office to do the editing.
I hope you like my touch in the club, and I
hope to meet all you boys an' girls ever so
soon out onna hill... meantime I tell you a
joke: What the difference between ridin' on
a motor scooter an' makin' love to a fat
woman? The answer is that they both pretty
much fun, but your friends, they dont half
laugh when they a-find out! Anyway, drop
me a line soon. Keep it up out there,

Ciao!

XMAS PARTY • BOOK NOW • DECEMBER 9TH

LAGER LOUTS!! Here's a nice little picture of "Judah" Johns
fresh from showing his brown eye to a drunken assortment of
interested Irish partygoers in Ager. Accompanying him on his
"spree" is "big" Kevin Pickering, of whom it was said by his
battered bunny Lorna (herself fresh from roundly thrashing one of
the same Irish pilots following an intimate Emerald-Isle
approach) "It's not the man I've been living with for 7 years".
We shoulda bloody well hope not!



DYKE BOTTOM LANDING FIELD IS CLOSED FOR THE WINTER FOLKS... DYKE BOTTOM
LANDING FIELD IS CLOSED FOR THE WINTER FOLKS... DYKE BOTTOM LANDING FIELD



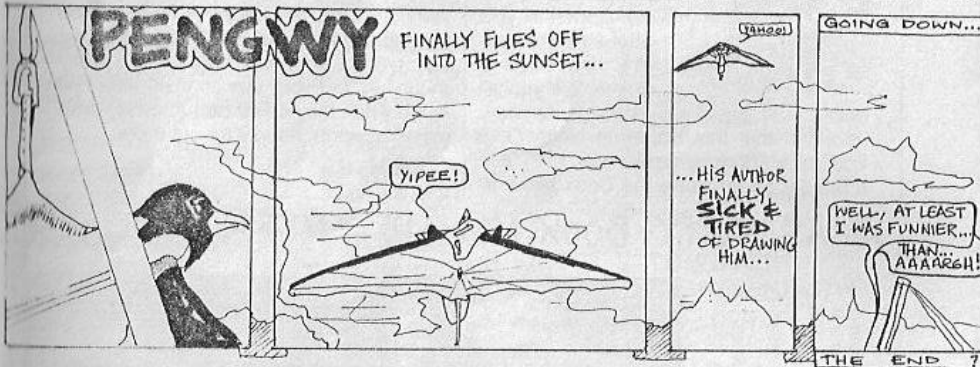
HANG GLIDING SALES AND SERVICE

USED GLIDERS FOR SALE

Magic 155 Spesh Mesh Blue L/E pink U/S £1,200
 Kiss Pink and Grey £1,500
 Magic 4 177 FR £900
 Magic 4 177 R/Bow U/Surface £ SOLD
 Magic 4 166 £1,000
 Magic 4 166 £900
 Magic 4 133 FR £1,100

Magic 4 133 £ 800
 Ace 150 RX £1,000
 Sport 160 £1,200
 Typhoon S4 180 Light & Dark Blue £ SOLD
 Typhoon S4 180 R/Bow U/Surface £ 400
 Clubman 160 £ SOLD
 Clubman 180 £ SOLD
 Large Comet £ 350
 Clubman 140 Blue U/S Blue L/E £ 675
 Always new and secondhand Rumours in stock.
 All have been fully serviced and test flown.
 RUMOUR 14.5 Rainbow U/S BRAND NEW
 Small nick in leading edge. £1,700
 2nd hand Windhaven Parachute, repacked £ 160
 2nd hand Bennet Parachute, repacked £ 160

**THE HANG GLIDING HUT,
 WEST END, COALEY, NEAR
 DURSLEY, GLOUCESTER-
 SHIRE GL11 5DZ. TELEPHONE
 0453 890767.**



Have a bit of a laugh with a SHGC Sweat Shirt, available from the Committee £7.50 each, Ideal Xmas present... small, Med, large, X-large. Light grey with Club Badge in Yellow/Black.

VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING & PARAGLIDING

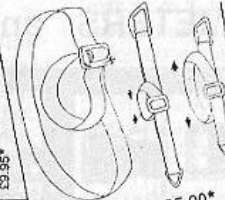
- HAS THE SITES AND THE TIME FOR BASIC, INTERMEDIATE & SOARING INSTRUCTION
- SELLS CLUBMAN AND OTHER GLIDERS. TRADE-INS, SPARES, REPAIRS, HARNESSES, VARIOS, WHEELS, HELMETS.
- INTERESTED? PHONE (0273) 609925, 733914. EARLY OR LATE AS YOU LIKE.
- 49 CHURCH STREET (LETTERS) 16 CIRCUS STREET (WORKSHOP)
- PARALOGIC 'CHUTES IN STOCK + THE £125.00 VARIO

SKY SYSTEMS

FLYING INTO THE 90's

QUALITY LIGHTWEIGHT FLYING GLOVES £10.00*
 MAGIC KISS WRISTWATCH: £25.00**

TELEGRIP GLOVES: £14.00*
 WRIST COMPASS: £3.95*



AUTOLOOP: £5.00*
 Adjustable hang loop

BOOKS

NEW! METEOROLOGY & FLIGHT by TOM BRADBURY £12.95***

SKYWATCH ASI: £59.00

ABC OF PARAGLIDING by HUBERT AUPETIT £12.00**

FLYING CONDITIONS / HANG GLIDING FLYING SKILLS / HANG GLIDING TECHNIQUES by DENNIS PAGEN: £5.90** EACH

DEFLEKTOR HELMETS: £18.00***

SUPERMOUNT Universal mount for round and aerofoil tubing. Standard thread for varios and cameras. £22.50**

BAR MITTS: £18.00**
 H/G PIN BADGE £4.15

BEN XMAS CARDS (PACK OF 10 MIXED): £2.50*

Hang Gliding & Paragliding Christmas Ideas...

SUNGLASSES

BOLLE IREX 100's: £39.00**

BOLLE MICRO-EDGE: £35.00**

SUNTIGERS: £35.00**

For the sake of your sight... the purest form of Blue, Violet & Ultraviolet blocking technology is now available.

OWENS VALLEY (Mirror lens): £15.99**

bolle

BOLLE CONTOUR. 100% UV BLOCK, 40% I-RED BLOCK £18.00**

SILVA COMPASS: £49.00**

SILVA WRIST COMPASS: £9.95*



1990 CALENDARS HANG GLIDING or PARAGLIDING: £8.50***

GOODIES:

XMAS CARDS (PACK OF 10 MIXED): £2.50*
 WALLETS: £4.50*
 HELLY HANSEN BALACLAVAS: £6.00*
 RIPSTOP TAPE: £3.00 ROLL*
 SKY SYSTEMS PARAGLIDING HARNESS: £99.00****
 MAP HOLDERS: £10.00**

POST OR PHONE THROUGH YOUR ORDER NOW - WE ACCEPT ACCESS OR VISA
 All prices shown are inclusive of VAT where applicable.
 Post and packing is extra, as follows: * - £1.00 / ** + £1.00 / *** + £1.50 / **** + £3.00
 Many more products available - call for a price list NOW.

O-zee

OZEE SUITS - the best! £69.00***

Videos

CHOOSE FROM: SUPERMAX, ZINAL CONNECTION, LANDING ON THE GOD'S HEADS, PARAGLIDING EXTREM / GEGENWIND, WALKING ON THE CLOUDS, SANDS OF DESERT, 1987 WORLD PARAGLIDING CHAMPIONSHIPS, VERTIGES (VERTIGO), ITV DEMONSTRATION TAPE

HIRE FOR 1 WEEK OF ANY TITLE (PAYMENT MUST BE BY CREDIT CARD. £5.00 PLUS 75p POSTAGE IN UK ONLY. TC BUY: EACH FILM £29.00**

Sky Systems Ltd, Knoll Business Centre, Bellingham Crescent, Old Shoreham Rd, Hove, Brighton BN3 7GS. Great Britain. Telephone: (0273) 423650. Facsimile: (0273) 423675.

Opening hours: Monday to Friday 9.00am to 5.30pm. Saturday 10am to 4pm

SKY SYSTEMS

24-hour ansafone



PHONE US on (0273) 423650

DAVRON



VARIO'S, ALTIMETERS and ACCESSORIES

**AIRWAVE
AGENT
FOR
LONDON
AND THE
SOUTH-
EAST**

Slots
booked,
secondhand
KISS and
M4.

Phone to
arrange a
test flight /
slots, etc.

DAVRON
VARIOS AND ALTIMETERS

- FEATURES
TEMPERATURE COMPENSATED PRESSURE TRANSDUCERS, AUTO ZERO VARIO, ADJUSTABLE THRESHOLD ON AUDIO, 3 DAMPING SETTINGS, DUAL ALTIMETER ZEROS, QNH AND OPE.
- DAVRON 100, £140
SOUND ON UP OR UP AND DOWN, RECESSED CASE FOR FLUSH FITTING OF THOMMEN, DIPLEX OR DAVRON 200 ALTI. COMPLETE WITH ROUND FITTING CLAMP.
- DAVRON 200 AUDIO VARIO, £99
- DAVRON 200 AUDIO VISUAL VARIO, £125
- DAVRON 200 ALTI, £129
- DAVRON 200 ALTI VARIO, £225
VERY SMALL, 67x35x27mm. IDEAL FOR PARAPENTE OR HANG GLIDING. CLAMP FITS ROUND AND AEROFIL TUBE.
- DAVRON 500, £255
VARIO/ALTI, SOUND ON UP OR UP AND DOWN, ALTI 0-6,000 feet.
- DAVRON 500 PLUS, £269
VARIO/ALTI, SOUND ON UP OR UP AND DOWN, DUAL ALTIMETER AND STANDARD PRESSURE SETTING, 0-20,000 feet, REF SCREENED 500 AND 500 PLUS COMPLETE WITH AEROFIL OR ROUND TUBE CLAMP.
- EXTRAS
TOTAL ENERGY HEAD £20, PROTECTIVE BAG £4, AEROFIL CLAMP £16, REF SUPPRESSION EYE, WRIST AND LEG CLAMP FOR 200 £6, SMALL AEROFIL OR ROUND CLAMP FOR COMPASS £4.
- AIRWAVE AGENT, SLOTS BOOKED FOR KISSES, 4's and CALYPSOS.
- DAVRON ELECTRONICS, 1 CHURCH ROAD, KESTON, KENT, BR2 6HT. TELEPHONE: 0689 56723 OR CONTACT YOUR LOCAL DEALER. PHONE FOR DETAILS. PART EXCHANGE WELCOME.

**SPORTLITE AGENT FOR
THE SOUTH-EAST**

Good selection of new and
second-hand paragliders



SPORTLITE

**SYNAIRGIE HARNESSES DAUPHIN £350.00
INTEGRAL £265**

AIRTIME HARNESSES from £245

**SWEATSHIRTS / TEE SHIRTS /
COMPASSES / MAPHOLDERS / DIPLEX
2ND HAND VARIOS/ ALTIMETERS ALWAYS IN STOCK**

DAVRON

1 Church Road, Keston, Kent BR2 6HT

0689 56723

Mitchell's Monthly

by Gary Mitchell

CLUB COACH COURSE POSTPONED!
Bob Harrison has broken both his ankles in a non-flying fall, so the course will be put back until early next year. If anybody wishes to go this year, give MARK DALE a ring and he'll try to fit you in with another Club.

Meanwhile in the "Southern I Don't Need Any Advice From Anybody Club" it's getting to the end of the XC Season: It's been a good year, nobody killed so far, although a few people have tried hard! They, of course, don't read drivel such as this - they belong to the "I was flying along then this gust hit me from behind and I broke both my uprights not my fault" school of flying. Sorry, but there's no such thing as "not my fault". From the moment that you leave the ground, you're responsible for what hap-

pens, so when you make a mistake ADMIT IT TO YOURSELF, even if to nobody else... learn from it, and try to make sure that it doesn't happen again...

Which brings us onto the joys of winter flying - no sea breeze to cut the day short, and generally smoother conditions if you avoid high winds. It can be a good time to build up experience, from top-to-bottoms to 360's, top landings, etc. Use the time well, don't just wait for windy days when you can gale hang. You learn more from a well-planned top-to-bottom.

CLUB COACHES? NOBODY USES THEM.
Are Southern Club Members thick, is the funny mushrooms or too much lead in the brain? Oh, sorry - I forgot, we're all perfect, don't want any advice, the uprights were an act of god.

I think I'll just bang my head on the wall a few times and make myself happy.

CLUB COACHES:

JANE STEADMAN: Redhill.

0737 765510

ADRIAN CAPLE: London.

01 660 0824

ZOE HUMPHRIES: Crawley.

0293 27662

KEVIN PICKERING: Hassocks.

07918 6319

JOHNNY CARR: Wivelsfield Green.

044484 217

TONY HOBDEN: Brighton.

0273 600928

EDDIE BILOUS: Brighton.

0273 411239

MARK JOHNS: Hurstpierpoint.

0273 834984

NOEL VENN: Reigate.

0737 221023

DAVE KEEPAX: Burgess Hill.

0444 245233

JOHN YOUNG: Biggin Hill.

0959 71706

MARK FISHER: Hurstpierpoint.

0273 832478

CHRIS BARTRAM: Brighton.

0273 682499

GARY MITCHELL: Nr. Henfield.

079156 235

RON RICHARDSON: Bromley.

0689 56723

PAUL GREEN: West Wickham.

01 462 3630

Note also that coaching to F2 level is available for paraglider pilots... contact Gary Cook at Sky Systems on 0273 423650 for details.

SEE Y'ALL AT THE CLUB NIGHT on
MONDAY 6TH NOVEMBER

Meet at 8pm at Devil's Dyke Pub for a
chat and a few beers

Be there or be somewhere else **

** you lazy SOB's

Hot Poop

CAPTION CONTEST: After being deluged by hilarious and witty captions for Trevor's photograph published last month, we publish here the winners:

- 1) "Is that a canoe in my pocket or have I just broken another upright"
- 2) "Oh no - 14. This is bound to get in Windsock and everybody will laugh and that cute little redhead will never..."



No South Westerly site? What about Mount Caburn - it's **EXCELLENT**.

Get well soon to **BOB HARRISON**. When he was checking an overhang in Greece, it gave way on him, dumped him and he broke both ankles.

El Presidente...

He Say...

Dear members,

There is another Johnny Carr appearing on the hill these days, it's ok he is not an imposter he is my son!

Johnny has been on a paragliding course at SkySystems and he **LOVES** it! He had his first top to bottom at the Dyke a couple of weeks ago. His words to me were when he got home

Firle Car Park must be used more. And we still need lots of **Hard Core** to flatten the drive.

Well, it looks like we'll be changing the name of the Club to **Southern Paragliding and Hang Gliding Club**. Any objections?

Johnny Carr has dubbed our erstwhile Chair Person Mark Johns as "**Judas Johns**". Please contact us if you know **WHY**.

Bad news on the Southerly Beachy T/O. There's a possibility we might lose it. **IN THE MEANTIME IT IS IMPERATIVE THAT WE OBSERVE THE RULES THERE - Armbands / Flags / Sign the Logbook and STUFF LIKE THAT.**

THE BOTTOM FIELD AT THE DYKE IS SHUT AGAIN NOW. £10 A HEAD FOR THE PRIVILEGE OF LANDING IN THIS VALUABLE PIECE OF ARABLE LAND.

Sincere conatulations to all Members of the current Committee - all showing a very mature approach to their roles, attending meetings with files, pens and pencils and information to hand. Especial mention must go to **Dave and Mandy Keepax**, the dynamic duo - well done to all - very professional chaps and chapesses.

"Dad I now know why you had to keep going up the Dyke and spending all my Christmas present money on flying all these years!" So, look out for him and say hello as he would love to meet everyone!

At the time of writing this I am awaiting the British Paragliding Championships which I am going to win on my super large dual Falhawk. I am sure it will be a spectacle worth watching and holding it here in Brighton will go a long way towards cementing our two sports together..!

Carramba..!

If you have an accident, however minor, please take the time to fill in the form below and send it to Rod Lees, the Safety Officer:

ACCIDENT REPORT

NAME:

ADDRESS:

SHGC NUMBER:

PILOT RATING:

DATE OF INCIDENT:

LOCATION/SITE:

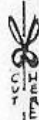
TIME:

BRIEF DETAILS: (Please include flight details, equipment, names of any witnesses, damage to third party, etc.)

DIAGRAM:

NOW SEND THE FORM TO ROD LEES, 22 HEMPSTEAD ROAD, SALTDEAN, BRIGHTON BN2 8QD

IF YOU DON'T WANT TO CUT UP YOUR WINDSOCK COLLECTION - MAKE A PHOTOCOPY.



MINUTES:

MINUTES OF MONTHLY MEETING at Devils Dyke Pub. 04 OCT 1989

Apologies: M Perrin
P Day
C Bartram
G Cook

Absent R Sedgwick
R Lees

1. OPEN DAY/CHARRINGTON'S

Ray Sedgwick still has not contacted John Pendry

2. BEACHY HEAD

The Eastbourne Council has had its meeting. But we do not at this time have a copy of the Council minutes. Johnny thinks that we will lose the cliff take off !! (check this when Council minutes finalised)
Johnny Carr will get the minutes of the Council meeting. JC

3. BOTTOM LANDING AREA IN GRASS AT THE DYKE

Michel will liaise with the Farmer to get the Winter landing rights, after the field has been cropped MC
The landing area in grass will be a long term ongoing situation. Michel to advise. MC
NO BOTTOM LANDINGS IN THIS FIELD UNTIL FURTHER NOTICE.

4. FIRLE

All members should use the 'S.H.G.C. ONLY' car park, 360
A sign will be provided to identify the car park. The suggestion that Pete Rollinson should be involved as he made a good job of the one at the Dyke. PR. TT.
A thankyou presentation of a Crystal Vase to Mr Will Hole was passed by the Committee. The vase will be engraved and presented by Tony Turner for Will Holes co-operation with bottom landings. TT
Hard Core is desperately needed to fill in the ruts to the Official S.H.G.C. car park. COME ON PEOPLE: EVEN IF ITS ONLY A BUCKETFUL; GET IT UP THERE:

5. S.H.G.C. SITES GUIDE

Chris Bartram has no quotes yet, he is still in the compiling stage. CB

6. CLUB COACHS

Bob Harrison has broken both ankles in a non hang gliding accident. All Club Coach courses are cancelled until further notice. A card will be sent from the Club. OG

7. CLUB TROPHIES

All winners will be decided by 31st Oct. Dave Keepax to supply all Committee Members with a list of the trophies available. DK BELOW:-

1. BEST NEWCOMER
2. BEST NOVICE XC
3. MOST IMPROVED PILOT
4. SUSSEX LONGEST XC
5. SUSSEX XC LEAGUE
6. SUSSEX XC WEEKEND LEAGUE
7. THE RON STEADMAN CUP (BEST P2)
8. DYKE XC RECORD
9. XC PARAPENTE
10. MOST IMPROVED PARAPENTE PILOT
11. MARTINI TROPHY

Trophies for presentation at the XMAS Party.
Suggestions for humorous awards, regarding those friends (or otherwise) of yours whom you consider to have performed a 'Trophy Worthy' deed !!
Please contact Dave Keepax.

8. CHRISTMAS PARTY

The Christmas Party will be on the 9th December at the Dyke. The room has been tentatively booked for 100. Last year the numbers were in excess of this, therefore a form will be printed in Windsock asking all members to co-operate, and SEND BACK THE FORM ALONG WITH YOUR PAYMENTS FOR THE TICKETS PROMPTLY.
Ticket price 10.00 per head.

12. PARAGLIDING SITES

Beamish Bowl; WHICH is the Motocross course at the rear of Truleigh Bowl has been tried out for Parapente, but the owner wants 50.00 per day to fly it. This will not be a Club site.
Jack & Jill; Still to be authorised. MC
Mt. Caburn, Tony Turner to discuss with Vince Hallam.

13. A NEW NAME FOR THE S.H.G.C.

Michel suggests we start looking for a new name for the Club as Paragliders are half of the Club. He also states that the B.H.G.A. and B.A.P.C. are amalgamating.

14. CLUB NIGHTS

First Monday in the month, at the Dyke

16. COMPETITIONS 1990

A planning meeting is to be held to action next years competitions. It is noted that Johnny Carr is very keen to be involved in Competitions again.

17. MEMBERSHIP

Congratulations Trevor Ackroyd. Good reports abound from new pilots receiving site guides and info almost by return of post.

MEETING CLOSED

NSXT MEETING: The SECOND Wednesday in the Month: 08 November 1989

DK. 05. Oct. 1989. 11

Letter

20/9/89

Dear Ed.,
I read Kev's letter in Wings1 about airspace and noted his suggestions that all would be CPCs (P1s) should pass a PPI standard exam before they are allowed out of the school.

Once again people have been breaking the rules and as usual the low airtime P1 pilot is being used as a whipping boy for the whole business because this group of people are least able to defend their own interests.

It is already difficult enough to get a CPC [P1] and in the last two years the goal posts have been moved off the playing field and outside the stadium!

He raises some issues I'd like to tackle

1. Raising the P2 to XPC level does not address the problem of existing P2's making sure they remain current after the rating has been obtained.

2. It is a well known BHGA policy that no-one should go XC before P2 [see Wings1 issues past for details]. If your P1's don't

discuss new things with senior pilots before having a go they have an attitude problem. 3. Pilots should be disciplined for breaches (but only after a proper hearing), rather than making the system harder for those following. [It won't take many breaches before there are no pilots following... prevention not cure surely...ed]

After all the D.O.T. don't extend the highway code section of the driving test every time someone jumps a red light [No but at least the driving test ensures that the driver knows what a red light means and where they are found where as the offending pilot almost always is unaware of what or even where airspace is...ed]. Simply put, ignorance is no excuse. It is not difficult to find out about airspace.

4. You can only make things so difficult and people will stop trying. When that happens the sport will stagnate. I doubt I'll bother with the new system and will simply keep my old P1. Negative? Maybe. I can either enjoy my flying or do XCPC tasks. I won't be able to go XC or fly some sites but I can live with that.

Safe flying outside regulated airspace,

Steve Vzochokwu, Maidstone.

The team 'Southern Zoo' led by "Rocket" Ron Richardson flew well and won the first European Airwave Challenge: well done chaps.

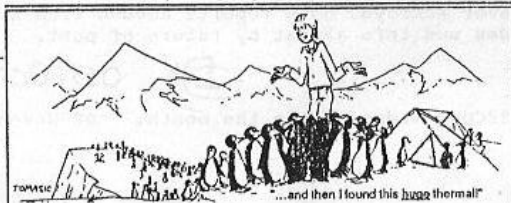
I don't know what has happened locally but I'm sure that the Hot Poop/Muckraker crew have hidden in toilets and dustbins to bring you the latest scandal. As for myself I have supplied the Ed with a few choice photos and provided they come out they should show what a mundane time we all had in the 'Pair of Knees'. Anyway that's all for now.

Cheers, Mark

Chairmans Letter.

by Mark Johns

As another Windsock drops onto your carpet my "nearly a suntan" is fading into nothing. I am pleased to say that the Southern Club did the UK proud at Ager where I picked up the slight discolouration (Try penicillin..ed) and yes your chairman did manage to pick up a few points to help us achieve our glorious first place. Well someone has to tell the world of my incredible win on the last flyable day where I decimated the opposition by..(That's enough of that..ed)



Join the champions!
Phone 079156 236

AERIAL ARTS

Aerial Arts Ltd
Truleigh Sands
Truleigh Manor Farm
Edburton, Henfield
West Sussex BN15 9LL

CHASER-S

Approved A1 Primary Company No. DAU/9056/86

With Full BCAR Section 5 type approval

AERIAL Attack

Your Chaser needs you!
Phone us now to arrange a demonstration flight at a site near you.

Suddenly the skies are full of Chasers. Ever since our glorious victory at the Battle of Haverfordwest new recruits have been signing up to join the Chaser Squadron.

Not only the champions, but club and student pilots are volunteering; eager to experience the unique combination of outrageous performance and friendly handling for which the Chaser is renowned.

If you have not yet come face to face with the Chaser, we warn you that all resistance is useless! Even battle-hardened veterans have been seen recently reaching for their chequebooks at the mere sight of a Chaser in flight.

Mumblings of a Low Airtime Pilot

Part 2

by Peter Bruce

Well at last forecast looked good to try 2nd attempt to soar but this time at the Dyke, I took full advantage of request in Windssock and duly phoned up an observer and agreed to meet at 8.30am at the Dyke. After getting confirmation from observer conditions were right got glider rigged, and after briefing took off with a few nerves as previous first attempt at Isle Of Wight resulted in me stalling in a turn.

Take off seemed ok to me and turned left after finding stirrup. turned again too far out as usual, turned again after next beat getting further out of lift band, well bottom landing resulted.

Back on the hill (observer even brought my car down to collect the glider) I was told error of my ways. To date always kept my stirrup behind velcro in harness to release just after take off which worked well for top too bottoms-just-but to ridge soar it was not on, I had to take hand off control frame (which was bad news) to pull stirrup out of pocket secured with velcro. Seems obvious now but we all learn. Duly rigged again [Sounds like a helpful bloke..ed] and concentrating on getting it right took off with stirrup bouncing round my legs, no broken shins as it lifts high when glider pulls on harness. Doing it this way got me into prone faster and safer than before.

My red ribbon streaming like bad news kept other gliders away (thanks mates) and allowed me all the manoeuvres and errors I made during my turns (polite way of describing anything short of a wingover) Well I kept in ridge lift going back and forth till conditions eased and I found myself scratching lift below T.O. but close to the ridge it worked and as conditions changed

I had enough height to take me back over T.O. point.

All went well till conditions changed again and this is where I should have gone for a bottom landing like four others did but no I had got away with scratching the hill before and I felt (wrongly) that I did not want to go down yet so I scratched around for lift again tight along the ridge-too tight- no I did not go in yet.....Working west along ridge (no gliders at my low height or below me) I tried to make it to that small bowl-I would get some lift there I thought-but it curves round dunnit? (Most bowls do have something of a curve to them... ed) I hit sink just before the bowl which put my wing tip clipping the grass, I pushed the bar out but got little reaction from the glider so tried a flare to make impact more tolerable.

Landed (Crashed impacted came to rest) about half way down Dyke but thank Christ above tree line, the push out on the control bar had eased my speed so that the final damage report was just a tip strut bolt broke-strut itself ok- on the wing that touched slope first.

I know a lot of you have heard it all before but for those of us with low airtime attempting to soar for the first time is when you are most vulnerable-no-one can hold your hand up there!

I have learnt a lot on my first 25 min flight and as it seems you double your airtime to date each time you try I can only hope I make it through.

I hope above rendition may be of help to others and please ensure a phone call to the club coach or officials who have agreed to give up their time to advise you-free. Take advice from a guy who is just watching you and your mistakes when you are at your most vulnerable stage in your hobby. It's rare to get guys who are at the top to give time to an individual (and I must commend the club on this move) so use the phone to get your own personal instructor for at most the cost of a pint and a lunch.

Champion News

Fashion Tips by Robbie Whittall

Pink, yellow, orange, blue... do these colours mean anything to you??

During the paragliding league, these colours were out in force. The question is, can all the rather straight hang glider pilots and ex-hippies see themselves wearing flouro colours in the future? My feeling is that one of the reasons for paragliding being so attractive to the general public is because of the bright and different colours which have taken the REST of EUROPE by storm.

I love flouro clothes, but find myself wearing them only on the continent because of the lack of fellow wearers in England (red white and blue are still holding their boring force). If you're not convinced, then buy yourself some underwear in flouro and get used to them, then gradually work your way out to the visible parts.



See you all soon (probably in the same old colours),

Robbie Whittall

Wheel Meet Again

by Trevor Ackroyd

Your Friendly Membership Secretary

"How do you bend an upright when your glider has tractor wheels on Trev'?" (Muckraker August).

Answer... all too often I'm afraid.

But think what might have been had I not been wearing those wheels! they saved me from certain injury on at least one occasion, of which I'm certain I would have had broken wrists for sure and probably worse. I couldn't lift with my right arm for a week as it was; ruined my love life.

The point is I'm into hang gliding because I enjoy the sensation of flight not because I like taking risks, and I'm positive that wheels (and I mean pneumatic-tyred wheels, not those token little plastic things) reduce the the risk associated with taking to the air, or rather getting down again.

Wheels may involve a little extra weight and drag and I've possibly gone down a few times because of it. Who can say? As it is I'm often up for as long as other folk on more efficient wings and more often than not I often elect when and where I land. Well maybe 50/50 and perhaps not quite where or how I intended.

We all make mistakes even John Pendry can break his arm (miaooow..l..editors) I personally would prefer to trade a small percentage of performance for what I consider is a much greater element of safety.

I've heard one argument against wheels, ie "If they are there then you are going to need them". Carelessness creeps in because you know the wheels are there and you rely on them to save you. Maybe so, but I bent most of my uprights before I started using wheels. Only then I used to do two at a time and maybe the base bar as well!

In short you can take the piss about my bent uprights all you like "C'a ne fait rien"

Just you lay off my pneumatic wheels!

MUCKRAKER

with Conchita

Captain Ray Sedgers seen in action at Ager... Approach is downhill and upwind, but suddenly changes to uphill and downwind... A crowd of **SPANISH TOURISTS** are scattered like **NINEPINS** and one Captain Sedgers is splattered in a **HEAP of COW SHIT**. He was later awarded a plastic bag of same excrement...

MUCKRAKER'S CRUNCH of the MONTH goes to **PETER MYERS** - totally unable to get his wings level at Firlé, he takes off anyway. The immediate sharp turn into the hill leaves Pete wryly reflecting on the benefits of a preflight check as he surveys the mangled machine and notices the luff lines twisted round the back rigging wires...

MUCKRAKERS BRASS NECK AWARD this MONTH goes to **Eddie "Slaphead" Horsefield**, who had the sheer nerve to take a day membership off of someone at the Dyke recently!!! Rumour has it that he'll be putting that towards his next year's membership - which on past experience is due to us in about 2 year's time.

RAQUEL SLUDGEWICK? Who dat?

Is **MICHEL CARNET** teaching a new technique to parapentistes at the Dyke? The **TREE LANDING** has been achieved by

some students, while another has been seen pinned against a barbed wire fence...

MUCKRAKER can now reveal that the **NEW SOUTHERN STAR**, **MARK "RAMBO" CHICK** is not only NOT a member of this club, but his membership of same lapsed in **MAY 1988**...

FIREWORKS on MAM TOR on the Saturday of the **AIRWAVE FINAL**... **Captain Sedgers** finds out that "**Rocket**" **Ron**

I'M A DOWN ONNA MA'KNEES
BEGGIN YOU ALL FOR SOME
MAIL INPUT



Richardson has been put down as **CAPTAIN... BAG LADY** is drawn into the fray, and it takes **BIG KEV PICKERING** to pour oil on the troubled waters... **NEXT DAY**, **SEDGERS** "washes his hands" of all future competitions! (Can we have that in writing, please, Ray?)

AERIAL GARDENING AWARD this month to **Gary Mitchell** (Author of Mitchell's Monthly)... while scraping low at the Dyke recently, he decided to go for the freestyle bush trimming... The resultant sharp 90-degree turn is then swiftly diagnosed as a "fly on the wall"

landing with only a bent upright to show for it...

Trev "Upright" Ackroyd becomes an automatic member of the one foot landing club... trying desperately not to put his bent upright score into three figures, he sacrifices a foot in a **Rabbit Hole** (surely not the old foot in the rabbit hole trick... eds),

and then he drives all the way back from Spain not realising he'd broken a bone...

On the Second (blown out) day of the Paragliding Finals at the Dyke, **Sholto Douglas** mentioned to astounded all and sundry that he would like to improve his technique by staying "right up Andy Nap's arse". What about your flying though, **Shultz?**

SLAPHEAD DAVE goes into a motorway toilet in **FRANCE**. "Great, they've got showers, but where's the **TOILET?**"

Best landing award to **MARK "JUDAS" JOHNS** - for hitting first **A TREE**, and then **A CAR** at Ager...

After he **LEFT HIS DAUGHTER JOSEPHINE** stranded at the Dyke pub and drove all the way home without noticing she was missing, the **BEANS** were **SPILLED** on **IRWYN JEHU**. While she was waiting for her retrieve, Jo let slip that Irwyn "likes wearing Mummy's dresses". Perhaps he

should team up with Sedgers, and they could borrow **COLIN JOBEY'S** tights.

Snippets from Ager: Club Pilot **PETER O'DONOVAN** manages a landing in the **BAR TORRES CAR PARK**... **SUE BROOKES** top lands after two seconds, two feet below take off... **MARK "Judas" Johns** displaying the usual impeccable behaviour - indulging in a mooning contest in the bar with the Irish... **Richard Lever** decides to put his tent up in the middle of the landing field. He is later used by his **FELLOW PILOTS** as a doormat, then as a windsock! Later, the same unfortunate gets his toe almost bitten off by **MARK LAVENDER** during the night... motive unknown...

Bad luck to "**big**" **Kevin Pickering**, wrote off his **AUDI QUATTRO** trying to avoid a mad frog who cut him up and then made a getaway with his lights off! (Good story Kev, but will the Pru go for it?)

HALL OF SHAME: THE FOLLOWING MEMBERS STILL OWE MONEY TO THE SOUTHERN HANG GLIDING CLUB

Alan Weeks (2 years) - "Rambo" Chick (2 years) - Steve Vatcher (3 years) - Eddie "Can Pay Won't Pay" Horsefield (last year) - Richard "Car Spotter" Halpin - Colin "Fly Straight At Yer" Wills - Derek O'Fee - JOHN PENDRY - MONIQUE AMMAN - Joe 90 - Dave Ashley - Captain Sedgers - Elkie

Brookes - Jean-Francois Gollin le Belgique - "Spanish" Joe Hayler - Zoe Hump Free - JUDY LEDEN - ROBERT WHITTAL (World Champion) - Bill Newton - THE PHANTOM TRAFFIC WARDEN.

GOD SAYS ...

FLY LIKE HELL AND
YOU'LL GET THERE
SOON ENOUGH!!



Contact Ray Sedgewick (Sedgers) for details of all up-coming competition events. Remember, these comps. are open to **ANY CLUB MEMBERS** from P1 upwards, and Ray is on the lookout for team members. Call the man on 0689 49244.

Get
Hold of
THIS

THE WINDSOCK
THAT DIED OF
SHAME PRESENTS
(IN ASSOCIATION
WITH GOD)



YOU DID WHAT
AT AGER?

WHERE'S
CONCHITA
NOW?



Training News

from "fast" Eddie Bilous

It's time to help fill up the pages of Windsock with my usual drivell! As you probably noticed we (Free Flight Hang and Paragliding School) have got a nice shiny new van with nice shiny advertising on the side, but don't get the wrong idea we's still not making any money!

You'll also notice the school's name changed slightly to include Paragliding. Our intention is not to open a Paragliding school or issue licenses, it is to use paragliding as an aid to hang gliding tuition. On light wind days when a slower flying aircraft is safer, when the poor student becomes pissed off with lugging a hang glider around, and of course for the underconfident student. Paragliding I'm sure will help to bridge that gap which exists in hang gliding tuition at the moment.

Of course lots of politics are involved and we were supposed to have permission from the governing bodies on the 1st Sept - but so far nothing. Hopefully by the time this is printed we shall be all stations go, otherwise I've got five brand new canopies for sale.

Thanks to the staff at Sky Systems my Paragliding skills are developing in leaps and bounds. Got about 15 hours now but am still trying to master the act of top landing in moderate winds and without doing a fence job!

The last month has not presented us with many solo days but we have been involved a lot with glider conversions and soaring courses which have so far gone extremely well. Been doing some two man on the new Gemini as well with no probs.

The vision is still about the best intermediate around with nice new shiny aerofoils. We haven't had any disasters in the school yet apart from a leading edge and a Clubman upright, apart that is from Trev, whose ankle is in plaster after a landing in Spain.

We are also using Kelvin's skills as a trike instructor to help out our CPC's. Works well actually- before the student goes soaring he can be taken to a nice height to practice stalls 360's etc well out of the way of other aircraft.

So as you can see we are now offering a much more professional package for our students which works very well indeed.

I have seen and heard of 3 separate pilots at the Dyke flying without helmets on a Hang Glider - this is after having a Hang Check! Bit naughty that!

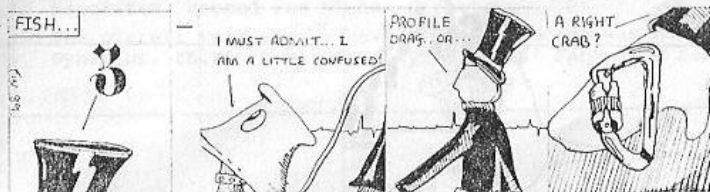
After a long training experience Trevor is now a fully fledged instructor - pity his ankle's in plaster! If you have ever thought of becoming an instructor remember it takes about a year! So far we have passed about ten P1/CPC Pilots and they have joined the club, about right that.

With not much ab-initio training now we are running a few trips to Wales etc as we have permission to use Rhossili. If you are a low airtime pilot this is the time of year for building up your hours. Conditions are smoother and airspace is generally less restricted. Have also sold two small Gypsies from Skyhook for lightweight pilots, so I shall be very interested to see how they perform.

About a month ago under a huge Cu-nim we watched in astonishment the birth and development of a tornado over Trulliegh! That's right-a genuine high fat twister! I went and hid, under the bed!

It seems some very interesting things happened to our pilots in Spain, no doubt we shall be hearing about them soon! Latest interesting news I've had concerns a pilot at Fille who rigged his glider incorrectly was told it was rigged incorrectly then promptly took off-piled into the hill and ended up with a bent leading edge and broken uprights!..(Give me names give me names!...editors). That's all for now,

Eddie



From Firle to Arundel

By Ray Sedgewick

English translation by Andy Napolitan

When I arrived at Firle it was 9.30 am on a post cold frontal day with the wind a steady 15 mph ENE and looking good. I had chosen Firle in preference to Ditchling Beacon partly because it was a site that I know well and anyway I was not sure there would be anyone else flying there, but mainly because I had been inspired by "Postman Pat's" recent record breaking flight to Worthing from this site.

I was rigged by 10 am and flew for half an hour in steadily improving conditions with thermals becoming stronger and more frequent until I spotted another pilot arriving and landed to have a chat. The flyer turned out to be none other than "Pat" or "stamp em out Dave" as he is known to paraglider pilots, himself. We went for a pot of tea at the local farm shop and talked of Pendry's flight from Firle to Brighton in days of yore and joked about me breaking Pat's subsequent record to Worthing.

We got back on site round about 11.30 am to find the wind had gone of to the east and strong cycles of lift had set up. We took off and flew around in the lify but broken thermals and spent some time being thrashed around in the bowl East of take off, trying the quarry 2 or 3 times but without much success. The wind picked up to around 16 to 18 mph as Dave 'Kingpost' Keepax, Kevin 'My girlfriend is a total psycho' Pickering and Johnny 'Comeback' Carr arrived and started rigging. At this point I decided to come in to land so I flew over to the quarry at 300 ft to set up my landing approach and undid my zip. Trouble is that as I reached the quarry I flew into a thermal that was too good to ignore and although it was a bit broken I worked it and stayed with it as it drifted over the back on a SW'ly course.

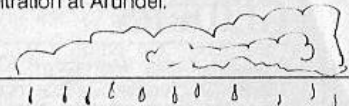
Suddenly instead of thinking about my landing approach I found myself level with Beddingham and on a cross country flight. At this point the thermal broke up so at 1,400 ft I set of on a glide towards Brighton hoping to at least clear the river Ouse. Better than that though I contacted a small but smooth 2 up from the fields below which got stronger the higher I got and I was able to work this to cloudbase at 4,500. This thermal turned into a 6 up but all the time my drift was toward the sea and as I did not want to be trapped on the coastal side of Brighton where there was an active sea breeze I set a NW heading to arrive level with Brighton inland where all the best thermal sources are.

When I fly my ACE SPORT I tend to set my VB trimmer at about 10 - 12 inches and leave it for the duration of the flight not pulling on full VB for the glides as I feel this tends to decrease my sink rate.

At the outskirts of Brighton I topped up with small blobs on a zig zag path over the town until at 3,500 ft I was above the X roads. Now I realised that I was within easy gliding distance of the Dyke itself, a good flight for me on it's own but now I set my sights on Steyning and glided from the X roads to lower Beeding helped on by a wafty one up putting me within range of Steyning where I could see paragliders flying indicating that it was on in the bowl. With the confidence this gave me I headed straight over and flew straight into a healthy thermal that seemed to be just waiting for me and took it to 2,500. From this area the sea and the coast slopes away making the flight easier. Unfortunately at this point I could see Arundel and in my excitement made the fatal mistake of flying straight for it ignoring the cloud streets heading inland. I realised my mistake and tried to thermal up but must have been in sea air by now so at 1,500 ft I went on a final glide to get as far past Arundel as possible knowing I had

probably blown a big one [sounds disgusting.ed] I landed after shouting down to a courting couple to act as witnesses and Ian Carrington Smith was kind enough to come out and retrieve me, he knew exactly where

I was as he has flown over this area many times. I was pleased with my flight but on reflection I realize that my mistake was a loss of concentration at Arundel.



The British National Paragliding Finals

BLACK MAGIC RITUAL ON DYKE

Many thanks to everyone who helped out organising the British National Paragliding Finals at the Dyke on 6/7/8/9 August. The whole weekend was pretty much blown out, and not a bit like a black magic ritual on the Dyke, but we did manage a bit of free-flying from time to time. A task was set on the final day (ridge-run to Truleigh and back with a spot landing) - a bit naff, perhaps, but all the conditions would allow at the time. Everyone set off, but everyone (except one) got blown back at one bowl or another on the way there or back. Michel (for it was he) completed the task, but he was the only one and the task was declared invalid.

THERMALLED UP TO 7,000 FEET

At various points during the weekend, seminars and discussions were held in the cafeteria, VERY kindly lent to us by the pub owners... during these seminars, nobody flew at all, let alone thermalled up to 7,000 feet.

DRUG CRAZED SEX ORGY

One of the most interesting points raised was made by Bill Morris, who pointed out that next year we would all have longer hair and be hippies. Perhaps we will all be taking LSD and be having a drug-crazed sex orgy, too. Well, there you go... All the results were carried over from the previous round, held at Merthyr in June.

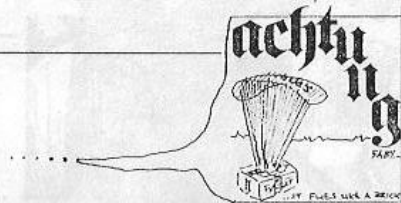


The final results of the whole shebang were:

POS	NAME	WING	- CLUB
1.....	Andy Napolitan.....	FALHAWK	- Sky Systems
2.....	Michel Carnet.....	FALHAWK	- Sky Systems
3.....	Mike Millwood.....	FALHAWK	- Sky Systems
4.....	Jocky Sanderson.....	FALHAWK	- Eagle Quest
5.....	Alison Syrett.....	FALHAWK	- Sky Systems
6.....	Mark Chick.....	FALHAWK	- Sky Systems
7.....	Shinichi Nagashima....	FALHAWK	- Sky Systems
8.....	Nick Lunn.....	TRILAIR	- M. Dynamics
9.....	Nigel Page.....	ITV MAIA	- Sheffield
10.....	Daniel Lees.....	FALHAWK	- Sky Systems

NOTE - Numbers 1,2,3,5,6, and 10 are SHGC members - good, eh? The Ladies' Champion was Ali Syrett, second was Angela Back of Mountain Dynamics. The Men's Champion was our very own Andy Napolitan, second was Michel Carnet.

The overall team was... have a guess! Second was Mountain Dynamics, third Steve "Squeeky" Highams' Parapente Services.



Notice of Grounding of GOLDMARQUE GYR GLIDERS

From MN Collis, Secretary BHGA
 The BHGA gives notice that, due to unsafe pitch characteristics, ALL Goldmarque Gyr Hang Gliders (large and small) are BANNED FROM FLYING UNTIL FURTHER NOTICE. This supersedes the previous Notice on the subject published last Windsock.
 Tests on the Gyr glider rebuilt after the recent fatal accident at Winklebury Hill in Wiltshire, showed that it had a dangerous pitch-down tendency at low angles of

incidence. Subsequent tests on other Gyr gliders, large and small, have revealed the same condition. This CANNOT BE CURED by adjustment of the reflex control lines. Work is in hand on another proposed solution, which must be rig and flight tested before any further statement can be made. In order that the BHGA may be in a position to advise Gyr owners of further news, including any approved modification, they are requested to inform this Office of their names, addresses and size of their Glider (either small - 174sq ft or large - 188sq ft).
 BHGA,
 Cranfield Airfield,
 Cranfield,
 Bedfordshire MK43 0YR
 0234 751688



XMAS PARTY BOOKING FORM:

- Please fill out form below and send to ORIOLE GOEPEL/Social Secretary SHGC
- 180 Handleton Valley Drive, Hove, East Sussex BN3 8FE

PARTY TO BE HELD AT DEVIL'S DYKE PUB on 9TH DECEMBER.

DANCING! FOOD! THOSE LITTLE WHIRLY LIGHTS! ALL THE TROPHY PRESENTATIONS! DRINK! DISCO! ALL THIS FOR ONLY £10.00!!!!!!!!!!!!!!

Name: _____

Address: _____

Membership Number: _____

No. of tickets required: _____ @ £10.00 each. Total enclosed: £ _____

Cheques/PO's payable to SHGC, please. Book NOW to avoid disappointment. A photocopy of this form is acceptable if you don't want to cut up your Windsock collection.....



Small Ads -

Big Bargains

Classified (lineage like these) adverts are free to fully paid-up members. Please send them in, with your membership number, to the Windsock address at the front of the mag...

FOR SALE:

CLASSIC KISS, excellent condition/low airtime. £1,700 o.n.o. BALL VARIO 651 - complete service £199. Call Ron Richardson on 0689 56723

PARALOGIC 24ft PARACHUTE with full packing instructions. £150.00. Tel: Kiran Patel on 01- 542 5323.

MAGIC IV 177 FULL RACE - orange leading edge black undersurface. 2 years old. Airwave overhaul, stored indoors, very good cond. V.B. Speed bar, batten profile, spare upright. Pitchy set up on glider. £1,000 o.n.o. Ring Daphne on 0372 62028 or leave a message on Robin's answering machine. I will deliver.

Calypso. 8 Months old - very low airtime, excellent condition. Mauve and white, complete with wheels, harness and helmet if it fits. £1,100. Tel. (0273) 502355 or (0273) 500170 24 hrs.

Honda Chaly 72cc; 3 gears, auto clutch. Small wheels - ideal for town runaround. VGC. £150.00. Phone Rodney Lees on 0273-300328.

Magic IV 166. Very good condition. Stored indoors. VB/Speedbar. Batten profiles. £750.00. Telephone Tony on Brighton 600928.

ITV ASTERION PARAGLIDER - LARGE. Ex-school, ideal for beginner. Phone Liz on 0273 423650

CLUBMAN C160. Excellent condition. Yellow & green & white. Pneumatic wheels and stirrup harness. £750. Telephone Andrew Budd. 01-840-6504.

CALYPSO... only 20 hours. Good condition. £950. Ring Martin Dockerill on 01- 671 0649

CLUBMAN 160. Good condition. 2 spare uprights and speed bar. Kept under cover. £650 negotiable. Phone Colin on Btn. 430167 after 5pm.

CALYPSO, 9 months old, excellent condition. Speed bar with wheels, hardly flown. £995. Also POD LITE thinsulate, suit pilot around 5'11", as new. £175. Tel: Crawley 541747.

RUMOUR. Very good nick, 3 months old. Blue. £1,695 ono. Telephone Johnny Carr on 044484 217

TYPHOON MEDIUM. Re-rigged, in reasonable condition. Good flyer, no prangs. C/w SkyHook harness. £300 ono. Tel: (0903) 213540 eve.

TUITION

FREE FLIGHT HANG/PARA GLIDING. Experience in the air - all training to BHGA syllabus with personal attention. Ground Floor Flat, 274 New Church Road, Hove BN3 4EB. Tel. Brighton 411239

SUSSEX COLLEGE OF HANG GLIDING AND PARAGLIDING. 49 Church Street, Brighton BN1 3LF. 609925/733914. We have the best sites and the time for all instruction. Spares, harnesses, wheels, £125 variors. Main agent CLUBMAN. Exchanges. Ring early or late.

SKY SYSTEMS - FLYING INTO THE 90's. South-East England's ONLY BAPC registered paragliding school, and the winners of the British Paragliding Nationals 1989. Ab initio or BHGA conversions no problem. Ring Liz for an information pack or price list. Or why not call in to our fully-stocked hang gliding and paragliding showroom? Brighton 423650.

LOST

Lost at Dyke on 2.9.89: DIPLEX ALTIMETER. Lost near fence in front of pub. Call D. Mapp on 5581407.

TRAVEL

Anyone living around the London E11 area want to share petrol costs to SHGC sites? Contact Don Mapp at 18 South Birkbeck Road, Leytonstone, London E11 4JH. Tel: 01-558 1407.