

# SKY SYSTEMS Ltd

EDBURTON, NEAR HENFIELD, WEST SUSSEX BN5 9LL  
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in our showroom, or  
'phone or fax your order-  
we can usually send  
goods immediately- from a  
pip pin to a reserve.*

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HANG GLIDERS & PARAGLIDERS  
- CALL NOW FOR OUR LIST.  
PART EXCHANGE ALWAYS A  
POSSIBILITY FOR GOOD  
CONDITION GLIDERS

## SKY SYSTEMS FLYING SUITS

Weatherproof Oversuits  
£99, or Super-WARM  
3M Thinsulate lined at  
£179. Lots of zipped pocket  
space, slimline and stylish  
cut in arch colours, ideal for  
hang gliding, paragliding,  
microlighting, or just  
standing around on the hill  
talking about the weather!



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many people to buy  
themselves a glider in  
these hard times. To give  
an example, we can  
provide on the spot  
credit\* for £1000 for  
£9.05 per week over 3  
years. We aim to bring  
the glider of your dreams  
within your reach. We  
also offer you **FREE  
INSURANCE** for your  
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voucher for a **FREE  
GLIDER CHECKOVER**  
with every hang glider or  
paraglider purchased at  
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\* subject to status.

We are open 7 days a week:  
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# KATANA

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Join the current  
British Champion  
Richard Carter and a  
growing team of  
discerning XC pilots  
who have chosen the  
UP KATANA.  
The world over, the  
KATANA is at the  
cutting edge of  
performance and  
competition results.  
Take a test flight today,  
and discover the pure  
pleasure of flying the  
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DEMO'S AVAILABLE NOW: KATANA,  
CHALLENGER CLASSIC, CHALLENGER C,  
EDEL SPACE, EDEL APOLLO, AIRWAVE  
JIVE, ITV ASTEROPE, FALHAWK NEO

## Challenger Series

**Challenger Classic:** The intermediate  
canopy which continues to receive nothing  
but praise...

**Challenger C:** a top performance cross-  
country glider with easy handling & nice  
behaviour in the rough stuff...

*Pro-Design gliders are available for  
demonstration now...*

**PRO**  
**DESIGN!**

# W i n d S o c k

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB  
August 1993. Free to members

## THE NEW DYKE WEATHER STATION

Should be on-line by the time you read this:

Sited at the Dyke, this new service is a commercial enterprise (calls are charged at a premium rate). This effectively means that any maintenance will be done by the company who own the thing AT NO COST TO THE CLUB. They make their profit purely on the call charges. Also we, as consumers, are protected by law if there are any ongoing problems with the service. As long as we, the members, use the service, it will stay there.

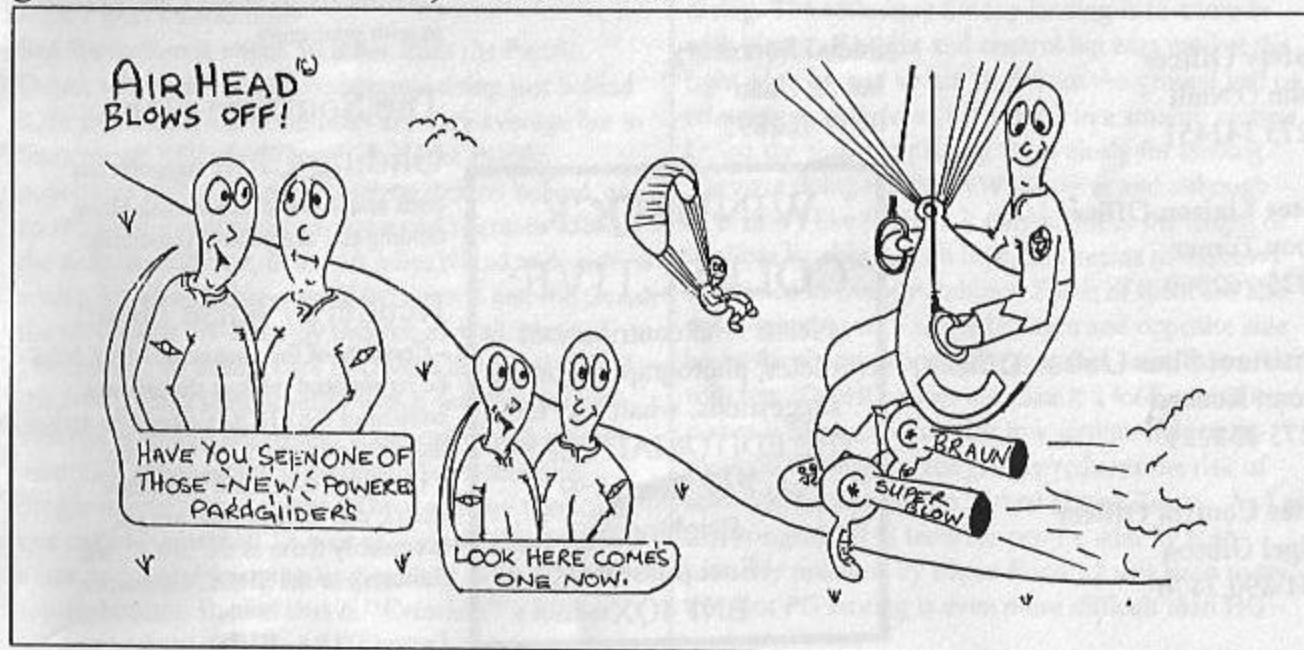
The number: 0839 600 603.

There is a similar unit sited at Shoreham on 0839 800 868, and this will obviously be useful for us when the old sea breeze do blow. Plans are to link the two, so if you stay on line after the Dyke reading, it will switch you over to the Shoreham reading.

This news effectively means that the old machine at the Dyke is redundant. More news inside...

## This month: California Soarin' - Alpine Flying, part 2 - Airlaw with Pippin - and much, much more

Members please note: The new Southern England and Wales Airmap is out now, and has several significant changes for our area. Those of you contemplating XC's get yourself down to your local dealer or airport and get one... it's Edition 19, sheet 217ICD.



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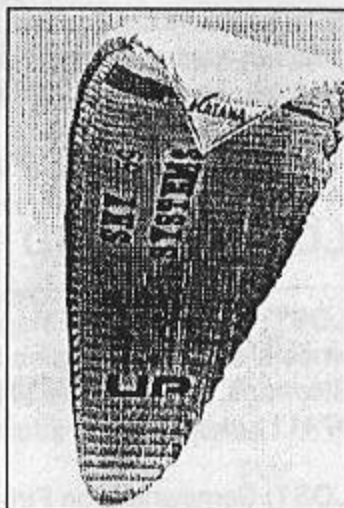
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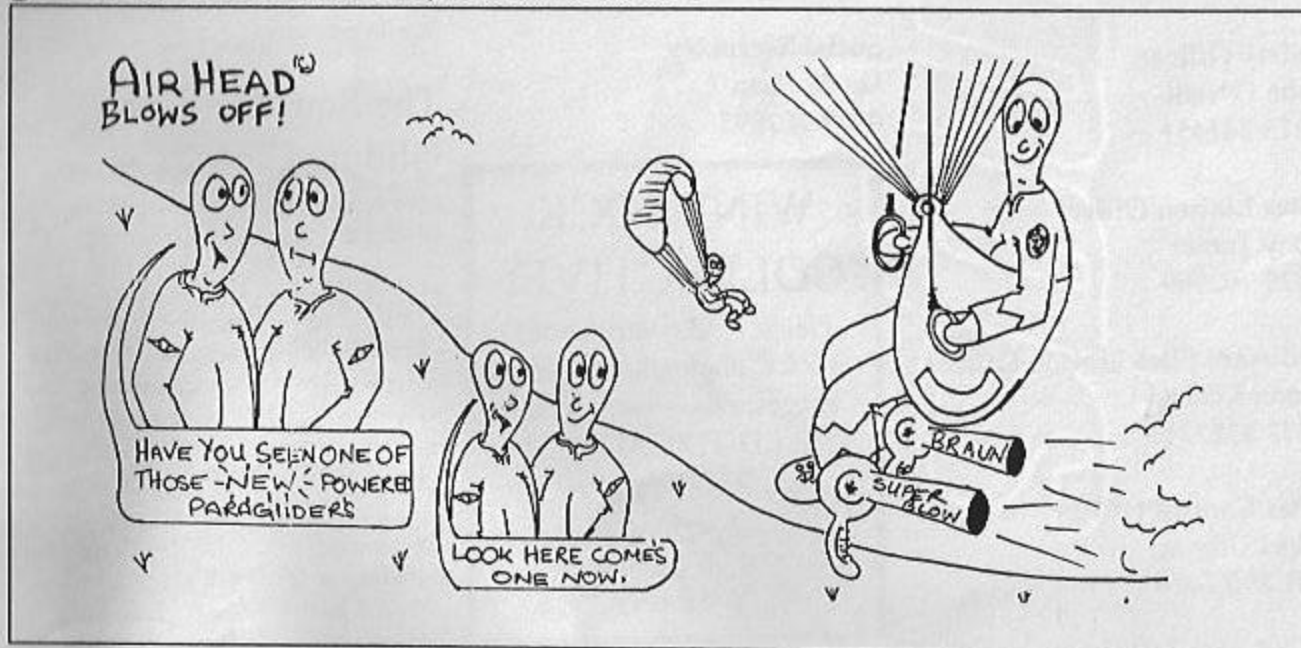
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renting so I just had to watch.

The bottom landing field itself has an interesting history. Originally the local club purchased a small piece of land that was soon snatched by the Federal Government to build a hydro-electric plant. There was a big public uproar about the scheme in general and to cool things down the Government offered to build a landing field for the club. The club asked for and got, a field 500 ft wide, 600 ft long and with a 12% uphill slope into wind. The field is currently being prepared by the government and the work will take 2 months with 200,000 yards of earth being moved at a cost of almost 1 Million Dollars. Heres to Politics!

The flying is generally excellent, I managed to get 6000ft AGL on many occasions and in April or September the ceiling often goes much higher (last year in one three week period they had 19 days where the max height gain was between 10 and 18 thousand ft!). In the Summer it is generally much lower, often caused by an annoying inversion that can persist for a few days.

Because the site is so good, Wills Wing do most of their performance comparison testing there. I met Rob Kells and Bill Meier several times (Kells is the President of Wills Wing and Meier one of their top test pilots), and had a good look at their prototypes but understandably they were not keen for me to take pictures! The most interesting things I noted were that they are experimenting with cambering the inner two undersurface battens, and they have a sort of "air catcher" arrangement near the nose to trap air and increase the internal pressure between the upper and lower wing surfaces. Rob Kells emphasised that these prototypes are very unlikely to see full production as they try out many new ideas in different prototypes before coming to an agreement on what really works well.

I asked him whether they had a new "hot ship" for the worlds and he said there was no way as the project was well behind schedule and he would need at least 30 gliders available for the competition otherwise he would risk pissing-off all the non-US competitors that fly Wills.

As I was on my own over there I reluctantly had to stick to ridge runs and out-and-returns as the retrieves would otherwise have been a total pain. I was lucky enough to find a couple of Brits who live out there and at weekends we tried some other sites in the area although just my luck that none of these days were suitable for XC's!

The first of these was Elsinore. Truly a "must" for any of the Bad Boys as it is totally unregulated, anyone, yes anyone can turn up on what they want and just

"lob off". To add to the atmosphere, skinning up joints and beer drinking start BEFORE the flying and every pilot at take off in the "E-Team" launches with a blood curdling scream. Add to this that the site is primarily a "convergence" site with normally a rapid onset of the sea-breeze and about 50 gliders trying to pile off in about 5 minutes as it comes in and you have an "interesting" situation. It doesn't stop there either, once airborne the members of the "E-team" have a mad "how many loops can I do before landing" competition most days, and with a 12:1 slope into wind landing field the landing is difficult. If you get it wrong there is a large drunken crowd to roar its approval at your bent uprights and every bad landing is greatly appreciated. Once you had got over your initial shock though you soon found that the pilots are a warm friendly bunch although undeniably completely crazy!

The second site was Mt Laguna near San Diego. This was my first taste of a true desert site and the launch was a real "bottle job". A short 8 ft concrete ramp followed by 3000 ft of nothing then rocks and trees. The site was strongly thermic with winds between 0 and about 25 mph so an assisted launch and good timing were essential. I got off well and then hit 10-down sink. I tried not to panic as the bottom landing field is 3 1/2 miles away into wind, and with really nowhere to land in the desert between. The terrain below was VERY unfriendly, rocky with large Cacti and dense thickets everywhere, not to mention the Rattlesnakes and Army Ants that are HUGE! I managed to control the panic and after what seemed an age of grovelling around below take-off I eventually managed to core some good lift. And how good! I had heard of gliders being "tumbled" in the Owens and I began to see what they meant. On a couple of occasions whilst "winding in" to a thermal core it felt like I hit a brick wall, the inner wing would just get thrown out of the core completely despite full weight shift and I was left with a glider quite literally at right angles to its usual orientation, as I fell weightless in the horrendous sink around the thermal. Eventually I got the hang of penetrating these monsters and the reward was fantastic. I got to about 8000 ft AGL with stunning views of the desert all around and the temptation to fly off into the sunset. Without a map or Radio and knowing the terrain below an XC was not a good idea. I cursed my preparation and I swear the next time I come I will be more than ready!

All in all, with "only" 2 weeks of flying, I flew every day, and managed a total of 47 hours airtime, so despite the cost California has got to be worth it. Anyone up for next year?! If you see me on the hill, I'll be the one with the baseball hat and a big stupid grin!

## Airlaw II by Pippin (Part Time Punter)

Last time, the puzzle was set concerning flying in poor visibility at the Dyke.

**Here is the answer:**

Foot launched aircraft fly in VMC (Visual Meteorological Conditions) under VFR (Visual Flight Rules).

Below 3,000 ft in class G airspace (unregulated) VFR requires a minimum visibility of 1500 meters, and that you must be clear of cloud and in sight of the ground.

Therefore the minimum visibility you may legally fly in is 1500 meters. If you're seen flying in less you're in deep trouble and Bob will be sent to sort you out.

Above 3,000 ft the rules specify 1000 ft vertical, 1500 meters horizontal separation from cloud and a clear visibility of 8 km. VFR therefore specifically forbids cloud flying. However, the airspace chart notes that hang gliders, sailplanes and paragliders may be found thermalling up to the base of controlled airspace or cloudbase, whichever is the lower.

**Altimeter setting:** As soon as you start to regularly soar you should get an altimeter.

If you fly with a combined vario and altimeter(s) here is the priority of setting:

1. Set the first altimeter to the height of the hill you are taking off from. **This is a Southern Club site rule.** So when flying at the Dyke, the take off is 700ft above sea level. Then whatever you read on your altimeter is your height above sea level or QNH, which is what most airspace is specified in terms of. Two main exceptions are ATZs and MATZs. These extend for a fixed amount above ground level.

2. If your maths is up to it, set the second altimeter to standard pressure setting. This is the setting for airways and some other airspace.

**How's this done?**

1. Take the pressure quoted for sea level or a known height like Gatwick airport.

2. Subtract 1013.2 from the sea level pressure, then multiply the result by 30. Add this to the height of your take off, remembering to take into account whether the result was positive or negative. This will give you a close approximation to the standard pressure setting, which assumes sea level is always a pressure of 1013.2 mb.

3. If you know the pressure at a known height, divide the height by 30 and add the result to the pressure you have. Do step 2, using the pressure you've just calculated in this step, which will be a rough approximation to sea level pressure.

You could also zero your altimeter at take off but this will only tell you your height above take off, great for in the pub afterwards but not much use otherwise.

Some altimeters already have a standard pressure setting already permanently set in them.

Reference to altitudes on standard pressure setting is done in terms of flight levels, i.e. FL55 is 5,500ft as measured on an altimeter assuming sea level is 1013.2 mb.

*Collar your club coaches for more details on this fascinating subject. I've peaked; I'm off to do some Kravitz or Prefab Sprout.*

## PARAGLIDING "CLUB PILOTS" PLEASE NOTE.

The Flying & Safety Committee of the BHPA has now moved the requirement for Stalls, Spins & Spiral Dives from the PILOT task list to the ADVANCED PILOT task list. This effectively means that you no longer have to attend an SIV-style course in order to achieve PILOT rating. The rest of the tasks remain the same, i.e. it boils down to being able to ridge soar, flight plan, fly with regard to other air users, and log up the appropriate number of hours, etc.

However, the CFI who puts you forward for your exam must still be satisfied that you know (at least in detailed theory) how to deal with the standard emergencies/manoeuvres. Your local club/school will be able to advise on this. (Incidentally, the publication of this news in the July Skywings was a pre-emptive error - it shouldn't have been published until the August Skywings. The actual date of go-ahead for the change was 22nd July.

# LATEST VERSION OF THE MARSHALLING ROTA

Please note that the marshalling rota has now been extended to cover all our sites - priority goes to Devil's Dyke, ie. if it's on at the Dyke, you marshal there. In any other direction, go to the most likely/your local/your favourite site, and marshal there...

CHECK IF YOU'RE ON THE ROTA!!

Date	Forename	Surname	TelHome	TelWork
31/07/93	Anthony	Turner	0825 2969	-
31/07/93	Howard	Travers	0737-763352	0256 817777
31/07/93	Tim	Tapley	0403 259535	0903 231621
01/08/93	Mark	Woodhams	0273 501043	-
01/08/93	Carrie	Tiltman	0424 444503	0424 720105
01/08/93	Richard	Toyne	071 737 0459	071 480 2685
07/08/93	Steve	Uzochukwu	0622 36219	0622 664474
07/08/93	Steve	Tuck	081 303 0135	-
07/08/93	John	Upton	0705 269932	-
08/08/93	Martin	van Willingham	081 874 6367	0895 431243
08/08/93	Jeff	Wagland	0628 474954	0494 459100
08/08/93	Noel	Venn	07372 21023	-
14/08/93	Peter	Whichello	081 546 5619	0483 272121 ex 5537
14/08/93	Steve	Walsh	0279 730710	0279 654237
14/08/93	Mark	Watts	-	-
15/08/93	Elizabeth	Wild	01 674 9427	0831 180688
15/08/93	Trevor	White	0932 872722	071 437 8676
15/08/93	Christopher	Whitwell	-	0303 272272
21/08/93	David	Whymark	0277 372650	-
21/08/93	David	Williamson	0273 604752	-
21/08/93	Colin	Williams	081 657 4958	-
22/08/93	Chris	Williams	0403 731519	-
22/08/93	Stuart	Wilson	081 959 1174	081 540 8300
22/08/93	Arthur	Williams	0702 541892	-
28/08/93	Mark	Windus	0273 857235	-
28/08/93	Mark	Turner	0903 812 504	0273 857700
28/08/93	Robbie	Williams	081 785 9967	071 606 9000
29/08/93	Richard	Wragg	0689 853732	-
29/08/93	John	Young	0959 71706	0959 73221
29/08/93	David	Winchester	0702 205537	0702 354764
30/08/93	Philip	Wraight	0622 850258	-
30/08/93	Tony	Wye	081 897 9369	081 479 3628
30/08/93	Alastair	Auld	0483 417087	0483 463410
04/09/93	Laurence	Adey	0424 434093	-
04/09/93	Laurence	Ying	081 672 8199	071 410 3347
04/09/93	William	Yarham	0903 755831	-
05/09/93	Mike	Allen	0444-450892	-
05/09/93	Bruce	Argue	081 342 9595	081 342 9595
05/09/93	Nick	Ames	0959 574844	071 480 2400
11/09/93	Denis	Autler	071 402 7006	071 355 2000
11/09/93	Robert	Archibald	0784 244605	0753 817242
11/09/93	Roy	Avis	081 856 0247	-
12/09/93	Mike	Backhouse	0279 506896	071 324 7176
12/09/93	Ian	Barnes	0375 386289	071 987 2762
12/09/93	Kevin	Baker	-	-
18/09/93	Robert	Banfield	0323 720872	-
18/09/93	Peter	Banner	0306 884588	-
18/09/93	John	Benfield	081 857 5351	071 938 9498
19/09/93	Stephen	Boalch	0304 374901	0304 361396
19/09/93	Nigel	Barrington Woods	0825 768657	0342 325220
19/09/93	Ross	Barker	071 254 2499	071 609 5887
25/09/93	Martin	Brady	0444 233346	0273 745513
25/09/93	Chris	Bere	0273 452370	0860 400747
25/09/93	Roy	Barton	0634 579939	-
26/09/93	Bill	Blunt	0342 810928	-
26/09/93	Charles	Blackburn	081 840 1875	071 324 8325
26/09/93	Sue	Brooks	0273 834984	0444 441881 x 4859
02/10/93	Richard	Bonwick	0892 655754	0892 655754
02/10/93	Joao Carlos	Borges	0273 202893	0273 642256
02/10/93	Steven	Bradley	0293 565461	0273 513177 x 157
03/10/93	Peter	Bernon	0903 245447	0903 245447
03/10/93	Steve	Brewer	0403 710739	-
03/10/93	David	Brown	0403 254469	0403 210345
09/10/93	Eddie	Bilous	0273 411239	-
09/10/93	Richard	Britton	071 431 1661	071 638 1240
09/10/93	Peter	Butt	081 751 3644	-
10/10/93	Miyoko	Britton	071 431 1661	-
10/10/93	Charles	Brockis	04834 27218	0483 292081
10/10/93	Michael	Broadbent	0424 210951	-

0256  
269167

0705 321212 x4315  
0273 857700  
071 712 6825  
071 380 9462

061 660 0624  
0705 596370  
071 603 7280  
0850 504564  
071 278 4509

Caple  
Cammell  
Bucknill  
Carnet  
Chad  
Charlton

Adrian  
Bernie  
Andrew  
Michel  
Andy  
Francis

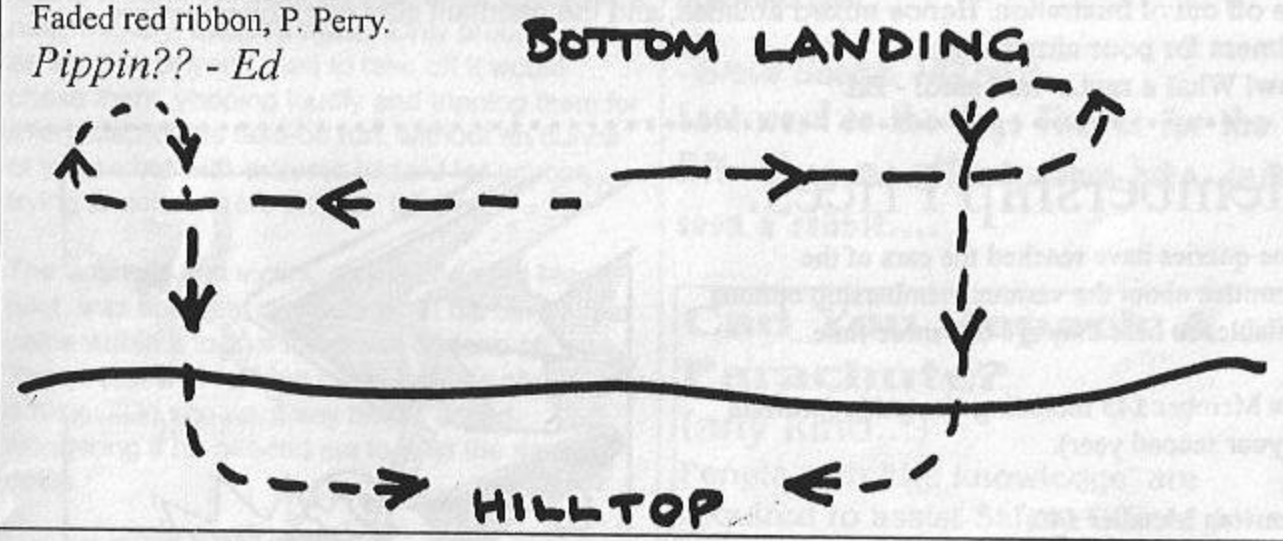
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## Ridge Flying Collision Avoidance Follow-Up

Dear Ed.,  
With reference to the Air Law Coaching article by Pippin, in Windsock May/June 1993, page 3 - Ridge Flying Collision Avoidance.  
My reason for writing is that Figure 1 sketch shows a flight path turning into the hill to top land. This must be in conflict with the rule "Overtake on the hill-side of the aircraft being overtaken."  
Other flying publications say turn out from the ridge, giving a chance to check that the aircraft following can pass by safely. Is not the rule "Always turn out from the ridge" the golden rule, or have I missed a vital point somewhere?  
Cheers to all Windsock contributors - a good read now that the politics have gone away. Safe flying to you all...

Faded red ribbon, P. Perry.  
Pippin?? - Ed



## Lone Star Marshalling!

Dear Editor,  
On my assigned duty day at the Dyke, I found:

- No other marshalls
- a hang gliding competition
- flags for only two gates

I duly set up the blackboard and gates in front of the pub and in the paddock. The conditions were good for hang gliders doing the Truleigh run, and they were taking off regularly through the gates. There was lots of space in the air, and then the wind dropped off sufficiently for paragliders to take to the air.  
I'm a P/G pilot, but I quickly saw the problems caused for the H/G pilots. Almost immediately there were walls of canopies on the ground in front of the gates - the canopies of "experienced" pilots. Even moving one away left a gap for only a few minutes.  
As the wind dropped further, paraglider pilots took off randomly, ignoring the gate completely, and once or twice right into the path of hang gliders scratching along the spur. Later, when occasional small thermals provided the only lift, each one caused a dozen canopies to launch simultaneously. Then a certain officious paraglider [pilot] complained that as Marshall I should be restricting them - perhaps with a badge, six-gun and dayglo strip along the complete hillside I might have stood a chance!  
- yours sincerely, Tony Parsons. (editor's reply next page)

Thanks for your letter, Tony - Lessons for everyone there, perhaps?

a) It is VERY IMPORTANT to turn up on your allotted day. If you are unable to make it, get a replacement (a friend, or swap with someone on the published list).

b) Competition organisers should help with controlling sites if they are going to use them? surely?

c) It should not be left up to the marshall to decided how many fly, where, etc... We are all sensible grownup people - everyone has a different tolerance of what constitutes "crowding", but if there are too many people in the air, then you'll have to wait to take off.

By the same token, if you are flying for ages and notice that a lot of your fellow aviators are waiting to take off, then land and give them a go...

Too often our "experienced" pilots have a convenient lapse of memory (usually on flyable days) which allows them to forget that we were all beginners and needed a little space at one time. Half the so-called crowding problems are caused by "experienced" pilots soaring blindly up and down for hours and thus causing the (usually patient) "low air time" pilots to take off out of frustration. Hence mixed abilities, and the resultant silly cries blaming low airtimers for poor airmanship.

Phew! What a rant... 'nuff said! - Ed.

## Membership Prices.

Some queries have reached the ears of the committee about the various membership options available, so here they are one more time...

New Member £45 including site guide (pro-rata for your second year).

Renewing Member £40.

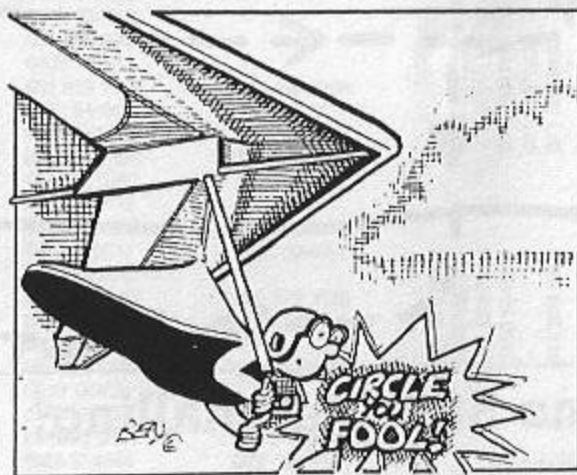
Family Membership is available for Married Couples, etc. at £10 less than the above - ie. £35 new members, £30 renewals BUT you must join/renew together.

Temporary Membership for 1 month is £15, including a site guide.

Day Membership is £5, payable to a committee member or responsible club member (no site guide).

There are no concessions for unemployed or students.

These prices are non-negotiable, and alterable only by vote at AGM.



## ALL AROUND THE WORLD...

This is a call to all you paraglider pilots out there who sit indoors all winter and dream about flying in the sun. I am planning a 3 month flying trip round the world. Destinations so far are Hong Kong, Australia, New Zealand and California (but I am open to suggestions). The only problem is that I don't want to travel / fly alone! I am leaving late October / early November and am looking for people to travel with. It should be the trip of a lifetime, and great fun. If there's anyone who wants to know more or has any information about flying in Australia or New Zealand please contact me on 081 870 3111 (Putney, London).

Thanks - Simon Oliphant.

DOG WARNING! + + +

**EXTREME HAZARD** + + +

FRIENDLY SPANIEL + + + LOVELY  
WITH KIDS + + + ANSWERS TO THE  
NAME OF TOM + + +

**PILOTS: AVOID AT ALL COSTS**

At Firle on Wednesday 29th July, thermal conditions were just picking up in the classic Firle tradition. 3 PG pilots shared the bowl with me from 8.30 to 11.30, then their window shut when the wind strength picked up.

At about this time a yellow spaniel was seen racing around the main take-off area, obviously a nice, friendly, excited mutt. Only problem was, as soon as anyone tried to take off it would chase them, yapping loudly and tripping them for every step of the take-off run, without an ounce of malice but with extreme hazard for anyone trying to concentrate on their take-off.

The animal's first victim, an experienced Magic pilot, was severely distracted and his control bar came within a foot of the grass on take-off. Then I saw a fit-looking man in shorts about to fly a Kiss. "Do you want any help?" I said, wondering if he needed me to hold the mutt down.

"No, I'll be all right. Calm down, Tom."

But Tom accompanied his master with an even more effective frenzy of tripping and yapping for every step of the take-off run, so the aircraft hopped the fence in a nose-up attitude and stalled or radically dived down the other side. The pilot then recovered and proceeded to thermal to great heights very quickly, leaving his canine catastrophe to hound other pilots. As I was packing up, I spoke to a Clubman pilot who had been to Firle to brush up on his flying skills, as it had been a fair while since he had flown. "Did you get tripped up by that yellow spaniel?" I asked, remembering that this pilot had been apprehensive about whether conditions were safe if you were a little bit rusty.

"Oh yes," he said, "but it was a welcome distraction at the time because I've got a dog like that at home."

When I had been about to take off, I got a friend to hold the beast, because in these sporty, warm windy days at Firle you actually need your

concentration more than ever.

So please, if you've got a friendly spaniel called Tom who nearly cost pilots and you in particular some broken bits of glider or worse the other day, have some consideration for the other pilots who wish to concentrate on their take-off. You've demonstrated tremendous flying skills, so now demonstrate some respect for the law by controlling your animal in a public place and allowing others to survive to develop similar skills.

Why not take him up with you, that's what they do in the States. Or he can strap-hang with me, I'll be safer that way and he's obviously a frustrated pilot.

- Steve Boalch, HG pilot

**Last word to the dog: Thanks for the lift - drop me off anywhere here, just seen a rabbit....**

## Can You Repack A Parachute?

(any kind...)

People with "the knowledge" are required to assist Safety Officer John O'Neill in organising the Club Parachute repacking evening. Contact John on 0273 541451

## PLEASE REMEMBER:

*THE CLIFF PART OF BEACHY HEAD IS STILL CLOSED - NESTING PEREGRINE FALCONS ARE STILL THERE. ALSO - REMEMBER WHEN FLYING AT BEACHY HEAD TO USE THE FLAGS/LOGBOOK/MARSHALL SYSTEM. LAST ONE OFF THE SITE PLEASE TIDY EVERYTHING AWAY & PUT THEM BACK IN THE CUPBOARD. THANKS!  
P.S. THEY ARE STORED HIGH UP IN THE CUPBOARD!*



## A Rude Shock!

In 1986, I was fortunate enough to find myself working in the Southern United States. While there, I had the opportunity to witness the local Indian Tribe - Navajo, I think - undertaking a rain dance. As I looked around the desert that surrounded us, I remember thinking that over the years, the time and enormous energy expended in such rituals might have been better spent laying pipeline for an irrigation project.

Seven years on, I left home with this month's copy of "Windsock" in my hand to enjoy the late evening sunshine and a pint at my favourite pub. What could be better, I thought, after 2 weeks of the best flying weather in the UK this year, than to dream of a mid-week x-country (if I could but escape the office), while supping a beer, reading Windsock and praying that everything holds (including my self-delusion) for the impending weekend. Setting my beer down I tore at the envelope bearing the magazine when it dropped out. In front of me was a light blue A4 insert bearing the title "Important Safety Information for Ian Jenkins". What's this? Stop drinking and give up women perhaps? My eyes travelled to the larger, emboldened print mid-page to read "YOUR DATE IS: 01/01/94". Realization slowly dawned. This missive was informing me that I had been selected to undertake marshalling duty at Devil's Dyke on 1st January next year. I blinked, drew on my pint and read again. Nah, can't be. It's a mistake. Only fanatics would possibly fly on New Year's Day and the SHGC doesn't possess enough of these to warrant Marshalls, surely? Now I don't ask much from life, but one of my pleasures - and a direct consequence of growing up with hedonists like Mike Allen - is to occasionally indulge to excess on those "special" public occasions such as New Year's Eve. To discover that next year, my revelry will need to be curtailed to ensure I can stagger next morning bleary-eyed, (furry-tongued and bad tempered) to the Dyke, has been a great shock.

In the run-up to New Year '94, should any of you observe a strange feather-clad figure, semi-naked, chanting and dancing in the vicinity of the South Downs, take pity. It will be me. Should you be looking forward to a spot of fanatical New Year's Day flying and the weather is good, beware. I anticipate being skilled with a bow and arrow by then.

- Jenks.

*Well, everyone knows who one of the marshalls is for New Year's Day then. - Ed*

*Reprinted from The Independent, Friday 25 June 1993:*

## Thermal Hermit's obsession with the superlative

*by Keith Elliott*

AMID all the furore about DNA, ancient bugs entombed in amber and dinosaurs frightening children, I'm just amazed that palaeoanthropologists haven't been beating a path to a small semi-detached house just outside Camberley. In the unlikely setting of Surrey's stockbroker belt, they would discover incontrovertible proof that we actually descended from birds.

I never quite had the nerve to ask Judy Leden whether I could examine her shoulder-blades. But I'm convinced that X-rays would disclose the vestiges of wing-bones. How else can you explain her obsession with doing nothing much else over the past 13 years but float through the firmament in a hang glider or microlight, hot air balloon or paraglider?

The funny thing is that a lot of people think she's as normal as a pigeon in Trafalgar Square. The Queen did. She binged Leden an MBE in 1989 for services to hang gliding. Britain's liberated women reckon she is a role model for achievement, so she collected the Cosmopolitan/Claire Sportswoman of the Year award. Various august bodies, from the Royal Aero Club to the Federation des Pilots Europeens, have given awards for her aerial exploits. Citroen has sponsored her for the past four years.

Leden herself admits that fantasies of flying send her to sleep every night - "goodness knows what a psychiatrist would make of my dreams" - and although she wouldn't want to be reincarnated as a bird ("too hard a life") she goes misty-eyed at the thought of becoming a condor or an eagle for just a couple of months. "I would love to discover how they know just where the best part of a thermal is, and get just the right angle of bank, and toss off the turbulence the way they do." Hmm. Maybe a cuckoo would be more appropriate.

But you can't help thinking that an eagle wouldn't mind being Judy Leden. The world's best female hang glider [pilot] has a high life in more ways than one. Over the past few years, she has donned her 30ft wings, and crossed the Channel, jumped off the snow-covered peak of Cotopaxi (5,896 metres) in the Andes

and flown down Kenya's Rift Valley. She does not even bother to find a job that will fit in with her sport. Since the day she discovered hang gliding while training to be a nurse in Cardiff, Leden, now 33, has not allowed anything (except a short, sad marriage) to interfere with her sky larks. And she is as happy as a hummingbird.

"it makes me a solitary person," she admits. "All I want to do is fly. Even in 10 years' time I shall still be flying."

Don't people ask when you're going to get a proper job? "Yes, all the time. But why should I?"

Why indeed. Especially as she has just discovered a new aerial interest that has pushed even hang gliding, the love of her life, into the background. Her very first try on a paraglider last year resulted in a world women's open distance record of 128km. She finished fourth in the first leg of the British trials, beaten only by the very best men, and looks certain to secure a place next week in the British team for the World Championships in Verbier in August.

She confesses: "I am still a novice. But it is very similar to hang gliding in many ways. Though things don't happen so quickly, you have to make the same decisions about thermal climb rate and so on, and there are lots of subtle things that you learn over the years. A lot of the top pilots have come from hang gliding. "Paragliding is much easier to learn. By the end of a day's lesson, you are doing solo flights. For me, discovering it is like having another injection of enthusiasm. It is nice to have something now which demands a steep learning curve."

...So what of hang gliding, the sport that made her famous? Is the affair over? "It's certainly taken a back seat for the time being," Leden acknowledges.

"Whenever it's possible to paraglide, that's what I shall do." She's so serious that she will relinquish the British women's hang gliding title she has held for the past six years, and instead spend three weeks in the Alps preparing for the world paragliding event. "I know the thermals there," she says as if renewing acquaintances with family friends.

But it is not yet time to turn the hang gliders that litter her stairs ("the estate agents were really puzzled when I specified what was vital in the house I was looking for") into a communal bird-watching hide. For a start, Leden intends to regain the women's world title she lost in Japan this year. "I don't want to sound boastful, but I know I'm the best female hang glider in the world." And she is planning a unique feat later this year that has attracted a National Geographic film crew...

## Planning & Preparation for Alpine Flying

*by Dennis Trott - Part Two*

Part 2 of Dennis Trott's Alpine Flying Guide

### Weather Forecasts

Local weather forecasts are generally very good in France, especially for the mountains. The 'phone number to call is 36 68 02 -- and then the number of the department you are in. The last two numbers on a local car registration plate will be the ones you need. The forecasts are given in French. The forecasts give wind speed and direction, temperatures at 2000 and 4000 metres, the height of zero degrees and the general daily forecast. Then the provisions for the following two days. Television, newspapers and local mountain folk can be useful - looking out of your window early in the morning works well too!

### Site Access

In ski resorts during the winter months, cable cars give easy access to take off sites. In many popular mountain areas, some of these cable cars will also be open in the summer. However, there are periods during the spring and autumn when they are closed for maintenance. It's well worth checking with your intended resort to ensure that this lift service is available, otherwise access to your chosen take off areas may be impossible.

Many European flying sites are only accessible by road. Most of these roads will be impassable to the ordinary road vehicle - a four wheel drive vehicle may be needed. However, popular flying areas may have a taxi or bus service available during its busy season. It's well worth checking with local clubs or schools to see what services are provided.

Official launch sites are marked on local maps. Information can be found in local site guides, although it's not always that accurate and often misleading. By the time site guides have been printed, many are already out of date. Within the Chamonix valley and surrounding areas, we have many more sites than are shown in the official site guide. It's well worth enquiring at the school or club controlling the sites in your area to see what else is available.

The French sites are no less sensitive than our own here in Britain, so please respect local rules and laws.

If the sign says "Please Do Not Fly", then don't.

Many of the launch and landing areas are created by local clubs or schools and are generally well stocked with windsocks and streamers.

### Site and Weather Assessment

By the time you have planned and executed this trip, your site assessment should be good. Judge for yourself if you really want to launch from this small tricky looking site with a big drop-off. As with many mountain launch sites, abort areas are few and far between. Once in the air, there is no turning back.

Be sure to have a good look at the landing field before going up the mountain. Look out for obstructions and possible rotor areas, buildings, cables and trees. Take a look at the area down wind of the landing field; watch other pilots and see how they make their approach.

Many launch and landing sites (if they are controlled by a school or a club) will have a notice board with a site map indicating flight/approach routes. Take a good look at the flight path you are required to take. Are there any secondary landing sites available? What is the wind doing now? What might it do later (remember, it could take you an hour or more to get to take off)!

If you are not too sure about the weather and there are no local pilots out flying, then take a tip and investigate further before launching. Conditions may look good at the take off site, but have you considered what the wind and weather is doing in the middle of the valley and down at the landing area. Maybe the wind blowing in your face is the tail of some rotor from over the back...

Did you check the weather forecast this morning? Do you know which direction this site you are standing on faces?

### Air Law

In France, early pilots are NOT required to carry red streamers to indicate their low airtime. In fact, you will find that many pilots have only been taught to fly by their friends. This does not, of course, make them unsafe pilots to fly with - many you will find to be very experienced and when approached they will offer, freely, good local flying advice. The sort of problem you might come up against whilst flying is the lack of knowledge regarding right of way.

You may find it wise to give the majority a wide berth, as they will to you when they hear another language spoken.

French airmaps, I believe, are available from the CAA. Due to the enormosity of the Alps, commercial aircraft generally fly in space well above our own flying capabilities. However, rescue services use helicopters and many mountain areas have their own airports for small private aircraft. In these situations, local rules apply. Please check with the school or club controlling your area for further information.

### Equipment

A good, tried and tested paraglider or hang glider in excellent condition, and suitable for your standard and experience is all you need. A wing that is easy to launch in both alpine and reverse disciplines is a bonus. Don't be drawn into having a super performance glider for early Alpine flying - almost anything goes up, and stays up, when the conditions are good.

More important is to know the wing you propose to fly in the mountains. It's foolish to take a new and untried glider into any new areas.

A comfortable, properly adjusted harness matched to your glider which has an ACPUL or DHV rating is sensible. Too often we see pilots "downgrading" their canopies with an unsuitable harness.

Many paragliders are designed to be flown with a particular [type of] harness. Certification takes place with this matched pair. Be safe and keep it that way!

If your harness has a back protector then so much the better. Ample storage pockets are essential for spares, food, drink, and extra clothing - only carry up the mountains the items you can fly with. It's a good idea to carry a basic first aid kit. Often we are many miles from civilisation.

### Carry A Reserve Parachute! Know How To Deploy It!

Many of the gliders we fly in Britain are not seen in the Alps, so we should not expect to find spare parts for them there. Make sure your equipment is in tip-top condition, otherwise an expensive holiday may be ruined.

### Radios

In Europe we use exclusively the 2-metre band radio. Why 2-metre? Well, the rescue and security services use it, as do all the schools and clubs. There is little point in having a radio just to chat with your friends. Radios are fine teaching aids and are invaluable in the mountains, though safety should be your priority. If your party has only airband radios then make sure that at least one member carries a 2-metre band radio with them.

As an individual, it's well worth trying to beg, borrow or hire one for your trip. This is an essential piece of equipment for the regular Alpine pilot.

It is as important to know and have written down the rescue and security service radio frequencies on to a sticky label which can be attached to the radio. This information is available at the local school or club.

Cold weather wears down radio batteries quickly. If you can carry the radio close to your body for warmth so much the better. The use of an extension speaker/mike or vox is good in this situation. Whatever you use for transmitting, make sure it is within easy reach, removing your hands from the glider's controls could be hazardous.

### Variometers

When flying at great altitudes, one tends to lose one's perspective of what is going up or down - the information received from a good vario will definitely help to extend your flight.

Although it is not essential, a variometer that displays readings in metres is preferable. All maps and local height information will be given in metres. A simple conversion chart from feet to metres could be written on a sticky label and attached to your vario or map case if you are carrying one.

A vario [any instrument] is only as good as its battery! Don't be caught out!

### Cameras

Having spent your hard-earned cash on getting to the mountains, don't skimp on your camera or films. A small quality camera which is easy to use with one hand is all that is needed. Like your vario, make sure that the batteries are full. The cold air at altitude eats them up. Have it situated for easy access when flying. The alps sometimes produce some stunning views when you least expect them to.

Films and development are both expensive, especially in France. Buy plenty of films on the ferry or at the airport, and then have them processed at home.

### Clothing

Too many times do I hear the excuse "I landed because I was getting too cold". Alpine flying, particularly in the winter, is COLD. Zero degrees can be at 600 metres, and having a launch site at 2000 and then climbing to 3000 is not unusual. Good protective clothing will keep you warm, aid your concentration and thus extend your flying time.

It may be sweltering on the ground in summer, but the zero-degree line is never too far away. For altitude flying, a high quality windproof oversuit is necessary.

For the winter months, a "GoreTex" ski suit is ideal. GoreTex is a waterproof material that breathes. It won't leave you damp after laying out your canopy in the snow. Gloves of the same material also work well. Fleece undergarments are excellent.

Good, tough footwear is essential, although many of us find that lightweight soft climbing boots are better for snowy conditions. This type of boot is waterproof and has a rigid sole which is ideal for running in soft or hard snow. Your feet should also remain warm - proper ski socks tell their own story.

Up top, apart from the mandatory helmet, a thick balaclava should keep the head warm, and a skier's neoprene face mask makes life more pleasant on those extra-chilly days.

Don't forget your sun block cream and sunglasses.

In summer, one can manage with a lighter wardrobe - similar perhaps to the one you use in Britain. Although you may find your winter attire ideal for those extended altitude flights.

The general rule is: If you are cold prior to launching, then you will be frozen in the air.

### Travel

Europe, even though it's large, has a superb network of major roads and motorways. Driving here is easy, with

long distances covered quickly. With three to a car and taking an overnight ferry, you can save money. Between Calais and Chamonix there is less than 5kms of non-motorway road. This I can drive comfortably in nine hours. Flying by jet is easy, although transfers from airports are never that straightforward unless they have been pre-arranged. If you have booked onto an organised trip, then transport should be included.

Most Alpine flying areas will have a selection of sites, often many miles apart. To get the best from them, it's important to have some sort of transport. Just to station yourself in one area, without the proper knowledge of the surrounding sites, is a waste. The local schools or clubs should be able to provide information regarding inter-site transportation.

### Accommodation

Chalet holidays, Hotels, Hostels, Bed & Breakfasts and Self-Catering. What a choice!

Whatever you choose, be flexible and select a place where you're not controlled by a rigid timetable. You may find that Bed & Breakfast suits you best. In the evening you could be at a site an hours drive from your chalet or hotel... so rushing back for your evening meal could cost you a couple of hours flying, during possibly the best part of the day. Restaurants are plentiful in the mountains - you may well have been in one of them for most of the day, waiting for the right conditions to fly.

Camp sites are plentiful in the summer and usually have excellent facilities. Many of the big paragliding and hang gliding competitions offer camping options. BEWARE - they also attract the unsavoury types. Break-ins and theft from cars and tents are common. Make sure you can conceal your valuables! The vastness of Europe makes stolen gliders and equipment easy to sell.

### Contacts

If you decide to visit the Alps with an organised party, make sure the details you receive about the flying areas are comprehensive and that the sites are suitable for your experience. Try not to be talked into a holiday which is travelling to an area that you might not be ready for. You may find yourself just sitting on a hill watching the more experienced fly because the conditions aren't suitable for you - it's costing you more than usual to sit there and watch! All early flying, especially in new areas, is a matter of progression. Going to new sites and flying regardless just because you are there with limited time, can be dangerous.

Alpine flying is quite different. I think I had only about an hour of dynamic ridge lift flying through all of last winter. Here, we fly almost totally in thermal conditions, which means waiting for the right moment. A two and a half hour flight here is not uncommon, but it has to be planned well, in conjunction with the weather patterns.

Even so, I rarely have more than ten hours flying a week.

Be realistic with your planning - it's an expensive game as you all know.

If you go it alone, then basic details and telephone numbers of clubs and schools can be got from the local Tourist Office of your chosen region.

By this December, I hope to have a complete information package available of the Rhone-Alp flying sites, giving details on sites, accommodation and transport.

As a BHPA senior coach and instructor, I will be running "thermal flying clinics" from the Alpine Paragliding School which will be based in the Rhone-Alp region of Chamonix starting next winter.

For more details, you can contact me on: 0483 282322 fax: 0483 282426.

## Is There Anybody Out There

who are keen to complete their XCPC lectures and get the theory exams done?

I still need to do mine and I have been talking to Adrian Caple/John O'Neill/Steve Uzochukwu. Basically, they are happy to give the lectures and invigilate the exams so long as there is enough interest. We are thinking of holding one lecture per week at a place most convenient for everyone attending, possibly sitting an exam. on the same night.

The key to getting this doen is having enough committed people out there who want to get their XCPC's. We need at least 5 people who can guarantee attendance for the lecture series. If that's you, please contact either Adrian or myself (Martin Pepper) and let us know the best evening(s) for you. I can be reached on 071-425-8167 (or leave a message), and Adrian on 081-660-0824.

## MINUTES OF THE S.H.G.C. COMMITTEE MEETING 2 JUNE 1993

Present : A.Caple, J.Carr, G.Cook, T. Cox, K.Birch, N.Gibson, I.de Haan, I.Jehu, F.Kennedy, E.Lockhart, J.O'Neill, A.Turner, M.Woodhams.

Apologies: M.Brady.

ITEM	ACTION
1.0 MINUTES OF THE LAST MEETING	Passed.
2.0 MATTERS ARISING	
2.1 Truleigh site rules being written.	GIBSON
2.2 Weather station: Can the mast be used?	CARR
2.3 Parachute packing and lectures on first aid and air law to be arranged.	O'NEILL
2.4 Ditchling the bottom landing referred to at the last meeting was not the one given in the sites guide.	
2.5 Tow meeting to be arranged.	BRADY
2.6 New site marshal rota to be arranged.	CARR/COOK
2.7 Video night and barbecue to be arranged for September.	DeHAAN
2.8 Competition report required for Windsack.	BIRCH
3.0 DOWNS CLUB	
The B.H.P.A. executive meeting had been held on 22nd May. M.Woodhams had presented our case. A letter has now been received from Kay Simpson. A reply will be written by Mark.	WOODHAMS
4.0 SAFETY	
A right hand 360 rule up to 1000 ft. was proposed for all S.H.G.C. sites was proposed. An article will be written to gauge the reactions of members. The written proposals by Nigel Gibson were discussed. Proposals to circulated with the minutes for decisions at the next meeting.	CARR CAPLE
5.0 OFFICERS REPORTS	
5.1 SCHOOLS	
According to records only 2 schools teaching are in the club. Some of the instructors from one of the schools are not members.	
5.2 SITES	
Landing discs at Caburn have been replaced. Good progress is being made on negotiations for the West Firle site. No bottom landings by the road at Firle.	
5.3 COMPETITIONS	
This weekends competition is in the Wessex area.	
5.4 MEMBERSHIP	
There are currently 253 members. A reminder will go out to those who have not yet renewed.	
6.0 A.O.B.	
Peter Day will investigate alternative ways for members to pay subscriptions.	

DATE OF NEXT MEETING 7TH JULY

## Up-to-date list of Club Coaches

COACH/DISCIPLINE	LOCATION	Tel.
Mike Broadbent/HG	Bexhill on Sea	0424 210951
John Charlton/HG	Copthorne	0342 716006
Steve Cook/HG	Littlehampton	0903 725724
Francis Cracknell/PG	Isleworth	081 5684184
Nigel Gibson/PG	Feltham	081 890 7476
Harry Greene/PG	Orpington	071 482 4927
John Hutcherson/HG	Wandsworth	081 810 5050
Chris Jones/HG	Ealing	081 579 2830
Rodney Lees/HG	Brighton	0273 300328
Tony Lucchesi/HG	Harvel, Kent	0474 812106
Ali Maddock/PG	London	081 341 3383
Dave Matthews/HG	Brighton	0273 604752
Steve Uzochukwu/bi-discipline	Maidstone	0622 36219
Steve Pugh/HG	Greenwich	081 692 8554
Reg Richardson/HG	Eastbourne	0323 416366
Ron Richardson/HG	Keston	06898 56723
Stewart Swanton/PG	Hove	0273 732219
Noel Venn/HG	Reigate	07372 21023
Dave Williamson/HG	Brighton	0273 604752
Dave Keepax/HG	Burgess Hill	0444 245233
Steve Brewer/PG	Henfield	0403 710739

### REMEMBER:

THE COACHES LISTED ABOVE ARE HERE TO HELP LOW AIRTIME PILOTS TO ESTABLISH THEMSELVES IN OUR CLUB. GIVE ONE OF THEM A CALL, OR LOCATE ONE ON THE HILL FOR HELP OR TASK SIGNING OFF.

## SHGC PARAGLIDING XC LEAGUES

distances in kilometers

Name / Glider	1	2	3	4	5	6	total
<b>Sussex League</b>							
Mark Watts / Edel	13.9	8.0	7.5	6.5	25.0	16.5	77.4
Stewart Swanton / Supra	22.3	13.9	11.0	7.0	6.6	6.3	67.1
Mike Millwood / Rave	27.0	6.6					33.6
Nigel Barrett / Challenger	12.0	7.7					19.7
Pete Bernon / Space	11.5						11.5
Jerry Hansen / Voodoo	6.0						6.0
I. Lewis / Ninja	5.3						5.3

### Martini League

all Sussex League Results as above, plus:

Mike Millwood / Rave	76.2	24.0	12.0	27.0	6.6		
				+ 33.6 (from sussex league) =			179.4
Richard Carter / Katana	41.6	15.0					56.6
Howard Travers / Phantom	19.2						19.2

## SMALL-ADS

Send small-ads in to the Editor - they will appear for 3 Windsack editions. Free to SHGC members, non-members pay £2 for 3 insertions (cheque with copy please)

### FOR SALE: PARAGLIDERS

**EARLY TYPHOON**, medium. Fair condition. Re-rigged. Good flyer. Needs new bag hence price £250 o.n.o. Includes stirrup harness. Tel. 0903 213540. (2)

**BRAND NEW!** (5 minutes flown) Paratech P-40. 4 risers, 12 A's. Yellow. Excellent glide and sink. Comes with harness and integral reserve pocket, speed system and back protector. You won't grow out of this in a hurry! Genuine reason for sale. £1,950 ono. Tel: 071 371 0956. (3)

**FALHAWK NEO** large 75-95kg including kit. Good condition. Complete with rucksack, stuff bag and harness. Ideal first canopy. £780. Tony - 0903 873924

**ADVANCE OMEGA II 26**. £2,000. 0273 671214. (3)

**COMET CX 21** orange. Suit pilot weight 65-120kg. Very pleasant to fly, good first or intermediate canopy. Has speed trimmers, big ears lines, bag and harness. Flown only one season. Still an excellent performer, nylon construction. Come and fly it, Firle or local area. £850 ono. Fionn Kennedy - 0273 858221. (2)

**NOVA PHOENIX 25**. £1,700. 0273 609925. (3)

**AIRWAVE BLACK MAGIC (LARGE)** + harness. Pilot weight 70-90kg. Immaculate, no fade or skid marks. Safe, predictable ideal for intermediate pilot or anyone who cannot get to the hill that often and wants to ridge soar and enjoy it. ACPUL Grade 1 - keeps wife happy. £650 ono. Peter on 081-689 2813. (1)

**JUSTRA STRATOS EXCEL 25**. £1,850. 0273 609925. (3)

**FALHAWK NEO MEDIUM**. Literally ex-demo. Excellent bargain buy for a beginner, including harness, only £999. Call Gary 0273 857700. (1)

**FALHAWK NEO**. Excellent condition, as new. Medium. Only 8 hours airtime. Orange with rain-bow tips, complete with Sky Systems harness, rucksack, stuff sack and back protector. £850. Ring Jon on 0732 64216. (3)

**METAMORFOSI RESERVE** for paragliding. As new, never used, repacked once. £290. Ring Jon on 0732-64216. (3)

**EDEL SPACE 27** (large) with Force harness with back plate + speed bar. Also Custom reserve 'chute complete with accompanying videos. All as new £2,100 ono. Phone Seaford 0323 490371 home 0323 898660 work ask for Jack (1)

### FOR SALE: HANG GLIDERS

**AVIAN AMOUR** (small) £1,200. Tel. 0273 671214. (3)

**AIRWAVE CALYPSO** - lovely example. £1,200. Tel. 0273 671214. (3)

**CLUBMAN 160** for sale. Fair condition. Red/white & blue. £400 no offers. Call Paul on 081 764 8301 evenings. (3)

### GENERAL

**HUMMINGBIRD vario**. Old and basic but very responsive. £30. Thommen wrist altimeter. £30. Call Martin on 0444-233346. (2)

**SONY DISCMAN** Portable CD player. Car adapter, mains adapter, soft case, leads, 'phones. Immaculate. £89 complete. Tel: (0273) 604051 eves. (3)

### LOST & FOUND

**LOST: Firle 30.06.93**. Magic Four speedbar and wheels. Would finder please contact Mike Stephens, tel. 0273 515341 (home), 0273 474111 (work). (1)

**LOST: Somewhere on Firle** - Diplex altimeter, black with velcro strap. If found, please ring Dave Rushforth on 0742 509252 - thanks. (1)