

# SKY SYSTEMS Ltd

EDBURTON, NEAR HENFIELD, WEST SUSSEX BN5 9LL  
TEL: BRIGHTON (0273) 857700. FAX: (0273) 857722

**PAGEN'S "PERFORMANCE FLYING" NOW IN !! £19.95  
NEW AIRMAPS NOW IN!!**

Come and see our winter stock -  
*Have a browse in our showroom, or 'phone or fax your order- we can usually send goods immediately- from a pip pin to a reserve.*

**SECOND HAND 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!



## INSTANT CREDIT FLY NOW PAY LATER!

Since introducing our very successful Credit Scheme for pilots, we have been able to help 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 new wing and give you a voucher for a **FREE GLIDER CHECKOVER** with every hang glider or paraglider purchased at the full retail price.

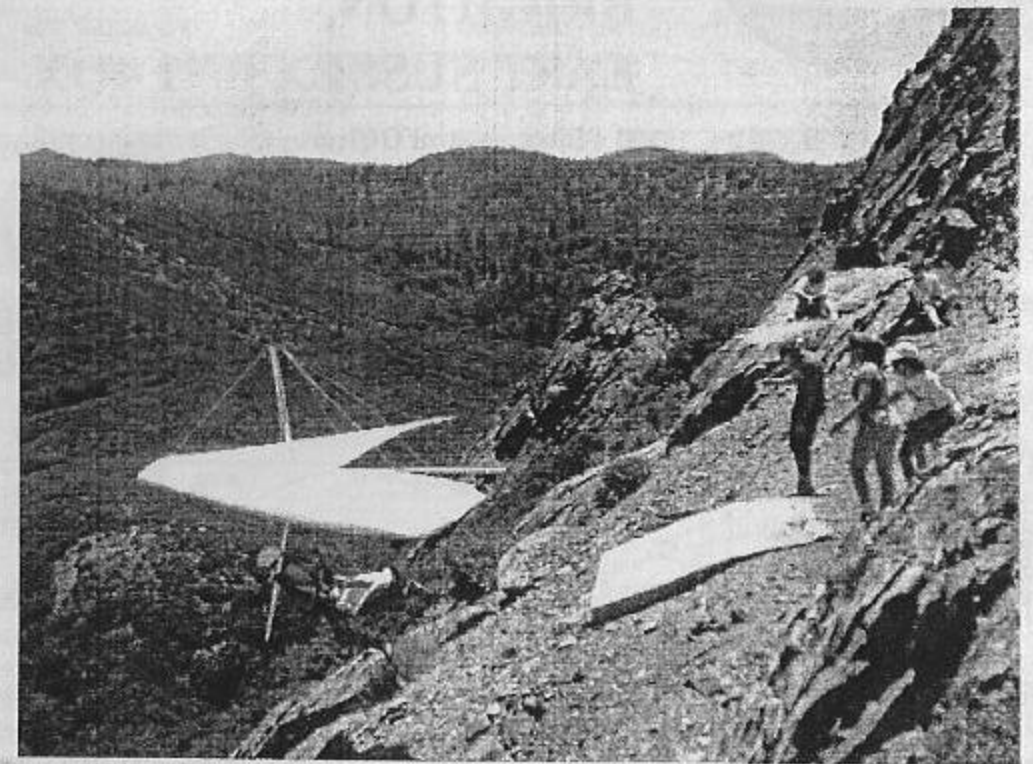
\* subject to status.  
We are open 7 days a week:  
Monday-Friday 9.00-6.00  
Saturday-Sunday 9.30-5.00

# W i n d S o c k

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



COVER SHOTS BY MARTIN PEPPER -  
SEE CALIFORNIA FLYING IN LAST ISH!



# K A T A N A

## CHAMPION'S CHOICE!

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 KATANA...

Call Richard Carter

now on (0909) 770729 or (0273) 857700 for further information, or to arrange your own test flight...



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!**





**THE SOUTHERN  
HANG GLIDING CLUB**  
P.O. BOX 1359,  
BRIGHTON,  
EAST SUSSEX BN1 4QX

SHGC Committee Meetings: are usually held on the first Wednesday of every month at the Devil's Dyke Hotel (upstairs) - all members are most welcome to come along and air their views, among other things.

**COMMITTEE SEPT. 1993.**

Please note - we can always do with people to help out the committee with some of the chores associated with uch! stoP It Let's thrust some new stuff into the Club; if you think that you could do something, or help the Club in any other special little way, come to a Committee meeting at the Dyke and volunteer for it!

**President & Chairman**

Johnny Carr  
044484 667

**Secretary**

Adrian Caple  
081 660 0824

**Treasurer**

Peter Day  
0734 421481

**Membership Secretary**

Gary Cook  
0273 857700

**Safety Officer**

John O'Neill  
0273 541451

**Sites Liaison Officer**

Tony Turner  
0825 762969

**Assistant Sites Liaison**

Fionn Kennedy  
0273 858221

**Sites Control Officer**

Nigel Gibson  
081 890 7476

**Schools Liaison Officer**

Mark Woodhams  
0273 501043

**Hang Gliding Club Coach**

Adrian Caple  
081 660 0824

**Paragliding Club Coach**

Irwyn Jehu  
0903 723884

**Airspace & P.R. Officer**

Tim Cox  
0273 671214

**Home & Away Competitions**

Kenton Birch  
0621 893047

**Towing Representative**

Martin Brady  
0444 233346

**New Devil's Dyke  
Weather Machine:**

0839 800 8688 (see front cover)

**Advertising**

**Display Rates:**

No. issues:	1	3	6	12
quarter pg.	£7	£13	£24	£42
half pg.	£12	£21	£37	£65
full pg.	£21	£37	£66	£105
back pg.	£31	£48	£75	£125

**Small Ads:**

Small ads. are free to members, or £2 each to non-members. They will appear for 3 issues of Windsock before being removed.

**Payment**

**for Advertising:**

Any cheques or postal orders (no cash) should be made payable to The Southern Hang Gliding Club, and sent in with your copy.

**The Southern Hang  
Gliding Club** supports the

aims and ideals of the British Hang Gliding & Paragliding Association.

**Readers Please Note:**

- Contents of this magazine MAY NOT be reproduced without the express consent of the SHGC Committee and/or the author, in any form whatever.  
- The views expressed in articles, letters, etc. in Windsock are not necessarily those of the SHGC, the Editor, or the SHGC Committee.

Layout/DTP by KINO 1993

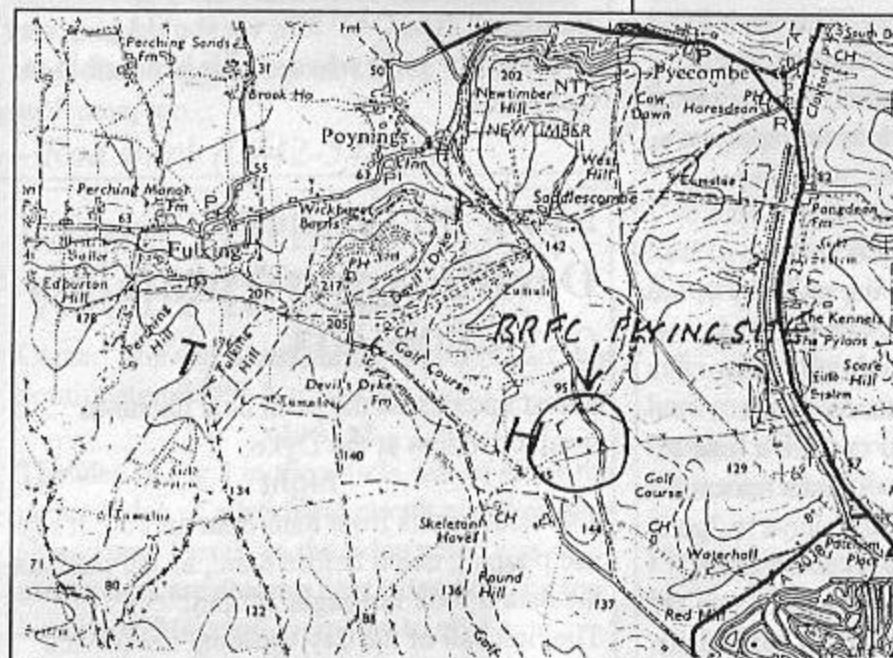
**SAFETY NOTICE**

We've been contacted by the aeromodel club who fly powered models in the bowl to the South-East of the Dyke. They are concerned that some pilots are flying very low over their site when they go over the back on XC's. I believe some paraglider pilots have landed very close by.

These models are very fast and in some cases very large and a collision would cause serious damage to a pilot or to a glider.

Please look at the map and take note of the location of the modelling site and if possible have a look when you drive to the Dyke next and take care when you head over the back.

Safe Flying... John O'Neill



PS: Anyone who wants to take XCPC exams, please ring John O'Neill on his phone number listed in the club coaches list (later in the mag). He is currently arranging lectures on Air Law, Met. and Flight Theory, and will be organising an exam. evening.

**DUAL FLYING  
on SHGC SITES**

Will all members please note that DUAL flying is only allowed when the pilot in charge is qualified to do so. The glider being used (whether hang- or para- must be a certified dual wing). Ab-initio (ie. non-qualified) persons travelling as P2 (ie. not piloting) MUST be insured.

This is a BHPA rule - disregarding it means NO INSURANCE for either participant, and consequent BIG TROUBLE in the case of any incident.

The BHPA hope to introduce a formal dual paragliding rating in the new year (at the moment, dual pilots operate with the express exemption of the Chairman of the

BHPA Flying & Safety

Committee). Anyone interested in attaining a dual licence should contact Gary Cook at Sky Systems asap. He is going to arrange a course for appropriately qualified persons later in the year.

**UNQUALIFIED  
FLIERS on  
SHGC SITES**

It has come to the notice of the Committee that certain flyers are

encouraging unqualified fliers (with no ratings) to fly on our sites. How can this happen? Simple - by selling your old glider to an unqualified person. Remember not only is that person likely to crash, but also that they have (you guessed it) NO INSURANCE. So please at least try and be responsible to your fellow aviators, the sport and the club - don't sell gliders to unqualified people.

## Here's the confusing bit...

from Don Shipton alias Ol' Shippo  
**glean**

As a low airtime CP (PG) anxious to learn and "get it right", I glean information from Windsock, Skywings, etc., and am amused and sometimes confused by what I read, eg. Windsock, December 1992 "Regarding Air Law" by Ian De Haan. Para. 3 refers to other pilots flying into strong lift and possibly flying faster than you and able to climb much faster (here's the confusing bit!) it continues, most important is that lower pilots have the RIGHT OF WAY.

### **bunkum**

Mr. John Lovell, Accident & Medical Panel Co-ordinator for the BHPA thinks not! June 1993 Skywings article "Collision Avoidance" penultimate paragraph states "Thirdly, a firm reminder in order to clarify an often heard misconception. The lower aircraft has right of way - when landing. This does not apply at any other time; not when soaring, not when thermalling, only when landing.

### **substance**

Ian's article also states that the majority of low airtime pilots do not have a very clear idea of how air law works in practice.

There has to be some substance in that comment as schools tend to operate a "one in the air at a time policy" for obvious reasons. The low airtime pilots therefore have to "go it alone" not alone! and probably like myself, read up articles on air law trying to take in all the advice given to enable them to get it right on the day you fly with others.

### **antics**

I have flown twice only at Devil's Dyke, both top-bottom, but have seen the antics of some pilots on crowded days and would rather have "stayed on the ground" on these occasions. One hard nut was flying minus a helmet. Not a role model for RED RIBBON ROOKIES.

### **member**

Finally (thank god!!) it's nice to see the

growing list of club coaches. I would like to enjoy the benefit of their experience to be a responsible club member who is trying to transfer from the protected environment of a school to Club. Just how do you recognise a Club Coach on the hill? Perhaps they could wear a pink carnation? Many thanks for Windsock..

PS. Sorry!! How about a terminology glossary some of the air slang used requires an interpreter.

**Ian often mistakenly referred to AIR LAW in his series when he should really have stated convention or commonsense. Semantics aside, he is right - The lower pilot should always be given priority - they cannot see up as easily as you can see down, so while AIRLAW only states "When Landing" (see CAP 85), we should give way to the lower pilot whenever it is possible to do so - Ed**

## More on the new Devil's Dyke Windtalker 0839-600-603

Latest updates on the posh new phone-in weather station at the Dyke.

### **night**

The station runs from 8am-6pm approx. It's no use phoning much before 8am., as it'll read out the data it took last night at 6pm.

The first call of the day updating the service takes place around 8am (give or take a few minutes), so only calls after then will give the true figures.

### **bear**

This timing is a compromise between:

- a) the cost of updating the 0839 service, and
  - b) the usefulness of any wind data before 8am.
- Our experience at Bradwell over the last 3 years has been that, due to overnight wave, etc., the results before 8am. don't bear much

resemblance to what it may do during the day - so there isn't much point in earlier readings.

### **fart**

However, the meteorology of the Dyke (which I'm not familiar with) may be different.

So, if there is a strong demand for earlier readings from people who live, say, in London, and want to set out at the crack of sparrow-fart, let me know on 0742-548066, and I'll start it earlier in the morning.

### **tweak**

If you have any comments on the accuracy of the readings in any specific direction, please call me also. I can adjust the machine easily down the 'phone line to read more or less in every wind direction, and due to the effects of the trees near the pub it may be necessary to tweak it up a bit. I need your feedback to do so, though.

Any other suggestions for station sites welcome, too...

- Rod Buck (0742-548066)

## More Airlaw With PIPPIN

Corrections and questions on Pippin's part time pontificating in the last two issues:

### **closest**

The idea of Fig 1 in the article was to show the general idea of a left hand circuit and thus who should stay closest to the ridge when two or more pilots are sharing light ridge lift. The top landing and take off were just to give a relative idea of the flight path.

Pilots should always make turns when low away from the ridge so P. Perry is right when he shows the more detailed turn on the left of his drawing.

### **flying**

Airlaw states that an aircraft landing or on approach has right of way over other flying aircraft or those on the ground, but I wouldn't expect a landing approach to cut across somebody else without consideration for the other pilot.

## Photography from a Hang Glider

by Steve Uzigunn

I've spent the last year attempting to get some hang gliding pictures using an SLR. Here for people who wish to try are a few pointers. Before I start, here's a disclaimer: Don't attach anything to your glider unless you're sure or have taken advice. Make sure all attached stuff is backed up so if the main support fails no-one on the ground gets hurt.

### **pneumatic**

I use an SLR (Canon A1) fitted with an autowinder and using the largest type of mount available from Sky Systems or Simon Murphy. I have a pneumatic release, as available from most camera stores. There is a pneumatic release with a velcro on attachment available from Camera Exchange which is ideal for using on a compact.

### **mounting**

I've only ever tried mounting a camera on the keel to the rear of the pilot or on the cross tube to leading edge junction. For these locations you need a wide angle lens. I've had best results with a borrowed 17mm lens, which are hard to come by. You could try a 24mm, but framing will be critical. The keel just behind the nose looking back also appears promising.

### **roll**

I haven't mounted an SLR on the wing tip because all the people who've done it have advised me that it will require counter balancing, and even when counter balanced for roll there is still an effect on pitch, because both the counterweights are behind the hangpoint/C of G.

### **head**

If you get stuck have a look through old copies of Skywings and see what's been done and by whom. Of all the pictures, some of the best wing mounted camera shots I've seen include Michel Carnet on a Kiss over Governador Valadares 1990?, Dennis Thorpe over Beachy

Head 1987? and Judy Leden over the Aleisch Glacier Dec 1988.

**stuck**

The main problem with using a compact is that they will have to be tip stick mounted to get a wide enough shot. You'll also need to find a way to stop the tip stick rotating. Tony Callow is at present setting up a compact for some wing tip shots so he may be able to advise. Ben Ashman, Mark Dale and Judy Leden have done a lot of flying with cameras attached. If in doubt or stuck, ask Johnny Carr!

**jessops**

There's now a mount available from Jessops to attach a remote shutter release where the camera has no facility to take a remote release: cost £14.99. I've got one - the bizz.

**marvellous**

Lastly, I've bought a 17mm lens, so if people want marvellous pictures of their gliders in flight they'll have to lend them to me!

**Letter reproduced from B. Cook of Brighton Radio Flying Club**

*reference safety notice on page 3 this Windsock.*

...my main reason for writing... was to emphasise the location of our power flying field. Several of our members and myself also fly slope soarers at the Dyke, and since the tragic accident some years ago the subsequent formation of separate flying areas has proved that we can all operate together providing that all concerned follow the rules. Unfortunately it is a fact of life that there is always one who is stupid and aggressive and puts people and themselves at risk, sadly they come from both camps.

My best wishes to you and your club, our motto is "Safe flying is no accident".

**DEVELOPMENTS ON THE DYKE WEATHER STATION**

I have had reports that the station is still being rotored by the trees behind the pub, and that it gave inaccurate results in a recent North-easterly.

If you find that this is the case, can you please report the error to me on 0742-548066, or 0836-284853?

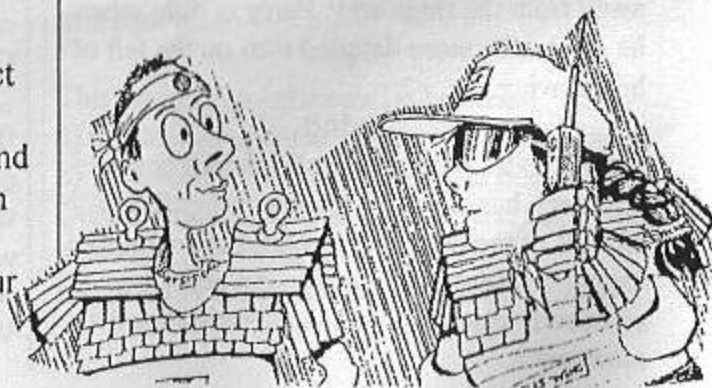
I can correct for these errors - either by putting the pole up higher, or perhaps in software - but I need to know what the error is, and how much, so I rely on you to tell me, as I live too far away to be on-site regularly myself. I don't mind getting multiple phone calls, honest. So, don't moan to other pilots, let me know and I'll do something about it!

By the way, there was a big thunderstorm in the first week of September, and the station got struck by lightning, putting it off the air temporarily and affecting the readings. However, I have now fixed that.

I will soon be in a position to add other readings, and I'd appreciate your feedback on which are most useful to you, so I will put them on first.

- Air temp in Celsius (as well as Fahrenheit, as at present)
- Dew Point
- Anticipated Cloudbase (calculated from dew point)
- Approximate cloud cover
- When it last rained, and how much
- Pressure trend - rising, falling, steady.

- Rod Buck



**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...

Date	Forename	Surname	TelHome	TelWork
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	-
16/10/93	Adrian	Caple	081 660 0824	-
16/10/93	Bernie	Cammell	0705 596370	0705 321212 x4315
16/10/93	Andrew	Bucknill	071 603 7280	-
17/10/93	Michel	Carnet	0850 504564	0273 857700
17/10/93	Andy	Chad	-	071 712 6825
17/10/93	Francis	Charlton	071 278 4509	071 380 9462
23/10/93	Gordon	Chapman	081 767 7105	-
23/10/93	Richard	Carter	-	0273 857700
23/10/93	Paul	Charnaud	0293 871362	0293 565959
24/10/93	Bernard	Clifford	081 948 5536	071 873 3000 ex 3601
24/10/93	Clive	Chippendale	081 878 1081	-
24/10/93	Chris	Chapman	0342 323936	0800 521602
30/10/93	Johnny	Carr	044484 667	044484 217
30/10/93	Robert	Chisholm	0903 504759	-
30/10/93	Alison	Chisholm	-	-
31/10/93	Steven	Cook	0903 725724	-
31/10/93	Nancy	Christiansen	0444 450892	-
31/10/93	Trevor	Clapp	071 328 2253	-
06/11/93	Tim	Cox	0273 671214	0273 609925/507794
06/11/93	Jerry	Cooper	081 674 9427	0831 180688
06/11/93	Graham	Cooper	0634 842 853	071 245 3420
07/11/93	Russell	Crowley	0689 873873	0689 873873
07/11/93	Allen	Cox	0923 779037	-
07/11/93	Roland	Couvela	0252 737875	0252 713733
13/11/93	Francis	Cracknell	081 568 4184	-
13/11/93	David	Drake	081 508 9019	081 529 3501
13/11/93	Chris	Crawley	0424 436769	0424 439145
14/11/93	Ian	Gravatt	071 703 0849	071 924 1282
14/11/93	Tony	Crowley	0903 873924	0903 873924
14/11/93	James	Croxton	071 603 8995	071 253 1163
20/11/93	Sue	Day	0883 349645	-
20/11/93	Andrew	Cunningham	0273 419722	0273 419722
20/11/93	Austin	Haines	0273 418293	082 572 3680
21/11/93	Ian	de Haan	0737 762895	-
21/11/93	Neil	Hallsworth	081 401 2032	-
21/11/93	Bruce	Dunton	081 651 3033	-
27/11/93	John	Harmon	0825 890248	0737 776085
27/11/93	Ray	Edmonds	0825 790002	0273 475432 x44417
27/11/93	Mike	Eldergill	0444 416687	0293 519161
28/11/93	Ron	Harrington	0252 625246	0420 86616
28/11/93	John	Elkins	04027 51310	081 508 6235
28/11/93	Alan	English	0634 813986	081 654 2284
04/12/93	Harry	Greene	071 482 4927	-
04/12/93	David	Funnell	081 641 3283	-
04/12/93	Philip	Gargin	0708 762359	071 382 6244
05/12/93	Nigel	Gibson	081 890 7476	-
05/12/93	Tony	Hobden	0273 721995	0273 203281
05/12/93	Hugh	Ginty	081 906 1640	-
11/12/93	Albert	Holder	0273 514383	0273 513818
11/12/93	Charles	Godfrey	081 994 5740	071 629 7666
11/12/93	Frank	Golding	0273 305636	081 669 9483
12/12/93	Andrew	Jackson	081 542 4944	071 939 0267
12/12/93	Damian	Gordon	071 266 1937	-
12/12/93	Alun	Goodman	0932 667739	071 407 7272

0483 740958  
081 667 0307  
071 380 2574  
0273 528755 ex 2611  
0980 630351  
0273 268500  
0836 776467  
071 231 4474  
071 631 2140  
081 534 5544 x2532  
071 621 0011  
081 986 3123  
0323 898660

0483 768719  
071 603 5569  
081 802 2406  
081 579 2830  
081 908 1549  
0273 461783  
0360 870193  
081 311 0683  
0273 461783  
08675 79581  
0420 23866  
0234 273512  
081 847 1815  
071 431 2320  
081 550 4536  
0323 440331  
071 737 4649  
0323 450371

Gurney  
Holt  
Greenwood  
Jones  
Hanning  
Hansen  
Jenkins  
Hardman  
Hansen  
Hart  
Harvey  
Hastings  
Hedges  
Henson  
Houston  
Hewling  
Hobbs

James  
Andrew  
Kale  
Christopher  
Bernard  
Jerry  
Ian  
Jim  
John  
John  
Robert  
Mark  
Les  
Keith  
Mark  
Patrick  
Bernie  
Jack

18/12/93  
18/12/93  
18/12/93  
19/12/93  
19/12/93  
01/01/94  
01/01/94  
01/01/94  
02/01/94  
02/01/94  
08/01/94  
08/01/94  
08/01/94  
09/01/94  
09/01/94  
09/01/94

0293 668232/282  
071 231 4474

0372 274691  
0234 273512  
0435 830753

Hodson  
Hughes  
Hutton

Paul  
Pamela  
Graham

15/01/94  
15/01/94  
15/01/94

*N.B. IF YOU ARE ON UNABLE TO MARSHALL DAY YOUR APPOINTED A FRIEND TO DO IT!*

## Obituary

### Mick Perrin

11.7.1950 to 26.7.1993

On Monday 26th July, the hang gliding and microlighting fraternity lost one of its most familiar and enthusiastic members, Mick Perrin, who lost his valiant two year battle against cancer at the age of 43.

Mick's passion for aviation started when he joined the air cadets, flying Chipmunks and open cockpit gliders. Later hang gliding attracted him and he became a respected pilot and instructor, helping newcomers and fellow pilots in the Southern and Sky Surfers clubs. With the birth of microlighting, Mick joined Ultrasports, using his engineering and flying skills in the development of both single and dual trikes, often flying to local sub-contractors to collect components. He retained his interest in hang gliding and worked on harness design and static winch towing with Brighton-based Airtime.

Mick fought his illness with the stubborn tenacity so typical of his character, refusing to let it hold him back, to the extent that many of his friends did not realise just how serious his condition had become. With each medical set-back, Mick just changed into another gear and set about his next venture. He was never short of projects which included sailing half way round the world, flying the Channel with Judy Leden for the Trevor Jones Trust, plus numerous other flying and engineering projects.

He continued flying microlights (his crutches stowed in the keel pocket!) and also soared at Devil's Dyke - wheel launched by a group of friends.

Mick had recently married Wendy whom he met during early treatment in Oxford, her courageous support helping Mick to enjoy life to the full.

Mick's helpful nature, enthusiasm & innovative skills inspired many and will be greatly missed by his many friends; our thoughts are with his widow Wendy and his family.

If you would like to make a donation in recognition of Mick's struggle against cancer, and to help ease the burden of future sufferers, please send a cheque, made payable to Fisher & Townsend, together with a note of your name and address (if you wish), to:

Fisher & Townsend - Funeral Directors

81 High Street, Witney, Oxon. OX8 6LY.

Donations will be divided equally between the Nuffield Hospital, Oxford and the Churchill Hospital, Oxford (Radio-Therapy Dept.), both of which were instrumental in Mick's care and treatment over the past two years.

- Thank you.

## Can We Make The Dyke A Safer Place To Fly?

by Johnny Carr

We were discussing further ways of making the Dyke a safer place to fly at a recent committee meeting. I suggested we could do the same thing that we do in the British League. If you think that the Dyke is crowded, you should come and see how busy it gets on a marginal day when the League director opens the start window. First I will tell you why the system had to change (in the League). Pilots would just take off in lines until the sky was full - that in itself wasn't the problem - the problem was thermalling; some pilots preferred doing left hand 360's and some preferred right hand 360's. The big problem was that if you were up and behind other pilots you didn't know which way the pilots in front were going to turn. In fact, nobody had a clue really which way the pilots in front were going to turn.

### aggressive

This proved to be a disadvantage to everybody because, for instance, if you were close to other pilots in a crowded sky and found a thermal, if you preferred doing left-hand 360's you could simply manoeuvre your glider to the right leaving the bulk of the thermal on your left so that as you do your left-hand 360 you should be somewhere in it. The pilot near you, to your left encountering the thermal at the same time, who prefers doing right-hand 360's would like to start the flight pattern in the direction they prefer - this could lead to a dangerous situation.

If they are aggressive about it, and some league pilots are, you could end up getting carved up and worse, very scared. An idea was put forward, for a trial period all pilots within a designated area of launch and below a certain height had to do their 360's

the same way. On some days the League director would be persuaded to make it left-hand 360's for pilots who had a preference for that direction, before settling for what we have now, which is right-hand 360's only. The net result is that League pilots know which way the other pilots are going to go. If you have good lift, you both manoeuvre in such a way that you both end up doing a right hand 360 - it may mean that one of the pilots has to fly around the weaker part of the thermal for a short time, but because they know what the other pilot is doing, very soon find themselves in the centre of the thermal.

### co-operate

One argument against at the time was, if two pilots are doing right hand 360's next to each other, during the manoeuvre they are on course for a mid-air collision. In theory that is correct, but when everyone knows the direction all the other pilots are going, in practice it works out fine, pilots do co-operate with each other. After the trial period and because it proved so much safer it is now standard League procedure. If a pilot forgets and goes the wrong way, he or she is shouted at - they feel a bit of a Wally, and if they don't alter their flight pattern, they will lose a percentage of their points for the task. The reason for this article is to put the idea of such a system in operation at the Dyke, but would first ask you the members what your thoughts are and give you the opportunity to air your views via the Club magazine or write to the Committee. If the response is favourable, it will not happen overnight. A decision of this importance would have to be well advertised in Skywings and Windsock and on the notice board well in advance of the date it might be implemented.

Reader response please to Windsock!

## Mini-Muckraker

Tim "Chuck-em-Off" Cox, renowned supremo of Sussex College, was last seen face down in the brambles, being DRAGGED towards the EDGE at NEWHAVEN, whilst demonstrating cliff flying in a strong WEST WIND. Did he survive? Did his canopy deflate itself before dragging him over the top? Anyone seen Tim lately? Where am I?

Some Mad Clown was recently seen by Shoreham ATC lazily circling above the airfield, low enough for the guy who reported it to read the word "AIRWAVE" on the undersurface. Blimey!

Steve Brewer, saved yet again from serious ANAL SURGERY by his now famous Sky Systems backplate, when he landed on and demolished a barbed wire fence at the Dyke. His harness was not so lucky, and had to have an immediate BUM TRANSPLANT.

There seems to be a lot of interest and talk on the hill (*There's always a lot of talk on the hill - Ed*), about going to Lanzarote in December. Any of you Club Coaches willing to co-ordinate a trip? - El Do-Nut

### PLEASE NOTE:

*THE CLIFF PART OF BEACHY HEAD IS NO LONGER CLOSED - NESTING PEREGRINE FALCONS MAY STILL BE THERE, SO DO BE CAREFUL NOT TO SCARE THEM. 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!*

## Alpine Flying Part Three

by Jerry Hansen

### french

Having read Dennis Trott's articles and not being an experienced Alpine pilot, I concluded that it would be better to fly with other British pilots during my planned Alpine trip.

My luck was in, as during a recent visit to Sky Systems, I came across Steve Brewer who was also going to the Alps at the same time as me. He told me he would be meeting Irwyn Jehu and some French pilots, and he gave me directions.

### bottom

The chosen spot was Annecy, with its 3k wide valley and low mountains, most about 1,600m and well below the snow line, giving a combination of strong - but not violent - thermals, and low valley winds in the afternoon.

The camp site had a field next to it that we could land in, as did several other sites, and the official landing site was not far away (it also has a bus to take you back to launch). The main launch site is at Col de Forclas. Quite a nice site, and not over-demanding although you do take off over trees. Top to bottom is about 2,260 ft.

Irwyn and Steve did the Club Coaching bit on me, and gave me a good understanding of conditions and techniques that I put to good use during my stay.

Armed with my new knowledge and awareness, I soon outgrew the early morning top to bottom flights and got on to some mountain flying.

### camp

We flew from Forclas, turning right to a tree-lined bowl, and worked our way up in some light thermals to the first peak, gained more height over them and flew on to the

next peak 2k away, then over a small valley another 2k to a peak called Lanfonett, working our way up and on to Dent de Lanfon (the wolf's teeth) another 2k away. Steve, Irwyn, and the French pilots then crossed the lake to the range on the other side and flew back to the camp site - I returned the way I had come and flew to the camp site, giving me my first Alpine flight of about 14k.

The next day it was off to Grand Bernard - a mountain about 20k away, with access by chair lift, to a steep Caburn-like launch, giving a 3,500 ft top to bottom in the morning, and up to cloudbase in the afternoon. I chickened out at the wispy bits, but Irwyn flew on to say good-bye to the clouds as he was to return home the next day.

### easy

The two official landing fields are easy and large, so no problems, back to Forclas for an evening flight. Launched at 7pm, got some good 6-up lift, flew back to the camp site at 8pm where we were greeted with cold beers (great backup team) thanks Hazel and Lisa.

Day 4 = Forclas to Dent de Lanfon, got megga high over the teeth in some 10-up, only to see Steve a bit further away and quite a lot higher thermalling with a sailplane! Steve tells us the pilot had blue eyes, and so back to camp with a bit of string pulling over the lake on the way.

Day 5 = We flew from the Semnos range about 15k away, with the intention of flying back to camp - bad mistake. We were lucky to top land, no lift and a poor top landing (we saw a local land first) bottom landing a long way away with no chance of our search and rescue party finding us - not my most favourite site.

Day 6 = Back to Forclas for a top to bottom

in the morning, and thermalling in the afternoon. Conditions were rough, but with poor lift most of the time. I got a low save and gained 1,700 ft in one thermal. Steve was not quite so lucky, but we both made it back to camp.

### clamped

Day 7 = An inversion had set in. Not a lot of lift, but I did manage to out climb 3 other Voodoos and some hang gliders, so I was well pleased with myself. After that the weather clamped down and brought my flying to an end.

The point of all this? To show that a novice Alpine flyer can learn a lot given the right conditions.

They are: -

1. Choose the right place, not too high and with a wide valley. At Annecy the valley wind was about 12mph maximum.
2. Fly in good company - it can save you a lot of learning time.

3. Have good weather! North wind is good - South wind brings hot air and an inversion. Things I Learnt: -

1. However bad your launch is, many others will be much worse.

2. With nil-wind in the morning and evening, the wind at launch mid-afternoon is only thermal going up, and will not blow you over the back when you circle in it (Irwyn's theory but it seems to work).

3. You can see thermals by watching for trees moving, and the leaves turning up at various points on a tree-lined rock face (as there is no wind there, the movement is caused by thermals).

### red hot poker sticking up

4. A rock face in the sun is like a red hot poker sticking up - the lift is quite close and can be strong.

5. Thermals don't drift a lot, so if you fall out of one you will know where to find it

again.

6. To core a thermal, tighten your turn as lift increases, open out your turn when lift decreases - this will allow you to fly back into the centre again.

7. In strong conditions, you will need to be active on the brakes, not just a passenger. Ask a coach what this means if you are not sure.

8. Do PROPER thorough pre-flight checks prior to launch (*rather than after launch?* - Ed) as once the canopy is up, you will be gone! With no time to sort out snagged brake lines, etc.

9. When landing, check your drift over the field - watch others land to assess wind strength. Look at the trees for signs of wind strength and direction.

10. Have more than one landing place in mind, just in case.

11. Do practice your forward inflations before you go.

For The Family Flier: -

Well, after the rush of morning top to bottoms; midday thermalling; and evening flying, you will probably soon settle into the morning by, or in the lake, or doing the tourist bit in the local towns etc.

Thermalling starts about 2:30 pm and you can see the local pilots staying up - you can then fly till you've had enough, got thirsty or till early evening, but for most 2-3 hrs is enough.

Next Year: -

You bet if I can, but it would be nice if the club could offer a coaching week at Annecy for pilots like me, I know many of you out there would benefit as I did.

Thank you Irwyn and Steve for the help you gave me, that is what Club spirit is all about.

## MINUTES OF THE SHGC COMMITTEE MEETING

4th August 1993

Present : J. Carr, J. O'Neill, A. Turner, M. Woodhams, K. Birch,  
G. Cook, M. Brady, T. Cox

In Attendance : C. Bartram

Apologies : A. Caple, F. Kennedy, N. Gibson

### Action

1. Minutes of Last Meeting
- 2.4 R. Richardson is being asked if he will write an article for Windsock on the British Open.
- 5.3 A. Turner reported on the meeting, not F. Kennedy.
  
2. Matters Arising
  - 2.1 Right-hand 360's  
J. Carr will write an article indicating some Committee member's intention to introduce a 360 rule at the Dyke and outlining the reasons for this.  
Carr
  - 2.2 Dyke Management Plan  
A copy is to be requested from the Council.  
Caple
  - 2.3 New Sites  
J. Carr will form a sub-committee with F. Kennedy and A. Turner to progress this.  
Carr
  - 2.4 Social  
In return for free membership until the membership year end, O. Elliott-Webb will organise the Christmas bash, help with marshalling duties whenever necessary, maintain a log of use of Club sites by Schools and perform other tasks as requested by the Committee. The Committee stipulate that this is a one off arrangement for this year and does not set a precedent.
  - 2.5 Required Pilot Qualifications  
It has been rumoured that the Committee has been waiving the Pilot qualification required at Newhaven. Unless the rule is changed, the Committee has no power to grant such dispensation.
  - 2.6 Local Model Site  
A note will appear in the next issue of Windsock.  
A. Caple will reply to the Club.  
Caple
3. Schools  
M. Woodhams reported that very little money had been coming in from the schools. As a result, he proposed sending a letter to all schools tightening up the rules. Schools failing to comply would be de-registered. This proposal was unanimously accepted.

### 4. Officers' Reports

#### 4.1 K. Birch (Comps)

Two SHGC teams, one of each discipline, have reached the Airwave semi-finals. A date is awaited. The eventual positions will be based on each Club's in both disciplines. In the recent SE Wales Comp, Mike Millwood and Dave Matthews both put in exceptional flights.

J. Carr congratulated K. Birch.

#### 4.2 G. Cook (Membership)

There are currently 353 paid up members. 86 have probably lapsed since last year. The total is expected to top 400 by the end of the membership year.

#### 4.3 J. Carr (Chairman)

Farmer Williams and the farmer at Ditchling both need to be paid. Site information for West Firlie will be appearing in Windsock and the Sites Guide. Following the accident reported in the Argus, T. Cox expressed concern that something similar could happen at Caburn. Pilots must give the cable a wide berth.

#### 4.4 M. Brady (Towing)

Difficulties have been experienced co-ordinating the availability of sites and a winch. An attempt will be made to hold an event over the August Bank Holiday.

#### 4.5 T. Cox (Airspace)

Current airmaps are now available.

#### 4.6 J. O' Neill (Safety)

Vicki Jones is now out of hospital. G. Cook reported that the BHPA investigation had concluded that the accident was caused by rough thermic air. Club members should not alter the specification of their gliders. It will make them uncertified and possibly affected the insurance cover. One person has volunteered to help with the parachute packing session. It was suggested that O. Elliott-Webb give a First Aid lecture.

#### 4.7 A. Turner (Sites)

Beachy Head is now open until further notice. Suspicions are growing that there are no Peregrines. A letter will be written by the Club to the Council to the effect that both have been the victims of a hoax. There was some trouble with a hang glider pilot being abusive to members of the public at Beachy. Does anybody know who he is?

### 5. AOB

None.

### 6. Date of Next Meeting

Wednesday 1st September, Devil's Dyke Hotel.

HANG GLIDING AND PERSONAL RELATIONSHIPS

by Rod Buck

(PART ONE)

An old, experienced hang gliding instructor told me on the hill once, that he grouped students into three categories:

1) The ones who breezed through a course, grasped it all reasonably quickly, did their high flights, and, when asked when they were going to buy a glider, replied: "Oh no, I don't want to do any more, I'm going rock-climbing (or windsurfing, whatever) next week". These probably make up the majority of students.

2) The ones who completed a course (often struggling against weather, unfitness, lack of co-ordination, etc) and then bought their first glider, and carried on as best they could, juggling precious flying time against the demands of work, the kids, and why haven't you put me those shelves up that you promised two months ago?

3) Then there are the small minority who tried it, and were instantly hooked. Gave up the job. Divorced (or were divorced by) the partner. Moved house to be nearer the hills. Some even sold the house, and bought a camper van, to tour the world. Flying first, and fitting in the odd spell of work to top up the finances when necessary. The legendary Hang Gliding bum, in fact.

I met some of each in the days when I was instructing. Type three always made me a bit envious - but my kids were about 6 and 4 when I started flying, and I had to wait till they'd grown up and got their own CPC before I could think about emulating them. Fifteen years later, they both regularly outfly the old man, so I guess I may get round to promoting myself to HG bum one day soon.

So, I've been a type 2 up to now, as I guess most of you are. Only too familiar with the standard greeting on the hill.

Cry of: "Jeez, ya shoulda bin here yesterday/last week/two hours ago - it were CLASSIC!"

The type 1 student always puzzled me. I could understand someone being "frit", as Mrs T once said in parliament. I could understand him (or her) doing a first high flight, and saying, "Sh\*t, no".

I could understand all too well someone being hooked instantly, or being grabbed enough to soldier on through adversity, or lack of ability, and make whatever slow progress they could, but indifference?

-PART 2 NEXT MONTH-

## Site Marshalling Equipment

Following my recent rosta as site marshal I have a number of suggestions to make on site marshalling at the Dyke.

On a number of occasions I was challenged by visiting pilots to produce identification to prove I was site marshal and was embarrassed to be unable to produce such information.

### legs

Would it be possible to add to the site marshal equipment a list of duty marshals?, this could possibly be laminated and taped to the board for ease of reference. As well as being useful to prove identity it would also act as an *aide memoire* for pilots with rosta dates in the future. Dayglo over vests or baseball hats would also aid marshal recognition on the hill.

The one visiting pilot who did fly and finally paid a site fee wanted a receipt. I would suggest that a simple receipt book is essential. They are inexpensive and therefore replaceable if they grow legs. During the day I was on duty I witnessed more members of the public reading the board than pilots themselves. This raises two points. Firstly, can general information, leaflets, telephone numbers, school details etc be added to the reverse side of the board (as happens at the Dunstable Club)? Few visitors seem to notice the board on the wall of the pub (which incidentally needs updating) and the marshalling board is an obvious focus on the hill. The board could be sponsored by a school or schools could be charged billboard space to generate income for the club.

### secondly

Secondly, can a note be published in windsock and the site guide to tell pilots to READ the board as a matter of duty. The day I was marshalling I set up the board at

8.45 AM and a number of pilots were already flying in the bowl, including two schools. None of them bothered to come and check what the board had to say, for instance when "happy 1/2 hours" were due.

The site board is useful for more than just "Do Nots", I added weather forecast, landing field info (the field had been cut), names of marshals, request that visiting pilots contact a marshal and perhaps most interestingly a couple of flying tasks, one for x.c pilots and one for club pilots, no distinction being made between hang and para pilots. A number of pilots commented on this being a good idea, and had conditions improved, would have gone for it.

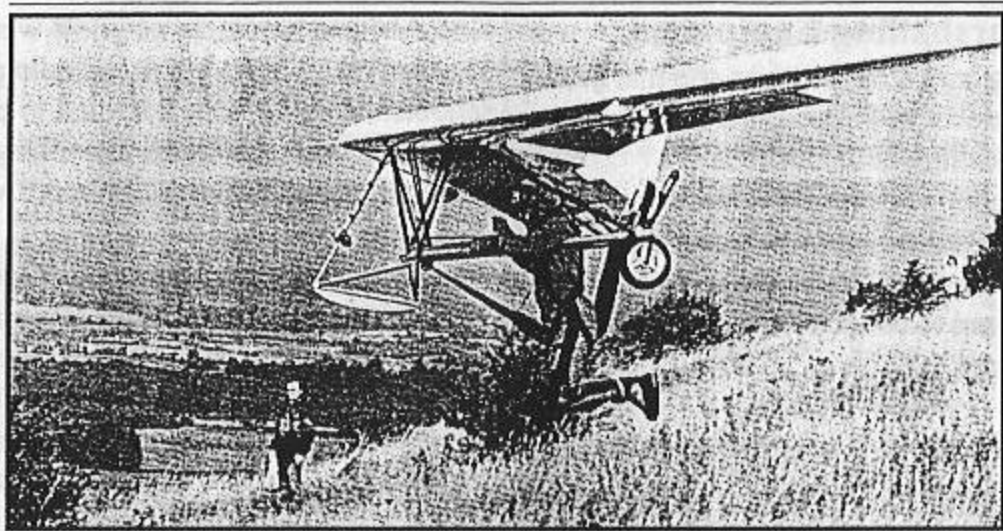
This type of data is provided as a matter of course at gliding clubs, and is read as a matter of course by every pilot who turns up to fly. Can we instigate such a system in our club? If so can the black board be divided up into a series of subheadings to act as prompts for the marshal completing the board.

### knocking

The task setting part will indirectly encourage pilots to read the rest of the bowl, as well as rekindling the "go for it" attitude within the club which has been somewhat lacking in the last few years. Please don't think I am knocking the existing system, I am not and totally believe in marshalling at the Dyke. I am merely suggesting improvements which would benefit marshals, pilots, the general public and the club's image.

If you need someone to help implement such changes I would be happy to help.

Yours sincerely,  
Mark Turner



THIS flying machine is breaking the frontiers of hang-gliding.

The new model, with a fixed wing like a glider, means the pilot can stay in the air for twice as long.

The revolutionary machine was flown for the first time in the UK at Devil's Dyke, near Brighton, earlier this month.

By combining a fixed wing and materials such as

Kevlar and carbon fibre, American scientists have produced a hang-glider which performs as well as a glider.

Pilot Michel Carnet, of Sky Systems, Edburton, near Henfield, said: "It flies like a glider, except you have no rudders or pedals."

"And it is easier to fly than a traditional hang-glider because it is less physical."

Michel, twice former British hang-gliding

champion, said the new hang-glider could stay in the air for ten hours, compared to five hours for the traditional type.

He said: "It appeals to the hang-glider because it gives more performance, and to glider pilots because it is more versatile. You do not have to go to a gliding club to fly it." The only drawback? The price. Expect to pay about £10,000.

EVENING  
ARCUS,  
BRIGHTON

10-09-93.

Pic: Steve  
Brewski

## Sussex College of Hang Gliding and Paragliding

**0273 609925**

Please come and test fly our demonstrators,  
bought at startling expense to give you a choice!

PARATECH P40 - a beautifully made Swiss glider booming in the Alps.

ADVANCE OMEGA II 26 - out and out racer.

HARLEY SIROCCO large and medium - brilliant value.

FLIGHT DESIGN A4 - the best performance straight A's canopy?

JUSTRA STRATOS Excel - racing canopy.

*We have exclusive, soarable sites for every wind direction.*

AVIAN ELAN, AIRWAVE CALYPSO - always one in stock.

AVIAN AMOUR - the large Amour is the easiest handling high performance glider  
I've ever flown. Steve Elkins did 240km on it in Spain!

(1)

# MUCKRAKER

Starts off with the unmasking of the year, as the Paragliding community asks who the "Red Baron" is. Names as diverse as Michel Carnet, Clive Robinson and Mark Turner mentioned, but the finger has finally rested on would be league pilot Matthew Whittall, aided and abetted by brother Robbie. Say your prayers before the mob get to you.....

**boy**

Moves on to Brucie boy after the Owens. A little history for Mr. Icaristics. ICARUS flew too high and crashed when his wings folded up, but Daedalus flew sensibly and got to GOAL. Change of role model, maybe? Or mind back on the job?

**bulk**

Marshall "Six pack" Lambert now buying gliders in bulk having trashed not one but two of them, off the roof rack without even flying them...

**queen**

Irwyn "Drag Queen" Jehu writes an article telling people about flying in strong winds but omits to explain what to do when you get dragged into the pub car park at the Dyke or into spectators at Beachy...

**start**

Stewart Swanton categorically denies last months report about Ditchling, alleging "That's how RUMOURS start!"

**slag**

The Latest suspect for the activities of Glenda Slag is rumoured to be Dave "Postman" Williamson!

**muff**

John "Ragamuffin" Charlton claiming to be a foreign pilot to avoid the minor technical detail of a site fee. But can he produce

evidence of foreign association (i.e. Jamaican) membership? Can he heck as like.

**rave**

Rumours that the Treking E-Space are the same as the Airwave Rave but in nicer colours are unfounded according to a source close to both companies. Anyway, colour is a matter of personal taste...

**wretched**

Chris "El Do-Nut" Bere returns from one of his regular "rests" in the Dyke pub to find his canopy flying... culprit was one Mister Carnet... One would have thought with a shop full of the wretched things etc. etc.

**pole**

Newspaper reports have come in of a pilot who having been blown back into power lines and survived uninjured was then lynched by a rampaging mob of Sussex villagers who were forced to go without Sunday lunch because the power was off for two hours whilst said pilot was extricated from the pole he'd landed on. El Muck will give the usual drink for the name of the nonk in question.....

**barrett's**

Heard about Nigel Barrett's "Asda XC" on his Challenger C? NO?? Lucky you, you're the only one who hasn't!

**joystick**

"Some people play Gameboy, I play Flightmate!" the Sky Systems advert quotes Larry "Super Mario" Tudor. So how come all the Sky Systems lot spent most of the time playing Game Boy at the Nationals in Les Gets? Did playing with the joystick on this funny old choice of navigational equipment lead to incorrect turn point photography? Over to you Messrs. Turner, Millwood and Allen!

**raging**

The Rooster trophy latest: Jerry Hansen seen raging in a bush after an aborted XC attempt second Sunday in August!!

## Up-to-date list of Club Coaches

COACH/DISCIPLINE	LOCATION	Tel.
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
Steve Brewer/PG	Henfield	0403 710739
John O'Neill/HG	Brighton	0273 541451
Mike Broadbent/HG	Bexhill on Sea	0424 210951
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

### 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.

## SMALL ADS OVERSPILL

**FALHAWK NEO.** Medium (65kg-85kg), 35 hours new, unique colours. Beautiful canopy, ideal for intermediate pilot. Price includes paradise 2 harness and rucksack. This is the best value Neo for its price in the area. £750. Tel: 0342 314397. (1)

**BLACK MAGIC 27** (65kg-100kg). Blue, not faded, excellent clean condition, 30 hours only. Big ears kit, harness (paradise 1), helmet, back protector. Safe & predictable. £650 ono. 0869 247100. (1)

**RAVE 27.** Rare opportunity to buy the latest and the best second hand. Low airtime, excellent condition. Jade & purple. £1,900 ono. Call Dave on 0273 600450 or 0273 857700. (1)

**BLACK MAGIC** (medium) with Paradise harness. Pink. Mint condition, very low airtime. 12A's ACPUL grade 1. Pilot weight 55-85kg. Safe, rock steady glider for discerning student/club pilot. Genuine sale- moving to the Voodoo. £600 ono. Darren (0903) 245062. (1)

**ITV RUBIS.** 12 A's. Good intermediate canopy that will last well into soaring and XC, new 1992 still crisp and clean, no repairs, cost £1699, sell for £1050. Best flight +3000 ft, 2 hrs, and been to Truleigh and back a few times. A nice safe canopy, give me a call on 0273 461783. (1)

SENT IN BY PETER PERRY,  
IN RESPONSE  
TO REQUEST  
JULY/AUGUST  
WINDSOCK  
FOR INFO  
ON CABLE  
SHUTTER  
RELEASE  
WHERE NO  
CABLE  
CONNECTION  
ON CAMERA.

WANT TO USE A  
CABLE RELEASE, BUT  
YOUR CAMERA HAS NO  
SOCKET?

TRY THE CABLE RELEASE  
ADAPTOR FROM

**KAISER**

Don't worry if your Canon, Nikon, Minolta, (or virtually any compact or SLR) is not fitted with a cable release socket. KAISER'S universal adaptor is the answer. Velcro fastening round the camera body.

only £8.99

S.R.B. FILM SERVICE  
286 LERRIGRAVE RD. LUTON,

## SMALL-ADS

Send small-ads in to the Editor - they will appear for 3 Windsock 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. (3)

**FALHAWK NEO** large 75-95kg including kit. Good condition. Complete with rucksack, stuff bag and harness. Ideal first canopy. £780. Tony - 0903 873924. (2)

**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, Firlie or local area. £745 ono. Fionn Kennedy - 0273 858221. (3)

**FALHAWK NEO** small 55-75 kg including harness, rucksack and stuff bag. A super safe paraglider with only a genuine 23 hours £650 ono. Call Paul Gardiner on 0444 881387. (1)

**AILES DE K GENAIR 226.** Superb beginner/intermediate canopy, brilliant performance with safety. Big ears, B-line, speed system all possible. Suit 75-95 kg pilot. Excellent condition, complete with harness. £750. Phone Neil on 071 586 6169 (evening) or 071 282 6334 (day) (1).

**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. (2)

**FALHAWK NEO MEDIUM.** Literally ex-demo. Excellent bargain buy for a beginner, including harness, only £999. Call Gary 0273 857700. (2)

**NOVA PHANTOM 45** purple, excellent condition £1,200 (inc. speed system). **EDEL SPACE 27** turquoise, as new £1,400. **NOVA TREND 19.**

Ideal for first/mountaineering canopy (only 4.2kg) £500 inc bigears kit & harness. Phone Andy B 071-603-7280 or Nick 0628 784158. (1)

**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 (2)

### FOR SALE: HANG GLIDERS

**POD LITE** harness. Bright green, suit pilot 5'10" - 6'1". £150. Phone Noel on 0737 221023. (1)

### GENERAL

**HUMMINGBIRD vario.** Old and basic but very responsive. £30. **Thommen wrist altimeter.** £30. Call Martin on 0444-233346. (3)

**BRAUNIGER ALTO-VARIO BASIS** as new (2 altimeters, averager, vario, etc.) £180. 2x WIN 747 airband handheld transceivers. Lightest and smallest model available. Still boxed. £200 each. Phone Andy B. 071-603 7280. (1)

### LOST & FOUND

**LOST:** Firlie 30.06.93. Magic Four speedbar and wheels. Would finder please contact Mike Stephens, tel. 0273 515341 (home), 0273 474111 (work). (2)

**LOST:** Somewhere on Firlie - Diplex altimeter, black with velcro strap. If found, please ring Dave Rushforth on 0742 509252 - thanks. (2)

### STOLEN!

The following items have been stolen from the premises of Wiltshire Paragliding Centre. **EDEL APOLLO 24.** Orange with old-style zigzag design. Serial 10516-9. **Air Bulle Modulair** harness. Purple **FLY DELTA** helmet. If you see this kit on your local hills, please contact Wiltshire Paragliding Centre on 0672 86 555, with the name of the new "owner" if possible.