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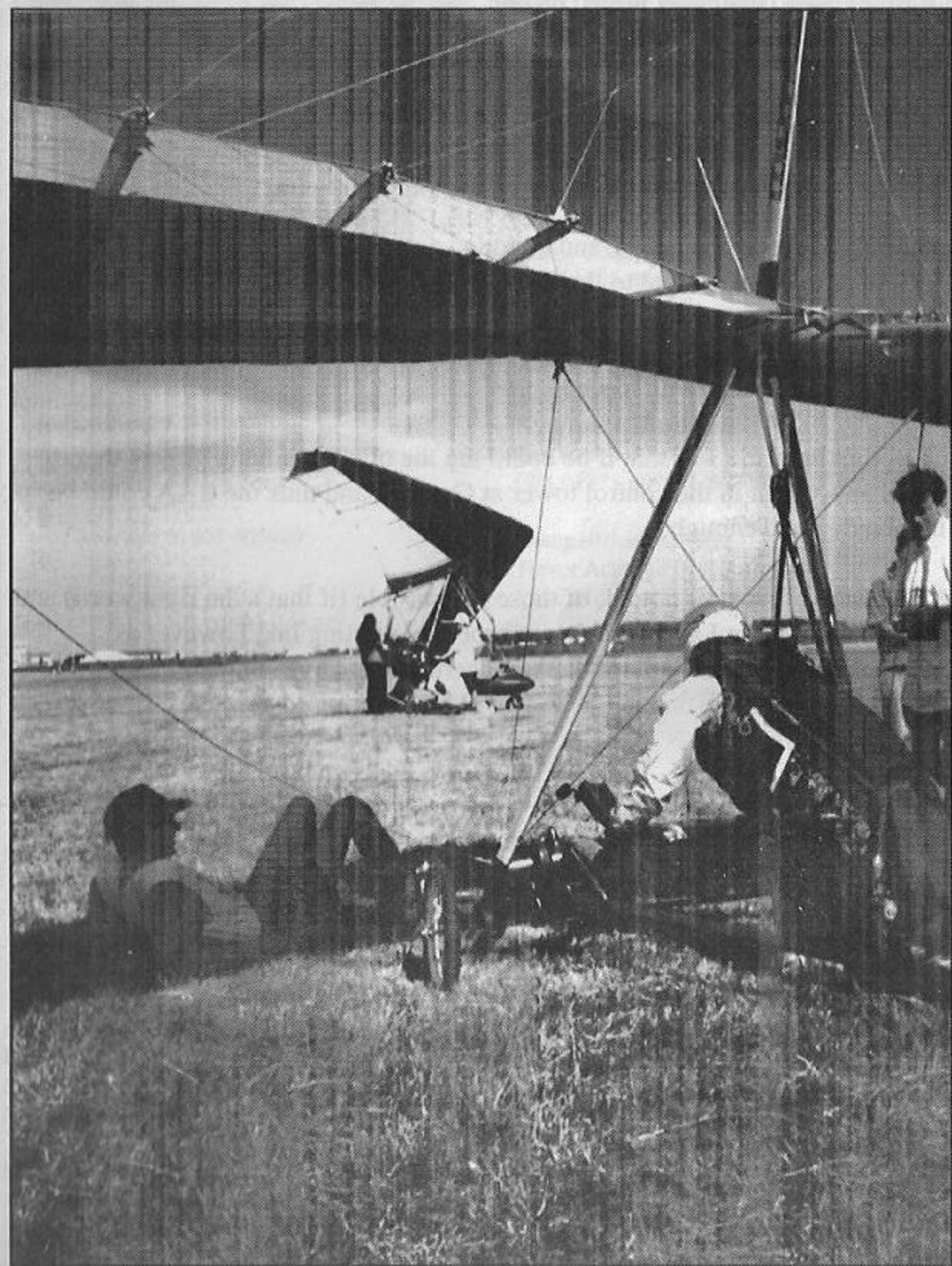
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Windsock JULY 96



CHAIRMAN'S LETTER

Wednesday 12th June was by all accounts "a Boomer." I personally turned up late (work) and could only manage two grand at 7 o'clock.

Others apparently had been more fortunate as was recounted to me by a glider pilot from Parham. He apparently had been pottering about at a legal 3 grand or so in 3500' airspace out in front to the Dyke and all around him were hang gliders "well illegal" ie significantly higher. One in particular was in 2500' airspace.

The point he made was that if he could see the offending hang gliders then so could anyone sat in the control tower at Gatwick and thus the CAA could be involved - valid enough?

I am aware of most, if not all, of those responsible (if that's the right word) and as such realise that I as chairman am probably wasting ink, however as Competitions Officer I advise those concerned that any claims of mega triangles done on the day in question will be scrutinised very closely.

TA

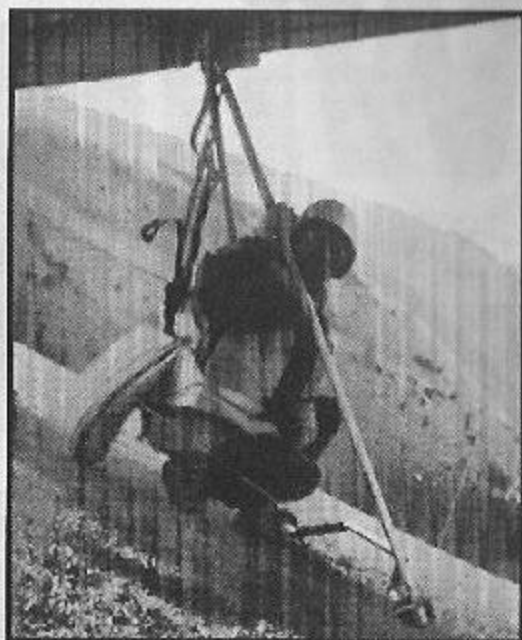
DEVIL'S DYKE BOTTOM LANDING

Pilots are reminded that if they land in the crop at the bottom of Devil's Dyke it is their responsibility to pay the farmer £10.00.

Lately this has not been happening and the farmer has been getting very angry to say the least.

If there is **ANY CHANCE** of you going down to the bottom landing field make sure you have a tenner on you just in case you don't make the cleared strip.

DON'T WAIT TO BE ASKED - JUST DO IT... or risk losing us our bottom landing field.



Windsock



Magazine of the Southern Hang Gliding Club

July 1996

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Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 19th July 1996. Sent to my address or to PO Box:

PO BOX 1359

Brighton

East Sussex BN2 4AS

Contributors

Steve Cook, Adam Goodsell, Kaz Harland, Dave Keepax,

Cover

Waiting to launch - All Out! 1996

AIRWAVE CHALLENGE (HG) 1ST/2ND JUNE

We hosted a "challenge" meet over the above weekend. It was blown out on the Saturday but flyable on Sunday (SW light to moderate) at Caburn.

The Sky Surfers, Dover and Folkestone and Thames Valley clubs were represented and we fielded two teams comprised of Ozzie Haines, Darren Blackman, Martin Strom, Dave Keepax, Ian Ferguson, Paul Rankin, John Young and myself.

Dave Matthews stood in as comp. organiser setting an open distance (over 5km) task with a spot landing score in the bottom field.

No one got away (if you don't count Dave Matthew's 2km flop over the back.) So the comp. was decided on a spot landing (singular.)

Praise must go to John Young for his near miss and to Ozzie Haines who actually touched down on the spot, though unfortunately head first, which doesn't count, (the emergency services weren't needed.) Through sheer good fortune I managed to arrive cleanly on the spot having bombed out in record time - so we won.

Many thanks to those who turned up on either day and if anyone is interested in taking part in future "Challenge" comps. (the nearest is provisionally 22/23 June, SE Wales) phone me on 01273 604752.

TA

Club Coaches

PARAGLIDING

Steve Brewer	Henfield	(M) 0378 434929
Adam Goodsell	Hove	01273 749412
Jerry Hansen	Shoreham	01273 461783
James Hardiman	London	0181 311 0683
David Massie	Horsham	01403 268601
Peter Perry	Crawley	01293 402908
Barry Phillipot	Lindfield	01444 482225
Stroller		
Stewart Swanton	Hove	01273 732219
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650
Trevor White	Ottershaw, Surrey	01932 872722
Colin Williams	Sanderstead	0181 6574958

HANG GLIDING

Adrian Caple	Purley	0181 660 0824
Steve Cook	Littlehampton	01903 725724
Eddie Horsfield	Croydon	0181 657 9307 (M) 0850 088173
Dave Keepax	Burgess Hill	01444 245233
Dave Matthews	Brighton	01273 857163 / 0171 240 9872
Peter Perry	Crawley	01293 402908
Ron Richardson	Keston	016898 56723 / 016898 51823
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650
Dave Williamson	Brighton	01273 604752

The above coaches are here to give help and assistance to new members and those new to our sites - so use their experience.

If they are not readily identifiable by a "Club Coach" armband, ask someone on the hill to point them out to you - they are there somewhere.

JUST WHEN YOU THOUGHT YOU HAD READ ABOUT THE FIRLE RECORD

It's smashed again! Steve Cook tells us how he did it

1990 and the Firle record was 32 miles by Ray Sedgewick on an Ace Sport which lasted until 1995 when Ian Blackmore did 54 miles on a paraglider and landed at mid day due to very turbulent conditions and a full bladder.

This flight proved that Firle was the site to crack off the big cross countries and sure enough later that year Tony Lucchesi chalked up a nice little 59 miler taking the record back for hang gliders on an Xtralite 137 but Ian's flight still looked very impressive.

1996 and the 3rd attempt of April sees Johnny Carr landing just short of the record, I land in the New Forest for 77 miles and the new record for about 20 minutes. Tony got a climb and manages 82 miles, this was going to be a hard one to beat.....but not impossible.

May 6th, the forecast looked pretty average - moderate NE with a band of cloud spreading up from the south. I didn't bother getting up until 9.30 (lazy git) and looked out of the window, blue sky - nice puffy white little cumulus popping!! - f**k...! I got dressed and loaded the glider at the same time no time for breakfast. Littlehampton to Firle usually takes an hour but today I arrived at Firle after 40 minutes with probably half a dozen speeding tickets.

The wind was smack on but it looked as if the sea breeze wasn't far away but the gliders were skying out, I started rigging up as quick as possible. Tony arrived, running with his glider - "got up late did we? only a right punter would do that!" We finished rigging just as the gliders fell out of the sky - typical - the wind then picked up and went off to the east, the sea breeze was mixing in, making the thermals broken and rough. Tim Cox took off and managed to get up from the trig point, John Hewitt took off and started to scratch along the ridge.

Tony and I waited for better air and watched Finn Kennedy on his paraglider fly straight into the quarry at ridge height - well dodgy. I launched at 12 noon followed by Tony and we glided straight off to the trig point, John started to climb and I joined him in a 2-3 up, found a better core and climbed out. Tony joined me and we waffled over the back, a good cloud was forming above us and the thermal increased to a steady 5 up.

I climbed through John and arrived at base just north of Newhaven.

The sea breeze convergence was coming in from the east and the sky to the west looked a bit flat, I topped out on the leading edge of the cloud and headed off for the leeward of Iford where there was a weak cloud.

I reached Woodingdean at 2500amsl 8 down on the glide which didn't help much but some weak lift appeared, but I needed a strong climb otherwise in this wind I would end up going over Brighton low and stuck on the coast with nowhere to glide.

I headed north to a gully at Moulsecombe where I spotted a seagull circling at the north end, I arrived at 900 agl to find only a broken 1 up which I was losing in - poxy bird!

With not a lot of options left I suicide glided back into the houses and connected with a 3 up, Tony and John were to the south at about 2000amsl in a weak climb. Tony tried to glide to

me but got hammered and had to land on the racecourse.

John flew over Brighton low, risky, my thermal accelerated to an 8 up and I reached base over the West Pier, a cloud formed north of Hove and I legged it over there - 10 down sink on the glide bang 8 up to base.

I could see John had managed to get to the north side of the town and had landed safely. I stayed with the cloud so I could glide over Shoreham airport, a cloud formed to the west of the runway and I arrived there at 4500amsl and climbed to base.

Good clouds had formed on the leeward of the Storrington ridge, again 8-10 down followed by 8 up back to base. Another glide inland would be good but it was blue to the NW and clouds were forming to the SW so I headed to Arundel. I picked up a weak climb which broke up before base so I headed for a better looking piece of sky towards Chichester.

After a long sinky glide I reached some clouds but there was only weak lift which normally I could have worked but the drift to the coast was quite strong so I headed to the NW to a good looking thermal trigger and arrived at 2000amsl, 8 up appeared (lovely jubbly!) and back to base at 6200amsl. This gave me safe crossing height for Chichester airport.

Good clouds had been forming along the M27 which seemed to be augmented, a sea breeze setting off the thermals along the road, but there was no convergence.



I reached Havant at base, now with some airspace problems, a danger area at Portsdown, small but from the surface to 6600 and cloud base wasn't high enough to cross over it so I crossed the A3(M) and glided north west in 10 down sink followed by a bout of free fall off the clock plummeting 4000ft in seconds followed by 4 up, the glider making some strange noises and a shit load of Gs pulled, a turbulent 8 up back to base at 6300amsl, Portsdown now out of the way.

The wind was too strong at height to go north around Southampton - 15mph at base coupled with 10 down sink on the glides equals bomb out. So a track between Fareham ATZ and Southampton airport and try to cross the Solent estuary at Hamble, I glided along the M27 working weak lift to stay as high as possible as I could see smoke from an oil refinery chimney blowing north, showing the sea breeze had already cut inland, also the sky was blue.

At this point it looked as if the flight might be all over, my only chance was to get high and glide over the estuary and head inland. I ended up 2 miles south of Hamble at 3500amsl. I couldn't cross here as a landing the other side would be a certainty and so I headed north up the estuary, working weak lift on the way. I waited on the east side for around 10 minutes until a reasonable core came along - 3 up.

I waffled across watching the ferries below, the smoke from their chimneys was going north, I was drifting south, the sea breeze was very close below me so the next glide would have to be inland, I kept watching the sky, trying to work out where the sea breeze might be. Luckily some flecks of convergence formed to the east giving me a rough idea of where the leading edge was, it seemed as if the slope angle was very shallow and so a NNW glide would be in order towards Ashurst.

I left the weak lift at around 4000amsl and immediately hit 5 down, then the air became rough and then a smooth 3 down. I was in the sea air, so I changed my heading directly north and pulled on to 40mph hoping my glide was better than the angle of the sea breeze front.

Down to 1800agl the air got rough, back on the edge of the sea air again, I kept heading north finding some weak lift, but nothing was going up.

Now on the edge of the New Forest the tree line seemed to be an obvious trigger, down to about 1000ft the glider nosed down and got sucked in to the mother of all thermals - an off the clock boomer, three turns gained me over 500ft and I was soon back at base at 6700amsl - the record was now within a glide. I drifted for a while enjoying the view and then glided west to a good cloud.

Bournemouth airport was in the way but another climb to base sorted that out. Some convergence formed to the west of the runway so I headed over there and waffled around working the weak lift. The sky inland seemed to be shutting down and the sea breeze had come in with a vengeance over Poole harbour and had gone miles inland. In a vain attempt to find more lift I headed inland in a NW direction but the air was smooth and smelt of seaweed, bollocks, it was game over yet again and the sea breeze had won.

I landed in a field so big you could land a jumbo jet in it, well these Toplesses do glide well. The wind was light south east, a farmer came over and had a chat and then I went off to get retrieved.

Glider: Topless 147 (it's a motorbike)
 Vario: Davron 700 (a small white box that beeps)
 Harness: Stealth
 Strongest Lift: Mega
 Strongest Sink: Loads
 Distance: 98 miles
 Time: 4 hours 40 minutes.

HOW LONG WILL IT LAST?!!



Aerodynamics

STOP PRESS STOP PRESS!!!
 Yet again the Firl record is smashed
 on a Topless, this time by Steve Cook.
See article opposite

Harness

We also have the new Silhouette Hang Gliding harness from La Mouette - high quality, low drag, angle of dangle, radio pocket etc. Because of its single sliding hang point system we have developed a new clip in system which will be the lowest drag hang point available.

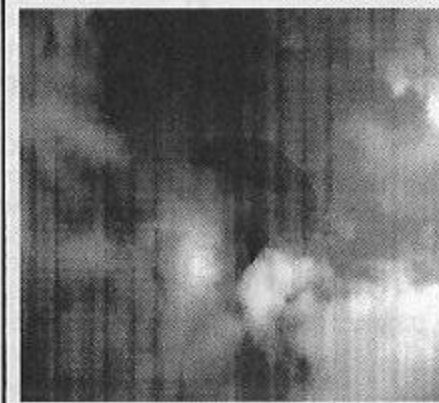
Used Equipment

We have a good selection of used quality equipment inc: Moyes, Solar and Airwave gliders and much more - phone for details

Reserves

We sell, repack & fit all types of reserve - Meta, Apco, La Mouette, Airwave & Junkers, from small PDAs to big floaters.

Do you know the descent rate of your canopy with your all up flying weight?



Holidays

We will be organizing winter holidays for both HG & PG in Southern Spain and adventure flying holidays in the Atlas Mts. of Morocco - a real cultural experience and some great flying!

For advice, information or just a chat, ring
 Johnny Carr : 01444 471137
 Tony Lucchesi: 01474 815239

Strong Winds & Landing Fast; MKII

Dave Keepax follows up his article from January's Windsock

Since submitting the "Strong Winds & Landing Fast" Article in January's Windsock about Firle there are a few points that need covering. Pilots have said to me how they can see why 'which upright first' and others who asked which one is the upwind upright. Some who interpreted the article as fly the glider flat out to the ground. Others requested landing approaches for each site. So here's the second article after I clarify the approach landing technique.

This article, brought on by a plethora of incidents again at Firle, March and early-April. Even the 25-1 Swift has got caught out behind the fence at Firle.

These articles are intended primarily for low airtime pilots. More experienced pilots may gain some useful information, and I hope they do.

First we need to look at the basics; is your glider flying right, is it trimmed right?

TRIM

Control of the glider is by weight shift and pitch. In other words you are a pendulum controlled by Gravity. (In tight turns centrifugal force controls the body position.) Move the pendulum by weight shift and the glider reacts.

Trim position. The hang point you are the pendulum) should allow the glider to fly itself in smooth air without stalling. Find an experienced pilot OF YOUR CLIP IN WEIGHT to set the trim for you and test fly the glider.

Trimmed too slow and the pilot will constantly be pulling speed. This makes rolling the glider difficult and will tire you out fast.

Trimmed too fast and you will feel every bump and be constantly bottom of the stack.

The most important things about comfortable Hang Gliding are

1. Getting the trim right.
2. When taking off; smile.

Next consider the airflow through which a landing approach will take you.

BAD AIR

The glider will NOT be flying through consistent air on your approach to the landing area. A variety of lift; sink; gusts and as you move toward the landing area a decided lack of lift as well as differing speed of the air.

Encountering some or all of the above at trim speed may result in a stall or a turn. Extra speed is safety. Some of the speed can be dumped to gain height or increase the speed to lose height. Correct your approach height with pitch.

We have all stood at the front of the hill wind meter in hand "what's it blowing?"- About 12 to 17. Difference 5 mph. If you float in at trim speed 20 and your glider stalls at 16. that wind speed difference alone could be enough to stall you.

On top of that you are now flying into an area that has a multitude of differing wind conditions. The extra speed may save your life.

Rotor is not always in the same place extending to the same height. If the winds off slightly or gusty; conditions can change fast; so be prepared.

Take advice from a club coach. Not using the club coaches will only cost you lots of expensive aluminium, Or worse.

In my first year I won the broken upright award so I am qualified to give this advice. My uprights were bought in packs often. I thought everyone else purchased this much too; apparently not.

Think about a flight path that eliminates unnecessary turns.

LANDING APPROACH

When you consider your height is correct; make your approach with extra speed and put in a very small turn towards the front of the hill. The approach should be a gentle arc; correct as you go. The time has come to get out of prone. Move the upwind hand (the one nearest the front of the hill) to the upright, maintaining speed.

Speed control is with both hands. one on the basebar the other on the upright nearest the front of the hill. Your body is forward of the natural trim point; due to the extra speed. The pressure is equally distributed and enables you to weight shift and control the glider. Do not worry; this position is perfectly safe; both pitch and roll are well under control. Many experienced pilots will land like this. so do not rush the next move.

Think about what will happen when you release the base bar and go for the upright.

WHY THE UPWIND NEAREST THE FRONT OF THE HILL) UPRIGHT

When you are positive that you have the upright securely and can control the speed, release the remaining hand from the basebar.

Think of it as if your arms are elastic, your body the pendulum. In normal straight flight with the glider trimmed right, no input is necessary. No tension on the base bar means that you; the pendulum hang straight down. increased speed for the landing approach means that both arms are under tension, the elastic stretched. Equal tension with speed moves the pendulum forward of the natural point.

When the elastic is released from the basebar the remaining elastic on the upright will pull the pendulum toward that upright. The pilot's body will automatically move toward the hand on the upright, because it's holding speed. The pendulum effect is immediate and the glider turns.

You can use this effect to your advantage. If you go for the upwind/nearest the front of the hill upright first. A turn towards the front of the hill results. Do it the other way round and...

The automatically induced turn brought about by reaching for the second upright; will not turn you fully into wind. So, another small turn into wind should have you facing the front of the hill. Correct as you go.

You are in the right place; into wind, but still with speed on. Now is the time to gradually decrease the speed and use pitch/roll control to adjust your landing. You will still need to keep some speed on for a safety margin because of wind gradient; gusts, Etc.

You are down in one piece in the landing area and not behind the fence in rotor. Step through; grab the nosewires; and enquire why no-one came over to prevent you groundlooping, in these strong conditions! !

WARNINGS

Never release both hands to go for the uprights when you have speed on; or any other time. The glider will pitch up - gain loads of height and slow down. No airspeed = no control. You may find yourself in a position where you cannot get the glider back.

Do not attempt a 270 landing. You will lose sight of the intended landing area and give yourself too much to do. Leave this one to the experts. Make it easy on yourself use a flight path that only requires the minimum of roll to get into wind.

Which bits may cause pain?. Take off and landing. 4,000ft is safe if no cunimbs; it's only the first or last inch where National insurance payments or private insurance becomes beneficial. Lets all keep paying without claiming.

Some pilots prefer to get out 6 prone before or very early into the landing approach. This means that the above does not apply to them.

So why doesn't everyone do it like that?

1. Habit
2. Pose value, out of prone at 3ft.
3. THE REAL REASON IS; In strong winds the more body showing the less penetration you will get. (don't even think about it) At Firle the venturi effect can push you behind the fence and into some very bad air. Most pilots feel the glider is easier to turn and control when in prone. Prone gives the pilot the ability to pull forward easier. Consequently they leave getting out of prone until the glider is straight into wind. Hence the necessity for this article.

Good flying and even better landings.

Dave Keepax

TO ALL CLUBS THAMES VALLEY SITES

Due to problems with several sites, it is with regret that we had to make all Thames Valley sites MEMBERS OR ASSOCIATE MEMBERS ONLY. This is a temporary measure at this time and will be looked at again at the end of this season.

Please, please, please do not fly if you are not a member or associate member of Thames Valley Hang Gliding Club.

Please, please read your sites guide and follow it.

I am sorry that this has become necessary, it was a hard decision and was not taken lightly.

With Regret
Dave Bullard
Chairman, Thames Valley Hang Gliding Club



ALL OUT! ALL OUT! ALL OUT!

A superb time was had by all who went, here are a few pictures I took capturing the flavour of this most enjoyable of events

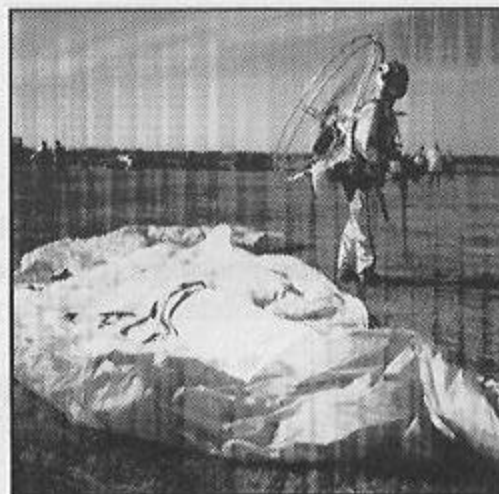


Top: Hang checking whilst the tug is refuelled.

Middle: This guy should put his shirt back on

Bottom Left: Fun for kids of all ages.

Bottom Right: Steve Cook prepares to demonstrate the tandem paramotor

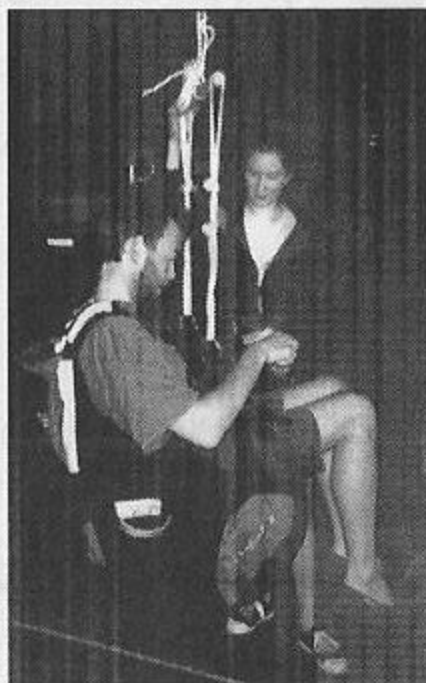


Top Left: Mark Turner waits to launch his paramotor.

Top Right: The Discovery Middle: Me next!! another pilot awaits launch.

Bottom Left: Kristin Hansen demonstrates a harness.

Bottom Right: Plenty of fun to be had with a paraglider and a VW powered Koch winch.



Things you didn't know about Model Gliders:

On a recent busy Saturday at Caburn many PG pilots were overflying the aero modellers who had already moved along the hill from their normal designated flying area. There was a collision between a PG and a model, the model was caught in the PG's lines. The pilot landed heavily, shaken but unhurt. It could have been worse. I have since had an enlightening talk with some of the aero modellers. Take note:

* They are dangerous: If one hits you, it could KILL you! A Hang Glider pilot was killed at Devils Dyke when struck by an aero model in the air.

* They're bigger than you think: A typical model has a wing span of 6-8ft, weighs 5lb's(2.3kg), and has a flying speed of 40-80mph(60-120kph)! Larger models with wingspans 12ft or more are not uncommon. They are made of modern composite materials, their nose cones are often reinforced to prevent damage on landing, they are NOT made of balsa wood. In fact some models are designed for combat with reinforced wings designed to 'take-out' the opponents model. You do not have to be a genius to work out that if one hits you it is going to be very messy.

* Tunnel Vision: When flying an aero model the modeller must keep eye contact with the aircraft at all times, they can be difficult to see, particularly so when flying directly toward or away from the pilot. They are not looking out for other aircraft such as Hang Gliders or Paragliders. If their eye is distracted by a HG/PG straying near to or even across where they are flying, eye contact is lost and the model is out of control, it is extremely difficult to find again.

* Flight Path: When flying a model they will tend to fly in a out and back in a narrow cone in front of where they are standing, rather than up and down the ridge as we do. So don't fly in front of them.

* Height perception: It is practically impossible to judge vertical separation between the model and a HG/PG, the modellers I spoke to could not stress this point strongly enough.

* Pilot competence: As with HG/PG, the piloting skill varies greatly. So just because these models are very manoeuvrable, it doesn't mean the person flying it has the skill to manoeuvre it away from you.

So give the aero modellers the space they require. They are reasonable people and will avoid our space, but they are just as keen to fly as we are, and remember a modeller has only their model to loose, you have a lot more!

P.S. Could the person who had the mid air with the model glider at Caburn send in an Incident Report even though they were unharmed.

Adam Goodsell.

British Paragliding Nationals, Round 2, Yorkshire Dales.

Task 1.

Windy, cloudy conditions restricted the first task to a 27k race to goal from Grove Head. None made goal, the nearest being Ian Blackmore at 18k.

1st Ian Blackmore
2nd Richard Westgate
3rd Pat Dower

Task 2.

Improving conditions at Grove Head allowed a race to goal at Settle, 35k. 19 pilots arrived, the first being Pat Holmes.

1st Pat Holmes
2nd Richard Westgate
3rd Ian Blackmore

Overall:-

1st Ian Blackmore
2nd Richard Westgate
3rd Innes Powell

Day 3.

Task was set as a 45 k race to goal from Wether Fell to Ripon with 6 pilots to fly 15 k to activate the task. Although Richard Carter and Pat Holmes nearly made goal at 40 k each only 2 other pilots made the activation distance so the days scores did not count.

Day 4.

40 k race to goal from Wether Fell to Ilkley. 9 pilots made goal, the first being Richard Carter.

1st Richard Carter
2nd Ian Blackmore
3rd Clive Barnes

2nd Leg Overall:-

1st Ian Blackmore
2nd Clive Barnes
3rd Richard Westgate

MANX TT TOTALS

Airwave Manx TT 1996 Hang Gliding Results

Position	Pilot No.	Pilot Name	Glider	Task 1
1	97	A. Harris	Solar Wings Ace	1000
2	72	Ozzie Haynes	Moyes Xtralite	800
3	27	Phil Bradshaw	Solar Wings Rumour 2	753
4	28	Dave Holbrook	Moyes Xtralite	722
5	55	Ed Cleasby	Solar Wings Rumour 2	559
6	96	Andrew Berry	Solar Wings Rumour 3	409
7	94	J Bate	Solar Wings Rumour 1	328
8	74	Darren Blackman	Airwave Klassic	206
8	102	Phil O'Toole	? ?	206
10	58	Tony Holland	Avian Java	130
11	85	Trevor Birkbeck	Airwave Klassic	103

AIRWORKS

PARAGLIDING CENTRE SALES ~ SERVICE ~ TUITION

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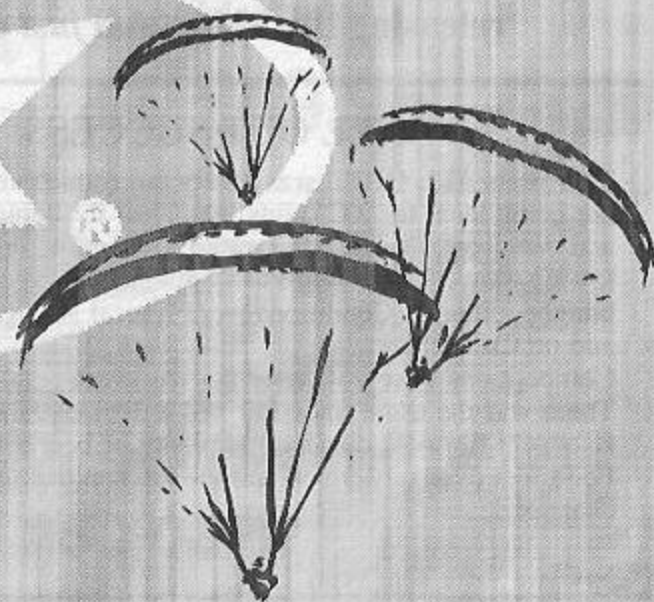
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"Now that we are man and wife you can forget about releasing this thing and *just get this baloon down now!*"

ALL OUT SUCCESS! - Steve Uzochukwu

This years ALL OUT!! was a very enjoyable event for all who attended. The weather, whilst not being ideal for XC flying was ideal for being outside in and for those who tried hard, XC was possible. All events appeared to be going on, PG XC and accuracy, HG aero and winch towing, powered HG and PG which have just been made legal in the UK (June 12th!!) and bungee jumping. Conditions were typical strong summer high pressure with lots of sunbathing and no Cu forming.

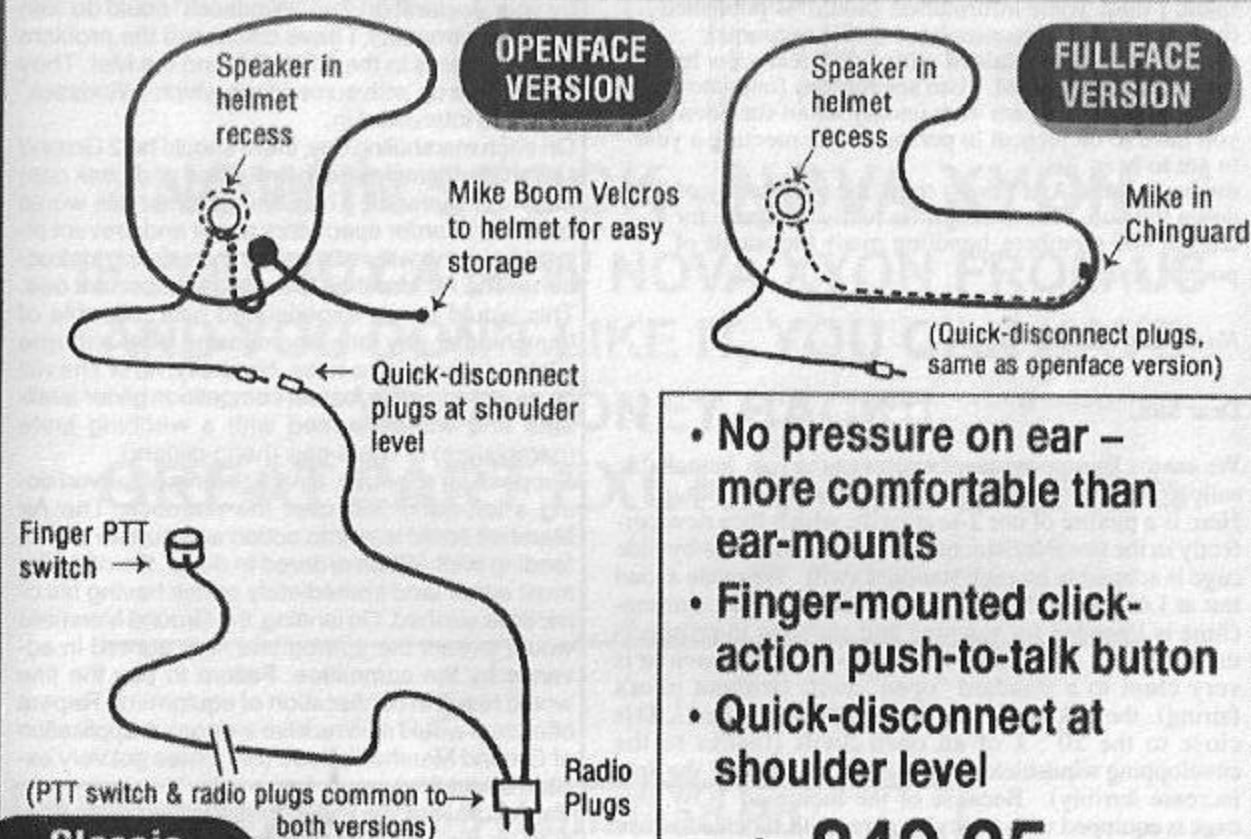
Competitions were held over the weekend, results will be in Skywings maybe next month. There was the usual trade fair and a demonstration of the BHPA rig in action was also seen. Excellent firework display and plenty of beer was drunk on Sat night. The band played on.... Food was over subscribed and the kitchen had to shut down for an hour while the chef was re-charged.....

See you there next year!!!!

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LETTERS

If "Glenda Slagg" comes across a story where "details are unclear", she should try clarifying them, rather than printing the mish mash of rumour and nonsense that appeared in the June issue. There was no guy on the internet "who thought the southern club had done a runner with all the subs money"; there was nothing that could be described as a "dust up", and Marc Asquith did not "wade in and separate the squabbling kids". There was, however, a reasonably courteous discussion, conducted mostly by private email, about whether Windsock should publish summary end-of-year accounts, so that members who can't or won't get to the AGM have some idea of how their money has been spent. I think some information should be published (just as private companies have to file accounts); another member explained why a different view had prevailed at the AGM. I can see reasons for some confidentiality, but am very uneasy about the idea that you have to be present in person at one meeting a year to get to hear the basic facts. And I don't think the philosophy of "get down the pub, have a laugh" is really adequate for a club of 400 members, handling many thousands of pounds a year.

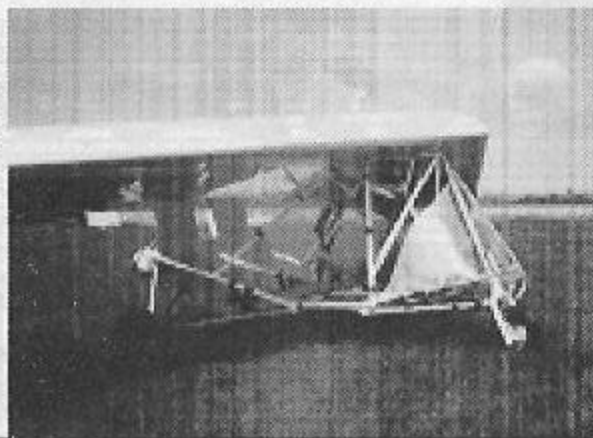
Name and address supplied.

Dear Sirs,

We are the European manufacturer of the foot-launchable sailplane Swift. Here are some informations about it. Here is a picture of our 2-seat swift, which flies now perfectly in the towable/winchable version. The side-by-side cage is adaptable on each standard swift. We made a load test at 1.600 kg without any bad noise or cracks. this machine is intended for teaching and showing to prospects the behaviour and qualities of the Swift : the behaviour is very close to a standard "open" swift (without pilot's fairing). the sink rate is less than 1 m/s and the best L/D is close to the 20 : 1 of an open Swift (thanks to the envelopping windshield : without this windshield, the drag increase terribly). Because of the increased TOW, this cage is equipped with a tricycle gear, with shock absorber, steerable front wheel and good brake. It is obviously not foot-launchable, for the moment we have tested it in towing with a trike. We will test it in winching very soon. At this time, 4 Swift's schools in Europe have ordered it.

Sincerely,

Vincent
PIRET



Dear Mr Editor,

My greatest fear is that it will actually be flyable when my marshaling duty comes round. I don't think the arm-bands go far enough. Would it be OK to wear a peaked cap? I'd feel better about telling other pilots what to do if I could wear a peaked cap. Also, everyone would know that I am some kind of official and treat me with proper respect (especially the hang glider pilots - they make a lot of noise and I'm afraid of them). I have a mate who works for the Organisation Formerly Known As BR who says he'll lend me his uniform. What do you think? Should we put it to the committee?

Maybe a uniform doesn't go far enough. Inspired by your declaration that "Windsock" could do with a little controversy, I have discussed the problem with my mates in the OFKABR and the Met. They have come up with some ideas which "Windsock" might be interested in.

On each marshaling day, there should be 2 Ground Marshalls (complete with arm-band and peak cap) and 1 Air Marshall. The Ground Marshalls would continue to order spectators about and prevent pilots launching willy-nilly as per the existing instructions. The Air Marshall is the really important one. This would be an experienced pilot, capable of launching at any time and chasing after airborne pilots who break the rules. Naturally, he or she will be mounted on the fastest competition glider available and will be armed with a webbing knife (paragliders) or chain-saw (hang-gliders)

Suppose for example, a paraglider is observed doing a left-hand 360 over the paddock. The Air Marshall could leap into action and pursue the offending pilot. When ordered to do so, the offender must either land immediately or risk having his or her lines slashed. On landing, the Ground Marshalls would extract the appropriate fine, agreed in advance by the committee. Failure to pay the fine would result in confiscation of equipment. Repeat offenders would also receive a vigorous application of Ground Marshall's boot. (My mates got very excited about this).

The result would be fewer un-disciplined pilots clogging up the skies. What's more, it would provide the club with a new and lucrative source of revenue. Fines could be imposed for all sorts of things like Failure to Observe the Turnpoint, Flying Without Due Care and Attention, Abuse of Marshalls, Spooking of Horses, etc., etc. There could even be new jobs on the committee - for example, the mysterious "Airspace Officer" could become the "Airspace Infringement Officer"...

What do you think?

Yours Sincerely

Andrew Johnston

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Beachy Head: 21 April 1996: 'The FRIDGE Door'

Dave Keepax describes a recent brush with wind shear at Beachy Head

The Southern Clubs nearest thing to wave: In wave 1-2 up; loose the bar and climb; no effort required. BUT; If when you try and land it's gone out of phase; you will be trashed. Big time.

It was Sunday; the wind was off; SSE; 20 mph gusty; and the remains of a high pressure system. One of those days when a cliff launch was not on, nor the bowl take off. Today is hot; windy and blustery at times; we sit around getting suntans After two aborted attempts to launch my glider; into wind; one wing sticking out over the front of the hill the other pointing at the rigging area, we stood around waiting for Monday to come.

The urge to fly gets the better of me; two aborted take offs should have told me the tale. I try again and get away at 1.30p.m; first off; just minor corrections at take off to keep the glider flying straight. Not the normal smooth Beachy- Head take off we all know and love. Anyway I am up and fly down to the spur by the bird sanctuary in a steady 1 up. The spur is into wind, the lift has increased to 2 up, and I found myself climbing effortlessly to 400 ft ATO; in ultra smooth air. (Southern Club Wave Effect).

Back to take off and sit static in a two up facing the cliffs. After a while, gradually moving forward in the street of lift I crossed to the cliffs and found myself at 600 ATO. The wind was now straight on the cliffs, and I continued climbing to 850 ft.ATO. To move forward It needed in excess of 30 m.p.h. Just hovering, the glider was flying at 24 mph. Handy because mine is trimmed at 23mph. A little frustrating because other than sit facing the sea, there was not much else to do. My flight lasted 1.5 hours, in the smooth air. At 3pm I headed back to take off to set up my landing.

Beneath me performing wingovers and some very peculiar antics was a green mylar glider; flown by Ricky Young; he was about ridge height and doing some very strange things. He was the first one to look like landing, so keeping my eye on him I decided to follow him in, but I needed to lose loads of height.

I flew right out over the landing field and the lower cliffs to find some sinking air; it's hard to get down in the smooth constant 2 up lift. Eventually I manage to get down to about 300 ft and head back to the ridge.

That green thing is closer now and still acting strangely; it suddenly occurs to me that the glider is almost out of control. 'The FRIDGE Door' has opened for Ricky; and he is going down; getting badly thrashed on the way.

I decide to go in fast and higher than normal. The plan being to just hover above take off and pray. So, bar in and head for the landing area; just before the rigging area at 200ft the temperature suddenly changed and what a moment ago was smooth air becomes my worst nightmare. The glider is tipped towards the hill; I correct and am stalled; even with all the speed on. Pull some more speed and hope I can turn it back towards the front of the hill. This glider is not mine; this thing is being stalled; turned; and dropped in the most horrendous sink. In short it's out of control.

The last time this happened to me Tony Lucchesi and I were flying about 3-4 wingspans apart when the bubble of cold air hit us. Both instantly out of control we stalled and side slipped toward each other. By the grace of someone or other, we managed to avoid a collision, and trashed our way to the bottom, where we affectionately stroked the grass. I cannot remember how many years ago this was or the date it happened, but; I will never forget it even if I live to be normal.

Anyway with my landing aborted and now below ridge height; I decide I can beat this; I am going to stay, up. So I head for the cliffs about 100 ft below take off, made it; and now its bang into wind I am going to be all right: Wrong: The icy air is on the cliffs as well. For 5 minutes I tried to beat it, and am getting really trashed and tired. An enormous sink and gust cycle hit me; lost another 50 ft and I am looking at the cliff face. The realisation that if I leave bottom landing too long; or another blast of sink hits me; I may end up on the beach crosses my mind. The tides in; there is no beach; just rocks. Shit City.

Can I still sneak around to the bottom landing field? I pull lots of speed and turn left arriving 70ft above the lower cliffs. Still in the turn; something grabs the glider and tries to tip it out to sea, I manage to get it back and curve into the landing field with plenty of speed. The decision to head for the landing field should have been made earlier.

From bad gusty air; into a dead patch; 30ft off the ground and still with the turn on whoops. Well I nosed in; not too hard; but enough to dent my pride; especially as Martin Brady was filming the whole horrendous episode. Bugger! !. Hope there are no more club video nights. Johnny Carr followed me down 5 minutes later. He had got hammered to below ridge height, and spent the rest of his flight trying to avoid getting turned into the bushes. His landing was good, set up early and into wind. Must have a word with him.

By now everyone but John Young is aware of what awaits them below. Darren Blackman decides to land in the fields behind the road and is rotated on the way in, but lands OK. Ozzie follows Darren in, same thing. Steve Cook hovers high above take off and 'lift shafts in'. He was lucky; he was turned but managed to get it back; and was the only one to get back into the top landing area. Ron Richardson circles back high, trying to get back far enough to miss the crap air. John Young thinks Ron is going XC!!

Ron's XC ends in the field behind the road. John Young now realises what is going on and decides to head for Ozzy's glider as it is the only one stood on the A frame; the air there must be good: Wrong: John avoids hitting certain objects and just manages to get down before the barbed wire fence totals his glider.

Sue Brooks has been chasing all the pilots to see if they are club members, if not - site fee please. One pilot says Trevman is sorting out his membership and declines to part with his money. Later he takes off. Chairman Trev. arrives and says he knows nothing about it.

Now read on... The rest land in the back fields, except for a Senior Instructor from a certain school who took off in the middle of all this mayhem over the cliffs. Wonder if he had his helmet on backwards?. He almost gets inverted and fights his way to the only option left to him and lands on what little there is of the beach amongst the rocks. Not a nice flight. Any queries on this should be routed through our illustrious new Chairperson, Trevman. No, it wasn't him.

Watching him disappear beneath the lower cliffs, Johnny and Tony rush to see if he is all right. He was, so they left him to carry back up. If he had been a club member and hadn't told porkies, maybe he would have got some assistance.

The Tenant farmer of one of the fields used for these emergency landings wanted £20 from each of the three survivors who landed there. Do not get into an argument; it may cost us the Site. Be diplomatic; friendly; and explain the situation. If unable to resolve the situation refer it to a Committee Member immediately. Remember the S.H.G.C. MOTTO, 'Your on the Committee, you sort it out'. No-one was injured as far as I know; it would have been so easy for someone to get unlucky. To their credit the low airtime red ribbon pilots stayed on the ground. So either well observed you lot, or, thanks to the pilots who advised them not to take off.

WHY

Sea temperatures change relatively little and slowly during the year due to the high thermal capacity of the water. The land on the other hand, heats up rapidly giving great differences between sea and land temperatures.

Generally in Spring the sea is at its coldest. Therefore a greater than normal temperature differential is present.

HIGH PRESSURE SYSTEM

The high pressure puts a lid on, and forms an inversion layer. There is too much sea, and consequently cold air for the sun to heat. Unable to match the temperature of the warm air above, the cold layer persists.

The cold layer in contact with the sea meets the smooth warm air above, and forms Wind Shear. The stronger the wind the greater the turbulence will be. The cold air from sea level upwards changes its height dependent upon wind strength; sea temperature; air temperature; and of course the air pressure.

The wind strength increases and forces the cold air to push up the front of the hill. at 2.30pm it's above take off by 250ft. The effect of breaking through into this cold air is mind numbing. The two differing air masses cause enormous turbulence.

Sometimes just a bubble of this cold air gets pushed through into the warm air, as a result of the turbulent wind shear (A negative thermal.). Flying in this, the glider feels out of control; being turned without pilot input; buffeted; and suddenly stalled. It is possible to fly out of this into smooth air again. Fly fast and move to another part of the ridge, if you are lucky you will get out of it, if not you will be forced to bottom land. Rarely; but be prepared for it; the whole of the cold layer will rise above takeoff, then there is no escape.

OBSERVATION:

The wind was being split by the headland, neither takeoff was on. A classic High Pressure syndrome. The wind being pushed around the hill instead of over it. Wind strength of 20-25 mph on top; and yet the sea was calm, looking as though it was only 5-10 mph at sea level. Maybe this may give a future indication of when 'The FRIDGE Door' is about to open again. So on a spring day; in high pressure; clear strong air and plenty of sun; Beachy can be at its deadliest

Orographic cloud can be another hazard at Beachy Head. The surface cold air is forced to climb the hill. As it does so it loses its capacity to hold vapour and leaves its moisture as cloud, first seen as wisps of cloud spilling over the top of the hill. This can suddenly get dense and obliterate the top landing area, leaving you flying above or in it.

Do not let this put you off. Beachy Head is a site that is great for all pilots. Low airtime pilots will be able to soar easily in the smooth air, able to perfect glider control; and to get to know what the glider should feel like. The only problem being the carry up from the huge bottom landing area (it's an hour out of your life). Normally Beachy Head is smooth; with a wide lift band; sometimes extending 1/2 mile out to sea. In these conditions you can go anywhere, and will sometimes experience difficulty in losing height to land.

As a rule the lift band is wide enough to enable many pilots to fly in comparable comfort. Low airtime pilots please talk to someone who has flown and landed on top before you fly, or better still talk to a club coach. He will do your asking for you and brief you on the flight. All might not be what it seems. Those gliders soaring effortlessly in silky smooth air at 800-1000 ft, eventually have to come in and land. What are landing conditions like?. FIND OUT BEFORE YOU FLY.

On take off, if your glider is doing what it does at inland sites, bounces around and is hard to get the wings straight, Beachy is trying to tell you something. Be warned: it may be 'The FRIDGE Door' about to open for you.

Remember: He who buries his head in the sand leaves his arse up for a good kicking.

Dave Keepax

Flight of the Dragons Part II (Continued from Last Month)

by Kaz Harland

Everyone packed away their kit and started to climb the Bluff. The ascent was harder than we imagined, the gentle slope soon turning into a 2:1 slope. The only purchase was with handfuls of grass, bracken and reed that soon started to tear away, committing us to perpetual motion. The large packs were always trying to pull us off the hill and we were relieved to arrive at the top after an hour of Spiderman antics.

Ian B volunteered to wind dummy and dismally told us that the wind was too far off to the South to make the flight viable. Also from above the cliff he could see that there was a 7km section without a landing option, just pounding surf. Mac and Plummet walked over the Bluff and encountered almost impenetrable bush. The rest of us took a longer but clearer route around the back and we met up at the base of the Bluff in a town called Arangi.

The shanty town had only one shop. The Maori owner Lucy was really welcoming and let us rest and relax, interested in what we were doing. After a phone call she explained that her brother was being flown in by chopper that day to spend his last hours at home as he was suffering from terminal cancer. We quickly helped clear the backyard of debris and Mac guided the pilot down. Chris and Simon drove to the nearest hospital (50kms) to get an appropriate bed and I, being the only girl, was taught how to make mussel curry. I had never shelled a mussel before but soon learned with a gallon to get through. The guys thought it was hysterical that I had to cook and serve them! The jokes dropped as everyone filled up on good food but then anything tastes good after noodles for three weeks.

Whilst Lucy visited her 22 brothers and sisters we were invited to a 45th birthday party across the way. It was wild - like the Waltons on acid. Everyone was wrecked, drinking beer out of litre jugs.

The guitar was continually passed around, and everyone could play and sing.

We waited three days, now determined not to walk any further, Lucy must have held some sway with the powers that be as we got the day we had been dreaming about.

We quickly scrambled up the dunes, only to find we all did 1km glides down. Manic packing followed and we soon climbed up for a second attempt. The launches were crazy from the 90 degree cliff tops. Three team members managed an 8k flight to Omamari where a large 1km gap prevented further progress. We waited to regroup, intending on a third flight.

Simon could not continue due to his ankle injury and Plummet decided to wait for Mac, his team partner. Chris Darrell and myself struggled up the slope again and laid out our gliders on a ledge 6' above us. It really was a case of lifting the risers and praying. All went well and we were on our way again. Developing cumulus reinforced the ridge lift and I blatted along despite the headwind. Transitions were no problem with the lift from the clouds,

at about 7.00pm the thermic activity dropped and we gradually sank out. I had covered another 150kms to Baylys Beach and the others were about 5km behind.

Whilst flying we had been spotted by Kevin Reynolds who was in the process of organising a local airshow which he invited us to go along to the following weekend. The next day the wind was up to 30mph again and the team went to an agricultural show to collect donations, meanwhile Ian B landed a flight with Kevin to recce a few hundred ks ahead. His findings were not good news, the beach to the south of us deteriorated into arid desert and lead to the turbulent Auckland Harbour mouth which we would not be able to cross. The inland route was sparse in sites and hampered by airspace restrictions.

Mac had been recalled to duty early, imposing new time constraints. Simon's ankle was too painful to walk on and Ian B had so far not accomplished any XC flying.

In the mainland below Auckland we knew there were some excellent XC sites. We also expected the weather to be more predictable with less coastal effects.

We decided to make a team split. Simon, Mac and Ian went to fly XC, meanwhile the remaining four of us set out on a route march for the next 200km - Plummet was still carrying his full kit.

The first day we covered 20kms and that evening discovered that the distance we had to walk had

been underestimated - it would now be a 280km walk instead. At this point Plummet decided he should do some flying research for the BFHAPC rather than walking and Chris also felt unable to continue. Darrell and myself decided to carry on.

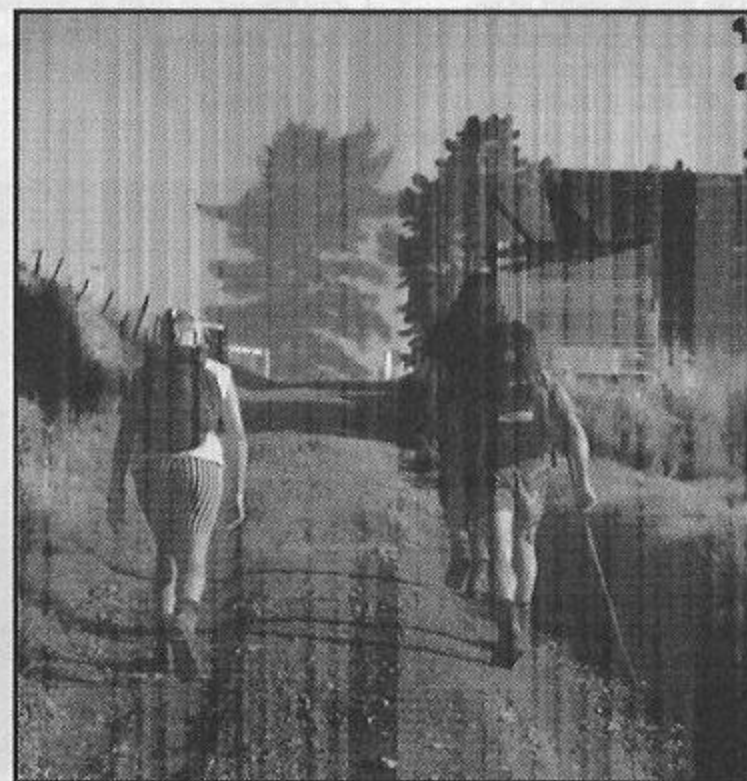
MARCHING

Darrell and I got out heads down and between 13.2.1996 and 22.3.1996 covered 280kms.

Whilst we tabbed the rest of the crew attempted distance flying. We hoped the whole team would cover the length of the island, even if not in unison. Unfortunately conditions only allowed soaring on coastal sites. After 30-40kms per day walking on roads my Achilles tendons were hurting and ten blisters flared up angrily. Darrell was a diamond though, calmly and patiently walking along and keeping both of our spirits high. Chris also injured ankle ligaments jumping over a fence. This prevented him from rejoining the expedition.

DARGAVILLE AIRSHOW

It was a great relief to take a day out to go to the Dargaville Airshow. Naturally it blew a gale and drizzled but we made a good static display and collected donations all day. The best news was an



excellent BBQ and night's kip in a local hotel - what luxury, the first bed in two months. Darrell and I set off the next day in a monsoon. We were constantly turning down lifts from friendly New Zealanders which got harder and harder to refuse as the days went on. People gave us fruit and water along the way which kept morale high. At Auckland we had to hitch as walking was prohibited across the harbour bridge. The second car that passed stopped and gave us a lift. The guy was so helpful that we couldn't get him to stop and he dropped us 5km further than we should have legitimately gone. We felt very guilty but then again we were not going to walk northwards, not on anyone's account, so we quietly set off again. Auckland's road system is very confused and we soon became lost, walking in a 10km loop which more than compensated for the distance we had gained in the car earlier - I guess someone had been watching us!

The team reunited on 22.3.1996 at the Hapakohe range - an excellent mountain range 1500' high and 30km long, leading to other connecting ranges. We walked up the site and waited for seven days, periodically walking back down again for water and supplies. During this time the other guys managed some XC flights but in a S-N direction. Ian B managed to break a local HG and PG site record with a 68km flight but the NZ record remained ever elusive.

Darrell and I debated philosophy, wrote lots of unrepeatable comments in our journals and looked longingly at the over the back potential. Ideally we needed a NW wind. On the 29.2.1996 we had a SW and decided that we must make the most of it - at least it was vaguely from the right direction.

Unfortunately a strong sea breeze disturbed the thermic activity and swung the wind slightly more SSW creating rotor along the ridges and spines making XCs impossible.

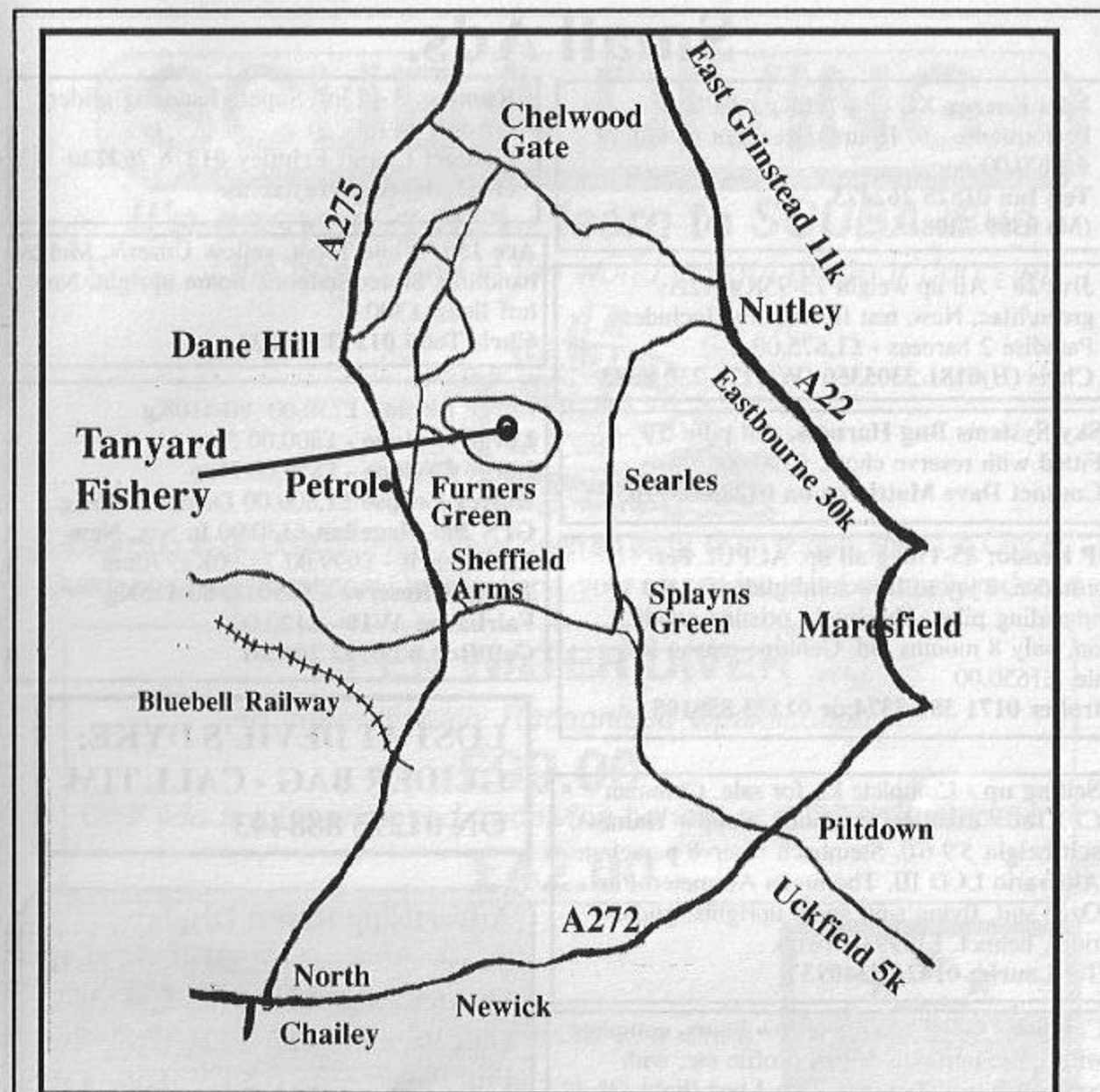
At this point we ended the expedition and Mac departed. All involved were bitterly disappointed that we had not traversed the length of the Island. Darrell and I were especially sad after all the effort we had put in walking.

We had created a huge amount of publicity for CRC and paragliding and had raised about \$1000.00 NZ and £5,000.00. On top of this we met many excellent people and saw some fantastic places - a trip of a lifetime.

After the expedition we went to Hawkes Bay on the SE of North Island to make a concerted effort at distance flying without the restriction of direction or transport, there we met Tim Whittaker who was brilliant, donating his tandem flight fees to CRC

and getting us much publicity. Again the weather was against us, with five of the seven days being windy and rainy, no good distanced were achieved. We left NZ on 15.3.1996 from Wellington after a farewell bash hosted by the ever supportive Mark Bailey and the Wellington HG and PG club. We hope that this expedition alongside Judy Leden and Ben Ashman's microlight flight may encourage someone else to attempt to raise money through Flight for Life. We hope that one day it may become a charity in its own right. It is also important that people continue to strive to develop all aspects of their sport and give the public a positive image of us as sane human beings, but then on the other hand.....

Kaz Harland



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- Equipment hire and sales (from a snorkel retainer to a semi-dry suit!)
- Main agents for all the major suppliers of SCUBA equipment.
- Diving holidays specialising in the Red Sea on a luxury liveaboard - all courses available on these trips.



**For further details contact Margaret
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