

Spring is in the air - thermal season looming.
Now is the time of year to get a real check over!
Dust off the mothballs and get an **MOT**
on your flying equipment...

Stripdown Checkover & Report

Checkover & Report



Repack, including airing

SPECIAL OFFER!
TO SHGC MEMBERS
RESERVE REPACK
HARNES CHECKOVER
CANOPY CHECKOVER
for just
£29.95

Adventure

Paramotor Sales
Paramotor Training



Sky Systems Ltd
Edburton, Near Henfield
West Sussex BN5 9LL
Tel: Brighton (01273) 857700
Fax: (01273) 857722
E-Mail: garyc@mistral.co.uk



Windsock

March 96



Chairman's Letter

Dear Members,

It would seem that Dave Keepax's excellent advice about top landing at Firle in the last Windsock but one, wasn't good enough for the pilot who flew himself into a somewhat embarrassing predicament. I won't elaborate on this further as I have a sneaky feeling that there might just be a reference to it elsewhere in the magazine.



The wind had been off to the north at Firle and quite variable in strength. The said pilot launched at a time the wind was relatively light. Alas, when it came time to land, he didn't make due allowance for the possibility that the wind had increased again quite considerably. So, with a fair amount of height, plenty of speed, and full of good intentions to stay upwind of the fence, the landing approach commenced. However, the difference between the perceived and actual wind strength took the glider behind the fence by the time the turn into wind was complete. Now, two of the lessons to be learned from this little incident are firstly, the time to start your turn into wind/the speed with which you need to turn depend on the strength of the wind, so be careful about making simplistic assumptions that conditions will be the same as when you launched. Secondly, you can be sucked down behind the fence at Firle - all the way to the ground. You can't rely on wind gradient to allow you to penetrate forward at the last minute.

Who was the pilot in question? I don't think you really want to know that. Er well, yes, actually, guilty yer honour, but society is to blame (there's an excuse Dave didn't have in his list!). Seriously, I really would like to thank all the people who rushed quickly to my assistance, almost certainly preventing some very expensive damage when the inevitable ground loop occurred. Thanks!

Just a reminder that the Club currently has a radio set-up that can be used for coaching. Dave Keepax is the custodian so, if you are a low airtime pilot who wants some help, or you are a club coach who would like to use it, then contact Dave.

The parachute repacking went well with a number of 'chutes much more likely to open by the end of the session than at the beginning. Mike Millwood was the main man whose skills were in great demand all evening. Many thanks Mike.

Still on the social front, Andy Chipling has kindly offered to organise a video night so start getting your favourite clips together. Well done Andy. By the way, while we are without a Social Secretary, if there is something in particular that you would like to organise as a one off, like Andy is doing, please give me a call. Even when we do fill the position, I'm sure that the Social Secretary would welcome any suggestions or practical help.

Finally, by the time you get my next letter, the spring thermals might well have started popping so please be careful. Oh, and don't forget the AGM at the Dyke on March 16.

Take Care,
Martin Brady

Windsock



Magazine of the Southern Hang Gliding Club

March 1996

Windsock Editor

Dan Petty 01342 314397
danpetty@pncl.co.uk
36 Brook Close
East Grinstead
West Sussex RH19 3XZ

President

Johnny Carr 01444 471137

Chairman

Martin Brady 01444 233346
(W) 01273 745513

Secretary

Robbie Williams 01273 731011

Treasurer

Peter Day 01734 421481
(W) 01734 579740

Membership Secretary

Trevor Ackroyd 01903 505889

Safety Officer

Steve Brewer (M) 0378 434929

Sites Liaison Officer

Fionn Kennedy 01273 858221
Sue Brooks 01273 834984
(W) 01444 441881 x 4859

Sites Control Officer

Jerry Hansen 01273 461783

Schools Liaison Officer

Irwyn Jehu 01903 723884

Club Coach

Adrian Caple 0181 660 0824

Airspace Officer

Tim Cox 01273 888113
(W) 01273 609925/507794

Competitions Officer

Kenton Birch 01273 771327 HG
Mike Millwood 01273 624188 PG
(W) 01273 857700

Club Officer

Julia Gibbs 01273 858010
(Mobile) 0589 951717

Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 15th March 1996. Sent to my address or to PO Box:

PO BOX 1359

Brighton

East Sussex BN1 4QX

Contributors

Martin Brady, Russ Brown, Adrian Caple, Andy Chipling, Steve Cook, Julia Gibbs, Jerry Hansen, Kelvin Kinkaid, Andrew Johnston, Steve Purdie.

IN MEMORY OF MARTIN YOUNG

On 20/1/96 Martin was involved in a motorcycle accident, his other love, losing his fight for life at one o'clock Sunday morning without having regained consciousness. Martin, a member of both the Sussex Hang Gliding & Paragliding school and the Southern Hang Gliding Club, was thirty years old and a keen paraglider pilot, also having flown hang gliders, microlights and light aircraft, bringing his love of flying into his work as a Traffic Officer for Gatwick Handling. He started paragliding some four years ago and was often to be seen about Southern Club's sites with his white P40. As he lived in the village at its foot, Ditchling Beacon, was the place one could usually find him if the wind was at all northerly.

Our condolences are extended to Martin's family, who must bear the greatest grief at his loss. His death was a tragic accident, leaving a void in the lives of his many friends and relatives which cannot possibly be filled. Everyone who engages in hazardous activities realises the risks, the reason we continue with these sports is because of our love of life and not in spite of it. It is for this reason that Martin would wish not to be remembered at a maudlin moment, but when you are having a good time on the hill, remembering his good humour and enjoyment of life.

LONDON PUB MEET:

WEDNESDAY 13TH MARCH ST. GEORGE'S TAVERN ECCLESTONE BRIDGE
VICTORIA SW1

FROM 7 P.M.

Just an invitation from a member who enjoys a pint or two and wants to meet other pilots on home turf, with the car and the glider safely stowed away. OK, so Central London excludes most of the members down South but I don't expect any complaints. Obviously, if we have a choice between inner city railway tavern or nipping over the garden fence for some hill soaring before sunset, there's no contest.

I would particularly like to meet the new members, students or recently qualified CP's/CPC's, but that doesn't mean anyone else should stay away.

This pub has been chosen for the purely selfish reason that it's only 2 minutes staggering distance from my front door, but it's also 2 minutes from the station and there's plenty of space. It's not as unsavoury as you might expect, given the location.

For those of you who don't know anyone else, "SHGC" will be displayed in a prominent position. Otherwise, ask the bar staff who will tell you where we are. Any questions, phone me at work 0171 541 4963 or at home 0171 630 7071.

Cheers!
Andrew Johnston

DIRECTIONS:

Pub is corner of Ecclestone Bridge and Hugh Street at rear of Victoria BR. Easiest approach is via exit on left side of station (by mainline platform 1); turn right and pub is 100yds straight ahead.

Editorial

Hi there,

We've got quite a bumper issue this month - plenty of announcements, funnies, four pages of minutes (zzzzz!), the Hang Gliding XC results which I should have put in 2 issues ago and a great feature from Steve Cook on how he finally managed to pull off a triangle flight he had been trying to do since June 1994.

Thanks to everyone who is sending material in and don't be offended if it doesn't appear in the very next issue - I try to keep stuff back in case I have a lean month. I won't generally keep it back for more than 1 month though.

I have been asked by the Committee to say a bit about horses. The other Saturday at the Dyke and the following day at Firlie two punters were seen inflating their gliders where there were horses near by and both animals were spooked. Remember - despite what horsey people will tell you, their animals are pretty stupid creatures, however their owners are often in a position to, or know people in a position to seriously spoil our fun. Horses should be included in the list of things to check for prior to inflation and launching.

Also Martin Brady and Robbie Williams will be standing down from their positions on the Committee. If you want to stand for ANY of the Committee positions then please let Robbie know in advance.

See you on the hill or the AGM (preferably the hill!).



British Horse Society Charity Ride

Sunday 14th April

Taking place from the river Adur across the Downs, Devil's Dyke & Ditchling Beacon.

PLEASE STAY WELL CLEAR OF THIS EQUINE CONVOY!

They will ride right over the Downs & it seems only fair to let them pass without incident!

The event is being organised by Jane Edwards, Brendon Riding School, Pyecombe - 01293 782351

CLUB COACHING COURSE

Do yourself and others a favour, attend a coaching course. This year's club coach course has been arranged to be held on the 23rd and 24th of March.

This course is interesting and informative and will improve your flying and enable you to be of more assistance to others.

It is open to both hang glider and paraglider pilots. Phone me now on 0181 660 0824 to reserve a place. The course is being held at Sky Systems and we aim to start at 9.30.

The programme is :

Day One	10.00 - 10.10	Staff Introductions
	10.10 - 10.15	Course Introduction
	10.15 - 10.45	Attendees Introduction
	10.45 - 11.15	Housekeeping and tea break
	11.15 - 11.45	Learning
	11.45 - 12.25	Communication
	12.25 - 13.00	Basic Flight Analysis
	13.00 - 14.00	Lunch
	14.00 - 14.30	Assessment
	14.30 - 15.15	Basic Flight analysis
	15.15 - 15.30	Tea Break
	15.30 - 16.30	Airmanship and Mixed Flying
	16.30 - 16.50	BHPA/FSC
	16.50 - 17.00	Days Conclusion
Day Two	9.30 - 9.40	Resetting the Scene
	9.40 - 10.30	The Psychological Plot
	10.00 - 1.00	Accident Analysis
	11.00 - 11.15	Tea Break
	11.15 - 11.45	Accident Analysis
	11.45 - 2.15	Dealing with a Major Accident
	12.15 - 3.00	Flying Conditions
	13.00 - 4.00	Lunch
	14.00 - 4.45	Problem Member Scenario
	14.45 - 15.00	Coaches Roles and Responsibilities
	15.00 - 15.15	Tea Break
15.00 - 15.30	Mike and John	
15.30 - 16.00	Conclusion	

There will be a small fee of £10.00 towards the cost of the course. I look forward to seeing you there.

Adrian Caple

Club Coaches

PARAGLIDING

Steve Brewer	Henfield	(M) 0378 434929
Jerry Hansen	Shoreham	01273 461783
James Hardiman	London	0181 311 0683
David Massie	Horsham	01403 268601
Barry Phillpot	Lindfield	01444 482225
Stewart Swanton	Hove	01273 732219
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650

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 604752 / 0171 240 9872
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.

BACK PLATES

Important safety point !!

Backplates must protect the base of your spine as well as your back. On the hill the other day I noticed a new red ribbon pilot with a SupAir harness and foam backplate that had been sold to him by one of the schools. The problem was that the foam backplate was inserted so far up the back of the harness the foam did not extend under his bum at all and remained a flat sheet protecting only his back! It may be an isolated case I hope so, but please check your backplate and make sure yours is OK in your harness, if not seek advice. I also notice some red ribbon pilots without any back protection at all remember you are at your most vulnerable time, and back injury can be permanent DON'T RISK IT.

Please note, I may be considered biased as I make the JPH, GRP and foam backplate, but my only interest is pilot safety (if you can't afford a backplate, give me a call and I will sort you out).

Jerry Hansen

So what's the Club Officer got to say?

Site Fees: Sue Brooks and Jerry Hansen are now in competition with each other to see who can collect the most money in site fees from unsuspecting visitors - Great!!

Sites: Beachy Head: The flags seem to work well to designate a landing area. Please use them.

Mount Caburn: Lord Hampden is our friend, long may it last. Please shut the gate.

Devil's Dyke: Heavy negotiations have resulted in a revised draft of the licence. Although wordy, it seems reasonable. I'll issue it to each committee member for careful consideration - Fionn, thanks for your support.

High and Over: At last I met Caroline Richardson from the National Trust. Her bark is far worse than her bite and in the pouring rain last week we hammered out a good deal for SHGC. (Actually it was in a tea room in Alfriston):

1) To continue the licence as it stands

2) For us to give monthly returns for the No. of days flying at High and Over. No more bits of paper through Mr Skinner's letterbox BUT please call me if you are going to or have flown there, just a quickie on 0589 951717. This makes it all central and much more manageable.

Other Sites: Inc Firle & Ditchling are fine thanks to Tony Turner, Fionn and Johnny Carr.

Brighton Council & the Sussex Downs Conservation Board (SDCB) are helping us look for suitable sites & premises to target for a lottery application. Each application has a 6 month life cycle & has to be a "capital" project, so we are exploring all the possibilities including sharing space with another sport. We are also applying to the Foundation of Sport & the Arts whose money comes from the pools. The most encouraging point is that all the feedback I have had from councils, SDCB etc has been very positive. I am starting to bump into the same people at the various meetings I attend. This is really useful as nothing beats doing business with people who know you. It has taken a long time to get this far: to talk to a person of influence, who has already been told about the SHGC by another person of influence, is a true victory.

Future: If we can bring people to Brighton to watch/partake in our "minority" sport, we will have the support of many authorities. So...

A meeting with David Flemming, Brighton Council Arts & Leisure is next week. Also...

Further exploration of the possible site at Pangdean Farm, with Martin Brady.

A presentation by SDCB of their management strategy. I would like their plans to include an awareness of us & any suitable sites for our flying to be positively looked at.

I'll give a more succinct report at the AGM, meantime...Happy Flying!!

Julia

Aerodynamics

Topless Passes C of A Rig Test C of A Now Pending

You can now test fly this amazing glider, top performance, superb handling and excellent build quality. With back up from the world's leading manufacturers for over 21 years. See Steve on the hill or phone to book a flight.

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.

Paramotors

Aerodynamics are sole importers for the superb range of La Mouette paramotors, consisting of a small, medium, large & even a dual!! All are top quality & competitively priced. We will also be running ab-initio and paragliding conversion courses for experienced paraglider pilots. Videos available.

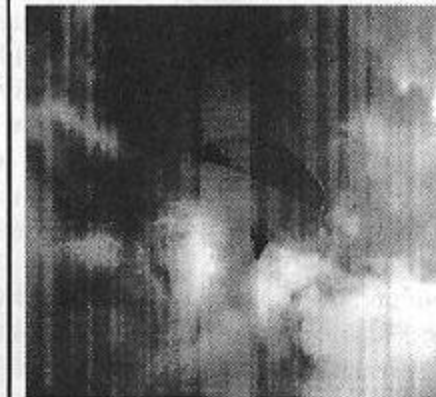
Used Equipment

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

The Third Attempt

Third time lucky for Steve Cook as he achieves the triangle flight that had eluded him since 1994

1994, I had planned a triangle flight from Plumpton, the start was Offham road junction at the end of the ridge, the second turn point was the major road junction on the edge of Brighton and the third was a roundabout on the east side of Burgess Hill and then back to Offham.

21/6/94

The day looked promising, post cold front and light northerly, I arrived early with Tony Lucchesi and we rigged up. Cumulus started to form but the wind was stronger than I had anticipated. I took off, found a thermal and climbed to 'base then shot off down to Offham and took the start photo.

I raced back along the ridge and climbed back to 'base just east of Ditchling, I had decided to go for the Burgess Hill roundabout first as I was already half way there. I zig-zagged my way into wind trying to avoid the sink and arrived at 1900 amsl and took the photo.

I headed back, the air was pretty sinky and I didn't find any lift until I was down to 400 agl, the lift was very broken and I got dumped just short of Ditchling village, thoroughly pissed off, the time was 1 o'clock, so I derigged double quick. Somebody from one of the houses came over to have a look. The conversation consisted of - "is that a hang glider?", "yes, goodbye".

The problem was I had no retrieve, so I had to run back, which took me an hour and I was pretty much out of breath by the time I reached the car - (I probably should have left my harness with the glider.)

By this time the sky looked a boomer, so I tore off like a maniac to get the glider, doing a good impression of Nigel Mansel.

I was rigged up again by 3pm, the wind had dropped to 4-5 knots so I had to wait until

3.30pm for a good cycle. I took off and climbed to base and glided to Offham, got the turnpoint photo and worked my way back along the ridge, a nice blob appeared over Plumpton take-off and

I climbed to 'base, I headed off into wind towards Burgess-Hill.

The glide was pretty good and a couple of weak thermals came in useful. I arrived at 2800amsl and took the photo. Some weak lift appeared just north of the turnpoint which I drifted with back to-

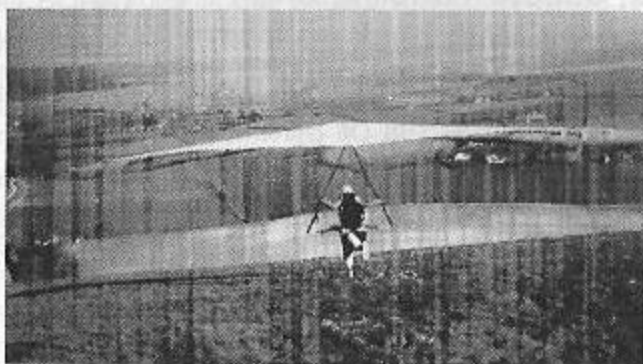
wards the ridge. Unfortunately the day was shutting down and the time was 5pm.

I reached the ridge at 2000amsl but it had switched off and there was no wind, I hunted around but in vain - it was too late. I landed back at take off - full flare required.

It had been a good day's flying but no joy, this made me more determined to do the task. The rest of the year did not produce the right conditions so I had to wait 'till 1995.

1995 was in general a boomer and July and August produced some excellent flying days which I took full advantage of. The 9th of August looked like it could be the day, but there were two problems, one was I was going to Hungary the next day (early morning) and I hadn't finished sorting things out, also I had made a pact with Tony Lucchesi and Johnny Carr not to fly..

We were flying against each other, Tony was unable to come out (the wife) and Johnny was in fear of going broke due to the fact that he'd been in Spain for 6 weeks flying the League and the Worlds and virtually every day he had been back was flyable, so that was that.....was it bollocks! - time to be a dirty double crosser and have a boomer day's flying! (Rich Pfeifer tactics - he wrote a book which included a chapter on how to stich up the opposition, very useful!!)



The wind looked a bit NE so I checked out Firl and found, predictably, that it was off to the north. So off to Plumpton where I met Dave Watts (the Mad Farmer). We rigged up, the wind was 8-10mph NNE with the sky looking good and the wind starting to drop off. I managed to blag Dave off, he lasted about 5 minutes, (sorry Dave) and then he bottom landed.

The wind dropped to nothing and I waited 20 minutes before spotting a gaggle of seagulls flying out in front. They began to circle and I jumped off and glided to where they were. I found a 2 up climb which went to 1500 ato, a good cloud formed to the north which produced 3 up to 'base, the drift above 1000 ato was moderate so a good climb would be very useful. This became apparent as it took three clouds to reach the start turn point at Offham.

I took the first turn point and glided back along the ridge, a thermal appeared just before take off - 4-5 up to base' which drifted me over the back about 2km. The leese side of the ridge was working nicely so I worked my way along the back to Ditchling, found a thermal and climbed to 'base which drifted about 1km. At this point I had to make a decision, Burgess Hill roundabout or Brighton Junction? - I decided on the Brighton turnpoint as the sky to the north looked weak. I waited at 'base for 10 minutes until the sky improved and two cumulus started to form between Ditchling and the Jack and Jill windmills, once they had formed solid bases I glided across and arrived fairly high - 3 up to 'base.

This put me just north of Brighton turnpoint so I drifted with the cloud and reached the junction at 'base giving me maximum height to glide back into wind. (About 6 1/2 miles).

I took the photo, there was one moderate looking cumulus just east of Ditchling so I headed off, luckily the air was buoyant and I only lost about 1000 ft on the glide, unfortunately the lift underneath the cloud was weak and broken up and with the cloud decaying I had to find something better.

While I was scratching around I spotted a Sailplane climbing over Plumpton College and a cloud started to form above, so I headed over there, this was putting me off track but as I had learned from previous attempts I needed as much

height as possible to reach the Burgess Hill turn point as the sink was quite bad on the way back to the ridge.

The thermal was a smooth 4 up but 'base at this point was 1000 lower than it had been, the sky seemed to be shutting down and the approaching front was putting the ground in shade. I glided off for Burgess Hill, the air was moderate and I reached the turn point at 2200 amsl and took the photo. I then headed straight for the Plumpton take off promptly got hammered. Things at this stage looked grim, I wasn't going to make the ridge and needed a thermal quick. I changed track for some likely looking thermal sources just east of Ditchling village, I was now down to 600 agl. I picked up a zero which turned into sink, so I legged it for a group of houses 1/2 km south. I arrived at 300 agl ready for a landing when my low save appeared - a broken 2 up. I clung on and at 900 agl it expanded and smoothed out to a 4 up.

The wind had now gone NE and the thermal died out at 2500 amsl, I had to leave. By this time the sky was pretty decayed and there was a lot of shadow. I left the weak lift and hit bad sink and was down to ridge level just past Plumpton take off 450 agl. The air became buoyant and I scratched along, maintaining until the end of the ridge.

The Offham turn point is a couple of km in front and off the end of the ridge, if it wasn't for a row of trees it might have been possible to glide there. A lucky low save appeared - a 1 up blob which I milked to 400 ato. With the turn point now within easy glide I headed off. 500 yards later I connected with a 4 up and climbed to 3500 amsl and was joined by a sailplane who couldn't hack the sheer performance of the Moyes, which basically kicked his arse. I repeated this in the next blob - the guy must have been a punter!

I took the finish photo and headed back to Plumpton - well chuffed!

Tony L - "Did you go out today?"

Me - "Yes"

Tony L - "Any good?"

Me - "Yes"

Tony L - "Do much?"

Me - "18 mile triangle"

Tony L - "Bastard!"

Beachy Head Top Landing

Having read your site guide you will be aware that the pilot rating to fly the cliffs is **PILOT** or above and to fly the SE bowl the rating is **CLUB PILOT** or above. For Top Landings the rating is **PILOT** or above, this is due to the high degree of difficulty and possible danger to the public.

It is recognised that the degree of difficulty is less for Paraglider than for Hang Glider pilots at the last committee meeting it was agreed to **reduce the top landing rating for Paragliders to Club Pilot or above. The Hang Glider rating of Pilot or above remains.**

Hang Glider pilots are reminded that they must Marshall the landing area to keep members of the public etc from straying into the way of landing Hang Glider pilots as once the pilot is committed he has little chance of avoiding problems.

Bandit Flying

Thanks to the effort of the team of helpers collecting site fees and getting pilots to join, we have reduced the number of problem pilots and gained a lot of cash for the club.

We find however that a lot of you seem to avoid re-joining till later in the year, so how about giving us a bit of help this Year and -

- (A) Rejoin on time
- (B) Wear your helmet badges
- (C) Encourage Visiting pilots etc to pay up

Please note, the old excuses of "I sent my cheque honest!!" and my hat badge fell off, etc will not work now that the box number is working.

Public Image

Well I again remind you that it's important that the public sees us as a nice friendly bunch of pilots and not as loud mouthed jobs. So be nice, be happy and no swearing at the sites control officer or each other in the air!!.

Jerry Hansen, Sites Control.

Agent 0033 Reporting:

Unpacked, shaken and not stirred.

It was a damp foggy night, I made my way to the top of the hill, a dim light was shining from the window. This was the location "N or M" had given me.

I didn't know what to expect as I climbed the steep twisted stair case, I held my vario tight as I rounded the corner.

I found, what at first looked like an over forty stone silk bloomer party, Money Penny was nowhere in sight.

However, it soon became obvious that something more serious was happening here, everyone in the room was looking down at the silk covered floor.

Then the silence was broken, when a tall dark haired man walked over and said "hi, I'm Dan Petty. My! you're a strong fine and good looking pilot. oh! yes I almost forgot, welcome to the parachute reserve repacking evening" (greeting words spoken may not be actual ones).

Well I thought "this looks worth the drive" and I wasn't wrong there.

Reserves yes, reserved they were not! What amazed me was the horrible colours they all were, one looked like an old army tent another pink like Julian Clary's night dress some were the colour blue of an xmas cracker hat.

It was time for a practice throw of my virgin reserve. I felt worried just sitting on the chair, let alone throwing it when flying with a problem.

Well here goes everyone's beer on the bar, blow the dust off and one good tug and my "Oh! No!" a Bogey Green & Yellow coloured reserve slumped out all over the floor, yuck. It slipped, slimed and heaved itself out the bag ok, but it went forward and not back as I had intended, it did come out quite fast which was good. The colour was something else, Bogey Green.

"Thank you Tim Cox master of good taste and fine salesperson" the army tent was looking quite a nice choice now. It hadn't escaped my eyes that the stunning Kristin Hansen (best Paragliding Newcomer - well deserved Kristin) had a reserve that was a very smart looking one, (that she had got from Tim) I can hear Tim now saying "luck of the draw Andy, luck of the draw".

Despite my Bogey Green reserve, at the end of the evening everyone had experienced a repacking and I for one felt happier that I knew, what was in that "Oh so small bag" that we carry with us - like our own little Pandoras box. Most of all it was nice to see everyone for a chat and to learn something new and important to us all.

Thanks to Martin Churchill the Dyke Manager for letting us use the area. I felt a genuine welcome feeling towards us which was very gratifying. I hope we all see Martin getting a higher position over the Dyke soon.

I would like to give special thanks to Mike Millwood, who worked so hard helping us all and for giving up his Saturday night to get very sore knees. The call of the evening was "Mike can you?" or "Mike how do you?" So I know I speak for everyone else who was present to say "Mike - Thank you very much."

Even though Kenton wasn't there. I can't help wondering if he got sore knees that night without packing a parachute!

I Hope we all never use our reserves out of the class room.

Andy Chipling.



Mike shows us how to get all this....



...Into this - and earns himself another drink!

BE BORING: and don't "Bring your own Video or Photos" evening. Any flying fun videos or photos you have taken, I know that I have a few funny clips, some of me and a few photos. Do bring them, no matter how bad you think they are, let others have a look. Not everyone has seen all our sites from the air for example, if you have, please let others see them too. At the Dyke Pub - Saturday April 20th at 7.30pm

Andy Chipling

AIRWORKS

. THE PARAGLIDING CENTRE .

*****SPECIAL 5% DISCOUNT TO SHGC MEMBERS*****

OFFER ENDS APRIL 30TH

IT'S HERE !

AIRWORKS IS THE CULMINATION OF OVER 15 YEARS OF EXPERIENCE
GAINED IN THE FLYING WORLD BY TOP PILOTS
MIKE 'MILLI' & TIM KING

THE SHOWROOM

FEEL FREE TO BROWSE AT ALL THE LATEST PARAGLIDING GOODIES
IN STOCK NOW

RELAX, HAVE A COFFEE AND CHECK OUT THE LATEST FLYING VIDEOS & WEATHER REPORTS

FLY THE LATEST WINGS FOR '96 AVAILABLE FOR DEMO
TRY THE NEW FREEEX OR NOVA XYON NOW!
EXPRESS MAIL ORDER SERVICE AVAILABLE

THE SAIL LOFT

OUR FULLY KITTED OUT WORKSHOP WILL PROFESSIONALLY REPAIR
OR SERVICE YOUR GLIDER OR REPACK YOUR RESERVE

*****NEW UNIQUE 24HR EMERGENCY REPAIR SERVICE*****

THE SCHOOL

TUITION TO ALL LEVELS
TANDEM LESSONS
PARAGLIDING ADVENTURE HOLIDAYS

~THE WORKS~

FIND US AT THE FOOT OF MT.CABURN AT GLYNDE STATION YARD
. AIRWORKS . THE MILL . STATION YARD . GLYNDE . SUSSEX .
. BN7 8SS . TEL 01273 858108 . FAX 01273 858107 .



The Tree Landing

*I think that I shall never see
A sight as lovely as a tree.
A tree who's leafy arms are pressed
Against my harness and my chest,
A tree, which when the wind doth blow,
Attempts to drop me down below.
A tree that has begun to sway,
Out o'er that gorge not far away.
By the time you hear this sad sad story,
I will have left in the Red Cross lorry.*



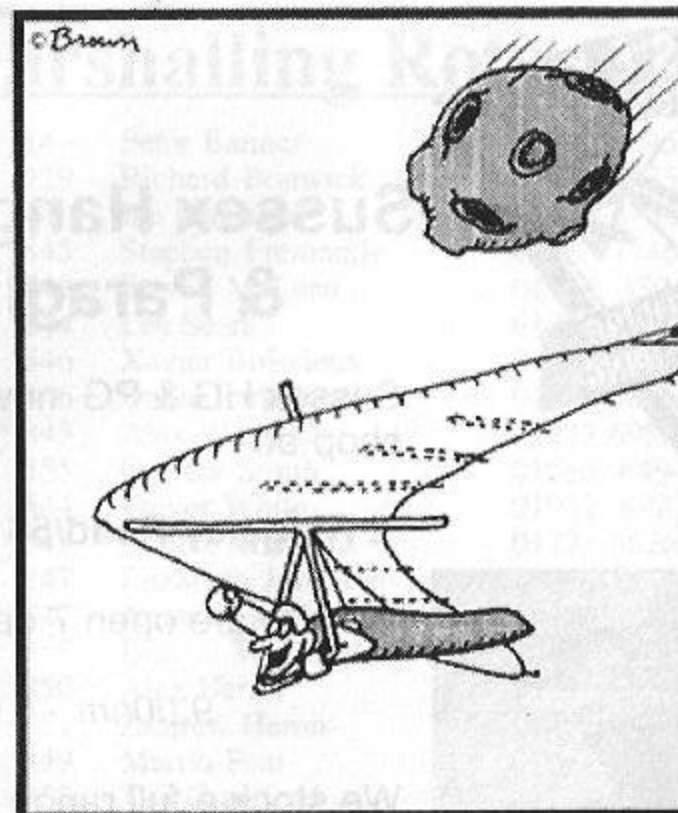
Language Timothy!! (for HG Pilots)

Have you ever wondered what the pros are saying at SHGC flying sites? Here's a brief intro into some of the "sayings."

- "Specking out" - Gosh, he's high
- "Ah, a lilo pilot" - Oh look a paraglider
- "Got dumped mate!" - Dash, I landed out
- "The barn is calling" - Oh dear, he's landing at the bottom
- "Oi, punter!" - Excuse me
- "Punter!!" (called collectively) - I think you got that wrong
- "Stonking" - A strong thermal
- "S**t kicking" - Rough air
- "Up the chuff" - A damned good tailwind
- "Well trashed" - I think I left him behind
- "Ks mate" - Cross country distance

That will do for starters, roll on the summer for:

"Specking out in stonkers, up the chuff for Ks mate!"



**"All right.. 95 miles, 8000ft and a tailwind..
nothing can stop me this time!"**

-Lights, Camera, Action!

Clearly the Bent Upright Award is going to be a tough competition this year. The standard of entry is becoming outstanding. Perhaps it's the fame and publicity that goes with the award that has become so enticing. Watch out for last year's winner Oz and the reconstruction on prime-time TV's '999' Show. In the meantime the following efforts were all made on just one weekend at Firle whilst a Nynex Cable TV crew was filming.

Martin Brady made a brave attempt by landing his Xtralite one side of the fence at Firle whilst simultaneously landing himself on the other side. *Indecisive or split personality?*

Darren Blackman found that his Xtralite is not equipped with 'fly by wire'. Perhaps he ought to have a word with Dave Keepax who can explain the difference between a side wire and an upright. *Tip: Uprights are the ones that don't bend back.*

Marshall demonstrated admirably how to cross wind land followed by a ground loop. *Do bent keels count?*

A new recruit to the club, not understanding HG tongue in cheek humour, seeing the frivolity decided to enter into the fun by attempting to take off with no tip battens, no under surface battens and no leg loops! Fortunately he was stopped before his attempt as he was not a Southern Club member. Following discussions with Sue he has now joined us fully paid up. He went on to throw in another brave attempt at the trophy the following day both on take off and landing. 'Breathtaking' was the mutual opinion from all who witnessed the scene.

Is it the Award, the glamour of the small screen, or the taking part that has apparently enthused our members?



Sussex Hang Gliding & Paragliding

Sussex HG & PG now have a new shop at:

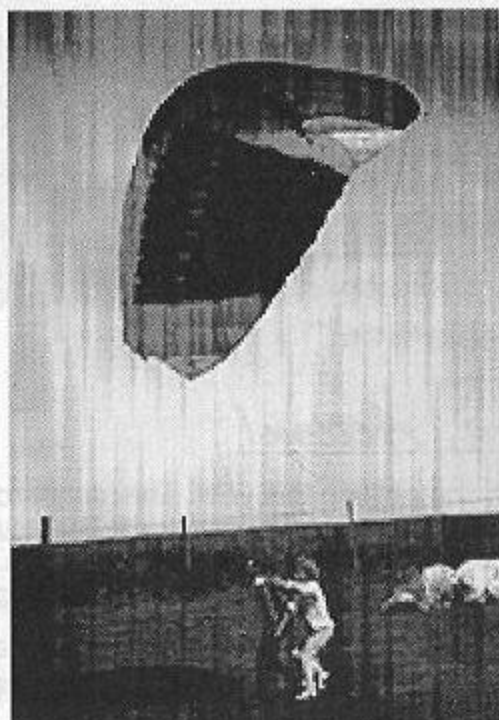
2 Kingsley Road/56 Hamstead Rd

We are open 7 days a week

9.00am - 5.00pm

We stock a full range of Hang Gliding & Paragliding equipment

Come in for a coffee/tea and a chat



Sussex
Hang Gliding & Paragliding
On Line!

<http://www.sussexhgpg.co.uk/welcome.html>

Marshalling Rota

05/04/96	14	Peter Banner	01306 884588
05/04/96	229	Richard Bonwick	0892 655754
05/04/96	440	Ian Ferguson	01273 692195+677235
06/04/96	845	Stephen Fremantle	01903 774675
06/04/96	843	Steven McLean	01732 350412
06/04/96	844	Les Seers	01732 848983
07/04/96	846	Xavier Boissieux	01273 558764
07/04/96	846	David Parkinson	01903 502542
07/04/96	845	Alex Whea:ley	01273 698073
09/04/96	555	Garreth Smith	01689 849451
08/04/96	544	Trevor White	01932 872722
08/04/96	545	Robbie Williams	01273 562693
13/04/96	847	Elizabeth Johnston	01444 881387
13/04/96	847	Amanda Mason	01273 738005
13/04/96	848	Dougal Williamson	0181 995 0782
14/04/96	850	Alex Heron	01273 846443
14/04/96	851	Andrew Heron	01273 846443
14/04/96	849	Martin Peat	01634 852128
20/04/96	853	Tim Crawford	01273 670986
20/04/96	852	Craig Dolwin	01276 20220
20/04/96	854	Sean McAree	01273 566968
21/04/96	857	Sardra Conway	0181 777 3827
21/04/96	856	Tim Jackson	01273 492636
21/04/96	855	David Newns	

News from New Zealand

The latest from the Flight for Life Team

We've now covered just under 200km - the weather has been particularly bad and most of this has been walking. Our best day flying achieved around 25km for the longest pilot.

Unfortunately Simon has sustained an ankle injury that means he cannot walk the distances required and he's confined to the support truck.

Ian Mac is having to return early due to an imminent posting back to the UK and in order to maximise his flying is helping Ian Blackmore with the site investigations. The others are currently just North of Auckland and are on an extended walk to the excellent XC flying sites just south of Auckland. The team has been invited to the Dargaville Air Show to give a presentation of their trip and demonstrations of flying, possibly off a winch. We have had considerable problems with the weight of the equipment and the walking distances involved in reaching the scattered flying sites of the far North. There have been several injuries due to the equipment weight. There have also been difficulties in finding water supplies and most people are drinking 5-6 litres a day in the sub-tropical heat.

We have met loads of helpful people and have been welcomed warmly wherever we've been. Ian Blackmore has been concentrating on supporting the bivvy team and this combined with the poor weather has prevented him from flying, other than quick flights on sand dunes. Weather forecasts are also very unreliable. It has been reported that this is the worst summer in 100 years. (I emailed them back to wish them all the best - and to tell them that a couple of pilots went XC from the Dyke last week -he he he! Ed.)

SHGC ANNUAL GENERAL MEETING

4th March 1995
Henfield Leisure Centre

PRESENT: J.Carr, M.Brady, P.Day, G.Cook, C. Bere, F.Kennedy, A.Turner, N. Gibson, A.Caple, T.Cox, M.Turner, G.Hopkins, S.Brewer.
APOLOGIES: A.Chisholm.

1.0 MINUTES FROM 1994 SHGC AGM -passed.

2.0 OFFICERS REPORTS:

2.1 M. BRADY - CHAIRMAN:

2.1.1 Asked club members which direction they would like to see the club move in.

See : 6.0, 7.0, 8.0

2.1.2 Sale of Devil's Dyke. The transfer of ownership will be made on 31st March 1995 to the National Trust. Brighton Council has been contacted to seek assurance that our interests will be protected.

2.1.3 Sponsorship: A number of companies have been contacted, so far without success. Sponsorship would be used to finance future club projects and expansion.

2.1.4 Thanked the committee and gave a brief summary of what had been achieved during the last year.

2.1.5 Weather machine ; A letter from Rod Buck was read out, and the members were asked if they wanted to keep this facility. The answer was yes, if the accuracy could be improved. The following suggestions were made: - Could we buy the technology from R.Buck.

- Could the service be free to club members.

R. Buck will be contacted by a committee member. **M.Brady**

2.1.6 Behaviour of pilots: Further to a number of complaints from members of the public to the club, pilots are to be asked to remember that the Dyke is a public area, and complaints can only serve to establish a poor club image, and possibly jeopardise the future use of the site.

2.2. M.TURNER COMPETITIONS:

2.2.1 The minimum paraglider distance for inclusion in the tables is 5km.

2.2.2 Longest distance recorded this year was by paraglider, not hang glider.

2.2.3 The Sussex XC League can be from any Sussex site (Private or otherwise). 1 member voted against this amendment.

2.2.4 Airwave challenge - this competition is open to any club members, there is no qualification necessary.

2.3 G. COOK- MEMBERSHIP:

2.3.1 Club membership is down this year from 419 to 379. There has been a significant drop in Hang gliding numbers.

2.3.2 An on site check on the weekend of the 25/26 February 1995 found only two non-members.

2.3.3 G. Cook will be standing down.

2.4 C.BERE - SAFETY OFFICER:

2.4.1 Total of 14 accidents.

2.4.2 C.Bere will be standing down.

2.5 A. CAPLE - COACHING:

2.5.1 The club coaching course was successful, and a new one needs to be run to meet demand. This should be in October.

2.6. T.COX - AIRSPACE AND PR:

2.6.1 New airspace maps will be available in two weeks time.

2.7 G.HOPKINS - WINDSOCK EDITOR:

2.7.1 Many thanks to all the contributors, especially the regular ones.

2.8. M.BRADY - ACTING SCHOOLS LIAISON:

2.8.1 Two new schools have registered with us : Peak School of Hang gliding and Vol Aire Parapente UK.

2.8.2. Skywings Sports will not be re-registering as they have amalgamated with Green Dragons

2.9 T.TURNER - SITES LIAISON:

2.9.1 T.Turner unfortunately had to stand aside due to ill health. F.Kennedy took responsibility while he was in hospital. T.Turner then acted as assistant to F.Kennedy.

2.9.2. The take off and landing sites at Beachy Head might change. The proposed new take off is further East, and the landing will be on the other side of the road until more scrub has been cleared. This will not be done this season, and only after satisfactory testing by the club.

2.9.3. The charging system for membership and daily site fees was acceptable for the majority of members present.

2.10 F. KENNEDY - SITES LIAISON:

2.10.1 The fence at West Firlie has been lowered and is now suitable for hang glider pilots.

2.10.2 Marshall arm bands are now in use at the weekend.

2.11 P.DAY - ACCOUNTS: A question was asked as to whether the accounts could be published in Windsock . This could possibly be contentious as the farmers may not like payment details printed.

2.12 J.CARR - PRESIDENT: J.Carr expressed his pleasure at seeing SHGC members newly in the league. He also encouraged new pilots to go XC.

2.13 N.GIBSON - SITES CONTROL- A reminder to pilots not to land near livestock. and that the first page of the sites guide give details of what to do if the situation should arise.

2.14 S.BREWER - SOCIAL:

2.14.1 The attendance numbers to the social events varied, but overall it was a successful year.

2.14.2 S.Brewer will be standing down.

3.0 ELECTION OF NEW COMMITTEE:

CHAIRMAN: MARTIN BRADY

SECRETARY: ALISON CHISHOLM

TREASURER: PETER DAY

M'SHIP SECRETARY: TREVOR AKROYD

SAFETY OFFICER: STEVE BREWER

SITES LIAISON 7: FINN KENNEDY

SITES LIAISON 2: SUE BROOKS

SOCIAL SECRETARY: IAN BLACKMORE

PRESS OFFICER: TIM COX

AIRSPACE OFFICER: TIM COX

SITES CONTROL OFF.: NIGEL GIBSON

SCHOOLS/LIAISON OFF: IRWYN JEHU

WINDSOCK EDITOR: GAIL HOPKINS

CLUB COACH: ADRIAN CAPLE

COMPETITIONS HG : KENTON BIRCH

COMPETITIONS PG: MIKE MILLWOOD

4.0 PROPOSAL FROM TIM COX:

"I propose that the Southern Club employ a paid official to run the club's affairs. The exact salary would be decided by the committee, and would be dependent on the experience of the applicant and the responsibilities accepted. It is anticipated that the salary would be approximately £100 per week."

A proposal in order to have someone committed to spending time investigating and pursuing financial opportunities available from (e.g.) The sports council. Also, to ensure non-members pay site fees, possible sponsorship opportunities pursued, new sites are looked for and the progress of towing is speeded up. Various concerns regarding the role, whether or not the job is too big for remuneration. This proposal has been put forward for three years and has been defeated. The club should find out whether the idea works.

AMENDMENT: S. Uzochukwu - 6 months from date of renewal (1st May) = 0

T.Cox - 6 months from the date of appointment. Majority vote.

FOR: MAJORITY AGAINST: 3 ABSTENTIONS: 3

The committee will begin to look for a suitable person, and define a suitable role.

5.0 NATIONALS: Congratulations to Ian Blackmore and Karen Harland for gaining places in the Nationals.

6.0 AERO-TOWING: Some members expressed concern over spending club money on aero-towing sites and equipment, especially as this is currently hang gliding.

7.0 HANG GLIDING TRAINING: The idea of running training/conversion courses in a club environment is to be looked into with the aim of encouraging new pilots, or at least a greater understanding between the disciplines.

7.1 T.Cox has offered discount rates for the day.

7.2 S.Uzochukwu has offered a reprint of his past articles on bi-discipline.

8.0 PARAMOTORS: The question of whether or not they should fly our sites was raised.

9.0 KITES: - The problem with them not keeping to their area was discussed. Guidelines are to be offered to club members as to how to approach kites, and club members are to have their attention drawn to the allocated areas and where the notices are. **S. Brewer**

10.0 WINDSOCK: M.Carnet questioned the need for monthly club communication. The members attending the AGM felt that it was needed as a channel for information on a regular basis.

11.00 Thank you to all the club members who attended this year's AGM. It is only due to members' participation that the club is able to develop, and change.

MINUTES OF THE SHGC COMMITTEE MEETING 6.12.95

PRESENT: M. Brady, K. Birch, T. Ackroyd, J. Gibbs, M. Millwood, R. Williams, D. Williamson, S. Brewer, D. Petty

APOLOGIES: A. Caple, P. Day, T. Cox, J. Carr, J. Hansen, S. Brooks, F. Kennedy, A. Turner

ABSENT: I. Jehu

Welcome to Dan Petty who has kindly taken over the position as Editor of Windsock.

1.0 MINUTES FROM LAST MEETING (1.11.95)

ON-GOING

6.0 TOWING DAY: Club members of both disciplines are welcome to attend a towing day which Green Dragons are organising on 16th/17th December to be held at Waldingham.

14.0 METHODS OF PAYMENT: The possibility of members paying by standing order was looked into but it was decided this was not feasible.

15.0 NEW SITES: Julia Gibbs has a meeting with Terry Powell from Lewis Council on 9th January to discuss the possibility of obtaining sites around the Newhaven and Seaford Head area.
J. Gibbs

2.0 MINUTES FROM 4.10.95

ON GOING

6.0 BEACHY HEAD: A first aid kit is to be included in the equipment for Beachy Head.

CARRIED OVER

8.0 DEVIL'S DYKE NOTICE BOARD: Mark Woodhams is to be contacted regarding the design of leaflets. Schools and other potential advertisers will be approached to see if they wish to contribute to the cost of the leaflet in return for advertising space. **J. Gibbs**

9.0 CLUB COACHES: It has been noticed that some club coaches are no longer members of the SHGC. Adrian Caple will contact the relevant club coaches to see if they wish to continue being club coaches. **A. Caple**

10.0 REPORTING OF ACCIDENTS: Steve has spoken to Tom Beardsley regarding accidents that occur within the Club. To ensure accidents are notified to the SHGC as well as the BHPA, Incident Report Forms for the Club Safety Officer will be sent out with next year's membership renewals.

3.0 MINUTES FROM 6.9.95

ON GOING:

7.2 DEVIL'S DYKE SCRUB CLEARANCE: A very successful day. Thanks to all those who came along and helped out. Johnny Carr, Dave Keepax and Fionn Kennedy will liaise to discuss the possible removal of bushes at the back of the paddock. **J. Carr/F. Kennedy/D. Keepax**

CARRIED OVER

9.2 MEMBERSHIP OF INSTRUCTORS: Trevor Ackroyd will send Irwyn Jehu a list of instructors who are teaching on Southern Club sites for Irwyn to check that instructors have current membership. **T. Ackroyd/I. Jehu**

12.00 CLUB COACHING WEEKEND: Adrian has spoken to Bob Harrison of the BHPA who will notify the Club with dates of his availability. **A. Caple**

13.00 FIRST AID EMERGENCY EQUIPMENT: Permission has been granted by the Land Owner to install a first aid box at Firle. Jerry Hansen will provide a box for this equipment.
J. Hansen

19.00 EU PROPOSAL: Julia and Martin had a productive meeting with the Sports Council and Sussex Downs Conservation Board at which it was decided the EU proposal to ban outdoor sports on certain sites of scientific interest would not cause a problem to SHGC sites.

4.0 MINUTES FROM 4.7.95

CARRIED OVER

12.1 RODMEL: Fionn has written to Green Dragons exploring the possibility of using Rodmel for members of the SHGC. **F. Kennedy**

5.0 MINUTES FROM 7.6.95

ON-GOING

17.00 HIGH AND OVER: Julia will be meeting Caroline Richardson on 13th February to discuss details of the Agreement for High and Over. **J. Gibbs**

6.0 CLUB COACHING: Dan will update the list of club coaches for Windsock. **D. Petty**

7.0 MARSHALLING ROTA:

7.1 LIST FOR WINDSOCK: Trevor to contact Jerry regarding the publication in Windsock of an updated marshalling rota. **T. Ackroyd/J. Hansen**

7.2 LIST FOR 1996: Jerry to organise a list for next year's marshalling rota **J. Hansen**

8.0 XC LEAGUE:

8.1 LEAGUE TABLES: Many thanks to Kristin Hansen for her help in compiling the XC league results.

8.2 XC RESULTS: Mike to contact Dan with results of the XC league. **M. Millwood**

9.0 ADVANCED PILOT RATING: Steve will contact the BHPA to discuss the possibility of arranging for pilots to take their advanced pilot exams.

10.0 PARACHUTE REPACKING: Steve to organise an evening for the repacking of parachutes. Robbie to contact Dan with details as to the availability of the Dyke pub as a venue. **S. Brewer/R. Williams**

11.0 DUAL CARRIAGEWAY: The plan to build a dual carriageway below Mt Caburn has been abandoned.

12.0 SITES: Julia has spoken with both the Mid Sussex Council and the Sussex Downs Conservation Board and is currently looking at possible sites. **J. Gibbs**

13.0 WINDSOCK:

13.1 PRINTING: Dan has organised a new Printer for the publication of Windsock who will provide a more competitive rate than at present..

13.2 DTP: Windsock will now be produced by desk top publishing. Members can therefore send in photographs which will be scanned directly into Windsock.

14.0 DECISIONS OF CLUB: The Committee has decided to keep a log of specific decisions the Club makes for ease of reference.

15.0 CLUB OFFICER: As the expected allocation of money to the Club Officer has not been expended, it was proposed to extend the position until the AGM in March and then decide whether the position is viable for the Club.

16.0 INSURANCE COVER: The National Trust have asked Sky Surfers to sign a contract requiring members to have insurance cover of £2 million. At present the BHPA covers members up to £1 million. Julia will look into the situation for the SHGC.

J. Gibbs

17.0 DATE OF NEXT MEETING: 7.30pm Wednesday 10th January 1996 at Devil's Dyke Pub.

Hang Gliding XC League - Final Results

Martini XC League

	Flight Distances in Km					Total
	1	2	3	4	5	
1 Ronald Richardson	147.7	125.34	74.86	32.76	30.08	410.74
2 Steve Cook	91.2	88.69	80.16	75.68	73.76	409.49
3 Dave Mathews	95.1	72.25	60.57	52.01	46.65	326.58
4 Johnny Carr	75.68	62.79	45.08	41.68	40.25	265.48
5 John Harmon	110.29	55.71	28.66	21.73		216.39
6 John Young	66.2	38.39	35.48	26.2	25.3	191.57
7 Kenton Birch	67.08	46.44				113.52
8 Kevin Grey	82.86					82.86
9 Darren Blackman	62.5	17.6				80.1
10 Steve Ozochukwu	55.31					55.31

Sussex XC League

	Flight Distances in Km					Total
	1	2	3	4	5	
1 Steve Cook	91.2	88.69	80.16	<u>73.76</u>	66.57	400.38
2 Dave Mathews	95.16	52.01	46.65	<u>37.16</u>	33.1	264.08
3 Johnny Carr	62.79	45.08	41.68	40.25		189.8
4 John Young	66.2	35.48	26.2	25.3	14.68	167.86
5 Kenton Birch	67.08	46.44				113.52
6 John Harmon	110.29					110.29
7 Kevin Grey	82.86					82.86
8 Ronald Richardson	30.08					30.08

Sussex Weekend XC League

	Flight Distances in Km					Total
	1	2	3	4	5	
1 Steve Cook	88.69	69.11	66.57	44.38		268.75
2 Dave Mathews	95.1	46.65	37.16	33.1	32.43	244.44
3 Kenton Birch	67.08	46.44				113.52
4 John Harmon	110.29					110.29
5 Kevin Grey	82.86					82.86
6 John Young	35.48	14.68				50.16

Triangle Flights are
Out and Returns are

Bold
Underlined

Kenton Birch 16 November 1995

GPS finds new sites .



Dave's GPS has been put to good use of late and some of the 'XC' trails are more interesting than your more common run down to Truleigh / Newtimber and back.

What's all this about? New towing sites!

In case you are wondering what is happening on the towing front, well at this time of year not a great deal regards aerial activity. In the background however we are still actively looking around for the ideal site. Whilst we can use Boship it will be expensive.

We are always keen to hear from anyone who knows of any potential tow locations. Let me know and we will check them out. We are looking for reasonably level ground with approximately 700m clear run, although in some cases it may be possible to doctor the odd fence, with the owner's permission of course.

When the weather improves, towing will be back, either locally or further afield. We are also planning some aerotowing. In the mean time please call me if you have any useful information.

Given the co-ordinates a GPS can show us the way. Certainly a useful bit of kit a GPS.

Kelvin Kinkaid

01483 428653

0973 222921

Job Vacancies

Sky Systems are looking for keen, honest and talented people to assist in the following fields:

- Paragliding, Hang Gliding and Paramotor tuition
- Manufacture of harnesses and accessories
- Accounting and book-keeping
- Secretarial and administration duties
- Photography
- Draughtsman/Illustrator
- Equipment sales and representation
- and more.

Experience is always a plus but we can train people.

If you, or someone you know, wishes to join our dynamic and expanding company into the next millennium, please write in confidence to Michel Carnet, 143 Loder Rd, Brighton BN1 6PN. Alternatively you can call me on 01273 857700.

Small Ads.

Moyes Xtralite 147 - Mylar competition glider, immaculate condition £2,600 ono.

Rumour I - 14.5m - Johnny Carr's ex-record breaking glider. £500.00 ono for quick sale.

For the above Tel: 01444 471137 or 471217

Kiss 154. Good condition. Good handling. Caribbean colours. Fresh back from Airwave stripdown. £575.

Call Martin on 01444-233346.

Flight Design A4 70/90Kg. Low airtime. Good condition, £1000 with SASI harness £1,100.

Tel. Robbie: 01273 731011

ITV Agena, yellow/pink, medium, 10 months old, flown twice. Pristine condition, incl helmet and harness. Impulse buy. £1,800.00 for quick sale.

'Phone 0171 267 8025

Sky Systems Bug Harness, suit pilot 5'9"-6" Fitted with reserve chute, £190.00.

Contact Dave Matthews on 01273 834984

UP Kendo Large 95kg-130kg, low airtime, spare trim risers, ACPUL=Performance, £2,700 new cost - £1650 ono.

Sky Systems Probe harness complete with thigh protectors + SupAir carabiners, immaculate condition - £375 ono
Phone 01273 708364

Small Ads: Free to members or £2.00 to non-members. Ads will appear for 3 months before being removed

Airwave Voodoo II, large, pristine condition with spare risers, bag. Colours: aqua/grey - performance with safety. £1350.00

Airwave ASS parachute for paraglider, long bridle, save £70.00 on new price £295.00

New Skywatch (boxed) £75.00

18 gore parachute, just re-packed £200.00

Davron 300+ vario - as new, can be used for paragliding or hang gliding £200.00

For all the above Tel: 0181 657 9307

Advertising Rates: Display.

no issues:	1	3	6	12
Quarter Page	£7	£13	£24	£42
Half Page	£12	£21	£37	£65
Full Page	£21	£37	£66	£105
Back Page	£31	£48	£75	£125

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 whatsoever. - The views expressed in articles, letters, etc herein are not necessarily those of the SHGC, its Committee or the Editor.

SCUBA DIVING

It's easy, it's fun - learn to SCUBA dive
Some of the best diving in the world is right on your doorstep



Learning to SCUBA dive has never been so easy, or so cheap, linked to City & Guilds National Vocational Qualifications, your course fee is substantially reduced.

OPEN WATER DIVER

An Internationally Recognised Qualification

£99.00

Or if you are unemployed, receiving benefit or a full-time student:

£42.00

WE OFFER:

- Try dives every week.
- PADI 5 Star Training Centre, courses all year round. Beginner to Instructor level.
- Oxygen administration courses in the case of a diving emergency - Suitable for divers and non-divers.
- Compressor and air filling station available on site.
- Club with members of all diving affiliations.
- Able to deal with any problems with equipment.
- Fully qualified to service SCUBA equipment.
- 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
01273 612012 (Fax 01273 612013)**

The Yacht Harbour, West Quay, Newhaven, East Sussex, BN9 9BY