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Chairman's Letter

Hi Folks,

Sorry about the lack of Windsock last month. Dan was a bit overwhelmed by new baby, new job and all.

There has been some interesting discussion at committee relating to low air time pilots finding it difficult to communicate with the more experienced pilots; to discuss conditions and general behaviour on the hill. A group of low air time pilots have volunteered to assist by seeking out and talking to anyone who looks as if they need assistance and helping with marshalling.

However this should not restrict us from being more communicative ourselves. We all should welcome and inform new members and those who lack confidence on conditions and relevant air law for the site.

It makes a big difference to the general quality of our club, and helps new pilots enjoy a great sport, not to mention the reduction of accidents. Club Coaches, please do talk to members you do not recognise, red ribbon pilots and anyone you feel might benefit from your experience and training. Thanks

There have been a few good ridge soaring days and one memorable Sunday 23rd of November at Beachy Head with beautifully smooth air off the sea taking us up to 700ft. ATO there was a cross country possibility as the thermals were going inland and strengthening.

I have been trying to get a new take-off at Ditchling but the landowner is unwilling to see more flying from her land, (east of the road).

I would like to have one more bush clearance at West Firl Saturday 10th January weather permitting. Bring strong boots and gloves. Please come if you can.

Now is the time to check and service your kit. Make sure it is not put away damp. (causes nasty black mould spots!) have your lines checked (mine were breaking at 5kg on one occasion). Reread the articles and books on flying technique, study and pass the next pilot exam.

And have a very happy Christmas,

best wishes .

Finn



Windsock



Magazine of the Southern Hang Gliding Club

December 1997

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**Deadline for next issue
2nd January 1998**

**COVER: Jim "10 times a day"
Hardiman**

SEA BREEZE CITY

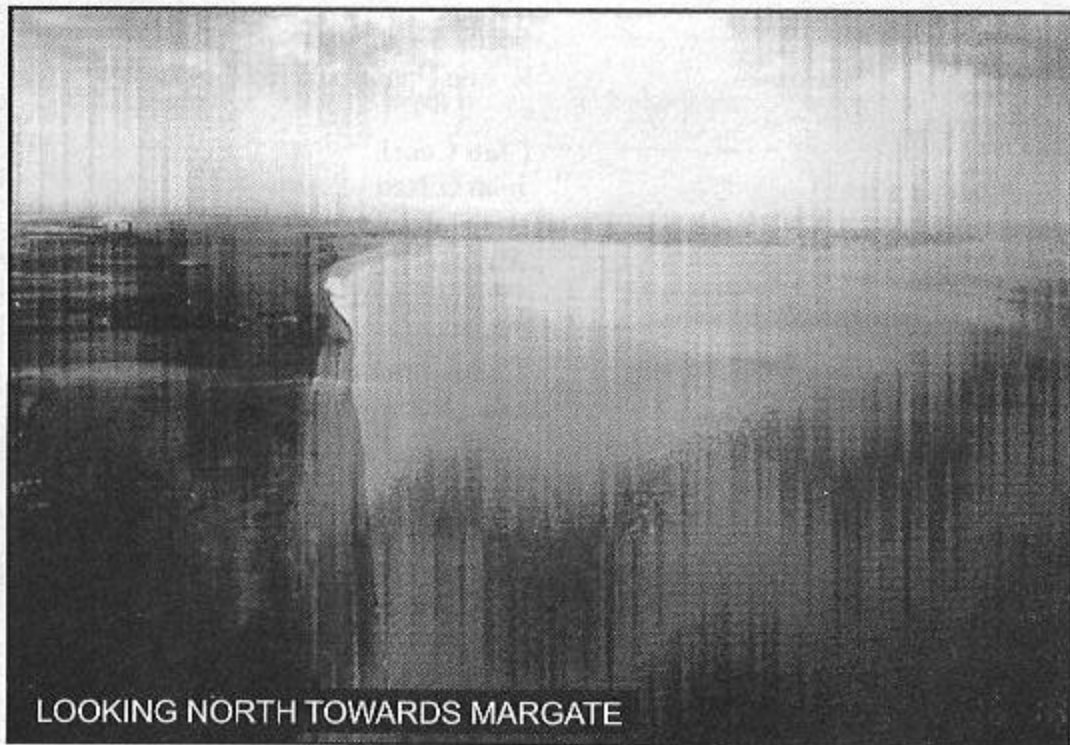
Steve Cook

30th of July and the forecast was moderate west wind, sunny with fair weather clouds bubbling up - suits you! Myself, Johnny Carr and Tony Lucchesi arrived at the Dyke around 10 o'clock. The sky looked pretty unimpressive with a fresh west north west wind.

Johnny and I had an early flight finding it only just soarable and well off, so we retreated to the pub for a coffee. Forty minutes later Dave "Postman Pat" launched, also finding it very west he decided to cross over to Newtimber - where he initially got high. Then the big sink claimed

was unsoarable. Johnny headed for Newtimber and connected half way with a weak blob, Ricky copped the crap and landed at the bottom of Newtimber.

Johnny was away in one up and soon out of sight. The wind then reappeared and by the time it had come on again he was approaching Hailsham. The sea breeze convergence was by now building with vengeance behind the hill, I took off and so did Edward, he opted for Newtimber - tempted by the westerly component. Ricky now had someone to talk to, I found



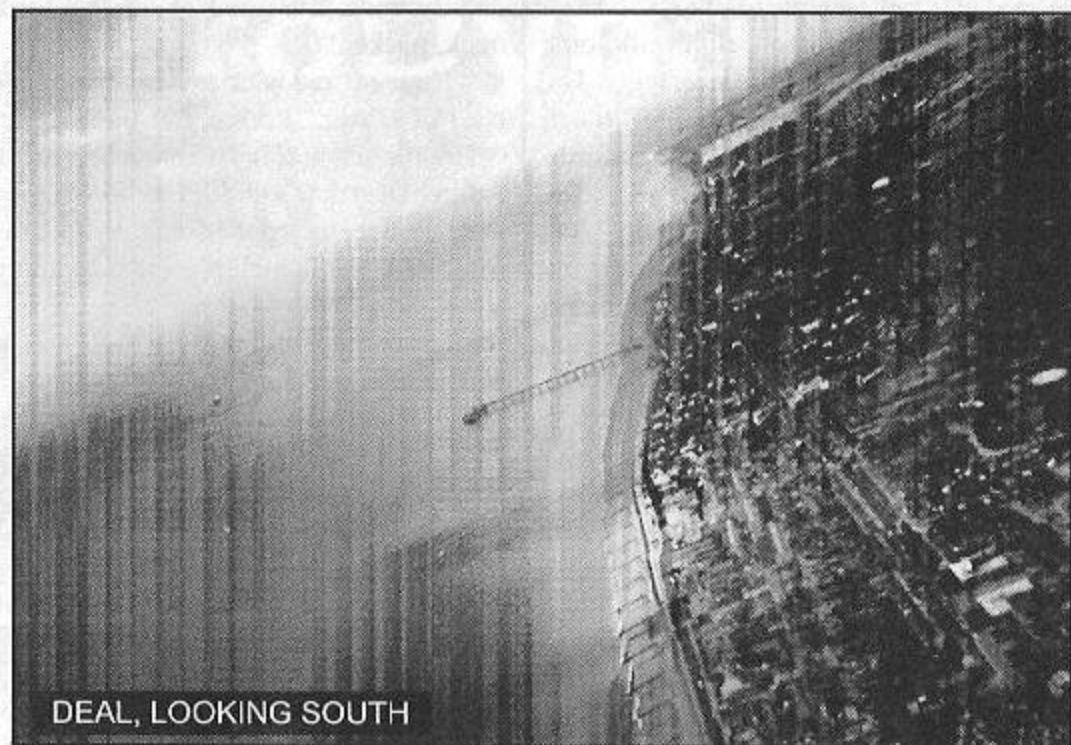
LOOKING NORTH TOWARDS MARGATE

a victim, by now the sky was blueing out with remaining cumulus looking very wind blown, at 12 o'clock we kitted up and waited for a good cycle to come through, but this just prompted the wind to pick up and gust from 7 to 25mph.

At 1:15pm we unclipped and considered de-rigging almost immediately the wind dropped. At 1:45pm a cycle came through so Johnny took off, a minute later Ricky young launched but it

it soarable to 200ft and fairly smooth. Then Tony and John Young launched and we all milled around for a while, Tony then suicide-glided into a cloud in the gap, Newtimber then claimed another victim.

A couple of thermals came through the ridge and myself and John climbed out in a 2up, he punched forward for something stronger which was going to prove fatal, at 2,000ft the averager



DEAL, LOOKING SOUTH

went to 4up John by now was struggling in the weak stuff 500ft below, by the time I reached 4000ft the convergence was forming around me.

I climbed to 5,000ft well above the main convergence line getting an amazing view of the white swirling mass below. Now on the edge of Brighton, I could hear Johnny on the radio saying the sea air was past in Ringmer.

Normally this would signify that the day was probably all over, but the strong west wind was holding it back and in doing so was producing a convergence line. John had topped out at 3,000ft, at this point the energy in the curtain clouds was decreasing rapidly. From past experience this usually means the sea air has gone back to the coast or further inland cutting off thermal activity, I radioed to John to head north to the crest of Plumpton where a couple of flecks of convergence had formed.

I reached the crest of Plumpton quite high with the curtain clouds now forming big time. I topped up and headed north east along the heaven like white line. John tried to cut the corner off and the sea breeze claimed a victim. Johnny reported that he was heading for Dartwell reservoir. I was a bit concerned that the convergence might push me into airspace so bar in and race

along until I was clear of the 2,500ft zone, straight over Cooksbridge and then Barcomb Mills and then around the south side of Uckfield still high. On towards Heathfield where I took a climb in the convergence, beyond this point was a gap in the line.

The sea air had come a bit further by this point in a plumb of stable air, cutting off the thermals. So I had to go around, as I crossed to the north under some flat cumulus a few flecks of convergence formed 2up. I decided to push on as the curtain cloud to the east was building, also some good cumulus were forming a couple of miles inland but I was getting a good ride soaring the sea breeze and decided against the cumulus.

I reached Darwell still in convergence, Johnny was now approaching Tenterden, I took a climb to base then raced off hoping to meet with him somewhere along the line. I headed east again. 7 miles north of Rye I found a weak climb and topped up, the sea breeze was now well to the south and from previous flights. I know that once you're in the marshes it's very difficult to get out, even if you're high, you just end up gliding towards Folkstone and reaching it low stuck in a cul-de-sac.

I glided east and a couple of miles southeast of Tenterden I found a good climb off some ploughed fields, 3.5 up on the averager. The possibility of making Margate had gone through my mind, but the wind above 3,500ft was north-west and time was running out, the drift had taken me back to the edge of the marshes again. I had thought of leaving the climbs at 3,500 to get a better glide but lack of bottle put paid to that idea. At 4,700ft the climb chopped off to 1.5up now over the village of Hamstreet where I'd landed a few days ago due to vario failure, (forgot to charge it.) Johnny reported he was over Ashford.

Tracking northeast I found the sink to be pretty bad but I would be able to take a weak climb if I had to. Two miles south of Ashford a weak thermal appeared out of some likely fields with the smell of freshly cut grass, 2up but a bit broken, at 2,500ft it smoothed out to a 2.5 average and by the time I'd reached 4,000ft I'd drifted to within a couple of miles of Folkstone, another north east glide was the order of the day and

luckily enough a good cloud had formed on track, pukka!

Three up and back to base, two miles north west of Dover. Looking at the giant antenna where the sea breeze had stopped me the week before. Deal now a glide away with a good cloud on track, Johnny reported that he had arrived and was at 3,000ft in a climb, and was going to attempt the glide to Margate.

The main problem is the ATZ, and the only way around is to cross the bay. I'd topped up on the glide in and arrived on the edge of town at 2,300ft and was greeted by a 3up. Next stop Belgium. The wind had put paid to any chance of making Margate and I met up with Johnny over the sea at Deal.

A chance to take some photos which I'd failed to do twice before. Johnny set up his approach on the golf course and landed very nicely on the fairway but forgot to shout "oi, Punter - FOUR!!," I landed shortly after with the time at 5:40pm, Johnny claimed first to goal by 40mins and I reminded him that I'd made it in 1992 - another mega day.



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Johnny Carr: 01444 471137

Tony Lucchesi: 01444 471190

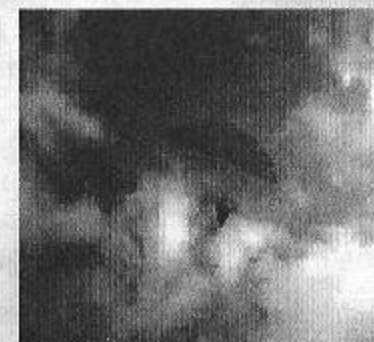
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We are happy to advise or let you know our personal views on any products available

KAZ & MARK GO DOWN UNDER!

Our aim on this trip is to make life as easy as possible for you so that you can concentrate fully on your flying. We will take care of the daily organisation of transport and retrieves, and we will also provide you with the practical skills and theoretical knowledge to improve your flying over the two weeks. We hope you will learn heaps, gain confidence, fly your personal best and have great fun! After all, that's what life is all about.

Mt. Bora

Mt. Bora is a 1000 foot (top to bottom) site 10 km out of Manilla. It is on the West side of the Great Divide, and it takes all wind directions. It takes 20 minutes in 4x4 to drive up the site, the launches are all very friendly, about three gliders wide and covered in AstroTurf. The area is not mountainous. Mt. Bora is about the largest hill around, and there is about a 5 - 10 km separation between it and the next hills of a similar size. It is best described as a large hill in flatlands dotted with other large hills. The hills themselves are workable with both dynamic and thermic lift, and it is possible to fly (and stay up) between 11:00 and 19:00 hrs. The thermals are triggered by consistent strong sources giving large thermals of 1000 ft per min. lift. The wind varies, it is usually light wind at launch until 15:00 hrs when the thermals tend to make it too windy to launch. At around that time the wind across the flats increases slightly and becomes anabatic, but it does not blow out the flying. When flying in the Manilla Open in 1997, it seemed that every day had the potential to be a 100 km day!

Manilla

Manilla is a large village with just about one of every kind of shop. There is a social club, three pubs (one of which we will be resident in), supermarket, burger bar and filling station. Nightlife is really what you make of it - they thankfully have not heard of karaoke out there!

Tamworth

Tamworth is a full scale town some 45 mins drive from Manilla. It provides all the amenities you could want, but is unfortunately the country and western capital of Oz. It is about £80 for a flight to Tamworth from Sydney, or a 4/5 hour drive. You will be collected from Tamworth Airport.

INCLUDED IN THE TRIP

Accommodation - this is in one of the pub bunkhouses, the rooms have between two and four bunks in each, and share bathroom facilities. It is of a clean but basic standard. Breakfasts and evening meals are also available in the pub. There is a motel in Manilla offering slightly more upmarket accommodation for those who require it at a small extra cost.

Transport up the mountain - we will provide a shuttle up the mountain each day, which takes around 20 mins. in 4x4 vehicles.

Retrieves - the retrieve driver will follow the group flying cross country and be in full communication with the pilots at all times. Whilst flying the group will follow one of four roads that lead out of Manilla. These go either East towards the more mountainous areas by the Great Divide, or West into the true flatlands. The Australian pilots all fly on IFR - I follow roads, as otherwise retrieve is very long and potentially very dangerous due to the excessive heat.

Hitching is also virtually impossible - the main roads are mostly dirt not tarmac, and very quiet.

Radio Hire - our 2m radios are illegal in Australia, instead we need to use UHF radios, and we will provide these for the two weeks, but damaged or lost radios are your responsibility, sorry!

Association Fees - we will arrange and provide your membership to the Australian paragliding

and hang gliding Association, which will cover you for third party liability.

Insurance - we will also provide your Personal Accident and Repatriation Insurance through the reputable Airsports Bureau.

Transfers - we will pick the group up at Tamworth Airport.

Extras - to make life run a little more smoothly we will provide you with your maps of the area on arrival, and a couple of beers in the retrieve vehicle to celebrate an excellent days flying.

XC Tuition and Guidance - Throughout the two weeks we will give you as much guidance and advice as possible. There will be help and advice at hand on the launch area, throughout the flight on radio, and at the end of the day in de-briefings. If time allows we will also have informal discussions about more advanced areas of flying, and anything else that may interest you!

Other Information

Australia is hot, very hot - up to 45 C. It is important that you keep covered up, cool and hydrated at all times. Total sunblock is strongly advised, especially for the face. Most Australian pilots actually wear plastic nose guards! The water is drinkable which makes life easy, and no vaccinations are necessary. Mosquitoes don't seem to be a problem - its too hot for them! But there are a few other creepy crawlies to look out for. The Current is 220 V and adapters are of a V blade variety. Money is in Australian dollars, which at the moment are favourable at 2.5 to the pound. Typically a burger and chips meal is £2.50, so its pretty cheap out there. The people are very friendly, and it will be great fun.

Other activities available would include swimming in Manilla, car and motorbike hire and most outdoor pursuits are possible in Tamworth. There is also Kangaroo spotting, star gazing and drinking!

After the course there are four competitions all in Australia:-

31 Jan - 7 Feb. Bright Open / Nationals.

9 Feb. - 15 Feb. PWC Bright.

21 Feb. - 28 Feb. Birchip Flatlands.

8 Mar - 14 Mar Manilla State Titles.

The Open in Bright or the Manilla State Titles would be the most suitable for you to enter if you can convince work that you need that little extra break!

You Will Need to Bring:

A flight to Tamworth via Sydney. Flights to Sydney range from £500 to £1000. A good contact is Airtours. They offered the best flight deals last year. Flights from Sydney to Tamworth are around £80, and there are several each day.

Pay a deposit of £300 now and a balance of £400 on arrival. - Total payment £700.

Your own meals and drinking money.

Your paraglider and harness obviously.

Repacked reserve (get into good habits now).

Alti/Vario.

GPS (not vital but recommended for groundspeeds and position once landed.)

Water carrying system - camel back or lemonade bottle, we don't mind, just make sure you can fit plenty in your harness for when you have landed.

Suitable boots and helmet.

Sunblock.

Sun/Baseball hat

CONTACT MARK OR KAZ AT AIRWORKS FOR BOOKING FORM

Newhaven To Brighton 10 Times In One Day!

By Jim Hardiman.

I had made the trip to Newhaven Cliffs on Monday 15th September 97 in the hope of some smooth sea air flying, the forecast had said it would be SSW at 10 mph. So after leaving SE London at 6am I arrived at the cliffs at 7.45am only to find it blowing a hooley, and well off to the West. Ever the optimist I hung around for a further 2 hours, after which I called it a day and drove back home.

Watching the weather forecast that evening Tuesdays forecast was a carbon copy of Mondays, so I went to bed that night with no intention of flying the next day.

Having risen early by 7.30 I was getting itchy feet, another check on the forecast showed nothing had changed since the night before, but from past experiences I knew no two days are ever exactly the same. I decided to drive to the cliffs again. On arrival I was pleased to see that the flags on the fort were not standing out as stiffly as the day before. Getting my kit together I walked up to the take-off hoping the direction was better too. Putting the windsock up I was glad to see it was SSW.

Checking the windspeed I found it to be between 9-11mph I took off 10 minutes later to find plenty of lift at the cliff edge climbing rapidly to 150 ft ATO. I flew around in front of take-off for 30 minutes then landed for something to eat & drink. I took off again and decided to try the Brighton run.

The sun was out and the lift felt good and I was confident of jumping the gaps on the way to the Marina. I went over the sewer works with 200ft and remembered the time I had bombed out there last summer, no such problems this time. Pushing on I arrived at the Lido with 100ft, hands up I made a fast glide across the gap and arrived at the cliffs on the other side 30ft above climbing to 100ft on the last leg to the Marina.

Arriving at the Marina I turned back straight away heading for Newhaven. The trip back was uneventful and arriving back at take-off with 200ft I decided to turn round and do it again. Half way to the Lido the dreaded mobile started to ring luckily I had it hanging on the shoulder strap of my harness, it was Pete Bernon. I told him it was great on the cliffs he said he would be along. I carried on to the Marina, arriving at the sea wall I saw an ambulance, there was a man in swimming trunks lying on the wall with his leg in an inflatable splint (dangerous game that swimming lark.) I hung around rubber necking for a few minutes before turning back. Arriving back at take-off I turned back for Brighton for the third time.

On the way back from the Marina I could see Pete giving a dual flight so I slipped inland behind him and landed. After something to eat & drink I took off once again for the Marina. The round trip was uneventful and by the time I arrived back Pete had gone. Other pilots had arrived and were flying in front of take-off and some were still getting ready, I flew in to land and had a chat with some of them before setting off once again. On the way back I met Rob Chisholm on his dual with Bella, she took some photos as we tried to shout to each other. I then went back to take-off and landed. By this time it was getting quite crowded so I just put a bottle of drink inside my flying suit and took off again.

As I passed Rob & Bella they shouted something but I could not hear them I just waved and gestured for them to follow me down to Brighton, which they did, but I think it got a bit hairy for them at the Lido crossing. We turned back at the Marina passing gliders going the other way. Once again I landed back at take-off, by this time word had gone round that I had been going back & forth like a yo-yo.

Nigel Barratt had arrived and said he had seen me going up and down earlier in the day, and how many times had I done the trip, six I said, he replied you must be mad, but you have to make it ten.

By this time I felt pretty tired it was 2pm and I had been flying since 9.15am with only a few short breaks, but off I went again into the wide blue yonder. The wind had increased and gone SW (sea breeze,) this time I decided not to land after each flight because the run to the Marina was getting slower & slower. I had been doing the trip in 40-50mins earlier in the day, but the sixth trip had taken 1hr 5 mins, the last four trips took between 55 & 65 mins. I finally landed at 6.10pm thrilled with the fact that I had managed the run 10 times in one day.

Flying time 8 hrs. 20 mins.
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Glider Nova Xyon

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Barry Phillipot Lindfield 01444 482225
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Steve Uzochukwu Maidstone 01622 736219/0973 713120
Colin Williams Sanderstead 0181 6574958

Hang Gliding
Steve Cook Littlehampton 01903 725724
Eddie Horsfield Croydon 0181 657 9307 (M)0850 088173
Dave Matthews Brighton 01273 857163/0171 2409872
Peter Perry Crawley 01293 402908
Ron Richardson Keston 016898 56723/016898 51823
Trevor White Surrey 01932 872722/0171 437 8676

Club 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 then ask someone on the hill

CLUB COACHES



TREVOR WHITE



DAVE WILLIAMSON



JOHN O'NEILL



ADAM GOODSSELL



JIM HARDIMAN



EDDIE HORSFIELD

EDITORIAL

The quest for a Windsock Editor continues...

I can't say I'm surprised that my front door hasn't been battered down with volunteers to take over Editorship of Windsock since my resignation announcement last month.



The Magazine is vital to the Southern Hang Gliding Club - it keeps us informed of important goings on, entertains us (some of the time, anyway) and it is bloody cheap to advertise stuff in.

We have until March to find an Editor, so come on, let's have a volunteer then - you'll get free membership and loads of respect and admiration from your flying chums...well, me anyway.

Well that's another year over, personally a good one for me even though my airtime has been pitifully low. Sadly, through accidents or illness, a few members will not be around to celebrate this Christmas so let's spare a thought for them and their families this festive season.

Finally, seasons greeting to you all - don't overdo the drink/smoke/food, and if you do - enjoy it! Let's make '98 a safe and happy flying year for all of us.

Dan Petty

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04/01/98	Benet Allen	0956 249666	08/02/98	Nigel Jarvis	0181 660 0754
04/01/98	Stewart Swanton	01273 732219	08/02/98	Neil Kinnear	0181 697 1363
04/01/98	Joyce Sykes	01732 740540	08/02/98	Chris Smith	01883 344792
10/01/98	Diana Emerson	01273 858314	14/02/98	Mark Turner	01903 812 504
10/01/98	Don Nunan		14/02/98	Peter Deeming	
10/01/98	Steve Williams	01628 781781	14/02/98	Edward Lockhart	
11/01/98	Paul Coidan	01444 451824	15/02/98	Colin Paine	01903 260468
11/01/98	Vic Hurran	01734 814831	15/02/9	Jim Hardiman	0181 311 0683
11/01/98	Mel Quick	01730 821544	15/02/98	Andrew Sutchall	0181 330 5350
17/01/98	Michael Hartley	01403 250028	21/02/98	Nick Prybyski	0181 467 4980
17/01/98	Les Hedges	0181 847 1815	21/02/98	Allen Cox	01923 779037
17/01/98	Barry Puckey	0181 693 8722	21/02/98	Eddie Horsefield	0181 657 9307
			22/02/98	Donna Garfield	0181 840 4914
			22/02/98	Charles Godfrey	0181 994 5740
			22/02/98	David Brown	01798 813395
			28/02/98	Colin Williams	0181 657 4958
			28/02/98	Frank Golding	
			28/02/98	Pete Greenslade	01293 431544

ROOM TO LET IN FURNISHED HOUSE

£50.00/Week Plus Bills

Call Liz or Dave on 01273 858314



Rod and Alan Buck invite low-airtime HG guys needing help and guidance, or decrepit club fliers needing care in the community to their annual two weeks insanity in the sun!

- 1** Luxury villa with pool, B-B-Q etc (Laze around the pool each morning till the hangover subsides)
- 2** Flights and glider carriage, etc (Last year's plane best described as 40,000 rivets flying in loose formation)
- 3** Car Hire (only two pilots per car!) (What car can drive up impossibly rough tracks? Yup, a RENTAL car!)
- 4** Insurance by Airsports Insurance (Get all your broken bits poured in the plane and flown home for free!)
- 5** Excellent Sites (No carry ups!) (Coastal, thermic and omigod-I'm-going-to-die! No grass or sheepsh*t either. All the rocks you can eat)
- 6** Cheap beer (hic!) (Women subject to availability (and you remaining conscious long enough))

Total cost
all-in is just
£645

Just bring your food, sorry, beer money. Coaching for low-airtime guys, no problem if you're GPC rated. We'll even take suitably nutty CPC+ rated paraperverts (no pg coaching).

Depart Thursday 22 Jan - return Thursday 5 Feb



You can pay by Access/Visa



Contact Rod or Alan on 0114 253 0372 or 0836 284853

Windtech UK Opens

Leading manufacturer of Paragliders and Kites based in Asturias, are now making their products available in the UK via Windtech UK.

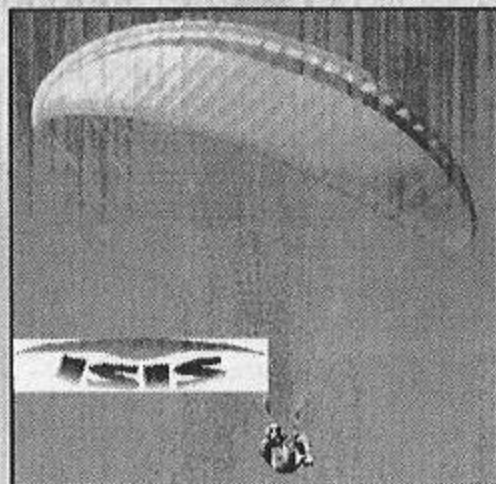
The Range consists of the ISIS, MIDAS, KENA & AJAX - Beginner/Standard, Intermediate/Standard, Performance & Competition respectively.

Windtech are also working on a new Tandem, new comp glider & a reserve for 97.

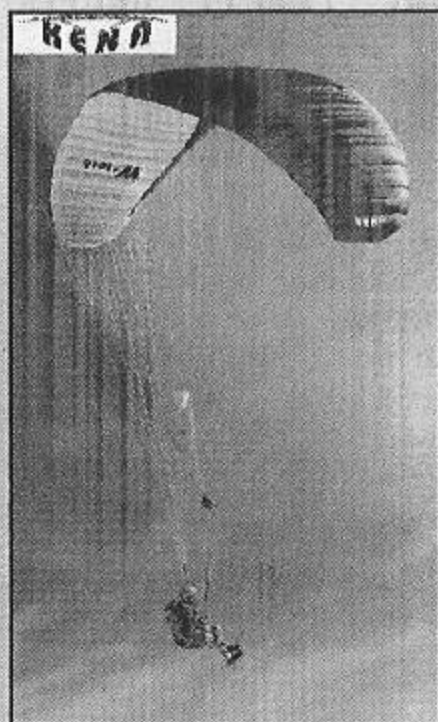
Two National Pilots will be flying Windtech this year in the UK.

For further details call 0181 986 0501

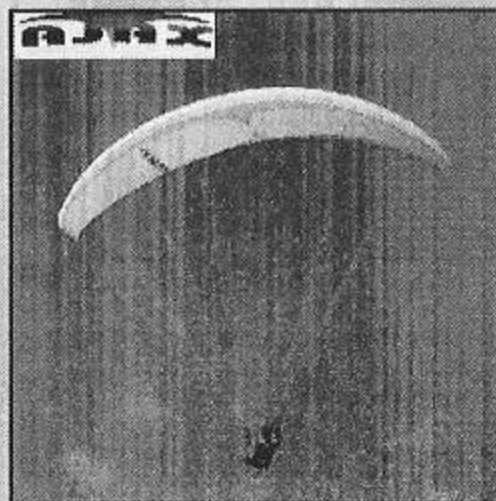
e-mail WindtechUK@dial.pipex.com



ABOVE: Isis from £1599
BELOW: Kena from £2200



ABOVE: Midas from £1999
BELOW: Ajax from £2449



MERRY CHRISTMAS & A HAPPY NEW YEAR FROM
WINDSOCK

hotel California

Southern Spain

Charming, friendly, British run hotel catering for flyers

- * Take advantage of the even stronger £ and save huge amounts on your holiday!
- * Save even more if you purchase any brand of canopy in our shop while you are here!!
- * We are maintaining our Package Price of 55.000 Pesetas per week per flyer until the end of the year.
- * Our package is based on two people sharing room and car. It also includes buffet breakfast and guiding, driving and retrieval service for the whole week.
- * Contact us for offers on groups of four or more.
- * We are flexible. Just get a flight to Málaga, whenever you want, and we'll take care of the rest.
- * Huge flying area from the Sierra Nevada to the Coast - year round microclimate - thermals, X-country and coastal soaring. Remember **we fly all year round!**
- * Watersports, mountain and off-road biking/horseriding, snow skiing and much more.

Call Tracy for bookings and fly package now on tel/fax

0034 58 88 10 38

Recent jottings from our guest book

"Absolutely the business! 7 days flying, great sites, great weather and great food."

Simon and Dave, July '97

"Thanks for a super week of flying, eating and drinking! I had an excellent stay and shall be back."

*Richard Ling, May '97
(see July Skywings pg 9)*

"The flying just blew my mind. I'll be back, see you all soon."

Mark Way, May '97

"Great company, superb flying in the most varied and interesting country. I'll be back..."

Paul Evans, March '97

And remember

The hotel is small, cosy and has a great atmosphere. All rooms are double with private bathroom, satellite TV, views over the sea and the old Moorish town of Imluñécar.

Interesting food available every evening. The bar needs no advertising!

stop press!

You won't believe our canopy prices!

Below are hotel California's peseta prices for just a few of the many new canopies available now from our hotel shop. Edel Saber Medium :ptas 431,000. Up Vision Classic Medium : ptas 380,000. Free x Spear Medium :ptas 435,000. Aireas Aspect Medium :ptas 395,000.

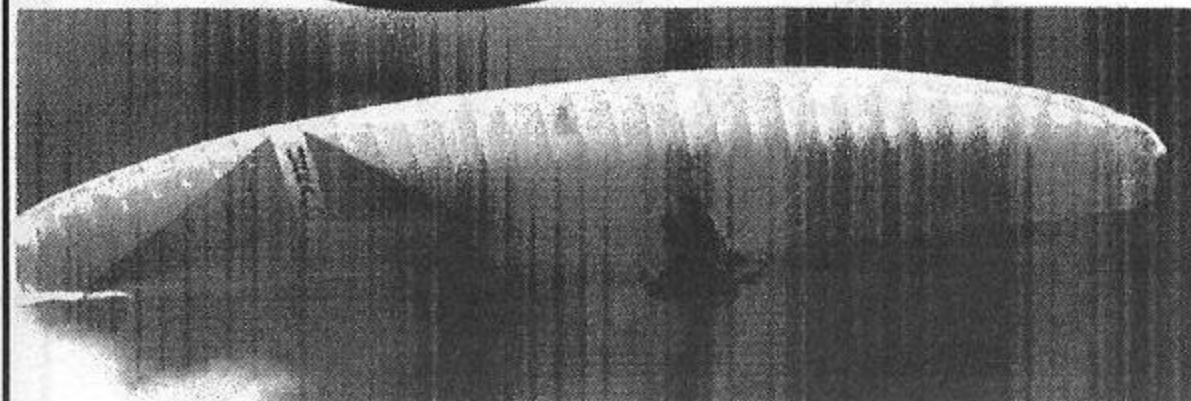
The exchange rate has put canopies, harnesses/varios and reserve prices into free fall!



Digifly
Flight Instruments

NEXT
Harnesses

FREEFLIGHT
Rob Chisholm



URRACO

The Urraco is undoubtedly a step forward in Sports glider technology.

The Odyssey profile proving its superiority in this class.

Better glide at speed 6.39@ 48kph.- 7.5@37kph
Faster - 51kph top speed (source ACPUL)

More stable; read the test pilot notes to see how!
Built to last. Porcher marine laminated Mylar leading edge. Galvenor P.U coated nylon, Aramid lines. The best materials available.
The best sports glider available.
£2495 all sizes

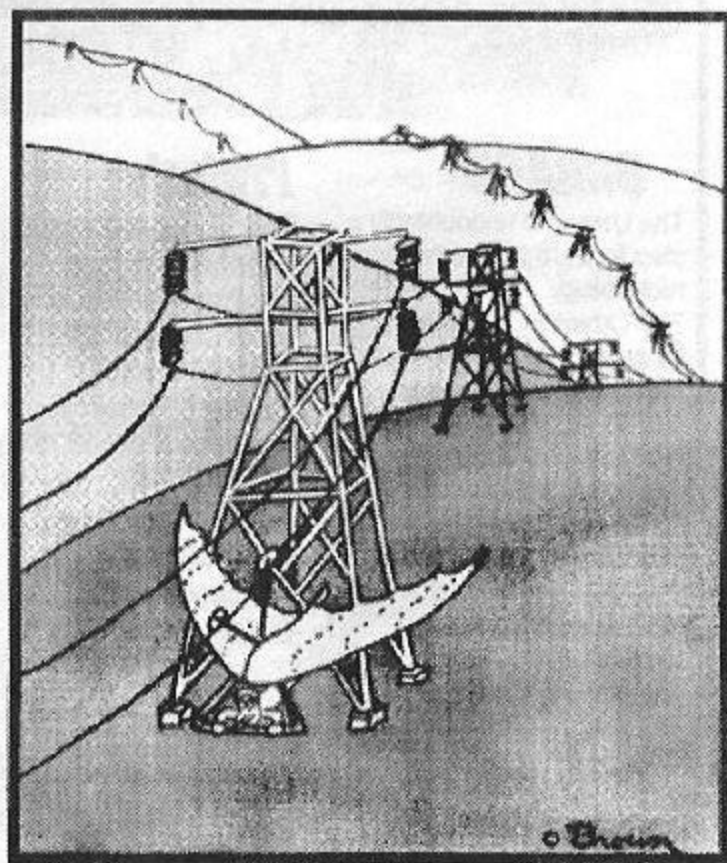
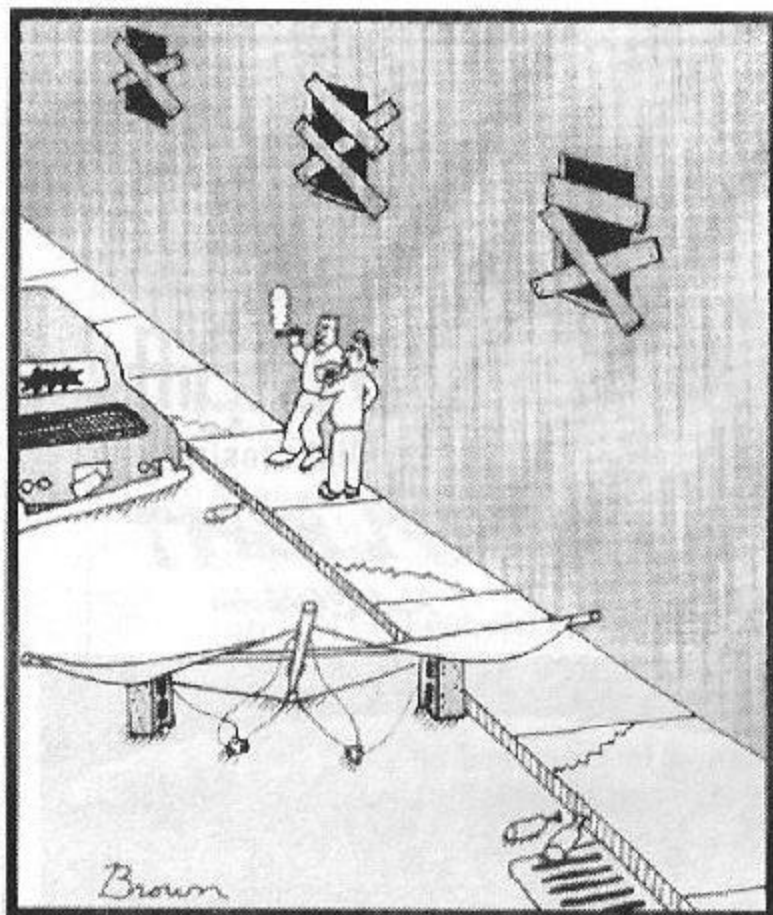
Prelude

The Super stable fun intermediate from trekking. Comes with trimmers neutralised, certified Acpul standard. When you want more speed range release them; certified Acpul performance. Excellent with paramotor
£1999 all sizes

NEXT Harnesses

Breeze ideal first harness, ABS, & cross brace, Integral reserve big pockets speed bar & pulleys. **Only £189**
Typhoon gel excellent mid range harness, gel protection Air biner quick clips ABS etc etc **£275**
Hurricane gel 97. top of the line, gel protection, all the goodies **£345**
Securamax gel back protector (the best) **£75**

Test fly the new Urraco or Prelude and see all the latest kit, For the best service - Tuition - sales call Rob at Freeflight on 01903 206261. or on the hill - mobile 0958 440519

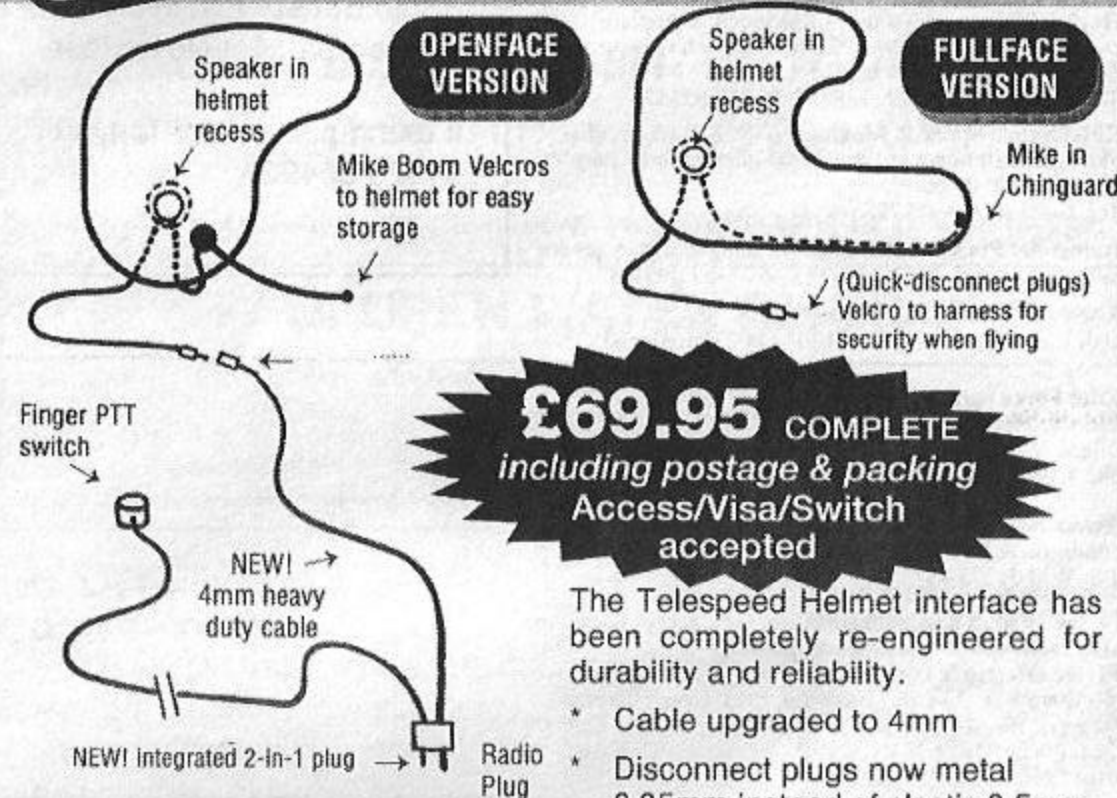


XC simulator

Telespeed 'Competition'

New!

Helmet-Mount Interface Unit!



£69.95 COMPLETE
including postage & packing
Access/Visa/Switch
accepted

The Telespeed Helmet interface has been completely re-engineered for durability and reliability.

- * Cable upgraded to 4mm
- * Disconnect plugs now metal 6.35mm instead of plastic 3.5mm
- * Plugs Velcroed to harness for security
- * Openface mike boom has 2 offset Velcro mounts to helmet for secure fixing with quick removal after landing
- * Improved impedance matching reduces wind noise and improves clarity with Alinco radios
- * Finger PTT now has built-in Velcro finger bands for secure fixing with or without gloves

Telespeed

Rod Buck
106 Woodhouse Road,
Sheffield S12 2AZ

0114 253 0372
0836 284 853

SMALL ADS

BLADE 141 (small) HANG GLIDER
INCLUDES SPARES ETC
650.00 ONO CHEAP TO CLEAR
GOING TO OZ FOR WINTER!
TEL: 01273 477388

ITV Agena 28 - All up weight 78 - 92kg.
Acapul 12As. Very good condition. £950.
Excellent wing for club pilot.
Tel: Ron 0171 642 8959 (h), 0171 546 4799 (w).

Harley Sirocco - Medium. Lilac/green. Complete
canopy, harness & helmet. 22 hours. Pristine condition.
£400.00 ono for quick sale.
Tel Simon W: 01732 777254 H: 01732 833576

Edel Super Space 2, Medium. 70-95Kg. 15 months
old. About 10 hours airtime. Ideal intermediate. Purple/
green. £1500.00 ono.
Tel: Chris 01273 461723 (eves)

Industrial Plastic Tube. Ideal for hang glider in garden.
£40.00. Seaford. 01323 490371 or 01323 899111

XXM 26, 60hrs VGC. £2000.00 ono.
Call Kaz 0410 932295 or 01202 680211 (parents!)

Edel Force paragliding harness. Well used/repaired
£35.00. Vitamin Sea backplate £25.00. Both £50.00 or
offers.
Tel: Cliff 01323 899749

Avian Java 155 Mylar. White/lilac underside. Excellent
condition & handling. Offers...
Tel: Will 01273 477388

Flytec 4030 as new with software, GPS access barograph,
also asi, speed probe, nice bag £490.00

Flytec electronic compass (very accurate) £89.00
Airwave Kiss 154 all Mylar sail, med. Green. Recent
factory MOT. New bottom bar and bottom wires £395.00
Tel: Eddie 0181 657 9307
Mob: 0467 810812

Metamorphosi reserve. £150.00 ono
Call Martin: 01444 233346

Paratech P40 large £900.00
Sup-Air Pro Feel 2 with foam back plate
£300.00, as new, blue.
Flytech 440 vario £200.00
Perche Flying suit £35.00 Large
System suit £30.00 Medium
Dual Space, large £550.00 with tuition
£700.00, must be pilot with 100 hours+ and
proof
Tel: Rob 01903 206 261

Probe harness £200.00
Tel: 01273 858314

ITV Agena 28 - all up weight 78 - 92kg. Acapul 12A.
Good condition. 25 hours airtime. =£750.00 ono.
Excellent all round wing.

LOST AT FIRLE

Radio Battery lost in car park at
Firle on Sat. 1st November.

If found please call Tanya on
01525 854927

Advertising Rates

Issues	1	3	6	12
1/4 Page	£8.00	£16.00	£29.00	50.00
1/2 Page	£14.00	£25.00	£44.00	78.00
1 Page	£25.00	£44.00	£79.00	126.00
Back	£37.00	£58.00	£90.00	£150.00

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SCUBA DIVING



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- 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.
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For further details contact Margaret
01273 612012 (Fax 01273 612013)

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