

# SKY SYSTEMS

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LEADING  
PARAGLIDING  
& PARAMOTOR  
CENTRE

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The smallest packing units available. Easily dismantled in minutes, they can be transported comfortably in the back of an average family saloon car.

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The light weight of the unit (around 20kg), coupled with the convenience of transport bags makes portability a breeze.



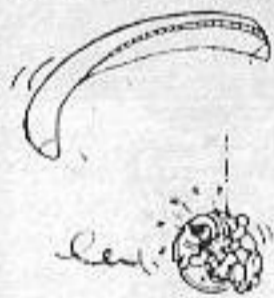
## NO HANGARAGE!

Say goodbye to tedious, expensive hangarage. Your ADVENTURE paramotor, along with your glider, harness and the rest of your flight equipment, can easily be stored at home.

## NO BUREAUCRACY!

Minimum maintenance, no Annual CoFA, no check flights, no PPL requirements all adds up to less paperwork and MORE FLYING TIME.

## NO LANDING FEES!



You can take off and land a paramotor in just about any suitable field\*, regardless of mud, sand, snow etc. - and your harness and wing allow you to paraglide from hills.

2 SPORTS FOR THE PRICE OF ONE!

\*Please note that the extraordinary freedom you gain when using a Sky Systems Adventure Paramotor is still subject to both Civil and Aviation law - so no landing on Buckingham Palace, OK?

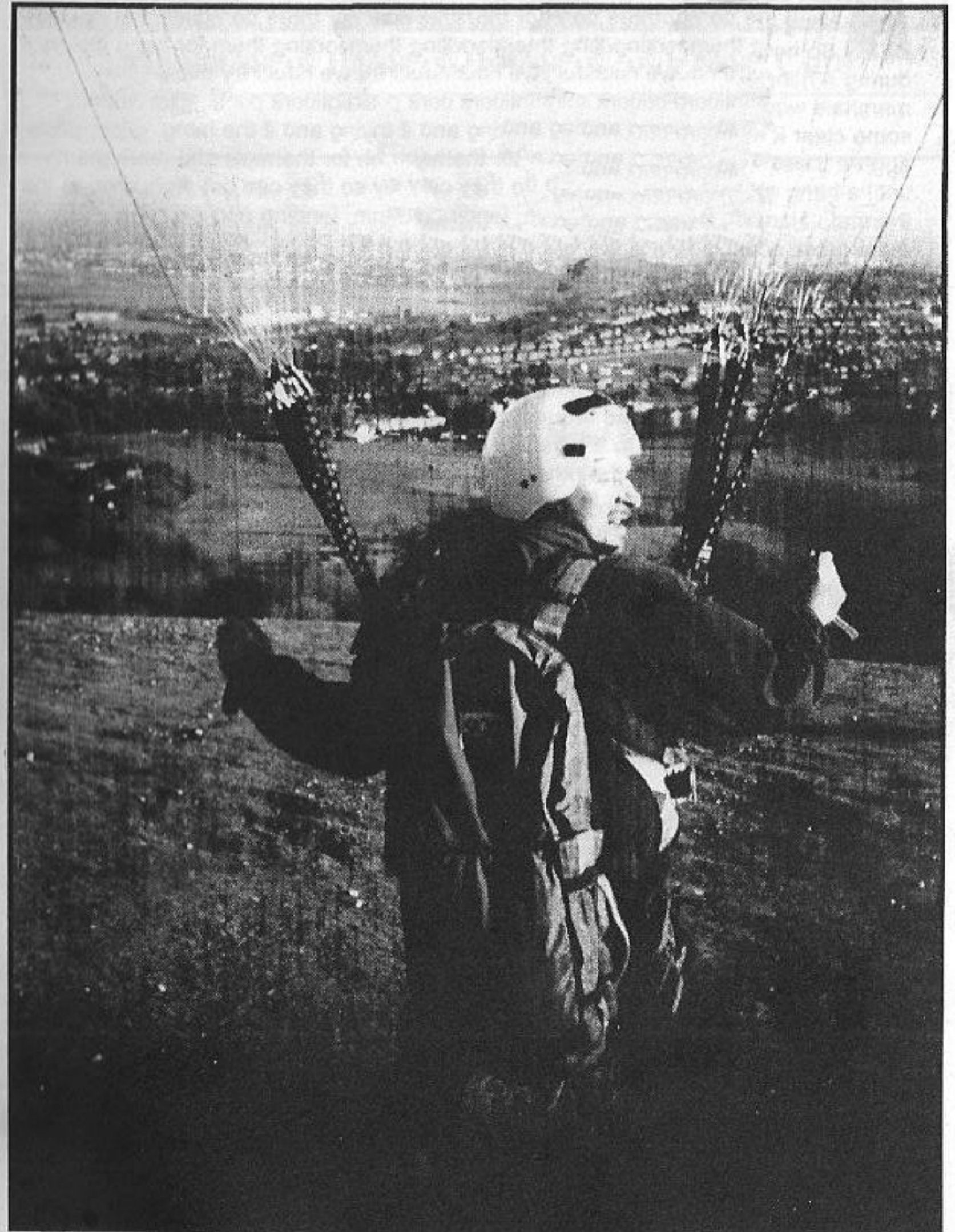


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Sky Systems are a BHPA registered paragliding and paramotor school, No. 131

# Windsock

June 97



## Chairman's Letter

**A**t the last committee meeting Ozzie Haines mentioned that, in light conditions, hang glider pilots do not mind if there are two or three paragliders in the air. So how about p/gs looking for thermals and marking them for hang gliders during a hang glider only half-hour. I would suggest we could try this:- the marshals would choose 2-3 of the best available paragliders pilots, give them some clear identity, so others know why they are flying and if the hang glider pilots agree these "Scouts" would spread out and search for thermals and mark them until a hang glider arrives then keep out of the way so they can get a good go at the thermal. Hang glider pilots might save some bottom landing and clock up a few more cross country kilometres as well. How about it?! Please discuss, and let the committee know what you think.

More of us are getting away from sites these days, which is great, but please be aware of where you are flying. If you fly from Mount Caburn the Ringmer Gliding Club seems to have magnetic attraction on two or three occasions recently paraglider pilots have circled around over the club field stopping launches - DON'T. If you find your self close to the field, fly round it, (the best lift usually can be found over the farm buildings on the other side of the road). Or if you want to land there (and they have always been friendly to me) do an anti-clockwise half circuit of the field and land by the clubhouse or any where close to the side boundaries away from the main take off and landing runs and the launch cables. Look out for gliders on approach - they come in at 60knots! and won't want to get out of your way.

The committee has decided to go ahead with a new weather machine at Firle. Airworks have kindly offered to buy and maintain it for a small amount of advertising on it, the club will pay the rent on the phone line and space at the top of the Beddingham radio mast. It should give us very good information and calls will be at normal Brighton rates.

Talking of weather machines, Rod Buck's scheme for a national BHPA funded network of stations seems a good idea and could save a lot of petrol and disappointment give it some thought and let the BHPA know.

Do try to get to some of the events that Kristin has organised. The cross country talk is a must for budding XC pilots and Dave & Diana's Dirty Do can't be missed.

FLY SAFLEY AND ENJOY.

Finn

# Windsock



Magazine of the Southern Hang Gliding Club

June 1997

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### Copy

Written clearly, typed, or PC disk (Word, Plain text, RTF - most types). Deadline for next issue 20th June 1997.  
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(Call for Details).  
Sent to Editor's Address

PO BOX 1359

Brighton

East Sussex

BN2 4AS

# Southern Hang Gliding XC Leagues

## Martini League

No:	Name	1	2	3	4	5	Total
1	Steve Cook	119.39	89.22	83.72	79.07	R 75.24	446.64 Km
2	Johnny Carr	84.63	79.07	73.52	71.20	65.64	374.07 Km
3	Ron Richardson	89.12	89.12	85.30	77.07		340.61 Km
4	Dave Williamson	51.31	34.46	D 16.64			102.41 Km
5	Tony Luchessi	89.22					89.22 Km
6	Dave Mathews	77.07					77.07 Km

## Sussex League

No:	Name	1	2	3	4	5	Total
1	Steve Cook	119.39	89.22	83.72	79.07	R 75.24	446.64 Km
2	Johnny Carr	84.63	79.07	73.52	71.20	65.64	374.07 Km
3	Ron Richardson	89.12	89.12	85.30	77.07		340.61 Km
4	Dave Williamson	51.31	34.46	D 16.64			102.41 Km
4	Tony Luchessi	89.22					89.22 Km
5	Dave Mathews	77.07					77.07 Km

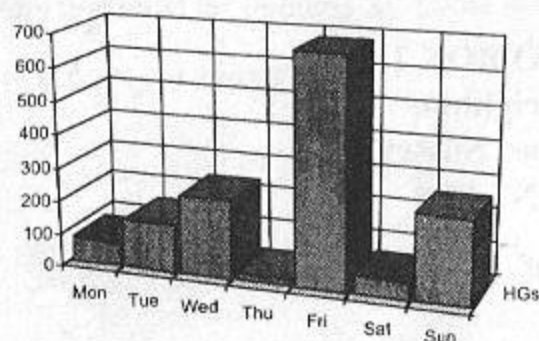
## Sussex Weekend League

No:	Name	1	2	3	4	5	Total
1	Steve Cook	83.72					83.72 Km
2	Dave Mathews	77.07					77.07 Km
3	Dave Williamson	51.31	D 16.64				67.95 Km

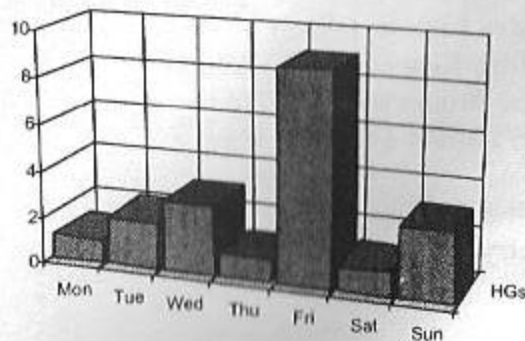
Total HG Distance Flown: 1448.69 Km  
 Total Number of Flights: 20  
 Average Flight Distance: 72.43 Km

R - Out and Return D - Dual Flight

Distance(Km) per Weekday



No of Flights per Weekday



# AeroDynamics

## RESULTS 2007

WHGS 1st & 2nd	
Australian Pre-Worlds	1st Gerard Thorne
Speed Gliding World Cup	1st 2nd 3rd
WHGS Manufacturer's	1st
Italian National Champs	1st
Finnish National Champs	1st
Bassano	2nd 5th
British League	3rd 13th 17th
Monaco Aerobatics Cup	2nd
Peugot Race & Rally	1st



Both sizes: 12.8m & 13.5m now have full DHV "German" Certification

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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 product available

# Diary of Events for 97

## June

Sat 7th **Cross Country Talk** - The "Sky Gods" of Hang gliding and Paragliding reveal the secrets and techniques behind cross county flying.

"The Plough" at Plumpton from 7:30pm

## July

Sat 5th **David & Diana's Dirty Do (Alias Mad Farmer's Barbecue)**

'Savage Turtles' playing Live, Bring a Burger, Bottle and Bed. An Event Not to be missed. See separate Map for more details.

Tanyards fishery from 4pm to 4am

## September

**ALL** **Charity League Competition** ~ Unique event where all flights on Hang gliders, Paragliders, (and Swifts) for September can be entered into a handicapped league. For the first time all three disciplines are competing on equal terms for the BEST Charity league flight.

See Ozzie Haines for Details.

**TBD** **King College Hospital Charity Fly-in** ~ To raise money for a very good cause, fun events and serious tasks. Evening social and more money raising. Prizes for 1st Hanglider, 1st Paraglider and Best Fund-raiser have been donated by Tony Turner.

Venue to be decided

**TBD** **Club Coach Course** ~ Open to all pilots above Club Pilots(+10hrs). This is a weekend course, unfortunately there are limited places.

See John O'Neil for Details.

## October

**TBD** **Great Southern Repack** ~ The ultimate in parachute repacking. Your chance to learn more about reserves and how they work. To practice deploying and to discuss problems encountered (because there *WILL* be problems). Everything from guided repacking to full professional repack available. Details/Costs to follow.

Venue to be decided. FULL DAY EVENT

## November/December

**TBD** **Southern Club Christmas Dinner and Prize Giving** ~ Time to Feast, Drink and be Merry. Laugh at the years' cock-ups and cheer the achievements. (So keep an eye out for the most impressive tree landings and bent aluminium!)

Venue to be decided

## Other Events in the pipeline:

Competition Techniques, Basic First Aid evening, Club Coaching Courses, Pilot Theory Courses, More Airwave Challenge Dates, New Pilots Evening, Parties, Barbecues, Etc, etc, etc.

More Ideas Please!

~oOo~

Hi All...

Well at last the weather is getting better, and hopefully more people will have good flights to celebrate in the evenings! Again, if you have any ideas for events, or want to offer you expertise for an evening or so, please contact me.

See you on the Hill.

Kristin Hanson :o)

**The NEW Southern Club Social secretary**

Home: (01273) 514993 Mobile: (0973) 282111

Email: kristin@airworks.demon.co.uk

## Adventures of an Apprentice Sky God - Part 2

by Jeff McCall

Flushed with new experience from my August XC course in Cumbria, a week later I found myself on a flight to Madrid, bound for Piedrahita. Could I not believe my luck or what? Carlo Borsattino had phoned my home, touting for business as usual, while I was away in the Lake District. He had managed to persuade my wife that I couldn't afford to miss out on a trip to Spain he was organising. Do not buy a car from this man! The upshot of this was a second week's pass from the nearest and dearest, and a frantic phone call to secure the time off work. My wife even agreed to run me to the airport.

A couple of hours later our motley crew of seven had set foot on Spanish soil and were fit for anything, well almost. I'd been amazed to find our luggage already on the carousel as we passed through immigration. On the return journey, after waiting over an hour for my luggage, I concluded that this was a feat that Gatwick could not emulate.

Soon we were on the road in a pretty neat air conditioned mini-bus. Despite the best navigation skills of the combined efforts of Carlo, Pablo and Matt, we eventually found the road to Avila. Expectations were high and so was the sun. On reaching the outskirts of Piedrahita we could soon see the take-off on Pena Negra. Our eyes widened as we watched an almighty great dust devil move across the take-off area. This monster was so big, I swear I could see Dorothy's house on top. When we checked out the site later, the carpet that had been laid at take-off was scattered all over the place.

Our first flights took place on Sunday. The day started slowly, and it took us ages to find somewhere to get breakfast. The chap who ran our hotel, and who appeared drunk most of the time, had failed to put in an appearance to cook our breakfast at the time we'd agreed the previous day. So we went somewhere else. Later we heard he was well miffed, because he had sent his brother to get bread from the next village. We avoided him for most of the week, which was our loss because the day before leaving we found out he was an excellent cook. Having done our bit for Anglo-Spanish relations we headed for the hill.

It took about 20 minutes to drive up the winding road to take-off. The conditions looked excellent but the wind was from the East. This meant we wouldn't be able to take the usual route for a big XC towards Avila. I launched after Matt, who took on the role of wind dummy for the week, and well cast too I thought. I decided to head left towards a spur and connected with lift fairly quickly. I hung about a bit well in front of take-off, having no trouble gaining height, watching everyone else launch and climb out. We were all spread out and having fun, but then I thought "hey I came here to fly XC", so I slipped away from the others and set off to the West.

That was when I made my first mistake of the flight. Instead of flying along the ridge, I headed out into the valley so that I would be closer to the main road when I bombed out. Was that negative thinking or what? The main thing I remember about the flight, was being well chuffed every time I'd identified a thermal trigger and actually found a thermal there to climb out on. I didn't find any fantastic lift en-route, but managed to maintain a fairly constant altitude along the way. Eventually, I decided I'd had enough and gave in. If I'd tried I probably could have stayed up and got a bit further, but I threw in the towel and went on a final glide. I landed in a field to the side of the main road, just over 11 km from take-off. I was well pleased with myself, only my third ever XC and already into double figures. While waiting for the retrieve I spotted Pablo screaming along the ridge line towards El Barco de Avila, perhaps I'd set off a bit too early? I spoke to him on the radio and it sounded as if he was spoilt for lift.

After the mini-bus picked me up we drove down the road to the outskirts of El Barco to pick up Pablo. We waited what seemed like an age for him to land. He must have triggered a thermal in the field because he said he couldn't get down. It may have had something to do with the girlie big-ears he was pulling. Calling them BIG-ears was definitely an overstatement. Anyway, I decided that I wasn't going to be outdone, and tomorrow I would stay on the ridge and fly to El Barco.

Conditions were just as good on Monday when I set off along the ridge. This time I had company, Pablo and Richard were tagging along. Richard was the first to fall by the wayside, bombing out in heavy sink. It was very much a case of concentrating hard to stay in the lift or else get savaged by the massive sink nipping at your heels. Shortly afterwards, Pablo also bombed out. I couldn't believe it, I had just connected with a really strong core and Pablo was just behind me. I was shouting at him to "get over here", but as I went up he went rapidly downwards. It was nice of him to go and keep Richard company though I thought. So I climbed out and carried on alone.

I was really determined to make my goal, and was milking every bit of lift I could find. Speed was definitely not of the essence. I was just going to stay up for as long as I possibly could. At one point two eagles joined me. They flew in and took up position at either wing tip, as I circled in lift. It was amazing! I was shouting "Eagles! Eagles!" over the radio. The others must have thought I was a nutter, or a Crystal Palace supporter; same thing though really I suppose. Eventually I reached the end of the ridge and headed across the valley to El Barco. I was hoping to catch something on the way, to top up my height so that I would reach the town with altitude. This would have allowed me to use any lift from the town to reach the ridge on the other side of the main road and continue on. I couldn't find anything workable in the valley, and after finally accepting my fate landed in a field on the outskirts of El Barco. I had made my goal. During this one flight I had broken 3 of my personal bests. It was the longest, highest and furthest I had ever flown. I had flown for 1 hour 40 minutes, over a distance of almost 20km, and climbed above 9,200 feet ASL.

The next day I flew an Alto borrowed from Steve Ham. Though I didn't get away, I had a terrific flight enjoying the Alto's better glide performance than my UP Vision. I flew around over Piedrahita and the surrounding area. When I got low, I managed a low save over a group of houses on the outskirts of the town that took me back up to take-off height. Late in the evening we soared the ridge in 'restitution lift', and flew 'till sunset. Matt could be found repeatedly diving at a huge boulder, and riding up on the bubbles of lift it was regularly popping off. From a distance he reminded me of a fly buzzing excitedly around a fresh turd, strange boy!

Flying was curtailed on Wednesday due to Cu-nimbs, so we went walkabout to Salamanca. There was a big cycle race on, so the place was crowded with skinny blokes in lycra. Apart from getting ripped-off in a cafe and accidentally stumbling into the seedier part of town (honest!), nothing much happened. At this point I should mention the great 'apres fly' in Piedrahita. After dark the place comes alive. It's cheap to both eat and drink, and you can do a lot of both. On the food front, the locals don't muck around with vegetables. It's just meat and more meat, as much as you can eat. These are definitely people after my own heart. No offence, but this is no place for namby pamby veggies.

On Thursday, a wind shift took us to the SW take-off at Lastro del Cano. This place offered a fantastic view of an unusually green valley below. The numerous eagles that inhabit the area also provided a worthwhile visual spectacular. When we arrived, the local hang gliders were already rigged. We couldn't understand why they hadn't launched. The conditions were quite strong for paragliding admittedly, but surely not too strong for hang gliders? Enter stage left Carlo the Rocket Man, who saddled up his paraglider to show the locals a thing or two, and shipped out space-ward. After his reassuring words over the radio, I finally plucked up the courage to launch in to the rodeo ring. I soon latched onto a core that registered 6.2 m/s on my averager, or had it just grabbed me? In what seemed like no more than half a dozen turns, I was at 3,400 feet ATO and heading over the back. Problem was, the valley was just one big sink hole. Flying along with Matt, we managed an 8 km glide to a village on the main road. There I was forced to sit outside a road-side bar, with a cold drink and a sandwich to wait for the mini-bus. Life can be a bitch sometimes!

The flying for the rest of our stay did not live up to the expectation heightened by those first few great days. However, it was still good. More thermaling practice, more low saves, more soaring 'till sunset, and more memories. There was the image conjured up by a story from Steve. He recounted how him and Pablo, both suffering ankle injuries from dodgy landings, had to hide behind a bush to escape an angry 'horned' cow because they couldn't run away. There was also the time when we drove up to take off and spotted an eagle flying parallel to the road, and level with the mini-bus. At intervals he would tuck one wing under and perform a complete axis roll whilst flying along. He did it about six times before we reached a bend in the road, simply amazing! I ended the week with a final 6 km trip over the back from Lastro del Cano, arriving at the main road in the valley at the same time as the mini-bus. We then headed off to Madrid, and the flight home.

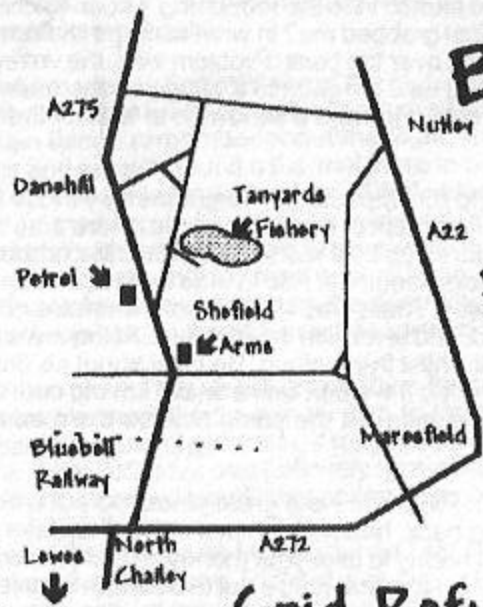
Thanks must go to Carlo for organising the trip. Piedrahita is a great place to fly. It's like the perfect cross country classroom. I will definitely be going back, hopefully sooner rather than later. If I've wetted your appetite I'm sure Carlo would be more than happy to take your money, in fact I know he would. He can be contacted at Aerogenus on 0181 6680072. Now that plug's got to be worth a major discount off my next adventure, what do you reckon?

# David & Diana's Dirty Do

Proudly Presents Predatory

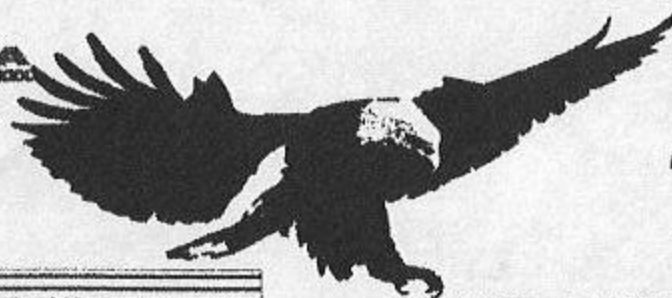
## SAVAGE TURTLES

on 5<sup>th</sup> July 4pm - 4am  
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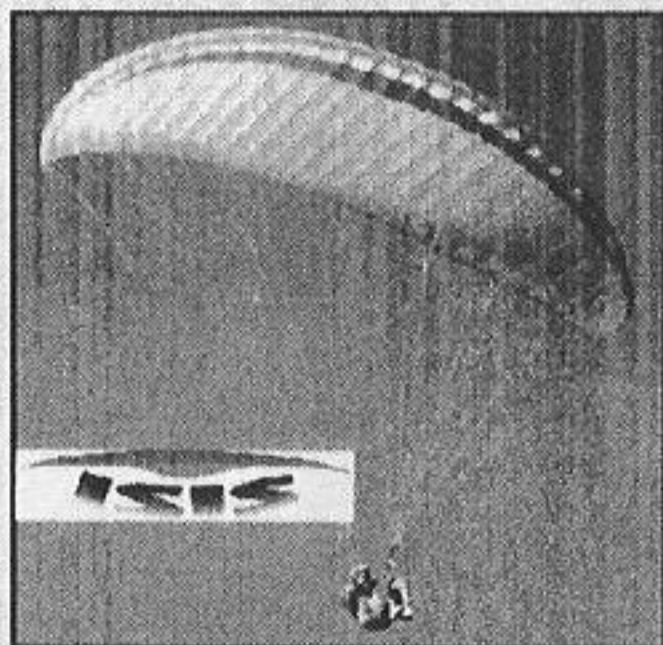
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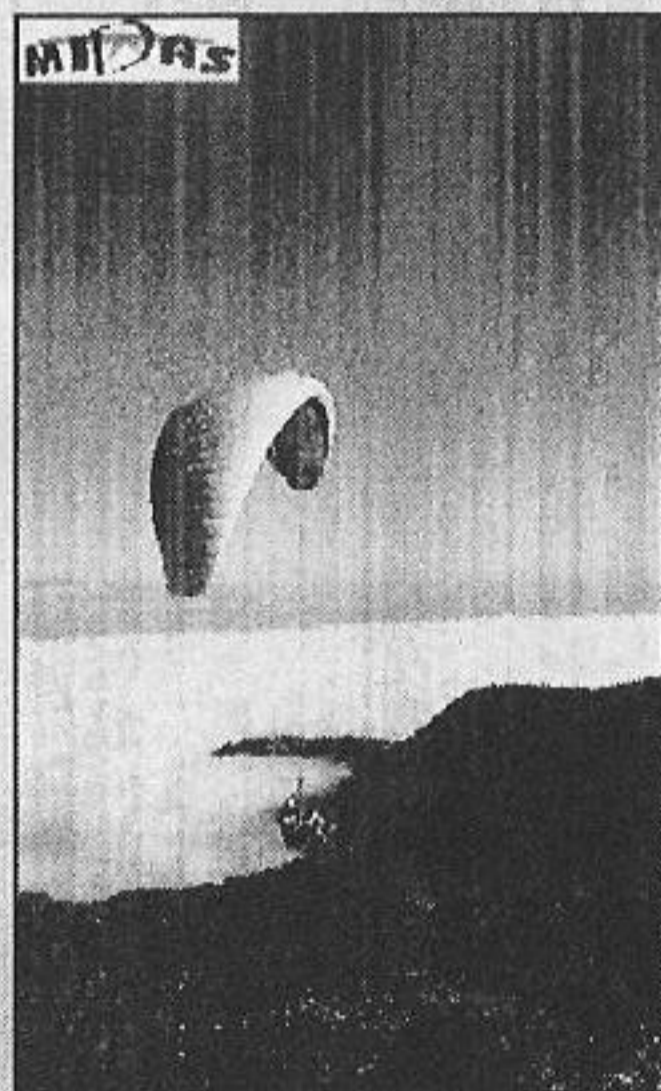
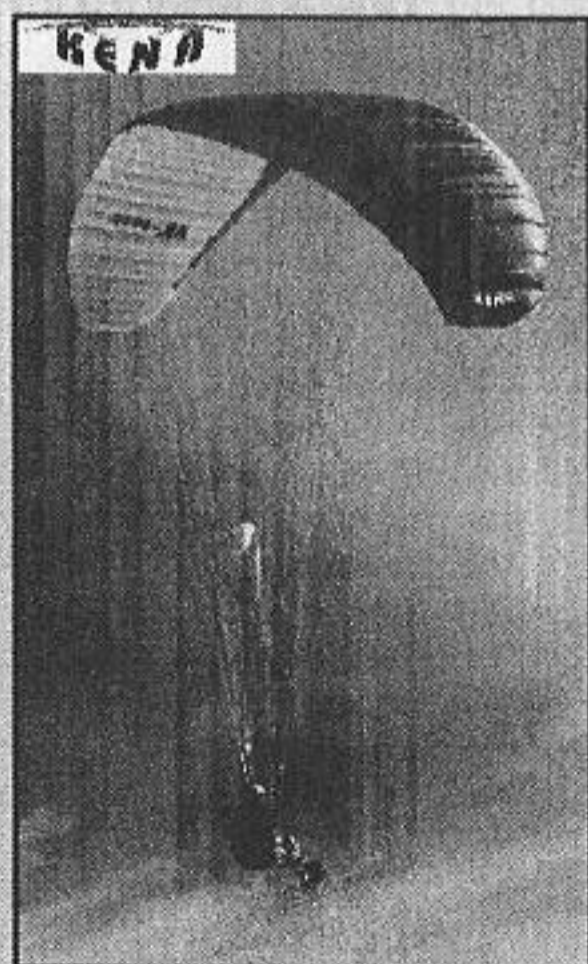
# Windtech UK Opens

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

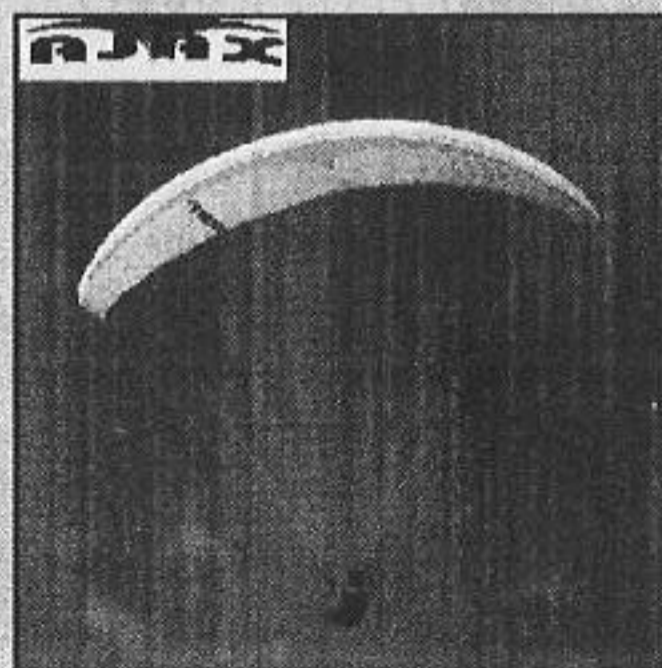
Two National Pilots will be flying Windtech this year in the UK. For further details call 0181 986 0501 e-mail [WindtechUK@dial.pipex.com](mailto:WindtechUK@dial.pipex.com)



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



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



Colin...

## 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

By a Club Coach.  
armband then ask  
someone on the hill



## DYKE WENDY STATION UPDATE

You may have noticed that The Wendy Windblows station on the Dyke Hotel is back - on it's old pole! I came down to install the new machine just before Easter, so that it would be available to you all over tile holiday. i have obtained permission to put ii right up the top of the BIG radio mast on the pub, where it'll be in clean air.

Unfortunately, when I got down to the Dyke, the wind had got up to 40mph+, so I couldn't get up the big mast - it was too dangerous. (If you fall off one of them, it's not a long stay in Intensive Care, its a short afternoon out with the Undertaker!)

So, I was forced to put it back on the shorter pole for the time being. However, I am making plans to come back down as soon as I can, (and when I can forecast light winds!) to move it up on to the top.

When it does get moved, I want everyone locally who uses it to keep me informed if it doesn't read true - I rely on you guys to feed back info to me - from Sheffield, I can't tell if it's accurate or not.

ROD BUCK 0114-253-0372

watching jets fly over his back garden.

He bought the heavy-duty balloons, each more than four feet across when inflated, and several tanks of helium from an Army-Navy store. He attached the balloons to a garden chair he had anchored to his Jeep

After testing the machine to make sure it could fly he planned to spend the afternoon sunning himself 30ft above his girlfriend's garden in San Pedro, California. He made sandwiches and loaded on board six-pack of Miller Lite and some Coca-Cola. He filled water balloons for ballast and loaded his airgun so that he could burst the gas-filled ones to descend.

Then, taking his Timex watch and a two way radio, he tied himself to the chair & loosened the rope.

Within seconds he passed the 30ft altitude he had hoped to reach quickly rising to 100ft and then 1,000ft. He eventually leveled off at 11,000ft frightened to shoot any of the balloons in case he unbalanced his makeshift aircraft.

For 14 hours he floated above the city, cold and frightened, before drifting into the primary approach corridor of Los Angeles international airport.

Fortunately, both a United Airlines and a Pan Am flight passed by and radioed air traffic control to say they had spotted a man with a gun at 11,000ft on a garden chair.

Radar confirmed the existence of an object floating above the airport. Emergency procedures swung into full alert and a helicopter was scrambled.

However, at night shore breezes blew Mr. Walters out to sea. Wind from the blades blew the balloon further away, forcing the crew to position themselves several hundred feet above him. A rope was then lowered for Mr. Walters to grab and the helicopter towed him to safety.

...maintain contact with the control tower.  
"I only did it because it was my lifelong dream of flight" he said.

Mr. Walters was later approached by Timex, which featured him in an advertisement about ordinary people facing unusual obstacles.

The 1997 Darwin Award is the first to given to someone some ime after they have committed the act that has g them notoriety. Normally, it is given to someone who has "benefited the gene pool" by killing themselves in the most extraordinarily stupid way before procreating.

The 1996 award went to a man who embedded himself in a cliff after strapping himself to a solid fuel rocket normally used give heavy military transport aircraft assistance when taking off from short runways.

In 1995, a man won the award after he died when he pulled a Coca-Cola machine on top of himself in an attempt to gain a free drink.

Mr. Walters, who did volunteer work for the US, Forest Service after his release, died on Oct 6, 1996, said his mother.

"He would want to be remembered as the lawn chair pilot," she said a her home in Mission Viejo, California.

*(Taken from Daily Telegraph)*

## BHPA to fund WENDY?

It has been suggested by several subscribers (and non-subscribers) that it would make sense for everybody if, instead of my charging a subscription to Wendy Windblows users, BHPA were to fund the cost of my running and expanding the system, thus making it available to ALL BHPA members.

For those of you who don't know, Wendy is a system of hilltop talking weather stations, that you can ring up from home. They tell you what it's doing ON THE HILL, before you leave home. (Saves you wasted trips.)

Currently, I charge £24/year to belong to the system. However, a LOT of my time is taken up with administering the subscriptions, etc, rather than actually putting up new stations, or maintaining the old ones.

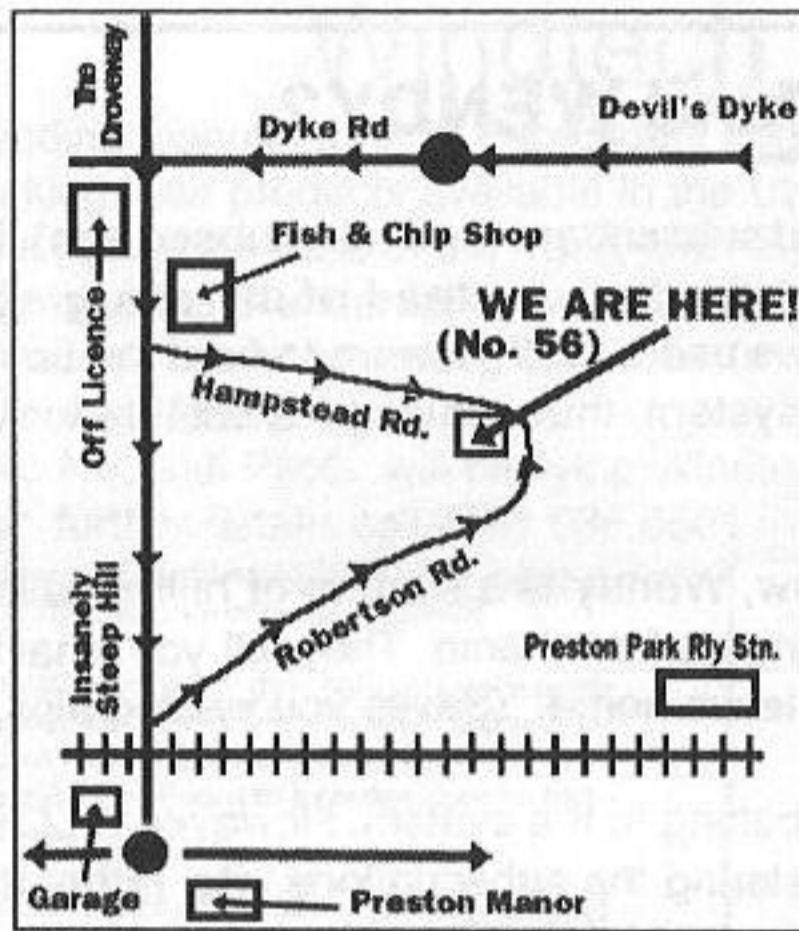
Now, I have done the figures, and if BHPA were to fund the system, they would have to pay me about £6 per member per year. This is a lot less, because there are many more BHPA members than current subscribers, so the cost is shared out amongst more people. They **MIGHT** have to put up the BHPA subs by that much, or **MAYBE NOT AT ALL.**

The reason is, that if a nationwide network of Wendy stations came automatically with BHPA membership, (like SKYWINGS does), then more people would join BHPA, and far fewer would quit, and fail to renew. This would raise the revenue to pay the cost!

I would lose some independence, but gain, in that I would be able to spend all my time putting up more stations, etc, rather than administering subscriptions! So, I'm easy either way. BHPA are to consider this idea at an Exec meeting in **JUNE**. They need YOUR feedback and opinions when they do so.

Are you in favour? Even if it puts up BHPA subs by £6/year? Please let **Skywings**, or any **Exec** member, or **BHPA office**, or me, know your opinion.

**Rod Buck 0114-253-0372 or 0836-284-853**



## Sussex HG & PG 1997 Season Sale

Current stock of 2nd hand & demo gliders for sale at ridiculously cheap prices.

Nova Xyon (24)	£2500 -	Test Flown Only
Phocus (S&M)	£2000 -	Brand New, Unflown
Apco Sentra (M)	£2000 -	Test Flown Only - Excellent
Flight Design A4 (M)	£949 -	Great Intermediate Glider
Flight Design B3 (L)	£500 -	Excellent Performance for Price
Trekking Ritmo (M)	£899 -	Still Guaranteed
Firebird Genesis (M)	£1250 -	Outrageous Performance & so Cheap
Airwave Voodoo II (M)	£999 -	Classic Glider, V.Good Condition
Edel ZX (L)	£500 -	Bargain at this Price
Edel Space (L)	£900 -	Still Crispy
Edel Space (M)	£700 -	Ideal 1st Glider
Falhawk Apex MR (M)		Make Matt an Offer!
Freex Spark (M)	£1500 -	60 hrs Best Speed, Handling & Glide Available

Call into shop for a tea & coffee and all PG & HG needs

## Southern Paragliding XC Leagues

### Martini League

No:	Name	1	2	3	4	5	6	Total
1	Mark Watts	40.89	27.42	15.57				83.88 Km
2	David Watts	26.16	13.43					39.59 Km
3	Mike Millwood	32.36						32.36 Km
4	Simon Oliphant	19.32	12.43					31.74 Km
5	David Newns	22.98						22.98 Km
6	Graham Hutton	18.46						18.46 Km
7	Simon Smith	16.28						16.28 Km

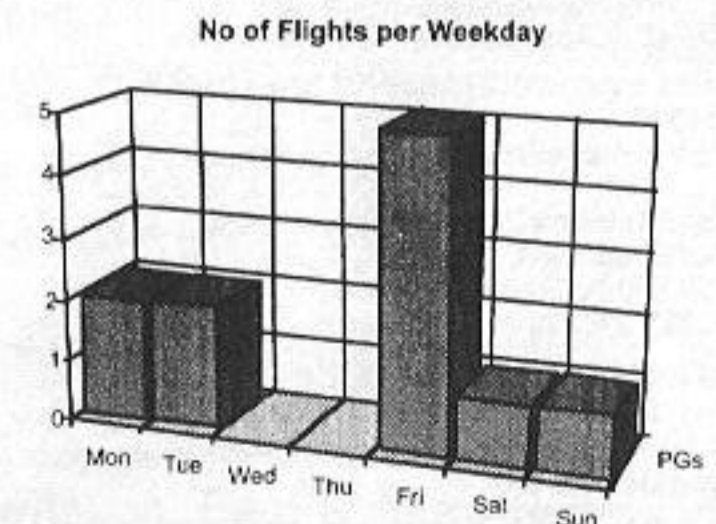
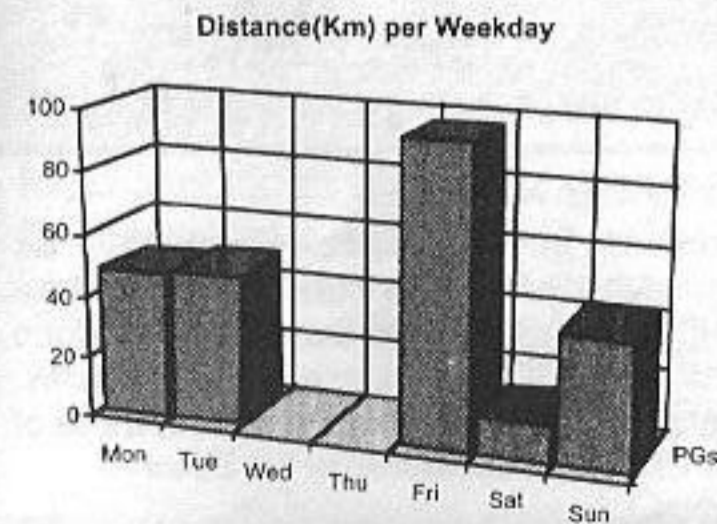
### Sussex League

No:	Name	1	2	3	4	5	6	Total
1	Mark Watts	40.89	27.42	15.57				83.88 Km
2	David Watts	26.16	13.43					39.59 Km
3	Mike Millwood	32.36						32.36 Km
4	David Newns	22.98						22.98 Km
5	Graham Hutton	18.46						18.46 Km

### Sussex weekend League

No:	Name	1	2	3	4	5	6	Total
1	Mark Watts	40.89						40.89 Km
2	David Watts	26.16						26.16 Km

Total PG Distance Flown: 245.29 Km  
 Total Number of Flights: 11  
 Average Flight Distance: 22.29 Km



## SMALL ADS

**Airwave Rave 27** medium, 75-95kg, good condition. Great to thermal. Terrific to fly. Also ideal for paramotor. £700.00 Tony (01903) 873924

**Java 140** 6 months old, graduated shades of blue, five hours airtime, excellent condition, £2,600. Tel 0181 693 8722

**Flying blown out?** go sailing! - 14ft Marineply Dinghy. Enterprise based, wooden spars, stainless rigging, main, jib, genoa, full buoyancy, trailer/trolley, renovated for summer, very pretty indeed. Regrettable sale £495.00 ono Cliff 0181 659 1114

**Edel Energy**, Large, white/purple. Only 30 hours airtime, new lines. Excellent sink rate, suit pilot 70-100kg - £950.00

**Race 2** - HG harness, black. Excellent condition. Suit pilot up to 5'7" £290.00

**Avian Amour 139**, Very good condition, stored indoors. Light to carry, good performance, ideal for light weight pilot. £1,100.00

Call 01298 871498

**Calypso** CofA 16 hours, speedbar, wheels £1100.00 Harness £250.00. Reserve £200.00. Davron 808 GPS MicroTEC vario (never used) £600.00. Garmin 38 GPS (never used) £180.00. John 0973 830095 (all hours)

**AirwaveKlassic 14** CofA Excellent Cond. Low airtime. Recently serviced. Winglets. Beautiful handling & performance, bargain £1650 ono. Tel Ron 01689 856723 or 0860 312293

**Airwave Kiss 154**. Suit pilot 10-11 stone. Always garaged, sail a little faded but in good condition. £450.00. POD Lite, thinsulate. Yellow suit 5'9" £100.00. Phone Joe 01932 887362

**Falhawk Apex MR** medium, well cared for and little used £400ono

SAS 1 Harness \$125ono.

**Solar Wings Rumour 1** good condition, good second glider but I hav'nt the space. £250ono.

**Laminar 13m** good condition, kept indoors, 2 uprights and new side wires. £1200ono.

Iain Ferguson 01273-389492 home 01444-234690

work E-mail etliat@etlxdmx.ericsson.se

**Edel Rainbow 26**, Aircotec Alti/Vario. Good condition, 55 hours. £500.00 for quick sale 01323 736128

**Solar Wings "The Edge"** harness, suit pilot 5'7 to 5'11, as new condition, hardly used £270.00.

**Calypso**, superb condition, very low hours, spare uprights. £990.00.

Martin 0585 560947

**Typhoon 180** Ideal for larger pilot or dual flying £300.00. John 01273 541451

**Flytec 4030**, Barograph, GPS Access, speed probe sensor. As new £525.00

**Flytec** electronic compass. As new £85.00

**Alinco Transceiver DJ-190**, with spare back up battery case. £120.00.

**Wills Wing 154 Ram Air CofA**, pristine condition, very low air time, dark blue. I/e. part magenta undersurface, spare upright, etc... offers!

**Avian 155 Java** CofA. As new, light blue I/e spare upright £2550.00 0181 657 9307

**Nova Xyon 24** White/blue. Excellent condition. £1,750.00

Mike 01273 514993

**Paragliding Harness: Edel Hero**, large, cross bracing.

Edel backplate, back mounted reserve. A well designed/engineered mid-price harness.

VGC, price £170.00 (cost £260 new), reason for sale - upgrade to Supair ProFeel II.

Adam Goodsell 01273 749412 (H) 01293 648244 (W)

**K2 CofA**. Excellent Condition. Always stored indoors. Easy to fly & land yet quick & maneuverable. £750.00 ono Kevin 0181 7677897

**Moyes Xtralite 137** £1650.00

**Junkers Excel** Medium complete with SASII harness and backplate £600.00 ono. 01273 418293

**Nova Xyon 28**, white/blue genuine 6 hours only £1950.00

Also Brauniger vario (sadly never exceeded 7,200') w/speed indicator, maps, boots, hook knife, videos (sorry flying type only!)

Call Dave 01273 275281

### Advertising Rates

ISSUES	1	2	3	4
QUARTER	£7	£13	£24	£42
HALF	£12	£21	£37	£65
FULL	£21	£37	£66	£105
BACK PAGE	£31	£48	£75	£125

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# SCUBA DIVING



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**For further details contact Margaret  
01273 612012 (Fax 01273 612013)**

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