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WINDSOCK NOV 97



Chairman's Letter

Dear Members,

September is turning out better than expected, with some good flying at High and Over, Firle and I suspect at Beachy Head.

Beachy Head is to become subject to licence from Eastbourne council, the ranger David Pearce, Johnny Carr and I have been trying to detail a workable set of rules which will not inhibit our flying too badly.



The rules remain as they are, only the coastguard cottage mentioned in "top landings" has been demolished and the aerial has been taken down so some hazards have been removed. However the council want us to be a bit more restricted in our T.O. and landing areas. This affects paragliders more than hang gliders as the hang gliders T.O and landing areas are specific and usually stuck to, whereas paragliders tend to wander about a bit more and this will be frowned upon!

There is a new take-off area for paragliders if they like to use it: it is NE of the rigging area where a good stretch of scrub has been cleared. I have done take-offs and landings there and it seemed OK, except that visibility is poor if you take off well back from the edge. This site might suit low airtime pilots who don't want to mix with a crowd in the take-off area.

I would like to hear from Eastbourne pilots or those who regularly fly from Beachy Head on how much it has been used this year and if they ever use this secondary take-off, also any special needs at Beachy Head.

Talking sites - if anyone knows of any land that might be of use to the Club as a Tow field please let me know. We are still looking for a Tow/Aero Tow site. It needs to be well inland from the sea (8 miles or more) and have 3,500ft minimum Airspace above.

Don't forget the our social activities, try to get to as many as possible.
high and far.
FINN

Windsock

The
SOUTHERN
HANG GLIDING
Club

Magazine of the Southern Hang Gliding Club

November 1997

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**Deadline for next issue
14th November 1997**

COVER: The Late To

From
\$1 THE Street
FIRLE
Lovers
RNS 6LF

Johnny Carr

A Tribute to Tony

As the sad loss of Tony Turner was announced just as last months Windsock went to press, I would like to take this opportunity to enlighten the newer members of the club of who Tony was and all he did for our club.

Tony started hang gliding around 1976 and learnt to fly with Graham Slater of the Southern school of hang gliding. Tony wasn't just content to fly, he was one of those people who got more involved and was always looking for ways of helping the club.

In the early days he did some hair raising things for charity, one of which included literally running off of the roof of the Michael Hall School building where he was doing some work at the time. He made a make shift ramp and just ran off, much to the delight of all the kids!. Tony also made headlines in the Evening Argus in 1983 when he won a charity fly-in at Hastings. He and other members of the S.H.G.C. and some microlite and balloon pilots raised in excess of £1100 to help fund laser equipment for spinal cancer victims.

Tony also went on a B.H.G.A sponsored fly-in to raise money for Stoke Manderville Hospitals Spinal unit.

Tony was a very valuable member of the S.H.G.C committee where he was our sites officer for many years. Although in the latter years of Tony's life he didn't fly as much, he never neglected the S.H.G.C. When he finally gave up hang gliding due to ill health, he even sold his glider and gave the proceeds to our club because that's the sort of guy Tony was.

As a token of gratitude for the work Tony had put in on behalf of our club, he was made an Honorary member in 1994 and in 1996 was presented with the Andy Napolitan Trophy for services to hang gliding, which is the highest honour the club has to bestow on any of it's members.

Tony suffered a severe heart attack three years ago and was saved by the skilled surgeons at Kings College Hospital and Tony subsequently asked the club to set up a charity fly-in in favour of the hospital.

Sadly, Tony passed away on the 24th of August this year. I had the honour of being invited to his funeral where the church was packed with Tony's many friends. Hang gliding was just a small part of his life and his legacy is with the restoration work on Nutley windmill and the preservation movement he set up for the historic part of Uckfield.

He will sadly missed by all those who knew him in the club - he was not just a pilot, he was a friend.



Girls on Top - at last!

Some of you may or may not be aware of my charmed career paragliding - if not here's a brief run down. I was really very, very lucky to be born with two bumps on the front of my chest (and other unmentionable physical features). These have served me well in the last 3 years, and have accelerated my progress through the frustrations of competitions. These assets coupled coupled with blind determination and a smidgeon of skill have meant I've learnt to fly before walking!

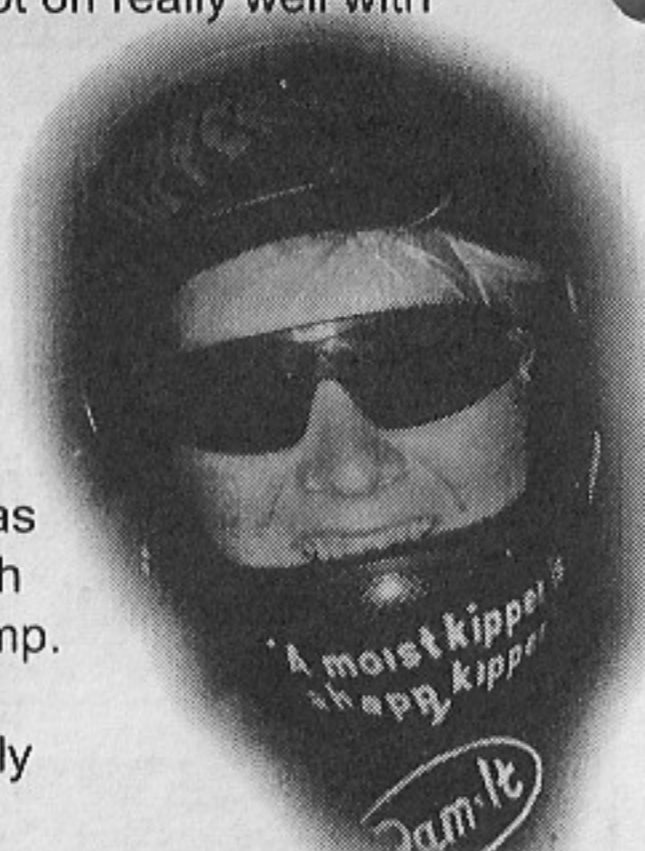
In 1995 I optimistically applied for a discretionary place for the nationals, and got in! Aargh. I had expected the panel to bear me in mind for the future and shelve the application. But oh no. With limited GB experience (I'd been working in Turkey) a Harley Cyclone (ha ha!) and trembling knees I met the other skygods. I performed terribly but had learned a huge amount, and got on really well with everyone.

Airwave took me under their wing, and the comps. panel (bless!) gave me a second chance the following year. They also gave me a shot at comp. flying as the reserve for the Bleriot cup and UNBELIEVABLE- put me in for the Europeans! Oh no - completely out of my depth again. The comp. was fraught with poor weather but when we did fly we really went for it in wild and raunchy conditions. I was terrified, but loved it and managed 4th female, but only 64th overall. Now I got really fired up and developed a total comp. head. This I think was reflected by the Nationals when I managed a cool 20th place - Top Totty! At last I had actually earned a place in the Nationals.

1997 - full on. Sod the money (don't tell the bank manager!) I secured small scale sponsorship thru Kipper Gear and Airworks and, after much wrangling, a cool deal with Airwave through Mr Davies of Airways.

Again throwing myself in at the deep end I gain 3rd/4th place (still under debate!) 53rd overall at Brazil PWC, and plummeted in China PWC to 5th from last! A timely reminder that I'm only human, and that you need your head together (mine wasn't) if you're going to do well. I'm now in the fortunate position of British team member for the World Champs. and World Air Games. Anyone who didn't know me would be impressed!

All this and yet... and yet I'd never even flown more than 14kms from my local sites! Can you believe it! Who was I trying to kid with excuses of being abroad, and busy, and working. I just plain found it hard. Small sites, small lift, the sea very close, and these weird seabreeze thingies!! I might have been in a bit and done long distances abroad. But there was no getting away from the fact that some of my old students were outflying me. UNTIL NOW!!



Tuesday 24th June was sunny and unstable with the wind to the W at the Dyke. We had played around all day at the foot of the hill, and I'd watched 2 gaggles of HG and PG's waft away. There we go again!

"Ah, ah... positive thinking, here's a cycle- wow that Xyon's motoring up. ... next thing I knew Mr Watts, Blackmore and Uzuchukwu were all drinking with me. It was long and slow but well worth hanging in with the W drift. After 10 mins of 0.5ft/min up Mark broke away on glide, and we all raced off.

Mark was furthest N, me taking a centre line and Ian and Steve S. I and S got better air, Mark got drilled, and I went for a lee side low save in front of Ditchling in the incoming sea breeze. (I didn't realise that till I got there!) Kowabunga! It's a ripsnorter. I climbed well and saw Ian doing the same a couple of kms SE of me over Lewes. Mark and Steve got decked.

"Come over here Kaz- it's lifting really well."

"Come over here, it's 8up here."

Everything lifted and something really cool happened. Ragged cloud, lower than the rest of base, rough climb, increasingly smooth and strong climbs...tich, tich, tich - ah it's a SEABREEZE!

This thought was also confirmed by Ian's manical laughing over the radio, doubtlessly rubbing salt in the wounds of the other pilots already decked.

We soared along the banks of cloud, climbing all the time. Developing cloud ahead of us warned that the SB was pushing in fast, and we zigzagged N and E following its stepped line.

It was all going so well... it was, then the sky all OD'ed. Heavy seabreeze pushing in from the nearby E coast near Eastbourne and Hastings completely blocked all of the sun, and we were back into wiffing mode. I got one small climb and wiffled marvelously on my floaty XMX. Ian didn't do so well, missing out on the climb I got. Eventually we ended up in suicide glide desperately crawling a few mere kms and trying every possible thermal source on the way without joy!

On the ground or not- it was totally fab! I childishly did a few more kms than Ian (sorry Ian!) but did penance by walking out further! I'd managed 37kms, my biggest distance I'd flown with some top notch pilots and not been horribly outclassed and I'd managed to get in and stay in seabreeze for the first time ever!

At last I can hold my head up in the SHGC, but would appreciate some advice from more exp. pilots as to what I could have done to avoid the o.dev at the East coast! Anyway, if I can do it, anyone can. Men and women alike. In fact come on gals- the only way is up and the paragliding world is on our side.

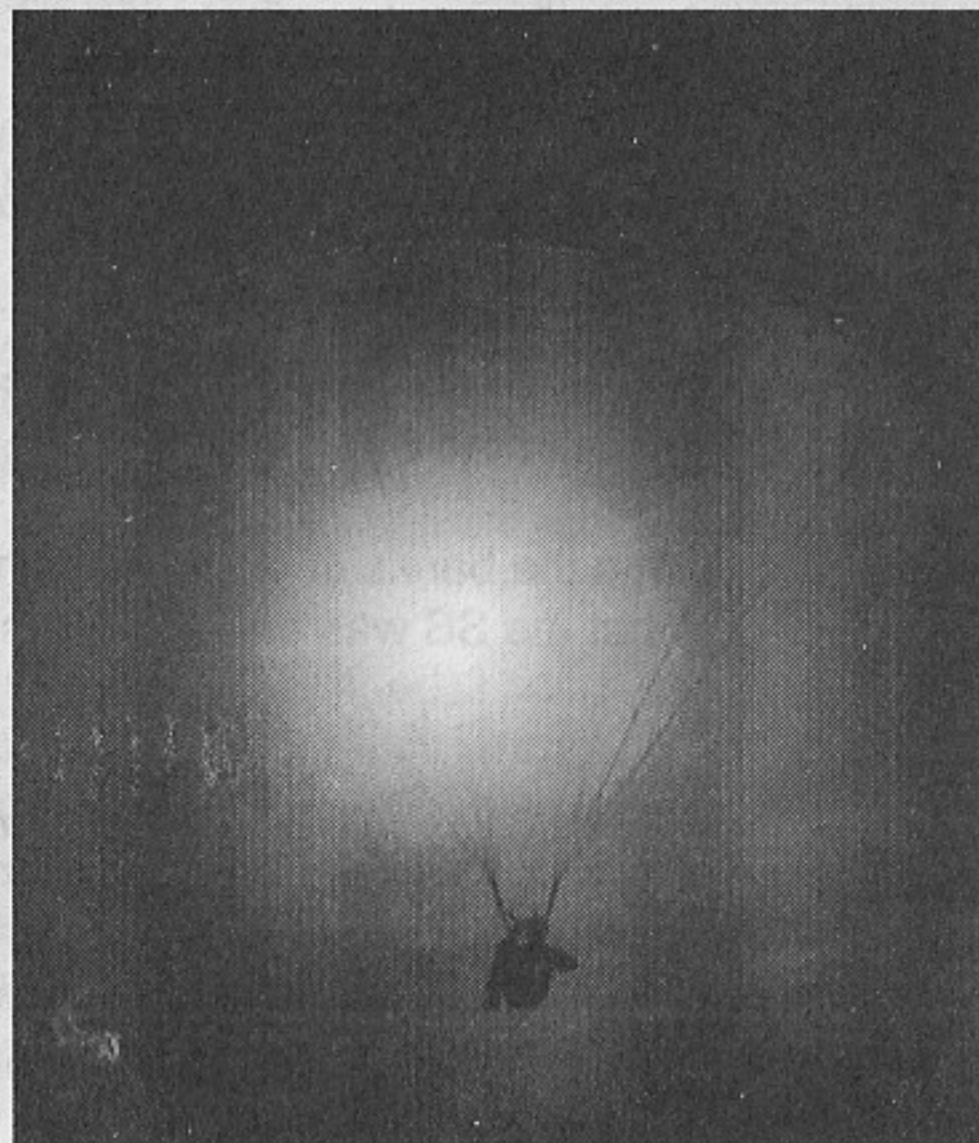
A Ridge to Far

Getting chewed up and spat out on a paraglider in rotor isn't good for your health! So I thought I'll tell you about a little mishap on one of my less successful missions on a flying holiday in Laragne, France.

On our first ever flight at Laragne, one of the lads took off early on the north face only to crash land into the bushes right on the cliff face, we gingerly pulled him out, and he was only shaken not stirred, he was definitely up for w—er of the day award with nobody thinking that he could be outdone? but I was mistaken! Conditions had become a bit bouncy and only hanggliders had started to speck out over the back, so like a good wind-dummy (MUG!) I decided to have a go, takeoff was perfect and I started to climb out which all seemed to be going well, too well!

Within 2/3 minutes I got restless and decided I wanted to be up with the hanggliders which was well above and behind the ridge, I only had climbed 350ft above takeoff

when this very punchy thermal hit me like a bullet and I fell out of it as quick as I had entered it, I decided to 360 back towards the ridge in the attempt to get back in it, but as I got closer to the ridge I hit massive swill as if I had gone down wind of the thermal and it was pushing me over the back of the ridge, before I could even turn back I hit the mother of all rotor! The glider crumpled up in front of me and the lines went slack, I went to scream but I was too scared, the glider reinflated and collapsed again about three times, by now I was very low on the wrong side of the ridge and I knew that I would have to land in the top landing field as the glide would not take me over the tree line, I managed to get this bit right, as I gingerly landed in turbulent air with very little room for any more errors.



Once safely on terra firma the radio sprang into life with my buddies lecturing me on what I did wrong, then asking if I was okay!, (that's friends for you!) Needless to say I won't do that again in a hurry and I hope that none of you chaps will either.

David Webb

Dear Sir,

RE: MOUNT CABURN

On Saturday 23/08/1997 there were at least 27 paragliders on the Caburn Site, and a similar number with the Training School on the Farm Site opposite this caused the problem that it was almost impossible to safely launch or land a Model Aircraft.

When one of our members asked a Paraglider if there was any chance of a recess so that a couple of our novices could fly he was told that it would be best if the Modellers found another slope, to which we found unsatisfactory as the Model Fraternity have used this site for many years.

It has been quite noticeable that the sport of paragliding is increasing all the time and with the above site known to be a restricted and sensitive area we would ask you to address the problem of saturation and unhelpfulness towards our members, in the interests of safety to ALL concerned.

Yours Sincerely

J.F PEARCE
South Down Aces Flying Club

WINDSOCK VACANCY

You may have noticed the lack of an October edition, for which I apologise. I have recently started a demanding new job - I've become a dad! and I have to work long hours at my new employer, 2 hours away in Bracknell, for this reason I regret to announce that as of the next AGM I will be unable to continue editing and producing Windsock.

I have greatly enjoyed working on the magazine for the last couple of years - even if it often cost me airtime trying to meet my deadlines. I know there are people in the Club capable of taking over this position - the hours can be long but the satisfaction is immense.

If anyone is interested in what the job entails please feel free to give me a ring on 01825 712857 (evenings & weekends).



Flyability Disability Awareness Day

If you are interested in getting involved in Flyability activities or simply want to find out more, then this is for you. The emphasis will be on disability awareness issues relevant to flying.

Flyability welcomes and invites all pilots to attend; especially CFI's, Instructors, Trainee Instructors and Club Coaches.

The day will be in the form of short lively presentations, videos & workshops, covering many disability related topics. The new Flyability Paragliding wheelchair will be on show, available for inspection, comment and test flying.

Weather permitting practical flying demonstrations will take place at a nearby flying site.

The cost of attending the day is £5.00, inc Tea and Coffee, but Southern Club members get a 50% discount (£2.50). Lunch will be on sale at the University canteen.

To book your place please send a cheque (payable to Flyability) to Flyability Co-ordinator: Steve Varden, 66 Middleton Road, Morecambe, LA3 2SA. You will be sent a program and directions to the venue in due course.

9am-5pm 1st November Varley Halls

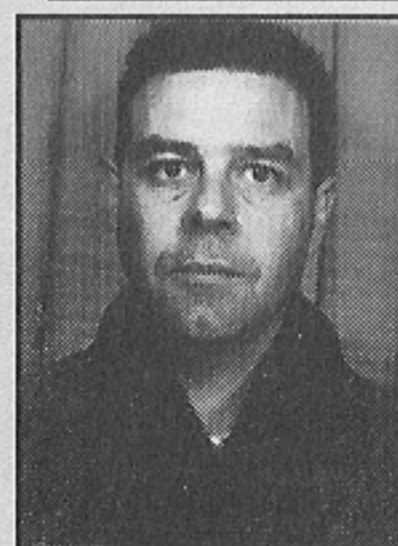
CLUB COACHING UPDATE

I've organised a club coaching course for Jan. 10th & 11th venue to be arranged but it will be somewhere near Brighton. This is open to all pilots, PG and HG. Pilots with 10 hours can then be recommended as club coaches. The cost will be £20 which goes to cover the venue hire and the BHPA expenses. Mark Dale usually does the course which I'm sure everyone will benefit from as it covers meteorology, flight theory etc as well as the coaching side. Please phone me on 01273 541 451 to get your name down.

Thanks to all those coaches who sent me passport type photos. These will be printed in Windsock (see below!). Any other coaches who would like to be included in this hall of fame please call the above number.

Any pilots who want to sit Pilot, or Advanced Pilot exams please ring me. Finally I hope the bloody weather improves soon.

John O'Neill.



TREVOR WHITE



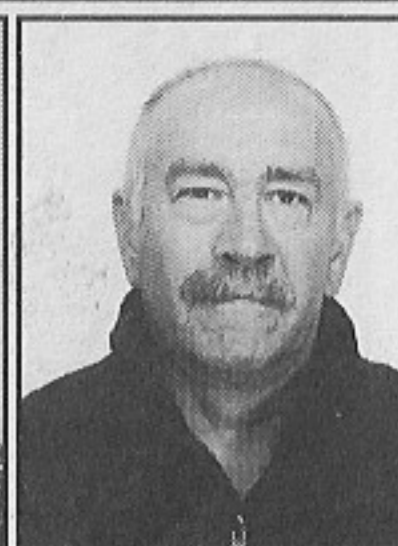
DAVE WILLIAMSON



JOHN O'NEILL



ADAM GOODSSELL



JIM HARDIMAN

Paragliding

Steve Brewer	Henfield	(M)0378 434929
Adam Goodsell	Hove	01273 749412
Jerry Hansen	Shoreham	01273 461783
James Hardiman	London	0181 311 0683
David Massie	Horsham	01403 268601
Peter Perry	Crawley	01293 402908
Barry Phillpot	Lindfield	01444 482225
Stewart Swanton	Hove	01273 732219
Stroller	Cyberspace	stroller@bigfoot.com
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

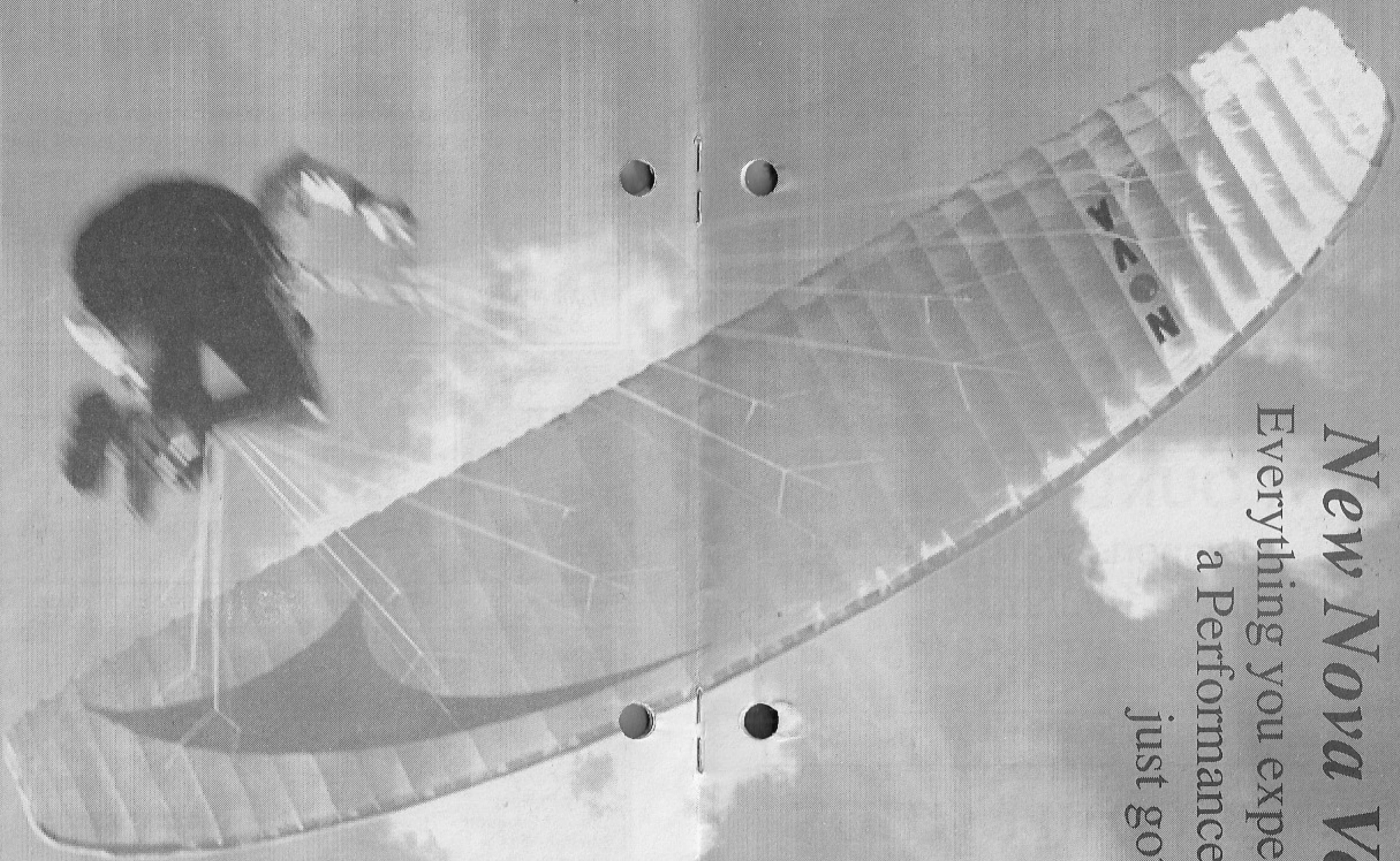
Club coaches are here to give help and assistance to new members and those new to our sites - so use their experience. If they are not readily identifiable by a "Club Coach" armband then ask someone on the hill

CLUB COACHES

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SHGC Paragliding Leagues

Martini League

No:	Name	1	2	3	4	5	6	Total
1	David Newns	76.58	43.80	42.83	39.41	33.27	22.98	258.87
2	Mark Watts	99.11	50.92	40.89	27.42	22.50	17.20	258.05
3	Kaz Harland	85.55	44.25	16.00	14.10			159.90
4	Dave Watts	36.30	26.16	22.66	21.62	17.41	14.88	139.03
5	Simon Oliphant	68.91	19.32	16.57	12.43	11.04		128.27
6	Mike Millwood	41.63	32.36	25.96	13.56	13.38		126.89
7	Simon Smith	31.81	22.68	18.25	17.44	16.28	13.48	119.94
8	Jeff McCall	60.24	32.74	14.48				107.46
9	Steve Purdie	98.10						98.10
10	Adam Goodsell	31.81	17.16					48.96
11	Jolyon Jenkins	20.62	10.55					31.17
12	Tim Jackson	21.48	8.20					29.68
13	Graham Hutton	18.46						18.46
14	Dave Massie	18.20						18.20
15	Paul Cashman	15.41						15.41
16	Steve Uzochukwu	14.30						14.30

Sussex League

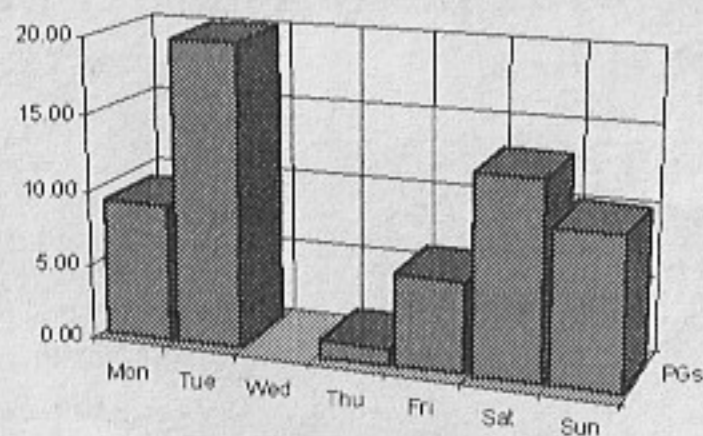
No:	Name	1	2	3	4	5	6	Total
1	David Newns	76.58	43.80	42.83	39.41	33.27	22.98	258.87
2	Mark Watts	99.11	50.92	40.89	27.42	15.57		233.92
3	Dave Watts	36.30	26.16	22.66	21.62	17.41	14.88	139.03
4	Kaz Harland	85.55	44.25					129.80
5	Mike Millwood	41.63	32.36	25.96	13.56	13.38		126.89
6	Simon Smith	22.68	17.44	13.48				53.60
7	Jeff McCall	32.74						32.74
8	Tim Jackson	21.48	8.20					29.68
9	Jolyon Jenkins	20.62						20.62
10	Graham Hutton	18.46						18.46
11	Steve Uzochukwu	14.30						14.30

Sussex Weekend League

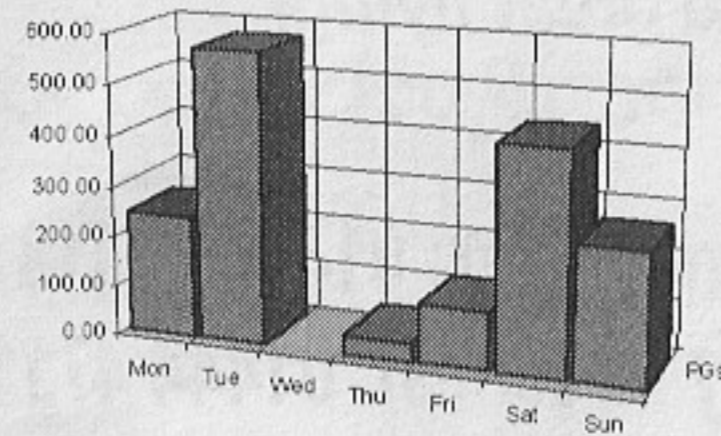
No:	Name	1	2	3	4	5	6	Total
1	David Newns	76.58	43.80	39.41	15.74	10.62		186.16
2	Mark Watts	40.89						40.89
3	Dave Watts	14.88	12.22					27.09
4	Jolyon Jenkins	20.62						20.62
5	Simon Smith	17.44						17.44
6	Mike Millwood	13.56						13.56

Total Distance Flown = 1667.09 Km
 Number of Flights = 59
 Average Distance/Flight = 28.26 Km

No of Flights per Weekday



Distance(Km) per Weekday



SHGC Hang Gliding Leagues

Martini League

No:	Name	1	2	3	4	5	Total
1	Steve Cook	119.44	119.39	106.89	89.22	84.71	519.66
2	Johnny Carr	119.44	84.63	79.07	73.52	71.20	427.87
3	A. Lucchesi	90.00	89.22	89.19	79.07	72.48	419.96
4	Ron Richardson	89.12	89.12	85.30	77.07		340.61
5	Dave Mathews	77.07	41.31	30.11	24.11	18.16	190.75
6	Ozzie Haynes	86.90	45.05	16.09			148.04
7	Dave Williamson	51.31	34.46	16.64			102.41
8	Will Greenwood	53.47					53.47

Sussex League

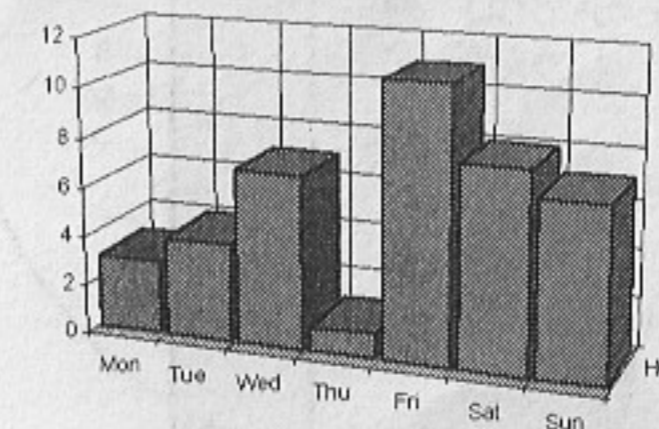
No:	Name	1	2	3	4	5	Total
1	Steve Cook	119.44	119.39	106.89	89.22	84.71	519.7
2	Johnny Carr	119.44	84.63	79.07	73.52	71.20	427.9
3	A. Lucchesi	90.00	89.22	89.19	79.07	72.48	420.0
4	Ron Richardson	89.12	89.12	85.30	77.07		340.6
5	Ozzie Haynes	86.90	45.05	16.09			148.0
6	Dave Mathews	77.07	41.31				118.4
7	Dave Williamson	51.31	34.46	16.64			102.4

Sussex Weekend League

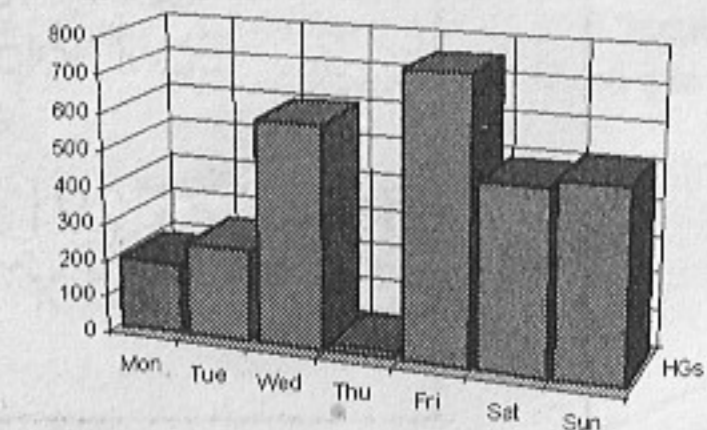
No:	Name	1	2	3	4	5	Total
1	Steve Cook	106.89	83.72	84.71	71.86	57.97	405.2
2	Ozzie Haynes	86.90	45.05	16.09			148
3	Dave Mathews	77.07	41.31				118.4
4	A. Lucchesi	90.00	23.10				113.1
5	Ron Richardson	89.12					89.12

Total Distance Flown = 2180.43 Km
 Number of Flights = 41
 Average Distance/Flight = 68.55 Km

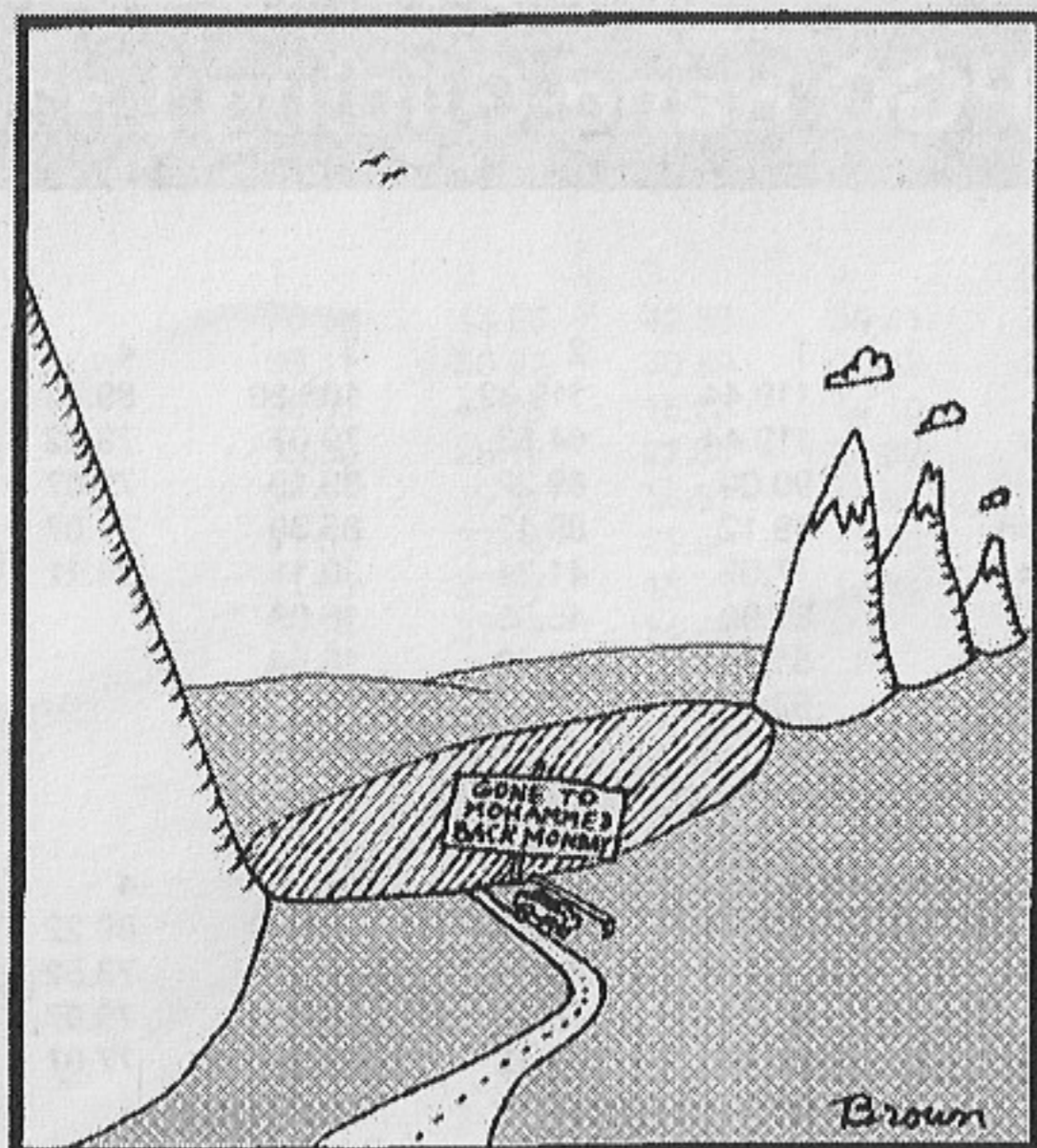
No of Flights per Weekday



Distance(Km) per Weekday



113
83
190



BARGAIN HILL SALE

RS2 Reserves	£ 257
SuperSpace2	£ 925
Space	£ 895
Quantum	£ 927
SABER's	£ 1400
ATLAS's	£ 1195
G-SPORT	£ 1000
Epsioln2	£ 1970
SECTOR's	£ 1795
Tandem Galaxy	£ 1700
Tandem Merak42	£ 1400
SupAir Profeel H'ss	£ 350
Edel Balance H'ss	£ 287

Tel: 0181 291 4837

Email: glider7@hotmail.com

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 Almuñécar.

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. Airea Aspect Medium : ptas 395,000.

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

Windtech UK Opens

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

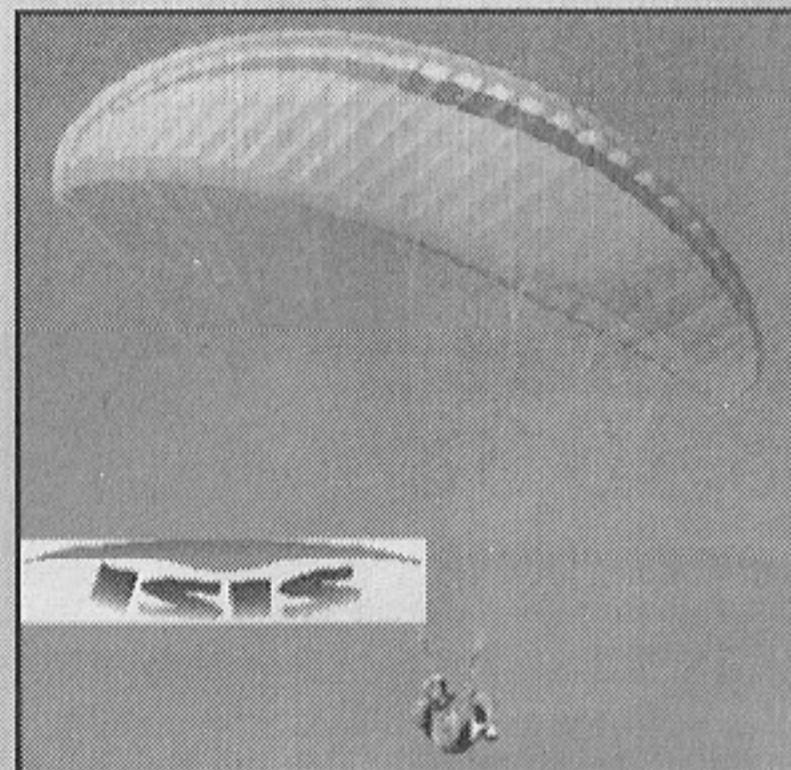
The Range consists of the ISIS, MIDAS, KENA & AJAX - Beginner/Standard, Intermediate/Standard, Performance & Competition respectively.

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.

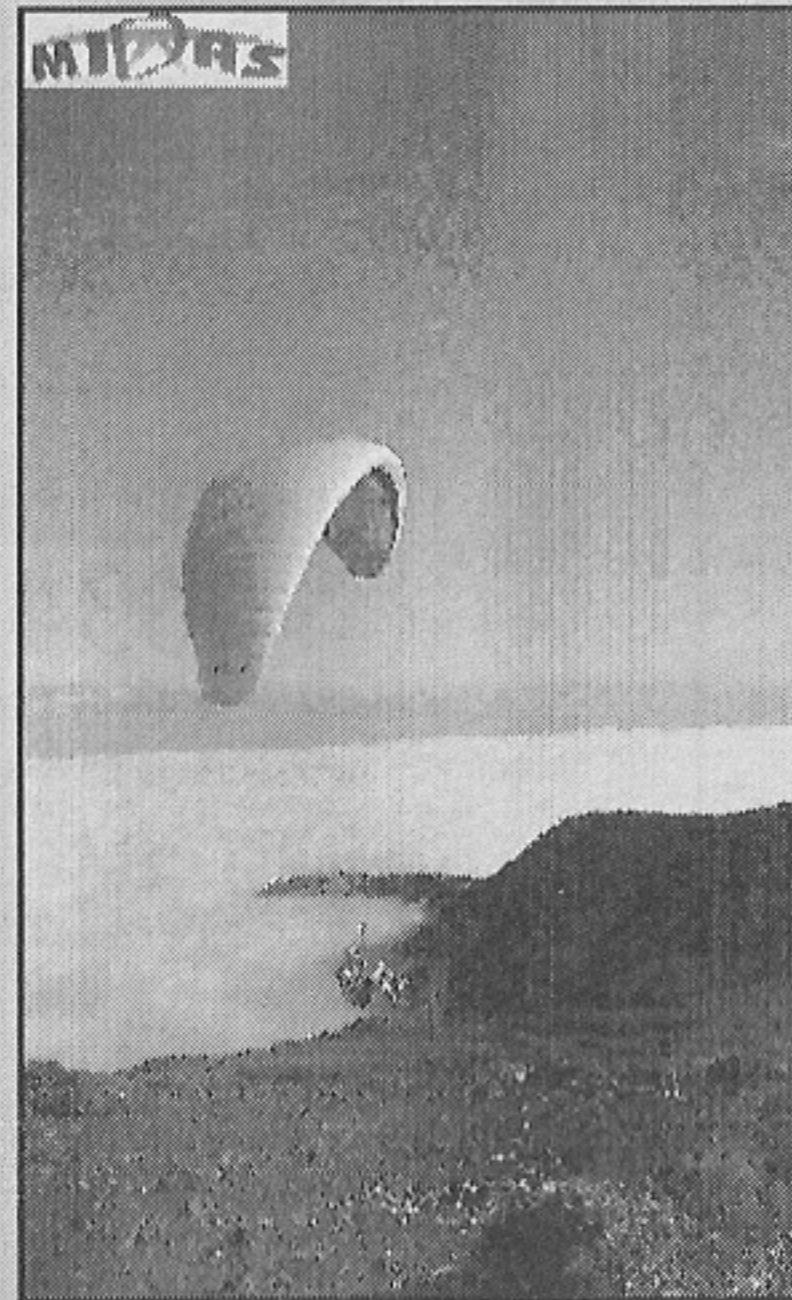
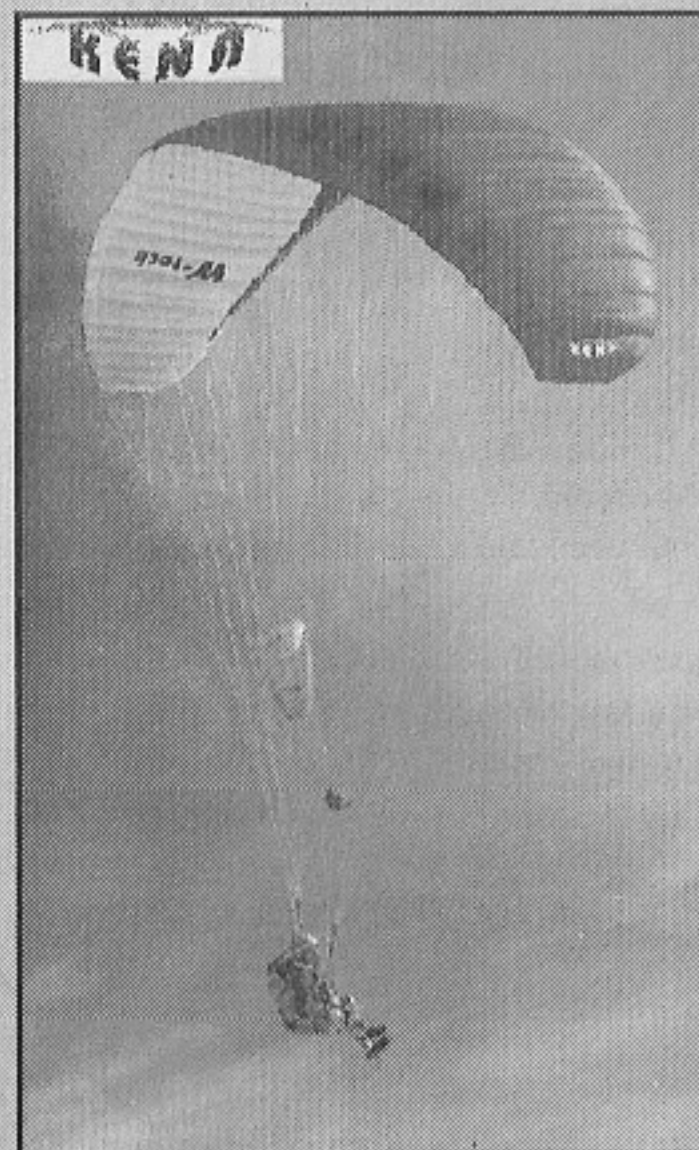
For further details call 0181 986 0501

e-mail WindtechUK@dial.pipex.com



ABOVE: Isis from £1599

BELOW: Kena from £2200



ABOVE: Midas from £1999

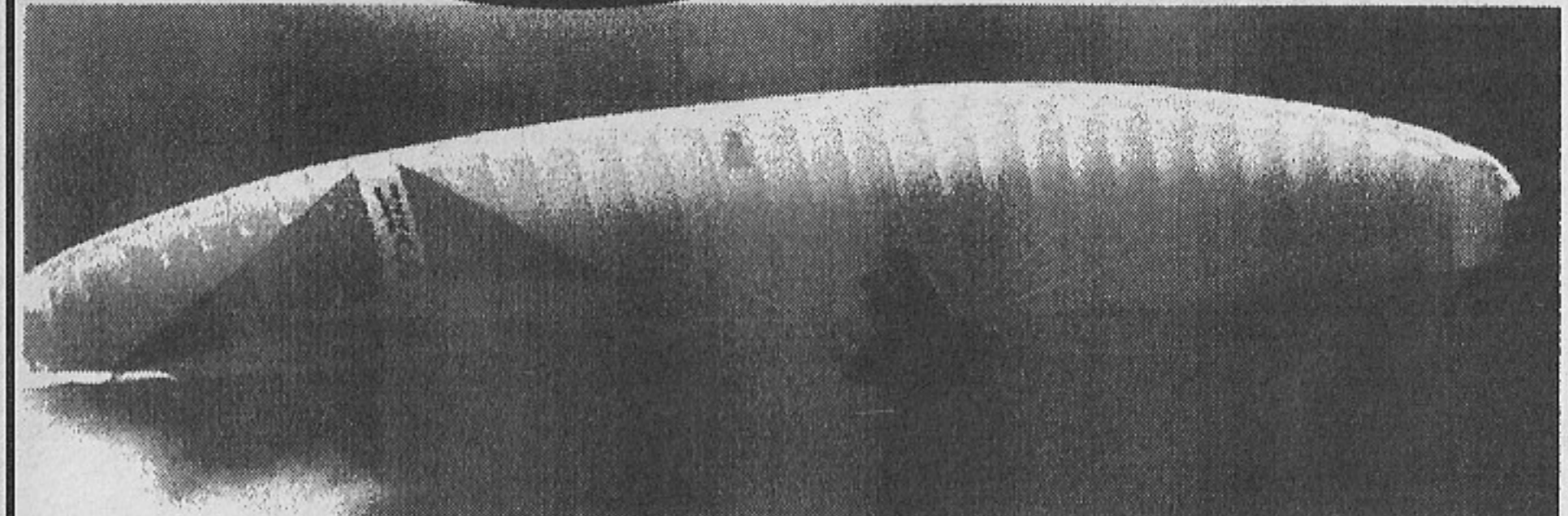
BELOW: Ajax from £2449



D 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

SMALL ADS

Airwave XMX 26, 10hrs, standard lines. Selling due to new sponsorship.
Contact Kaz

Firebird Navajo 28, 80-100kgs all up. Immaculate condition 20hrs, blue. Performance on a budget.
£600.00
Tel. Ernie 01883 652666 (daytime)

Airwave Concept 159. Immaculate condition. £3,300 ono
Airwave Klassic 13. Very good condition £1,990 ono
Tel Darren 01273 733916

Airwave Alto XM 28. 85-100kg all up. Pale purple/white, 35hrs only. Like new, bargain. £1550.
01903 873924

Romer helmet, stirrup harness & Calypso batten profile. Offers?
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ITV Agena 28 - All up weight 78 - 92kg. Acpul 12As. Very good condition. £950.
Excellent wing for club pilot.
Tel: Ron
0171 642 8959 (h), 0171 546 4799 (w).

Trekking Miura, Large (85-110kg allup), excellent condition, 80 hours only, suit a pilot with 20+ hours, £400.00 ono,
Phone Simon on 01727 794905 (W)
0181 840 4914 (H)

Tandem UP Pickup, As new with Sup-Air tandem harness and dual reserve, only flown 10 times, save nearly £1000.00 on list at £2,500.00 ono
Phone Simon on 01727 794 905 (W)
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Flytec 4030 As new, barograph, gps access and speed sensor. £520.00

Flytec Electronic Compass £85.00

Top of Range Paragliding Boots As new, cost £150.00, green, waterproof goretex, shock absorbing soles £85.00

Airwave Kiss, Mylar, D/green, recent factory MOT, new bottom bar, wires etc.. Bargain at £390.00

Ring Eddie: 0181 657 9307

Nova Xyon, 28, White/Blue, genuine 6 hours only, £1950.00.

ITV Agena 28 - All up weight 78 - 92kg. Acpul 12As. Very good condition. £950.
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Nova Xyon 28 DHV 2/3, Purple/White recent porosity test 3 mins.
Nearest offer to £1,100 secures.
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Nova Xyon 24 mint cond. £2,000.00
APCO Futura mint cond. £2,300.00
Will consider part exchange against your old wing.
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Metamorfosi reserve Will haggle
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Nova Xyon 26 Blue, 85-105Kg, Well cared for, good condition, recent porosity check excellent.
£1,150.00 ono.
Jon (01793) 852483

Adventure F3 Paramotor Only 7 hours running time. Electric start and all carrying bags.
£2,750.00 (W. Sussex)
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BLADE 141 (small) HANG GLIDER
INCLUDES SPARES ETC
650.00 ONO CHEAP TO CLEAR
GOING TO OZ FOR WINTER!
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ITV Agena 28 - All up weight 78 - 92kg. Acpul 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

Eldel 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

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

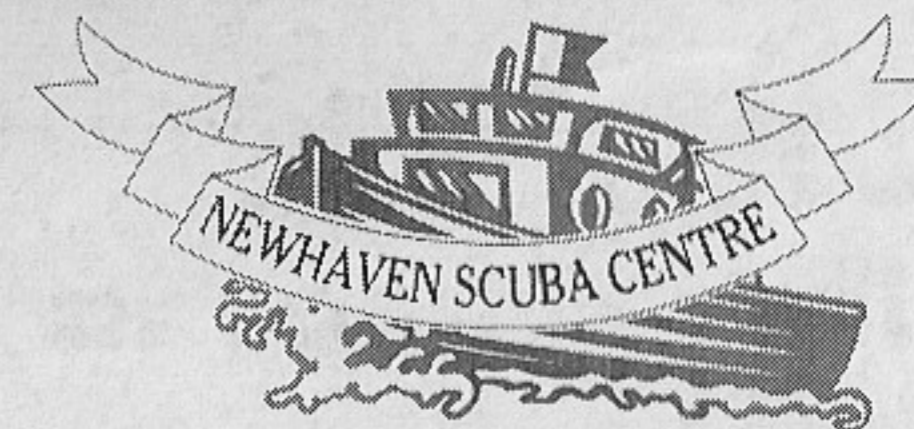
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1/2 Page	£14.00	£25.00	£44.00	78.00
1 Page	£25.00	£44.00	£79.00	126.00
Back	£37.00	£58.00	£90.00	£150.00

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