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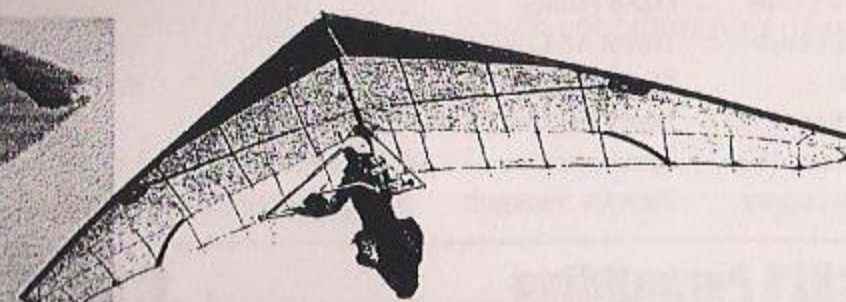
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WINDSOCK

May 1999

The Journal of the Southern Hang Gliding Club



Inside this month!

Membership News
 Coaching News
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 Marshalling Rota

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 www.shgc.demon.co.uk



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until we find a new
editor, please send
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MAY COMMITTEE MEETING

Major items during this month's meeting were:

The committee discussed restricting our XC league entry to pilot rated pilots, as we were in receipt of a letter from the BHPA advising us on insurance restrictions.

We discussed progress on the sites guide, and further ways of publicising the new Firlie bottom landing. There was consideration of ways of easing overcrowding on Caburn.

Progress of membership renewals: 100 so far - we discussed the cut off date for the renewal rate vs new member rate.

Arrangements for the summer barbecue celebrating 25 years of the SHGC were discussed, deciding on the 15th Aug.

The budget for this year was considered, in light of previous years' figures, and the bigger better Windsock.

BEWARE - WALKERS!

The annual St. Christopher's school sponsored walk is due to take place on 12th June - the walk goes from The Dyke Paddock to Truleigh Hill and back again, starting at 10am. Please be considerate and helpful to the children and marshalls on the day... thanks!

SOUTHERN WING
LAST THURSDAY OF THE MONTH
"THE SNOWDROP" IN LEWES
DRINK BEER - TALK FLYING - BE SOCIAL - BE THERE!

Chairman's Letter

from Paul Coidan

This month I have just two things I would like to bring to your attention. The first being, for those of you who do not know already, that the club now has a "Social Secretary". Stewart Swanton (**Swanny** to his friends, Sir to the rest of you) kindly agreed to take up the position after much cajoling, begging and pleading by a certain member of the committee. Thanks Michel.

Stewart is currently, in conjunction with Ozzie, actively involved in the organization of the 25 years of the SHGC celebrations in August. No doubt they would both appreciate any additional ideas on how you the members would like to celebrate this historic event. Secondly you should all have received your club membership renewals by now. In an effort to enable your committee to budget for the forthcoming year please get your £40 renewals in by the end of May. After this date it will cost you £45. You have been warned.

That's all for now, safe flying.

- Paul

IMPORTANT EDITOR NEWS from Stewart Owen

Bye - for now at least. I'm sorry everyone, but due to evolving circumstances I'm giving up flying, and so I regretfully relinquish the editorship of Windsock. It's been great, especially meeting so many more people. My thanks go to all who have contributed to the new magazine and

made it what it is, especially Gary Cook. Good luck, Stewart

Please continue to use the PO box as the Windsock contact for post, e-mails to windsock@shgc.demon.co.uk

AEROTOW NEWS

from Will Greenwood

The tug has been a little quiet due to the weather and that I have been at the British Open which was a lot of fun. In the last few days I completed the annual on the tug, with the help of a inspector and it passed with little trouble which was a relief!

Can I remind those members who have not sent in their renewal for this year to do so immediately as your time is nearly up. You should have been sent a renewal form, so if you haven't please contact me A.S.A.P. We should shortly have a new Tug Pilot who is Mike Broadbent, who has been a S.H.G.C. member for some time, this should relieve the pressure for me!

Having just received the post I have 3 vacancies in the Aerotow Group, which I will offer to S.H.G.C. members first. If you are interested in joining then contact me on No 01273 477388 to find out more.

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- 1) E-mail or Floppy Disk. Only small graphics/photos can be accepted - as either .gif or .jpg attachments. For articles, Microsoft Word is fine, but we accept .txt, .rtf, works, etc.
- 2) Typewritten in large clear characters for scanning in *if you must*.
- 3) Smaller items such as notices and ads may be handwritten.

Contributions may be edited unless the author declares "all or nothing at all".

POST to SHGC, PO BOX 1359, Brighton, East Sussex BN2 4AS

E-MAIL to windsock@shgc.demon.co.uk

WINDSOCK DEADLINE - First of the month - *first come first served!*

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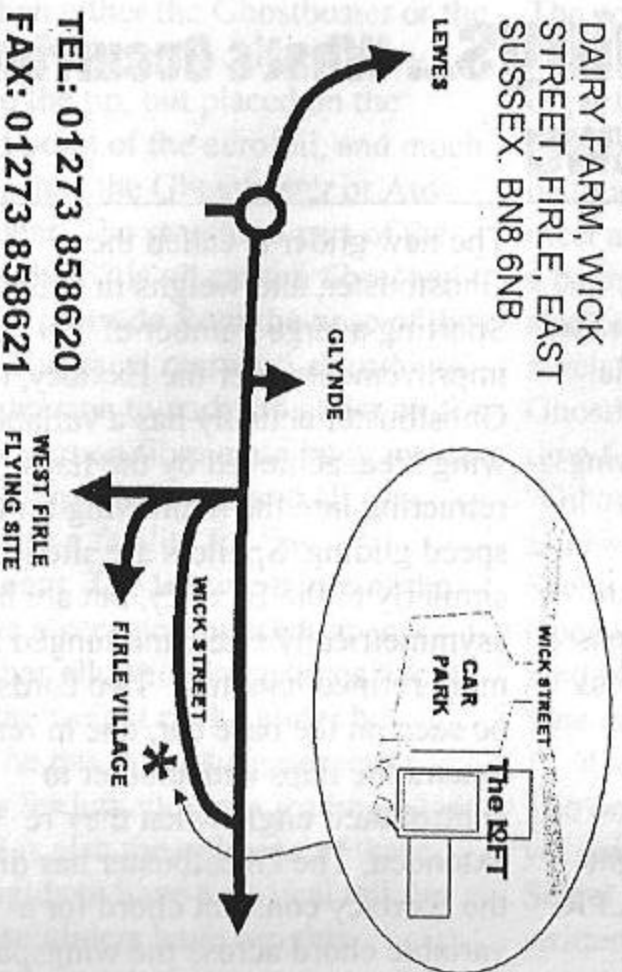
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Coaching News from Trevor McLoughlin

Club Coach Meeting

We had ten people turn up for the meeting in Seaford. The main objective was achieved; to get us all to meet one another and to throw around a few ideas. It has been agreed that the best way forward is to have two lists of coaches; one for those coaches who wish to team up with a new pilot for their first few visits to the hill and introduce them to other pilots and explain the site rules. The other to continue in their present role and just be available on the hill and by telephone. I'll formulate this further and let everyone know in due course what the plan will be. It should all come together with the final printing of our new site guide.

Exam Evening

This went well with eighteen people sitting their exam. I don't think anyone had any real problems. We had a little Q & A session before it started and had one last look at an airmap. Everyone finished before the time was up, so that was a good sign. At around quarter past ten we all retired to the bar with a great sense of relief that it was finally all over. Now we have to wait for the BHPA to let us have the results. I have taken a picture of everyone who took the exam and will publish it in next months Windsock.

Incident Reports

It is important that all coaches have to hand a copy of an Incident Report form. One of our coaches recently witnessed a tree landing and subsequent injury at Steyning, but was unable to identify the pilot (who said he was an instructor). He'd actually approached this person to warn him of the strong conditions, but as he said he was an instructor, he left him to it. If you see an accident or anything worth reporting, it is your duty as a coach (and witness) to fill in an IR form. If you don't have one get in touch with Dave Massie our Safety Officer.

Pilot Rating and XC Flying

Our secretary Brian Brunswick has been in touch with the BHPA with regards to this ongoing argument. Can a club pilot fly cross country? The answer has been an emphatic NO! Our insurance is only effective when we fly within BHPA guidelines. So the insurers will have an escape if there is ever a claim. I will scan the letter and publish it in the next edition of Windsock. As a result of this letter, we can no longer accept XC flights into the league unless it has been achieved by a Pilot or Advanced Pilot. The reasons are obvious; if the club was seen to condone XC flying by non-qualified pilots it could be held responsible in the event of a claim.

Rigid vs. Flexwings... What's Occurring?

by Steve Uzochukwu

Two years ago Flight Design announced the Exxtacy. This year, three new Class 2 wings were seen for the very first time by a lot of people. The rigid designers claim a great performance advantage over flexwings, but this is disputed by some of the flexwing manufacturers. Last year Cross Country magazine and Gerard Thevenot did some comparative tests of the Exxtacy, Pegasus and a topless flexwing. Gerard is supposed to be working on his own rigid, the Top Secret. Since last year, Exxtacy designer Felix Ruehle has left Flight Design and set up his own firm, A.I.R. Their new wing is called the Atos. Sails are made by Icaro 2000. The Atos claims an aspect ratio of 12 and a weight of 33.5 kg. Control is by spoilers mounted near wingtip, close to the trailing edge. Flaps control glide angle for landing, controlled by a cord and cleat on the base bar similar to a VB.

The Atos has just beaten its two other rivals to a DHV Certificate for Airworthiness. Felix's former firm, Flight Design have not been idle whilst all this was happening. They've designed a successor to the Exxtacy, which they launched with a big fanfare [and simultaneous 'Net broadcast] on the Saturday evening.

The new glider is called the Ghostbuster, and weighs in at 35 kg. Sporting a large number of improvements over the Exxtacy, the Ghostbuster actually has a variable wing area, achieved by the flaps retracting into the main wing for high-speed gliding. Spoilers are sited similarly to the Exxtacy, but are both asymmetrically sized and hinged for more refined handling. Two cords can be seen on the base bar, one to retract/extend the flaps and another to control their angle when they're extended. The Ghostbuster has ditched the Exxtacy constant chord for a variable chord across the wingspan. The chord is largest at the tip, which by moving the distribution of wing area outboard allows the washout [twist] in the wing to be reduced, increasing performance. The wingtip is fibreglass, which is flexible enough to bend and reduce the risk of tip damage. The Ghostbuster will be made in only one size, with a take off weight from 90-160 kg. This gives pilot hook in weights of 55-125 kg. DHV certification is hoped for in the next two weeks, with first deliveries to customers in May. Bullet designer Josef Guggenmos has produced the E7, a rigid different in many ways to the other two. He's used much smaller

flaps than either the Ghostbuster or the Atos. The E7 spoilers are also very close to the tip, but placed on the highest point of the aerofoil, and much smaller than the Ghostbuster or Atos equivalent. The structural part of the keel on the E7 is all carbon fibre, and does not protrude from the nose of the glider. The usual rearward aluminium keel extension to park the glider on fits into the carbon fibre main body inside the sail. Tip tensioners and all ribs come with a facility for fine adjustment. The leading edges of the E7 have a very pronounced taper, which has allowed Guggenmos to cut down the weight of the glider but means he has to produce separate moulds for left and right leading edges. The E7 is also the only one of these three rigids to have a vertical tail fin. All these gliders have weights comparable with the current crop of topless flexwings, but even the most conservative claims put their best glide at about 16.5:1. All the manufacturers claim they are easier to fly than a top of the range flexwing.

For the first time, the Atos, Exxtacy and the Bright Star Utopia, a bigger version of the Millennium flew against each other at the Wallaby Open in Florida, with the Worlds best flexwing pilots in attendance. For a full report, see

www.davisstraub.com/OZ/

The consensus of opinion is that nothing can touch the Utopia in terms of performance, and that Manfred Ruhmer and Oleg Bondarchuk cannot be touched in terms of ability at this meet at least. The Atos appears to have a better glide than the Exxtacy, and also better than the Laminar but not much. Neither the E7 nor the Ghostbuster made it to the States in time for the competition. Mark "Gibbo" Gibson was flying an Exxtacy as neither his large Topless nor the Top Secret made it to Wallaby. The Wallaby Open was Netcast, although I didn't tune in for several reasons including time difference.

The only expected Class 2 glider not yet seen by the masses is the Top Secret. Gerard Thevenot is never to be written off, he's planning a surprise I suspect. Flight Design will be hoping to shift a large number of Ghostbusters like they did with the Exxtacy, A.I.R. have beaten them to certification but whether they can shift enough remains to be seen. Manfred Ruhmer is involved with the Atos via the Icaro 2000 connection, will he be seen flying one soon? Jim Zeiset has ordered an E-7; will Team Green be all E-7s?

There's a lot of rigid hype, but it's still only a small fraction of the HG market which is itself a small fraction of the free flying market.

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Paragliding in Malta

by Mel Quick

I spent Easter in Malta as part of my silver wedding anniversary. My better half comes from Malta and we hadn't been back there for several years. I had been looking forward to the trip for some time as I like the island a lot and the Maltese are among the friendliest people you can meet anywhere.

I'd decided to take my glider with me although I'd read in Skywings (Andy Pell – November 1996) that flying in Malta was subject to some pretty severe local restrictions. In view of this, I contacted the Malta Paragliding Association (affiliated to the BHPA). They Faxed me back a copy of their regulations and some useful information. Basically:

- ◆ there are 15 paragliding sites on the island of Malta, which is approximately 16 miles long by 9 wide;
- ◆ UK pilots are welcome to fly in Malta;

- ◆ a site briefing must be given by an MPA official before flying a site for the first time and proof of insurance cover and pilot ability should be provided on the first day.

Alright so far – now for the 'down' side:

- ◆ flying is restricted to 300 ft above take off at all sites;
- ◆ no cross country flying is allowed;
- ◆ air traffic control at Luqa Airport has to be contacted by telephone for permission to fly from any site and must be informed after flying ceases – this is usually done by one of the local pilots.

The weather was fine and sunny all week. I met up with the president of the MPA, David Pizzuto and their chief instructor, Enrico Castellani. Both were very helpful and were pleased to

see someone from UK flying on their sites.

I flew at 2 sites during the week, Ghajn Tuffieha (means Golden Bay) and Gharghur. However, it was my anniversary so I couldn't devote too much time to flying!

Ghajn Tuffieha is a picturesque coastal site on the western side of the island with take off about 400 ft above the bay, with some cliffs (about the height of Newhaven cliffs) to soar on one side with a useful ridge on the other. Conditions were very buoyant and, on the two occasions I flew the site, I had to work hard to stay under the 300 ft limit. Bottom landing was on some low scrub directly behind the beach. I met some of the local pilots who provided a good site briefing and some useful advice, although most Maltese pilots had gone off to Sicily for the weekend to do some cross country flying in the mountains.

Gharghur is a stone ridge on the north east side of the island, about half a mile in length and situated some 400 ft above a small valley. Four of the local

pilots turned up, including Enrico. Take off was from a gentle, rocky slope above a small road and the bottom landing was a field slightly smaller than the bottom landing at Devil's Dyke and enclosed by dry stone walls that were best avoided. I enjoyed flying there and, again, had to work at staying within the upper height limitation.

Notwithstanding the restrictions, I found Malta pleasant to fly and the local pilots couldn't have been more helpful. There are only about a dozen of them so, when the Dyke is more crowded than Gatwick, think about having a site practically to yourself all day. It made a pleasant change from scratching around in the UK winter weather with your ass just above the hawthorn bushes and getting 'weaver's neck' looking out for all the other gliders. So, if you do go off to Malta on holiday, take your glider with you. It's obviously not for the Skygods but, if you are looking to potter around in the sunshine for a few hours away from just touring and away from Britain's sub arctic climate, Malta is for you.

Mel Quick

SKY SYSTEMS

Sussex Paragliding XC league as at 12/05/99

#	Pilot	Glider	.1.	.2.	.3.	.4.	.5.	.6.	Total	
1	Simon Oliphant	Apco Bagheera M	39.8	38.8	21.6	0.0	0.0	0.0	100.2	Serial Class
2	David News	Edel Open	37.9	35.4	0.0	0.0	0.0	0.0	73.3	
3	David Walts	Gradient Open	18.1	16.7	0.0	0.0	0.0	0.0	34.8	
4	Paul Andon	Nova Vertex 26	30.0	0.0	0.0	0.0	0.0	0.0	30.0	Serial Class
5	Simon Smith	Gin Bonanza S	27.1	0.0	0.0	0.0	0.0	0.0	27.1	Serial Class
6	John Ellison	Nova Axon 24	21.2	0.0	0.0	0.0	0.0	0.0	21.2	Serial Class
7	Alex Heron	Swing Astral L	11.0	10.1	0.0	0.0	0.0	0.0	21.1	Serial Class
8	David Massie	Nova Vertex 28	11.4	0.0	0.0	0.0	0.0	0.0	11.4	Serial Class

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00 34 649 280 235

A short note from the new Membership Secretary - Sean Howes

Because I enjoy the sport I have volunteered my services to take on the almighty duties of membership secretary, which entails processing almost 500 memberships annually, which takes up a lot of my free time.

There are many other associated tasks, one of these being keeping the database up to date, so if you have moved please let me know, so your Windsock will go your new address. This can be done via Snailmail at the PO BOX NO or E-Mail me on:

membership@shgc.demon.co.uk.

While you are reading this, I'm probably punching away at the computer, renewing your memberships. If I'm not doing that I'm trying to get my head around the 5 exams that I have coming up at the end of May/June, while doing all the other work that they throw at you at university. So if your memberships are a little slow getting back, please forgive me. If I make a few mistakes (as we all do), let me know so I can rectify it.

Please note the prices of the memberships;

New Member, £45.00

Current membership renewal £40.00

O.A.P new membership, £25.00

Current membership renewal £20.00

Student new membership £35.00

Current membership renewal £30.00

NB to qualify for student membership, you must send a photocopy of a UK NUS card and your enrolment card; you can only hold this type of membership for 4 years.

Family membership £35.00 each, Current membership renewal
£30.00

I can only process your membership if you are living at the same

address with another current member, so please send your renewals at the same time, (it makes life easy).

A last word from me, I have had a good response with the renewals, it's almost the end of April and I have had about 100 forms back already. You will be able to see these Members from a 100yards or more, (out with the **Yellows** & in with the **Reds**)

Finally, if you haven't sent off your renewal form yet, now is the time !, remember if you let your membership lapse for more than 1 month, (that's the 1st June) you will lose your membership number, and will have to pay the new membership fee.

What no Windsock next month ? It will be 'cos you ain't on the new data base, so **Renew Now !**

In next month's Great Windsock; I will be introducing a new flying members list, so that you all know who's who. This is so all of the members can find out who the "Newbies" are and who the "Oldies" are.

EG:

Name	H / P / Both	Glider	Joined	School
Russell "Backdoor" Boland (newbie, doing it all the time)	P	Sapphire	02/99	Sussex
Sean Howes (Still trying hard)	P	Nova Vertex	May94	Sky Systems
Dave Perrin (old wrinkley, almost lost it)	B	Edel Response	B4 May 88	Airtime

Have great flying year

Sean

SKY SYSTEMS LTD

trips

NEW SHOP! 66 Woodbourne Avenue

Brighton BN1 8EJ - - -

From the A27 take the Hollingbury turnoff, direction south to Brighton, then take the first right off Ditchling Road !!

tel: 01273 556695 fax: 01273 566330

E-mail: skyinfo@skysystems.co.uk

<http://www.skysystems.co.uk> : click here for more info!

France SIV - Annecy (tbc), June/July

Spain - Piedrahita, Sept 99

Spain - Hotel California, Oct 99

Chamonix - Flyers Lodge, Feb/March 2000

France - St Hilaire Festival, Sept 99

Turkey - Olu Deniz (tbc), Oct 99

Spain - Lanzarote, Nov/Dec/Jan. 99/2000

France - Peisey Nancroix, March/April 2000

- The *SIV* trip to *Annecy* in July - if you feel the need to do an SIV, give Dave a call.
- The *St-Hilaire Film Festival* - in the Massif de Chartreuse near Grenoble - a must. Stunning scenery, electric atmosphere and amazing flying. We are offering a trip staying in St-Hilaire and flying in the area for the week before and then chilling for the four-day festival (or you can fly if you wish). Let me know if you are interested.

- Dave Perrin

OZONE gliders

Sky Systems are pleased to add the **ELECTRON and PROTON** to their range of paragliders by Edel, Nova, Apco, Adventure, Airea, etc. **DEMOS NOW IN STOCK!**

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come and see us at our new
shop, or catch us on the hill

Date	Hg, Pg, Both	Member	Name	Surname
15/05/99	HG	947	David	Molyneux
15/05/99	PG	594	Tim	Tapley
15/05/99	PG	813	Peter	Viccari
16/05/99	PG	807	Julia	Brock
16/05/99	PG	880	Ron	Garden
16/05/99	PG	821	Tom	Taylor
22/05/99	HG	89	Dennis	Childs
22/05/99	PG	75	Tony	Parsons
22/05/99	PG	111	Howard	Rhind
23/05/99	HG	940	Benet	Allen
23/05/99	PG	946	Diana	Purdie
23/05/99	PG	133	Stewart	Swanton
24/05/99	PG	961	Robert	Brown
24/05/99	PG	962	Mark	Bullough
24/05/99	HG	215	David	Matthews
24/05/99	HG	317	Michael	Stevens
29/05/99	HG	939	Paul	Coidan
29/05/99	B	953	Don	Nunan
29/05/99	PG	995	Mel	Quick
30/05/99	PG	952	Michael	Hartley
30/05/99	PG	132	Les	Hedges
30/05/99	HG	147	Barry	Puckey
05/06/99	HG	1013	Ross	Adamson
05/06/99	PG	1085	Paul	Andon
05/06/99	PG	1239	Mark	Antice
06/06/99	HG	956	Mike	Aungier
06/06/99	PG	1154	Paul	Aurora
06/06/99	PG	1194	Ian	Banks
12/06/99	PG	1126	Willem	Baars
12/06/99	PG	1041	Justin	Ball
12/06/99	HG	1282	Paul	Barton
13/06/99	HG	1180	Robert	Bastin
13/06/99	PG	364	Ernest	Bayliss
13/06/99	PG	1273	Sam	Beardsell
19/06/99	HG	930	Carl	Beck
19/06/99	PG	1114	Trevor	Beeby
19/06/99	PG	1037	Martin	Bell
20/06/99	PG	1111	Reginald	Bell
20/06/99	PG	1278	Mike	Bennett
20/06/99	HG	338	David	Brown
26/06/99	PG	1149	Simon	Benvenuto
26/06/99	PG	1215	Fred	Berwick
26/06/99	PG	1097	Alan	Bond
26/06/99	PG	1034	Murray	Brown
27/06/99	PG	1246	Russell	Boland
27/06/99	PG	1205	Claire	Burlington
27/06/99	HG	978	Michael	Byfield
03/07/99	PG	1285	Keith	Bradford
03/07/99	PG	1152	Paul	Branchflower
03/07/99	B	1027	Robin	Clemes
04/07/99	PG	1313	Joe	Briffa
04/07/99	PG	1275	Geoff	Brown
04/07/99	HG	1123	Timothy	Clarke
10/07/99	PG	1268	Gary	Bruggenwirth
10/07/99	PG	1252	Hugh	Burnaby-Atkins
10/07/99	HG	1292	Andrew	Chamberlain
11/07/99	PG	1213	Teresa	Burlington
11/07/99	HG	1324	Paul	Chapman
11/07/99	PG	1101	Stephen	Chiles
11/07/99	HG	1245	William	Clough

**STAND BY YOUR BEDS! It's the
MARSHALLING ROTAI!**

NOTICE BOARD

SIGMA 3 (24) DHV 2 Still crispy; one careful lady driver. £1750. Tel 01273 605791.

LAMINAR-ICARO 2000-13.2 registered. £800. Phone Trev 01273 604752

LR3 hang gliding flight deck - the "Rolls Royce of instruments". Total energy, very sensitive, 2 altis, averager, asi. £ 250. Tel: 01298 871 498

Edel Sector Small. Yellow/purple. Low airtime. New lines. Quick sale needed, hence bargain price of £600.

PERCHE SAGA 85 - 110 kg, DHV 1-2, 1 year and 50 hours old, current model, good condition. Usual 1-2 performance with excellent handling and feedback. Germany's most popular glider. Ideal for new / recreational pilot. Selling for something less sensible! £1000 Tel: Dave 01273 589787

CHOCOLATE BOX COTTAGE

Housemate wanted for beautiful cottage in Firle - with views of West Firle and Mount Caburn. Phone Annie and Mark (01273 858562) or Amanda (01273 858449)

LA MOUETTE TOPLESS C of A; good condition, and very good handling. £2,300 ono. Darren, 01273 733916 or 0410413112

Medium PRELUDE TREKKING performance rating. Typhoon harness, AP 20. Full face helmet. Test flown only, £1999ono. Medium **Esprit** (performance) £300. Full service. Large **Rainbow**, 200 hours - one careful owner £350. Next Gel harness with reserve and back plate: £399. Call Rob for a test flight. 0958.440519

AIRWAVE REGGAE 30 (large). Certified weight 90-120 Kg, 12As Less than 5 hours airtime and recently serviced. Rap harness (w/ backplate) & Apco Mayday 18 reserve (brand new). Ideal 1st. wing for the "larger" man. £1100 ono. Tel David 0181-658 8539

JAVA COMP

Mylar 150 (topless) in excellent condition all round, keel modified for Mosquito power Harness, flew me into the league as highest placed non placed league pilot in the National X.C League! £2500 Tel

Will 01273 477388 to arrange a demo.

FREEX FRANTIC PLUS XS

55 to 71Kg all up, Standard, Recent Checkover & report, 50hrs, £1200 ono. To test fly call Kristin (0976) 176933,

(kristin.millwood@epid.eurotherm.co.uk) or Mike (01273) 858620.

TUESDAY GATHERING.

The Abergavenny Arms, Rodmell (south of Lewes), hosts the Flying Chessboard - a regular pub night for anyone in the Lewes area on a Tuesday evening: join Ozzi Haines for a drink, a chat or a game of chess...

POD PLUS HG HARNESS

with 16 gore metamorfosi chute. vgc. 200 hrs use. Extra camera/radio pockets. £250. Tel: 0181 767 7897

EDEL ENERGY XL, great XC glider, like new, 30 hours, speed system, trintabs, bargain at £750 neg. Can arrange delivery for test flight. Reach Rob on 0181 743 9058 or robert.wheels@bt.com

JAVA COMP 150 (topless)

Very good condition only 8 months old, matrix sail, blue/ pink undersurface, as used in last year's Europeans; must sell £2600 ONO my new one has just arrived. Ron Richardson 01689 856723 Davron@btinternet.com

Announcements will appear in three issues - so please let Windsock know as soon as you get a result.

WINDSOCK

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