

By the time you read this, quite a few Club Members will be back from our sold-out trip to HOTEL CALIFORNIA (9-16 Oct) - don't miss the boat for our December LANZAROTE extravaganza, or GRECIAN 2000 trips

more details elsewhere in Windsock, or check our website!

WHAT'S NEW?

Tiny DJC1 Radio from Alinco!

Just a little bigger than a credit card, a 2m broadbandable radio complete with recharger! £99.95!

The new Metamorfoosi reserve:

CONAR. A new, revolutionary patented system from the original hang gliding/paragliding reserve manufacturer.

Coming soon :

PRO-TREK GPS

Watch from Casio...

Call in to see these and many other goodies!

SKY SYSTEMS

66 Woodbourne Avenue, Brighton BN1 8EJ

Tel: 01273 556695 Fax: 01273 566330

*visit our
online shop!*

e-mail: skyinfo@skysystems.co.uk

web: www.skysystems.co.uk



ADVENTURE PARAMOTORS:
Still The Best Seller! Call for details of our packages for CP+ pg pilots. We also offer fantastic deals on conversion training.

WINDSOCK

October 1999

The Journal of the Southern Hang Gliding Club

THIS ISSUE:

"NOMINATIONS, PLEASE"

"A KOREAN ODYSSEY"

"SHHH... THE SECRET HISTORY OF PARAGLIDING"

"AEROTOW NEWS"

WINDSOCK CONTRIBUTIONS

1) E-mail - **NO LARGE ATTACHMENTS PLEASE!** Small graphics/photos can be accepted - as either .gif or .jpg attachments. For articles, Microsoft Word is fine, but we also accept .txt, .rtf, works, etc.

2) FLOPPY DISC: PC formats as above.

2) Typewritten articles will only be accepted in *large* clear characters for scanning (16pt or above).

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!*

SHGC ONLINE!

www.shgc.demon.co.uk

THE SHGC COMMITTEE

President	Johnny Carr	01444 471137	johnnycarr@tillershaw.prestel.co.uk
Chairman	Paul Coidan	01953 688266	paul.coidan@tesco.net
Secretary	Brian Brunswick	0181 542 8724	brian@skarpsey.demon.co.uk
Treasurer	Peter Day	0118 942 1481	pjday@reading17.swinternet.co.uk
Treasurer's Assistant	Martin Brady	01444 233346	martin.brady@talk21.com
Membership Sec.	Sean Howes		membership@shgc.demon.co.uk
Safety Officer	Dave Massie	01403 268601	davemassie@bigwig.net
Site Officer	Will Greenwood		will.greenwood@btinternet.com
Site Fee Collector	Sue Brooks	01273 857163	
Chief HG Coach	Ozzi Haines	01273 418293	
Chief PG Coach	Trevor McLoughlin	07747 628903	tjmc1@cix.co.uk
Airspace	Michel Carnet	01273 556695	michel@skysystems.co.uk
Competitions PG	John Lancaster	01273 813482	
Competitions HG	Ozzi Haines	01273 418293	
Social Secretary	Stewart Swanton	01273 732219	stewart@swanton-eng.freemove.co.uk

COACHES Paragliding

Steve Brewer	01403 710739
Adam Goodsell	01273 730782
Jerry Hansen	01273 461783
Jim Hardiman	0181 311 0683
John Lancaster	01273813482
Dave Lewis	01273 589787
Michael Lockerbie	0181 690 3638
Jon Munro	01793852483
Barry Philpott	01444 482225
Simon Oliphant	0171 476 5490
Mandy Sharpe	01273 589787
Stewart Swanton	01273 732219

COACHES Hang Gliding

Richard Arthur	0181 744 3159
Martin Brady	01444 233346
Will Greenwood	01273 477388
Rowan Gilpin	01444 242239
Ozzi Haines	01273 415293
Chris Jones	0181 579 2830
Kelvin Kincaid	01483 428653
Dave Matthews	01273 857163
Ron Richardson	01689 856723
Eddie Royal	0374 289610

CLUB ADDRESS:

PO Box 1359
Brighton
East Sussex
BN2 4AS

CLUB WEBSITE:

www.shgc.demon.co.uk
webmaster@shgc.demon.co.uk

WINDSOCK EDITOR:

Stewart Owen
e-mail contributions to:
windsock@shgc.demon.co.uk

Chairman's Letter from Paul Coidan

This month's letter is going to be short and sweet. Hooray for that I hear you all cry. As we are all well aware by now, summer is officially over. For many of us it is time to check our equipment over, re-pack our parachutes or get them professionally re-packed, get either your hang glider or paraglider overhauled and generally retire for the winter. Some of you lucky ones will be going to sunnier climes for the winter. For the hardier ones amongst us, who do fly through the colder months, please remember to adjust your flying technique to the change in flying conditions. I can remember landing at the Dyke and having to kick built up ice off of the leading edge of my Hang Glider and suddenly realising the reason for drastic change in its flying characteristics. What ever you are doing during the forthcoming winter months, do not forget the Christmas bash. I look forward to seeing you all there - regards, Paul

Aerotow NEWS from Will Greenwood

The Tug has been relatively busy this season with some good X.c's this season, although it was quiet while the comp's were being held. The engine has been serviced and a few components on the trike unit, other than that it is running very well. The group took part in the first Aerotow Comp at Long Marston Airfield on 11-12 Sept, and came a creditable second place. Everyone enjoyed themselves and a BBQ was held on Saturday night. Special thanks to Nigel Power and Mike Broadbent for transporting the equipment up and down. It was interesting to see the difference between the tugs which wasn't a lot !!! We still need a better unit in terms of noise and climb rate which I am still trying to find. We are still doing conversions to aerotow H.G. Pilot if anyone in the club is interested contact me to find out more. Hopefully there will be a few more days left for XC flights and then maybe a few wave flights in the winter !!

Committee Meeting Summary October 1999

1. Purchase of a new computer for Windsock editor preliminary approval.
2. Further discussion of Lottery funding for Dual HG/PGs.
3. Johnny to press forward Beachy Head agreement.
4. Christmas dinner menu in preparation.
5. Discussion of Club trophies.
6. Marshalling problems with bad matching of experience should now be over and done.

SHGC MEMBERS!
WHEN FLYING THE
DYKE -
PLEASE TRY TO USE THE
REAR CAR PARK AS MUCH
AS POSSIBLE,
REFRAIN FROM SWEARING
LOUDLY,
AND PICK UP YOUR LITTER
WHEN YOU LEAVE...
- THANK YOU.

Nominations Needed for This Year's Trophies!

Here is the full list of trophies to be given at the Xmas bash: Your Nominations to Committee Members please, before Nov. 1st...

1. Outstanding achievement
2. Andy Napolitan outstanding services to flying
3. Ron Steadman outstanding services to hang gliding
4. HG most improved
5. HG best newcomer
6. PG most improved
7. PG best newcomer
8. Bent Aluminium
9. PG equivalent.

Lanzarote 1999

The Annual! - Two week-long trips, 9th to 23rd December
EP / CP & Experienced Pilots - come and join us in the
Canary Islands this winter!

Expand your soaring and thermalling skills, finish your Club Pilot tasks, or just get away to the sunshine this winter... Sky Systems are taking two instructor-led groups to Lanzarote this December. If you already have CP you should be able to add substantially to your airtime and start to get to grips with thermalling. If you are still EP, we should be able to finish your CP tasks and clock up some 'big site' airtime. If you are already an accomplished pilot, grab some winter sun and enjoy the swimming pool.

Accommodation is at the Villa Antiqua Casa De Cura, near the centrally located village of Tias which is on the south side of the island. Tias is close to Macher/Asomada, which is one of the major flying sites on the island; most other flying sites are within easy reach, 30 - 40min.

The cost of the trip is **£349** per week; this **excludes** your airfare but **includes**: Quality villa accommodation with swimming pool. Transfers to and from airport, coaching, guiding (for flying and nightlife!), retrieval and car hire. Places are filling FAST, so don't delay...

CALL or e-Mail Today to Reserve Your Place!

SKY SYSTEMS 01273 556695

skyinfo@skysystems.co.uk

Sky Systems

**GREECE 2000
NOW BOOKING!
EARLY APRIL**

Marshalling Rota:



Marshall Date	HG/PG	No.	Name	Tel. No.
16 Oct 99	B	1323	Daniel Carlisle	
16 Oct 99	PG	1283	Julian Cohen	0181 444 5732
16 Oct 99	HG	1026	Rainer Gellert	0181 544 4992
16 Oct 99	PG	1132	David Laing	01825 740625
17 Oct 99	PG	1318	Ben Davidson	0181 6935780
17 Oct 99	HG	1139	Mohammed Elbeyati	0181 743 4915
17 Oct 99	PG	1243	Jonathan Hartshorn	0181 549 0758
23 Oct 99	PG	1121	Adrian McCauley	01442 235859
23 Oct 99	PG	1039	Joanne Cory	01273 326403
23 Oct 99	PG	1175	Mark Henley	
24 Oct 99	HG	1230	Mark Oliver	0181 940 1378
24 Oct 99	PG	1203	Quyen Ngo	
24 Oct 99	PG	1288	Niall Macdonald	01252 878072
24 Oct 99	PG	1049	Peter Leigh	01444 474533
30 Oct 99	PG	1091	Steve Jeanes	01273 243664
30 Oct 99	HG	453	John Young	01959 700952
30 Oct 99	PG	1007	Nigel Dawson	01243 263085
30 Oct 99	PG	1350	Mike Davies	0181 7441416
31 Oct 99	HG	942	Andrew Keyte	0181 777 3495
31 Oct 99	PG	1159	Claire Deuchar	01753 545121
31 Oct 99		1355	Keith Dearness	0181 6940481
6 Nov 99	PG	339	Andrew Sutehall	0181 330 5350
6 Nov 99	P	1363	Tim Hodges	01737 765227
6 Nov 99	PG	1328	Seymore Hicks	01798 872348
7 Nov 99	PG	340	Frank Golding	
7 Nov 99		828	Rudiger Holzapfel	
7 Nov 99	HG	1314	Andy Hollidge	01438 880395
13 Nov 99	PG	898	Amanda Mason	01273 858449
13 Nov 99	PG	1242	Rod Jago	01444 811414
13 Nov 99	P	1359	Peter Howson	0410 944097
14 Nov 99	PG	973	Stuart Huntingford	01883 742285
14 Nov 99	B	1072	Stephen Marnier	01273 770166
14 Nov 99	PG	1321	Mike Hood	01403 864539
20 Nov 99	HG	1058	Mark Sawtell	01883 652529
20 Nov 99	PG	1300	Charles Kerr	0795 1718196
20 Nov 99	PG	1022	Roger Johnson	0181 992 2195
21 Nov 99	HG	998	Dennis Thorpe	
21 Nov 99	PG	1125	John Kelly	01435 810085
21 Nov 99	PG	1087	Keith Jones	0181 640 8102

LAND OF THE EAGLE SOUTH AFRICA

Boomer Thermals, Cross-Country Every Day -

SUITS YOU!

Steve Cook and Tony Lucchesi will be running Hang Gliding trips / XC Courses in the Western Cape / Porterville, flying the Elephant's Back Mountains where ridge runs for 50 miles and the thermals never stop.

Each course taking 17 days including travel. The first course will start in early January, and the last in early March.

Accommodation, airport transfers, site briefs, xc brief/debrief, retrieves, excellent food and drink.

For more details and prices phone Steve or Tony

0403 537316 - 01444 443275

Golf & Paragliding Holidays in Alicante -

Spain The best value ever? - £140 pppw (excl. Airfare)

This includes meeting you at the airport, taking you to your hire car, and then to your luxury self-catering villa or apartment (many with swimming pool).

The price also includes a local instructor and transport to and from sites by a local club.

And if it's too windy to fly you can play golf (or learn)!

Based in Spain, we can tailor your holiday to your individual requirements, and offer ongoing support.

Please call Rachel or Francis on

00 34 649 280 235

Korean Odyssey

by Jon Woodall

I work for Daewoo in Worthing but am currently posted in Korea (I've been out here for a couple of months and will be here for either a few more weeks or a few more months depending on how the situation pans out). I've started paragliding whilst out here and below is a description of my experiences:

For quite a while I've been planning to take up paragliding; however whenever the club at work has organised a beginners course I've been unable to attend for one reason or another. Last week there was a major Korean public holiday (Chusok) resulting in me having a long weekend off work. All flights in Korea were booked solid and the main roads would be jammed so when a (Korean) friend found a reasonably local 4-day paragliding course it seemed too good to miss. My friend has very good English (she studied in Canada) and I'd already read up a bit on paragliding so I felt the language problem (I speak very little Korean) wouldn't stop me having a good time.

South Korea is only about 30% habitable: the rest of the country is mountainous so there's plenty of space to fly in. The price was also ridiculously cheap: a bit under £50 for 4 days including all instruction, equipment (glider, harness, helmet

etc.), transport between sites and the compulsory insurance.

Thursday 23rd September (day 1).

We met up with the rest of the group and headed up into the hills to the training area. There were about 30 students and 8 instructors. The club had two vans of equipment, a truck and some 4x4s. A canopy was erected on top of the training hill; I thought this was for us but, when there were showers, the gliders got priority. The instructors introduced themselves, then a theory lesson was given explaining the composition of the gliders, the difference between paragliding and other sports with which it is confused (parachuting, parasailing, hang-gliding), the basics of how a glider works and so on.

Fortunately I'd already viewed a presentation by someone at work explaining the same things: this, together with what I'd learnt on the net and the occasional bit of translation proved adequate.

Next we got given out club t-shirts, did our daily exercises then got down to the serious business of ground-handling the gliders for the rest of the morning: setting up your glider, checking it over, getting the glider airborne and pretending to launch. Lunch was quite a big event - nearly everyone had brought more than enough food so it ended up being

pooled. One guy hadn't brought any food but he still got a good meal - everyone makes mistakes occasionally. As the first non-Korean student the club had ever had I was the centre of attention with those who spoke English translating for those who didn't. As has always been the case in Korea I was treated with hospitality, kindness and consideration throughout the course.

After lunch it was back to ground-handling. About mid-way through the afternoon the instructors decided that conditions were favourable (a steady wind blowing straight up the launch slope) and we were ready for our first attempts at flying. Korea doesn't have many hills like the grassy English ones: most of their non-flat terrain is rocky and tree-covered. Our practice slope was a gentle slope about 30m high covered in bushes that were ankle-high near the top, soon becoming knee then waist deep. There were a fair few chest/head high clumps as well, for those who weren't satisfied with the shorter ones.

The first student glided down to the bottom successfully on his first attempt - to much applause - he was never more than about 5m above the ground but he was flying! (more experienced paragliders probably wouldn't count it as flying).

After a few more students had tried (with varying degrees of success) the wind died completely away for the rest of the day. The remainder of the

afternoon was spent trying to do running launches down the hill and falling into the bushes (a few skimmed them for a while before crashing but hardly anyone made the bottom). It became a bit irritating after the first few times but everyone felt that the weather was bound to be better the next day and those of us who hadn't managed a "flight" resolved that the next day we would.

After learning how to pack our gliders away, it was off for a meal and some beer with some fellow students then back to the hotel.

Friday 24th (Day 2)

A midday start: there was a traditional Korean ceremony in the morning to honour people's ancestors so all the roads were blocked solid with Koreans heading to the sites where the ceremony occurs. On arrival at the training ground the sky was clear and the wind was ideal: blowing steadily right up the slope. After the exercises it was time to fly! The procedure is that there are about half the instructors at the top of the hill who tell you when to launch, make sure you get your glider up OK and assist you in the take-off. At the bottom you've got one guy with flags that he uses to indicate where your hands should be plus some others to help extricate you from the bushes if you decide not to land on the path. All the instructors also had two-way radios to communicate.

It was basically a great afternoon: the

wind kept going until we stopped (at about 6.30 when it got too dark) and everyone managed to get a handful of flights in. Highlight of the day was one girl who flew all the way down squealing with her hands over her eyes until a large clump of bushes provided a useful lesson in what happens if you don't look where you're going! It was a major relief the first time I got airborne; I'd been scratched to bits by bushes the previous day and didn't particularly want to renew the acquaintance.

Unfortunately my limited Korean meant I hadn't learnt how to land properly. I'd understood that I had to brake on landing but on my first two flights I learnt that gentle braking did sod-all - I hit the ground with substantial forward momentum and bounced along to a halt. Before my 3rd flight I asked for clarification, got a (mis-)translation and discovered that I had to brake fully when I was 4m up. I duly did this and proved Newton was right from about 6 feet up. No harm done other than to my ego plus being winded and, following a more reliable translation (and watching a few landings carefully) I had no more bad landings for the rest of the course. When we broke for food in the middle of the afternoon the same guy as the previous day hadn't brought anything. He promised he'd bring plenty the next day and got away with it.

Saturday 25th (day 3)

We progressed to slightly higher hills 50m in the morning then 100m in the afternoon. Conditions in the morning were good: everyone managed at least one flight. The hill was steeper and the landing area harder (a hard path with plenty of rocks in it) so I was glad I'd got the landings sorted the previous day.

The guy who hadn't brought any food the first two days did everyone proud: he brought a portable barbecue and cooked a traditional Korean barbecue for everyone: barbecued pork which you eat wrapped in various leaves with a selection of odds and ends thrown in. In the afternoon it was off to the 100m site. I'd call this a mountain rather than a hill (I'm not sure what the official difference is). It looked daunting from the ground - take off over some trees then over a 50m sheer drop. It was also bloody hard to climb: I realised just how unfit I am! On arrival one of the instructors took off, flew around and above us for about 20 minutes then landed and announced that the conditions weren't safe enough for us: there was too much risk that we'd be blown back over the top! It was down to 70m for the launch: take off over the trees and the drop, turn into the wind (we were taking off at about 30 degrees off from the wind direction) to avoid crashing into the side of a partially constructed building, over a 10 foot steel fence and land in a flat area. A couple of people decided to ignore instructions and brake on the

way down: they ended up kissing the fence: fortunately they had the sense to put the anchors on once they realised they were going to hit the fence and impacted gently. One guy tried turning before he'd gone over the drop and ended up in some trees about 50m to one side, still at the top of the mountain (it took him over an hour to get his glider disentangled and get back to the launch site). The rest of us made the LZ with no problems. I got there high enough that I had to circle once before landing to lose some height.

We were told that the last day we were going to a special Army base to train - sounded good.

Sunday 26th (Day 4)

After a 1 hour train journey we met up with the rest of the group, got into the cars and drove another hour or so to the army base. On the way it was explained that there is a strict no foreigners rule at the base but that there was a way around it. On arrival all the vehicles except the ones with the kit were left in a car park and everyone had to walk half a mile to the landing zone area. En route they were escorted by a soldier (who stays with us all morning) and their IDs were verified. I couldn't do this as I wasn't supposed to be there so I got a lift in one of the vans: all day long the military staff pretended not to notice me (except one whose curiosity got the better of him and he asked whether I

was American). This was the only place where we had to pay any extra - £1 each to use the site. I didn't have to pay as I couldn't go there!

The site is used for training Korean paratroopers: our area was basically a valley bottom area with landing targets marked surrounded on all sides by hills and mountains. On the other side of the hills is apparently an area used by hang-gliders.

It was glorious weather for sun-bathing - red-hot and not a trace of wind - so not much use for us fledglings. We went to the top of a reasonably steep 50m hill and practised falling over whilst trying to run down it and get airborne. A few succeeded but most of us just succeeded in collecting bruises/scrapes. My day ended early when I slightly twisted my ankle; nothing serious (it's fine again after 3 days) but I couldn't carry on running on it. More experienced pilots were taking off from a 500m mountain top and most seemed to be able to stay up as long as they liked (a few couldn't - unless they chose to land in treetops halfway up the mountain!). It was pretty busy: we were sharing our launching slope with another school; taking it in turns to run down the slope and trip over.

In the evening, after our certificates were handed out we had a small party (the club paid for the first case of beer) then headed home. We were told that we could have a free day flying the following Sunday as we hadn't

managed any flights this Sunday.

In Conclusion

It was great fun though disappointing that we didn't get any flying on the last day. I can control the glider in the air pretty well for a beginner (I always managed to land on the LZ rather than in any nearby bushes) and my landings are getting pretty reasonable. My take-offs still need a lot of practice I didn't manage a successful launch without any head-wind (nor did quite a few others) and we have only launched with substantial assistance from the instructors (they make sure the glider is properly above you etc. and tell you when to go). Hopefully I'll soon learn how to go up rather just glide down (I understand the theory). Everything seemed to be run efficiently and professionally and the cost was very reasonable. To carry on I can pay a 3-monthly fee of just over £100 which entitles me to get instruction and fly every Wednesday, Saturday and Sunday including rental of equipment plus insurance and membership of the KPGA (Korean paragliding Association). I don't know how long I'll be over here for maybe just a few more weeks but for that low a price it's worth coughing up even if I only get a handful of days in. Weather permitting, I'll be flying again this Saturday and Sunday.

Update

As the weekend has now passed, I can give a quick update: Saturday was rained off but on Sunday the weather was fine (though not particularly windy). About a dozen of our group from the previous week had joined the club. We spent the morning

at the training hill, doing ground-work and getting some flights in. In the afternoon we went back to the 100m hill but again conditions were not favourable for flight from the top: when we got to the bottom the wind was ideal but by the time we reached the top the wind had shifted to being a cross-wind.

After waiting for a while it became obvious that the wind wasn't going to change so we went back down the hill a bit and launched from 70m up. Everyone got a handful of flights in during the day. Next Saturday will be more training: on Sunday we'll be going somewhere else where we might be able to do 200m or 300m launches.

Update 2

One thing I didn't mention is that yesterday I DID manage a few launches with zero wind. One of the problems I seem to have with launches (as did quite a few of the locals) is the bushes: I reckon it would be far easier to run flat-out if it was a nice grassy slope rather than covered in bushes which try to trip you up! The instructors' comments on my take-off failures were that I wasn't running fast enough: when I finally got the hang of it and tried to go flat out I was in the air before I knew it, rather than trotting half-way down the hill and falling in a bush!

It's all part of the fun though!

It's worth pointing out that on all the days I've been, there have been more advanced pilots taking off from higher vantage points who seemed to be able to gain (and keep) altitude without any hassle: I've yet to see a day when we've got there and there's been no one up high.

PARAGLIDING WORKSHOP · SERVICING & REPAIRS · FLIGHT EQUIPMENT ·

Time LOFT

PARAGLIDING WORKSHOP

Chosen by **ROBBIE WHITTALL** as the only **REPAIR & SERVICE CENTRE** for:

OFFICIAL UK REPAIR CENTRE FOR:
NOVA, ADVANCE, FIREBIRD, SWING, GRADIENT, COMET and now OZONE

REPAIRS, SERVICING & CHECKOVERS:
FOR ALL MAKES OF GLIDER

BHPA APPROVED RESERVE REPACKING



OZONE
PARAGLIDERS

Contact: **MIKE MILLWOOD**
DAIRY FARM, WICK STREET, FIRLE, EAST SUSSEX, BN8 6NB
TEL: 01273 858620 FAX: 01273 858621

SPONSORSHIP LOGOS

the
**PARAGLIDING
CENTRE**

**PARAGLIDING
HOLIDAYS**

Imagine imagine
imagine

Long thermic days over a volcanic landmass situated off the west coast of Africa.

Traditional Spanish food sipping cool Sangria in a local Spanish restaurant the tinkering stillness of a small fishing village.

Dancing the nights away with a cool cervaza's and Spanish flair.

The cool fresh hillside night air gently spilling into your window in your luxury villa.

Waking to the sound of morning thermals, taking a quick morning dip in the pool.

Starting a fresh new day with thoughts of yesterdays flight, that little stomach butterfly jumping around with the excitement of another fine days flying.

Lanzarote with *Airworks '99'*

Let us worry about the details!

Prices start from £299

Six weeks available starting from the 4th November through to 16th of December. Places are subject to availability. Call *Airworks* for more details or a brochure. 5 years of experience, 5 years of finding the best no fly options, Restaurants, Tavernas and sporting activities.



**PARAGLIDING
SHOWROOM**

- Ten Years in the flying business assures you of quality advice.
- Try before you buy.
- Exclusive dealers in the south for:
Gin, Advance and Gradient.
- Quality no hassle after care service on all your equipment.
- All of the best brands available.
- Good PX deals on second hand gliders.
- Friendly knowledgeable staff.
- Great coffee.

**PARAGLIDING
TUITION**

The U.K's premier teaching establishment offering:

- Quality tuition
- Experienced Instructors
- Top Grade school equipment
- Realistic class sizes
- Sites for all wind directions and ability's
- BHPA Approved School
- Ten years of instructional experience
- Quality post school service
- Great post school deals for students on the best intermediate equipment available



Call the Airworks windline on top of West Firs 01273 858174



All this makes us your No1 choice in the south for all your paragliding needs, call the Airworks Team.

01273 858108

Gliders, tuition and equipment always available from the shop at the Q8 near Mount Caburn and Firle.

Sussex Hang Gliding & Paragliding

Open seven days a week for sales and instruction.
Drop in for coffee or a cold drink.

Test fly the APCO Sierra, Allegra or Bagheera.
See the new Reflex wing and Vortex paramotor.

HG/PG conversion courses - add another string to your bow.

Five day courses for £340.

Hill conversions - from two days £135.

01273 858170

email: sussexhgpg@mistral.co.uk

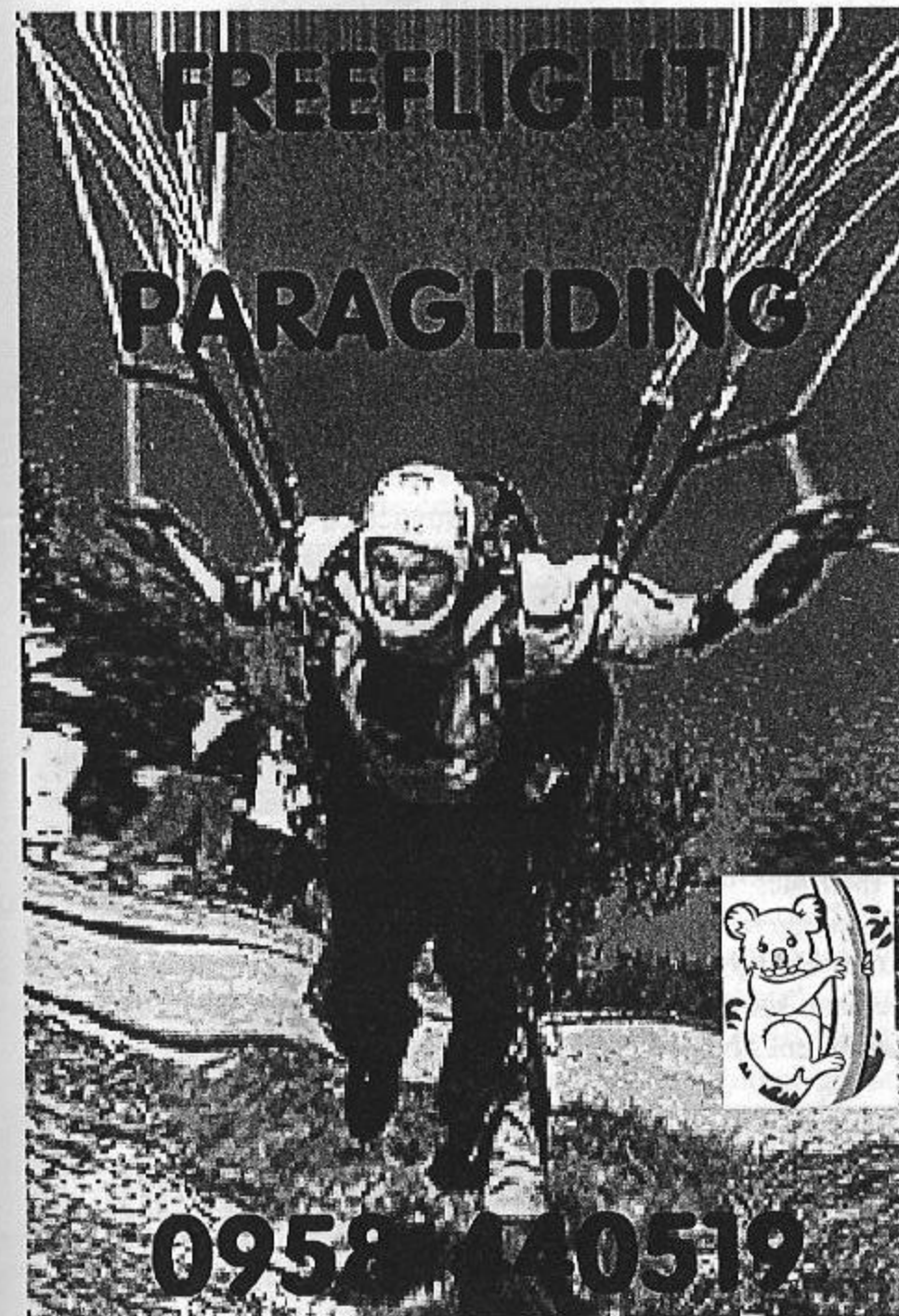
internet: www.sussexhgpg.co.uk

Don't go into that Cu-Nim, come to the Q8!
We have all the best sites!

Tollgate Services, Beddingham, Nr Lewes, East Sussex, BN8 6JZ

**ROBERT
CHISHOLM**

**DISTRIBUTOR FOR TREKKING
AND NEXT EQUIPMENT**



**SHOP
FOR
DIVING
OR
FLYING
01273
622933**

(COLLEGE RD)
ST GEORGES RD
KEMPTOWN
BRIGHTON

ROB AND ROB
DIVING CALL
THE SHOP.
FOR FLYING
CALL 0958
440519



The peculiar history of ascending and descending upon Great Britain by means of fabric and air.

By Bill Morris

This article was first published in "Sky Adventures - Stories of our Heritage" Edited by Jim and Maggie Palmieri SkyDog Publications 1998 ISBN : 1-575902-882-4

The story of British paragliding development is probably unique in the world, and like most things British is based on dominant national obsessions, the weather and bloody mindedness. This leaves out the third obsession, bodily functions, which is never mentioned in polite society. Much of this tale is unknown to those who are flying today. It hardly matters that what they might learn in their first days training took months of imagination and experimentation to get right. So here is the tale as I remember it, scratched up hard from my memory and articles written at the time, touched up with a little exaggeration. Names - it is about names - but they cannot all be mentioned and some tragically have been forgotten. The

best that can be done is to hope that these tales trigger others and any wrongs can be put right. History is sometimes about being first, in imagination and then in deed. Walter Neumark has been the figure in Great Britain who defined the dream and made a lot of it happen. In April 1954 when he was temporary editor of Sailplane and Gliding Magazine he wrote an article reviewing the then current gliders and, fearful that development was leading towards more sophisticated and expensive machines, suggested the need for a more portable aviation device. The genius of Pierre Lemoigne made this possible in 1961 with his exceptional round canopy designs that were to culminate in the ParaCommander, the legendary "PC" that still to this day will be seen towed up behind a vehicle on a fixed line in parascending clubs. This was Neumark's contribution. Like Lemoigne, who used towing in development, he made the simple deduction that anything that was a glider could be towed up. He set to

with usual thoroughness and wrote the sublimely contradictorily titled "Operating Procedures for Ascending Parachutes". I still have a copy, in heavy type with hand written alterations, and if you wanted now to tow a parascending round canopy up it is still the most knowledgeable tome on the subject. With a surplus of ex-forces Land Rovers around soon he had a small number of enthusiastic "parascenders", like Tony Perkins who to this day will claim still to have ownership of Lemoigne number 001. Walter always loved a gadget and he produced the tensiometer which was largely based on the brake cylinder of the Mini car and gave a hydraulic reading on a mismatched gauge leading to a generation of tow drivers responding to the readers chants of "five, five, six..." Five or six what? It did not matter, like most of Walter's ideas, it worked and everyone could be trained to recognise the pick up and flight pressure on the tow line. For a quick release at both ends he got hold of the Aerolex release. Many of the early supporters were from the Army who could get access to the huge areas needed. Les Shaw, whose sons Mick and Andy were to follow him into the Parachute Regiment and paragliding, used to deliberately keep the spare wheel, mounted on the Rover bonnet, undone. He reckoned that if you drove too fast it would lift off and roll into the driver's lap, a lesson not forgotten. The PC launch involved the

symmetrical preparation of harness, lines and canopy. Then off would go the vehicle, the wing tippers would stand up holding their side as high as possible, in low winds running alongside. The chute would fill and up it went. When the driver slacked off down it came but by keeping some pressure on a controlled descent could take place, even the dreaded yo-yo was devised when just as you touched down you were yanked back up again. This ambiguous exercise was eventually banned as any confusion could deposit the unaware pilot into a heap when they were expecting not to land. The Parachute landing fall (PLF) had to be taken seriously as the landings could not be said to be soft. Yet the PC in the hands of a skilled person could be flown to an extremely accurate landing, sometimes backwards. Much of this early work came under the control of the British Parachute Association (BPA), who were trying jump stand off competitions at the same time that early parascending competitions involving accuracy tasks in round canopies were starting. Jumpers exiting at 10 grand in the new Parafoil 360 could go about 11 kilometres. The first dual flights were done in this flat camber, long lined 360. Eventually the BPA and Neumark parted company, possibly over a difference as to what age someone could start at, and the Association of Parascending Clubs later to add the British (BAPC) was

XMAS DINNER / annual prizegiving
18th December

Put it in your diary now - more details soon

"It'll be a humdinger"

started.

Parachuting Ram Air canopies were arriving in the late seventies and here I can give you a vignette of the sort of training that Walter gave. Our parascending club had set off and met him to purchase a "252 Heavy" with attached instruction. To qualify to fly this high performance machine with a glide angle of possibly over 2 to 1, one had to go through the ritual of the mobile exercise E, a practice now considered so cruel that it has replaced torture in some unenlightened cultures. This exercise involved donning helmet, harness and opened chute, and lying on your back on a sodden mattress in the back of an all metal, riveted land rover. To make sure you were not dragged out of the tailgate the precaution was taken of strapping your tow yoke to near the driver's position, and then someone sat on your chest. The vehicle drove forward into wind, the canopy was inflated by two wing tippers and away down the runway you went, hauling on the controls attempting to keep the canopy straight and level while Walter shouted advice. Application of too much brake usually lifted both pilot and instructor up to rap against the frame. Once one had mastered this in a straight line, the driver would execute a series of random meanderings designed to test your ability to the full as, helmet thudding from side to side, rivets tearing at your back and always Walter shouting, you sawed away at the controls. This exercise was considered best done in pouring rain. Quite frankly being shot up to a thousand feet in twenty five seconds under tow never really held any terrors after all this, surely the main aim of any simulation. Locking off the quick release was a really good idea. I

once watched one pilot and three people eject from the back of the vehicle when someone sat on the trigger. These were wonderful days, full of incident. The whole paraphernalia of getting one person off the ground would have startled the Wright Brothers. The tow line was a heavy, hollow braid nylon which required a full chapter in the manual on how to handle it. We once dropped 800 yards of it outside of Walter's airfield so that it laid itself out over field and hedge. I found the far end with a goat eating the drogue. Several trees and ditches later I had to climb on a bungalow roof to free it and as I stepped down into the back garden could see the resident family calmly eating their Sunday lunch, apparently this happened so often they were not disturbed. Once back, wet and petulant, I had to suffer a lecture from Walter on how to daisy chain what I now considered to be two tons of wet, furry snake. I learnt a valuable lesson here because I was always impressed by how thorough a debrief Walter gave on any flight. Eventually we twigged that he did not necessarily know the answers so he had evolved the simple solution of getting someone else to find out. The ram air flight of fast tow and a minutes and a half of turns, stalls and controlled landings was a whole new world after the grace and thudding landings of the PC. In 1980 Walter was to receive from the hand of the Prince of Wales the FAI Tissandier Diploma for establishing the sport of parascending. It is a unique achievement. Most clubs continued to get their gear from Harley chutes who developed dual canopies in imitation of Walter's early experiments of two up in the Parafoil 360. All I can ever remember about his chute

was that it had incredibly long lines and it stank. Parascenders were towed up side by side but in line towing was soon banned. The annual event of the year was still the accuracy nationals where gradually round canopies started to fade away. To this day it takes place, the numbers have dwindled somewhat but the spirit and the skill is the same. For many years now it has taken place - and this is not a joke though it should be - at Middle Wallop. Thus it was that when paragliding started there existed in Britain a national association, the BAPC, which had members who owned hundreds of paragliders/parascenders with millions of towed launches but who did not take off from hills. This did not mean to say that no one wanted to go anywhere. The very earliest distance flights from tow involved John Harbutt who first in April 1976, and again in August 1977, flew around 2.5 Kilometres. This last flight was on a Harley Chute, Harley being the company that he, HARbutt formed with Andy CowLEY. This naming technique's only other variation was Cowbutt which they wisely rejected. It was not until July 1984 that *real* thermal flying was tried, when Andrew Wakelin went all the way to Artesia in New Mexico and flew 3.5 Kms. He flew 7.3Kms at the same place in August 1985 on the Sorcerer S33, a swept wing, closed leading edge, under scoop inflated parascender. In between his pioneering efforts, others had plugged away at downwind distance dashes from tow releases. One of the most strange events was the flight of Lee Clements in June 1984 when he stayed up for the unheard of time of over 16 minutes, probably eight to ten times longer than he

should have flown. Some say he got held in a sea front breeze, others that he was under a thunder cloud, but it *was* witnessed. Dave Balman made a 4.5Kms dash from RAF Watton in November 1984 and in March 1985 Paul Truelove flew 5.1Kms from Driffield. Both these flights involved the longest tows possible and one turn downwind in the highest wind possible. Not for the fainthearted. In 1985 the first Duration Championships were run at Spital Gate near Grantham to see who could stay up longest from a tow release. For the first time pilots could be seen with variometers (albeit the huge flask types from sailplanes). It was won by Robin Tait in a Harley 11/454, the parascending canopy developed for tandem flights. Robin came off the tow and applied full brakes giving him full minimum sink and a negative ground speed that saw him land backwards at the take off spot five and a half minutes later with muscles burning. But before going on with the continuing history of how British parascending became paragliding there is a short but most fascinating interlude. A picture appeared in Wings magazine, the official publication of the British Hang Gliding Association, entitled "Strange Hang glider seen in the Peaks" showing someone flying down a hill in ram air parachute. It was a picture of Gerald Williams, a hang glider pilot. Everyone was reading of flights from the Alps on the continent but suddenly here was someone doing it in the British backyard. This I had to see. I met Gerald in Leek in November 1985 and he took me off to one of his sites close to the Roaches, a barren gritstone hill top usually lashed by wind and rain, which was rumoured to be inhabited by a looney

who called himself the King of the Roaches. There, in a field that contained plenty of evidence that it was once inhabited by sheep, he showed me his flying gear. It consisted of a Pegasus Pony jump parachute modified to his own design. He had found it hard to fly in strong winds and decided to reduce the area of the canopy. This was simply done by inserting two large zips, which are still in common use for Hang glider XC bags. These ran from the top, front all the way to the back and so to the front on the bottom surface. By zipping these up he took in a whole cell on each side turning the canopy from a seven cell to a five cell. He was pretty certain that they would not come undone in flight. His launching technique was to hand fly the canopy from the cadences close to the top gradually letting it fill, then letting it out to the next cadence then to the risers, a manoeuvre he demonstrated admirably. He had done over 3000 descents, little soaring and concentrated on techniques built up in little steps. Gerald will tell you quite honestly that he was not the first. He had taken his inspiration from David James whose photograph was on the front cover of the BPA Sport Parachutist Magazine showing him soaring a jump rig on Rhossilli in Wales. Gerald had phoned him for advice before starting but found out that this was the one and only time it had been done. What Gerald was first at, was doing paragliding continuously. For him this meant gliding flights down and walks back up. Gerald was superbly engineered for this sort of exploration. In a howling freezing gale he could undo the most stubborn of knots, he could do twenty launches in an

hour and never packed his glider or took off his harness, he just slung it over his shoulder and walked back up. To this day he is an enthusiastic instructor running alongside his student down the hill, then carrying their glider back up still chattering with a light in his eye that never goes out. Time and other achievements have rushed past him yet he should not be forgotten. I see him often in the Peaks, I swear he is not a day older and that he still is flying in the same jacket and wellington boots. Last time I saw him on a blown out day he was bouncing about in a sheltered hollow trying to perfect flying headfirst.

The rush to the hills had begun. To avoid confusion from the tow side it was called footlaunching, though the terms "foot" and "toe" are confusing to outsiders. Naturally there were those who pointed out that most people took off from their feet, though early footlaunchers took off on their bottoms. Parascenders made contact with hang gliding clubs with whom they found a general though bemused welcome if you call being described as 'rag wings' such.. So inspired by all of this we set off to meet (guess who!) Walter Neumark. I took with me a brand new Harley 280, the hot parascending ship, glide rumoured to be above 2.5 to 1! There on Cats Tor Walter insisted that I did, guess what, a static exercise seven which consisted of being held in the standing position by three of the Bollington Parascending Club. Eventually bored with this and not a little exasperated I shouted "Let go!" which they did and I shoot fifty feet up in the air. Walter was yelling advice about pulling the front risers, I took no notice, remember I had been here before and just sailed out, eventually flaring out at the foot of the hill.

I gathered my gear and took the first of many a sweaty walk up the hill where Walter stuck out his hand for some money for the farmer and went home. This will never catch on I thought. This was not a unique experience, most people at this time were working on how to do the most basic things. For example, launching facing the canopy was not entirely obvious and without the teams that could be found on the towing sites, pilots found they had to cope for themselves. To show how fast things were moving, the Safety and Training Committee of the BAPC met to organise exams and licences. The Chairman, Bernard Kane, asked who had flown off a hill. Five tentative hands went up and they were appointed examiners on the spot.

One of the group that day on Cats Tor was a young pilot called Neil Slinger. He was an extremely good accuracy pilot who specialised in coming smack down on the middle of an electronic pad about the size of a jam jar lid. He was to do something pretty simple in retrospect that at the time altered the people's perceptions of what paragliding could achieve. The times that pilots spent in the air had rocketed. I had started a Duration League in 1986 which became the XC League in 1989 and this showed the progress. An average parascender could strive for two and a half minutes after release but then Pat Sugrue flew for just over 21 minutes from a hill launch, then Alan Scrase did forty seven minutes and eventually in the summer of 1986 Chris Biggs cracked the magical hour for which Andrew Wakelin gave him the staggering prize of £500! What Neil Slinger did on 3rd October 1987 was to stay up for three hours and seventeen

minutes on the east face of Mam Tor showing to parascender and hang glider alike that anything was possible. Like all these early duration records it was done on a parascending canopy, a Harley 9/200, that is 9 cells, 200 square feet. In these days you gale hung or slope slid. Take offs were into as high a wind as possible and if you could not get forward you pulled the front risers down to your chest, no speed bar, no big ears, no B line, just lots of fun and muscle power. Soon after all this duration flying started the problem of comfort came up. The ordinary split saddle parascending harness cut off the circulation and threatened the ability to reproduce in fifteen minutes so that after landing you suffered a painful dose of pins and needles, sometimes you could hardly walk. The seat solution, and it appeared in the first BAPC manual, was a cut out piece of plywood forced into the leg straps. Another solution was to put this seat on a sort of trapeze, which could be pushed under the harness after take off. The sight of a parascending canopy taking off, probably with tow yoke still on, with trapeze dangling and bits of rope handles on the front risers and pilot in huge bundles of clothing topped by a large motor bike helmet was nothing like the sleek sport of today. I put some comfortable foam on my seat topped by some nice vinyl and Walter gave me a terrible look. In June 1988 Alf Pearson flew around on Parlick Pike for four and a half hours but by then Jean Yves Faust had flown for eleven and a half hours in Hawaii and the point had been well and truly hammered home.

Cross-country flying happened as simply as the duration. On 29th August 1988 Robbie Whittall and Michel Carnet, both

illustrious hang glider pilots, simply went to Devils Dyke, thermalled up and went over the back to Peacehaven, just over 19Kms, a flight they had done many times before on their better hang gliders. Michel, ever generous, always tells how Robby came down from cloudbase as they had agreed to fly and land together. So it was done and you can look back wondering whether this was such a big deal but it was. Like so many new things it made a lightbulb of ambition go on in the heads of British paragliding pilots and they went for it. The paragliding Nationals started in 1989 and to this day constantly push forward what can be done. At the first leg at Merthyr in Wales Andy Napolitan flew 20.5Km choosing to land at a school fete for pose value. At the first attempt at a World meet at Kossen in July 1989 he and Lucy McSwinnery, who picked up the Ladies prize, flew a round of 22Kms. To diverge a little, 1989 was a year of such original paraglider design that I might sum up with the trio of ITV Saphir, Falhawk Athlete and Ailes de K Trilair. The Saphir, which was later damned in memory by a material porosity problem, had a swept wing, mylar stiffeners and was the first glider I can remember doing Big Ears all the time. The Athlete with its battens and the Trilair with slots were as diverse a solution to any flying problem. Not at all like this elliptical age when you need to recognise logos and colour schemes to tell machines apart.

Michel Carnet was soon at it again for in July 1989 he flew 43Kms from Devils Dyke again to Normans Bay where he claims his ancestors landed in 1066 with William the Conquerer. His friend Mike Allen was to bring the whole

parascending/paragliding affair full circle on 30th August 1990 when he took the national record to 58Kms from a tow launch! In this day and age of powered paragliders, winches of all sorts, vehicle launches, and four FAI types of Hang Gliders, we can look back with some amusement on all the politicking and attempts at segregation that early paragliding went through. The BAPC and the BHGA came together to form the British Hang Gliding and Paragliding Association (BHPA) but this amalgamation was not without friction. Pilots like Mike Allen just practically demonstrated that people were more divided than the flying. I do not think it is possible to record what went on during the amalgamation debate without annoying someone even though I attended every meeting on it. It is a fact that the parascenders voted for it and the hang gliders voted for it once, but not by enough, and then for it. There was much passion. When the debate started there were less paragliders than hang gliders, at amalgamation the same numbers and now far more. The BHPA is an amalgamated association like nearly every other in the world, at times it looked like it would not be. Back to flying.

If one had to pick out a British pilot who constantly stretched what could be achieved in Britain it would probably be Richard Carter. In the first four years of the 1990's he broke the local and national record eight times taking it through the fifty and hundred mile/Km barriers. At the start of this sequence he exhibited a thoroughness in preparation that included driving the route in his car and photographing the TV weather forecast every night for two weeks. Though he

represented his country many times he was at his best making his own decisions and picking the day for record attempts. Most of his records were set from the Peak District in the centre of England. This was no coincidence, if one explains a few facts about this tiny island. Firstly it is fact that no part of England is any more than seventy miles from the sea. Secondly, the profusion of airspace makes flying in a straight line at a height of your choice a virtual impossibility. London controlled airspace sits like a mammoth no go area in the south east, Manchester and Birmingham blot out the centre of the country so the Peak District cannot be left to the North East. Many flights have to be flown below 3,500 feet so that pilots regard a 4,500 feet limitation as a luxury. Within these narrow corridors of possibility are the obstacles of other smaller airports and the pan handled military areas. Leaving lift and crossing perpendicular to your route are common place. The airmap is rarely far from any pilots eye. When these straight line open distance records are given you could easily add half as much again for the actual distance covered. The distinction between the 'Local' record, that is a record set in Britain, a 'National' record, that is one set by a British pilot anywhere, is still kept for this reason.

Richard's first record route was towards the east from Hope Brink to near Castleford on 1st August 1990. I remember he did not hang about long on the Brink and was back by the time we finished for the day with 47.1Kms under his belt. A year later from Treak Cliffe, height above the valley floor 450 feet, he flew 64.4Km to Wrenbury. A month later

86.6Kms from Bradwell to Granttham. He was to return to this same route and site three years later in August 1994 when he flew 166Kms to Peterborough. Poor Matthew Cook went with him all the way except for the last seven kilometres and became the subject of one of those club night trick questions, "Who was the first pilot to fly over 100 miles in GB?" Answer, it was Matthew not Richard, alas Richard landed twenty minutes later with the record. In between times, Richard had left the Peaks to take the record three more times, twice from Merthyr at a Nationals in May and once from Parlick Pike. On each of these occasions, though rarely flying together, Sarah Fenwick took the national feminine record from 54 Kms to 79Kms. In the middle of this Richard went to South Africa in January 1992 to fly 216Kms because in the previous July Bruce Goldsmith flying in France had taken the National record to 126Kms. Only once had another pilot had the temerity to take his local record away and that pilot was Ross Sommerville in August 1992 who came so desperately close to the 100km mark - only a kilometre and a half short.

The winter/spring of 1992/3 was remarkable outside of Britain because South Africa became the place to go and apart from Richard's record, Judy Leden pushed the feminine national record out to 129km on a flight that still had her learning a lot about paragliding. Robbie Whittall extended the national record over 250km and set a world record for height gain of 4470 metres which still stands. It is still the place to go and pilots like Kat Thurston, the Westgate brothers and Chris Dawes have all returned from there with world records. This is a good place to

mention that British women pilots have dominated the world record scene. Judy Leden does not need many introductions, she set about paragliding with the same determination to succeed as she does with most things. Sarah Fenwick hurt herself very badly but still came back to extend the local record. Kat Thurston held more records than the rest, her self belief at times quite astonishing. In Chile she flew through more rotor than any of us would see in a lifetime and she set her world height gain of 4325 metres without oxygen, being quite surprised to find that it could have been necessary.

On 19th May 1995 Steve Ham flew 175 Km from the Long Mynd west towards the north of London. He was living in Spain and used to cloudbases of 11,000 feet. He never got above 5,000 feet and having seen off the challenge of Bruce Goldsmith and Jocky Sanderson was eventually was baffled by the navigation to get around Luton airspace with probably at least another hours flying left in the sky. This might be all that is possible on this island now but I doubt it. Someone will get away on their own from one side of the country before the sea breezes set in, they will fly fast, sometimes going back on themselves and in fading light will squeeze their way beyond 220km. They might go from further west than Steve did or they might trace their way south along the route that Gordon Rigg did to set the Hang Gliding record of 175 miles. But it will be done for what all of this teaches us is that barriers exist mostly in the mind.

Where are they now? Walter Neumark is still around and can still muster more enthusiasm and passion than men half his age, with a vision that has him

campaigning for the abolition of many of his own ideas. Andrew Wakelin worked himself close to collapse to see the BAPC through and now still is on the BHPA Executive Council, his praise totally unsung. Richard Carter flies but does less, occasionally coming out for a big one to show he still can do it, more to others than to himself. In August 1997 he flew 100Kms from Treak Cliffe again but landed to meet a friend and go climbing. Graham Taylor, who was flying his first big flight in the company of Richard and Chris Dawes, told me how comforting it was when Richard helped the navigation by saying, "That's Crewe" with such boredom and finality that GPS was made redundant. Bruce Goldsmith and Robbie Whittall, who with John Pendry have been a trio of such ability which will probably never be seen again, still fly of course. Andy Napolitan was killed while flying at the Hang Gliding League in 1990. His family came to the full church to find a world that they hardly knew present to share their grief. The national paragliding trophy is named after him, as his is the first name on it. I do not remember anyone meeting to agree this, it just happened as these things should.

In a short history much has been achieved and lost. These may be the brittle bones of fact, the spirit of the age will never be recorded. Each pilot will have lived their own marvellous story, done their deeds and told their tales. For each famous name and event there are hundreds more that will never be written down. But those who hold in their hearts and logbooks such experience, there are stories of terror or pleasure told to friends or held behind a silent smile because words are not enough.

NOTICE BOARD

Avian Elan 150. CofA Immaculate condition. Ideal intermediate wing. Stored indoors. Complete with harness, wheels and batten profile (speed bar). 12 hours. £1000 ono David 0181-658 8539 (1)

WANTED: RHS outside leading edge pole for an Airwave Calypso. Tired of waiting for someone to sort out Airwave's spares after it went under, so I am appealing to someone to help me back into the air! Phone Dave on 01892-519708 (1)

WINDSOCK
copyright © 1999 SHGC.
Opinions expressed in this magazine do not necessarily reflect those of the Committee, Editor, or the SHGC.

Small adverts are supplied by the advertisers and are reproduced here in good faith. Ads. free to SHGC members, otherwise £10 . . .
(cheques payable to SHGC).

WANTED : Chest mounted hangglider tow release. Ideally of the Koch / Legair design but any thing considered If you've got one or know some else who has please contact - Ian Foxwell 07957 666649 (1)

For Sale Magic Kiss 2 spare uprights and other spares needs new bottom rigging hence 180 ono Contact John Holland 0956 314 457 or Jonco@cwcom.net.uk (1)

Nova X Ray 26 Red 80Kg-115Kg Brand new 1 Flight only 15 Min £1650. Firebird Flame 85Kg-120Kg Red only got 16 Hours in 7 months Cost £2450 Sell £1195 perfect Condition. Freex Frantic + Violate 90Kg /125Kg Good Condition 11 Hours only £1000 Andy 01634 388067 0802 433412 (1)

WINDSOCK NEEDS PICTURES - send your photos to the PO box: Prints or jpg on floppy!

WINDSOCK ADVERTISING PRICES

No. issues	1/4 page	1/2 page	full page
1	£8.00	£14.00	£25.00
3	£16.00	£25.00	£44.00
6	£29.00	£44.00	£79.00
12	£50.00	£78.00	£126.00

Advert costs payable in advance - cheques payable to SHGC, please

Please send adverts as sharp A4 copies to the PO Box Address.