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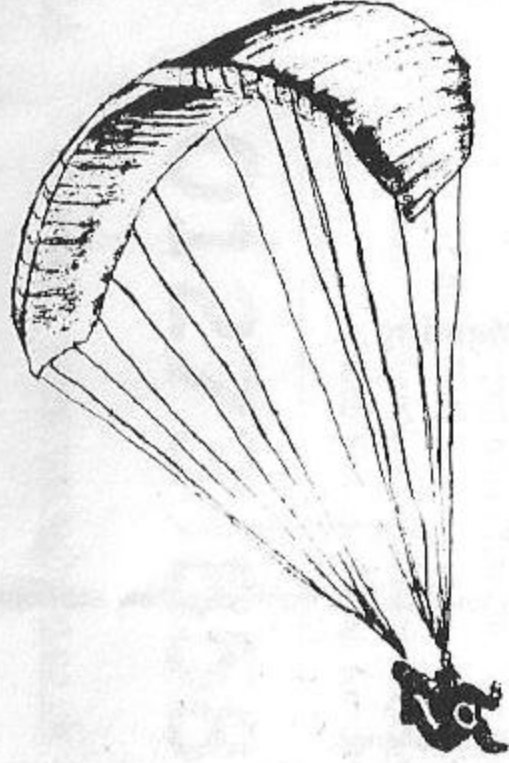
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February 2001

windsock

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windsock

Chairman's Letter

Hi all, no editorial this month as I am doing both jobs. For those of you who are not in the know, Diana has had an operation on her back and will be out of action for a while. I must be honest, having put together this month's magazine, I did not appreciate how much work it takes, it has been quite an eye opener for me. Please join me in wishing Diana a speedy recovery.

It will soon be that time of year again, time for the AGM, details of the venue and date can be found further on in this months issue. This year it has been decided to do something different. One of the main complaints about the AGM is that it is held on a Saturday night, the night most people go out for the evening. It was felt that this was a possible contributory fact to the low turnout plus the fact that AGM's are downright boring. This year the AGM will start at 5pm and is scheduled to finish at 9pm. 4 hours I hear you all cry, wait for it, the actual AGM is only scheduled to take up only 2 hours of this time. The rest of the time will be taken up by Jocky Sanderson spouting words of wisdom and unashamedly promoting his new video "Speed To Fly".

It is also planed to have trade stands and a HG / PG bring and buy stand. Your chance to get rid of your redundant equipment.

Finally if any of you have proposals for the AGM could you please forward to any committee members as soon as possible.

Thanks me done

Paul

Summary Following Committee Meeting

February 2001

- Diana now had operation, but still out of action, Paul to do "Windsock".
- Some organisations becoming more friendly towards free flight gives new site hopes.
- AGM 31st March, schedule to be jazzed up.
- 1 HG & 2 PG teams to enter (ex Airwave) club challenge.
- More Caburn Marshalling has occurred, but we still need improvement.
- RH thermalling people.



Club Challenge 2001

Hang Gliding

The club has entered 1 team into this years club challenge. Anyone wishing to take part could they please contact me "Ozzie Haines" ASAP

Para Gliding

The club has entered two teams this year with the additional possibility of entering a dual team. Would anyone interested in taking part please contact Dave Lewes on 0788 4072536.

Seven Sisters

The pilot flying a white gradient at the Seven Sisters Country Park on Thursday the 1st of February should know that he/she may have jeopardised very delicate negotiations to acquire a much needed westerly site. Please be aware that if it looks like a flyable site, chances are we are after it or have already been refused. Either way you are not helping. Just in case the pilot is not a club member, if anyone knows who this pilot is could they lean on him/her gently. Many thanks John L.

Paramotoring

I am keen to get the paramotorist's amongst us together this year for a club outing, competition, or just to see who's got the biggest? Interested ring or e-mail and we'll try to get together. John L. Tel :- 01273813482 e-mail :- Johnandshaz@yahoo.com



31st MARCH

AGM 2001

Venue - Hassock's Hotel
Hassocks (Near train station)

Agenda

5 pm - 6pm :- Jocky (Part 1)

6 pm - 8pm :- AGM

8 pm - 9pm :- Jocky (Part 2)

Trade stands and bring & buy sale.



Coaching by Trevor McLoughlin

Meetings

Well, not a lot to say about this one really. Because of a cock up by the landlord of The Wellington I had to bring it forward to the Wednesday. Unfortunately, because we didn't have a Windsock in January quite a few people turned up on the Thursday. I'd tried to contact as many people as possible, but I didn't get everyone.

I've got the hall booked for every last Thursday of the month for the rest of the year so there shouldn't be any more problems, but to be on the safe side give me a call if you intend going – just in case.

Thanks to everyone that did turn up. For a change we had more instructors and coaches than we did new pilots.

Irwin Jehu came along to meet everyone. As most of you know he now lives in Annecy in the French Alps. He has offered to give us a talk on XC flying out there. So I'll be arranging this sometime in March or April – watch this space.

Pilot Lectures

Let me know if you want to do the next lot. I've a few names, but still not enough to make it worthwhile. So come on, email or phone me and let me know if you want to join us.

Ground Handling

It has been put to me that there are a lot of people flying on our sites who could do with some ground handling coaching and that they may be interested if I were to organise a ground handling clinic. If anyone would be interested in such a thing – email me.

Sites Report by Will Greenwood

As you know, I have been actively looking for new sites both in Sussex and Surrey. Recently we (Ozzie and I) looked around the area NW of Brighton and looked at some potential new sites. A lot of this area is wooded, however we found a couple of sites with potential. Now begins the task of finding out who the owner is and trying to strike a deal.

Looking at an OS map it appears that there could be a few possible S/SE sites towards the Hogs Back and further west. This is where we shall look next.

If anyone has seen a potential site please contact me ASAP and advise me of it's location and I will investigate, my contact details are in this issue of "Windsock". If you travel 1 hr from the Dyke this gives you a large search area, so don't think that the site you have seen is too far away!

Recently I have been in contact with the local authorities over possible new sites closer to our existing sites and am currently awaiting a reply. As soon as I have something to report I will be in touch. "Watch This Space"



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Howard Travers - My Australian Adventure

On the 1st of January, I left the UK to fly to Australia to chasing a dream of flying cliffs never before flown with a paraglider. With no bottom landing, sharks, hundred of miles from medical help and very strong unpredictable winds, normally dangerous for flying a paraglider, I attempted and flew the longest unbroken cliffs in the World. In so doing I broke 3 New World records.

Leaving the relative safety of the UK, I bought an old car and headed West from Melbourne into the coastal desolation of the Nullarbor Plain. I have never experience a contrast such as working in the City of London and that of the complete isolation of one of the most under populated and barren areas of the world. 6,000 kilometres and two 2 months later, I realised my dreams. The following are my diary notes and photographs.

I hope you enjoy them

Howard

Part 3 - I feel the need, the need for speed cos it's going to be windy Week 2

Torquay is but a short drive down the freeway from Melbourne heading SW towards Geelong and then turn left as you get to the railway sidings. Torquay has all the appeal of a typical small English seaside town with two major exceptions. It's generally warm and the surf is excellent. No wonder the town swells from 4,000 people to 20,000 in the summer and you have the home of Rip Curl and Quicksilver.

Here I was to meet some of the local paraglider pilots in a friendly C comp. At the appointed time on Saturday morning 33% of the local paraglider pilots turned up - two. It's quite sad how few pilots there are in this area especially as there are so many cliff & hill soaring sites along the coast. Loads of hang glider pilots - not so many PG. Saturday was very windy. So Rob a local instructor took us down the beach to try a new flying toy, all the rage in Hawaii evidently. It looks like a cross between a paraglider and a Kite with an inflatable leading edge and 3 inflatable battens. For only 5 sq. meters this two string *Wipiki* kite pulls. So much so it can skid you over the ocean like a beach ball in a strong breeze or (with more practice on my part) on a surf board. A real blast.

At last Sunday my chance to fly. *Apco* tandem out, *Sup'air* harness and reserve in place, passenger in front and we took off. Small cliff, lots of sand below and a nice breeze. It took 1 minute to get down to the beach. There surrounded by spectators many with little or nothing on, I proceeded to pack up. So confident was I of staying up I didn't bring my glider bag down. How come small cliffs with bushy walk ways never look so steep or high when you are at the top? Anyway it was all good for the fitness ahhhhhh!

Monday it was flyable and I spent the morning seeing what top speed I could get out of the *Airwave XXX* & the *Apco Futura* tandem. I was basing my calculation on getting 55 - 60km on the XXX and 45 - 50km on the Futura.

My plan was to find a way of locking the XXX speed bar on a safe yet fast setting (I don't fancy holding it out for 3 to 8 hours. So I spend the first hour pushing the bar further and further out. Although the XXX glider has the Airwave reflex line configuration as it gets towards the end of the travel the pressure reduces and then it can quickly get a wing tip deflation. This is then followed by the other wing tip going and if you don't catch it quickly, by taking the bar off it, becomes ... er ... er horrible. One cravat later, a forced landing on the beach I found the point. That can't happen on the cliffs otherwise I'm shark meat!



Anyway I have spent the rest of the week travelling on the Great Ocean road. Beautiful scenery and some good flying. I may also have found my tandem passenger. Yes in the middle of Joanna beach close to Apollo bay I meet up with Harley, Wally, Moony and Kris. Initially I just took them flying for fun, later it transpired that they are spending the next month going on a surfing, caving trip and by complete coincidence planning to cave at Eucla. Nearly 2000km away from Eucla I find a passenger, an observer and a four-wheel drive support vehicle all looking to stay at the same place as me at the same time. Co incidence? Fate? Good luck? Or all of the above. Either way it was a prayer answered.

Anyway all the logos are on the gliders and most of the equipment tested. I just need to visit Map world in Adelaide, borrow two radios from the local Adelaide school and get a remote release button for the camera. Plan is to head out from Adelaide on Monday 18th of January. Everything is going to plan

Thoughts and Anecdotes

Continuing the theme of Australian naming conventions, I have found an anomaly. (The Australians always apply a clear, obvious naming logic to their country).

One of the main tourist attractions along the Great Ocean road is the sight of the 12 apostles. These are stone pillars rising from the sea. You can't actually see 12 (7 in actual fact) and why are they called apostles, they don't remind you of apostles. Then I found out the reason. In the early 50's the name was changed to make it more attractive in keeping with the landmark. It used to be called the Sow and Piglets.... What can I say!

Part 4 - Count Down to the Cliffs - Week 3

The count down had truly begun. Fifty days after deciding to leave Blighty, I was on the verge of arriving at old Blighty (The Great Australian Bight). Certainly a far cry from my life working in the City. Here driving east along the Eyre Highway, the long straight road gave away nothing, but the occasional sign warning me to look out for Kangaroos, Possums and Camels. After every kilometre the little white sign on the side of the road counted down how far to the border, 252km; 251km. Border Village just 6 minutes drive from Eucla was my ultimate destination. Being the West Australian and Southern Australian Border all the maps and roads start there; 250km to the Border.

Neither the great Bunda cliffs or the Nullarbor Plain had yet started, but the landscape was changing. The Bunda cliffs stretch for 200km along the coast, unbroken by inlet, estuary or gap, to form almost the entire southern boundary of the Nullarbor National Park. Behind the cliffs there is nothing but emptiness. The Nullarbor Plain is so called because there are no trees (Latin - Null Arbor).

I felt great trepidation a knot in my stomach. Over 150 years ago when Edward Eyre made the first land crossing of the Nullarbor he wrote, "Distressing and fateful as the continuance of these cliffs might prove to us, there was a grandeur and sublimity in their appearance that was most imposing, and which struck me with admiration". Long words but you are struck in awe at this place

I had read the guides, scanned the Internet, explored the libraries, studied detailed maps (mostly showing ocean) bought the postcard, but I hadn't physically seen them yet or got the T-shirt. I felt the suspense like a terrible yearning. 237km to go. The wind is still very strong from the south-east. Strong wind warnings were issued until Friday. I would use today and tomorrow to finalise everything and prepare. Waiting and patience for the right conditions would be key. Patience was one of the things I really never had before I started flying 10 years ago. I hope, I had learned my lesson well as I would need it.



The road is so straight, I can drive with one knee while tapping away on my little *Psion* organiser, looking up every 2 or 3 keys to see if there might happen to be a car, animal or for real excitement a curve!

227 - I caught a glimpse of the sparkling white dunes of the bay.

224 - There they are again. These dunes to the east and the Delisser Sand hills to the west mark the boundary of the 200km cliffs, the longest unbroken section of cliff in the world.

220 - I waved at a car. Either side of the road the only vegetation that exists is the hardy trees and strong shrubs. We are not on the Nullarbor yet but the trees are becoming more widely scattered, more stunted and everyone bent towards the north, its windy here, the car is being blown off the road.

The good thing about the breeze is that it is keeping the car cool. The seat belt is rattling in the wind like the halyards on the rigging of a sailboat.

206km - Everything has just gone flat. Looking north there is nothing but wild grass and scrub. One, two, three, four trees, well large shrubs as far as the eye can see. It is such a big sky. As I travel west I look left and then right, I see nothing but scrub a big sky and a straight road ... and a sign to the head of Bight. Closed at the moment by the Aboriginal Community, but it is a favoured venue for whale watching from May to October. Evidently 60 or so Southern right whales and their calves come north from the Antarctic to breed in the relatively warm waters of South Australia. It can be 40 degrees and still the water is as cold as it is in the UK.

No sign of life. That is apart from the swifts in aerial combat with the flies (no shortage there!). It is midday and I guess only mad fools and English men only go out in the midday sun. I guess I qualify on both counts!

I haven't seen a great deal of wild life yet. The occasional lizard crossing the road and the crows which walk off the middle of the road where the carcass of one of the nocturnal animals have fallen fowl of the road train or by a car now probably displaying a big dent in it. It's just so flat. 250,000 sq. km of limestone. One of the best examples of Karst scenery, complete with caves and blow holes. My geography teacher would have been proud of me, yet my English teacher may not have been so pleased reading this.

180 clicks to Western Australia. The turnoff to the cliffs will be soon. The actual cliffs start 28km from the border. For a 300 km out and return, the track to the 150km mark should be about now. 174km there it is. Long, straight and un-metalled. My trusty steed the 1982 Holden rumbles and bumps its way along. Its very un-nerving, it's still windy, very hot and there isn't a sole around.

I drive and realise that I'm nervous. I'm sitting up from my seat. When paragliding I would have a drink of water, I do the same and calm down, slightly. I'm wishing I had a 4 wheel drive car but saying it under my breath just in case the Holden can hear me. It's doing brilliantly. Suddenly in the distance the flatness of the shrubbery gives way to a border of blue. I'm close now very close. Wow - it's so lonely and desolated here. I park about 10 meters from the edge just at the start of the back wind rotor caused by the wind striking the cliff and rolling over it. I feel the sun on my back and walk eagerly now to the edge. I can see the large swells building, the whitecaps caused by the strong wind, taste the first spray and peer in wonder at the sheer grandeur of the cliffs, stretch as far as the eye can see.

Below the sea relentlessly smashes against the foundation of the cliffs benignly eating away the rock, as it has done for millions of years. The sheer up draught is extraordinarily powerful, yet step 3 meters back and there is hardly a breath. I pick up a small twig and throw it over the side. Without hesitation is catapulted high in the air and lands 30 meters behind the cliff. I try a larger stick, same again. I try a broken branch about the length of my arm and about as wide. It spins from my hand, hesitates in the up draught and then with some pain accelerates up an over my head. The power is awesome. I pick up a flat rock doubting the cliffs ability and spin it like you



would on a flat lake into the breeze. The cliffs respond by picking it up and throwing it over my head landing a meter from my car. I got the message.

Now to find a turn point and marking the point on the GPS. I also get the windsOck out to test the rotor in case I have to top land. I'll be lucky to get this far but that's what dreams are about. Everything done I start to follow the track along the cliff only to get almost bogged down in the sand. 15km from anyone I decide to return back the bumpy way.

Next stop 131km to the monument shown on the map. The car is feeling the journey.

Something's wrong. I must check the tracking and the tyre pressure. Some cumulus clouds form inland - the first I've seen all day.

As I continued west I watched one of the true aviators of the Nullarbor, a large Wedge Tailed Eagle. It swooped low over the road and pushed forward towards the cliff only 300 meters away from the road at this point. Its' glide took it lower and lower, it flapped through the rotor and dived over the edge. No sooner had it disappeared from view it accelerated skyward with not even the slightest ripple of feathers.

Having investigated all the lookouts, marked out potential 200km and 100km turn points and the start of the cliffs I had had enough driving and excitement for the day. It was getting dark and my watch said 9:30 but that was probably wrong as I had passed into another time zone here. Either way I was tired, my eyes grew heavy I had to stop for the night. Up ahead in the distance I saw a flickering light... Border Village, my home for the next few weeks. (Talking about an Eagle made me think of the Eagles song but this wasn't California).

More next issue.

Dead 'ard

Three hang glider pilots, one from Wales, one from South Africa, and the other from Tyneside, are sitting around a camp fire in Laragne, each embroiled with the bravado for which they are famous. A night of tales begins.....

Taffy the Welshman says, "I must be the meanest, toughest hang glider dude there is. Why, just the other day, I landed in a field, scared a crocodile loose from the nearby swamp which ate six men before I wrestled it to the ground... and killed it with my bare hands".

Jerry from South Africa typically can't stand to be bettered. "Well you guys, I lended after a 200 mile flight on a tiny trail ind a fifteen foot Namibian desert snike slid out from under a rock and made a move for me. I grebbed that bugger with my bare hinds and beet it's head off ind sucked the poison down in one gulp. Ind I'm still here today".

Kevin the Geordie remained silent, slowly poking the fire with his penis.

Mike Seminara
(Our Malaysian Correspondent)

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Overseas Paragliding Trips 2001

By the time this Windsock hits the streets, we'll be at Hotel California, Spain, for a return visit with a motley group of SHGC members. Hopefully the weather and flying will be as good as usual - we can be sure that the hospitality will be! Many of our customers return with us for many trips - they are our best advert - come and join them!

**Next Up in our calendar is another journey to
Epidavros, Greece - March 24 - March 31**

Beach landings, coastal and inland sites, mild SIV a possibility (for those "pilot" tasks?), early CP's welcome... a great warm-up for the coming British season. Brush up thermalling technique on these mellow sites, and take the time to check out the amazing historical sites nearby. £395 for CP's, £349 for BHPA "Pilot" rated customers, or for members of Sky Systems "Pilot Scheme"

**In September (15th-22nd), we will be venturing to the
French Alps, with an option to end the trip at the one and only
St. Hilaire Flying Festival, (22nd and 23rd) to witness the masquerade
flights, the film festival, and allow us to fly in some very mixed company
ourselves!**

**We'll be returning to EPIDAVROS: October 6th-13th, and
13th to 20th for more Grecian aviation.**

**7th-14th December 2001 will see us all return to the superb sites of Tenerife
for our annual Canary Island flying extravaganza.
Just ask our customers from last year how good this one is!**

**Call us for more details, or check our web site for pictures from the
trips and new information as it becomes available!**

**More trips are planned -
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CLUB WEB SITE

www.shgc.demon.co.uk

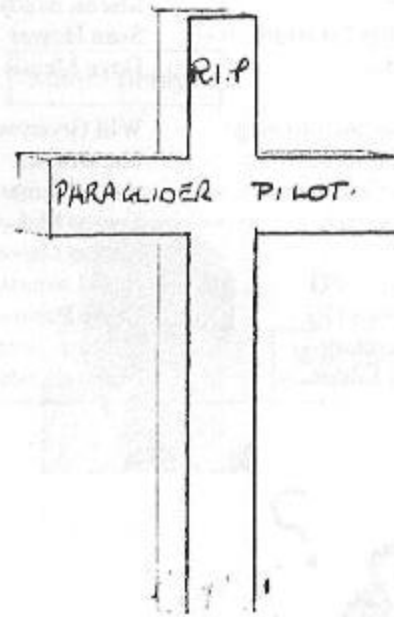
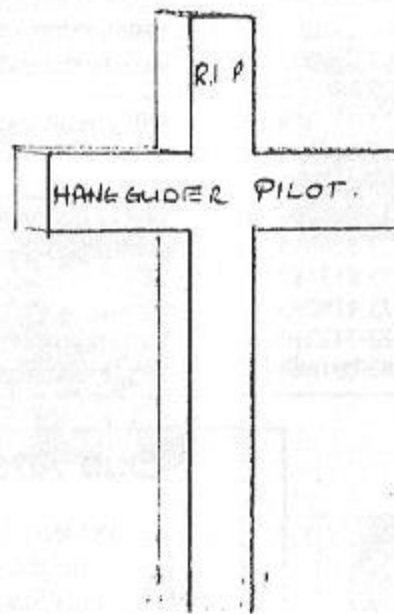
Aerotow Information Line
01273 486657



The views expressed within this magazine do not necessarily reflect the views of the Committee or SHGC



THE CLOUD POLICE,



"THOUGHT YOU HAD SEEN ME, BUT DID NOT WANT TO SHOUT, OTHERWISE SOME ONE WOULD HAVE WRITTEN TO COMPLAIN IN "SKYWINGS"

News

Advertising Costs

Monies due each month should accompany the month's advert, and these are to be sent to the Editor. Cheques are to be made payable to the Southern Hang Gliding Club. The prices as from 1st July 2000 are as follows:

Double Page	£40.00
Back Page	£25.00
Full Page	£20.00
Half Page	£12.00

Those who prefer to pay forward, for a 12-month period, would benefit from a discount off these prices, which would equate to an 11-month cost, i.e. 8.33% discount.

Temporary Members

Our Club welcomes visitors but they must pay required club fees when visiting our sites, otherwise the club will be forced to become a 'closed' Club. Please pay a Committee Member or Coach the subs due, which are £5.00/day, £5.00/weekend, and £10.00/week. Committee members will hold a membership list and receipts will be issued. All temporary members must be able and willing to show their BHPA card as evidence of 3rd party insurance.

Visiting Overseas Pilots

Visiting overseas pilots can fly free for 3 months. Please send a photocopy of your insurance documents to the Club address. Please also familiarise yourselves with English air law.

'Windsock' Copies

Spare copies will be sent to the schools and Stewart Swanton, to be made available to any interested person enquiring about schooling.



News

Important Notice Re Steyning Bowl

Although Steyning Bowl is in the current site guide, please note that Steyning Bowl is no longer a club site as from 1st January 2001. Will Greenwood

Modeller's Bowl

Hang gliding and paragliding pilots must not fly below 250ft above take off over the modeller's bowl, whether they are flying or not. Four white posts mark the boundary.

A Timely Warning

As winter draws near, just a quick memory jogger to remind you of the low evening sun, setting in the West. We have all been there, thinking that the air in front of us is clear and suddenly finding another glider dropping down out of the sun a lot closer than we would like it to be. **You have been warned.**

Coaching Meetings

Coaching meetings take place at 1930 hours at the Wellington, Seaford on the last Thursday of each month. Trevor McLoughlin would be pleased to welcome all pilots with varying experience including Coaches.

Note to All Schools

Membership forms for those pilots joining the SHGC through your school should show the school's stamp. For this, membership forms can be supplied in Word format. Please contact Sean Howes at email address membership@shgc.demon.co.uk.

Reward Offered!!

To anyone that can supply the hang gliding 'longest flight' shield or can shed light on its whereabouts. Please contact Ozzie Haines on 01273 418293.



News

Make Hay Whilst The Sun Shines!

Whilst the bottom of the Dyke is in stubble, i.e. harvested and the straw bails removed, we can use the whole of the field for landing. Will Greenwood

Volunteers Needed

Is there anybody in the club who is HG or PG Winch Operator/Coach rated who would be interested in setting up a winch group? Please contact Will Greenwood on 01273 477388.

The Alan Jackson Appeal

Nick Smith tragically was killed in April of this year whilst flying Alan Jackson's Bagheera. The glider still remains impounded with the Coroner/Police. Furthermore Nick's family has indicated that they would rather not see Alan fly it again, once it is returned, and Alan's feelings mirror these sentiments. As a club we thought it would be supportive to raise enough money for Alan to buy another glider. At the Xmas 'Bash' this collection was started. There are 424 members within the SHGC and with just £5 from each of you this could easily be possible. Please would you seriously consider this, and send any monies you feel you can part with to me, made payable to the ALAN JACKSON APPEAL FUND. Thank you.

Diana Riordan, Windsock Editor

Club Flying Challenge

This year I hope to run the Inter Club Challenge, formally known as the Airwave Challenge. Any interested low time, intermediate or advanced pilots please phone me so that I can organise the teams. Ozzie Haines 01273 418293

Cross Country Flying Weekends

I will be going to Wales again next year (2001) for long weekends. If you would like to join me, watch this space, as I'll be letting the dates in 'Windsock'. In the summer, around June, July, I intend to go to Lareng in France for at least a week. So, again, if you are interested, please let me know. Ozzie Haines 01273 418293



Hang Gliding Coaches

Richard Arthur	0208 744 3159
Martin Brady	01444 233346
Will Greenwood	01273 477388
Rowan Gilpin	01444 242239
Ozzie Haines	01273 418293
Chris Jones	0208 579 2830
Kelvin Kincaid	01483 428653
Dave Matthews	01273 857163
Eddie Royal	0374 289610
Ron Richardson	01689 856723
Dave Massie	01403 268601



Paragliding Coaches

Steve Brewer	01403 710739
Adam Goodsell	01273 711190
Jerry Hansen	01273 461783
Jim Hardiman	0208 311 0683
John Lancaster	01273 813482
Dave Lewis	01273 589787
Michael Lockerbie	0208 690 3638
Jon Munro	01793 852483
Barry Philpott	01444 482225
Simon Oliphant	0207 476 5490
Mandy Sharpe	01273 589787
Stewart Swanton	01273 732219
Dave Massie	01403 268601



noticeboard

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SKY SYSTEMS WINTER SALE!

10% OFF THE FOLLOWING BRAND NEW, NEVER FLOWN GLIDERS:

Ozone OCTANE medium yellow.

Gin BANDIT medium blue.

Gin BOLERO medium purple.

Edel CONFIDENCE medium yellow.

BARGAIN OF THE YEAR:

NOVA AXON 26 *BRAND NEW, NEVER FLOWN!* £1,000

Call 01273 556695

Gin Bonanza. Small 70-85kg

DHV 2-3. Good condition
white/red.

£800 ono.

Tel Dave 01273 696864

Ozone Proton. Large. 14hrs. Near new

condition. Serial class with stability and
great performance. £1100.

John Clayton 01206 560705.

ITV AGENA 28, ACPUL 12A, low airtime,
excellent condition, still crispy. **SAS 3 HARNESS +
CUSTOM SAIL RESERVE**, £750 o.n.o.

Tel: James 01903 535608

or e-mail: jplarrive.freespace@virgin.net

Edel Promise. Small 70-90kg

DHV 2. Excellent condition low
hours blue. £1100 ono.

Tel: Dave 01273 696864

AIREA SESSION Med. 80 -110 kg. Purple 20 hrs Max.

V. Good condition. One careful lady owner! Good stable reliable wing.

DHV ½. Recently serviced. £700

Interested ? Call Marion on 0208 3090285 or e-mail MAZZAFM@aol.com



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EDEL ATLAS, large ex demo, yellow. Low hours. Excellent condition c/w harness/backplate. A safe first C.P. canopy. Bargain @ £1,100 or vno. Rod - 01444 811414

REDUCED: Advance Sigma 4, large, 32 hours, as new. 2 tone blue ('Wave') with Rap harness, large Profly reserve, vario, instrument panel, new Charly helmet with radio connector. £1,500 the lot. Mel 01730 821544

Avian 160 Cheetah (comp) topless hang glider, perfect condition, good handling and performance. Comes with carbon base bar, manual etc.
£2700.00
Tel Will 01273 477388, mobile 0850 811704

Gin Bandit. Small 85-93kg DHV 2. Excellent condition very low hours blue/red. £1200 ono. Tel: Dave 01273 696864

Nova Phoenix medium, low hours. Ideal first glider. Includes new flying helmet & Sky Systems harness (+ backplate). £400.00 o.n.o. Tel Rich on 01435 813162 or 0385 778369

SUP'AIR PRO-FEEL HARNESS (L). 1 year old, good condition. Inc Sup'Air 17cm mousse type back protector. £240
Contact: CARLO Mobile 07884 49 66 70 Tel 01273 858 170 email: aerogenus@community.co.uk



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WINDTECH QUARX 29 (95-115kgs), speed range 22-52kph. See info on Quarx at www.windtech.es. White with blue/pink flash logo. www.Business-Auctions.com logo on under surface. Selling due to getting new comp glider for Championships next year! Well flown but plenty of life left! Unsheathed lines but I can get sheathed lines if wanted.
£800
Contact: CARLO Mobile 07884 49 66 70 Tel 01273 858 170 email: aerogenus@community.co.uk

APCO BAGHEERA, Medium, 90kgs - 105kgs. Sheathed line, DHV 2 version (But would suit experienced active pilot only). Nearly new condition, only flown for 3 weeks due to change of sponsor. Royal Blue. £1000 - Bargain price! No SIV, well treated, fantastic glider. Glides as well as, if not better than, the best Serial wings, but has a safer DHV rating! Contact: CARLO Mobile 07884 49 66 70 Tel 01273 858 170 email: aerogenus@community.co.uk

Who wants to buy the very glider that won the **Nationals**? Purple, low airtime, good nick, never looped, etc.
Microlined **ACPUL 2/3** serial comp glider.
GBP 1500 ono
e-mail offers to stephen.purdie@dwtc.co.uk (soon!) or call (07979)714346

Desperately looking for a place to store my hang glider in the South West London area. Who knows of or has a dry shed/garage within 20 minutes reach of Wimbledon? Please contact Alexander at: 0799-059-5393 (mobile) or Alex@Mildarablasseeurope.co.uk