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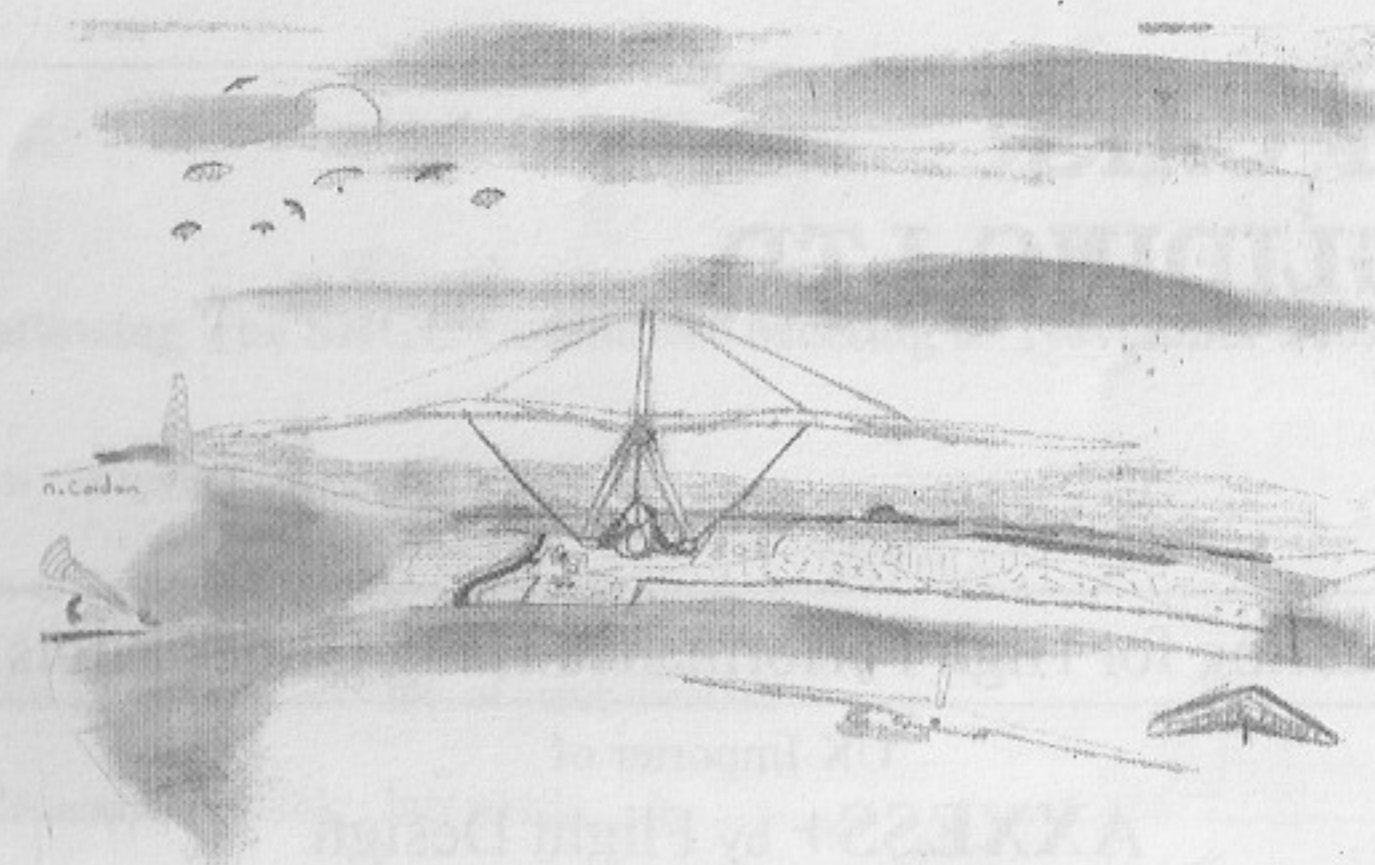
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The Southern Hang Gliding Club's Legal Two Way Radio

WINDSOCK

November 2002



The Sky's The Limit



Editorial

Tis I your editor again. This bit gets harder to write every month, without being too repetitive.

This months cover picture was done by my son Nathan and as mentioned in last months letter it would be nice to put pictures, drawn by others members children, on the front page of the magazine.

Thanks must go to Paul for article on his SIV course. It makes interesting reading.

Claire Page has stood down as the clubs membership secretary. Claire is moving shortly and unfortunately is unable to devote the time necessary to carry on with the job. I am sure you will all join me in thanking her for all the hard work she has put in over the last few years and to wish her all the best for the future.

As per normal all articles will be greatly received either by e-mail to :-

WindsOck@shgc.demon.co.uk or paulcoidan@onetel.net.uk

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Chairman's Letter

Bah! Humbug! Christmas! Already the retail therapy season is upon us. Time to reflect on what we should have done this year, and look forward to next year's epic XCs, we hope.

A while back, I asked for opinions on how we might alleviate overcrowding problems at the Dyke, and, as usual, no one replied. This seems to have changed, at last, and a lengthy debate has ensued on the club's email forum. If you don't have access to this, please join in with an old-fashioned letter to the editor. All ideas considered! In the meantime, it looks like the gales and rain will solve the problem, temporarily, at least.

One of the solutions to overcrowding is to launch by winch instead. No longer will sea breezes or a Westerly wind end your day, just point the winch another way around. We have arranged a meeting early next year, to gauge your interest. Please attend this meeting if you are interested. If you don't attend, it won't happen. Remember that winching is a co-operative effort - everyone needs to put something in as well as take it out. you just can't pay someone else to do it for you.

See you at the Christmas do.

Regards
Dave

Summary Following The SHGC Committee Meeting 6th November 2002

- Email Forum changing to shgc.org.uk address.
- New cabinet at Beach Head for the flags
- SHGC bonfire a great success - lots of scrub cleared.
- Christmas do tickets available - buy now!
- Dave Smith taking over from Claire Page as membership secretary - many thanks to Claire.
- Thefts from cars parked at Firle - take care.

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Christmas Dinner Menu

Starters

1. **Soup** (unknown)
 - served with bread and butter
2. **Prawn Cocktail**
 - Served with bread and butter
3. **Nicoise Salad**
 - vegetarian nicoise salad available on request

Main Course

1. **Traditional Turkey Dinner**
 - With stuffing, sausage and bacon roll and cranberry sauce
2. **Beef & Yorkshire Pudding**
3. **Double Chicken Breast**
 - With a chasseur sauce
4. **Fillet of Salmon**
 - With a creamy broccoli and asparagus sauce
5. **Brie & Redcurrant Tart**

All main courses are served with two kinds of potatoe and vegetables

Desserts

1. **Christmas Pudding**
 - With a brandy sauce
2. **Pancakes**
 - With red fruits and cream
3. **Profiteroles**
 - Followed by

Coffee and Mince Pie

STARTERS

MAIN COURSE

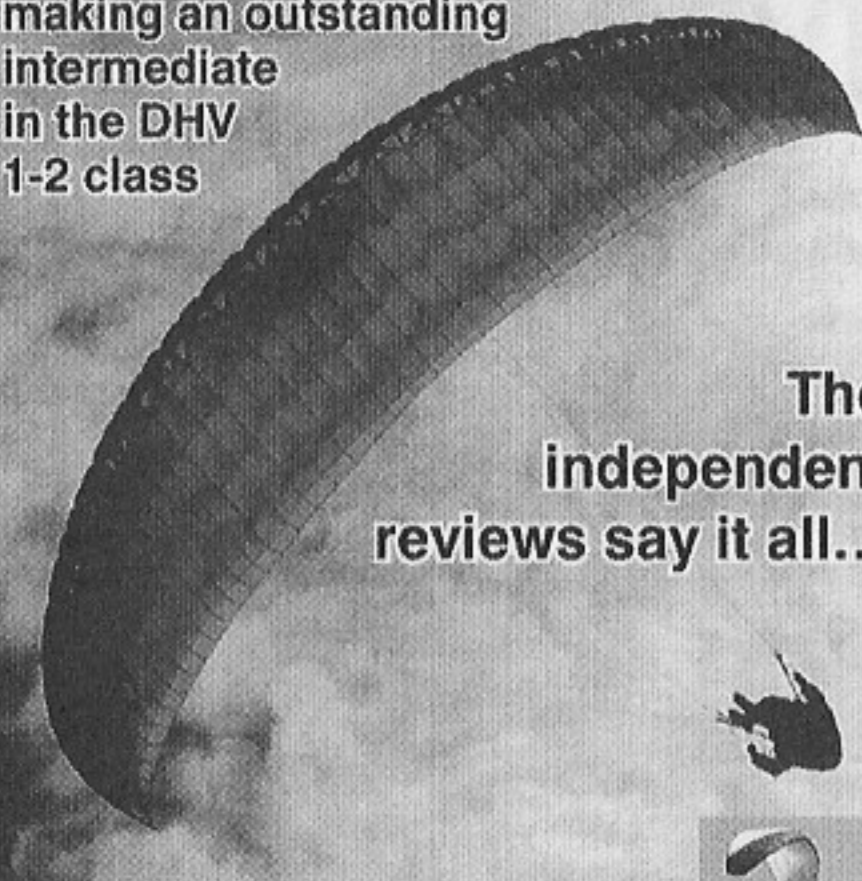
DESSERTS

	Please Mark Menu Choice NAME	Soup	Prawn Cocktail	Nicoise Salad	Veggie Nicoise Salad	Turkey Dinner	Beef & Yorkshire Pudding	Double Chicken Breast	Fillet of Salmon	Brie & Redcurrant Tart	Christmas Pudding	Pancakes	Profiteroles
1													
2													
3													
4													
5													
6													
	EXAMPLE		X			X					X		

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The Windtech team have succeeded in making an outstanding intermediate in the DHV 1-2 class



The independent reviews say it all...

Gleitschirm (No.1 Austrian) Magazine:

"The revolution is to be found inside the wing..."
"The quality and finish of the wing are altogether excellent, and all the materials used of very high quality"
"... all an obvious sign of the excellent attention to detail and high quality standards that Windtech maintain."
"The launch characteristics are totally well-balanced."
"Flying the Serak there is nothing too much and nothing too little."
"The whole tuning is just perfect for an intermediate."
"... really quite impressive" and "extraordinarily stable"
"The Windtech team have succeeded in making the Serak an outstanding intermediate wing in the DHV 1-2 class."
"... a wing with outstanding security and maximum performance..."
"This well-balanced wing enables XC pilots to reach their goals stress free."

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Skywings (No.1 UK) Magazine:

"It is simply extraordinary to get this combination of razor-sharp handling and solidity."
"The Serak possesses that rare quality of being very solid yet very manoeuvrable."
"The Serak's ability to change direction in the twinkling of an eye and its high trim speed make for a delightful glider."
"It's quite simply one of the most responsive 1-2s about." "you can simply dart about and make the most of it."
"You'll also be able to turn inside those who fly too wide in thermals without any stress or effort."
"The Serak offers large amounts of manoeuvrability without the need to constantly control the glider in pitch, one of the drawbacks of some other nimble gliders."
"In the air the glider strikes you straightaway as very agile." "energy retention is excellent."
"... speed range on the brakes is very good..." "Energy retention is also very good and the glider feels very solid."
"Brake pressure seemed ideal (even flying slowly with plenty of brake isn't tiring)..."
"... even at the very bottom of the weight range it is capable of running rings round a good majority of gliders."
"It feels very quick on full bar even when flown at mid-range weights; several other pilots flying alongside commented on this."
"Inflation pressure seems to be high and the only minor collapse I had popped out very quickly without intervention."
"The Serak is up there with all the other high-end 1-2s in terms of sink rate, glide, workmanship and quality of materials used. Where it stands head and shoulders above the rest is in its manoeuvrability, inviting comparisons with gazelles or swifts in the field of nimbleness and agility."
"With the Quarx behind them and now the Serak, Windtech are acquiring a reputation for building well-constructed gliders with very good handling."



Parapente (No.1 French) Mag:

"The Serak is very manoeuvrable and light on the brakes"
"The Serak handles from the tips of one's fingers, with lightness and with pleasure" "Very solid and very usable accelerated!"
"I even abuse the accelerator in lift, it's such a regal delight!"
"Here's a glider that knows how to live; you demand, she executes, without inertia, with precision" "She is very fun to fly"
"Pure performance... the Serak rests in most excellent standards..."
The Pluses: Manoeuvrability; The fun side!
The Minuses: None!

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"Oh Shit" and the Power of the Mind

I had been "flat" flying for long enough to feel that I was in a perfect position to enjoy my first advanced flying course, feeling confident that I had the experience not to have too many "OOOOOH SHIIIIIT!!!!!" Moments. Deep inside I wasn't so sure....

Why did I want to do an SIV course? The obvious "How to do X, Y and Z", yes most definitely. I also wanted to evaluate my pilot skills and hoped for the opportunity to test my mental ability to deal with the unpredictability that lies at the heart of paragliding. Doing it under the guidance of a tutor in a boat, with radio and fishing tackle seemed ideal.

Who to go with? For me there were two options, either Jockey Sanderson or Russell Ogden. My candidate would be based on three additional considerations: Me, me and me: "Hard of hearing", "Millions of questions" and "An infinite appetite for personal attention". I gave Russell the odds.

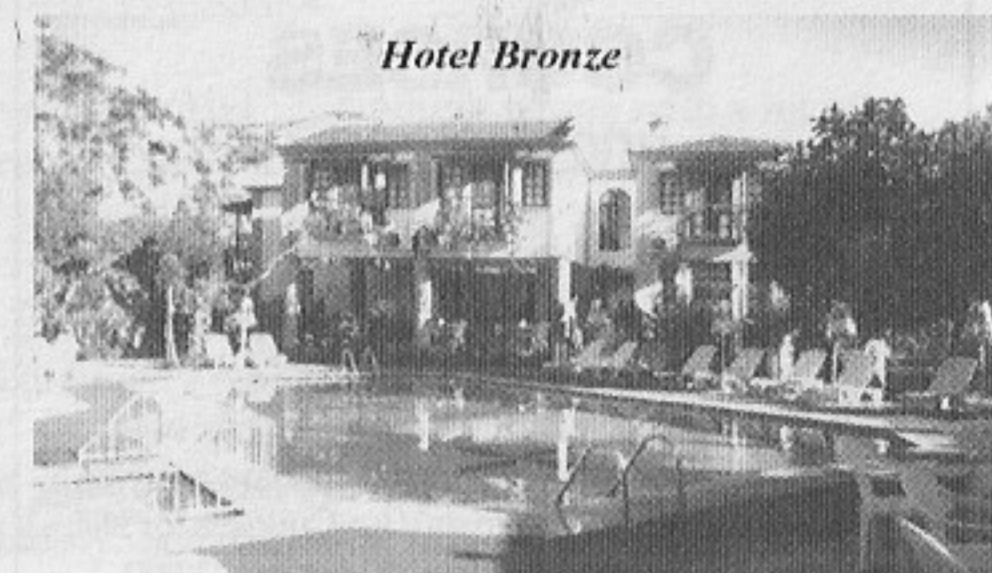
I sorted my gear and watched Jockey's "Security in Flight" video a few times the week before. To complete my preparation I allowed a "sensible" amount of my suppressed South African "Do or Die" attitude surface. I was ready, not sure for what but I was ready.

We eventually left Gatwick at 21h30 after a delayed stop at the Sports Bar. Final destination: Lüdeniz.

Dragged myself out of bed at 10, stumbled to breakfast where I was met by laughter, blue skies and warm air... boy come home... it had the makings of a great week.

After breakfast it was over to Sky Sports for a detailed briefing from Russell and Rob on landing. My interpretation: Put your wing on the mat, don't hit the tourists, don't hit the sea, don't approach over the town and don't fcuk with the tandem pilots... 'nough said.

Next stop, take-off for an acclimatisation flight. Well... 1st stop forestry fees. Couldn't see any heavy armor but wasn't taking any chances... handed over a few million. 2nd stop... Tyre exploded... A short delay and another truck came to a screaming halt in a cloud of dust... err... Can we borrow a jack please? ... next truck ... A wheel spanner would also be handy. The spare, which looked like it had been around since before time itself was fitted and we were off once more.





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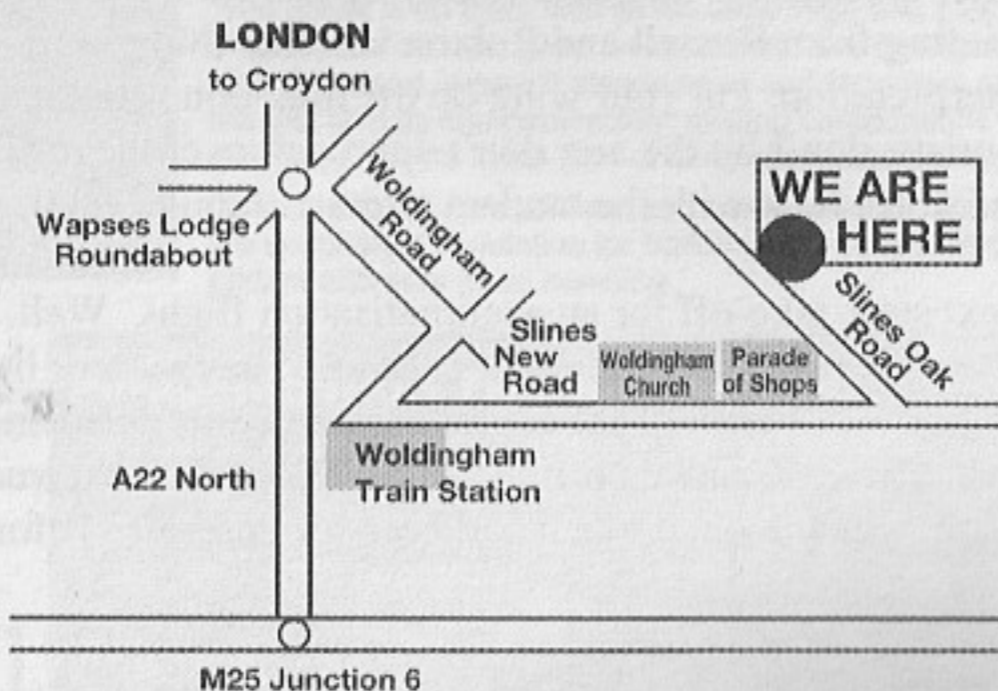
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"Rock-to-Stop"

The rest of the trip was "interesting"... Ever had to entrust your life to someone despite all your senses screaming not to? A word from Mick and I was looking at the rocks. The mountain had been pushed skywards with enormous force. Bits of broken rock stacked in curving, flowing patterns to an amazing 1800m. Good thing really, as the Turkish drivers would otherwise have had to rely on handbrake cables instead of the customary "rock-to-stop" technique. Could have been South Africa...

Take off seemed a bit unforgiving and rocky, crowded and frequented by light thermals rolling up the face. I was short of breath... thin air. Perfect for an "Oh Shit" moment. Confidence in my abilities, a detailed TO brief, a private word with the R's, 20 min of lurking and I was set to go.

Accuracy, a firm hand to compensate for density and good ground-handling skill as back up was what was required to get off cleanly. I needed all three ... inflate, control... control... more control, turn, run and fly. No worries.

I potted around the mountains for a while playing in the inversion restricted thermals and finally headed for the beach. The next day we would start. I was overflowing with confidence.

The evening's entertainment was... Well let's just say we were "Micked"... nothing wrong with a bit of Irish know-how. I watched myself take-off on the "big screen". Didn't look quite as composed as I thought I was...

After breakfast we were given an overview of the activities for the coming week. The course seemed to be progressively structured, starting with small "Oh Shits" and gradually building up to the finale: The full stall.

The pre-flight briefing took the form of a relaxed discussion and consisted of what to do and how to do it, with ample time for questions and answers. I was a happy bunny. Seemed to be reasonably straightforward; Turn reversals, pitch control, followed by wingovers.



On Top

Rob was at TO to calm the nerves, make sure all went smoothly and to direct the launch sequence. His basic comment: "I'm here to help"... but ... "your life is your own"... A one liner that seemed to explain all that we were trying to achieve and led to much comic relief throughout the week.

The flight over the plateau consisted mainly of getting use to the buoyancy aid, which felt very uncomfortable and restrictive. It too had a life of its own. I moaned of course but Russell insisted and after the second flight and a few post-TO adjustments I had almost forgotten that I was wearing one. Putting it under the top layer seemed to help.





Turn reversals went OK. A few tips during the maneuver and immediate improvement. My timing left a lot to be desired. This would prove to be my Achilles Heal.

Pitch control and my first "Oh Shit". "Pitch the wing in front of you" came the instruction. "Don't be ridiculous" replied my brain. Pitch control... Ha! Instead, breakfast was doing the bouncy-castle thang in my stomach. Wingovers seemed particularly un-appealing after that.

I landed feeling nauseous, disappointed and annoyed. Russell came up to me during lunch with a smile on his face. He seemed to know what was going on in my head. R&R's de-brief cleared a few more things in my mind and highlighted some of what I was doing wrong. The closing remark: "This is an SIV course and not a kindergarten class!" All righty then... The afternoon consisted of a trip up... and a trip down. Launch appeared to me to be in cloud, others disagreed...

Rain and strong winds were forecast for the next day. "A few more lessons in Irish hospitality then please..."

Monday was spent lounging with a spot of volleyball while keeping an eye on an enormous thundercloud forming over the bay. As "weather experts" we could of course afford to continue our game long after all the locals had legged it. The winds dropped and all was calm. It was time to find shelter. Coolness ensured that nothing more than a casual stroll was required to reach the Buzz Bar. It hit seconds after we got under-roof. It was a spectacle not to be missed. Driving winds and horizontal rain followed the eerie calm. Shower huts and beach chairs went a play-play.

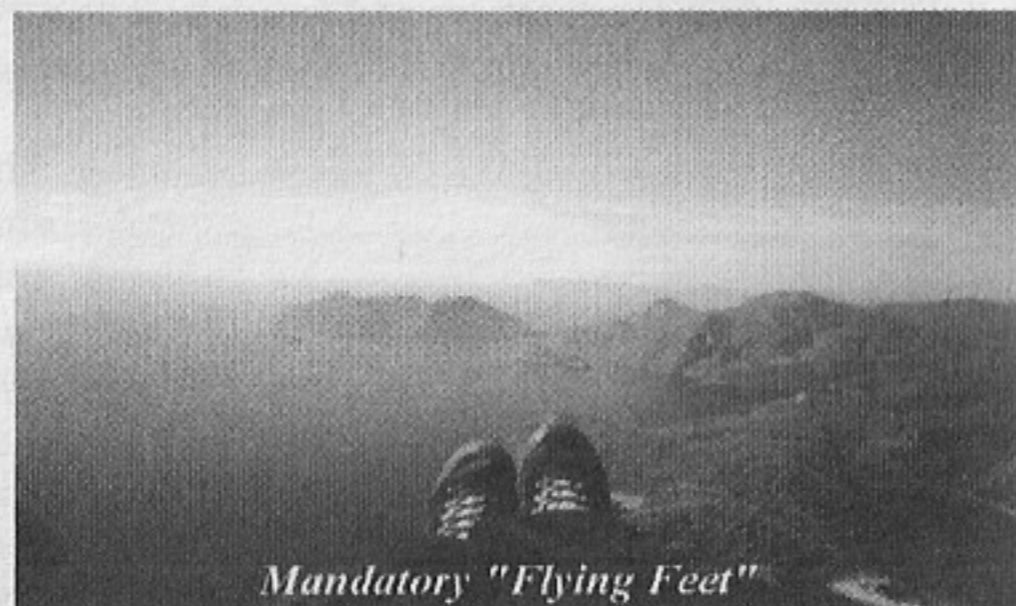
Tuesday's brief was on rapid descent techniques: B-lines, spirals and wingovers for good measure.

We used the lower TO for the 1st time. Mick was launching before me. He laid his wing out, unclipped and was on his way over when a dusty came through. Perfect inflation. Seconds later his wing & harness were about 20m above us, slowly spiraling over the back... Fortunately they landed safely on the road behind us. A round of applause followed. It was an amazing thing to see.

A small "Oh Shit" preceded B-lining; Straightforward and uneventful.

Spirals were fun. Looked at my wing and saw it drooping to one side. Increased input and it parked right in front of me as I watched both tips fold in. "Remember your heading and burn off the energy more slowly next time" crackled the radio after I had come out. There were no "Oh shits".

Wingovers saw me lose half my wing. No pressure control. The first I knew about it was the airtime my left cheek was getting. By the time I had reacted, I only had a tip to deal with. Two pumps and all was OK. Never had such a big deflation. No "Oh Shit"...?



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DHV2

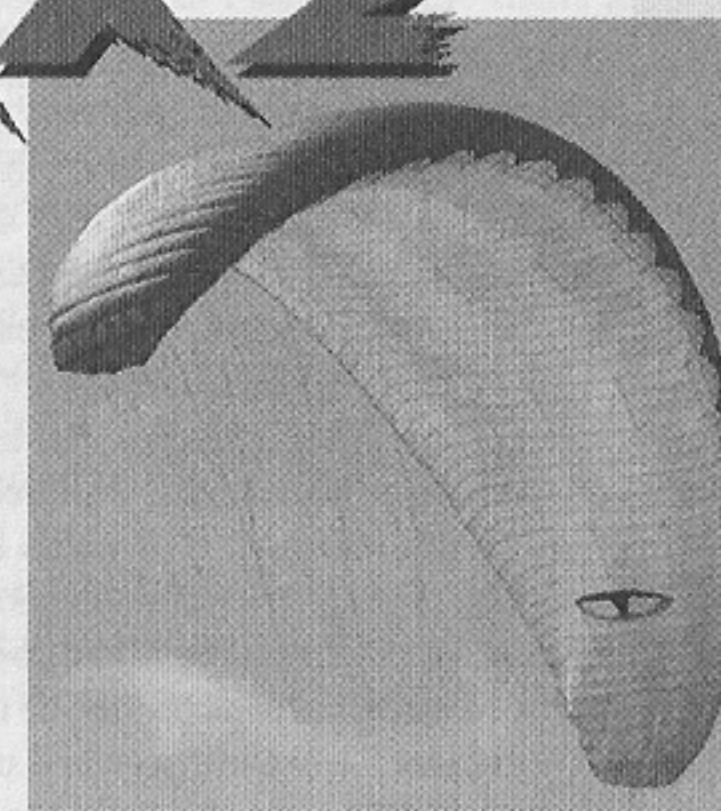
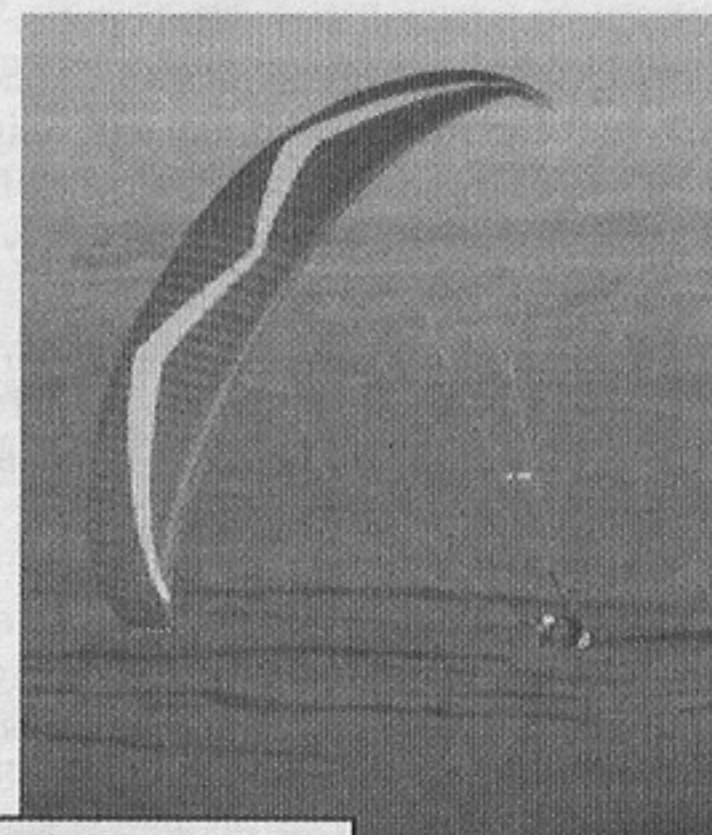
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- Windtech's own completely new rib design across the whole of the glider, with some totally independent parts of the under-surface, help the glider keep it's shape better, improve turning co-ordination, and again make the Quarx 2 more solid and efficient across the speed range.



A word from Windtech:

"We don't need to hide that this is one of the most difficult projects we have ever developed, as improving on the Quarx seemed an impossible task. No one else has really managed to improve on the Quarx's superb combination of handling, performance and safety, but now, using everything that we have learned and developed over the past 3 years, with completely new innovations and design developments that have gone into gliders like the Serak, Tucan, Tonic and the Syncro, together with many refinements in all aspects of the production & manufacturing process, finally we have done it!"

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The afternoon was a repeat of the morning's events. Another big deflation and again no "Oh Shit"... What was going on? I had to wait another two days before all became clear.

It had been a great day. Although the limits of my skills were becoming obvious I didn't appear to be phased by un-planned events. All was going well.

Wednesday was very exciting. It was "tuck" day or supposed to be anyway. 1st up was symmetric tucks. The mandatory "Oh Shit" preceded me reluctantly pulling my A-risers down. I let go and my wing "popped" back without incident. I was ready to do it again. "Paul, just give your brakes a jab ... you're in a deep stall ..." "Huh???" I was clueless... "And again" sounded the radio. The third time I was deep on the brakes and let up... no surge. "I want you to do a full stall please..." I tucked my legs in, telling them to stay put. No prostitutes on this flight. I pulled the brakes down and locked my arms. I watched the wing mush behind me to form a horseshoe. "Hey this looks just like in the video", I thought. I waited for the slack to be taken up and told myself to release as soon as the mush appeared in front of me. This was going to be textbook stuff. Was it feku! The wing came forward all right, forward like a hissing mamba. It was all over the place. No part of it was in front of me for more than a millisecond. Felt like the wheels had come off... teddies everywhere. My untimely and unrestrained weight-shift must have aggravated the situation even more. I looked down to see my right leg pointing to the heavens in what appeared to be a mating ritual with the serpent above my head. I listened to the radio and before long I had transformed the snake into what felt like a gentle B-line descent. I was "flying" a full stall! Once again the whole maneuver transpired without the by now familiar "Oh Shit" feeling.

Next was another spiral dive. I pitched into it, round and round until it was level again, centered my weight and let my hands up. It was going round and round all on its own. Time to exit. Brake... nada... round and round... weight shift... nada... still round and round ... Brake and weight shift and a lazy response. A good glide to the beach with oodles of height to spare... past the first row of deck chairs anyway... Job done. I was pleased with myself. My pilot skills had let me down again but my mind was ticking A-OK.

It was my most enjoyable flight. Busy yes, scary no. There was simply no time for any "Oh Shits". Russell's comment: "You think too much, just do it". This was something Liz had also been harping on at me for some time now. I had no idea what they meant until that moment. The point was to be hammered home the next day.

The afternoon was reserved for a-symmetric deflations. Take off was tricky. The wind kept switching from north to south with frequent spells of nothingness. Clouds were forming on either side. People were being carted from one TO the next. We stayed put. Time to play haki (??) sack.

There was an opening in the cloud and it was time for me to go. My first forward launch, followed ... by my second attempt... Practice required. As I got off I could see that the hole in the clouds would be long gone before I got there. Decision time. Either left, or right around the bank of cloud. I chose the "straight through the middle" option. I took my final bearing on the sun before submerging into the white stuff. I'd flown in fog, around the edge of clouds and had temporarily been cut off from the ground by lower level cloud but had never had it all around me like this. I still don't know what to make of it. Wonderfully weird I suppose. My "cloud" flight lasted no more than a minute before I could see the faint outline of the sun again. I can now



begin to appreciate the disorientation others talk of when flying in cloud; Perfectly homogeneous, zero perception of depth. A compass is the next thing on my shopping list. My Octane seemed positively disinterested in flying only partially inflated. As soon as I let go of the risers it re-inflated almost instantaneously. It was quite relaxing after my morning flight.

I was building a fantastically big "OOOOH SHIIIT" in my mind. Yesterday, when I had not time to think, I was fine. I'd been thinking about it sub-consciously since last night and all was slowly turning to shit. I went to my glider, unpacked and got ready. By chance, there were two aborted launches. My turn. I flew off and all was OK. My mind relaxed. I had other things to think of now, my buoyancy aid, thermals to plough through etc. I performed four controlled "flying" full stalls, a few search for stall and spin exercises and wingovers That evening we went to the Flying Dutchman. I had a juicy, thick and tender steak grilled to perfection. Yummy!! A few drinks followed but somehow, the mood seemed more subdued than normal. Even Mick was quiet (er??). It couldn't be the full stalls planned for the next day, could it? I had performed my first one in "anger" today and everyone else had done SIV before. No big deal. I put it down to the exhaustive teachings of St. Mick and made nothing more of it.



The next morning the mood persisted. The trip up was a tad somber and felt a bit "Oh Shit". Despite the launch sequence everything was taking just a little bit longer than normal. I was somewhere in the middle, glider still in the bag. What was going on? The penny dropped. without any "Oh Shit" problems.

I landed feeling elated and exhausted. It had been a hard week. As predicted all the information would sink straight in. I was however totally unprepared for the amount that I would have to absorb.

The afternoon ended up being a mellow delayed scratchy top to bottom.

Thermic flying was the plan for our last day but a flight in stable air took us to the end of a fantastic week.

My thanks to Russell and Rob at Sussex HG & PG for organizing the week, to all at Sky Sports for letting us use their facilities, to the drivers who brought us to the top safely without fail, to the friendly staff at the Hotel Bronze and to Mick, Ian, Ian, Charlie, Aiden, Chris, Martin, Rachel, Pete and Janet for making this trip one for the memory banks. Between the late nights, bar brawls, rock fights and lawsuits, I'm surprised we got any flying in at all.

I don't believe I would ever have achieved or learnt as much as I did in such a short space of the time had it not been for the R's. Their radio manner, in-flight input, pre- and post-maneuver briefings and willingness to listen and offer advice at any time made a huge difference to me.

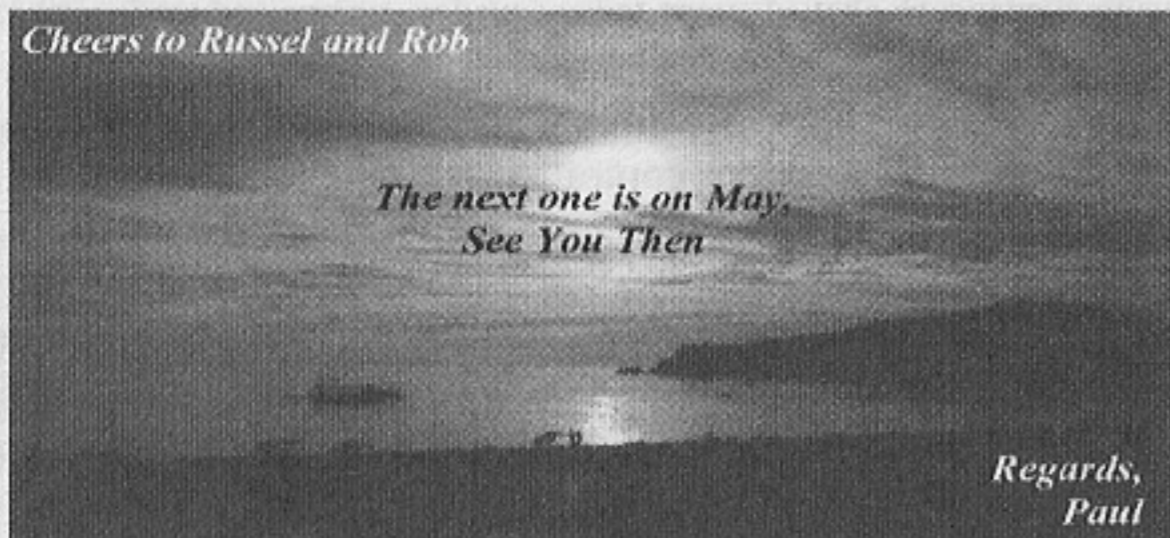
Did I achieve the goals I set at the beginning of the week?

SIV Maneuvers; Yes. My pilot skills need plenty of work but I now have a better understanding of what, how and especially when. All that is needed is practice, practice and practice.



My triumph was that of mental attitude. I feel confident that I can cope mentally with what paragliding has to offer at my level. Does this guarantee my safety and mean that I can now go and do helicopters in the middle of the Himalayas? No of course not. Does it mean that I can progress my flying career with confidence? Absolutely.

Paragliding to me, is a thinking man's game, but as I found out, sometimes the best train of thought is none at all...



'D -aviation.'

BHPA approved school:

.....dare to deviate.....dare to aviate:

Tandem Paraglider Flights.

D-aviation tandem vouchers by return - ideal gift for **Christmas** and special occasions. Special rate for SHGC members, their friends and relatives..... £55 inc. Tandem pilot coaching/tuition and assessments..... p.o.a.

CP - now what!

Just passed or about to pass your CP or been CP for sometime but the flying hours seem as illusive as ever or perhaps you're just rusty or had a lay off. Busy club sites can be tricky but you probably don't want to return to school. Informal coaching here and abroad could be the way forward. We know the sites, we know the local weather, we are flexible, we have lots of experience and we have the time. Want more airtime - call us and discuss what YOU need.

Trips for 2002/3.

Lanzarote: Nov 28th - Dec 5th or Dec 5th - Dec 12th.....A few places left if you're quick. Sea...Sun....Surf....&....Flying.....**In December?** **D-aviation** are returning to a luxury villa in Lanzarote for the fourth year for our usual pre-festive jaunt - join us for some winter sun and flying. Accommodation, breakfast, car hire, guiding.....£375.

Agodonales: Andalucia...Late Feb 2003!!....Venue of many competitions including the British Nationals. Join us in Southern Spain for some winter sun - 1000m launches, CP friendly take off and landings, cheap flights to Malaga. Includes, transfers, minibus hire, local guiding, retrieves, twin en-suite accommodation.....£399.

Tel: Dave Perrin 07769692951

dave@d-aviation.co.uk

www.d-aviation.co.uk



Coaching Column By Trevor McLoughlin

Studying

With my 'Pilot' lectures underway again a few people have been asking me what books they should study. In my revision notes I list quite a few books that I've used to source the information - just recently though I've re-discovered a real gem - literally. I first saw this book three or four years ago, but never really paid it much heed; I should have done. It's the Collins Gem book on weather (ISBN No. 0-00-472272-8).

It's only very small, but it's the ideal book to have in your glider bag or pocket for those days you're sat on the hill waiting for the weather to improve or whilst awaiting a retrieve. It only costs a fiver, but if you're quick you can pick one up in one of the 'Sussex Stationers' bookshops for only £3.99 at the moment. It's full of colour pictures of all the different cloud types, with sections on weather fronts and winds plus loads of other very useful information. Treat yourself - I insist!

Pilot Lectures

Despite only seven people pre-booking their places, I set up the lecture/function room for more (just in case). It's as well I did; TWENTY-FIVE people turned up. Luckily, we managed to expand into the poolroom without any problem. We had people from Portsmouth, London & Essex make the effort - I'm impressed. Maybe apathy doesn't rule completely after all... :-))

Twenty of them have asked me to get their exam paper, so we should have a few more 'Pilot' rated people on the hill for the New Year.

Seaford Meeting

Our map reading evening went quite well, with my opening line being "Ok guys, tonight you'll be teaching me about map reading." I wasn't far wrong, as this is a topic I've never been very good at, but I tried to put the basics about Latitude & Longitude, magnetic variation and the National Grid across. It's not a subject we really need to know in great depth, but I think the basics are important. With lots of handouts I'd prepared and a few strained brains we got there in the end. I think everyone left with a better understanding of the subject; I know I did. ☺

Our next meeting will be on **Thursday 28th November** - as always in The Wellington, Seaford at 8 o'clock. We will be talking about a cross-section of topics plus we'll have another of our question & answer sessions that have proved so popular. **This will be our last meeting this year, so don't miss it - the next one won't be until January 30th 2003.**

Questions & Answers

Only a few of you sent in answers, but like I said it wasn't a competition. None of you got them all right by the way. Here are the answers to last month's questions:

Christmas Party
Saturday 14 December.
 Bring a bottle, something to throw on the barbie & a tent/van

Doodlebug
 We are still Doodlebug agents and remain happy to demonstrate the best FLPA since sliced bread.



The Old Station, Glynde
 Tel : 01273 858108 Fax: 01273 858108

Demo Gliders

Gradient Bliss 26	80 – 100kg	Afnor Perf.
Gradient Onyx 26	80 – 100kg	Afnor Std
Windtech Tonic (All sizes)	60 – 120kg	DHV1
Windtech Serak (All sizes)	60 – 125kg	DHV1/2

If you want us to get you a demo glider – just call and we'll arrange it!

Varios

Show your partner the latest Brauniger, the Pilot. This vario has everything you need from a vario, at a fantastic price of just £160, gift wrapped in the classic Brauniger cloth bag!

We also stock all manner of stuff, even Andy Chipling Sky whistles! If you want it and we don't have it, we'll try and get it for you within 48 hours!

Special Offer - Yaesu VX-110 2 metre radios £130 !!

Paramotoring

We have a constantly changing selection of second-hand power units – call Windy John for the latest details.

We're agents for the new Rad MXL, so light – less than 17kg yet 50kg of thrust!

Winter is a'comin' & it's gonna get seriously cold up there!
 Have you got a good enough flying suit & gloves?

GIN Winter Gloves

40g Thinsulate lining and neoprene cuffs. Reinforced fingers for big ears & flying with wraps – definitely the best around and a must for winter. Still a Xmas gift at £29.95

Flying Suits

We stock a wide range of stylish & practical winter and summer weight suits from £120

Boots

We stock the best, Hanwag's latest ball bearing boot at £139, though we also have Steglairs, Stadlers & Scarpas etc. should your loved one not love you quite enough!

Foreign Trips

We are now taking advance bookings for our Tenerife trip in the New Year (including winter half term for any parents or teachers!) For Piedrahita in late summer & for our Himalayan experience XC course next autumn – put that one in your diary...Awesome!

Books & Videos

We have the usual range of books &c. but you really must see the latest SAT video, just out
Public health warning – Your attitude may be seriously affected by these videos! £25.00

Used Kit For Sale – Go on, give my kids new shoes this Xmas!

Gliders

Gradient Saphir 2000 28	85-110kg	DHV2/3, Ex demo, as new	£995
Nova Vertex 24	75-95kg	DHV2/3, Spotless, as new	£895
Nova X-Ray 20	65-85kg	DHV2, Very good condition	£700
Nova Axon 26	85-105kg	DHV2, as new	£800
Nova Axon 26	85-105kg	DHV2, Slightly faded	£350
Nova Xyon 24	75-95kg	DHV2/3, Good condition	£400
Nova Xyon 26	85-105kg	DHV2/3, Good condition	£400
Nova X-Pert 26	90-120kg	DHV3, good cond.	£poa
Windtech Silex	80-110kg	DHV3, good cond.	£poa
Airwave Ten!	80-100kg	Thin sky gods only. As new.	£poa

All of the above open to offers – give us a call

Reserves

A perfect flying xmas present from your mum! The most important bit of kit you'll never use. We stock a range of reserves to suit every taste!

Thinking About Getting Back into flying?

We can offer intensive coaching to bring you back up to speed.

Equipment Hire

Glider etc., rental to get you back in the air with a minimum of expense!

Worried about your aluminium karabiners?

We now have Stubai's new stainless steel paragliding karabiners at £14.99 each

Why did it take so long for the paragliding world to catch up with hanggliders??

**Air Law:**

- 1) 3000ft
- 2) The left.
- 3) Visibility 5km or more, 1000ft clear of cloud vertically and 1500m horizontally.

Flight Theory:

- 1) Divide the span by its mean chord (a pretty rough calculation).
- 2) The heavier a wing is loaded, the faster it has to fly to generate the same lift.
- 3) A theoretical line passing through the centre of the curvature of the leading edge and trailing edge that also runs parallel to the root.

Meteorology

- 1) Cumulus congestus.
- 2) This is where the contained moisture reaches 'dewpoint' and condenses to form cloud.
- 3) Descending.

Here are some new questions for this month:

Air Law

- 1) How old must you be to fly a hang glider solo in the UK?
- 2) When can a tandem pilot charge a passenger for a flight in the UK?
- 3) With CAA permission, what's the maximum height you can tow to?

Flight Theory

- 1) What is 'form' drag?
- 2) In which direction do 'wing tip vortices' rotate?
- 3) What gives a paraglider its yaw stability?

Meteorology

- 1) What is a mock sun, and what's its proper name?
- 2) What do you call it when you suddenly get a blue hole in an otherwise overcast sky? This was seen only a couple of weeks ago.
- 3) What is wind shear?

BRAZIL XC 2003

Paragliding XC Trip 7 February – 1 March 2003

Run by Carlo Borsattino and Mark Watts

We're running a 2-3 week thermalling and XC course for paraglider pilots in Governador Valadares, Brazil in February 2003. GV is without doubt one of the worlds best paragliding locations, offering superbly reliable XC conditions in a very friendly flying location. It's absolutely the perfect winter destination for British pilots! You could also extend your trip to spend some time in Rio, and maybe go to the *Mardi Gras Carnival* - truly an unforgettable experience!

We are offering expert thermalling and cross country instruction with radios, transport to take off and retrieve. Our comprehensive local knowledge of the area, together with years of experience as instructors, fly-guides, and top XC pilots, will ensure that you make absolutely the most of your trip. You will learn a HUGE amount from this course, and come back to the UK fully primed to make the most of the British XC season!

The course is aimed at pilots who have some experience of thermalling, and XC tuition will be tailored to the individual. Flying together on radio with your in-flight guides you will fly longer, further, and safer. We will also be giving complimentary theory sessions (for those who want it) on general flying, thermalling and XC technique.

Take-off at GV is a large grassy hill 900m AGL (1123m ASL) effectively covering all prevalent wind directions. The wind at launch is usually a gentle thermic breeze. The flying conditions normally consist of light to nil wind with wonderful big easy thermals which are to be found in abundance! As it is very warm here, some people fly in only shorts and a T-shirt at cloudbase! The thermals are generally from light to medium strength (0.5-3m/s), occasionally stronger (4-5m/s+). Cloudbase is usually between 1800m and 2500m AGL. Landing is generally very safe and easy, the locals are friendly, and there are good main roads for retrieve.

Carlo has been flying for 9 years, with over 3000 hours airtime flown at over 400 sites in 30 different countries, in all kinds of conditions. He is a licensed BHPA Senior Paragliding Instructor of 8 years standing, tandem rated, and has instructed at different schools in the UK and worldwide. Carlo has represented Britain in many top level paragliding competitions (around 60!) and has been a member of the British Paragliding Squad for the past 3 years. He was British paragliding squad 'Team Mentor' for the Paragliding World Cup in Mexico January 2002, and has run many paragliding XC courses to South Africa, France, and Spain. He has flown extensively in Governador Valadares.

Mark is a Top National XC league British Team pilot. Mark has many of the local records from Southern Hang Gliding Club sites, and frequently manages amazing flights when no one else does! How does he do it you ask? As well as an extremely talented pilot Mark is also a great instructor, always ready to impart his flying and cross country tips to all! He spent 5 weeks in Governador Valadares last year, and is very keen to go back again and again!

WHAT YOU WILL NEED

Compulsory - glider and harness (just checking!); reserve (recently repacked); 2m radio with ability talk (and hear!) in-flight; speed system; compass; adequate travel and medical insurance; sense of humour and adventure!

Recommended - GPS; drinks system; shorts, sandals, sunnies, and plenty of suntan lotion!

You might need - head for heights (my, aren't we high!); air sickness pills (round and round we go!); nappies (for when you just can't hold on any longer on those epic loooooooooooooong flights!); party hat (and head!); chastity belt.

The price includes

- Transfer (from Rio to GV)
- Hotel accommodation (best in town)
- Excellent breakfast and air con
- Full detailed local area briefing
- Thermalling and XC tuition
- Theory sessions (optional)
- Transport to take off
- Daily brief on weather conditions
- Daily flight / XC brief on take off
- Cross Country guidance with radio
- Expert guidance and local knowledge
- Retrieve

Prices

2 weeks - Friday 7th February - 22nd February : £800
3 weeks - Friday 7th February - Saturday 1st March : £1100
Flights - you need to pay for your own (approx £450-£500)
Meals and drinks - (approx £10 per day)
 Spaces are limited! Your deposit confirms your place!

To book your place, or for more info, contact:

Carlo Borsattino
 Tel / Fax: 01323 871 383
 Mobile: 07884 49 66 70
 email: carlo@windtech.co.uk



Marshalling Rota

Date	Type	Name	Telephone Number
30-Nov	Both	Peter Perry	01293 402908
	PG	Terry Clark	01892 725699
	PG	Mark Edwards	07956 983718
1-Dec	HG	Susan Brooks	01273 857163
	PG	Glenn Haddock	020 7733 2012
	Both	Edward Brede	07751 070668
7-Dec	HG	Richard Parkin	01795 475553
	PG	Mandy Sharpe	01273 589787
	PG	Graham Craigie	01895 678256
8-Dec	HG	David White	01622 745382
	Both	Rupert Dodds	020 8408 8100
	PG	Jonathan Collyer	01403 254130
14-Dec	HG	Duncan Goodyear	020 7736 7385
	PG	Teresa Burlington	01732 833127
	PG	Mikal Dunn	020 7888 8857
15-Dec	HG	Peter Howe	020 8397 7482
	PG	Jo Cory	01273 204943
	Both	David Bradshaw	01243 837215
21-Dec	HG	Ozzie Haines	01273 418293
	PG	Barry Busby	01628 624788
	PG	Christopher Brogan	020 8991 1707
22-Dec	HG	Anthony Marfleet	01424 753964
	Both	Ian Grayland	01323 720977
	PG	Mat Clarke	01403 822930
28-Dec	HG	Richard Lever	01628 824926
	PG	Frank Golding	
	PG	John Churchill	01903 263602
29-Dec	Both	Murry Brown	01895 625747
	PG	Nick Gillard	01273 680575
	PG	Steve Burles	01233 661726
4-Jan-03	HG	David Elsdon	01273 478712
	PG	Christopher Riordon	01403 891683
	PG	Robert Symes	01273 890080
5-Jan-03	HG	Daniel Hamblin	01403 211813
	PG	Dave Lewes	01273 589787
	PG	Chris Joel	01273 611643

If you cannot marshal on the day allocated to you, it is your responsibility to find a replacement, i.e. ring someone on the list to agree a swap and advise the changes to all marshals affected

'D-aviation.'

Paragliding Coaching – Another Way:

Through many years of free flight training D-aviation instructors have learnt time and time again that teaching and coaching in small groups, with the emphasis on the needs of the individual, is the safest and most rewarding way to learn to fly – for both pupil and instructor. Obvious you might say, I agree, but it is sometimes very difficult to achieve this in the real world and many people give up along the way or gain their CP in spite of the system rather than because of it. However, more and more individuals and some larger commercial enterprises are now striving to provide a more personal service so that overcrowded classes and queuing to take advantage of the day's conditions will hopefully become less of a problem. As with most learning experiences getting kitted out and qualified to paraglide – even though it is usually a long haul - is just the beginning. Most schools offer varying degrees of support for their new CP's, but are they flexible enough to optimize conditions to suit the needs of an individual pilot, ie. **you**, on a particular day?

Newly qualified pilots are necessarily keen to explore their club environment and club sites. The schools may not use, or avoid, some club sites on particular days because of over-crowding or the demands of their EP pupils or at best because they are just very busy. The result is that most newly qualified CP pilots want to leave the school environment, albeit with some trepidation and maybe even a little prematurely. However, I think that most new CP pilots would be the first to admit that they need and would probably welcome some ongoing help with their flying during those crucial months after gaining their CP and joining the local club - this is where the local club coaches come in.

Most clubs have coaches who help introduce newly qualified members to the club and help with advice about flying, conditions and site assessment etc. They do a great job and the whole club system would fall apart without them. However, they cannot be everywhere and you have to actively seek them out - or just fluff a few launches and they will seek you out! On busy days and most weekends the red ribbon to club coach ratio can be such that it is not always possible to get the attention of a club coach when you need it or for as long as you need it and of course they want to fly as well - this is where D-aviation comes in. We can both complement and supplement the local club coaching system – we are not trying to replace it.

We do not offer ab-initio training so we do not have hordes of beginners and EP pilots making demands on our time. We are a small specialist school concentrating on coaching, tandem flights and foreign trips. Therefore on any given day we are most likely to be on the hill that you want to fly. Our UK coaching is complemented by our guided trips abroad which will further expand your flying knowledge and experience. If you take advantage of our coaching service you will also be eligible for a preferential reduced cost place on our trips abroad or if you sign up for one of our trips we can offer pre-trip coaching.

If you are new to the club we can introduce you to the various SHGC sites and Club Coaches. If you are planning to go flying you can call us in advance to check that the conditions are suitable for you. We can pick you up from the bottom of the hill and get you back in the air as soon as possible. During those early soaring flights, when you are striving to perfect your basic soaring and thermaling skills, we can help optimize conditions with the use of radios. Being in radio contact with an experienced instructor can give peace of mind on those busy soaring days and make the difference between an enjoyable soaring flight and a two minute stressful top to bottom. Add to this a thorough pre & post flight briefing and D-aviation can help to make your transition from School to Club as smooth, safe, efficient and enjoyable as possible. Before too long you should be familiar with the club sites, the club coaches and an increasing number of your fellow club members. You should become more confident with your basic flying skills and judgment with regard to site assessment and weather and soon be a more independent flyer on your way to your 'Pilot rating'.

The key to successful coaching lies in adapting to the needs of the individual. Some people will need a short period of intense coaching, some a more relaxed longer period, while others may need just a few choice words! The level and nature of coaching varies depending on the character of the individual pilot, their flying experience, their life experiences and the amount of time they can devote to paragliding. Therefore, we offer different levels and periods of coaching complemented by one-on-one sessions as necessary.....give us a call to discuss **your** needs.

D-aviation 07769692951

www.d-aviation.co.uk

info@d-aviation.co.uk



CROSS COUNTRY PILOTS for 2002 (Final results 2002)

Longest XC on a PG Competition wing inside Sussex	104.0	Mark	Avax RS (L)
Longest XC on a Serial (2/3) PG wing inside Sussex	76.5	Carlo	Windtech Syncro (M)
Longest XC on a PG Serial (2) wing inside Sussex	54.3	Ghandi	Windtech Quark (S)
Longest XC on a PG Serial (1/2) wing inside Sussex	55.6	Michel	Ozone Vibe (L)
Longest XC on a PG Serial (1) wing inside Sussex	13.8	Alison	Apco Fiesta XS
Longest XC from Sussex on a Hang Glider (Tow Launched)	108.0	Johnny & Dave	
Longest XC launched outside Sussex (Foot Launched Topless 2)	135.0	Dave	

Note that all Cups are yet to be decided. Also Something funny going on here? Charlie Merrett has done a lot of distance yet doesn't figure very well in the tables. I propose that next year we adjust the Handicap league to multiple Novice Pilots by a factor of ten, to show the real value of their achievements?

Sussex Weekend PG & HG Handicap League

The individual totals are adjusted by a weighting factor based on the performance of the aircraft class and the ease of launch i.e. Paraglider (factor 5) Competition Paraglider (Factor 4) . Class 5 or Competition Hangglider (factor 3) other Hanggliders (factor 4)

Adjusted Total	Factor		Actual total						
989.0	5	David Newns	197.8	54.3	46.2	36.8	24.0	20.5	16.0
901.5	5	Michel Carnet	180.3	48.9	45.7	34.7	30.9	13.3	6.8
708.8	4	Mark Watts	177.2	83.7	59.1	34.4			
540.0	5	Dave Lewis	108.0	45.0	31.8	24.2	7.0		
509.7	3	Oz	169.9	75.4	56.0	38.5			
426.0	3	Johnny Carr	142.0	108.0	34.0				
382.5	5	Carlo Borsattino	76.5	76.5					
324.0	3	Dave Mathews	108.0	108.0					
193.2	5	Alison Webb	38.6	13.8	13.0	11.8			
175.0	5	Peter Impey	35.0	19.0	8.0	8.0			
138.3	3	Will Greenwood	46.1	46.1					
71.5	5	Charlie Merrett	14.3	14.3					
69.0	5	Scott Bassett	13.8	13.8					
56.8	4	Dave Massie	14.2	14.2					
35.0	5	Steve Purdie	7.0	7.0					

Sussex PG Weekend Open Distance

Straight line distance getting as far away from take-off as possible (flown from Sussex at weekends)

David Newns	143.5	46.2	36.8	24.0	20.5	16.0
Dave Lewis	108.0	45.0	31.8	24.2	7.0	
Carlo Borsattino	76.5	76.5				
Michel Carnet	70.4	45.7	13.3	11.4		
Alison Webb	38.6	13.8	13.0	11.8		
Mark Watts	34.4	34.4				
Peter Impey	35.0	19.0	8.0	8.0		
Charlie Merrett	14.3	14.3				
Scott Bassett	13.8	13.8				
Steve Purdie	7.0	7.0				

Sussex PG Weekend League

PG XCs flown from Sussex at weekends (green = triangle flight)

David Newns	197.8	54.3	46.2	36.8	24.0	20.5	16.0
Michel Carnet	184.9	48.9	45.7	34.7	30.9	13.3	11.4
Mark Watts	177.2	83.7	59.1	34.4			
Dave Lewis	108.0	45.0	31.8	24.2	7.0		
Carlo Borsattino	76.5	76.5					
Alison Webb	38.6	13.8	13.0	11.8			
Peter Impey	35.0	19.0	8.0	8.0			
Charlie Merrett	14.3	14.3					
Scott Bassett	13.8	13.8					
Steve Purdie	7.0	7.0					

PG MARTINI National XCs

Mark Watts	409.4	104.0	87.9	83.7	74.7	59.1	50.0
Michel Carnet	298.6	76.3	55.6	48.9	45.7	37.4	34.7
Simon Oliphant	290.7	73.5	58.9	55.0	47.6	29.3	26.4
David Newns	213.8	54.3	46.2	36.8	26.6	25.9	24.0
Dave Lewis	152.1	45.0	33.0	31.8	24.2	10.1	8.0
Charlie Merrett	99.3	22.2	18.0	17.8	14.3	13.8	13.2
Dave Massie	98.7	25.4	18.0	17.6	13.6	12.7	11.4
Carlo Borsattino	76.5	76.5					
Tim Jackson	44.5	23.2	21.3				
Alison Webb	38.6	13.8	13.0	11.8			
Peter Impey	35.0	19.0	8.0	8.0			
Mark Benson	16.0	16.0					
Scott Bassett	13.8	13.8					
Steve Purdie	7.0	7.0					

Ridge Runs

8	9	Wkend	21	Alison Webb
15	6	Wkend	13	Alison Webb
10	8	Wkend	7.7	Alison Webb
13	7	Wkend	3	Michael Shaw

**Sussex PG (any time of the week)**

Mark Watts	412.2	104.0	83.7	74.7	59.1	50.0	40.7
Michel Carnet	253.2	55.6	48.9	45.7	37.4	34.7	30.9
David News	213.8	54.3	46.2	36.8	26.6	25.9	24.0
Dave Lewis	111.1	45.0	31.8	24.2	10.1	8.0	8.0
Charlie Merrett	99.3	22.2	18.0	17.8	14.3	13.8	13.2
Dave Massie	98.7	25.4	18.0	17.6	13.6	12.7	11.4
Carlo Borsattino	76.5	76.5					
Alison Webb	38.6	13.8	13.0	11.8			
Peter Impey	35.0	19.0	8.0	8.0			
Tim Jackson	44.5	23.2	21.3				
Mark Benson	16.0	16.0					
Scott Bassett	13.8	13.8					
Steve Purdie	7.0	7.0					

HG MARTINI UK XC's flown inside and outside

Dave Matthews	459	135	108	102	61	54	
Johnny Carr	283	108	74	67	34		
Oz	242	75	72	56	39		
Darren Blackman	74	74					
Clive Belbin	59	31	16	11			
Will Greenwood	46	46					
Dave Massie	35	21	14				
Steve Marnier	32	32					

Sussex HG Aero tow

Johnny Carr	142	108	34				
Oz	131	75	56				
Dave Matthews	108	108					
Will Greenwood	46	46					
Steve Marnier	32	32					
Dave Massie	21	21					

Sussex HG (any time of the week)

Oz	242	75	72	56	39		
Johnny Carr	209	108	67	34			
Dave Matthews	108	108					
Will Greenwood	46	46					
Dave Massie	35	21	14				
Steve Marnier	32	32					

Sussex HG Weekend League

Johnny Carr	142.0	108.0	34.0				
Dave Mathews	108.0	108.0					
Oz	169.9	75.4	56.0	38.5			
Will Greenwood	46.1	46.1					
Dave Massie	14.2	14.2					

SHGC ALL XC's 2002 (more co-ordinate data available on the net)

2	6	WrkDay	16.3	Clive Belbin	Experienced	HG	HG	La Mouette	Topless	OD	Other	LlanellyHill
16	4	WrkDay	21.2	Dave Massie	Experienced	HG	HG	Airwave	Airwave Concept 159	AT	Hillfrm	Chiddingly
31	5	WrkDay	135.0	Dave Matthews	Experienced	HG	Comp	Other	La MouetteTopless 2	OD	Merthyr	Evesham
1	7	WrkDay	67.2	Johnny Carr	Experienced	HG	HGClass5	Flight Design	Access	O&R	TruLeigh	Truleigh
5	5	WrkDay	74.2	Johnny Carr	Experienced	HG	HGClass5	Flight Design	Axxess +	OD	Other	Brecon
24	8	WrkDay	32.0	Steve Marnier	Experienced	HG	HGClass1	Moyes	Xtralight 137	OD	Will's	Netherfield
16	4	WrkDay	46.1	Will Greenwood	Experienced	HG	HG	Other	Avian Ceetah	AT	HillFrm	SpilsteadFarm
5	5	WrkDay	74.0	Darren Blackman	Experienced	HG	HGClass5	Other	?	AT	Other	Breckon
22	7	WrkDay	72.0	Oz	Experienced	HG	Comp	Other	La MouetteTopless	O&R	Will's	Will's
25	8	Wkend	11.1	Clive Belbin	Experienced	HG	HGClass1	Other	La Mouette Topless	OD	Other	Nr HawabyNYork
30	6	Wkend	14.2	Dave Massie	Experienced	HG	HG	Airwave	Concept 59	OD	Other	Crumlin
5	5	Wkend	9.2	Dave Massie	Experienced	HG	HG	Airwave	Concept 159	OD	Other	BrynMawr
16	9	Wkend	60.8	Dave Matthews	Experienced	HG	HGClass1	Other	Topless 2	OD	Other	Froscester
23	5	Wkend	108.0	Dave Matthews	Experienced	HG	Comp	Other	La Mouette Topless 2	OD	Will's	Deal
25	8	Wkend	101.6	Dave Matthews	Experienced	HG	HGClass1	Other	Topless 2	OD	Other	M62nrSelby
29	6	Wkend	108.0	Johnny Carr	Experienced	HG	HGClass5	Flight Design	Axxess +	AT	Will's	Deal
20	6	Wkend	34.0	Johnny Carr	Experienced	HG	HGClass5	Flight Design	Access	AT	Will's	TurnersGreen
25	8	Wkend	38.5	Oz	Experienced	HG	Comp	Other	La MouetteTopless	OD	Dyke	Midhurst
24	8	Wkend	56.0	Oz	Experienced	HG	Comp	Other	La MouetteTopless	O&R	Will's	Will's
1	9	Wkend	75.4	Oz	Experienced	HG	Comp	Other	La MouetteTopless	OD	Bo-Peep	Petersfield
4	6	BnkHol	31.3	Clive Belbin	Experienced	HG	HG	La Mouette	Topless	OD	Other	Bryngwyn
3	6	BnkHol	54.0	Dave Matthews	Experienced	HG	Comp	La Mouette	Topless 2	OD	Merthyr	RossonWye
28	6	WrkDay	13.0	Alison Webb	Novice	PG	Serial	Apco	Fiesta xs	OD	Dyke	RottingdeanMill
11	9	WrkDay	13.2	Charlie Merrett	Novice	PG	Serial	Ozone	Vibe MS	OD	Bo-Peep	Rottingdean
28	6	WrkDay	13.8	Charlie Merrett	Novice	PG	Serial	Apco	Fiesta S	OD	Dyke	Swanborough
25	6	WrkDay	22.2	Charlie Merrett	Novice	PG	Serial	Apco	Fiesta S	OD	Dyke	BroylePlace
21	8	WrkDay	18.0	Charlie Merrett	Novice	PG	Serial	Ozone	Vibe MS	O&R	Dyke	Dyke
1	8	WrkDay	17.8	Charlie Merrett	Novice	PG	Serial	Ozone	Vibe MS	OD	Caburn	HaywardsHeath
16	7	WrkDay	33.0	Dave Lewis	Experienced	PG	Serial	Apco	Simba 2c M	OD	Other	Winchester
1	5	WrkDay	10.3	Dave Lewis	Experienced	PG	Serial	Apco	Simba M	OD	Other	Ebervale
28	6	WrkDay	8.0	Dave Lewis	Experienced	PG	Serial	Apco	Simba 2c M	OD	Dyke	Asda
28	6	WrkDay	8.0	Dave Lewis	Experienced	PG	Serial	Apco	Simba 2c M	OD	Dyke	Brighton
19	5	WrkDay	10.1	Dave Lewis	Experienced	PG	Serial	Apco	Simba 2C M	OD	Dyke	FalmerUni
16	9	WrkDay	11.4	Dave Massie	Experienced	PG	Serial	Nova	Vertex 28	OD	Bo-Peep	TelscombeTye
19	7	WrkDay	11.0	Dave Massie	Experienced	PG	Serial	Nova	Vertex 28	OD	High&O	Telscombe
28	6	WrkDay	18.0	Dave MAssie	Experienced	PG	Serial	Nova	Vertex 28	OD	Dyke	Peacehaven
25	6	WrkDay	13.6	Dave Massie	Experienced	PG	Serial	Nova	Vertex 28	OD	Dyke	Lewes
24	7	WrkDay	17.6	Dave Massie	Experienced	PG	Serial	Nova	Vertex	OD	Dyke	Ringmer
17	7	WrkDay	25.4	Dave Massie	Experienced	PG	Serial	Nova	Vertex	OD	Dyke	Seaford



19	8	WrkDay	12.7	Dave Massie	Experienced	PG	Serial	Nova	Vertex	OD	Caburn	Halland/Blackboy
19	6	WrkDay	26.6	David Newns	Experienced	PG	Serial	Windtech	Quarx 25	OD	High&O	Poynings
31	5	WrkDay	19.9	David Newns	Experienced	PG	Serial	Windtech	Quarx (S)	OD	Dyke	Ringmer
25	6	WrkDay	20.0	David Newns	Experienced	PG	Serial	Windtech	Quarx (S)	OD	Dyke	Uckfield
24	7	WrkDay	25.9	David newns	Experienced	PG	Serial	Windtech	Quarx 25	OD	Dyke	Nr Hallandl
28	6	WrkDay	16.0	Mark Benson	Novice	PG	Serial	Ozone	Electron XL	OD	Dyke	Peacehaven
16	4	WrkDay	5.1	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	OD	Dyke	Hurstpierpoint
3	5	WrkDay	17.0	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	MULT	Dyke	MountHarry
26	6	WrkDay	15.0	Michel Carnet	Experienced	PG	Serial	Ozone	Model & Size	OD	Dyke	Cookbridge
25	6	WrkDay	37.4	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	MULT	Dyke	RushlakeGreen
24	7	WrkDay	55.6	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	MULT	Dyke	Telham
15	7	WrkDay	24.5	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	OD	Dyke	Climpingbeach
23	8	WrkDay	12.7	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	OD	Caburn	LittleDicker
24	6	WrkDay	10.4	Simon Oliphant	Experienced	PG	Serial	Apco	Bagheera M	OD	Olivers	MilkHill
28	6	WrkDay	73.5	Simon Oliphant	Experienced	PG	Comp	Gradient	Avax	OD	Coombe	Nr EastDean
15	5	WrkDay	26.4	Simon Oliphant	Experienced	PG	Serial	Apco	Bagheera M	OD	Coombe	EofMicheldever
15	7	WrkDay	55.0	Simon Oliphant	Experienced	PG	Serial	Gradient	Bliss M	OD	Other	Fordingbridge
21	8	WrkDay	21.3	Tim Jackson	Experienced	PG	Serial	Advance	Sigma 4	OD	Dyke	Forehill
2	5	WrkDay	23.2	Tim Jackson	Experienced	PG	Serial	Advance	Sigma4	OD	Dyke	Nr Laughton
23	8	WrkDay	34.4	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	MULT	Caburn	Caburn
28	6	WrkDay	50.0	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	OD	Dyke	Bexhillhill
23	6	WrkDay	25.0	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	OD	Dyke	Ridgewood
22	7	WrkDay	74.7	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	OD	Dyke	Appledore
4	7	WrkDay	40.7	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	OD	Dyke	DarlingtonVill
24	7	WrkDay	104.0	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	MULT	Caburn	Sandwich
19	6	WrkDay	17.0	MarkWatts	Experienced	PG	Comp	Gradient	Avax rs 28	OD	Caburn	HadlowDown
8	9	Wkend	20.5	Alison Webb	Novice	PG	Serial	Apco	Fiesta XS	RR	Newhaven	Newhaven
10	8	Wkend	7.7	Alison Webb	Novice	PG	Serial	Apco	Fiesta XS	RR	Dyke	Dyke
15	6	Wkend	13.0	Alison Webb	Novice	PG	Serial	Apco	Fiesta XS	RR	Newhaven	Rottingdean
14	7	Wkend	11.8	Alison Webb	Novice	PG	Serial	Apco	Fiesta XS	OD	Dyke	Woodingdean
13	7	Wkend	13.8	Alison Webb	Novice	PG	Serial	Apco	Fiesta XS	OD	Dyke	Rottingdean
27	7	Wkend	14.3	Charlie Merrett	Novice	PG	Serial	Ozone	Vibe MS	OD	Caburn	Blackboys
11	5	Wkend	31.8	Dave Lewis	Experienced	PG	Serial	Apco	Simba 2C M	MULT	Dyke	Kingston
2	3	Wkend	24.2	Dave Lewis	Experienced	PG	Serial	Apco	Simba 2C M	OD	Dyke	Littlehampton
27	7	Wkend	45.0	Dave Lewis	Experienced	PG	Serial	Apco	Simba 2c M	OD	Caburn	Paddockwood
20	5	Wkend	7.0	Dave Lewis	Experienced	PG	Serial	Apco	Simba 2C M	OD	Caburn	Laughton
28	6	Wkend	16.0	David Newns	Experienced	PG	Serial	Windtech	Quarx (S)	OD	Dyke	Tesco
24	3	Wkend	24.0	David Newns	Experienced	PG	Serial	Windtech	Quarx (S)	OD	High&O	Keymer
23	6	Wkend	20.5	David Newns	Experienced	PG	Serial	Windtech	Quarx (S)	OD	Dyke	Uckfield
14	7	Wkend	54.3	David Newns	Experienced	PG	Serial	Windtech	quarx 25	TRI	Dyke	
13	7	Wkend	36.8	David Newns	Experienced	PG	Serial	Windtech	quarx 25	OD	Dyke	Eastbourne
1	9	Wkend	46.2	David Newns	Experienced	PG	Serial	Windtech	quarx 25	OD	Bo-Peep	
31	8	Wkend	76.3	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	MULT	Other	Graffham
25	8	Wkend	13.3	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	MULT	Dyke	Steyning
24	8	Wkend	11.4	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	MULT	Dyke	Ditchling
23	6	Wkend	45.7	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	OD	Dyke	Etchingham

14	7	Wkend	48.9	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	TRI	Dyke	DykeGolfCourse
14	7	Wkend	34.7	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	TRI	Dyke	Dyke
13	7	Wkend	30.9	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	TRI	Dyke	Dyke
13	7	Wkend	6.8	Michel Carnet	Experienced	PG	Serial	Ozone	Vibe L	TRI	Dyke	Hollingbury
21	9	Wkend	8	Peter Impey	Novice	PG	Serial	Windtech	Serak 27	OD	Bo-Peep	Peacehaven
31	8	Wkend	8.0	Peter Impey	Novice	PG	Serial	Airwave	Harmony 30	OD	Firle(west)	Wilmington
1	9	Wkend	19.0	Peter Impey	Novice	PG	Serial	Airwave	Harmony 30	OD	Bo-Peep	DitchlingRoad
13	7	Wkend	13.8	Scott Bassett	Novice	PG	Serial	Ozone	octaine		Dyke	Rottingdean
23	6	Wkend	24.7	Simon Oliphant	Experienced	PG	Serial	Apco	Bagheera M	OD	Olivers	sthofAxford
11	5	Wkend	47.6	Simon Oliphant	Experienced	PG	Serial	Apco	Bagheera M	OD	Coombe	WestMeon
4	5	Wkend	29.3	Simon Oliphant	Experienced	PG	Serial	Apco	Bagheera M	OD	Blorange	sthofFanFawr
13	7	Wkend	58.9	Simon Oliphant	Experienced	PG	Serial	Gradient	Bliss (M)	OD	Other	WofSthHarting
20	5	Wkend	7.0	Steve Purdie	Experienced	PG	Comp	Windtech	Silex 26	OD	Caburn	Laughton
1	9	Wkend	76.5	Carlo Borsattino	Experienced	PG	Serial	Windtech	Syncro 27	MULT	Bo-Peep	Cocking
24	8	Wkend	83.7	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	TRI	Sussex	(inflight)
24	8	Wkend	34.4	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	MULT	Sussex	(inflight)
1	9	Wkend	59.1	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	TRI	Sussex	(inflight)
31	8	Wkend	87.9	MarkWatts	Experienced	PG	Comp	Gradient	Avax RS 28	OD	Coombe	Parem

Scrub clearance at the Dyke by Michel Carnet

There was a rather low turn out for the scrub clearance on the weekend of November 2-3. However, John Caston and Dave "Lawnmower" Ayres brought their chainsaws, and backed by a handful of helpers they managed to get through most of the bushes along the top half of the slope.

It is now much easier to slope land anywhere and ridge lift should also be smoother. There are still a lot of thorny twigs and branches still laying around the slope which need to be taken down the hill to the line of bushes, and everyone is welcome to help with this, anytime.

On behalf of the Committee, many thanks to the following members:

John Caston, Dave "Lawnmower" Ayres, Dave & Yvonne Smith, Michel Carnet, Eric Hill, Tim Tennant Malcolm & Tony, Mark & Sue, Dave & Alison Webb, Nigel Barrett, Martin Ward, John Bard.

A Warm Welcome To Our New Members

Ian Colclough; Ian Jackson; Jane Cusworth; Brian Cusworth; Jane Moir; James Groom; Richard Madden; Paul Langan; Simon Fawcett; Bruce Cam; Marie Butler; Paul Seagrave; Guy Tillotson; Anthony Forsey; Melinda Potter; Dan Carpenter



Marshalling at the Dyke by Michel Carnet

The Marshalling rules for the Dyke are in need of a re-think and the Committee have tasked Dave Massie and myself to come up with a plan.

We are in the process of collecting feedback from the membership and some members have already proposed some courses of action.

If you have some input concerning overcrowding, marshalling, hg/pg cohabitation etc. please let us know by contacting us through one the following:

committee@shgc.demon.co.uk
 davemassie@btinternet.com
 michel.carnet@skysystems.co.uk
 SHGC, PO Box 1532, Brighton BN2 4AS

Thank you.

Michel Carnet
 SHGC Safety Officer

f c u k

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The Great Winch Debate by Michel Carnet

The Committee is looking at the viability of the Club getting involved in towing or winching, for both paragliders and hang gliders.

There are many issues involved such as tow sites, winches, qualifications, cost etc.

The Club HG Aerotowing Syndicate has successfully demonstrated that there is an alternative to hill flying.

There is a meeting scheduled for February 1st, at 4pm in The Hassocks Pub, in Hassocks, by the station (east side), OS ref: TQ305155 (6km NE of the Dyke). Direct line from Victoria.

If you are interested in winching then please make sure you can attend the meeting as the Committee will seek to gauge real interest from attendance on the night.

Lost And Found

Some bright sparks have finally woken up, and claimed their property back last month. Still available to previous owners are the following:

- One Minolta camera, found on the middle spur of Mount Caburn
- One battered Compass (hang-glider?) found on Firle months ago
- One black 'North Face' glove, XL size. Found on the Dyke.
- One wind meter, found on the bottom of Caburn, at least a year ago.

If any of these are yours, contact me on 01403 268601 or 07973 146532 to reclaim your stuff.

New Membership Secretary

As mentioned in my editorial, Claire has stepped down as the clubs membership secretary. Her role has been taken over by David Smith. His phone number is 01273 504373, and address 10 Hazeldene Meads, Brighton BN1 5LR. E-mail membership@shgc.demon.co.uk.



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Mob 07900 016392

Hang Glider For Sale :

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Octane 95 - 115kg. Top glider, one year old from new in tidy condition. **£950 ono.** Ring Rob on 07887 943432 to try before buying.

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