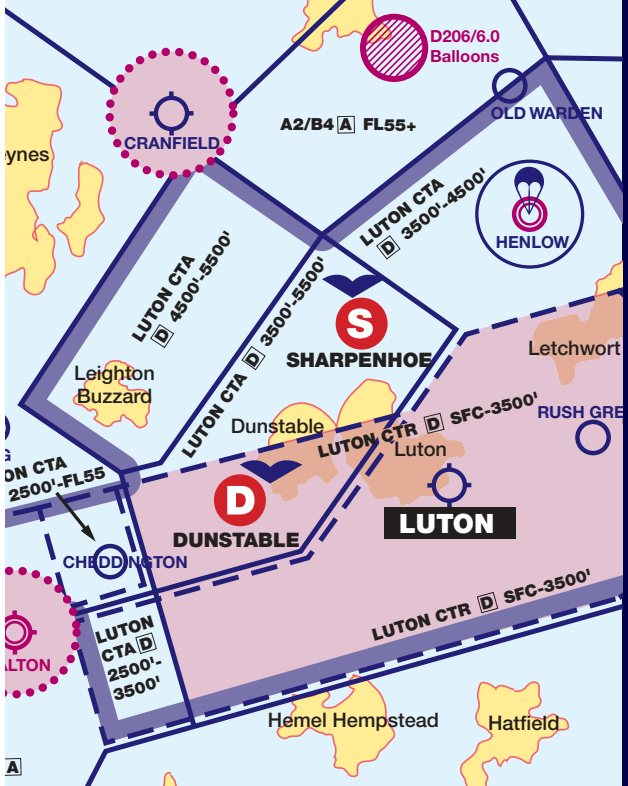


Ups & Downs

THE MAGAZINE OF THE DUNSTABLE HANG GLIDING & PARAGLIDING CLUB

OCTOBER 2001 LOCAL AIRSPACE AROUND OUR SITES



CLUB NIGHTS DIRECTIONS TO THE CRICKET CLUB



DHPC Website
www.dunstablehpc.co.uk

BHPA Website
www.bhpa.co.uk

Useful Phone Numbers

BHPA
 0116 2611322

Dunstable Weather Station
 01582 472253

London Gliding Club
 01582 663419

Aerotowing Answer Machine
 01933 380969

Military Freephone
 0800 515544

Red Arrows & Royal Flights
 0500 354802

Luton LATCC
 01895 426760

Next Club Night

Dunstable Cricket Club - Wed Oct 10

FLPA Night

Talk and demo

8.30pm onwards

- Rhosilli Weekend
- Club Barbecue
- France pictures
- From the Archives
- Latest Gossip



For the latest club news, visit the DHPC website:

www.dunstablehpc.co.uk

A quiet month...



Apart from our social and training events September has been a relatively quiet month. The advancing autumn weather has meant flying has been confined to a handful of days, which have thankfully been without incident. I would just however like to remind you that the

key to the gate for the middle car park at the Downs should be available on request from the warden so please do not block the access point with your vehicles. If you are the first one there just walk along to the Apex Building and they will let you have a key, which can be used to gain access and then lock after you. You don't need to take the key back until we've all finished flying and you can pass it on to anyone else that turns up after you.

Lucky (pete) Large, our trusty treasurer, has returned from Crete to scotch rumours that he is financing his extended trip from club funds. Seven weeks under the hot Mediterranean sun has seen the Thame Flyer tuck an amazing 93 hours under his logbook. With only five unflyable days he's returned for a rest and of course to keep up with his DHPC accounting duties. Any jealous pilots should take solace in the fact that his wing must surely be absolutely shagged.

Despite the dire forecast the club barbeque took place on Saturday, 15th September at the LGC, who kindly agreed for us to use their facilities. Some people were so keen to partake of the top nosh and entertainment they even turned up on the Friday evening (no names)! The promised rain held off until dark and even then we only got slightly wet and a good time was had by all. After firing up the BBQ the fun commenced with a variety of

toys and diversions organised by Matt and Dave and I pass on your thanks for their efforts. Matt's land-yacht/surfboard contraption proved especially popular with punters careering dubiously across the outfield thankfully under enough control to avoid encroaching on the runway. Thanks also go to Sue and her spectacular Blueberry Muffins! Yum!

At the time of writing we do not yet have the results of the Pilot Exams, which took place earlier this month under the inscrutable eye of 'Matt the Invigilator'. A dozen or more hapless and bemused candidates found themselves spending a brain-numbing hour or so pouring over the exam papers at the last club night. Don't worry guys. I'm sure that all the answers were covered lecture notes so you had a more than even chance at getting those multiple choice questions right.

I'd just like to end with a word of advice to some of our members who have accelerated their qualification levels at the possible expense of gaining experience. I'm sure that our coaches would agree with me that there is no substitute for experience and that it should be acquired in a steady and progressive manner. Of course nobody would be signed off their Pilot Rating tasks without demonstrating that they are competent or allowed to progress without gaining the statutory airtime. However, experience needs to be gained in a variety of conditions and environments. All I would ask is that, if and when you get your new Pilot qualification, you do not think you know it all and have become invincible. Please, please keep on learning and take it steady in strong conditions until you have become fully accustomed to the consequences of all and every manoeuvre you may initiate. Lecture over!

Steve Meadowcroft

e-mail: addesign@madasafish.com

From the Editor



Once again power saves the day. The plan was good, never mind chasing up and down the country

for ideal cross country conditions just go straight to Rhosilli for some guaranteed ridge soaring. It is always flyable there, isn't it? We actually had more power units than pilots which was just as well since the wind did not want to oblige us on the ridge. In the end we had a cracking weekend exploring the Gower peninsular and looking down on the gliders stuck on the hill. Even though my first choice is always free flying I still get more airtime on the Mozzie.

Hope you enjoy the new magazine format. Richard Greaves is now using his artistic skills to gloss it up a bit and also publish a copy on the web.

See you on the hill.

Paul Seminara

Front cover photo: **Greg Leveridge**

club nights/events

Wednesday 10th October The Cricket Club

Calling all propeller heads - FLPA demonstration and talk

Evenings are getting longer, thermals scarce and importantly the air is cooler so it's time to get the heavy harness out, check over the fittings, fuel up and fire up. Where better than the next club meet where those inclined can compare their equipment, and consider the other flying season provided by prop and power. It's been a poor year for cross country flying as FLM's have been restricted to local flights for most of it. Come and see!

Wednesday 14th November The Cricket Club

Bob Dury and Hugh Miller are taking Cross Country magazine on tour. We hope to book them for our club night. Don't miss it!

This will replace the First Aid talk which will be re-scheduled for a later date.

DHPC Christmas Bash Friday 11th January 2002

Queue here for your tickets for the highly popular Xmas Bash at the London Gliding Club, all the usual attractions. Tickets on sale soon. See next months mag for more details.

DHPC AGM Wednesday 13th February 2002

Next year we are moving the Club AGM to February, to make the changeover for new committee members easier when memberships are due for renewal.

Hard man **Steve Atthews** reckons he'll get the prize for the longest flight with a broken bone.



Apparently the big fella sat on his hand while landing and took off again for an hour's paragliding only to discover his hand injury later. It must have been an interesting hour only able to do right turns with Hugh and Simon (just below) airspace and even the duals flying high and getting trashed. Asked when he realised it was broken he replied that opening the wine for the BBQ was difficult as there was a strange clicking so he decided to get it sorted - in the morning. Don't tell mum.

Also trying to prove his mettle **Murray Brown** decided to fly his hang glider with a dislocated shoulder following an earlier paragliding mishap (see last month.) Unfortunately he forgot that he couldn't now raise his arm onto the uprights to land his new Scandal. He soon remembered, though, at about 100 foot above the pimple, and all the way down into the trees below.

Sue Cooper shrugs off her injured ankle and takes to the air again and again placing herself in the harness with Dave who promptly found bottom landing twice on a day when an identical 'chute carrying an 18 stone passenger careered around the Downs with speed and agility. It's the ability to remain calm when half the wing goes soft that passengers appreciate. Even if they are first timers and don't know how close they came to a solid landing.

With the wind rocking the cars on top of the Downs and steadily moving round to the North, Gary Freedman and Pete O'Donovan derigged after trashy flights.

Paul Seminara, desperate for some airtime, decided to go for it before conditions got really bad. Half an hour of bouncing around later he gave up the fight, two uprights proving that he still can't land the Java.

'I've got another one like that at home.'

Ace Irish aviator **Pete O'Donovan**, chronicled last month as having had his first prang for some considerable time, underlined the scale of the period when it turned out that he had completely forgotten how to change an upright. Alarmed onlookers were amazed to see that Pete was still flying with some of the metalwork that had taken the brunt of the mishap, and that despite his years of hang gliding experience, he had apparently acquired little more in the way of aluminium straightening skills than Paul Scott. Rumours that Mr Seminara is planning a master class in this arcane science are dismissed as scurrilous by the Watford based Java junker, on the grounds that he clearly snaps most of his on impact nowadays.

Gone but not forgotten

Newly ensconced in his Kinsbourne Green abode, **Chris Saysell** has been having a clear out. His immaculate old Airwave machine was flogged off for a song to Norfolk Kiss fancier Brian Young. Brian who already has two Kisses, bizarrely opted not to take the two spare uprights offered with the deal, despite these now attaining quite dizzy scarcity value, prices on the open market. Before you all start looking for Chris's number, Matt has snapped them up for use on his Magic IV bug wing.

Optimistic or what!

Perhaps surprisingly there are indications of an increase in club membership. Certainly there are a number of new Hang gliding faces turning up to events and even a few gliders have changed hands of late. **Bill Bell** recently found his facial stability under considerable strain as although not speaking with a wholly English accent one such newly qualified club pilot who wasn't actually called Manfred enthusiastically regaled him with his plans to fly XC from the Downs before Christmas.

Committee crisis

Challenging days lie ahead for club chairman Steve Meadowcroft. Most of the committee are completely peeved off about one thing or another to the point where several resignations are actively being considered. Not only does this make things very awkward for the present, but it becomes increasingly difficult to see where the nucleus of next year's committee will come from. Though a huge amount has been done this year, the cracks are becoming very apparent and Steve's efforts to spread the load of the main club functions has all but backfired leaving fewer people working even harder to pick up the pieces.

Heroes & Zero's

Zero's: A press photographer hired a light aircraft to cover a huge bush fire in Northern Canada and was late arriving at the airfield, after being held up in traffic. Clutching his camera case he hurries onto the airfield to see the waiting Cessna with the door open and the pilot already sitting in the left-hand seat ready to depart. Leaping breathlessly into the plane he makes his apologies to the pilot and says "Right lets get going, I'm running late and I need to get back as soon as possible." The plane then gets airborne and after a few minutes, the photographer pointing to the smoke rising in the distance says, "OK, I need you to fly as low as possible with tight turns over the actual fire itself so I can get some really good pictures of the flames and firefighters." The worried pilot now looks apprehensively at the photographer and says, "Oh, so you're not my new Instructor, then?"

Pilot Lectures & observations



Following the recent series of lectures, a dozen of our club pilots sat the Pilot exams last month.

One particular candidate despite presenting a full pilots task form and hoping to become qualified to fly unaccompanied cross country flights, confided that she could not read a map and had no idea how to use a compass. The exam also revealed that few of our members were paying attention to their geography teacher. Matt who was invigilating was somewhat surprised after the exam to be asked by a few, where that well known meteorological trouble spot the Bay of Biscay was. (Northern Spain) Somewhat embarrassingly proceedings were interrupted when it transpired that the Cricket club hadn't actually been informed that we intended to use the indoor practice room. Luckily for a certain social secretary, (*libell, l'll sue...RG*) no one else had booked it for that night.

Footnote: I totally agree with Matt's comments. Even though a couple of people had technically completed their task forms and learned enough to pass the exam, I personally didn't think they were experienced enough to gain the Pilot rating in reality. One pilot who only started flying with the club in June with 8hrs airtime has amassed enough airtime but *not* enough experience, to fly X/C, in my opinion. Take it easy at first!

Richard Greaves (Senior Coach)



Steve, with new appendage for easy slope landings



Steve and Dave Cooper tried desperately to give everyone food poisoning...to no avail!

The Club Barbecue

After a few false starts the club barbie finally occurred. The LGC had agreed that we could use their facilities and restaurant owner Jeff had even been kind enough to lend us his big stainless steel industrial size range for the cooking. The weather gods had decided to play ball and probably as late in the year as it is practically possible to attempt outdoor cooking, Steve and Jacky Meadowcroft along with Matt turned up with a small mountain of carefully selected and prepared nosh. After a few warm up exercises, an initially reluctant 20 kgs of charcoal was persuaded to do the business. As is often the case, once it got into gear there was no stopping it.

Phone calls were received later from Luton ATC asking for it to be

turned down a bit as the now, hot enough to shoe horses coal-bed, was emitting a red glow, bright enough to confuse some of the airliners on approach.

A few of the toys got an airing, including the by now traditional, unicycles and juggling equipment. Dave Cooper and Murray Brown had brought their Zagi model gliders but inexplicably had forgotten to bring the bungee launching kit which meant that they were reduced to throwing them. Not a terribly effective method on a flat field. Matt had brought his Speedsail, a sort of land windsurfer, which was deployed in the back field and tempted a few punters to try their hand. A deal of merriment ensued as the intricacies of handling a windsurfer sail in an

appreciable breeze while balancing on a wobbly board, were discovered by the unwary.

One of the reasons the club puts on these events is to give ordinary and other members a chance to socialise. Newish member Richard McNeill cast doubts on his normality by refusing to exhibit the expected human responses while talking to Greg Leveridge. Onlookers were stunned when after several minutes of conversation Richard, looking only slightly dazed, was apparently still awake and had made no moves towards cutting his wrists or throttling Greg. Of course this might change when he has had the opportunity to do some flying in the company of the balding behemoth.

Matt Moore

'Ice-Bombs'

Recently people living under the Heathrow flightpath were up-in-arms about the sharp rise in these so-called 'ice-bombs'. The majority of them are frozen blocks of human waste, ejected from the aircraft sanitation system...but on one occasion it was the frozen dead body of an Indian stowaway which landed on the roof of a supermarket in Richmond, Surrey.

rhosilli or bust

OCTOBER 2001 GARY FREEDMAN

After some debate regarding destination, we finally chose Rhosilli for the long flying weekend. The primary objection was that the site did not offer a cross-country opportunity.

However, I think most of us felt that a few hours floating around on a gentle sea breeze would not be unwelcome after a pretty poor flying year. Even two weeks in the French Alps this summer did not create much strain on the old logbook.

So off we trotted to Rhosilli. Isla and I had pre-booked an awful campsite with around a million sad-looking people on their annual summer holiday. However a nice patch of grass as far away from everyone as possible made it bearable.

Matt had picked up the still-injured Mary from Cardiff. Larry and Elaine plus kids were already established in a comfy bungalow nearby. Locals Ian and Alison arrived from Merthyr the next day (the lovely Alison was reading a 'how to stop smoking' book, whilst chain smoking packets of cigarettes.) Paul and Pip turned up after sleeping a night in the new 4x4.

After setting up camp, we found the ever-keen Larry already rigged on the top of Rhosilli. I hadn't been to the site before, and nobody told me there was such a steep carry up.

For paragliders and most hang-glider pilots with normal weight gliders it is no problem, but with my Xtraheavy I didn't fancy the climb unless I was definitely going to fly - and as cloud base was getting lower and wind was very light, I didn't bother.

Two chaps on Rumours took off and were actually staying up. Larry was now getting rather bored and decided to go for it. With a good hard run he launched well and turned close to the hill. By now the cloud couldn't have been more than 20 ft above the top, and we watched as Larry disappeared and reappeared from the white stuff. After about 45 mins of not being able to get high enough for a top landing, he eventually decided he couldn't be without his lovely wife any longer, and opted for a beach landing where Elaine was waiting. Stupidly, I went down to the huge sandy runway and ended up helping carry the glider 1000 steps back up to the car park.

We ate at the hotel/pub on the point overlooking the beach, and finished off the evening watching a paraglider ridge soaring the cliff with about 3ft of altitude.

We met on Sunday morning at the Rhosilli car park to find the wind blowing in the wrong direction. Paul had already broken a leading edge (on his model aircraft after crashing it into a cliff).



Gary Freedman starts his take-off run near Rhosilli

There would be no flying today, we thought. Hang on, what about these Foot Launched Power thingies in body bags sitting in the back of the cars! Aha. Paul, Matt, Ian, Larry and myself had sensibly brought along our Bugs (and Mozzie.)

So where were we going to fly from? On his way to Rhosilli, Ian had stopped off at Swansea International Airport to enquire about using the bugs from their main runway, and the controller in the tower had agreed as long as we went along after 6pm, because he would have gone home by then! We didn't really fancy this slightly illegal option, so we set off to find a nice flat field. We had briefly stopped at Mary and Matt's campsite when the campsite

owner/farmer approached us to find out why 5 cars were loitering on his property. We explained that we would soon be on our way, and he left us alone to discuss where we should go to find a friendly farmer to ask about a take off field. Doh! Why don't we just ask this chap? After some tough negotiation by Ian in fluent Welsh, he agreed to let us use a field full of lambs for £2 each! The friendly farmer wasn't in the least bit concerned about foot and mouth.

After setting up, we took off downhill and into wind. Perfect. From 3,000 ft above, the scenery was tremendous.

Whoops!

Dutch air traffic controllers got more than they bargained for when a German Tornado jet fighter on low level combat exercises shot live ammo at their tower.

No one was injured in the incident, which took place on the island of Vlieland. Three people were in the tower when it was hit by seven 27mm rounds from the Tornado's wing cannons. The apparent accidental shooting is still under investigation.

1-2-3, Heeeave

Over 100 people had to get out of the aircraft and drag a Boeing 747 out of a storm drain on the taxiway of an airport in Malaysia, after the pilot had managed to get the nosewheel stuck down it!

contd >>



We flew to Rhosilli hill, keeping a distance, but still able to spot the girls on the beach. The sea breeze was creating a noticeable lift band all along the coast heading south. I flew to my campsite and could see the tent was still there. It was lovely armchair flying. Eventually touching down back at the field for a rest and chat to the others.

Ian was at last rigged and ready to fly. He hadn't been on the Bug since his first disastrous flight (or rather landing.) But now equipped with a new Rio, he was ready to go. The normally confident Ian was clearly nervous, but finally took off perfectly with no problems. Half an hour later he touched down sort of into wind with a big smile on his face, and the familiar confidence firmly back in place.

Most of us flew at least twice that day, with no eventful take offs or landings. Just easy flying. I don't think of powered flight as hang gliding. It is definitely cheating, but that day we would not have flown hang gliders, and the Bugs are a fantastic, boot-sized alternative. I'll cheat anytime rather than sitting on the deck.

On Monday morning we were back at Rhosilli looking at the wind coming from the North, and decided the beach was the best option. Matt's beach windsurfer was the centre of attention. Sunbathers on the beach were panicking as we were zooming all over the place, completely out of control. For a group of chaps who spend so much time and energy on playing with the wind, we were pathetic.

After several hours in the sun, a few of the chaps decided to head for the Bug field where Ian, Matt and Paul all flew. I arrived and had a go on Matt's Magic, and Paul was brave enough to try out his luck on the Bug. Despite spitting out the gob throttle on take off and having to use the hand throttle from about 10 feet, I think Paul quite enjoyed the relaxed position of the mean machine.

All in all, a pretty enjoyable weekend, with lots of flying, eating and sunbathing. I'm looking forward to next year already.

Gary Freedman

Greg gets some unwelcome attention from an amorous paraglider



Below: Jason Allum and Phil Elliot launching. Main pic: Paul Seminara actually going up!!



Funnies

If you've forgotten how to fly a hang glider after all this lousy weather, just remember these three golden rules:

Pull the bar in and the houses get bigger...

...Push the bar out and the houses get smaller...

...but, if you keep pushing the bar out the houses get bigger again!

Not that old one!

In the cockpit of every new aircraft built after April 2002 there will be a pilot and a dog.

The pilot is there to feed the dog, and the dog is there to bite the pilot if he tries to touch the controls.

If you have any amusing snippets, send them to me at:

Richard.mzsc@virgin.net and I'll include them in the next magazine.

We continue our look back at the history of our Dunstable Club and search out some interesting snippets over the past 20 years. This month, it's 1992 and a few articles from the mag as edited by Markus Kinch.



The great Larry Tudor visits the club night.

Larry Tudor's lecture or should I say chat was extremely informative and amusing. He seems to fly almost permanently at 16,000ft or above. He laconically explained some of his experiences and these included being caught up in a tornado and living to tell the tale, being attacked by a Golden Eagle, with his sail being ripped and luckily getting away with his life. Also flying a paraglider when both risers broke, then having to deploy his emergency chute, and again flying at 16,000ft when his glider tumbled and again taking to the silk.

Coombe Hill & the 10Km Hop!

By Markus Kinch



Coombe Hill has been part of my upbringing. Many a Sunday afternoon was spent up there, it was an ideal outing with relatives from Switzerland to see Chequers (Prime Ministers weekend pad) and enjoy the Chiltern countryside from our house in Little Chalfont. Since I moved to Aylesbury I often walk up there, and even run from my home (When I'm fit enough) to enjoy the view from the highest point on the Chilterns, with it's great view on the Vale of Aylesbury.

about the chance to try and fly this hill. Coombe Hill is to be found West of Wendover, with Chinnor Hill further on down to the west, it's part of the ridges that marks the end of the Chilterns, about 12 miles from Dunstable. From my research I found out that it had been flown in the distant past, with not to much success. The Westerly face proved difficult with no place to land except the fairways of Elsteborough Golf Club and the northerly face had a lot of turbulence.

This information didn't deter me, my reasoning being that if hadn't been flown by a modern glider with the extra performance it might be OK. Getting permission from the National Trust seemed a good idea - and I took the opportunity to ask a high ranking NT official at the Photocall for the new 'Countryside commissioner' held on the hill. (Which I covered during the course of my job, as a photographer for the Bucks Free Press). Well, I shouldn't have bothered his attitude to Hang Gliding was very negative and unfortunately ignorant - he sighted erosion as the main



Looking toward take off with Dan about to launch by the monument



The view toward Chequers from my first thermal back, when I finally went I flew circles over the PM weekend retreat

Warning!
Under no circumstance should this hill be flown following the recent New York Terrorist attacks. As shown, the hill overlooks the Prime Ministers country house of 'Chequers', and this airspace is extremely sensitive regarding the possibility of an aerial attack. Do NOT fly here!

Our membership is Up

Membership is up by 10% on last year (1991) reported Andy Schoolar the retiring Membership Secretary at the AGM. His duties have been taken on by George Farley, so if your not getting your magazine...he's your man.

We have 107 members in total with 5 women, 20 paragliding pilots and 10 pilots who do both. Andy is staying on the Committee as competition rep and I'm sure he will be busy arranging new fixtures for the coming months.

Club Trophies, Awards

The club trophies were presented at the club night by Larry Tudor, and like the Grammy Awards most of the winners were in other parts of the world. Larry presented the trophies to stand-in Tim Dunn. The absent winners were: Mark Chick for the Chris Ellison Trophy. 'Club Pilot' went to Pete Banks, who has persevered with his flying against lack of confidence and finally, 'Clubman 1991' went to Richard Greaves for putting a tremendous amount of time and effort into coaching the new low-airtime pilots through the club system.

Above: Markus Kinch and Dan Burton fly Coombe Hill and go X/C

New man to represent CPC pilots

Steve Pionk has replaced Brian Mackley as CPC rep. Brian who has done a great job at such a distance (he lives in Peterborough). Our thanks go out to him. Steve is no spring chicken himself, he joined the BHGA in 1975 after months of searching if such a organisation existed having heard of Hang Gliding and wanting to be a part of it. By 1976 he was flying and at his most active period between 1980 and 83, while living in New Zealand. Steve is still as excited about flying now as he always has been. So catch up with him at our Club Nights, he's the chap wearing the orange down mountain jacket even in summer!

Committee Posts

Chairman	Steve Meadowcroft
Ups & Downs editor	Paul Seminara
Membership Secretary	Peter Martin
Hang Gliding coaching rep	Matt Moore
Paragliding coaching rep	Tanya Ephgrave
Secretary/external club contact	Matt Moore
Social Secretary	Richard Greaves
Treasurer	Pete Large
Competitions (hang gliding)	Mary Rowbottom
(paragliding)	Steve Meadowcroft
Safety	Dave Cooper

Non committee officers

Dunstable site liaison	Jim West	01442 269364 (m)07759 826369
Sharpenhoe liaison	Vince Fenlon	01582 667332
Chinnor liaison	Pete Large	01844 214854
Webmaster	Richard Greaves	01525 221283
Auditor	Pat Thompson	01525 379457

Coaching

Hang gliding coaches

Lead coach	Matt Moore	Enfield	0208 367 8068
Senior coach	Richard Greaves	Totternhoe	01525 221283
Club coaches	Bill Bell	St. Albans	01727 858698
	Pat Thompson	Leighton Buzzard	01525 379457
	Chris Saysell	Harpندن	01582 760465
	Mary Rowbottom	N. London	0208 348 6989
	Paul Seminara	Croxley Green	01923 228581

Paragliding coaches

Lead coach	Tanya Ephgrave	Leighton Buzzard	01525 845927
Club coaches	Dave Cooper	Hemel Hempstead	01442 232585
	Pete Large	Thame	01844 214854
	Harry Green	Camden Town	0207 482 4927
	Neil Youd	Milton Keynes	01908 511318
	Peter Martin	Milton Keynes	01908 227953
	Vince Wakefield	Stevenage	01438 233024
	Helen Appleton	Wanstead, N.London	07970 404036

Telephone

01234 721721 day
01234 720012 eve
01923 228581
01908 227953
0208 367 8068
01525 854927
0207 803 7416 day
0208 367 8068 eve
01525 221283
01844 214854
0208 348 6989
01234 721721
01442 232585

01442 269364 (m)07759 826369
01582 667332
01844 214854
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01923 228581
01525 845927
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Ford Orion 1.6i Ghia

F reg, MOT and Tax. Knows its own way to Dunstable Downs, South Coast and parts of Kent. Contact: Keith White
Tel: 0208 386 7841/07931 900068

SupAir Evolution paragliding harness (large) Perfect condition £150

Glider Tube for storing hang glider. For storing your glider either inside or outside the house. Ventilated and mouse proof - £75

PodLite hang gliding harness.

Suit pilot 5'8" to 5'10" with Windhaven reserve parachute. (will split if required.) - £75
Paul Hair 01436 813012

Brauniger Basis IQ, one year old, perfect, instructions - £110 ono Junkers Profly reserve, never thrown, instructions and two sorts of deployment bags - £175 ono Harley Sirocco medium and harness - no serious offer refused. Contact: Stuart 01763 271336 or 01920 882463

Hang glider harness: Scorpio

- blue. Very good condition. Suit 5' 5" to 5' 10" approx. Price: £150 ono. Contact Robin Hodge
Tel: 01442 870038
Rob@flight64.freeserve.co.uk

Avian Amour 139 Hang glider.

Really good condition, spare upright, owner gone abroad £800
Now £600
Matt Moore, Tel: 0208 367 8068

Honda BROS 400cc motorbike

Immaculate condition, only 8,000 miles. Offers around £1,700
Contact: Matt, 0208 367 8068

Apco 16 Reserve Parachute

Perfect condition. Any offer welcome.
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garyfreedman@yahoo.com
Tel: 07771 998 089

Paraglider

UP Vision (Small) Very few hours, Green & White with SAS1 Harness, Vario & Helmet. Offers?

Contact: Nick Bould
Tel: 01832 270043
(mob) 07768 910336
nick@bodengroup.com

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Instruments

Power IQ' RPM and CHT- models for PPG and PHG! Expected £399 including sensors

Sonic audio only vario £ 99

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Classic IQ £289

Competition IQ £379

Competition IQ GPS £469

For the non-digitally inclined I still have a couple of Davron analogue varios at silly prices,

Bill Bell Airsports

33 King Harry Lane, St Albans, Herts, AL3 4AS
Tel: 01727 858698

Articles for publication

All articles are always welcome and especially photographs.

I will return all your originals on the club night unless you indicate otherwise.

Send your articles in to arrive by the 20th of the month.

Pictures

Please identify them lightly on the back in pencil. Or scan them at 400+dpi in colour and e-mail them to me as .jpg or .tif files.

Text

Send as e-mail, ASCII text (.txt) or Word95 (.doc) Hand written or typed is ok too.

Paper and floppy discs to:

Paul Seminara

11 Gill Close
Croxley Green
Watford, Herts
WD18 8WS
e-mail:
Paul@Seminara.
freeserve.co.uk