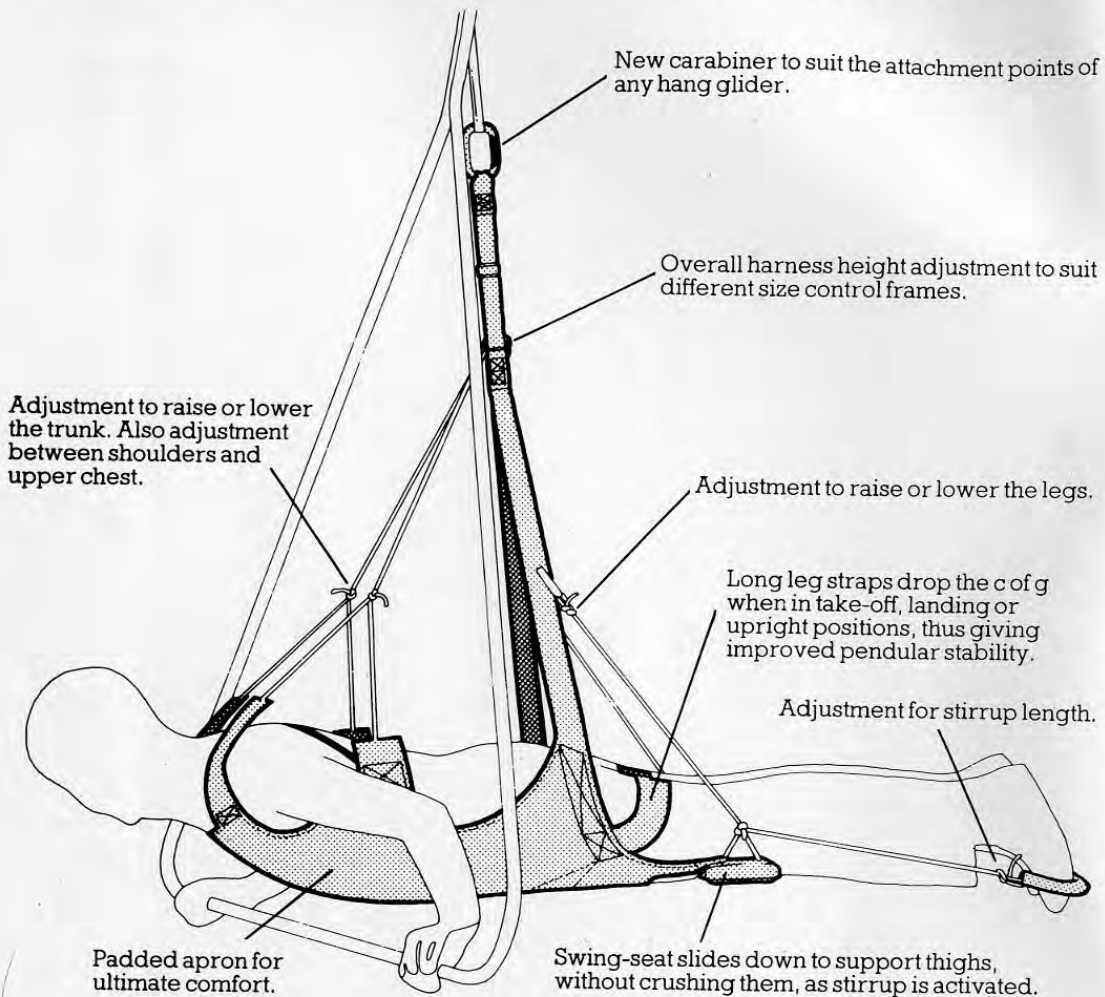


Wasp Gryphon

WINDS CK
JUNE 1978



Hiway have been producing and refining the design of prone harnesses for over 2 years.



Just as no two people have the same fingerprints, so it is with bodies. Hiway have found that the secret of comfortable prone harness design is to build in adjustment points so that the geometry of the harness can be exactly suited to the individuals requirements.

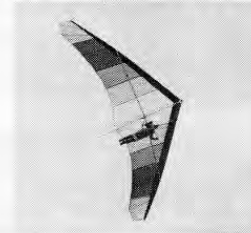
The harness is of the stirrup type because we believe the movement of the legs should be independent of the angle of the body, unlike the knee hanger type. This gives you the freedom to adopt a far wider range of flying positions – a must for prone flight.



Send height, weight and a cheque or postal order for £47 (incl. VAT and postage) to **Hiway Hang Gliders**, 27-35 Bernard Road, Brighton BN2 3ER.

WINDSOCK

'Magazine of the Southern Hang Gliding Club'



Cover

B.J. Harrison flies Super Scorpion at Dyke
Photo A. Turner

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Editorial

Although Paul and I used to work on the magazine together, I now find that I am completely in the hands of you, the Reader. Being a non-flier I am totally dependant on you for information, news, articles and photographs. The present store is now empty, so if you want a magazine next month

Please note that an E.G.M. followed by a disco, will be held on July 29th at the Red Lion, Ashington at 8.00 p.m. to propose changes to the Constitution due to the introduction of flying membership. Remember this is your club so try and attend.

HEADLINE: "Gliders Beat Downs Ban". Yes we've done it! The Home Office has referred the prohibitive bye-law back to Eastbourne Council following 1000 objections and only 17 letters in support. Eastbourne Tourism and Leisure Committee have decided, on a 5-4 vote, not to press for a bye law banning hang gliding from Beachy Head but to negotiate a licence with the S.H.G.C. A certain Tory councillor said that the high number

of objections were obviously the result of hang gliding supporters whipping up people to 'swamp the debate', but another then pointed out that many of the letters of objection had come from people living away from Eastbourne.

We are indebted to Paul who instigated the response, Chris Burslem who co-ordinated it, John Lythcoe who at very short notice submitted a superb paper on Hang Gliding and the Environment from a biologists view, and Eric Gear who produced the newspaper advertisement, 2000 leaflets and printed that so called objectionable letter.

Thanks also go to all members and their friends who took time to write to the Home Office and those who helped distribute the leaflets. Southern Television have also offered their support by allowing us a spot on Day by Day which will be filmed on the first Thursday that the wind isn't blowing a howling South Westerley.

S.H.G.C. Rules - OK!!

Committee Minutes

EXTRACTS OF A COMMITTEE MEETING HELD
ON THE 9th MAY 1978

AIR TRAFFIC CONTROL Barry Bourne said he was yet unable to arrange a meeting of SHGC'S ATC Officers to discuss the system. Barry will be writing to all SHGC members holding BHGA pilot qualification to seek their assistance.

After the incident at Beachy Head in which a foreign flyer had been injured it was decided that Jeannie Knight would take the responsibility for assessing the abilities of unknown foreigners. Barry Bourne will ensure that a notice appears in the main French and German HG magazines advising potential visitors who wish to fly SHGC sites to contact her before flying WASPAIR, HIWAY, Tony Fuell and Jeannie Knight will accept some responsibility for looking after "known" flyers.

CONSTITUTIONAL CHANGE The change in membership arrangements for a change to the subscriptions for club membership will be proposed at an Extraordinary General Meeting to be held in conjunction with a social event. Johnny Carr will be making arrangements.

PUBLIC RELATIONS Tony Fuell reported that he had received invitations to participate in the Festival of the Downs to be run by Brighton Methodists. The Committee agreed to participate. John Levers reported that he had been approached in connection with the Festival of Transport to be held at Hellingly on August 26-28. This conflicts with the BHGA event at Mere but Tony Fuell will see if anyone could be found to represent the club at this event.

SITE NEWS

DITCHLING Flying to continue. Remember to use the bottom car park by the roads and walk up to the take off area.

DEVILS DYKE All bottom landing areas are closed for the summer. £2 is payable if you default.

MILL HILL No effective change in the situation. Some prosecutions still pending.

STORRINGTON Flying can continue - no bottom landings.

BEACHY HEAD Flying can continue

FIRLE No change. Observe the Rules - OK !

HIGH AND OVER Johnny Carr reported that there was a possibility of acquiring this site for club use.

STEYNING BOWL Jeannie Knight confirmed that the Knight family would be taking over from John Malin as site managers.

STOP PRESS

IMPORTANT NOTICE

You are requested NOT to fly at Mill Hill for at least twenty eight days from June 27th 1978. This is due to a possible appeal following the recent court hearings. Any flying during this period will jeopardize the possibility of any future flying from the site.

INTRODUCTION OF FLYING MEMBERSHIP: PROPOSED CONSTITUTIONAL CHANGES

- (i) In section (3); Insert "flying members" after "ordinary members"
- (ii) In section (4); Para 2: Insert "flying membership" after "ordinary membership" and "flying" after "Ordinary".
- (iii) In section 4, at end of Para 2, Insert "All flying members shall also take out Ordinary membership."
- (iv) In section 4, Para 3; Insert "flying" after "ordinary"
- (v) In section 5 (b); Insert at end of sentence: "except that persons holding flying membership may fly unregistered gliders."
- (vi) In section 5, Para 2: Delete the word "individual" and Insert the word "ordinary"; and Insert the words "or sticker" after "noseplate"
- (vii) In section 5, Para 3; Insert the word "registered" after "all"
- (viii) In section 5; Insert new paragraph to follow Para 3: "All flying members shall either carry their membership cards or display during their flying activities such identification as the Club shall require"

An additional change I would like to propose is:

- (ix) That section 19 be deleted in its entirety.

THESE CHANGES WILL BE DISCUSSED IN AN E.G.M. TO TAKE PLACE ON JULY 29th AT THE RED LION ASHINGTON AT 8.00pm. A DISCO WILL FOLLOW THE PROCEEDINGS.

FLY WELL FLY



KEITH REYNOLDS
(REN)

AGENT FOR THE SOUTHERN AREA

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BISHOP'S FINGERS & SHEPHERD NEAME OR LEAGUES APART

BY

ALAN FIRTH

My new Super Sunspot had been sitting for 10 days in Tom Knight's garden whilst the SW gales were replaced by NW ones. So unseen and unflown (by me) it was transported to Edinburgh on a "business trip with its owner, whilst everyone else was flocking to Brighton for the League.

A couple of 'phone calls found me at Nicholson Square, Edinburgh, at 9.00a.m. on an April Saturday being introduced to the argumentative members of the Lothian HGC. The main argument was which of their many sites to fly! Some decided on some another. I went with the "Bishop's" party.

A quick drive and six kites found themselves at the foot of the hill and the wind straight on. Only six kites; and the hill a mile long and 950' high! But there are always problems. The first problem soon appeared in the shape of the shepherd (and the sheperdess) who were worried about their lambs. We negotiated a satisfactory solution and (just for good measure) an 'emergency' field with a different farmer - negotiations which took all of five minutes! The next problem was carrying the kites up the hill. (Len you're making them heavier every time.) 950' and about two miles of walking. Eventually we were up - 'peachy'.

By 2.30 p.m. I had rigged, fitted my new 'Sky' vario, and was mentally adjusting myself not to think about "new kite - new site". My harness and karabiners were carefully checked by the ground crew before take-off. A wait for a clear bit of sky and away.

I was determined not to become a second accident statistic (I presume someone did record my previous one!) so I pulled on speed and flew it very fast. A bit of practice; finding the best lift; finding how the vario worked and how the kite flew and generally sorting myself out after weeks of inactivity.

The third problem now became apparent - sail planes! The local Gliding Club used the same ridge and there were up to 20 in the sky at once. Flying a hang-glider with sail planes around is like sitting in the central lane of an autobahn as things flash by each side at speed. Not like the Lone Rangers one sees at Devils Dyke.

After about ten mins. I began to enjoy myself and gradually stayed close to the ridge but as confidence returned I ventured away and soon found that there was lift everywhere. Only two other kites were soaring (both above me, but wait 'till I get mine tuned!); a Phoenix 8 and a poisonous insect from Brighton - I thought I'd left all those behind!

Now the fun really began! We could "eat" all but the best sail planes and it was great fun to look down and wave to them in their cockpits. (Did they wave back with only two fingers?) We must have been a good ½ mile - 1 mile out from the ridge and it was fabulous to do a lazy 360° back to the hill with bags of height to spare.

But finally one of the drawbacks of Scottish flying in April became apparent - the cold. After 1½ hours I'd had enough. The cold had gone through all my winter climbing gear and it was becoming unpleasantly like waiting for a slow leader on an ice stance in a gully at 3500' on the north face of Nevis in winter. I decided to call it a day.

I intended to run out of lift by running the extreme limits of the ridge. What happened? The vario went "beep", "beep", all the time. After doing this exercise twice and covering about four miles in the process I found myself a couple of hundred feet above the ridge and

virtually all the sail planes below. I was even tempted to go and land on the airfield!

So, as I was now the last one up, and a visitor at that, I wound it down in 360°s and slipping turns. It took ages. About 50' above the pylons, another couple of cranks and down it came and a landing I could walk away from!

Time in the air? 2 hours.

De-rigged kite in 2 mins. flat and round to aerodrome to chat up glider pilots. They were not amused at being eaten; despite advanced machines few left the ridge

although last year one did do 350 miles! We pulled their legs but they got their own back on the Lothian Lads by taking them up in their gliders and charging them £5 a time! However, we feel we may have converted some to hang-gliding. At that price they didn't convert us to sail planes.

Sunday was a washout - a super two mile ridge with the wind blowing straight along it. What's more there was no real ale to compensate.

The Lothian Hang Gliding Club asked me to say you're very welcome if ever you go to Edinburgh. Get fit first - all their sites involve a walk up - avoid the lambing season and try Bishop's - it's a super site.

INTRODUCING



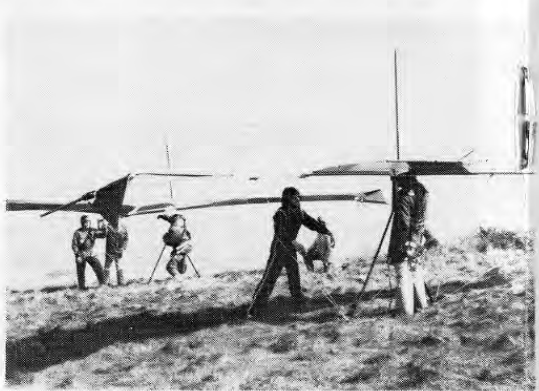
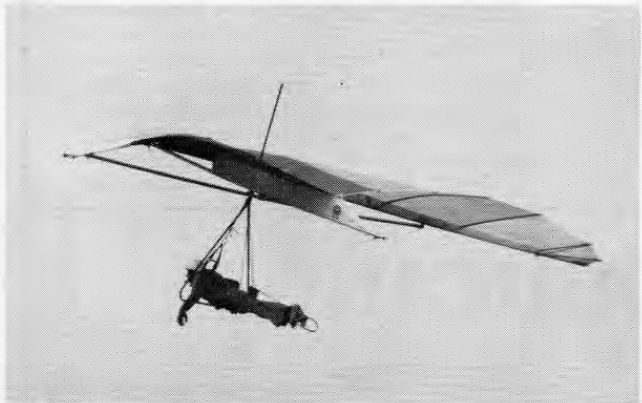
TERRY DAVIS

I live in Blackheath, London, and work as a scaffolder all over the South East of England. I first became interested in hang gliding two years ago but was unable to learn due to a disc being removed from my spine. I learnt to fly at the British Hang Gliding school and enjoyed it so much that I bought a Falcon III straight away. The appeals of hang gliding are the element of danger, the independence, the freedom and satisfaction of a good flight plus the fact that you never stop learning.

GERALDINE BRADY

After taking a course for Hang Gliding with Malcolm Hawksworth, I enjoyed it so much that I decided to continue. This involved going halves on an SST 100M with my brother Martin, which we bought 18 months ago. Most of my tuition has been with Graham Slater. Unfortunately my progress has been slow due to poor conditions and also the problems which come with being light for a kite. I enjoy flying the SST and find it handles very well. Luckily things are taking a turn for the better, as I have had several flights off the Dyke. At the moment I am flying top to bottom, but I hope for long soaring flights and eventually top landings.





"Parley-voo Hang Gliding" by Tony Fuel

Without wishing to be too chauvinistic about it, foreign flyers are rapidly becoming a major menace to SHGC. In recent months, quite a high proportion of the serious accidents in my book have happened to overseas visitors. In November last year, an enthusiastic bunch of Norwegians made life intolerable at the Dyke, several of them had crashes, and they were very lucky not to get at least one major injury. Earlier this year, a group from Luxemburg denied all attempts at giving them advice, landed all over the crop at the Dyke, drove their van all over the field at the top and generally behaved in a thoroughly unwelcome fashion. Recent WINDSOCKS have revealed the controversy which surrounded Miles Handley's decision to allow a Frenchman to fly a Gryphon for the first time at Beachy Head in decidedly marginal conditions. This unlucky person escaped with only multiple fractures. And most recently, a flyer from Holland insisted on taking off from Ditchling Beacon. He crashed in the landing area, and was removed to hospital suffering from head injuries, which everyone at the scene thought would be fatal, but, fortunately for both him and us, weren't.

Many SHGC members have gone flying abroad, without serious incident, so far as I know. Generally, they seem to have enjoyed an excellent and hospitable reception. So we don't want to (and couldn't) close down our sites to foreigners. Nevertheless, club members generally have to come to terms with the fact that in a disturbingly high number of cases, SHGC members were actively involved in encouraging foreigners of unknown ability to fly machines which were unknown to them, on sites which would be strange to them. This combination of circumstances has been proven time and again to lead to accidents.

'Foreigners' come in all shapes and

sizes, and with widely varying experiences. Visitors from the English-speaking world - The USA, Canada, "Downunda", South Africa and so on aren't usually much of a problem. Their flying experiences are usually comparable to the UK - soaring in wind, on cliffs and hills, and they can be talked to, or shouted at just like Englishmen. Visitors from Continental Europe are a slightly different problem - not only do you have the language problem to contend with, but it is more usual for them to have "mountain-flying" experience. It is very important that



SHGC people going abroad realise that mountain flying is NOT LIKE the downland flying we get in our little corner of England. It is just as difficult but requires a rather different set of skills. Even the types of glider which have evolved for it are different. English gliders, designed for high-wind soaring are quite OK for mountain flying, but some of the Continental gliders seem to have trouble with English conditions. They don't penetrate or handle so well. The newer French and German gliders seem to be very good indeed, but some of the older ones do look a bit strange to English eyes - and flying in windless conditions all the time means that handling in turbulence wasn't quite as important as it is here. Also the pilots may lack "wind-sense" - I've seen several Norwegians plough straight in downwind or crosswind not apparently realising

that in order to land on top, you have to go INTO wind!

The Committee of SHGC has been wrestling with the problem for some time. I don't think we'll ever really solve it, since each visitor comes to us with his own experience, and/or problems. But you can help. If you see someone on the hills you don't know - go and have a chat to them. Be friendly, and helpful. Check that they know the site rules, and how the ATC system works. Make sure they are aware how sensitive our sites are to bad behaviour or dangerous flying. Introduce them to committee members (if you can find one) and make them feel at home. But don't be afraid to discourage flying if you think that the pilot isn't up to it.

SHGC is getting a number of forms printed which we'll be trying to get all foreign flyers to fill in. Stocks of these leaflets will be held by manufacturers, committee members and at the Dyke Hotel. The main reason for this is to get some idea of the visitors' experience, abilities and so on; also so that they can list essential information such as UK address, next-of-kin details etc. (On the flyer crashed at Ditchling, it was nearly 3 hours before the police found out who he was!)

But most importantly, the average Club member can help by involving himself with strangers. The help you give will be amply rewarded when you go abroad and fly other people's sites.

BHGA NEWS

Report of BHGA Council meeting
held in June at Newbury.

Council learned that some local authorities had taken surprise measures against hang gliding. Surrey, for example, had brought into effect a bye-law that bans hang gliding in the county - even though there are no known sites there. In one part of Wales, the closing date for objections to a similar bye-law, had almost been reached before someone spotted a notice about it. Council is studying the situation closely with a view to taking some positive action and meanwhile recommends that everyone should watch local papers for such bye-law proposals.

A disciplinary committee is being established within BHGA to deal with rogue flyers. It is expected to be a useful back-up system for clubs who have problems with such flyers on their sites.

Wings! is to be available on subscription both overseas and in this country to non-BHGA members. This should give

advertisers better value for money and greater freedom in publication of Wings!, with the editor having a separate budget, should ensure a better, and sometimes bigger publication.

Mere is still in the balance. No details have yet been arranged and the matter should be finalised at the next Council meeting in early July. There are doubts in certain quarters about the financial losses that could be incurred in an unsponsored Mere, and one particular sector of council seems to want a televised event for a very limited number of flyers. Personally I think the general membership are entitled to a good event at Mere, sponsors or no sponsors, television or no television. In view of the £2,000 of BHGA money recently donated by council to the cost of sending a small British team to overseas competitions, I think the general membership are entitled to something too-even if the event does run at a loss.

A NEAR MISS

BY

BARRIE ANNETTE

3 up. 4 up. Great, I've found one. It could be big Zero. What a behind? The sky seemed empty. Wait. There is a kite just turning my way, about two hundred yards along the ridge, upwind. You can't be too careful. Always double check before entering a 360. Just suppose I suddenly saw something, that kite coming would box me in

Now I had levelled up again, just hovering there, and the kite was still coming. Is it an emergency? No, he's well below me. No panic action necessary. If I break right, I could well lose some height, besides having to drop one wing - and just suppose he is confused because I have just been banked the other way. Fly on min sink. All will be okay...

Still he comes on, doesn't make the slightest attempt to turn. He's got a bubble. God, he's coming up. I can't do anything now at this speed I'm going. It's all in his hands. Dive! There is complete emptiness below. Side slip it! Please! He pulls on the bar just sufficiently to skip underneath me, and bob up the other side. As I turn my head, he is already higher than me, getting the thermal. He looks at me. I look at him. Cheers! You won't see me again. I am off to Truliegh.

Now what did I do wrong? As I thought about that 360, I started to bank into it. He could see what was happening. He knew there was a thermal there, and what I was going for. That is why he was beetling ever so fast. He wanted a hundred points, and his eyes were going like cash registers. With all that in mind, he could not expect me to change my mind and turn out of it. In

other words, I really had misled him. It is like coming to a cross roads. If you turn your wheels one way, all the other traffic takes that as a signal. I had been thinking, scan out the sky at the very last moment, because it can change so fast. From my previous experience, I thought that was good enough.



THE DYKE
photo Ann Welch

But now I have made a new rule for myself. Don't half think something out, then change your mind. Think it out completely first. I suppose that stands to reason. It is what I would do normally. But it was the first time I was flying with a vario. I didn't attach any importance to this until thinking about it afterwards, when searching for excuse for myself. It definitely was not a good idea to fly with a vario for the first time in a crowded sky. You've got to fly so the other bloke can't hit you, even if he wants to.

THE CONTINUING SAGA OF THE GROUNDED HALF

by
JUDY REYNOLDS

A breed not to argue with, as some of you already know (sorry Ren I promise not to shout you out of the sky again). Well what with all the agro at Beach Head just lately, and the overcrowding at the Dyke, I thought it would be nice to get away from it all this last weekend and experience the delights of Perran Sands.

Well after a very scenic drive down there, the sight of the thick fog as we entered Perran Sands Village, was enough to let us know that it was going to be one of those typical competitions weather wise. Through the swirling mists I caught the delights of the local Perren bingo hall, amusement arcade, fish and chip shop and the swimming pool. Well this looks promising I thought, till I found out later that all these delights were still closed till the summer season started, whenever that might be. Not to be too disappointed we ladies discovered to our extreme pleasure, that the challet we were staying in, not only had hot and cold spiders running down the walls, but a telly as well. What more could we want?

Day 1 being the Friday, we woke to the sound of gale force winds, completely blowing in the wrong direction to the take off area. Great another day wasted; what time do the pubs open? Back to the chalet, and good old telly for the rest of the day. Now it said in the entertainment guide something about a disco for the flyers to be held that evening, so with this in mind, we ladies reckoned on this being the highlight of our weekend, unfortunately, this was not be. What do we find? a really groovy dance hall, done out like a poor mans Tiffanys and the exotic movements of 'SHE' two females, unmistakably so,

girating their lumps of white flab to Saturday Night Fever, 'yuk'.

Well enough's enough I say, and after a few hours of that, anything was a welcome change, even though the alcohol was working nicely, to dull the memory. Stumbling our way back to the chalet, we find half the Southern Club have stumbled back with us. Looks like a party is about to begin.

Day 2 arrives to the moans and groans of hangovers, and 'Oh my God briefing was an hour ago'. A good start to the day. Believe it or not but today the weather was actually okay, the first task set was the slarlum with spot landing; followed in the afternoon by distance which Trevor Taylor white washed everybody with his incredible flight; which was eventually to win him the competition. The surrounding view at take off, was of rolling surf and sand dunes, a very pleasant sight for those taking part, as long as you didn't turn round, and catch a glimpse of the Perran Sands holiday village, which I must say completely spoils the whole view, with their army-camp styled buildings. That evening promised to be even more spectacular than the last, or so they said in the brochure. It started off with, the most awful group, who I think must have been Hughie Green's left overs, followed very shortly by the most revolting looking comedian I have ever heard or seen. (I heard you laughing Johnny Carr). So that was the end of yet another day at this wonderful holiday camp.

Well day three, as far as competitions were concerned, was a complete waste of time. No one seemed to be bothered any more, even though the weather was perfect. So after a morning of films; prize presentation took place that afternoon, on the actual flying area, where Trevor Taylor walked off with a nice £75, 1st prize, Bob England 2nd, and Keith Reynolds 3rd (who's he).

So if next year you feel like a truly wonderful holiday, don't forget, Perran Sands is just for you.

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Airmail

Special tributes will be paid to Paul Renouf by many people who knew him. His was the first friendly contact I had as a new member of the establishment. He was very concerned with the club within a club that was developing amongst the more able fliers.

Paul became a close friend within the few short months I knew him and we worked hard together on the Beachy Head project. His soft voice and persuasive manner added, for a lot of us, a great deal to a day on the hill. He was a good pilot and someone whose judgement I would trust without question.

I will sadly miss my friend Paul, as will all of us. There are lessons we can learn from Paul's tragic accident which hopefully will not make his death in vain. But right now no lesson on earth seems worth such a high price.

To his family, those he loved and who loved him; go sympathy, although no words can be of real comfort at a time like this.

We will all feel this loss in a personal way. I for one will miss him badly.

CHRIS BURSLAM: Felbridge Cottage, The Limes, East Grinstead.

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HIWAY AGENT COME AND TEST FLY.

B.H.G.A. Annual General Meeting Voting Slips.
J. Christopher Simpson is the lucky member whose name was pulled out of the hat and wins a years free S.H.G.C. flying membership until 1st November 1979.

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Also two altimeters for sale. £25 each. Telephone Brighton 692392.

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LOST 7 inch spool of movie film. (Mere 75 and the Gulp)Last known whereabouts at the A.G.M. in November. Any information please to Johnny Carr.

PLEASE SEND ALL OUT OF DATE NOSEPLATES TO PETER DAY AS SOON AS POSSIBLE. THANKYOU.

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