

Wasp Gryphon

WINDS  **CK**



Letter from America

AN EXTRACT FROM THE JOURNALS OF JEFF AND ROS LOWREY, COURTESY OF THEIR BRITISH AGENTS BILL & CAROLINE NEWTON.

Part 1. Travelogue. March 14th 1979.

"We are now in Oregon, Hood River, south of the Columbia River, en route to Canada by the end of the month. Our path so far has led us from New Orleans, west through Texas following pioneer routes dotted with forts, then endless ranch land. We've always managed to find places to park for the night, some as bad as our mistake of camping ten feet from a main highway, and edged the other side of us, a railway line, in use!

Reaching New Mexico, we headed for the mountains and after struggling to hide over a washed out road to some incredible Indian cliff dwellings, we camped near by, to wake up to twenty inches of snow and we were stuck. It was three nights till we and another couple were towed out and the road snow ploughed. Good fun all in all!

The van has taken us many miles but we have paid for it, as most of the van is now composed of new parts, clutch, brakes, engine etc. A Ghost Town near Santa Fe was our home for three days, actually in a garage while the local mechanic replaced the engine. I watched the chickens and sat in the sun.

Our trail then led through the painted desert and petrified forest to the Grand Canyon. The rims were deep in snow but we set out to hike down the 6.4 miles and 4800 feet through the snow drifts to the Colorado River - luckily it was warmer when we camped that night at the base. We came up a gentler route over 9 miles, nevertheless we ached for three days!

Onward through the desert to the 70 F. in California most days - a pleasant temperature after many freezing nights.

We are glad we came at this time of year, most areas look good in snow - till we get stuck! The tourist places and roads are less crowded too. Jeff is going to mention his hang gliding so I will leave that to him, but he did some more flying in California.

We stayed a while with relatives and friends and then headed north east to Death Valley - did you go there? It was a cool 89 F. when we went, but it is really impressive. The Sierra Nevada's blocked our way to the coast as they were thick with snow. Eventually finding a pass that was open we reached the Pacific again on a rugged, rocky coast similar to Cornwall, but it was misty so we have travelled back inland.

By the end of the month we will be ready to go into Canada. Hoping to spend April/May in British Columbia and Saskatchewan and then heading south through U.S.A. and the National Parks of Yellowstone, Yosemite etc. back to California to get a sun tan before going to Auckland, N.Z. in July from Los Angeles."



THEY'RE GETTING TOO
CLOSE FOR COMFORT!

TURN THE THERMALS OFF.



Part 2. Hang Gliding News

"After Look Out Mountain, Tennessee, my first flight was off Sandia Peak (10768') in Albuquerque, New Mexico, Electra Flyer country. I had one flight and it was a good one, working tight small thermals to extend my flight to 25 minutes. Landing was at 7000', the air is kind of thin up there, you really have to run on take off.

Well after that it was Torrey Pines, which as you had previously told me Bill is just an ordinary site. Anyway I had some fun in real light soaring winds which kept most guys on the ground. I met Bettina Grey, and she took lots of photos, really nice person to talk to. Also had a chat with George Worthington, who really rates the Gryphon. (The Gryphon will really go down well here).

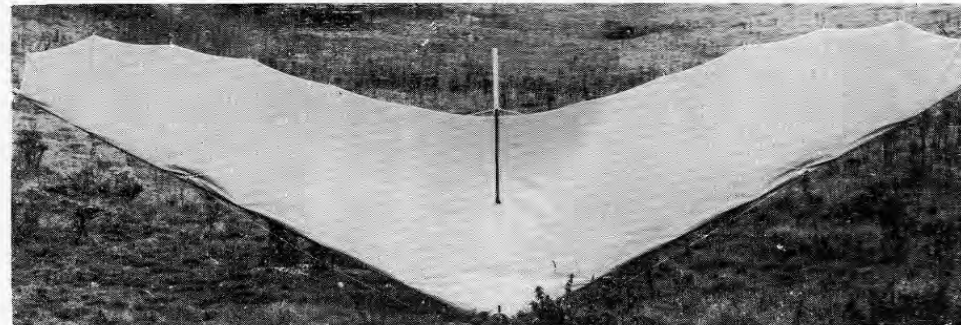
Two days later I flew Elsinore. Nil wind take off and small blobs, on my second flight with vario managed ½ hour while everybody else had sled runs. I reckon a vario is really useful on the big sites over here.

Since Elsinore have seen some incredible sites like the Sierra Nevada's, which we followed up after Death Valley. In one day we crossed three passes over 7000 feet, no wonder the van keeps breaking down. The annual George Worthington X.C. Championships will be held near Bishop in June. I reckon the Gryphon would be the ship to win it (providing it stays right way up in the turbulence).

I hope to do some flying in Washington, have some people to look up there across the Columbia River, who are the local fliers in the area. When we return to California will probably try and get work with U.P. in Tunecula, near Elsinore, as apparently they have lots of people passing through. We called in to see them and the factory reminded me of a cleaner version of Hiway in Brighton.

Well must finish, hope the flying is starting to get better, or should I say hope the blobs are getting bigger and stronger. Stay safe. Jeff"

LASER 190



The new WASP LASER has been designed for the Intermediate/Advanced pilot an easy to rig and easy to fly glider with a performance better than most of today's top gliders
TEST FLY ONE SOON £520 + VAT

For all WASP gliders, accessories, test flights and information
contact: Keith Reynolds (Ren), 16 Halifax Drive, Durrington, Worthing
Tel: Worthing 68320

WASP agent for the South Downs

PLUS CA CHANGE

or

AROUND THE WORLD IN 50 DAYS WITHOUT FLYING

On Saturday, 20 January in Guildford I awoke as usual at 6.45 a.m. - looks good so phone 01-246-8097. "Winds Easterly Force 5 veering SE Force 6". Obviously n.b.g.! However, I owe the wife a dinner for her birthday so combine 'The Lornies' with a "swift half" (euphemism for 4 pints) with Tom and Jeannie at the Red Lion. No flying that day.

Day 2 - Heathrow - visibility 75 yds. so airplanes no better than kites! Pan Am and B.A. never turned up. TWA have two planes rigged so instead of New York I have to head for Chicago - one site's much like another, especially with power!

Day 3 - Connecticut and forced to work. Yes they do fly here and last year one of their best pilots was killed.

Day 5 - Indianapolis - no hills; Day 6 - Milwaukee - 40" snow on ground; Day 7 - Chicago - hell. So I gave up and went to California.

Day 8 - Log Angeles. A couple of phone calls and the word is "Parker Mountain". Budget Rent-a-Car and super instructions find me in the desert; soaring raptors galore; driving up a dirt road up Parker Mountain: No kites! Wandered around, enjoyed the site (wind obviously blowing in the wrong direction!) but just happy to be away from cities.

I'd just started down the track when a minibus and 4 kites met me head on. As I was smaller (or the car was smaller) I reversed the ½ mile back up the track. We chatted about kites and sites and precocious winds and decided that hang-gliding was a frustrating sport and called it a day. I drove across the Majave desert; got lost on L.A. Freeways trying to get back to the hotel but despite no flying a good day.

Day 9 was a bad day - no wind - so I flew out to Hawaii where it's supposed to be flyable 360 days of the year.

Day 10 - out to Makapuu - Force 5-6, no kites so take 'The Bus' right round Oahu for 25¢ - no kites anywhere.

Day 11 - take the easy way out bird spotting on Waikiki beach but just a morning is too frustrating so spent the afternoon on a surfboard - it's a lot harder than skateboarding.

Day 12 - out to Makapuu again but n.b.g. again so climbed the cliffs instead.

Day 13 - disappeared completely, no not hangover but the International Date Line.

Day 14 - New Zealand. North Island too flat so "wasted" day flying down to Christchurch - fantastic flight over brown, parched, drought-ridden N.Z. countryside with view of Southern Alps, snow-capped mountains fab.

Day 15 - may have been flyable but we'd negotiated a day on a 38' ocean-going cruiser in Lyttleton Harbour - fantastic. Shoals of krill which fancied my Hawaiian suntan oil (oil of coconut, banana, olive and aloe) a mile swim - luckily no sharks - and the only kite I saw was on a car top parked outside a cafe! Familiar sight?

Day 16 - a poor forecast so went climbing instead.

Day 17 - over to Aussie (Moyes' Land) and had to work unfortunately. Come Day 22 it's no wind so walking in Blue Mountains instead. Day 23 no wind again. Stopped at Bulli Park to find sign saying "The assembly and launching of hang gliders in this national park is strictly prohibited". Just what you'd expect with a site 20 miles long 1000' high. So, out into bush; fought a bush-fire and wrote off a Hertz Ford Saloon just to try and get some excitement!

Next weekend had a disappointing start - a poor Linda Ronstadt concert at the

Sydney Cricket Ground - Boycott could have done better! Then cruising on 28' yacht on Sydney Harbour, topless beaches So who needs a kite??

Eventually, Day 43, I'm in Perth - and parked outside the hotel is a van with a kite! But I have to fly to Mauritius so I'm stuck with Aussie beer at a poolside bar, a blue sky, 120°F, but no hang-gliding.

Day 44 - Mauritius hasn't heard of hang gliders despite good mountains so spend day snorkelling and sailing instead.

Day 45 - Johannesburg - n.b.g. and unexciting so up to Salisbury - really hairy flying looking for SAMs - worse than the Dyke on a good Sunday!! Rhodesia has an active hang gliding club which has now been called up as the air force.

Day 50 - Guildford, so phone 01-246-8097 "Winds S.W. Force 5-6, heavy rain" plus ca change!!

ALAN FIRTH



"... and for heaven's sake keep the conversation away from hang gliding"

A.T.C.



Targets will be put down in the landing area at Devils Dyke/Beachy Head from time to time to encourage flyers to land in cleared landing area and create friendly competition.

At Beachy Head recently two flyers were seen flying east of the bowl well past the bird sanctuary. I don't know who these people are, one was seated.

You are not allowed to fly further than The Bird Sanctuary. Read Windssock rules about this site, please, or ask any experienced pilot that is around at the time, before you fly.

Shortly there will be no bottom landings allowed at the Dyke. In fact by the time you read this it will probably be in operation. To inexperienced pilots, PLEASE do not fly unless you can safely top land. £2 fine will be in operation when anyone lands in the crops. If this happens, put your glider down as near to the edge of the field as possible.

If there is any point about the A.T.C. you would like to discuss with me please talk to me. Any helpful points will be considered. I can be found on the hill when you see the Yellow Renault Windssock displayed.

Safe Flying.

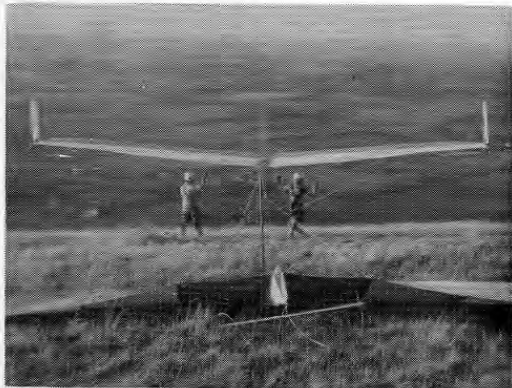
Eddie Horsfield.

GLIDER REPORT

BY LESTER CRUSE

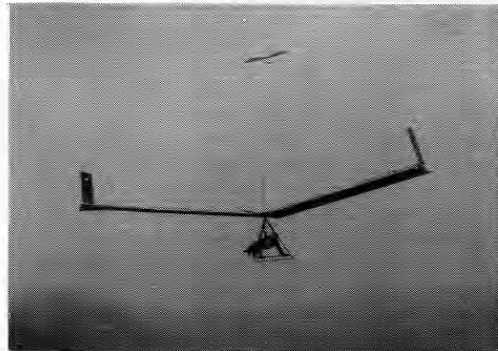
Since 1976 there has been no argument that the Fledge built by Manta Products Inc. of San Francisco is the strongest, highest performing and most beautifully built hang glider in the world.

To improve on the Mark I was considered a great challenge and the result of the Californian company's efforts is the Fledge 2 - the ultimate success story. With production well established and the double surface sailwork perfected the latest versions are outperforming everything in any wind condition! The speed range of the Fledge is so good that in the very light winds they are above the super floaters and when the wind gets strong and I mean strong! it leaves the countries fastest wings looking very inadequate.



The speed and incredible L/D of this glider enables the pilot to reach out, jumping gaps where others go down, spending more time away from the ridge looking for thermals giving rise to great cross country potential. The Fledge's precise effortless control utilizing twist grips not muscle make it easy to handle in any situation including thermalling. In '78 at Grouse Mountain in a still air duration competition, Tom Vayda on a Fledge 2 beat all our best pilots on established thermal hungry floaters and in a tight landing area where many pilots were in

the trees, by using both rudders as spoilers he outlanded them too. A while later Hans Olschewsky on a Fledge 2 took the gold medal in the open class at the European Championships - so its competition advantages are obvious.



It is remarkably easy to fly, needing no physical strength in the air whatsoever, its very stable and therefore very easy to land, it even boasts a parachute mode. The rudders are extremely efficient and very simple to use (simply twist the left grip to go left and the right one to go right) and only the pitch is controlled by weightshift. Landing is completed by pushing out in the normal way.

It does take a little longer to rig but with practice the difference is not noticeable, indeed I can rig in 12 minutes. The ground handling at first is a little different but this is something you soon get used to.

Whilst the Fledge packs away like any normal hang glider it is essentially a rigid wing in which the airfoil cannot change. It uses ten preformed aluminium ribs structuring permanent camber and reflex for built in positive pitch making it also the safest glider in the world.

The double surfaced Fledge 2 comes in two sizes, 142 sq.ft. (A) and 33ft.(B), 22ins. of dihedral, 18 degrees of sweep, 2 degrees of washout and a 5.5ft. root

chord tapering to 4.5ft. The airframe is a "sweep wire" linked structure in which stresses are shared by four wing spars, four inboard compression struts and two tip struts with a flying wire to the ends of each compression strut defining the shape of the wing. It is neither necessary or possible to tune the glider and no rogallo will ever be able to match the strength and simplicity of such a design.



At £895 (inclusive of cover bags, shipping and tax) it well may be thought expensive but when you see how it is made and how well it flies it can be considered an investment - you will probably never need another glider.

Cherokee

The latest in this breed of glider, incorporating characteristics not usually found in super floaters such as speed and glide, so when the wind gets up you don't have to pack up and go home. It is also very stable at speed and therefore nicely controllable even in a radical dive. In fact, the handling generally is so good that once set up it will continue to perform perfect 360's completely hands off.

Its a delight in thermals because you can turn on the stall without the need to constantly trim the 360. This enables you to centre the lift very easily

(unlike some gliders I have flown which seem to have an aversion to thermals, getting spat out in every direction).

The Cherokee's controllability near the stall is quite astonishing making it very easy to land (for the first time in two years I flew over the cars in the Devil's Dyke car park and dropped it in near the fence!)

In short the glider is a real pleasure to fly, with a very low stall speed the take offs are virtually fool proof! It is easily flown by the less experienced pilot yet with the extra performance which includes a truly exceptional sink rate it will probably be this years most successful competition glider.

As usual the Cherokee is beautifully made by Birdman Sports with a Howe and Bainbridge Dacron sail as standard. The sail work being carried out by Roland Lewis-Evans who is probably the finest hang glider sail maker in the country having been a sail maker before he took up hang gliding. Having had the experience of working in a glider factory myself I must comment on the individual attention given to each glider produced in Ken Messenger's factory, although fewer gliders are produced the quality control is far higher. The designer, Dave Raymond, has a major part in the construction of each wing including the setting of the sail on each air frame.

The Cherokee is cleverly designed so that with one straight length of tube you can replace any part of the control frame or kingpost. The airframe is powerfully constructed using 2 inch tube throughout. It comes in three sizes, 185, 200 and 220 sq.ft. and costs £550 including bag and VAT.

As agent for Birdman Sports on the South Downs I can offer a demonstration flight and a reliable after sales and spares service.

*As a very special introductory offer I'm giving a 10% discount for a period of one month only, which makes the glider less than £500!

Try it and you'll find you can have fun together with performance.

BLOB

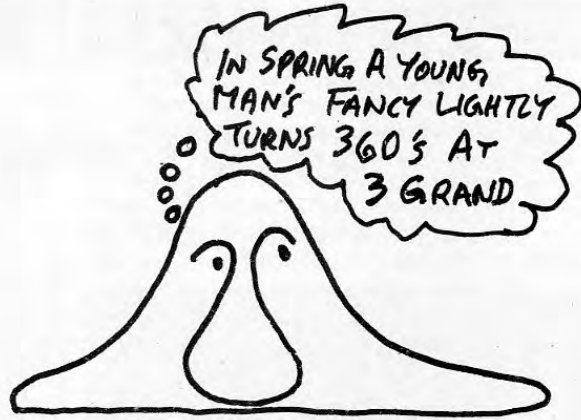
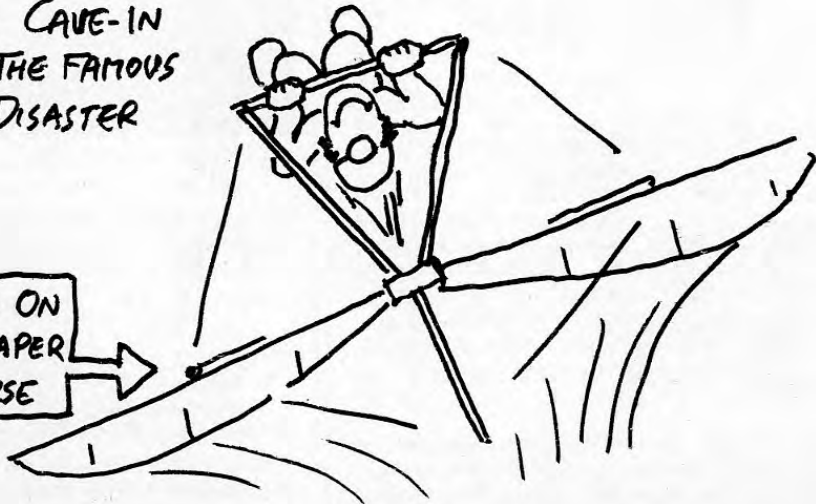
(T.G.W.K.T.)

ALL CHARACTERS IN THIS EPIC ARE FICTITIOUS EXCEPT BLOB AND HE'S REAL.

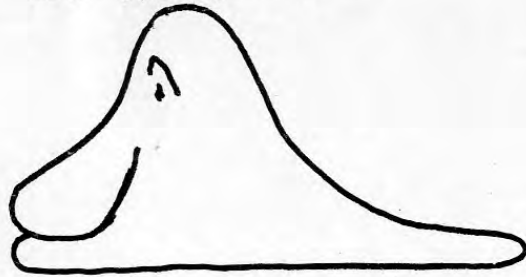
--SO I'VE BEEN DOING AN INVENTORY OF POTENTIAL BLOB FODDER----

THERE'S CAVE-IN COWIE THE FAMOUS AUSSIE DISASTER AREA

DRAWN ON LOOP PAPER OF COURSE

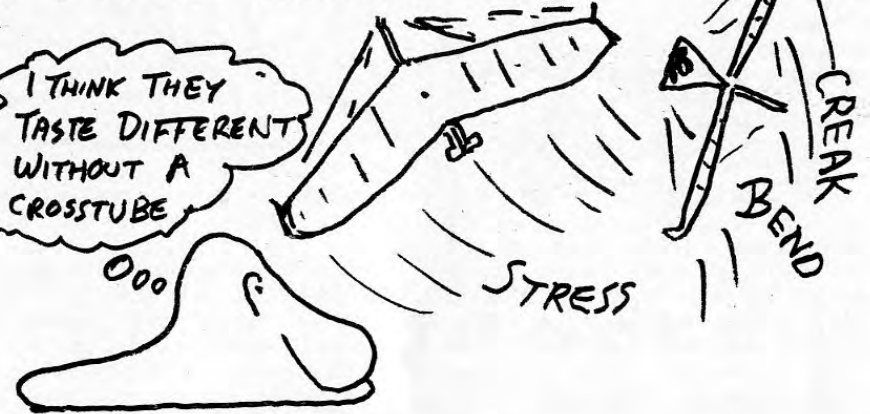


SPRING IS COMING AND ME AND THE LADS WILL BE ABOUT----



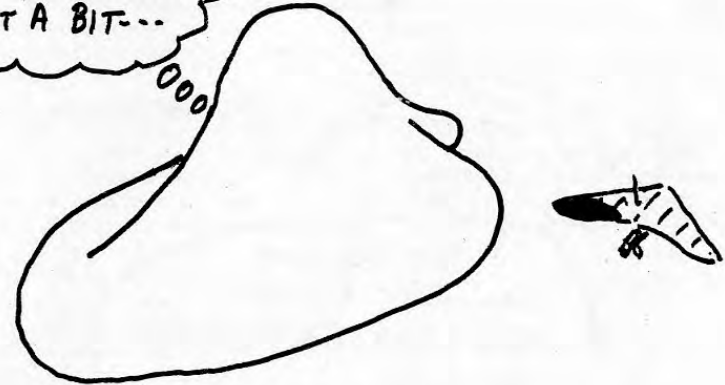
AND WE MUSN'T FORGET THE EGYPTIAN PILOTS ALAN WREAKS AND MICK MAHEM

I THINK THEY TASTE DIFFERENT WITHOUT A CROSTUBE



FOR A QUICK SNACK THERE'S ALWAYS MICRO BERTSON THE MINIATURE HANG GLIDERIST

NOW HOLD STILL MICRO, THIS WON'T HURT A BIT---



BUT A MORE SUBSTANTIAL MEAL WOULD BE----

--LESTER CRUISE-MISSILE
ON HIS FLAGELLATION II



IT DOES MARVELLOUS
WHIP-STALLS



YES 1979 COULD BE A
VINTAGE YEAR

I HOPE WE
DON'T GET ANY
BOTTLE TROUBLE



IF YOU BELIEVE
ALL THAT RUBBISH
YOU MUST BE REALLY
PEOPLE I BLE

LOOK, PEOPLE ARE GULLIBLE, RIGHT?
SO GULLS - - - - ?

You can't go Hang Gliding . . ??

An adaptation of an article by DAN GREEN.
By Mike Lingard.

WHY DON'T YOU stop kidding yourself, havn't you already wasted enough money and time on hang gliding magazines and lurking around hang gliding hills, reading and dreaming and shipping up images of yourself piloting hang gliders. Snap out of it, you can't fly and you never will.

To begin with you can't afford it. Forget everything else and dwell on that for a moment. Hang Gliding is too expensive for the average person, you can spend up to £75-£80 to obtain a Pilot One Certificate to enable you to fly and £400 for a kite, for that money you could have a nice second-hand motorbike, or a hi-fi set or some new furniture. Oh, most Hang Gliding schools will try and argue that they can arrange hire purchase for your training and your glider, and tell you its money well spent, but don't be fooled, £480 is £480 no matter how you spread it.

If deep-down you're a sensible person, the above argument should suffice to wake you up to your folly. If you refuse to listen to reason, however, prepare yourself for a couple of cold slaps in the face.

You probably have the idea that Hang Gliding is easy, who ever tells you that lies, hang gliding is hard, it takes more skill than driving a car, and if you do something wrong you can fall and kill yourself. It's true, nobody can just strap into a Hang Glider and fly away students pilots have to practice, practice, practice. And most of that practice has to be done alone. Sure an instructor gives you a few hours of expert advice and teaches you the basic control of the glider but then he sends you up alone to perfect what you have learned. Picture yourself hundreds of feet above the ground desperately trying to remember all you have been taught. Your glider twitching in the air demanding your attention and nobody to help you if you get mixed up and don't

know what to do. What everage, mild mannered person like yourself wants that kind of terror in his life?

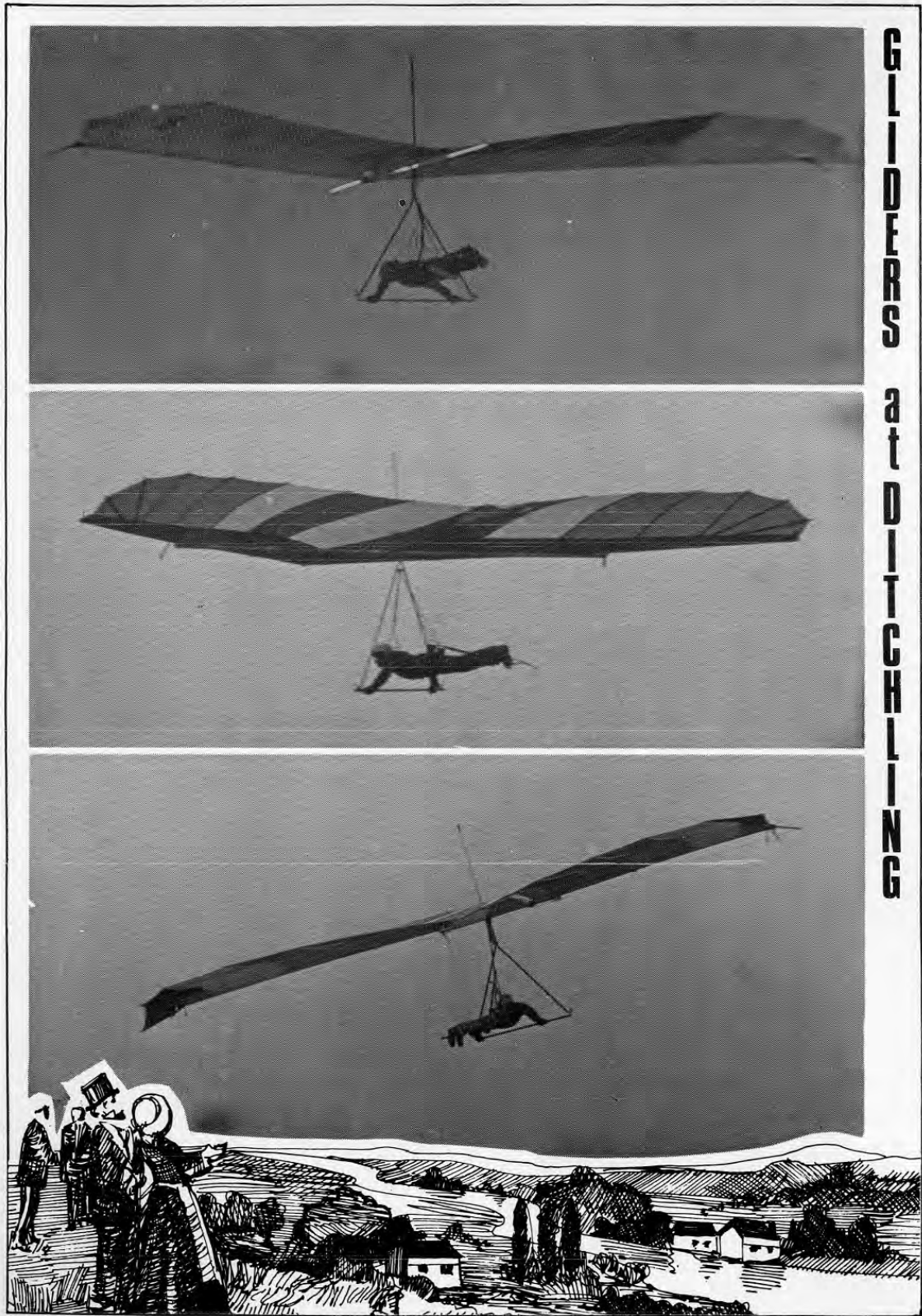
It's not enough to have to risk your life in a flimsy little machine that takes skill and nerve just to keep it spinning out of control. You also have to know your aviation law, meteorology, understand wind currents, up draughts, down draughts, rota effects, wind shear, stall speed, min sink speed, camber, reflex, etc. etc. in fact you have to pick up such a completely new vocabulary some say it's like learning a second language. And you know how hard that is.

The worst part of all is how alone you always are. Probably in an effort to lure unsuspecting newcomers to the sport, someone years ago started the cruel rumour that there are all kinds of people on the ground who will assist you in your flying. HAH?, not that the people on the ground won't help, - they'll talk their heads off with advice on where to take off, where to land, where not to land, wind strength to fly in, watch this and watch that? But it's you, not them who has to fly that glider, your responsibility, completely. Nobody to blame if things go wrong. Who needs that?

Take a long look at yourself. Isn't your life comfortable? You've got friends who admire and respect you because you do your job and support your family and don't make waves. You're dependable, off the job and on, and you never attempt to inflame the group with radical ideas and opinions. You start fooling around with this flying business and it'll change your attitudes and outlooks and perspectives - why, it could change your whole life? It's a short step indeed from muttering words like 'FREEDOM' and 'FUN' and 'ADVENTURE' and 'ESCAPE' to actually believing that all those things are worthwhile and important.

If you go through with it, don't say you weren't warned. Be prepared for lots of people thinking you're crazy, because you will be. 'Old Smith there must have flipped, risks his life in those Hang Gliders every weekend when he could be safe at home watching football on television or taking a nap.

Leave that stuff for the fools.
You're sane - you can't go Hang Gliding.



S.H.G.C. MEMBERSHIP

THE FOLLOWING PEOPLE ARE NON-MEMBERS OF S.H.G.C

- | | |
|-----------------------|---------------------|
| V. Arnold 11/78 | B. Hudson 11/78 |
| N. Austin 11/78 | R. T. Hudson 11/78 |
| P.R.Ashley 3/79 | R. Ingham 11/78 |
| W.S. Bank-Jones 3/79 | M. Johnston 11/78 |
| C. Bartrom 2/79 | P. Jones (145) 4/79 |
| B. Bateman 3/79 | P. A. King 11/78 |
| M. Bromidge 12/78 | R. King 3/75 |
| R. Bromley 11/78 | O. Linscer 11/78 |
| I. Bull 11/78 | T. Lawrey 11/78 |
| J. Burden 11/78 | M. Maher |
| N. Burley 11/78 | P. Mancy 11/78 |
| P. Campbell 11/78 | P. Medlicott 11/78 |
| B. Chaplin 12/78 | T. Miller 11/78 |
| G. Coward 2/79 | J. Payne 11/78 |
| L. Cruse 1/79 M/Ship | M. Payne 11/78 |
| A. Dean 11/78 | J. Pendrey 1/79 |
| A. Dyson 11/78 | D. Philpots 1/79 |
| P. Edkins 1/79 | C. Roberts 11/78 |
| R. Etherington 11/78 | P. Shaw 11/78 |
| R. Filipkiewicz 11/78 | D. Sheridan 11/78 |
| A. Foxon 1/79 | E. Short 11/78 |
| P. Gimson 11/78 | D. Stokes 12/78 |
| P. Godwin 11/78 | D. Tait 11/78 |
| P. Hankey 1/79 | C. Tansley 12/78 |
| B. Hall 4/79 | F. Tarjanyi 11/78 |
| B. J. Harrison 11/78 | F. Tarjanyi 11/78 |
| P. C. Harris 11/78 | T. Taylor 12/78 |
| B. Hayward 2/79 | A. Watmore 11/78 |
| R. Hicks 11/78 | A.J.Weeks 12/78 |
| J. Home 11/79 | A. Woodford 3/79 |

Airmail

Dear Anna,

I would like to take this chance to introduce myself, and also to give some advice to the Southern H/G Club. During the time I have been hang-gliding I've seen many changes, as I have been flying now for six-years, "yes," from the beginning of time of hang-gliding, I I'm well known by many pilots, "from beginners to league pilots", well in six years I've seen them come, and I've seen them go, and as time and gliders fly by I am surprised at the amount of pilots still not taking notice of the safety regulations.

Sunday last 18.3.79 I was the second person to rig-up at Beachy Head, and waiting for the wind to pick-up, a short while later, Eddie Horsfield turned up, and with hammer in one hand, and poles in another, I wondered what was happening, "Eddie: says I", what are you doing, "Setting out the "LANDING AREA" says Eddie." What a good idea - "thanks I", and you must admit - a landing area, clear and safe to land in. So says I - "good idea Eddie", and he then went on to tell me it took him four hours to make and varnish four posts with flags to mark out a safe L/area.

Now, as the morning went on more and more people turned up, and gliders were everywhere. It wasn't long, and what I feared - "happened". Gliders had covered the landing area. How Many Times Does This Have To Happen, Before Someone Gets HURT. We have rules and regulations, so why can't we keep to them.

Thinking back to the work Eddie put into making flags to mark out a safe L/A, I had to think to myself what a waste of time and money he'd spent.

As some will say - "Well it was scratchy and nobody was top landing," now let me say: everytime I went up, I top landed that day, but I could not land in the marked area, because, the pilots who parked in the L/A, half of them were in the Pub, which caused myself to land near people (THE PUBLIC) it also caused Keith Reynolds and Mick Maer to land in bushes (how's the ankle Ron?) "Yes" he twisted his ankle, it could have been worse. So how about it

lads: Page One - Code of Good Practice 4(a) - it reads: Designate the take-off and landing areas. Keep these free from spectators and parked hang-gliders.

Next time you are on site, look around and see how many gliders you can see in the landing area. Mine won't be one of them, because I also think of the bloke doing his first top landing, remember that, because next time your glider just maybe right in his way.

Safe flying lads, long may it last.

Doug Maynard: Bracknell Berks.

Dear Anna,

Could I say that I thought Mac Lane's suggestion that we have St. John's Ambulance Brigade in attendance at our flying sites an excellent one.

It occurs to me too that there will probably be a number of trained First Aiders in the club. If they could be readily identified, by arm bands, on the hill, it might also be very useful.

I became a qualified first aider because I was having to play an active role in Hang Gliding accidents, like it or not! No doubt others so qualified would be willing to identify themselves if you put out a call in Windsock.

I think it would also be a good idea to put a First Aid box by our Windsock on the hill where it could be easily seen. First aiders are trained to do as little as possible but there is no doubt that good first aid can not only save lives it can very often lessen the extent of the injuries.

Sid Fisher: 54 The Orchard, North Holmwood, Dorking.

Small Ads

NEW SCORPION C. Knee injury skiing forces sale. 5 flights only: £500.00
WASP FALCON III. Good condition £225.00
AIRSPED INDICATOR. £17.50
PRONE HARNESS. £15.00

TELEPHONE: POUND HILL 3474

SUPER SCORPION C. Breakdown model. Dacron multi-coloured sail. 4 months old. As new £500.00

TELEPHONE: LANCING 5315 or 2233

SUPER SCORPION B. All Bainbridge sail in dark and lighter blue. Only 4 months old and in immaculate condition £450.00

TELEPHONE: BRIGHTON 601506 Clive Betts

MIDAS SUPER E 11 months old, ripple free sail. Very clean glider, some spares. P/E framed battons. £385.00

TELEPHONE: 01-684-4722 Eddie Horsfield

HIWAY SPECTRUM (Large) 4 months old. Ideal intermediate machine. Harness and B Bar £425.00

TELEPHONE: TONBRIDGE 357413

SST 100C White sail. In very good condition only flown twice. Bag and seated harness included. £400.

TELEPHONE: 01-337-6552 Frank Flitton

HANG GLIDING PHOTOGRAPHY. I offer my creative know-how. Special effects. Consult me for your requirements. TELEPHONE: 01-684-4772 Eddie Horsfield.

FALCON III. Excellent condition. Seated harness and few spares. £275 ono.

TELEPHONE: DORKING 86797 or Leatherhead 74488 (Office)

THE HANG GLIDING INFORMER

Collecting the information for the Sites Guide, I found a fairly universal demand for more information about what is happening around the country; and I found a lot of material in club magazines which would meet this demand if given national distribution. I intend to set up an independent hang gliding newspaper, and create the publishing space for considerably more material than at present gets distributed through Wings! Priority will be given to articles which have already appeared in club magazines, in order to give club magazines encouragement. I also intend to publish overseas articles. Accidents will be reported in far greater detail than happens at present, and so on. I will understand how people feel who have gone to the trouble of writing up their experiences.

I hope that people will not object to their articles being lifted in this way.

Site Guides covering most of the U.K. and Ireland are now available from Barrie Annette, 116 Colne Road, Twickenham, Middlesex TW2 6QN. To addresses within the U.K. BHGA membership is required. Price £2.75. Please quote BHGA number. To recognised hang gliding agents, or clubs, price £1.85 for orders of a dozen or more.

The Emu pictured on the last month's cover is to be produced by a new manufacturer VULTURELITE Ltd. of Brighton in the new future once development has been completed and a production.

21ft. CLOUDBASE RADIAL blue and white. Ideal first kite complete with seated harness and carrier bag.

TELEPHONE:- 01-486-4621 Chick Young.