

# SKY SYSTEMS

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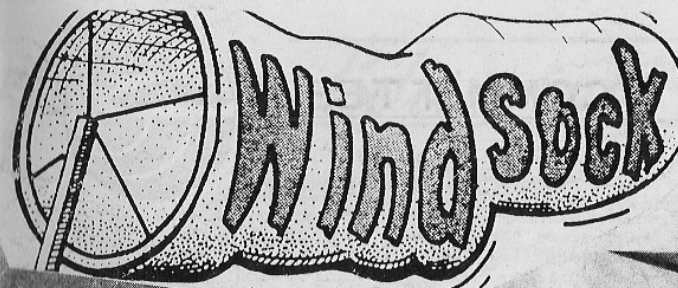
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## '84 COMMITTEE



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H - (089283) 4240 W - (0622) 831215.

### TREASURER

Peter Day, 112 Cotswold Way, Tilehurst, Reading, Berks, (0734) 21481.

### MEMBERSHIP/SECRETARY

Adrian Whitmarsh, 1 Maple Close, Horsham, West Sussex,  
H - (0403) 55761 W - (0825) 5055.

### SITES OFFICER

Chris Bartram, 80 Trafalgar Street, Brighton, Sussex, (0273) 682499.

### SAFETY OFFICER AND AREA ACCIDENT CO-ORDINATOR

Kelvin Wilson, 15 Hyde Street, Upper Beeding, West Sussex, (0903) 814173.

### COMPETITIONS OFFICER

Michael Carnet, 143 Loder Road, Brighton, Sussex, (0273) 505892.

### CLUB COACH

Dave Rusbridge, 9 Allington Road, Worthing, BN14 8QD, (0903) 31204.

### B.H.G.A. COUNCIL REP

Dave Clayton, 9 Hawthorne Court, 148 St. James Road Sutton, Surrey,  
01 642 0630.

### PUBLIC RELATIONS

Jan Martello, 73 St. Andrews Road, Worthing, Sussex, (0903) 68780.  
Peter Harris, 4 Burdett Place, Hastings, Sussex, (0424) 432042.

### CLUB SOLICITOR

Tony McLaren, Thomas Eggar and Son, 5 East Pallant, Chichester, Sussex.  
H - (0243) 773457 W - (0243) 786111.

### WINDSOCK EDITORIAL COMMITTEE

M. Carnet, See above.

J. Carr, Highbank, Fairplace Hill, London Road, Burgess Hill, Sussex,  
04446 - 42324.

T. Bardon, 5 Bute Street, Brighton, Sussex (0273) 609166.

I. Carrington, Brewers, Eastend Lane, Ditchling, Sussex.

.....

### CONTRIBUTIONS

If you have an interesting story to tell or accident to report just write it down clearly and send or give with any photos to any of the editorial committee. Please send a S.A.E. if material is to be returned. All items must be in by the 25th of each month, for the following months magazine.

### ADVERTISING

Private advertisements for members (to sell gliders lost and found etc.,) is free.

All commercial advertisements are charged at the following rates:  
1/6th of a page: £12 per year (in advance); 1/3 page: £22 per year (in advance); full page £5 per month, or £45 per year (in advance).

## Editorial

Several things: First the cock-ups ! Two date changes (one of which you should already know about): The AGM is now to be held this coming Saturday, 10th November, starting at 7pm at the Dyke Pub, due to the fact that the previous date fixed was just before bonfire night. All members (and their other halves) are welcome; turn up and voice your opinions. Rumour has it that the top jobs is up for grabs. All you have to do is propose someone (or yourself) and get it seconded.

Second date change involves the Club Christmas Social, previously advertised in Windsock as Saturday 1st December, it has now moved to Saturday 15th December. Same venue though, Devil's Dyke Pub, upstairs.

The other cock-up (not more ! ) was the non-appearance on Saturday 20th October of Mr Best, the met. man from Southampton. He was booked to come and talk to us but somehow had double booked himself on this date, and was unable to make any date near to it. There was some confusion over what video we were supposed to be looking at first (in place of the met. talk) but for those of you who missed the publicised Australian Nationals movie, we hope to repeat it some other time as it is very good.

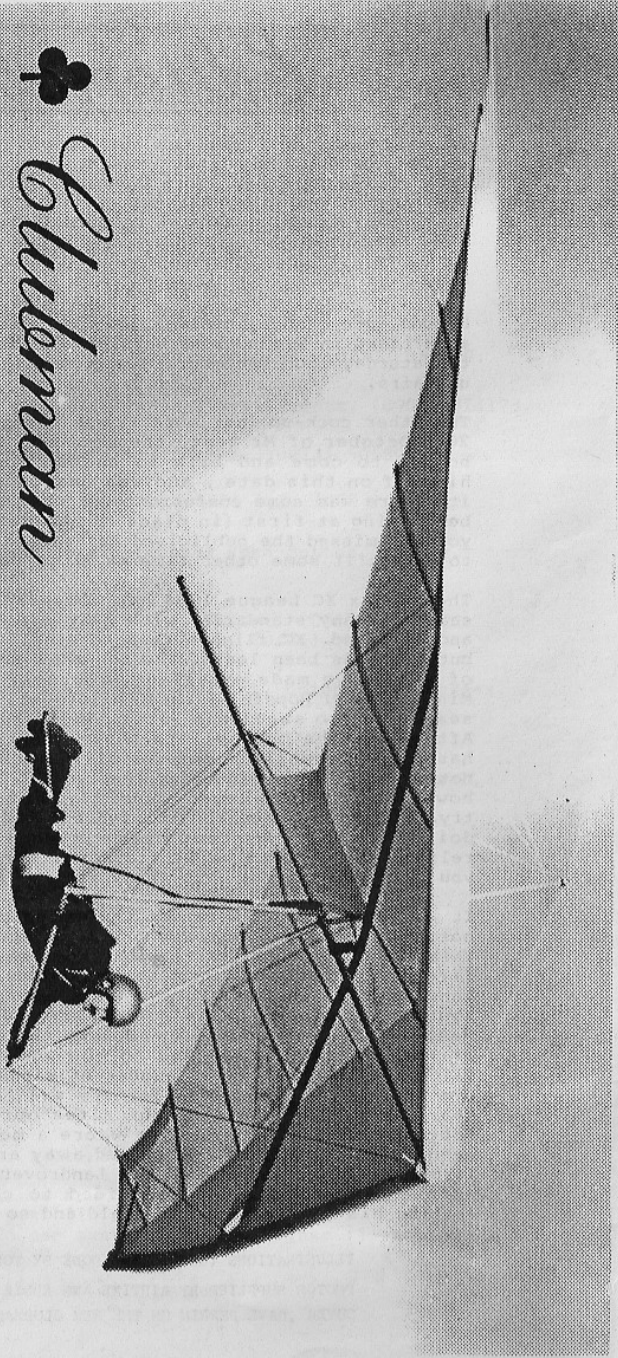
The Sussex XC League 1984 has closed; it has been a remarkable season by any standards, with many personal bests being achieved and bettered. XC flights tend to steal the limelight these days, but much has been learnt through them amongst P1 pilots, several of whom have made excellent progress, like Peter Bolton, Nick Minnion, etc. Hopefully these pilots will be raring to go XC next season and so swell the local competition and make it more fun. After all, the more pilots there are trying to go XC, the less hassle retrievals become for all. Think about it. Competition's not my scene, you might say, but you'll be surprised how much and how fast you will learn about flying and about yourself if you try. A friendly race to Truleigh and back (when all you would be doing is swanning about on the ridge with a few wingovers to relieve the boredom) will teach you more about your glider than you think. You might even enjoy it !

It was suggested at a recent Committee meeting that some kind of notice/site rules boards be put up at each of our Club sites. This would help public relations and leave no excuse for visiting fliers not knowing what the site rules are. To a farmer or landowner it is the Club to whom he must look when damage or abuse takes place; he is not to know who is and is not a Club member. Stories abound up and down the country about sites lost or temporarily closed due to the inconsideration of visiting fliers. With our limited number of sites we must take more care over relations with local farmers and landowners. This can only start if we take care of the sites ourselves. A case in point recently occurred at the Dyke where a member damaged a fence by landing on top of it. He walked away and forgot about it until farmer Williams came up in his Landrover a few days later fuming with indignation. He had decided to check his fences before letting his cattle into his field and so found his fence damaged.

ILLUSTRATIONS (GOOD ONES) DONE BY TONY PAYNE.

PHOTOS SUPPLIED BY AIRTIME AND EDDIE HORSEFIELD.

COVER ,DAVE PERRIN ON THE NEW CLUBMAN 11



  
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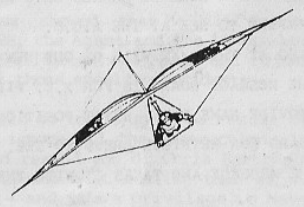
Now if he hadn't bothered to check his fences and his cattle were scattered around Sussex you can be sure that the Club would have lost the use of the field to the west of the barbed wire fence at the top and the bottom landing. So, if you ever damage part of a site you must report it, either to Chris Bartram, our Sites Officer; or better still, go and see the farmer yourself. He will think more of you, and the Club, than if you just leave it for him to find, possibly too late.

Kelvin Wilson, Club Safety Officer, recently remarked that nobody ever seems to report accidents. It looks like the entire membership, currently over 150, never has an accident, not even a ground loop?! Funny thing that; must be connected with the secondhand glider values, you know, "never pranged, superb glider" etc. etc. Seriously, report any incident because it could save somebody else making the same mistake. Nobody will criticise you for it. In fact they will admire you for being diligent.

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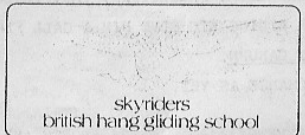
DEC 85

**BRITISH  
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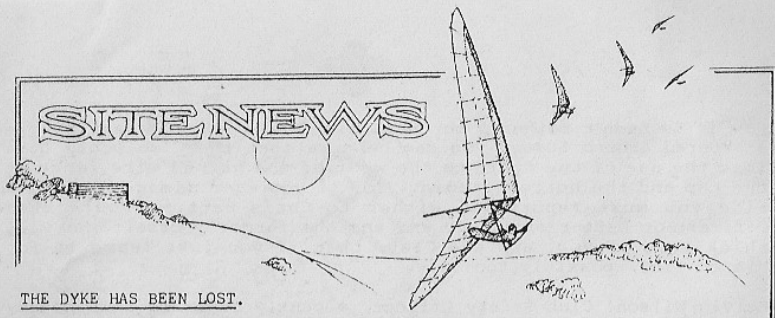
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DEC 84



THE DYKE HAS BEEN LOST.

THIS HAPPENED LAST SATURDAY AFTER THE FORTH CROP LANDING. THE TWO BROTHERS NOW MANAGING THE FARM TOLD US THAT THERE WERE TO BE NO MORE BOTTOM LANDINGS ANYWHERE. IT WAS ONLY AFTER AN URGENT PHONE CALL TO THEM AND A MEETING ON THE FOLLOWING SUNDAY MORNING THAT THE SITUATION WAS RESOLVED.

THEY HAVE NOW RELENTED AND (PROVIDING NO MORE CROP LANDINGS OCCUR) WILL CONTINUE WITH OUR USUAL AGREEMENT OF LANDINGS BEHIND THE BARN. ALSO IN ADDITION TO THIS THEY WILL ON A PROBATIONARY BASIS ALLOW US TO LAND IN SOME OTHER SPECIFIED PASTURE FIELDS. FOLLOWING THE DISCUSSIONS ON SUNDAY MARK AND GARY LEE (THE FARMERS) WILL PROVIDE INFORMATION ON WHERE WE CAN AND CANNOT LAND WHICH WILL BE MARKED ONTO AN O/S MAP. THIS WILL BE AVAILABLE FOR ALL THE MEMBERS TO SEE AT THE A.G.M.

ALSO AT THE DYKE WILL BE OUR NEW MESSAGE BOARD SYSTEM. SPONSORED BY AIRTIME THE MESSAGE BOARD IS FOR X.C. PILOTS WHO RING IN TO THE DYKE. PILOTS SHOULD PROVIDE NAME, TIME, EXACT POSITION ETC THIS MESSAGE WILL BE DISPLAYED ON THE BOARD FOR RETRIEVE CREWS TO SEE. THEN WHOEVER GOES TO PICK UP THE PILOT REMOVES THE MESSAGE AND TAKES IT WITH THEM.

PLEASANT RISE FARM

(SORRY BUT THE SITE GUIDE INSERT WAS LEFT OUT OF THE LAST WINDSOCK)  
THIS SITE WILL BE STRICTLY FOR THE MORE "ADVENTUROUS" EXPERIENCED PILOTS. PLUS PILOTS (PRE P1) UNDER INSTRUCTION AT A SCHOOL. IMAGINE A SITE HALF THE SIZE OF STEYNING WITH POWER LINES AT THE BOTTOM AND YOU CAN VISUALISE PLEASANT RISE FARM. POST P 1 PILOTS ARE ADVISED NOT TO FLY THIS SITE YET, BUT BY ALL MEANS GO AND HAVE A LOOK AT IT. THE FARMER RAY SAVAGE IS VERY FRIENDLY AND ALSO RUNS A SPORTS COMPLEX ON HIS FARM (IF YOU ASK HIM NICELY YOU MAY OBTAIN USE OF "FOR A FEE" HIS EXCELLENT FACILITIES) THEY INCLUDE, TENNIS (INDOOR) FOOTBALL, BADMINTON HORSE RIDING ETC GIVE HIM A CALL FIRST.

MOUNT CABURN.

NO CHANGE AS YET.

OTHER NEWS..... ULTRA SPORTS ARE TO MERGE WITH SOLAR WINGS. THIS WILL MEAN A MOVE ON GRAHAM SLATERS PART. THE NEW FACTORY IN MARLBOROUGH WILL BRING MICROLIGHT AND HANG GLIDING ALL UNDER ONE ROOF. GRAHAM HOPES THAT THIS WILL MEAN HE CAN RETURN TO THE LEAGUE NEXT YEAR COMPETING FOR SOLAR WINGS. SO WATCH OUT MICHAEL, GRAHAM'S AFTER THAT TITLE NEXT YEAR.

Mount Caburn - the Sermon on the Mount?

So, the chance that we all had to fly the only decent south-westerly site in our area has been ruined - and to make matters worse it's not entirely clear what happened.

As most of you know Chris Bartram sent out a sites guide insert a few months ago giving the vital do's and don'ts of access, etc. This was provided following a decision by the membership at last year's AGM that information should be made available regarding all notable sites within our area. Clearance had been obtained from the land agent and the farmer, who expressed the usual conditions, as emphasised in the sites guide insert.

Now, anyone who has visited the site will know that it is a long walk to take-off, which, perhaps, many of us are not used to in this part of the country - we have it too easy. (Ask the League pilots about Northumbria!). Parking is also very restricted. All these points were perfectly clear in the sites info. And yet somehow people apparently totally ignored all this and seemingly did their best to do all the opposites!

We have been told by the Estate Agent (who has since retired) that flyers were "demanding" to take their cars up the licenced footpath track, were abusive when told they couldn't, treading down standing crops (SHGC boot prints?) and "in general behaving in a totally unacceptable manner." I also heard that villagers complained of cars carrying gliders careering through Glynde practically forcing people into the ditch.

Although a personal conversation with the farmer showed that he still has no objection, PROVIDING THERE ARE NO SUCH HASSLES, the Agent and the landowner insist that none of them want to see ANY hang gliding there again and refuse to even let us meet them to find out more about those specific incidents.

It astonishes me that any of our members would go to Caburn as a result of reading the sites guide info and then totally ignore all the instructions in addition to the obvious normal codes. I would remind you of Chris Bartram's comments in the last Windsock and add that everyone must realise that if we are flying from private land it is just that - and it's a privilege to have access. How would you like people tramping across your back garden carrying gliders and upsetting all your neighbours? Because that's what it effectively is.

Those are the facts - on the surface. However, I don't think we've heard the last of this site!!

*Adrian Whitmarsh.*

HELP!

Inexperienced P1 will sell his body for loan of a glider and/or help with transport to Southern sites from (Clapham) London. Fairy god mothers please phone JAN PINKAVA (164 Broomwood Road, Clapham South) 01-403-5517 (Work) 01-228-7539 (Home)

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**A g e n d a**

1. Presentation of Club Trophies for:
  - (a) SHGC 'Pilot of the Year'
  - (b) Outstanding Competition Achievements
  - (c) Best competition newcomer
  - (d) Best novice pilot
  - (e) Sussex XC League winners; open distance out-&-return
  - (f) Dyke XC Trophy
2. Chairman's Report
3. Club Officers' Reports; Sites, Safety, Coach, Windsock
4. Treasurer's Report
5. 1983/4 Committee stand down
6. Election of '84/85 Committee
7. Any Other Business: Time for debate on any proposals or matters arising

\*\*\*\*\*

For those of you who haven't been to an AGM before it's an important time to get together and air your views and suggestions on how you want the Club run - and who you want to run it. All Committee positions are up for re-election. Anybody can stand - you don't have to be a 'super-ace' flyer. Anyone wishing to stand must be nominated and seconded, the same goes for any proposals put forward. These should preferably be submitted to the Club Secretary, in writing, beforehand. Current Committee members' positions are:

- Chairman:** Dave Bluett. Not standing for re-election as he feels it's time to pass on to someone else.
- Nominations:** Johnny Carr (by D. Bluett, Sec. A. Whitmarsh)
- Treasurer:** Peter Day. As the longest serving Committee member Peter has been a great service to the Club. Although for several years he has desperately appealed for someone to take over nobody has so far volunteered. Unfortunately Peter lives a bit out of our area now, near Reading, but we are extremely fortunate that he is willing to remain if nobody else is prepared to stand.
- Nominations:** None - but PLEASE contact the Secretary immediately anyone willing to be!
- Secretary:  
& Membership** Adrian Whitmarsh. Standing for re-election.
- Sites Officer:** Chris Bartram. Standing for re-election but could do with some help.
- Windsock Editor:** Although latterly helped by a Windsock 'Committee', Chris Bartram has held this post and it still requires one person to be in the co-ordinating position.

Continued.....

- Club Coach:** Currently Dave Rusbridge. Standing for re-election.
- Safety Officer:** Kelvin Wilson. Standing for re-election.
- Public Relations:** Peter Harris. Standing down  
Jan Martello. Standing for re-election and needs some help.

The Committee meets every month through the year and I suppose the most visual result is Windsock. Besides this an awful lot of effort goes in to keeping sites administered (paying & placating farmers!), membership information, organising social events, accident reporting procedures, etc, etc. As usual all the work load is shared by about 10% of the membership. We've got over 150 members now and there's lots more that could be done, but those 10% don't have the time to do it all. You don't need to be an experienced pilot nor a long standing member in order to help run the Club. We need new people on the Committee and the best way to get to know more people in the sport is to come along to the AGM and offer to help.

If you would like to know more just give me a call - my 'phone is always ringing with some enquiry about hang gliding!

Adrian Whitmarsh - Secretary

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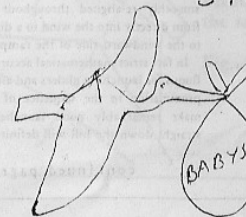
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CONGRATULATIONS TO DAVE AND ORIEL GOEPAL ON THE ARRIVAL OF A BABY SON. NOTE ALSO THAT ADRIAN AND PAT WITMARSH (ADRIAN IS OUR SECRETARY) WILL ALSO BECOME PROUD PARENTS NEXT YEAR. THE NEWS CAME SHORTLY AFTER ADRIAN HAD BOUGHT HIS NEW GLIDER. SO ADRIAN WILL BE ON CLOUD NINE NEXT YEAR IN MORE WAYS THAN ONE.

(REPRINTED FROM "HANG GLIDING" - NOVEMBER 1981)

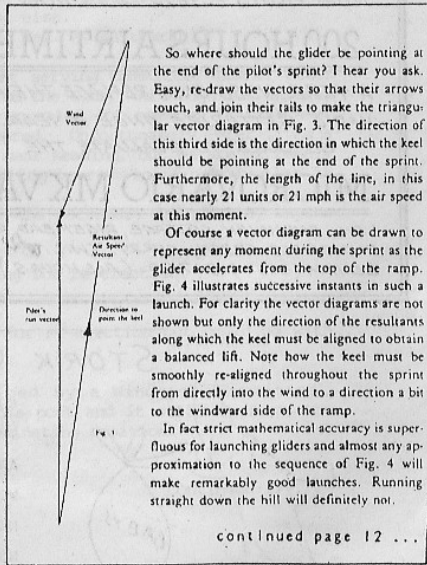
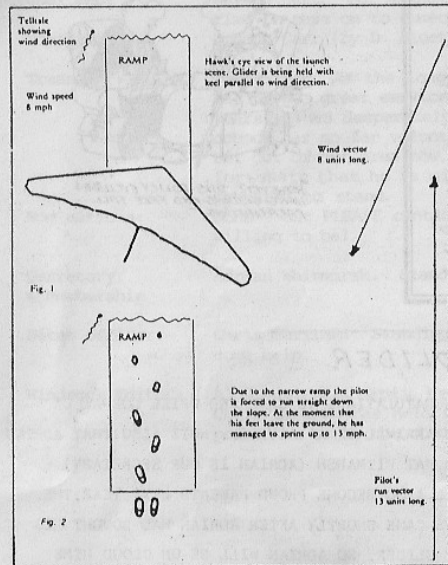
# Taking Off When The Wind is Crossed

by Gilbert Roberts

There are many wonderful places to fly where the launch ramp doesn't always quite face into the wind. La Cumbre Peak in Santa Barbara is a prime example, for even with the kind permission of the Forest Service the ramp is only wide enough to get a straight shot at winds that are less than 5 degrees cross. I write this with the memory of a very strained arm, the result of a savage correction to avoid the rocks that nearly ended an unstudied try in a 30 degree crossed condition, and I have witnessed at least two exceptionally close shaves at the same site. If I can just acquaint a single pilot with the principles involved then it is worth the time to type this out, albeit using my two-finger typing skill.

Many of my friends appear to have escaped high school math, and some of them lead such romantic lives that if the wind is crossed they prefer to imagine that it is not. Both of these attitudes are just fine if your personal guardian angel is endowed with wings like Pegasus. However most of the time most of the conditions we encounter can benefit from a little more scientific thought, so the following could be worth reading.

In a nut shell a safe takeoff can only be made if the air flow is equally divided between the left and right wings to develop balanced lift. The only way this can happen is if the keel is pointing directly into the air flow. I have purposely used the words "air flow" since this flow is generated both by the wind and by



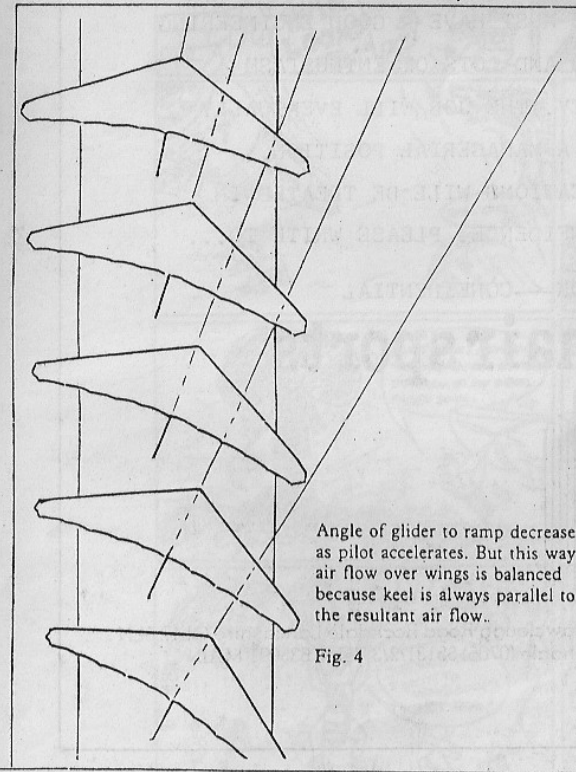
continued page 12 ...

your takeoff run added together. There is little problem if you can run directly into the wind during the entire takeoff, but when the wind is crossed the harassed pilot isn't sure where to point the keel—and small wonder because the pointing direction has to change throughout his run to keep the air flow straight down the keel, and avoid the uneven lift which may result in a cartwheel.

When I relived Tom Brown's schooldays I clearly remember the wizzened breed of math teacher who seemed to gravitate to Rugby school, always had a special spot in the classroom for those of us who were low on comprehension. The concept of vectors was a stunner as far as I was concerned although I could dimly see its usefulness at avoiding rip-tide tragedies, so I was treated to an extra share of his beady eye, and plenty of homework. Eureka! I have at last found out that vectors and cross wind launches go

together like bacon and eggs, and the crudest diagram drawn with a stick in the sand, or even a feeling of the diagram will make cross-wind launches a lot easier and safer.

If you have pencil and paper a vector is simply a line on the paper to represent the direction of something happening, like the wind direction. You make the line as long as the wind is strong. You can do the same for your running direction (especially if it is constrained by a narrow launch ramp) and the stronger you run the longer the line you draw. If the two lines you have drawn are to the same scale, say 1/2 inch for every mile per hour, then with a little finesse you can complete a triangle in which the third side is the vector sum of the other two. In the cross-wind launch problem this third line shows you at any instant exactly where to point the keel, and the length of the line is the speed of the air flow past the wings. From here on pictures show more than words.



SKYSAI LOR

Mark Woodhams is the Hiway representative in the south east, living at 60 Compton Road, Brighton. Telephone Brighton (0273) 501 043. Excalibur 177 for sale. Rainbow undersurface and stinger, £900. Fantastic Vision demonstrator available for demo flights.

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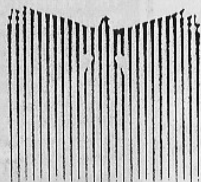
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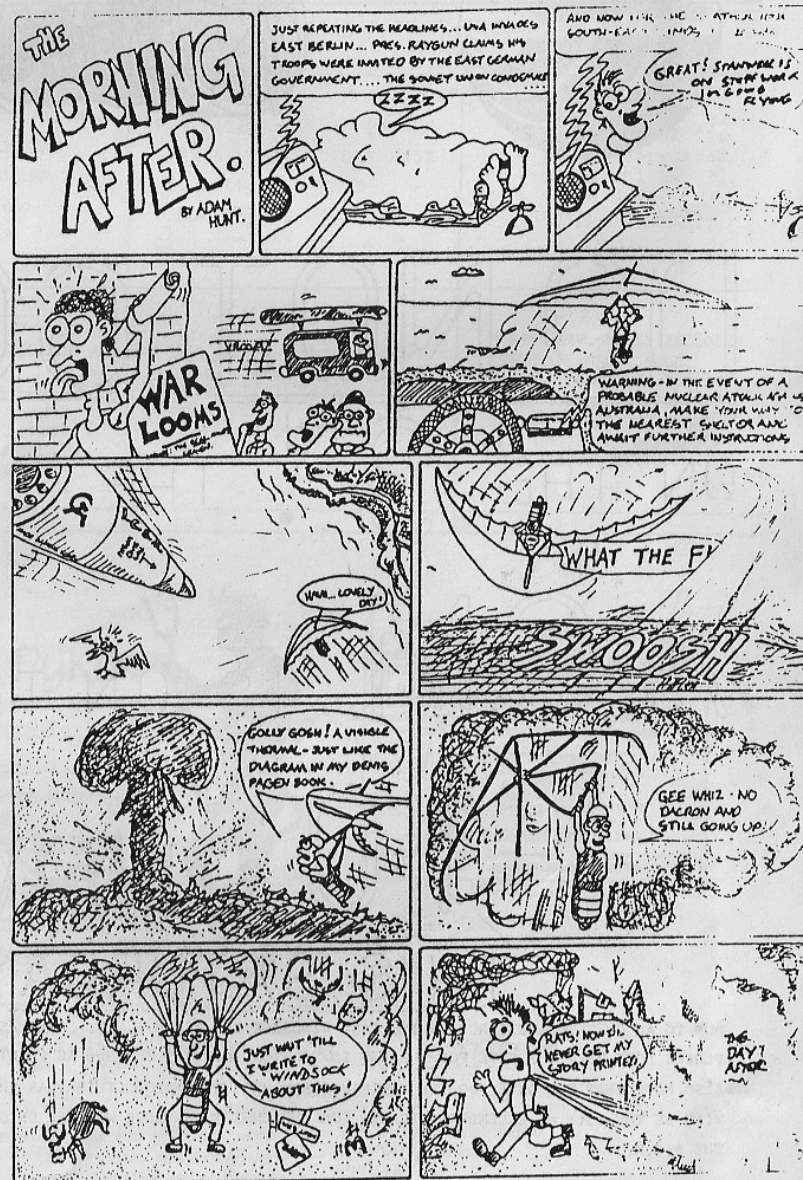
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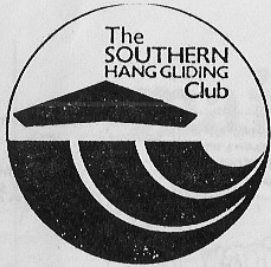
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**DO NOT GO !!**

ON THE 3<sup>rd</sup>. THE

A.G.M. IS ON THE

**10<sup>TH</sup> NOV**  
**THIS SATURDAY**

DUE TO AN UNFORTUNATE ERROR, IN THE LAST WINDSOCK THE WRONG A.G.M. DATE WAS SHOWN. PLEASE NOTE THAT THE DATE FOR THE AGM IS THE 10<sup>th</sup> NOV, NOT THE 3<sup>rd</sup> AS PRINTED. ALSO NOTE THAT THE DATE FOR THE CHRISTMAS BANQUET HAS CHANGED. THIS YEAR THE DATE WILL BE THE 15<sup>th</sup> OF DECEMBER. TICKETS FOR THE CHRISTMAS VENUE WILL BE ON SALE AT THE A.G.M.

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POINT OF SALE AND DISPLAY STANDS  
SHEET METAL AND WIRE WORK  
COMPANY REGISTRATION No. 420340  
V.A.T. REG No. 218 5653 53

79A LANDSDOWNE ROAD  
CROYDON, CRO 2BF  
ENGLAND  
TEL. 01.688 7868