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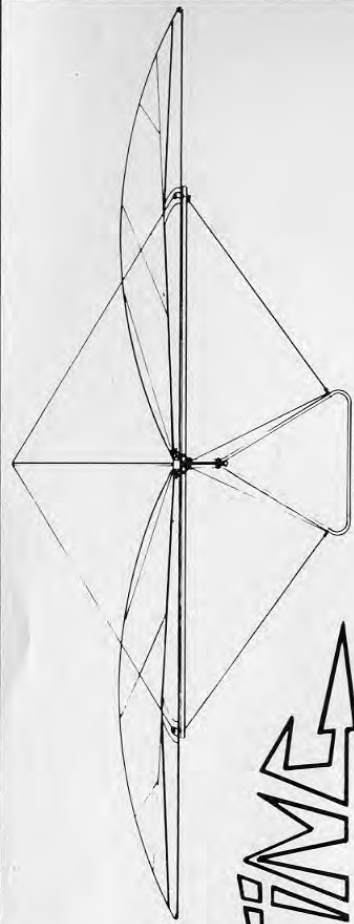
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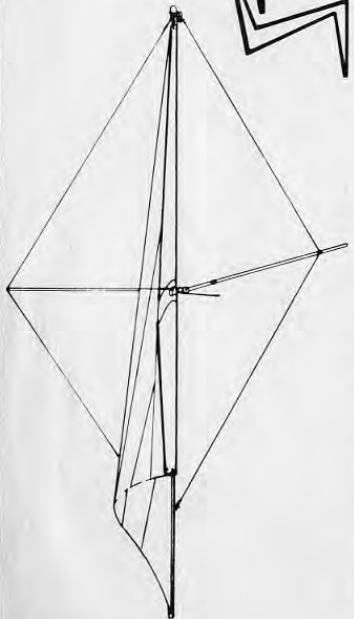
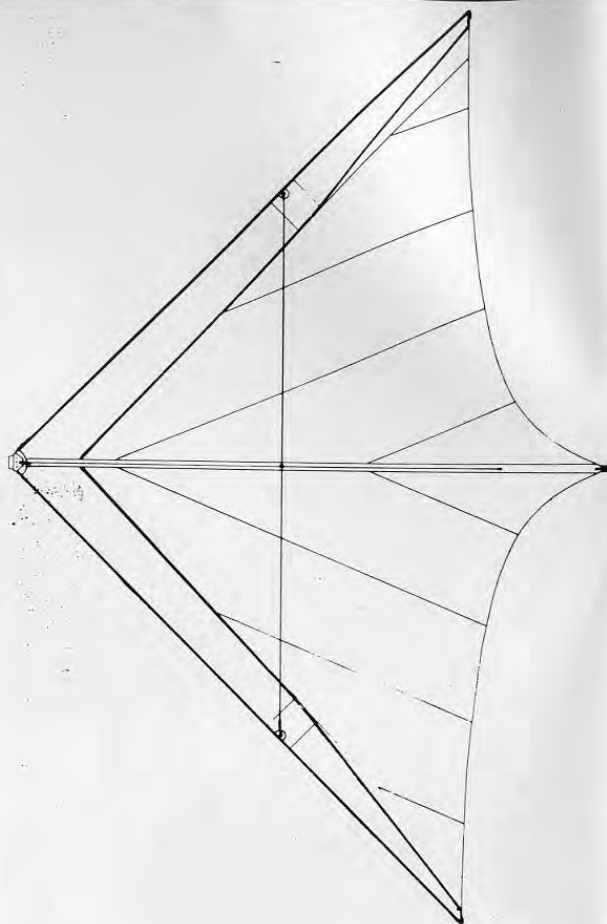


WINDSOCK

APRIL 1976



STING



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Sting fulfills all proposed F.A.I./B.H.G.A. Standard Competition regulations - but that's where 'Standard' ends and Sting begins. You won't call the hand-built, all anodized, 100% released materials airframe 'standard' or for that matter the uniquely refined sail design. (Come to that you won't find many other "competition" rogallo's that come within the regulations - and that's certainly something to consider !)

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WINDSOCK

SOUTHERN HANG GLIDING CLUB

COVER

Brian Harrison flying the first Cloudbase.

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LITHO PLAISTOW PRESS MAGAZINES LTD

Editorial Contributions

Articles and photographs on any aspect of hang gliding may be submitted for publication but should be accompanied by an addressed envelope where material is to be returned. Please make sure all manuscripts and photographs are clearly marked with the author's name and address. Every effort will be made to take care of material submitted but no responsibility can be accepted for loss or damage. The opinions expressed by correspondents are not necessarily those of the editor.



Editorial

During many casual conversations at competitions and informal meetings, fliers from other parts of the country have said how they were to not have to fly on the overcrowded South Downs. Undoubtedly, our sites are overcrowded and they are not as good as those up North and in Wales, but this concentration of fliers has, I think, been the making of flying in the South and will continue to stand in good stead. Very rarely is it not possible to get a good flight on a soarable day, even if ground conditions are a bit congested. Far from being a disadvantage, the large number of fliers concentrated into a small area has triggered off an awareness among manufacturers of the need to produce better kites, and a lively sense of competition among pilots. Ideas and experiments are freely traded and there is always something new to see or do. The result is a very high general standard of flying which reflects itself in the South's domination at competitions. In the end, I think security of sites and protection of our sport will not come from pretending we are not here but from our strong following. If you think there are too many people around, you can always take to the air.



“skyriders”

A review of a Twentieth Century Fox movie, starring Susannah York, James Coburn and Robert Culp, with hang gliding by Bob Wills, Chris Wills, Suzie Wills, Chris Price, Dean Tanji, Kurt Keigler, Dix Roper and Carol Boemish Price.

We have already had several films which have had hang gliding in them, (Man from Hong Kong, Robinson Crusoe, Candy Stripe Nurses!), but none have featured the flying as a major part of the plot. SKY RIDERS, as the title suggests, is the first full-length feature film with hang gliding. So it was with great excitement that I attended the private screening at 20th Century House, with 60 other lucky guests. Without revealing too much about the film, the central theme was a kidnapping and the following rescue bid. There was plenty of action, the last half an hour being fast and furious. The first shots of flying brought tears to my eyes as the Wills brothers and their entourage performed graceful aerobatics in a blue sky over an even bluer sea somewhere in Greece. Any budding pilot who wants to know what a stall recovery should look like, watch this film. As always, the flying bits seem to pass too quickly and I found myself willing the next hang glider to appear, a problem I think which afflicted most of the audience.

There was plenty more to follow, including James Coburn learning to fly, which, incidentally, I thought had some of the most clever stunt flying if not the most

spectacular.

The climax of the film for me was some heart-stopping flying through a maze of canyon-like cliffs. It was a little unfortunate that this scene was taking place at night so some visibility was lost. The pilots seemed to miss this too, judging by some of the close shaves they had.

The film, I thought, was a little short and the story a bit weak, but the brilliant flying more than made up for that and I thoroughly enjoyed it. It is a must for anyone interested in hang gliding and is also quite acceptable for the wives and girlfriends as well.

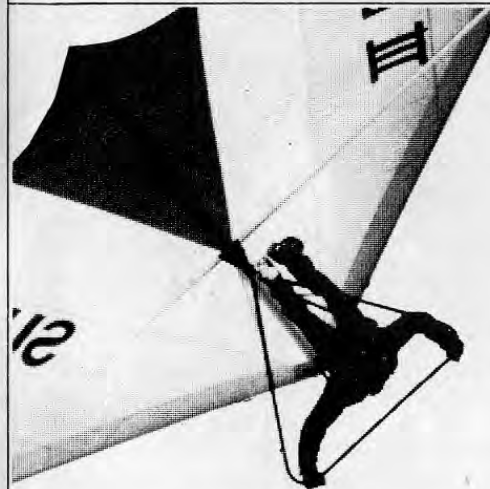
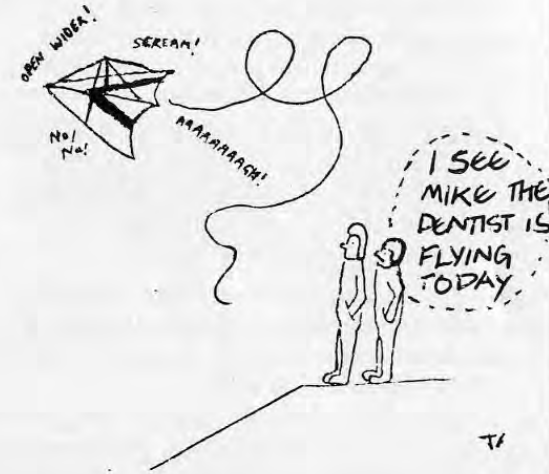
As an additional piece of interest, you can see two of the black Wills Wings used in the film on the South Downs, flown by Ray Sigrist and Dale Clothier. Apparently 19 kites were written off in making the film; of the 19 kites wrecked, enough bits of scrap were pieced together to make up two serviceable spares. I heard recently that customs officials were looking for two black kites which had avoided the quarantine period for Rabies when they came into England.

Malcolm Hawksworth arranged the showing and will, I understand, be helping with the promotion of the film.

Accidents

There were a couple of accidents recently which seemed to have led to some speculation on the safety of the higher performance kites. Both happened on Mill Hill which is notorious for its narrow band of lift and subsequent awkwardness if a mistake is made. Malcolm Hawksworth dislocated a shoulder after ‘overbaking’ a turn on his SST and not having sufficient height to recover. The other accident was rather more serious with Peter Banks breaking his leg and arm rather badly. He was flying his newly purchased Cloudbase. I am told that Peter’s old kite was a Skyhook which he was able to fly near the stall. On stalling his Cloudbase for too long, it spun him into the hill resulting in his injuries. The Cloudbase, like most other high performance kites, can be stalled quite safely and recovered but will not tolerate a continuous stall as the old standard Rogallo will. The lesson is that high performance kites must be treated with a little more respect than a standard Rogallo, especially on a site such as Mill Hill. With a few more feet air-space both these accidents would have been near misses (Peter’s kite was pulling out as

it hit the ground), and it is obvious that both of these accidents were through pilot error rather than any fault in the kite. These accounts are second-hand so I hope the facts are fairly accurate. I would be grateful for accident reports first-hand so that we can all benefit from other people’s mistakes, ie not make the same ones ourselves. We wish Malcolm and Peter a speedy recovery.



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NEWS

The new Miles Wing is out and about. It looks like a Gulp with the tail chopped off and a rudder fin stuck on the back of the sail (vaguely, anyway). Miles has kept all the fine points of design which distinguished the Gulp, such as ease of collapsibility (or should I say ease of derigging). The method of weight shift rudder control Miles has used is a touch of genius and well worth the inspection. The kite is still in its test-flying stage but I am sure will put in an appearance at the Nationals in Yorkshire.

Lester Cruse flew a prototype Wasp Falcon in a wind gusting from 35–48mph at Firle Beacon. Not an exercise I would particularly recommend but to my knowledge the highest wind a rogallo has flown in.

Look out for Dale Clothiers super-punterised super Cloudbase with a wider nose angle, higher aspect ratio and more gadgets. But be warned – DO NOT TOUCH.

Peter Day has just taken delivery of an American kite, the Electra Flyer Cirrus. It is one of the first in this country and an interesting addition to our kite scene. It is red and white with chordwise batons.

Johnny Carr has acquired an SST 100 which he is tweaking to fly even higher. If he stopped laughing it would probably cut down a lot of drag and save him a lot of trouble.

On Easter Monday some incredible thermaling took place at Firle Beacon. The wind was moderate north-easterly with puffy white clouds in a clear blue sky. Thermals were popping up every minute or so and to exploit them was not difficult at all. A bit of turbulence, a warm rush of air and up you went. Pilots were heading out from the ridge with no fear of not being able to get back. Ray Sigrist and Bob Calvert were getting the highest on their new Super Cloudbases and at one point Ray must have been at an altitude of 1500ft and not far from the main road! There were some conventional gliders around which were occasionally *below* the hang gliders. I saw one pass directly underneath Bob Calvert who didn't seem

particularly enthused by such a close inspection. A glider pilot later said that the hang gliders were registering 600ft above the ridge, and that was later in the afternoon when flying back to the ridge lift. It is quite obvious that we are in for some spectacular flying this summer.



Are you sure they are good to eat?

Ask Johnny Carr, he's always eating them.



A Bird's Eye View...

or How the Hiway Team Won Despite Steve Hunt's Management Techniques!

Joan Hunt



Photographs by Tony Fuell

The Birdman Competition, conceived by Ken Messenger of Birdman Sports, was held this April in the Abergavenny area as a three-day contest between teams representing various British hand gliding companies. Steve, as self-appointed Team Manager, kindly agreed that I could come too (as Team Food Supplier), and we set off on the Friday evening with Graham Slater, one of the Hiway team.

Stephen took it as a very poor reflection of his managerial abilities when it became obvious that the Scimitar was losing water, and he became even more ratty when we found ourselves travelling through Avebury and Chippenham instead of along the M4! This scenic detour meant that by the time we got to the hotel in Abergavenny (not the motel where the weekend was based—he'd booked too late), dinner was 'off' everywhere except at the Chinese Take-away down the road, so the longed-for steaks gave way to Chicken Chow Mein off plastic forks. The theme of mismanagement prevailed at breakfast on the Saturday—all three of us had slept badly owing to the hotel's resident Plumbing Ghost, and Bob Calvert didn't seem to have arrived. At least we had seen Brian Wood the evening before so we had two-thirds of a team!

We made our way to the base motel and there found many kite-laden cars and a tired Bob Calvert who had arrived at 5am! Kites were engraved with competition numbers on each boom to ensure that no replacements were made—if you broke a boom in this competition, you were out of it! Then at Ken's bidding, we all set off for Skirrid Hill, a previously unflown site; the string of cars was a spectacle which turned

many heads during the weekend. The Southern fliers were slightly taken aback as the only way to the top of Skirrid was on foot; arriving at the top, we found a strong wind and a tree-covered hillside with another chunk of hill sticking up on the way down. Needless to say, there followed much discussion, and the competition was—an area-landing in the field below. The field sloped and the task was not a simple one, but Dave Raymond demonstrated 'how easy it was' and the competition commenced. Alvin Russell had the most tragic day—he has already damaged one of the exhausts on his beautiful Jensen, and in this first event he flew his Cobra into a tree; although he was okay, the glider wasn't, and the McBroom team flew one short thereafter. The competition was pleasantly informal—if you didn't want to fly, you didn't have to, which many people found preferable to flying and risking glider damage. The competition was repeated in the afternoon, and by the end of the first day, a pattern of results was beginning to emerge as some teams were already depleted; at this time Hiway already had a distinct advantage with a top score and no fliers out of the competition.

Sunday dawned bright but windy, and the string of cars made for the Bloreng, an imposing lump behind Abergavenny with a most attractive bowl—with the wind off it! The Sunday morning task was devised by general consultation between those present, and consisted of a long flight, substantially downwind, round the end of the hill, round a road junction and into a field. This too was not easy, and only about two-thirds of the contestants made it. It was not easy either

for the non-fliers, especially for Three Delicate Ladies whom Steve dragged over the summit of Blorenge on a long 'short cut', more uphill and more difficult underfoot than the way we had come. We eventually arrived at the landing field, which had not been visible from the take-off area, to find Brian Wood contemplating two very but not broken—uprights. "I got in the field, Boss!" The uprights were carefully straightened; Geoff McBroom sportingly loaned two feet towards this operation, in which Steve demonstrated so much skill that many are now convinced that this is how Hiway make kites. The Sunday afternoon was another competition back at Skirrid, but as the wind was going more and more off the hill, the original soaring event was abandoned in favour of a field-landing. Those who braved the take-off were



Right Dave Raymond flying a Firebird
Bottom Middle The tight approach dipping in over the trees

Right A Cobra bites the dust
Below The striking Wasp Supernova flown by Robin Haynes



surprised by the difficulty of getting down in the field which sloped violently; Paul Maratos, who is soon coming south, distinguished himself by missing the field altogether but did not demonstrate the Maratos Spin or the Maratos Dive—the Northerners tell us these manoeuvres are something else! The most spectacular field-landing was by Robin Haynes on his new prototype (are you really going to call it 'The Cheetah', Robin?). This most stunning and skillful of landings was nearly a painful flight into a barbed-wire fence, but at the last minute Robin pushed out and tucked up his feet, making it into the field with millimetres to spare. Back at the carpark that evening, Chris Corston kept us all amused by driving over the end of Lester Cruse's kite; on hearing the shouting, Chris realised something was wrong—and reversed back over it! No damage was done, but Lester was rendered speechless, for the first time ever, I believe!

Monday did not dawn bright and the wind had swung round to the north-west so the snake of cars headed off to Tredegar—a



An unidentified flier cranking a tight turn on the Hiway Cloudbase

famous Breen site, although Gerry had not entered the competition on this occasion. The contest was a slight to a junction nearly a mile away, for which there was a time limit of six minutes, and a return leg with a further 100 points attainable for flying through a paper tape back at the start. This competition in particular showed the merit of having team management, and it was noticeable that some teams just went off with, apparently, little thought for the conditions, while others spent some time watching, waiting for the wind, and assessing the terrain which was not, in fact, the continuous slope that it appeared to be. Thus it was that Ken Messenger was the first to get out and back, but missed the tape; Brian Wood was the first to make it through the tape, with impeccable style. He was followed by Tony Beresford and Lester Cruse of the Wasp team, and we Hiway supporters were holding our breath as Wasp were, by this time, only 200 points behind us; Graham had got caught in a bowl only five yards from the junction, and Bob had not been able to get back. So it was a very

tense moment when the last flier, Robin on his prototype, got to the junction for 100 points and looked set to break the tape to equalise the Wasp and Hiway scores. I hardly dared to look as he lined up with the tape and seemed unable to miss it—and then he slipped off to one side and landed, the tape intact. Although it meant that Hiway had won the handsome Trophy, and the three team members gained similar personal trophies to keep, everyone agreed that Robin's bad luck was the sort of thing that shouldn't happen to a dog—or even a Wasp. By the next event, you'd better all watch out—he will have had more than two flights on his glider before entering and won't be caught out again!

Everyone agreed that the competition had been the best ever—the fliers were (one assumes) the best that the individual manufacturers could find, the competitions were real tests of the pilots and the and the many new gliders were well shown off. Most of all, from my point of view, there were no punters watching perfect spot landings and asking if hang gliders can be steered! It was regrettable that a sour note crept in on Sunday evening, by which time Hiway had a respectable lead; at this point there were some mutterings that the three Hiway gliders were not all different, contrary to the rules of the contest. It was particularly niggling because other parties had genuinely entered two of the same type of kite, and most of all, the timing of these 'rumblings' was indicative of a very unsporting spirit.

Despite this, it was an excellent competition. Everyone made for home windburned and exhausted with memories of brave high-wind Gulp flights ("I'd give £1,000 not to be in Eric's shoes right now"), Mark Southall's Dragonfly 360s, the effortless take-offs of the Cobra and Brian and Tony's faultless performances. Our sincere thanks and congratulations are due to Ken and the Birdman lads for the idea, the organisation and for putting up the splendid trophies. Thanks too to Brian, Bob and Graham for their superb efforts.

o PS: Steve's final bit of mismanagement was to allow an RAC man to set fire to the Scimitar—we got home by RAC Recovery, suitably deflated, at 1.30am!

Airmail

AEROMODELLERS DISTURBED

The Secretary
British Hang Gliding Association
Monksilver
Taunton
Somerset

Dear Sir
MILL HILL: SHOREHAM

We are writing to ask if you would be good enough to request your members to consider the members of our Club who fly radio controlled model aircraft at the above site.

At present your members spread all along the available hillside and show no consideration for our rights—equal to yours—to both space on the ground and in the air.

It would be very helpful if your members could avoid flying between our pilots and their aircraft, and taking off (and landing!) from amongst our models whilst they are on the ground.

Many of our members are feeling that they are being pushed off Mill Hill, model flying cannot safely take place unless we can agree to respect each others use of the air. Your most urgent attention would be most helpful.

R. M. Bray,
Secretary Sussex Radio Flying Club

Dear Mr Bray, Since I telephoned you in reply to your letter of 5th March, I have heard several disturbing reports of collisions and near misses between aero models and hang gliders. At least one of these collisions resulted in a painful injury to a hang glider pilot.

I am sure that the practice of 'buzzing' hang gliders is great fun for your members, but I must ask you to impress upon them the danger that it causes to us.

I feel that the frictions between our two clubs is completely unnecessary, and I am sure that with a little co-operation from both sides we can exist peacefully together.
Frank Flitton, Secretary SHGC

You will see from the two letters that all is not well between the SHGC and the Sussex Radio Flying Club. Mr Brady is quite justified in his complaint. We do tend to spread out along the ridge at Mill Hill, giving the impression that we want to monopolize it.

After all, they were there first. In our own interests as well as those of the Aero Modellers, we must condense our activities to as small an area as possible. Every time there is a South West Wind, the man from the Council is there watching us and reporting any incident that may be good ammunition against us at the Public Enquiry next August.

Over-crowding is one of the things he is looking for. Don't rig your glider until you want to fly.

Frank Flitton

BAD LANGUAGE

Sir: As a Hang Gliding spectator and the wife of one of your members, I feel I must write to you about an incident that I feel does not do the club any good.

I was with my husband at Firlie on Monday 9th March. Apart from us there were many pilots, spectators and people walking the South Downs Way. Everyone seemed to be enjoying the flying until the wind dropped and seemed to change direction. Most of the pilots came down, but a couple stayed up. One person, suddenly out of the sky above our heads, shouted out continual bad language about the wind etc for quite a few seconds. Surely this is not the image that the club is trying to put over, especially on beauty spots, where children as well as adults may be offended.

I hope the person responsible—who incidentally wore a lovely metallic helmet—and all other pilots take notice of my complaint as I would not like to see the club get a bad name and also give those people trying to stop you flying more reason to protest against the sport.

Janet Payne, 16 Fitzroy Road, Lewes, Sussex

TRI-X FILM

Dear David: A couple of weeks ago I found an exposed roll of Tri-X at Mill Hill. I would be grateful if you could make a note of this in the next copy of *Windsock*.

Trev Taylor, 2 Holmside, Gillingham, Kent

VALUE FOR MONEY?

Dear David: The SHGC was formed to secure flying sites and *Windsock* created to keep members informed about these sites. Please can you chase up site officers each edition so that we are kept up to date as to when we CAN fly. I received a separate mailing to say

I can't fly at Devil's Dyke and if your magazine is to be believed, SHGC will only have one site—Ditchling—after March, ie NOW. Is this really value for money at £20. *Clive Harris, Heather Park Drive*

You have been kept up to date with news via Windsock. The extra mailing about Devil's Dyke was to save time before the next Windsock press date. In those two weeks a hundred flyers could have landed in the field and lost the site. You still have Ditching, Firle, Mill Hill and Devil's Dyke for most of the year.—Ed.

Mindbender

I was not pleased to be woken at the crack of dawn by a continuous ringing of the door bell. It was Saturday morning and there was no way I was going to drag myself out of bed to answer the door. It's probably the milkman after my money again, I thought, and turned over. To cut a long story short, the door-bell won and I dragged myself downstairs bleary-eyed and cursing. To my surprise, it was not the milkman but a telegram boy. I snatched the envelope from his hands and feverishly tore it open, imagining all sorts of horrendous events. What's this! **JAP FLIES NORWEGIAN JET—IAN BULL** Ian, £1 is yours. That's what I call a low trick but effective, and correct too. By this

time the rest of my mail had arrived.

Dear David,

The solution to . . . is as follows:

The Japanese can fly; the Norwegian has the "JET" harness.

Please send me one pound!

Yours,

Bruce Hudson

Well at least Big Bruce has some big brains but was still 10 mins late. From that day on the entries trickled in and the all-correct solutions were from (in no particular order):

Don Spratt (also arrived on Sat)

Frank Douglas

Colin Morris

Reg Ford

David T. Gordon

Nick Beach

M. J. Protheroe

Terry Prendergast

M. V. Payne

Eileen Hudson (Pennine HGC)

Jeannie Knight

D. D. Robertson

The complete solution is as follows:

(in order of) Country, Colour, Frame, Harness and Fault:

Norway, Yellow, Pink, JET, Tear.

France, Blue, Gold, Seat, Broken boom.

England, Red, Silver, Prone, Bent keel.

Spain, Ivory, Black, Supine, Lost bolts.

Japan, Green, Orange, Dual, NONE.

If anyone really wants to know how to solve it, write to me and I will let you know.

Date set for the 'hanging' debate

A DATE has at last been fixed for the long-awaited public inquiry into Adur District Council's plan to ban hang gliding from Mill Hill behind Shoreham.

The inquiry has been set for Monday, August 2, in Shoreham Town Hall, and will be conducted by barrister Mr Bernard Leopold Charles.

But although the inquiry date is nearly four months away, people wishing to be heard at the inquiry have only four weeks to give notice in writing to Adur District Council. And those wishing to send a written statement to the inquiry must send it to the council by May 31.

The inquiry, which has been welcomed by hang-gliders and the council alike as the best way of settling the matter once and for all, will end a controversial two-year haggle over the issue.

The gliders claim they have as much right to use the hill—said to be the best for hang gliding in Southern England—as anyone, and also that they have the support of the majority of local people.

But the council says the gliders present a hazard to others using the Downs and to drivers on the nearby main A27 and A283 roads. There are also parking problems.

Because of all the argument, including several petitions containing many thousands of names, Home Secretary Mr Roy Jenkins decided in January that a public inquiry should be the way to settle it.

There is no need to flood the council with protest letters as the club is represented by a barrister. If you have any points you would like to raise pass them on to the barrister via Tony McLaren (Club legal adviser) This will avoid any clash of evidence.

DISTRICT OF ADUR
Section 164 of the Public Health Act 1875

Notice of Public Local Inquiry
WHEREAS the Adur District Council of Manor House Southwick Street Southwick in the County of West Sussex have applied to the Secretary of State for confirmation of Byelaws (which include a byelaw prohibiting Hang Gliding) made by the Council with respect to the Pleasure Ground at Mill Hill Shoreham-by-Sea in the said County of West Sussex

AND WHEREAS B. L. Charles Esq., Barrister at Law has been appointed by the Secretary of State and will hold a public local inquiry commencing at 10.45 a.m. on Monday 2nd August 1976 at the Town Hall Shoreham-by-Sea in the said County into objections made to the said Byelaws

NOTICE is given that persons intending to take part in the proceedings must tender their submissions in writing prior to the 17th May 1976 to the Secretary and Solicitor Adur District Council at Manor House Southwick Street Southwick in the said County. ALL matters relied upon, but not the evidence supporting them, must be included in the submission. No evidence will be receivable upon a matter which is not expressed in the written submission

WRITTEN statements from persons who are unable to attend the inquiry must be sent to the Secretary and Solicitor to the Council at the above address by the 31st May 1976

ANY party not legally represented must notify the Secretary and Solicitor prior to the 17th May 1976 of their address for service

DATED Fifteenth day of April 1976

F. M. G. STADEN
Secretary and Solicitor



by HONEYSETT

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10 The Causeway, Partridge Green, Sussex.
or Telephone Partridge Green 710 084

Smalls

For Sale: 20 x 20 Wills Wing Swallowtail.
Rainbow colours, 6 months old, £295
including bag and swing seat.

19 x 19 Wills Wing Standard. Red, white and
blue Captain America design (stars and
stripes). This kite was the very machine that
Chris Wills won the 1973 American National
Championship on. £150.

Contact B Christiansand
18 Coombe Terrace, Brighton, Sussex, BN2 4AD, UK
Telephone: 0273 693848

FOR SALE

Wasp 241 rigged prone with harness and
carry bag. £220.
Contact David Worth, 90 London Road,
Mitcham, Surrey.



APPLICATIONS

SOUTHERN HANG GLIDING CLUB

REGISTRATION OF GLIDER

Name Address

Make of glider Model

Flying experience (if applicable) Weeks/Months/Years (delete as appropriate)

I enclose my cheque/money order for £16.50/£8.50 (delete as appropriate)
made payable to SOUTHERN HANG GLIDING CLUB

Signed Date

SOUTHERN HANG GLIDING CLUB

BADGES

Please send me:	Price	Number required	Total cost
Cloth badges	60p each
Vinyl badges for windscreens ..	20p each
Vinyl badges for helmets	20p each

Postage (6½p each)

Total enclosed £

Name Address

SOUTHERN HANG GLIDING CLUB

APPLICATION FOR MEMBERSHIP

Name Address

Telephone No:

BHGA Membership No:..... Flying experience (if applicable)

I agree to abide by the rules of the club and enclose my cheque/money order for £3.50
made payable to the SOUTHERN HANG GLIDING CLUB

Signed Date

Please post to the Treasurer: Peter Day, 31 Christchurch Gardens, Epsom, Surrey