

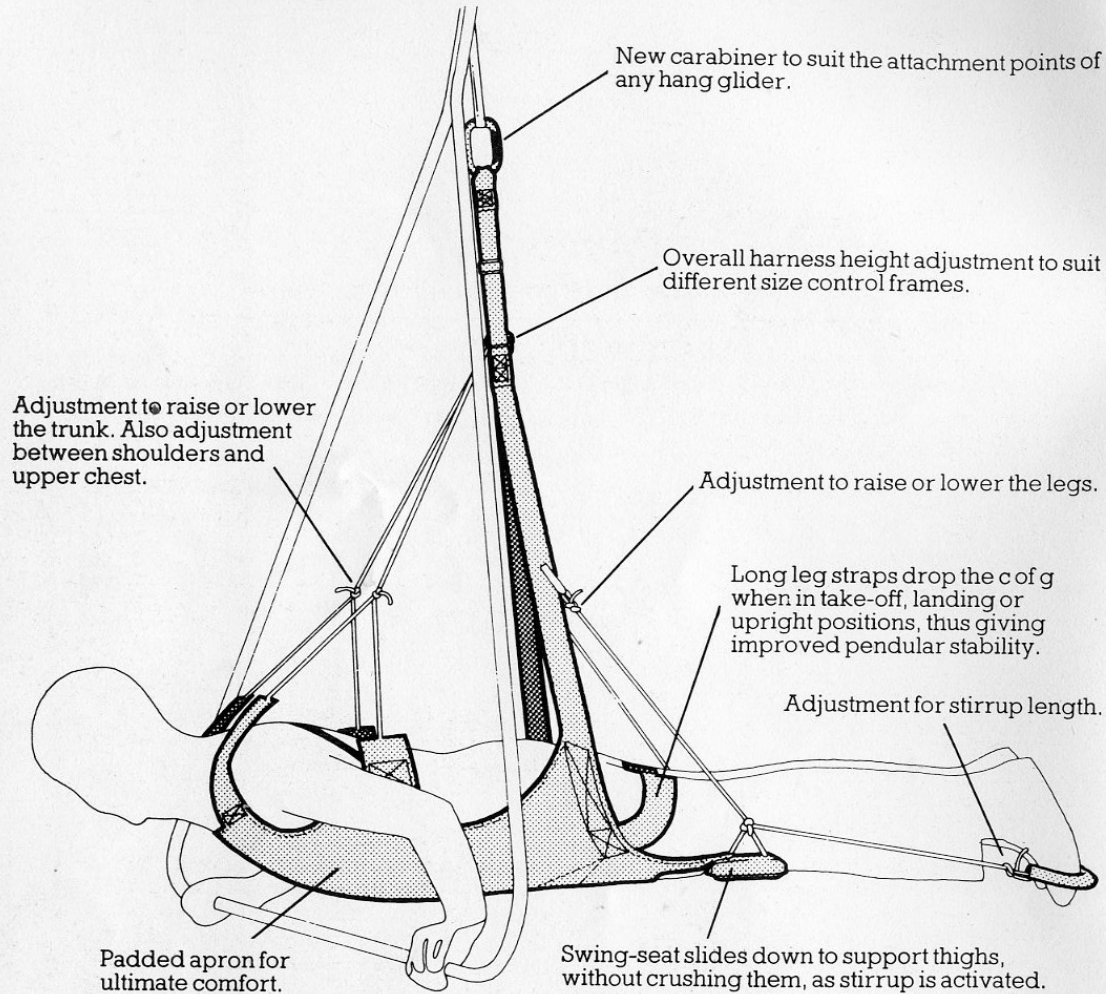
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WINDS  **CK**

AUGUST 1978

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Cover

Mike Robertson flying Super Scorpion above Elgego escarpment in Kenya

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Jeannie Knight, B J Harrison, Tony Fuell

Editorial

The battle for airspace continues. Following Eastbourne's Tourism and Leisure committee's vote to allow hang gliding at Beachy Head, a spokesman for the Sussex Downsmen claimed that the committee was not fully informed when making its decision as the majority of objections to the bye-law came "from hang gliders from all parts of the country" (did your glider send in a protest?) Of the letters sent to the Home Office supporting the bye-law (all seventeen of them), the one from Sussex Downsmen represented its 2,300 members! Consequently at the policy and resources committee held a week later the committee decided the council should press for the prohibitive bye-law. This had to be ratified by the full borough council meeting.

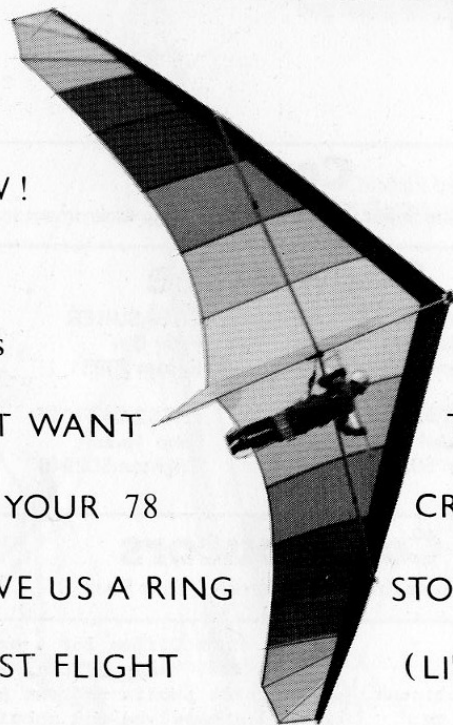
In spite of personal letters to each member of the council and numerous telephone calls no one could be persuaded to change their mind. The final decision by seventeen votes, to twelve was to apply again to the

Home Office for a prohibitive bye-law. "Hang gliding is dangerous to the public and the participants themselves and should be banned".

It seems that the majority of the council members opposing hang gliding support the Sussex Downsmen so we didn't stand a chance. In Eastbourne it is the "thing" to belong to the Society of Sussex Downsmen. So back to the Home Office the bye-law has gone.

With the bye-law at Mill Hill being declared "repugnant to British Law" by a Shoreham Magistrate when he dismissed all charges against Frankie Tarjany, the Home Office will not consider Eastbournes application until the legal standing of Shoreham's bye-law has been established. Hopefully this could take at least eighteen months. The police have said that they will only take names and addresses if a member of the public makes a complaint. It is unlikely that any case will be taken to court in view of the results of the last attempt.

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BHGA NEWS

BY

JEANNIE KNIGHT

BHGA will support the SHGC in the legal fight over Mill Hill. But early indications are that it will limit financial help to one third of the cost. The matter was discussed at a council meeting held in London on Sunday, July 16th, when BHGA discussed a request to go half way with the SHGC in the cost of fighting an appeal by Adur district council.

Council decided that any support would be subject to a limit being set to the total sum of money being spent by BHGA and to the percentage of costs it will meet being defined. Despite being told that the outcome of the fight on this particular bye-law will affect the way in which all councils will approach restrictive bye-laws in the future, BHGA council indicated that the support would probably be restricted to one third of and not the half share requested.

Opinions were also expressed that insufficient moves had been made by SHGC to come to a reconciliation agreement with Adur District Council following their latest court defeat. Jeannie Knight and Malcolm Hawksworth pointed out that every effort had been made in dealing with the council and that Adur Council had now spent such a vast amount of money on the case that they were not prepared to back down at this stage. However it was still decided that Reggie Spooner as chairman of BHGA would approach Adur District Council personally to persuade them to come to an agreement.

A disciplinary committee within BHGA council considered a case brought against Steve Fensome of the North Devon club, concerning his flying at the Kernow Rally at Perranporth in May. It was decided that his flying had been reckless and selfish, bordering on breach of air laws. The committee's recommendation that he should have his Pilot's Wings removed was supported in full by council. He will not be permitted to apply for a Pilot 2 badge, under the new system, until January of next year and will have to complete all the tasks from scratch.

A permanent disciplinary committee to deal with rogue flyers is being set up by BHGA. Tony MacLaren and Jeannie Knight have produced a draft document and a full paper will be set before council at the next meeting.

David Worth is resigning as editor of WINGS! from the October issue. Applications for the post of Editor, layout artist and circulation manager should be submitted to Jeannie Knight as soon as possible.

Will Jones has resigned as council member and applications are being considered for a replacement. Malcolm Honeychurch has been put forward as the SHGC nominee. Other nominations received to date include Mike Collis, Terry Haynes and Gordon Wyse.

A recommendation from the Avon Club that official observers should be provided with some form of distinctive badge was accepted and the matter is being dealt with.

There is being held as a private members event on September 1st and 2nd, following lack of sponsors for the event. Meanwhile sponsors have been found for the League final event to be held at Long Mynd on September 16th/17th. Flight Promotions have obtained sponsorship of £7,000 for that particular event.

John Hunter reported two accidents. One a fatal at Merthyr Common involving Garnett Taylor. Indications so far show an airborne failure involving a cross-tube and a down rigger. The glider had been severely modified.

Another accident involving Pat Turner of North Devon on his Breen Hi-Fly occurred when the machine folded up. Wing nuts for the glider were later found in the Pilot's pocket. The Pilot survived but is still in hospital with his injuries.

ANOTHER BIRD'S EYE VIEW OF PERRAN SANDS.....

Some sunshine and flying every day, cheap accommodation, an indoor heated swimming pool and a relaxed friendly atmosphere - in fact the ideal combination for a successful hang gliding event. Those were my impressions of the Perran Sands rally and on reading Judith Reynolds' moans in last Windssock, I thought at first she was writing about a different event.

We arrived at Perran Sands, complete with gliders, family and dog, early on Thursday afternoon. Early problems of no water supply or linen in our chalet were soon sorted out by a willing management, and the children had already discovered the indoor swimming and installed themselves there under the supervision of the permanent lifeguard.

We were fully aware that holiday camps are never aesthetically pleasing and from the start were able to look at the advantages of the rally. For one thing all the basic facilities (so often absent at hang gliding competitions) were available and were within a matter of yards of the take-off point of the flying site. Equally pleasing was the low-key attitude towards the competitive side of the event. It was, after all, a rally and the Kernow club wanted everyone to enjoy some good flying and have opportunity in sharing the money prizes by taking part in an event that was fun for everyone.

There was sunshine and warm air with a light breeze as we arrived at the take-off point and within minutes my glider was rigged and I was flying. I touched down again just before the late afternoon sea mist began to curl in along the coastline.

The swimming pool was well patronised next morning as high winds prevailed, but there was some flying during the afternoon sunshine for those who enjoyed winds around the 28 mph mark. Tom was happy flying, but the wind was still too

strong for me and I took the rest of the family to the next bay along the coast.

We had the whole of Whitecliff Bay to ourselves - and there were no army buildings to spoil the scene! Instead we found a network of caves, full of pools, shells and fish, with white sands that stretched unbroken for miles. Sheltered sand dunes stretched inland and, convinced they were flyable, we spent an undisturbed hour testing the wind currents with paper planes.

Following the winding lane back to Perran Sands we could see gliders high in the air and also took careful note of an appealing pub with whitewashed walls, beamed ceilings and interesting beer: within two miles of the chalet too!



Saturday was devoted to competition flying and the Kernow club opted for some fairly simple slalom and spot tasks, followed by a distance event. It was well organised, the atmosphere was relaxed and the only grouses came from a minority of league pilots who referred to it as a mickey-mouse show. (Now they know how we feel about the league!)

On Sunday the Kernow club, faced with a bad weather forecast and unsuitable conditions at the time of the briefing, sensibly decided that there would be no

more competition tasks and opted for free-flying instead. It was a brave move and a practical one in the face of prevailing conditions. The fact that it turned out eventually to be a superbly flyable day, brilliant with sunshine, was a bonus for everyone. Again the only grouses came from one or two league flyers who moaned that given another task they could have 'wiped the floor with the punters'.

As it was, everyone continued flying until dusk, (though during the main part of the day with thirty-six in the air one or two pilots like myself found it rather overfacing,) when there was still a steady 18 mph wind straight on to the cliffs and dunes.

Many people suffered alarmist moments when other unknown flyers came unexpectedly near. I was forced out of the sky myself by another pilot who was close enough to apologise profusely as he passed between me and the cliff face, forcing me out of the lift.

I struggled up the dunes later, with the glider fully rigged, all sail ties still on top of the hill. I saw the funny side of things when a perplexed spectator stopped me near the top and asked "My

dear, but wherever is your ground crew?" When I explained there was no such luxury, he was heard to mutter "how uncivilised!"

When Tom flew over a moment later and waved happily down at me, the spectator made dark mutterings about male chauvinism and offered to help me with the glider. As politely as possible in my breathless state, I thanked him but refused and explained that it was easier to handle on my own. As I turned up the hill, I'm sure I heard him say "Bloody women's lib!".....

One of the locals told us of a superb little pub where we rounded off the day and the trip with an enormous meal at a very low price. We were all thoroughly content with the trip - Tom came home with some prizemoney, I flew two days out of four, and the rest of the family had generally enjoyed themselves.

If you like a low-key fun event on a good site with basic amenities at hand, and others within easy reach of the holiday village, then try Perran Sands next year - we certainly will.

BY
JEANNIE KNIGHT

KNIGHT HANG GLIDING

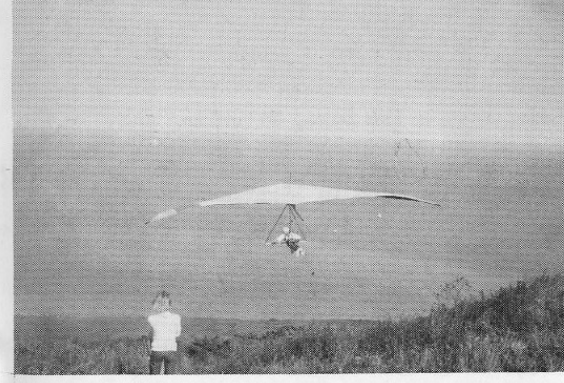
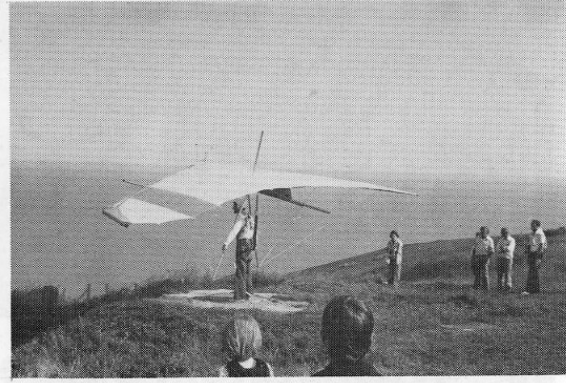
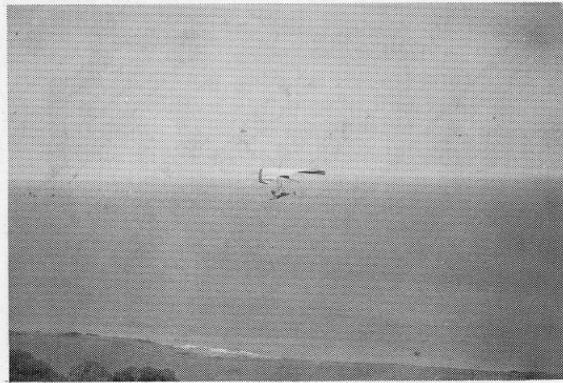
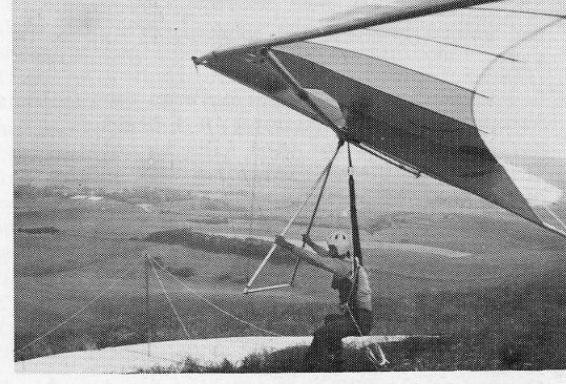
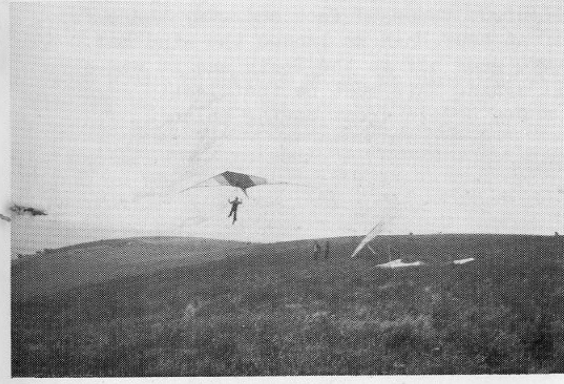
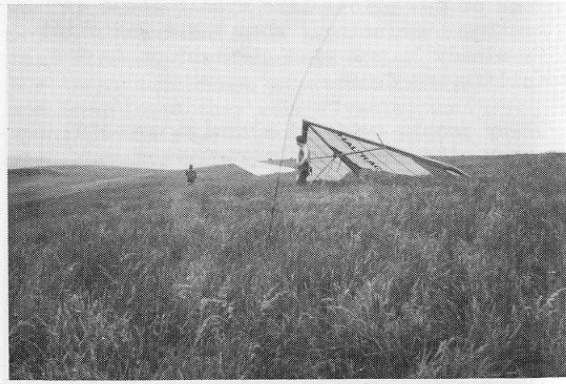
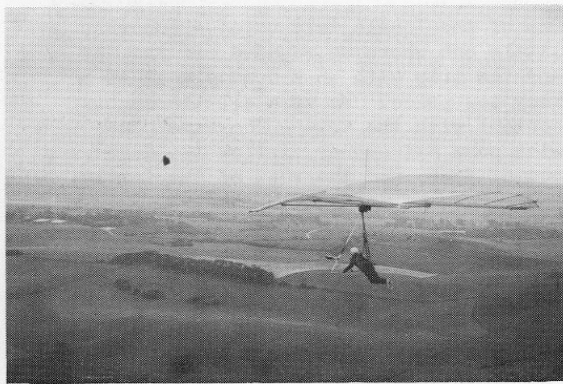
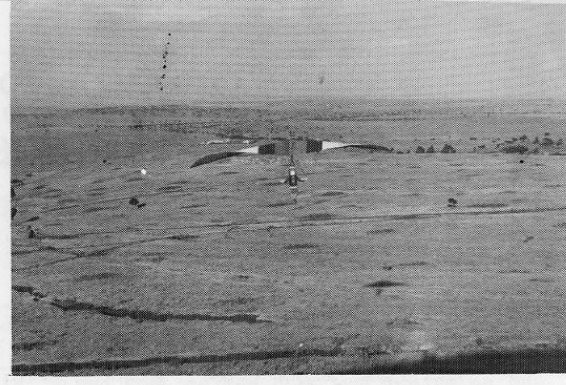
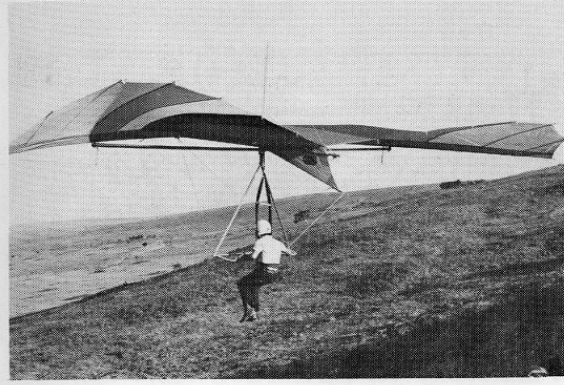
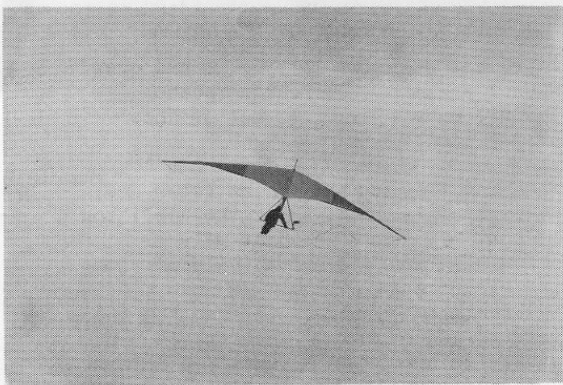
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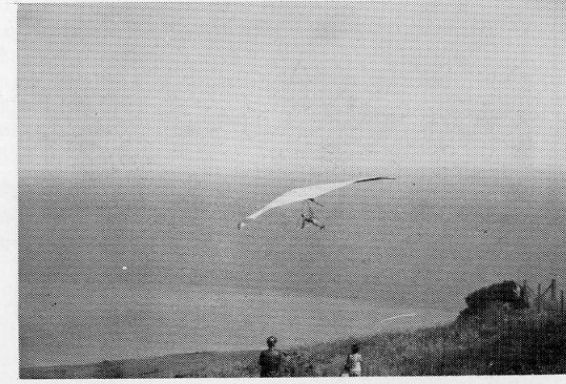
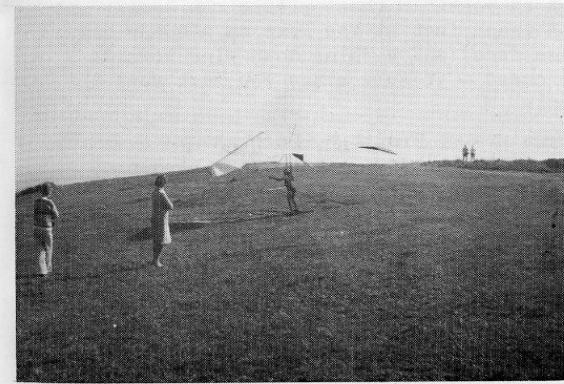
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Vertical Ascent on EAST TO

Top - Vert to right, Mike Robertson taking off from 2000 vertical cliff in Kenya. Flying gliders amidst local interest - last two, Dave Rondel being taught by Mike Robertson on the Ngong hills near Nairobi.
2nd Row Dave Roberts flies Fite with his strap round his neck. Arrival of the seabreeze at Fite - Sky walking at Fite - Easy son - Magnetic Siter.
3rd Row Lester Cruise - next three Graham Lesson and Moonraker 78 - Bottom Lester showing off his legs and Moonraker 78.



The full frontal potential of Southern

soaring

Life's hard for the cross country addict down South. All our thermalling sites face inland with the sea less than five miles behind them.

The establishment has tried to take away Mill Hill, the only hill we had from which we could do a true down wind cross country; and no matter how much performance has increased lately, down wind is the only way to do a long distance thermal flight.

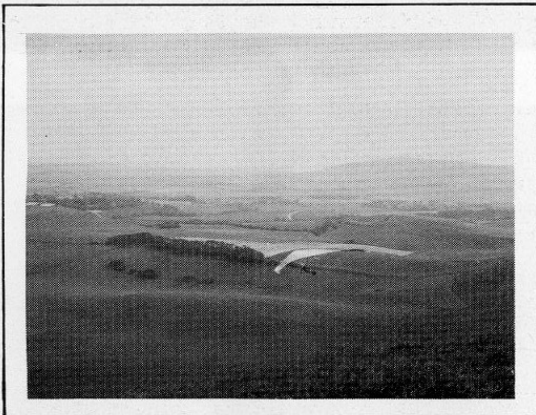
Bad news the coast being where it is; or is it?

God knows how many times between Spring and Autumn we've been soaring in a light northerly, when the wind dies to nothing and the kites start flipping over and in blows the sea breeze. What happens is on hot days the land heats up much more than the sea, so the cool air over the sea flows in over the land.

The retreating northerly (north west/ north east) wind, being warmer, rises over the cool sea breeze at a rate of climb of approximately 500 feet per minute. As a good performance kite sinks at about 250 feet per minute, four minutes of crystal smooth lift will see you one thousand feet above take off, and with a bit of luck an invisible ridge to soar, paralleling the coast and moving gently inland.

Vivid imagination one might say. Ask Johnny Carr about the time last year when he took off at Ditchling for a downhill because the wind had died and landed at Ringmer- eight miles from take off.

Remember back two years when a seated Cloud base was a hot kite, to the "Big Up"



days at Mill Hill, when we would be soaring one hundred to two hundred feet above take off in a South West to West wind and sure enough about the same time every day we'd all gain a thousand feet and stay there for half an hour. When we landed the wind had always gone off to the South and it was evil again. This must be the classic case of a sea breeze front moving inland.



I believe that the Dyke, Ditchling and Firlle are as good an access to sea breeze fronts as anywhere with today's kites and pilots. If the wind is light and it is sunny, there is a good chance there will be a sea breeze and there is a good chance that it will be blobby. If you are at the Dyke, keep an eye on the smoke from Shoreham power station chimneys; if it turns round and blows inland, you will know a front is on its way in.

The best access must be by thermalling up as high as possible (most pilots can easily get a thousand feet at the Dyke on a sunny day these days) and turning down wind towards the coast - at some stage you must meet the front.

If you are at Truleigh, keep an eye over your left shoulder at the Upper Beeding quarry chimney. If the smoke does a hundred and eighty degree turn take the next blob down wind.

B J HARRISON



If there were only lions and tigers.....

BY JEANNIE KNIGHT

Just suppose that man-eating animals lurk in all the fields at the bottom of Devil's Dyke. Then ask yourself whether you would ever fly the site, even with an apparently steady wind. If the answer is 'no', then stay at home with your glider until the corn is cut.

There would be little point in pleading with a hungry band of lions and tigers that "I lost my stirrup" or "the wind dropped", or "I'm first in the league just now and I'm going to practice somewhere so that I win it - even if I don't pay any club fees." Yet these explanations for landing in the middle of the corn are just a random selection of the excuses given to me recently by flyers who landed in the corn.

One particular flyer from Norfolk, who had been warned about the landing restrictions, got everything he deserved. He was caught by the outraged farmer as he happily plodded round and round, derigging his glider in the centre of the crop, and was sufficiently frightened by the farmer's anger that he gave him £5 towards the cost of the damage he had done.

It happens every year. Every year we try and impress on you that corn is as precious to the farmer as the site is to us for hang gliding. The farmer is not an ogre. It's his land, his crop and he's trying to make a living out of something that is dogged with bad weather and ill luck just like hang gliding can be.

A minority of club members are trying to protect hang gliding and preserve our sites, but the majority seem intent on destroying everything that has been worked for.

Usually it's left to the club committee members to do all the work with the exception of a few club members who give a back-up when needed. (Thanks here to Peter Banks for all the support when I had to deal with an aggressive American recently; and no thanks at all to all the members who watched this individual land in the crop the previous day and did nothing when he returned to the take-off area.)

Maybe it's just coincidence, but all the ones

who do the work and seem to care about the club and the sites, are those who have been flying since the early days. There are exceptions, but they seem very few.

Meanwhile, just for the annual record, for those who are bleating and moaning again about "I don't see why the farmer can't leave us a strip of his field to land in all the year round," let me remind you all yet again..... Three years ago, over a quarter of the main landing field at the Dyke was left unsown and people still landed in the corn. The damage was enormous and that is why the farmer will never, ever again be so generous towards us. Everybody has been briefed about the landing situation and some flyers maintained, as they tramped the corn into the ground- "that's not corn. It can't be. It's only grass because it's green."

That's the kind of thing the club committee have to deal with every year. We had our chance and we lost it thanks to all our selfish club members. We've got one more chance now. It's a choice between whether we lose the bottom of the Dyke completely for twelve months of the year, or observing the rules and restrictions by not landing in the field, and keeping the site for the remaining nine months of the year.

So all you non-pilot badge holders who moan about not being able to fly at the Dyke, remember that if you contravene the ruling by landing in the corn, you might not have a site to fly at all. It's a matter of being patient and tolerating the restrictions, remembering that most of the good Dyke winds are in the winter months anyway.

Club officials don't enjoy having to chase up offending flyers. It ruins my day when I have to pursue guilty pilots, deal with aggressive and moaning flyers and make sure that new pilots know club rules and are either club members or temporary members. All this takes away the pleasure in flying.

There are times when I wish there really were lions and tigers in the fields at the bottom of the Dyke.....

'TERRIBLE COMMOTION' FROM MOTORISED HANG GLIDERS



DOODLEBUG days have returned to Ditchling, say residents of Beacon Road who live near the Downs.

For those too young for memories of the last war, it should perhaps be explained that doodlebugs were the robot flying bombs that Hitler used in a last desperate bid to win the conflict. These rocket-projected missiles sounded a bit like two-stroke motor-cycles as they hurtled overhead on their journey of destruction, and according to angry villagers history is repeating itself. Only now the problem isn't doodlebugs, but hang gliders fitted with motors that circle over their properties, buzzing like angry hornets.

"Hang gliding has been going on for a long time, but now these chaps are fitting motors and the din is terrible," said retired oil man Mr. Dudley Barker, who lives in Beacon Road.

"The other Monday morning it went on non-stop for about two hours and the noise was most unpleasant. What I want to know is do these people have to have licences to fly about in the sky over people's homes in that manner? Surely, if the sport spreads in this way it will become highly dangerous for everyone."

Another resident who is out to "shoot down" the hang bugs said residents in that part of Ditchling had put up with ordinary hang gliders for about three years. "They often come down in the road and we are constantly afraid they will get tangled up in our overhead electric power cables, causing loss of life," she said. "But now that they are fitting motors to the gliders, it's an even worse problem."

"It's been going on for some time, but one morning recently the commotion was terrible and went on for two hours twenty minutes. Some people say 'well, it's only like an aeroplane going over', but my answer to that is that aircraft pass over and the end of it. They don't circle round and round for two hours twenty minutes."

"Others should be made aware of what we have to put up with here. It is just as though a lot of mopeds are up in the sky, and I understand that on this particular day, when the noise went on for such a long period, a group of people were testing a motor out."

DEAR EDITOR,

Last month you asked us to rally support for our cause at Beachy Head by writing to the Under Secretary of State. Such was the enthusiasm shown by my work colleagues, that in one day I was able to hand over to you half a dozen convincing letters.

Since this appeal, four of the above authors have come to me complaining of the "unbearable noise" witnessed from powered hang gliders. While hang gliding is a spectacle, without pollution or noise, it is enjoyed by the majority and tolerated by the few, spectators and participants alike. With articles like the enclosed from the Mid Sussex Times, powered hang gliding is enjoyed by very few, but will not be tolerated by the majority.

These articles and comments are the levers for the downfall of conventional hang gliding. With ammunition such as this against us we will lose the backbone of our argument and eventually the credibility of our sport.

As in the case of radio-controlled model aircraft, unpowered gliders are being banned from sites because of the intervention of motorised aircraft. Surely the same will happen to hang gliding.

GRAHAM WILSON: 21, FINCHES PARK ROAD, LINDFIELD, SUSSEX.

STRONG PROTEST

The residents have protested strongly to Lewes District Council, who are taking the matter up with the Southern Hang Gliding Club.

A member of the club, Mr. John levers, said they only had two power units and these were 120cc two-stroke engines. He wasn't surprised that those who had objected to ordinary hang gliders now objected to the units, but negotiations were going on to try and work something out and arrive at a solution satisfactory to all.

They were also doing everything they could to try and minimise the noise of the two-strokes by more efficient silencing.

Opinions in the sport were divided over the development of fitting power units. But one aspect that might please the Ditchling residents was that a motor could be used as a substitute for a hill. The Society of Sussex Downsmen had said that the Downs were not suitable for the sport, so possibly power units to acquire altitude would mean that suitable facilities elsewhere could be found.

Like everything else, it

amounted to good management and examining all possibilities. Mr. levers believed that, with the help of all concerned, something satisfactory could be worked out that would benefit all parties.

A spokesman for Lewes District Council said that at the moment they were monitoring the position, but the fitting of motor units to hang gliders put them into a "whole new ball game" and a member of their legal department was looking at the legal aspects to see whether or not it meant that the gliders became aircraft.

So far as hang gliding itself was concerned, planning permission was not required and a landowner had given the club concerned permission to use a site west of the Beacon for their sport.

"But we are now looking into this matter very closely," she said. "I don't think anyone really knows what the full implications are."

That great singer of Second World War songs, Vera Lynn, is a Ditchling resident who went last into bat on the village's behalf when she supported the campaign to keep out heavy lorries from the narrow High Street. Perhaps someone could write a new song for her about the problems of there being "Hang gliding doodlebugs over the green hills of Ditchling, to-morrow—just you wait and see."

Concern has also been expressed in the nearby village of Westmeston, where the noise of the motorised hang-glider has been described by Miss Margaret Thorne as "like a siren."

For some months local farmers have been angered by the overflying of non-powered hang-gliders which, they say frighten their animals, especially when they land in the fields.

MID SUSSEX TIMES

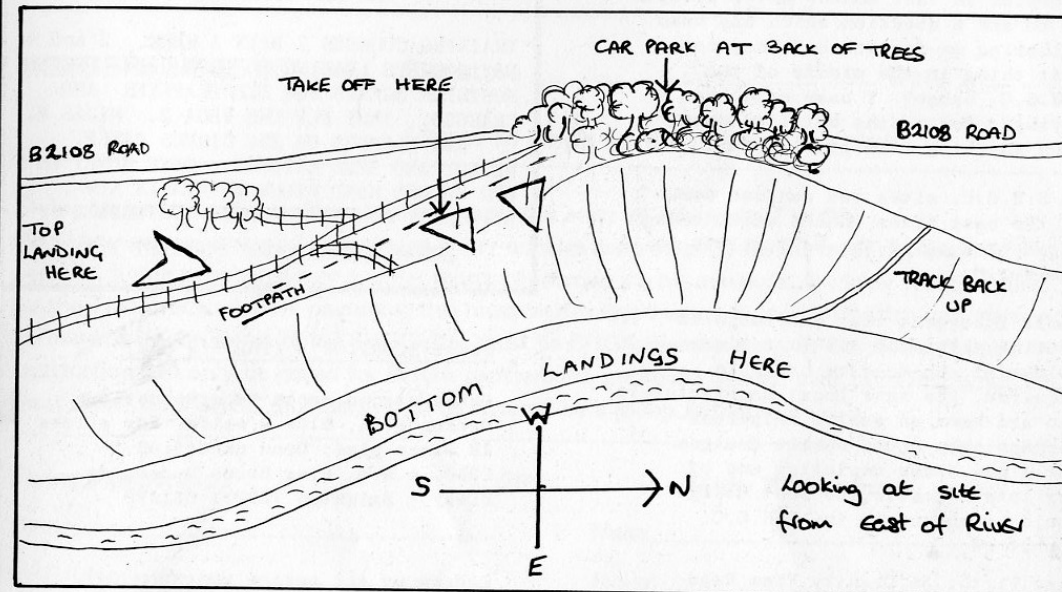


JUNE 22, 1978

Johnny Carr gets High! (and Over)

BY

TONY FUELL



ANOTHER NEW SITE! Notching up yet another triumph, Johnny Carr has managed to sign up another prime site, High and Over, and, good news for all the EPC holders, it has bottom landing areas as well.

How to get there

The Grid reference is 510013 (O.S. sheet 199). It's just outside Seaford, on the B2108 to Alfriston. Look for a car-park to the East of the road after crossing an unfenced field. The top of the hill is heavily wooded - face East, and walk through the trees until you get to a clearing in front of the field.

Site aspects

It will take winds of ENE - SE; best in due East. While the site has not yet been flown very intensively, it is reputedly very turbulent in high wind conditions and caution is advised. Best in light/moderate Easterlies. Drop is about 300 feet or so.

Top landing area - is the field East of the take-off area. This can be VERY

tricky to get into - once you are behind the ridge you are committed to a landing, and there is a fence in the way if you try and abort. So don't try it unless you're sure - go down if in doubt.

Bottom landing.

Anywhere in the field which is on the "hill" side of the river. Don't land over the river - you'll have a long walk. Don't land IN the river - you'll get wet! Walk back UP the path - the hill itself is heavily wooded, and almost vertical.

Hazards

Very restricted take-off area (2 gliders only). Almost a "cliff" take off - it's very steep! Poor top-landing area. The Cuckmere River waits for bottom landers. Small site; room for only 2 or 3 gliders in the air at once.

Site Rules

No camping in the car park. Don't obstruct the footpath with rigged gliders.

Airmail

Dear Anna,
The beautiful photo of a super scorpion on last months cover prompts me to ask a question which has been bothering me for months. What is that thing in the middle of the S.H.G.C. badge? I have only been flying a few months but I've never seen anything like it.

On S.H.G.C. sites you can see some of the best kites in the world being flown by some of the best pilots in the world.

Could I suggest that our image is looking tarnished and that a new colourful, up-to-date badge is required. We have local manufacturers who are keen on public relations - perhaps they could submit designs for a new badge depicting one of our latest models, the best design could be chosen by the S.H.G.C. committee

Alan Firth: 36 Chantry View Road Guildford.

EPC HOLDERS

Please apply to the club observers as soon as possible for a certificate.

OBSERVERS

Any one wishing to become an observer please contact Tony Fuell.

Small Ads

CROSS COUNTRY MACHINE for sale. Generally agreed as one of the best of its kind. Offers invited. Dave Roberts. Telephone; 079.78.416.

SCORPION C DELUXE All Bainbridge. Tasty colours; dark blue fading to white on tips. Real thermaler. and floater. £350 o.n.o. Telephone; Lewes 77178.

LOST AT FIRLE BEACON H elmet, harness and gloves on 17th July 1978. Harness bearing inscription of flyers name "Jamie Ward". Could anyone finding or knowing of its whereabouts please ring 01.205.4381.

SOUTHERN SCHOOL OF HANG GLIDING
11c DENMARK TERRACE. BRIGHTON SUSSEX
TELEPHONE BRIGHTON 25534
ASK FOR GRAHAM SLATER

TRAINING COURSES 7 DAYS A WEEK. 2 and 4 DAY COURSES LEADING TO BHGA Cert. LEVELS SOUTHERN AGENTS FOR ELECTRAFLYER AND CHARGUS. TEST FLY THE VEGA 2. MIDAS E. NEW OLYMPUS OR THE CIRRUS RANGE. WE BUY AND SELL GLIDERS. SAVE MONEY ON OUR SECOND HAND STOCK OF NEARLY NEW GLIDERS. MACHINES ALWAYS AVAILABLE.
HIWAY AGENT COME AND TEST FLY.

HIWAY SCORPION D (The Big One)

Extra strong cross tube; Bainbridge Dacron sail, blue & white. For pilots 12 stone plus. Good condition. £350. o.n.o. Ring Bruce Hudson at Hiway - Brighton (0273) 081278

STOLEN MY ALL YELLOW SPECTRUM

£20. reward for information leading to the recovery of this beautiful kite or a prosecution. It is the only Yellow Spectrum made, nicked off my car in front of my house. But I'm getting another one in order to show them. Contact Twickenham Police for action. Then Barrie Annette for the cash.
Telephone:- 01-894-6374

LOST AT MILL HILL

Gloves; green and red webbing striped airstream harness, on 22nd July. If found please give to Tim at Dyke Hotel for Stephen Hicks.

FOR YOUR WINGS! QUALITY BINDERS FOR WINGS! MAGAZINE

These beautifully finished binders bound with imitation walnut leather and distinctive gold blocking on spine and front will complement any library. Takes 12 issues which are quickly inserted. Available in A4 for current issues and A5 for back issues of WINGS! Use them for your own local club magazine

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APPLICATIONS

Name Address
..... Tel No

MEMBERSHIP £5.00 Signature Date

I agree to abide by the rules of the club

Flying Membership/Glider Registration (Note, this costs an additional £15.00)

NB:—Any person wishing to fly a hang glider on sites controlled by SHGC must possess either personal flying membership or a glider registration covering his machine. A sticker will be issued by the Treasurer to denote payment: this must be displayed when flying. All British nationals and permanent UK residents flying SHGC sites must be BHGA members and EPC holders. Glider registration will only be issued for BHGA registered or approved gliders: each pilot in a syndicate must either hold SHGC membership or be covered by a group Affiliation.

Flying Membership

OR

Glider Registration

Name _____ Make _____
BHGA No _____ Model _____
EPC Date _____ Serial No _____
Signature _____ Sail Colours _____
Date _____ Pilots _____

As all memberships start on November 1st of each year, the following table will enable new members to work out their subscriptions for joining the Club at any time during the year.

(joining before)	Nov 1	Dec 1	Jan 1	Feb 1	Mar 1	Apr 1	May 1	Jun 1	Jul 1	Aug 1	Sep 1	Oct 1
Membership	5.00	4.51	4.10	3.69	3.28	2.87	2.46	2.05	1.64	1.23	0.82	0.41
Flying membership or glider registration (additional)	15.00	13.75	12.50	11.25	10.00	8.75	7.50	6.25	5.00	3.75	2.50	1.25
Total	20.00	18.26	16.60	14.94	13.28	11.62	9.96	8.30	6.64	4.98	3.32	1.66

Please send me	Number Required	Total Cost
Cloth badges 60p each
Vinyl badges for windscreen 20p each
Vinyl badges for helmets 20p each

When completed please post to the Treasurer

Peter Day, 31 Christchurch Gardens, Epsom, Surrey