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PAR

# WINDSOCK

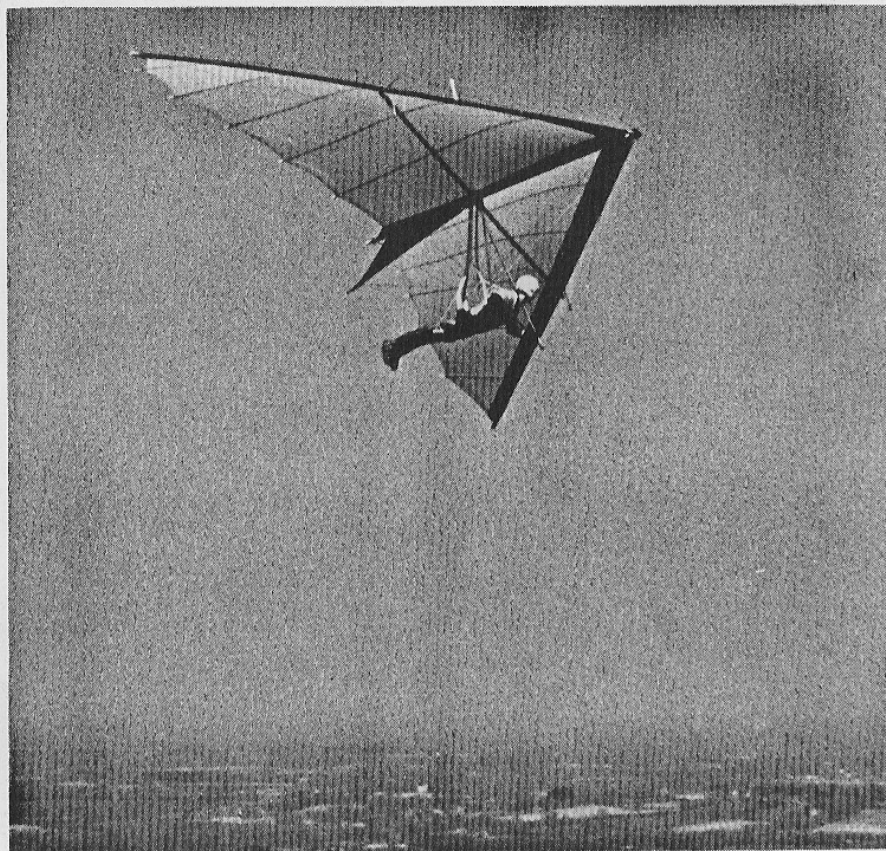


Good  for the New Year

January 1978



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# WINDSOCK



## Committee

### EDITOR WINDSOCK

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21 Danum Close  
Hailsham Sussex  
(0323) 844 820

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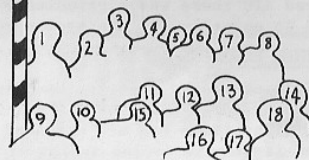
Barry Bourne  
01 647 4343/4

### SITES OFFICER

Johnny Carr

## Cover

SQUATTERS AT BEACHY  
WE SHALL NOT BE MOVED



1. Ray Sigrist. 2. Frank Tarjanyi. 3. Bruce Hudson. 4. ? 5. Bill Banks-Jones. 6. Tony Fletcher. 7. Miles Handley. 8. Mick Maher. 9. Dave Worth. 10. Anna Blemings. 11. ? 12. ? 13. Malcolm Honeychurch. 14. Glen? 15. Dave Blewitt. 16. Tony Fuell. 17. Ray. 18. Don Spratt.

## Editorial

Are we ready? For what you ask - are we ready to start this year as a united club, with each of us giving committed support to restoring the image of the SHGC, an image that is not seen as friendly or welcoming, but as generally hostile and irresponsible, we have in this club tremendous potential to lead and establish our sport with effect Nationwide. Lets make Seventy Eight Great.

During my canvassing for material for the magazine, I'm continually reminded of the Them and Us Syndrome, that is prevalent in our Club. A chronic and spreading infection it seems.

The split is focused around, those who can fly, and fly well, and those who have just entered the sport or who's flying has not yet reached dizzy heights or radical manoeuvres. For the latter the "affectionate" term 'Nonk' is used. A year ago you would use this term to describe any persons flying error and not feel discriminated about if you were called it, the term now appears to have a more condemnatory associations, and is directed toward those members who are new or not proficient in the sport, these are the people who need encouragement and support, not disapproval.

The Government has their 'SAVE IT' Campaign and we are slowly organising ours, with particular emphasis to Beachy Head. In the near future it is hoped the Club will have an organised small working party, who's primary purpose will be to spearhead a constructive campaign to firmly establish our right to fly. There are a lot of good ideas floating around, lets put them into practice.

Thanks to all of you who have taken time to write to me, giving your various views on our sport. I still need your help if I am going to keep this magazine going for the rest of the year.

# Committee Minutes

There was a decision to send two delegates to the BHGA. AGM. and delegates conference this coming March; Tony Fuell and John Ievers with Barry Bourne as the reserve. Robert Wisely said he wasn't standing for council this time. So after a short discussion it was decided to ask Malcolm Honeychurch if he would stand.

The SHGC will oppose the proposals put forward in Wings! these can be found on the pink page of the December issue.

The committee congratulated the staff of windsock for their first issue. Paul Renouf said he wished to produce the magazine on a monthly basis. Although the present budget of £800 was probably sufficient, he would like a contingency allowance of £200. Pending budget research and the selling of further advertising space; which would help recoup the initial outlay, a provisional agreement was given to raise the budget to £1000. It was decided not to raise the subscription to members until a more detailed Windsock budget was available. The number of people receiving complementary issues of the magazine would also be reviewed.

## Site News

**MILL HILL** See opposite page.

### DITCHLING

A letter from the National Trust has stated, we must not use their land and carpark except in certain circumstances. Midweek winter flying can continue until further notice.

### NEW TIMBER HILL

No flying at this site until Sites Officer has produced a map of the area and arranged car parking and access facilities.

### FIRLE

Negotiations are going well but no flying until clearance is given. Tony Maclaran is attending a meeting with the site agent on the 24th. to clear up the final details.

### DEVILS DYKE

Flying can continue with bottom landing.

### BEACHY HEAD

The committee will welcome and support the idea of a working party being formed to investigate and plan an approach to saving Beachy. Paul Renouf has been contacted by various members expressing interest in the working party.

John Lithgow has offered 1000 pamphlets for distribution to spectators about Hang Gliding, these were gratefully accepted.

### MOUNT CABURN

No progression but the site may come up for sale next year, and it was decided to discuss the matter to find out the exact situation.

### GOOD NEWS

Johanny Carr is negotiating a new north-westerly hill near Storrington at the back of Worthing. Full details in next months magazine. No flying at present.

Peter Day presented the treasurers report and announced that the Club was still solvent. It was decided to open a Building Society account to get better interest on some of the money we have in deposit.

### COMPETITIONS

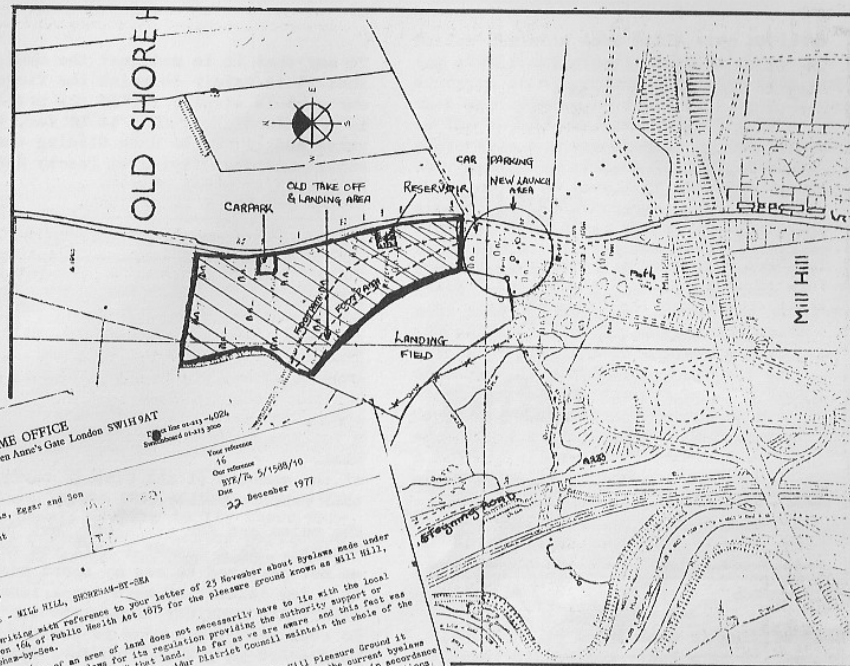
The Club has been allocated the 8th 9th and 10th of April for the League Comp. Tony Fuell is assembling a task force of prominent league flyers to aid the organisation of the event and it is hoped by the next meeting to have something down on paper.

### AIR TRAFFIC CONTROL MEETING

This has been arranged for the 28th. Jan. 7.30 pm at the Devils Dyke Hotel. It was considered that by and large ATC was going fairly well. Although when conditions required ATC there was a reluctance among people to actually get the system going.

### ANY OTHER BUSINESS

1. Vote of thanks goes to the printer of Windsock, Eric Gear for his efforts on the first issue and are extended for further issues.
2. Thanks to WASPAIR for their offer to provide a Windsock for the Dyke.
3. The Sports Council will be kept up to date on the Clubs activity by secretary contact.



HOME OFFICE  
Queen Anne's Gate London SW1H9AT

Your reference: 46  
Our reference: 878/74 5/1508/10  
Date: 22 December 1977

Messrs Thomas, Eggar and Son  
Solicitors  
East Pallant  
Cirencester  
Sussex

Dear Sir

BYELAWS - MILL HILL, SHROVEHAM-DE-CHA

I am writing with reference to your letter of 23 November about Byelaws made under Section 146 of Public Health Act 1915 for the pleasure ground known as Mill Hill, Shroveham-de-cha.

The ownership of an area of land does not necessarily have to lie with the local authority applying for its regulation providing the authority support or contribute to the support of that land. In fact as we are aware and this fact was not stated in the Public Inquiry, Mill District Council maintain the whole of the area to which the byelaws apply.

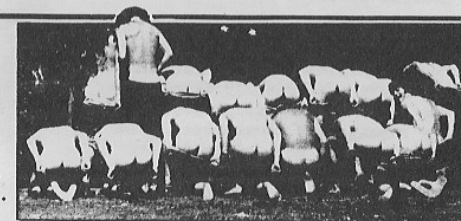
Should the Council acquire additional land adjoining Mill Hill Pleasure Ground it will be necessary for them to cause an extending byelaw to apply the current byelaws to the new land - any such extending byelaw would need to be advertised in accordance with statutory requirements and the public would have the right to lodge objections to any proposal the Council may make. Consideration of any byelaw is always subject to the consideration of any objections which may be received.


Yours faithfully  
F. P. Johnson (M.S.S.)

Members are still flying Mill Hill, the map and letter hopefully will allow those persons to avoid confrontation with the local authority. The position is briefly this:— A byelaw exists with effect of banning take off or landing in a designated area (lined in map). You can park your car with attached Hang Glider, in available car parks, you may walk with your glider across the prohibited zone, you may also launch and land outside this zone. This does not mean that permission has been given by an Authority to fly, it has not. The launch area is at the extreme left of the ridge—facing the river, there is a small car park adjacent.

## TWITS OF THE MONTH

This rather unique ceremony is being adopted for the new members of the SHGC. Sorry no names, not easy to recognise in this posture. Could the members identify themselves. The Magazine staff think it is the last 18 members who have joined the club. This initiation ceremony is essential if you wish to ascend from being BOTTOM of the stack. Next initiation February 29th.





# I'm ready for action

PROBLEM. CLOSURE OF A LOCAL SITE  
IN THIS CASE BEACHY HEAD

Hang Gliding is considered by the Local Council to be a badly controlled lunatic sport which, not only endangers the flyers' themselves but has on occasions also proved to be injurious and an inconvenience to the general public.

If we honestly ask ourselves if the criticisms are justified, then shamefacedly we probably have to answer YES!

The sport as practised within the SHGC area has been badly controlled - in fact probably not controlled at all. There is an element of risk to all flyers and only we as flyers can decide that that is acceptable. What is definitely not acceptable is the unnecessary element of risk to the general public.

So now ask yourselves would a person taking part in a high risk sport, where there are no satisfactory controls, and those that there are, readily flouted by a large number of participants, is, needlessly endangering themselves, other participants and the general public at large to a point of putting at risk the very use of the facility (flying site) itself, be considered a lunatic? - the answer without doubt is YES!

To say that it is not just the SHGC, and that it is unfair to point the finger at our club is stupid, for if the problem is a national one, then it is far, far worse and it may be Hang Gliding that is banned not just flying at Beachy Head, Mill Hill or where ever.

#### WHAT THEREFORE IS THE REMEDY?

Whether we like it or not there will have to be tougher control possibly with bans on people, who do not conform, either from certain slopes or, even as a final resort, from flying in the SHGC sites,

and people responsible for that control will themselves have to be a more responsible and given the backing of the rest of the members of the Club to carry out that responsibility.

The rules are for everybody, not just the 'nonks'. As a 'nonk' I tell you that I am not prepared to see my sport mucked up by a few 'older' or more 'experienced' flyers who consider themselves too good to conform. Their time is passing fast, this sport is growing and developing and that imposes disciplines on everybody like it or not.

The job ahead of us is not just at a local level for whilst we make or break our reputations at a local level and the effects ate felt initially on individual Club sites, the problem is a national one and as a fraternity we must achieve the following objectives:-

#### TO MAKE OUR SPORT MORE RESPECTABLE

For too long we have allowed people to consider us the Lunatic Fringe and we should in a professional way "SELL" the positive aspects of Hang Gliding, positive both from the Community's and the participant's point of view. To aid this we need more professionalism. A large Company to sponsor the events would help, with sponsorship we could get press and television coverage for the competitive events and we would thus not appear to be so much the lunatic fringe. Local Businesses and Councils would see the positive commercial aspects of having their town associated with the sport which brings more visitors and tourists, particularly with regard to Beachy Head,



we should impose very strict discipline on all people wishing to fly there during the coming twelve months particularly so that we do not further damage our reputation.

#### TO FIGHT AT A LOCAL, NATIONAL AND INTERNATIONAL LEVEL TO RETAIN SITES

If a site is lost without a fight, then how much do we care. Why should the Council or Government worry about us, if all we do is lick our wounds and crawl away somewhere? We should fight good and hard, local Councils, M.P.s, Minister for Sports, Sports Council, enlist every gun to our support, use every tool at our disposal. It would cost money but we must afford it if we care. With Sponsorship and various grants which may be available to us from local Councils, Central Government and Charitable Institutions. We can and should be able to find the funds!

A quiet lunch with one or two of the hard line anti hang gliding Councillors to ascertain what their objections are, might help, we could try and meet their objections. If we could persuade just one hard line anti to our cause, then two or three of the borderline people would probably follow automatically. We should stop thinking that those who object to us are fuddy-duddies or kill-joys, we have no monopoly of common sense, those against us believe just as sincerely in their point of view as we do in ours.

So for Christ's sake let's stop publishing stupid articles/letters in Wings Windsock or other journals about this and that and spoilsport Councils. Lets listen to the objections and see if they are reasonable and see whether we can reasonably meet them without totally wrecking the pastime we love. If this fails, and site closure is threatened, as a local club, we should get the full support of the B.H.G.A. and the Chairman of that or his representative should meet with the Minister for Sport, to see if there is some middle course which would go some way to satisfying both parties' interests before we get to a full blown public enquiry. If absolutely necessary we should not shrink from fighting a local Council in Court but remember we are spending a very limited budget whereas a Council has an almost endless supply of funds.



otherwise before we can turn around, the twelve month period before Beachy Head is closed to us, will have gone and we will have achieved nothing.

There are many organizations to whom we could turn for advice one of which would be the Police regarding the sorts of control we could and should instigate for public safety and of course readily available would the St. John's Ambulance Brigade, should we feel it necessary to have at least some symbolic first aid service available on site.

What I am trying to say is we have lost one site and unless we learn how to conduct ourselves, we are going to lose a whole sport. I think we should get going fast and act decisively,

JUST LET'S GET MOVING BEFORE WE FIND THE WHOLE OF SOUTHERN ENGLAND BECOMES A DESERT TO THE HANG GLIDING COMMUNITY.



# WASP GRYPHON III

Wasp are pleased to announce the GRYPHON III. A unique hybrid hang glider developed from Miles Handley's brilliant and original concept, it embodies the best features of both flexwing and rigid wing types. The cable braced airframe has meant the elimination of the crossboom together with its attendant drag, weight and rigging penalties.

Glide angle and sink rate have been proved time and again in competition. Not only is it by far the best English glider available, it shows the way to the world's hottest wings.

Manoeuvrability is outrageous – a hot dog pilot's dream – but for soaring pilots it means response in turns and pitch control that are unequalled. Yet it can be flown relaxed and drifted into the flattest 360°s ever. Remarkable for a wing that can be banked to 90° faster than anything around.

All this together with strength makes it a perfect cross country machine. Everything is there for those pilots with the ability to use it.

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**HELP SAVE THIS SITE**  
**SOMETHING TO SAY**

When I read my copy of the December Windsock I was that in the face by the news that Eastbourne Council were going ahead with a byelaw banning Hang Gliding at Beachy. It really makes me angry to read statements like that made by Councillor Riley. It shows his total lack of knowledge of our sport and in my opinion his unsuitability to represent people. He is employed to represent the people, and that includes us in the SHGC. He should remember this.

I also think that the Council should be reminded that Hang Gliding is a national sport and that it is recognised by the Sports Council of this country. As an area with natural amenities, suitable for flying, they have a duty to assist the SHGC; not to ignore us and hope we will go away. If they have a sub committee whose purpose is to look into these matters, why is it that the council can undermine the committees decision?

I really think they are victimising us, especially after the club helped draw up conditions of a license. They haven't given us a chance to make it work. If Eastbourne persist in their short sighted policy, I think the SHGC should fight the byelaw in every way possible. If we lose another site where will it stop? We could call a meeting one weekend at Beachy and show the council the support we have. If this was properly organised the council would be faced by public opinion and press to rethink their decision. Regards Adrian Whitmarsh 334 Laleham Road, Shepperton.

*As I feel that a monthly Windsock will be worthwhile. I would like to see more articles giving advice to us not so experienced flyers.*

Dear Paul, well what a great start to the New Year! The Chairman's letter in December Windsock telling us that Eastbourne are going to ban hang gliding from Beachy Head. Surely we the members cannot allow these stupid Councils to walk all over us. Apart from the Club level protests etc, surely each member (YES ALL 215) can spare the time and money to write to the Council and the biggest local paper. Let the Council see the weight of the membership is strongly behind the Club. Each member could also Cajole and persuade a non-flying friend to write to the Council telling them how much they enjoy the flying at Beachy!

As they have decided to ban us, by just one vote - yes just one, we can show them that Eastbourne will lose popularity with tourists as well as us, if they go ahead with the ban.

We really must take a stand now before another site is lost. Once Councils and Authorities see how easy it is to stop us they will all follow as soon as there is one complaint.

So please print the addresses of the Council and local paper with a plea for all of the club members to send just two letters. Not much to ask is it??

Keith Morgan 151 Buckhurst Ave. Carshalton, Surrey.

Reading the section in Decembers Windsock with regard to flying at Beachy Head, and the proposed bylaw, brought a really sick feeling to my stomach. It seems inconceivable to me how in this would be democracy of ours we can accept such infringement of liberty.

Why not try for a public petition? during the warmer months, when Beachy is flyable, the crowds of spectators sometimes reaches the hundreds. I'm sure that most of those people would actively support Hang Gliding by signing a petition set up on site.

If the response is good, it could prove a useful tool in dislodging the Councils complacency. From what I have seen in the past, Councils tend to wane more readily when the silent majority ceases to be so silent! Its just a thought.

Roger King 12 'The Laurels' Gatlands Drive, Weybridge Surrey.



**JOHNNY CARR COMMENTS ON HIS EASY RIDER**

Many of you will remember the Aggro I had when I first bought the Easy Rider. Before I actually shipped it in from America I was quoted a sum of \$ 200 as the inclusive shipping price, so I went ahead and made the arrangements. On arrival in Britain I was asked to pay £900 for the Gliders release. No way! So six months later, hating the thought of the machine being in a warehouse and with customs officials on my back I offered a compromise of £500. Thankfully they accepted.

I actually bought the Easy Rider for the World Championships in Austria (1976) for which I was fortunate enough to qualify. Unfortunately my fated machine was to be nine months overdue!

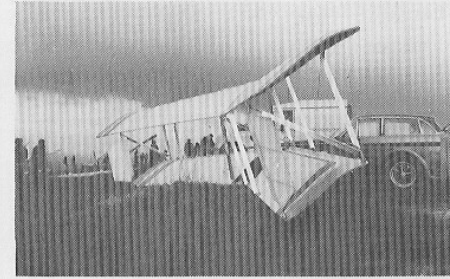


The face of a proud and ecstatic Johnny after his successful soaring flight.

I haven't flown the machine very much recently since the rebuild job, due to it falling off my van. I was very grateful to Steve Hunt for his help in the rebuilding and could'nt have managed without him. Now I have an estate car and the hassle with getting it on and off has been eliminated.

I thought that I would start the new year by giving it an airing, so on the 2nd. Jan. at the Dyke, with the wind blowing west veering north west, force 3 - 4 I took off to join four or five other flyers who were soaring about 400ft above the ridge. Up and up she went, own up those of you who said she wouldn't soar. At least once I was top of the stack. FANTASTIC.

It really is a nice machine to fly. The only problem is landing which is seldom without a breakage. This is because you have to get the pitch control just right. In spite if this the machine does have good positive control. On this day I managed a perfect top landing and could not beleive it had happened.



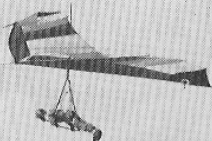
Not one of Johnny's bad landings, just tidy parking!

I hope eventually to put an engine on this machine with Steves help. The manufacturers claim 10:1 L/D and 196ft min sink rate. I personally think it's considerably worse but it is so rewarding to fly. Basically its different and lets face it it does look Peachy in the air.



BATMAN ... WHEN CAN I GO PRONE ? Tonight Robin Hkmmmm!!

# THE DAY OF THE GRYPHON



OUR WELSH CORRESPONDENT'S REPORT ON THE GLIDE ANGLE COMPETITION HELD AT RHOSSILI ON 10/11th DECEMBER 1977

Wind SW, force 5-7, Gusting to Gale Force 9. No, not ideal weather for flying at Rhossili but Bob MacKay had organised the Welsh Distance Knock-Out event and people had travelled from far and near to attend, so we were stuck with it.

On the first day, Saturday 10th. December, the task was to fly in pairs from over the Rectory, penetrate towards the Worms Head, turn out round a marker on the beach and then turn again towards the Worms Head and fly as far as possible to land eventually on the sand.

Conditions were hairy, so there was no pressure from the organisers to fly. Once a pair had agreed to fly, each pilot had 5 minutes from taking off to landing on the sand. That evening 34 flights had taken place in pairs and 17 machines were through to the second day. 8 of these were Gryphons - hence the title!

The night was eventful with Irish Potteen available in quantity. The wind was so strong, dustbins were careering around like rigged hang gliders, and de-rigged gliders were flying around from the top of the hill to land 100ft. below.

Sunday morning was beautiful, clear with a sunny sky, although the wind was still very high. The flyers agreed to alter the type of event, from Knock-Out which

would have required a further four rounds to produce the winner; It was decided everyone should fly as far as possible and the four who went the furthest along the beach could then have a final fly-off to produce the winner.

Trevor Birkbeck had only collected his Gryphon on the Wednesday and his 2nd flight on the machine had taken him further than anyone else on the Saturday. He wanted another flight come hell or high water, so took off about 12 noon and landed safely on the beach. The deadline was extended to 3.0 p.m. so we all trooped down to the Worms Head for refreshment and then back for the Grand Finale.

Lester Cruse rigged his Gryphon and prepared for take-off, but was prevailed upon to be sensible and it took six men to keep man and machine on the ground for de-rigging. The deadline was again extended to 4.0 p.m. The wind was blowing 50 mph on the top and 20 - 25 on the beach and gusting dangerously. Ashley Doubtfire got everyone wound up by threatening to fly, however he let us off the hook at the last minute.

Only 8 machines were even carried up the hill - 6 Gryphons, 1 Hiway and 1 Moonraker. A further agreement was that whoever left one of the holes in the ground and flew would be the winner.

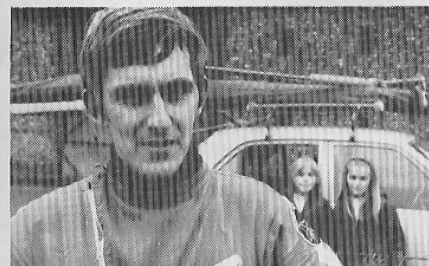


Trevor Birkbeck was the winner, and was presented with a handsome cup, which was given by the Welsh HGC. As this event took place in the dark few photos are available: Thanks are due to Bob Mackay Keith Coles and all the other helpers - it was fun in spite of the weather. Thankyou also to the flyers who flew and gave us an event to remember.

Although it could be generally agreed it was not a flyers' event, it was a manufacturers' competition and it did provide valuable information about machines that can be handled safely in high winds.

## Introducing

INTRODUCING CHARLES COOK WITH TWO OF HIS ARDENT SUPPORTERS.



I have only recently become a member of the SHGC, having previously joined the Sky Surfing Club based at Butser Hill. At this Club All flyers are made to feel very welcome, provided they are BHGA members, and are treated as pioneers of this tremendous sport.

On joining the SHGC, which has the largest number of the best hang glider pilots in the South, I have noticed a distinct division between the "NONKS" (a word incidentally, I had not come across until meeting with the members of this club) and the "ELITE" who tend to look down on anybody who has not their experience and flying abilities.

As a relative newcomer to the sport I would welcome their help, advice and encouragement; I'm sure I speak for all the "Nonks". I find the attitude of these Elite, who seem to have no time for the novices, difficult to understand, for they were all beginners too and undoubtedly made their mistakes.

With so many excellent flyers to turn to, the SHGC could be the best club in the Country. All it requires is for the members to become less segregated, taking a tip from the Sky Surfing Club which is run on an open and friendly basis with advice and help for all - and in particular understanding the mistakes of novices.

Finally, to All you sky surfers, in the words of a very good friend, who just happens to be one of the Elite -

"HANG 10"

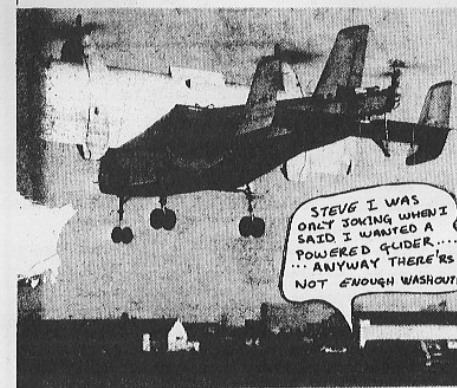
HANG GLIDING FATHER CHRISTMAS AT POYNINGS WHILE EVERYONE ELSE WENT TO BEACH!



Yes, for the second year running Father Christmas suffered the indignity of arriving in Poynings on a car! But he was greeted by a rabble of eager children who were more concerned with the goodies he'd brought than with his means of transport. Our intrepid Santa was engulfed by sixty excited youngsters who emerged one by one from the scrum clutching their presents, some wide-eyed with wonder, some quite blasé (having already been to Santa's Grotto, Christmas Fairyland etc), one screaming, and one pink with embarrassment at having kissed - and been kissed by - that hooded red beard

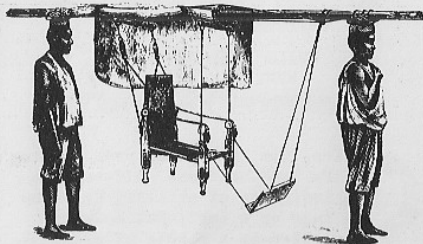
Red Beard? Yes; for when the scrum dispersed and the last parent had exchanged an unsuitable gift, it was none other than Steve Hunt who was left looking duly shaken after his fourth annual exposure to the junior populace of Poynings. "Never again!" he gasped nervously, tearing off the cloak and making a fast getaway.

SEE YOU NEXT YEAR, SANTA!



OH NO!! STEVE HUNT IS INTO POWERED FLYING

## FOUND THE LIVINGSTONE '241'



For over 106 years the Kite Livingstone used on many of his missionary expeditions to Africa, was discovered by John (nonk) Stanley, -Windsocks' club reporter. This valuable relic of Hang Gliding history was discovered in the lost property office of Victoria railway station.

Note the supine harness so intricately designed that the movement of the body renders a control bar as an unnecessary piece of equipment, this allowed Dr. Livingstone free hands for distribution of Hymn Sheets, and Windsock Missionary broadsheets, to the natives.

It is hoped to have this Kite on display soon. Contributions for the restoration fund of the '241' will be gratefully received. Please give your Contribution to - Von Eric Con Gear.

**STOP PRESS**

HANG GLIDER PILOT USES EMERGENCY PARACHUTE.

TONY FUELL GETS A FIRST FOR THE SHGC. AND FOR THIS COUNTRY.

CONGRATULATIONS TONY. FROM ALL WHO WITNESSED THIS SPECTACULAR DESCENT.

FULL REPORT WITH PICTURES IN NEXT MONTHS MAGAZINE.

\*\*\*\*\*  
 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.  
 \*\*\*\*\*

**For Sale**  
 For sale: 100b SST. £370. 20ft Radial Cloudbase £200 Barrie Annette 01 894 6374  
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 FALCON IV. Five months old, tastful sail design with two tri panels, still the top machine of the country. Please ask for demonstration. Only £395.o.n.o. Phone P. Renouf. Hailsham (0323) 844820  
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TOP OF THE STACK!!! C4221 Wasp machine. Ideal for beginner under 12 stone. Seated harness and bag. Excellent condition. Only £100 Brighton 833395  
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V.S.I. Just overhauled. £16. Almost new A.S.I. Fully transistorised 16 hour battery life. £25. Telephone:- Evenings, Eddie Horsfield. 01-684-4772  
 \*\*\*\*\*

FREE FREE FREE to all members of this club. Advertising in the for sale column. Just write or ring Editor, I'll print.  
 \*\*\*\*\*

WASP FALCON IV. Breakdown - Cabbage leaf special. White sail with red L.E. and maple leaf motif. £390 Tony Mancey Phone Medway 361 545  
 \*\*\*\*\*

# 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 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 ( 7p 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