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Cover

Frankie flying the Emu at Firl

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Editorial

As most people will realise by now, Steyning Bowl has been closed from the beginning of this year but the site is due to be re-opened following extensive negotiations with the landowner. If you wish to fly at Steyning in the future contact Jeanne Knight at 10 Spring Gardens, Washington or Graham Slater at 11C Denmark Terrace, Brighton. Season tickets are available to cover flying and parking at a cost of £10 per year. Day tickets only are 50p for flying and 50p for parking. Parking tickets are available at 50p. Anyone requiring a season ticket should send a cheque for £10 made payable to B.H.G.A. (Steyning) to Jeanne or Graham. Please do not fly without a ticket as one of the reasons the site was closed was because flyers wear not putting money in the box.

The S.H.G.C. Disco held at Burgess Hill last month was attended by

over a hundred people and raised a total of £53 for club funds which incidentally, are at rock bottom at the present due to the large number of people who have failed to renew their membership. The Committee wish to extend their thanks to Johnny Carr for organising this successful event. The club hopes to put forward Mac Lane as B.H.G.A. Council representative at the forthcoming A.G.M. in place of Malcolm Honeychurch who is going to New Zealand.

A letter with instructions concerning voting slips will be sent to each individual member in due course. Please return your voting slips as requested so this year the S.H.G.C. can be certain of having a second representative on Council.

The continuity of this magazine is dependent on you the members submitting material. Come on you lazy lot, put pen to paper!

Copy of a Letter sent to David Watts
in Eastbourne Hospital.

24 Jan. 79.

Dear David,

The circumstances surrounding your
accident at Firle were discussed by
SHGC's committee at its meeting on 23
January. We were all sorry to hear of
your accident, and hope that you are
making a satisfactory recovery

There are one or two matters I have
been asked by the Committee to raise
with you, but before I get onto these,
would you please complete and return
the enclosed accident report form?

You have been around long enough to know
what a good site Firle is, and how hard
the Club has had to work to allow hang
gliding to continue there. The
Committee were extremely annoyed to
learn, therefore, that prior to the
flight which ended in your crash, you
had driven your car and glider to the
take off point. This is in complete
violation of the site rules, and had you
been seen by the landowner or his agent
doing it, could well have lost us the
site. Don't EVER do that again!

Secondly, I am asked to remind you
that the Club rules require pilots to
wear crash helmets. It has been
reported that you were not wearing one
when you crashed, and if so, you were
VERY lucky to escape a serious head
injury. Please respect the rules on
this point if you fly our sites in
future.

We do not propose to take any further
action on these matters for the time
being, but we are sending copies of
this letter to WINDSOCK's Editor for
publication, and to the Chairman of the
BHGA's Disciplinary Committee.
When you come back to flying, which I
hope won't be too long, please try and
get your act together, and help us
preserve our freedom to use the
Downland sites. And remember, if
several expert pilots say you shouldn't
take off, there may just be a very
good reason why they've said that!
Listen a bit harder next time.
Yours sincerely,
TONY FUELL - SECRETARY.



B.H.G.A. NEWS by Jeannie Knight

All but two of the nine fatalities
during 1978 * had involved gliders that
had been modified, John Hunter told
BHGA council. He reported on the
completion of two fatal accident
investigations when he said that the
chief cause of Garnet Taylor's accident
was the failure of an outrigger wire,
which in turn had been secured by a
hammered ferrule. In the case of Tim
Gilbert, where the pilot had failed to
maintain sufficient airspeed whilst
trying to get into his stirrup, the
Coroner had recommended that pilots at
all times should have the control of
their glider uppermost in their mind.

Brian Milton reported that Fiona
Campbell had bought out her previous
partner in Flight Promotions. He
himself had subsequently bought into
the company and Flight Promotions would
in future take a 25 per cent commission
on all sponsorships obtained, instead
of the 15 per cent that had been
hitherto taken from events including
the Atlas Express final.

He assured council that if a
conflict of interests arose between his
role as Flight Promotions partner and
that of Competitions committee chairman,
he would immediately resign from the
Competitions committee chairmanship.

He anticipated a clash between the
amateur circuit in Britain and the
Professional circuit in America and
expressed the intention of taking an
interest in the Professional circuit.

The chairman of BHGA, Reggie
Spooner, expressed concern at the
continuing trend towards commercialis-
ation of competition flying, the
implications of which had to be studied
by Council, and which implications he
said Council had a duty to put to the
whole BHGA membership.

The Editorial committee reported
that although Wings! had fallen
behind scheduled publication dates,
normal publication should be regained
by the January issue. The delay has
been caused by late arrival of promised
material relating to the Americas cup.

The AGM will be held at Warwick
University, just outside Coventry on
March 31st and April 1st. The meeting
will open at 2 p.m. on the Saturday
with the introduction of candidates
nominated for Council. Discussions
on topics raised will follow in the
afternoon session and a film
competition, run by the BBC, will be
held during the evening to find the
best 10 minutes amateur hang gliding
film.

Nominations for Council will
close at 10 a.m. on Sunday April 1st,
followed by reports from the various
discussion groups. Voting on Council
members and any proposals will take
place at 2 p.m.

The AGM is of particular
importance and Reggie Spooner
expressed the need for Clubs to be
given the fullest information possible
about arrangements, at the earliest
possible date.

Roy Hill was co-opted on to
Council to replace Malcolm Hawksworth
who has resigned.

Jeannie's phone number is

Ashington 892770

THE SEQUEL TO THE GULP STORY

(or why not to leave
a glider on a rubbish tip)

I knew Johnny Carr had taken his Gulp and left it intact on the local rubbish tip. What a waste of potential revenue, I thought, as he explained how he couldn't possibly sell it to anyone because it was somewhat divergent.

He shrugged his shoulders when I told him how much he could have got for scrap tubing at a scrapyards not far from his house. Then we all forgot about it.

It was only when I had a telephone call several weeks later from a potential pupil that the Gulp reared its head again in our household.

"I want to learn to fly, but I've already got a glider," said the voice on the other end of the line. I groaned inwardly at the prospect of yet another proud owner of a kingpostless Grasshopper or rusting 229, wanting to take to the air. But the voice soon stopped my trend of thought when it declared coyly and with a certain amount of pride, "It's actually a biplane!"

I instantly thought of the rubbish tip and a few strategic questions soon revealed that the machine was indeed an orange Gulp, but the caller insisted he had purchased it for £90. Further probing revealed that the source of the sale was a Brighton antique dealer, who regularly scoured the tips looking for bargains.

The first part of the story Johnny described in the last Windsock, but quite obviously the antique dealer didn't restrict himself to playing around with the machine on a low slope.

What he did was infinitely more dangerous - he sold the machine to someone, assuring them it was a safe machine to learn to fly on. As it happens I did have the opportunity to

impress on the unfortunate buyer that he was highly likely to kill or injure himself if he did try to fly it.

A hang glider in the wrong hands can be highly dangerous, but a potentially divergent machine in the wrong hands can be lethal. The moral from this particular saga must surely be - DON'T leave a glider intact on a rubbish tip. If you want to get rid of it, demolish it first.

Also, if you come across an orange Gulp on our sites, don't let the pilot fly. Put him in touch with our safety officer or another committee member otherwise this might not be the final episode in the saga of the Gulp.



BY Jeannie Knight

SNOWDONIA

A GUIDE BY BARRIE ANNETTE

Contrary to general opinion, this is an area providing a vast amount of good, conventional ridge soaring, often with top access, and with the added attraction that the cross country potential is phenomenal. Also, it is much more open than other areas, with fewer problems, - definitely a place for people to try out more.

Before flying, always check your plans with Jan Ketelar, Llanberis 707. He is not a club, and does not negotiate permission for general flying as a rule, because the thing in an area like this is to find your own way, that is what flying is all about. It will usually be just a case of confirming that your plan is okay; but he must have the chance to say otherwise, because he knows the area like the back of his hand.

New developments should be reported to the N.W.M.G.S., who will also be helpful, particularly Les Ward and Diane and Reg Houlton: (051) 6525818.

HARLECH NW. Not impressive to look at, but gives 2 miles of 500 ft. coast N of Harlech, and $\frac{1}{2}$ mile of cliff to the S, with gorgeous sea breezes. It has been top landed very far back, but is not a regular top lander. Bottom landing has been done in a sports field by a school not far from the level crossing. You turn up the hill in the middle of the main street, and the take off may be hard to find. The best man to ring is Gwynli Jones, Harlech 448, but you may find he has gone to America. **NOTE:** there is an airstrip to the S of the site, so you obviously have to clear with their A.T.C. Do not fly over the town and castle, because it stops the traffic. It is not far to walk, when you know the way. Stronger winds bring turbulence from the Llyn peninsular.

TREMADOC S-SW. 300 ft x $\frac{1}{2}$ mile, another one you can drive up, about 2 miles back from the sea, but not good for

thermals. In S, it is a bit rough, because you are in the lee of the Lion Mountain. Travelling W, take the road immediately below the site, take the next R up the road to ???, turn R through a gate, and keep bearing R through 2 more gates (at the last turn, if you went L, you would come back to Tremadoc, behind the ridge), walk 2 mins to take off. You have to be careful with bottom landing; there is one farmer who really does not like it, and another who does. The right field can I think he identified thus: at the foot of the hill is a gate into a field with a barn at the back, and the landing field is immediately behind that, with power lines across it, but well up the field, away from the hill. Don't land in tall hay. It is a reasonable, rounded take off.

YR EIFL NW and NNE. A 800 ft face, which you can again drive up; although the NNE face is a sheer cliff take off, for experienced flyers only. The NW site is beautiful, no problem, a bowl, with no way for the wind to go, except up. The landing field is to the S, on the left looking out, a long walk to your car, but worth it. The bottom landing for the NE face is at Trevor. Ask for Joe's Place, and he has a field he is happy for flyers to use.

LLANBEDROG NE through E to S, good all the way, cliffs, with plenty of space for top landing. It is about 4 miles SW of Pwllhelli, drive to the top, walk about $\frac{1}{2}$ m across flat heather. There is beach for bottom landing to the NE and SW, and on the E point you have to be careful. The beach is very small, and the tides are enormous. 330305 sheet 123.

ABERDOWAN. I believe they have flown the cliffs here, on the E face, 166261. I think there is a beach landing, but am not sure of the position.

BLAENAE FESTINNI OG E. A beautiful site

for experienced flyers only, because of the sheer take off, requiring a substantial wind, because you have no run. Drive into the Gloddfa Ganol slate quarries, stop at the gate, ask for Will Roberts. It is open 7 days a week in summer, usually, but the gate closes at 5.30 or 6, and winter may be a different matter. You have to wait for the tourist landrover to come down, because there are no passing places on the long road up. There is no top landing at the same place at least, but you can have a good trip around the mountains. The idea in Wings! that it could be flown in no wind came from Les Ward, who saw them from below, and could not believe there was any wind, because it was so still below; but I am assured it was quite strong on top. The bottom landing fields are in a line beside the lower road to Tremadoc. Landing is mostly in the top one, by the miniature railway; but beware the sharp stones if you fall over. In emergency, Will Roberts should be contacted to organise things. He will probably use his landrover as an ambulance.

HELLS MOUTH BAY SE. This site gave Roger Middleton a wonderful day about 2 years ago & that may be the only time it has been flown; although it may have top access. There is beach landing below. It is NT land, which might be a problem if people started to turn up regularly; although that is far from the case yet.

LLANBERIS SLATE QUARRIES SW. A huge face, giving access to tremendous mountain flying, and obviously a fantastic thermal trap. Also you take off right by the car. From Llanberis, go NE to the end of Llyn Padarn, turn R then R again up to Dinorvic, find the car park at the end of the road, by the quarry entrance. The quarry is out of bounds now, because of the hydro electric scheme; and it may not be wise to overfly it too low. You cannot land back by the car, because there is no access to the mountain here; but you should be able to find somewhere with access to the road further back. The take off field may also require permission, especially if a party turned up for the day; although it would usually be a case of taking off and never being seen again.

YR ARAN SE. This gives tremendous soaring with Snowdon right behind you, which you can jump back onto, no problem,

because if you did start to go down in that cwm, you could turn downwind and land in clean air by the Rydd Ddu car park. Jan Ketelar has gone right over Snowdon from here, down the ridge, and landed back in Llanberis. The bottom landing is not very clean, but the air should be still enough to be no problem if you keep on enough speed. It is a long walk up from Llyn Dinas, that is the only thing.

SNOWDON N - NW. There are roads leading up from Llanberis, one by entrance to the mountain railway, the other by the grocers in the town, Capel Goch Road, which is passable to Tynyraelgerth, where a 200 ft climb should be sufficient to reach soarable winds, from which you could work back onto Snowdon, especially with thermal help. The other road leads to a more soarable slope, recommended in slightly more marginal conditions, but this is a bit further to walk. From here, you can either go over the top to Rhyd Ddu, no problem, or carry up the cwm in constant lift to Llyn Dur Arddu, where the air is clean and the ground flat, if you wanted to come down in a NW wind. Another brilliant thing would be to take off from the slope above Llanberis, where it would be very scratchy, but where you might get into a thermal coming from the slate quarries. I do not know if this was Jan Ketelars idea one day when he would not tell me where he was; but his wife said she could see him from her window. It was N then, a very thermally day, just right to try it, if I had only had the idea a couple of hours sooner. If you were unlucky, you could land back by your car, parked by the road up from the station, and the air there is clean.

SNOWDON SW. The path up from Rhyd Ddu takes you to a soarable and clean take off at about 2200 ft, quite a long way, but worth it, only to be avoided if the wind is at all cross from the S, because the wind is deflected across it almost horizontally.

WILLIAMS FARM N - NE. I am sure Mr. Williams would give permission if you asked him, because his farm, just outside Capel Curig on the Ogwen road is surrounded by campers. This take off would give access to the whole Ogwen Valley, if you managed to get high

enough, above the turbulence first, perhaps needing some thermal help, perhaps not. Definitely something to be explored. About 500 ft to walk.

OGWEN NNW. Untried, I think, but in light winds, say 18 m.p.h. maximum, the air down the Nant Ffrancon pass should be clean enough, and bottom landing is wide open and soft, without boulders. It is a 600 ft climb up towards Llyn Idwal to a reasonable take off point.

MOEL WNION NW. A gentle slope, either for beginners, or thermal flyers looking for a complete traverse of Snowdonia. From Nethesda, drive up to Llanllechid, go through it, turn R at the sign No Dumping in the Quarry, drive up and park in the quarry, walk about $\frac{1}{2}$ mile to the take off. 648700, Sheet 107.

MOEL ELLIO SE 748655 above Dolgarrog has been flown, and looks really good on the map at least.

MOEL SIABOD NW. Above Capel Curig, a beautifully regular slope, quite a way from Snowdon, but perhaps 22 m.p.h. is the limit; although below that it should be smooth enough. Very impressive, also a long walk.

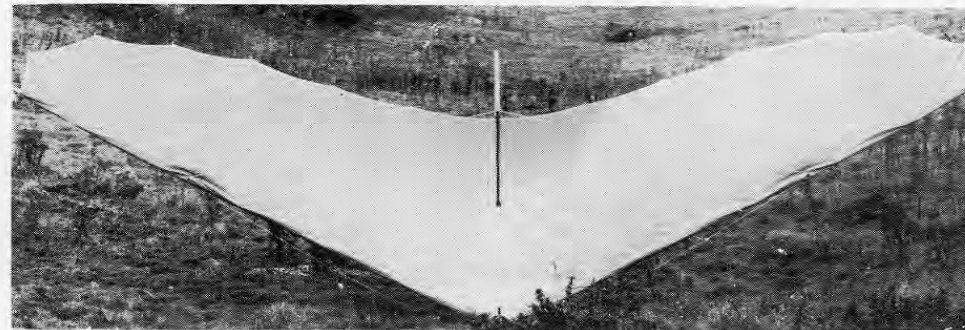
BALA MYNYDD NODOL SH865391 600 ft SE or N.

BALA ARENIG FAWR SH825372 1000 ft N - W. Used a long time ago, until sites closer to Liverpool started to be discovered, like Mynydd Nodol; but obviously good enough not to forget.

BWLCH MAWR E 4347 - 4348 Lleyrn Peninsular. A Roger Middleton site, smooth but rocky. The landing field is at 440465, and the farmer is apparently happy for it to be used, if you naturally ask.

All the valleys around Snowdon, have intense midweek R.A.F. activity, including Ogwen valley. If you ring R.A.F. Valley, you can get most of them to look out for you, but not stop them; and there are many jets from other stations, like R.A.F. Brawdy. You would have to very badly want to do something not to be put off, because they have enough to look out for anyway. But the Lleyrn Peninsular is fairly clear. I also think there is an air corridor over the whole area; but would not suppose any traffic would come through lower than Snowdon.

LASER 190



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WASP agent for the South Downs



Kevin Cowie at Beachy
Lester's Fledgeling
Dave
Jim Pedrose waits for the all clear
B J Harrison
Mick Evans flying a Mayes Maxi Dual
Dave Robers and Bill doing a wind dance

H. Chris Johnson at the Dyke
I. Ren flies small chargus cyclone
J. Ian Grayland flying the Emu
K. Helmetless Dave Watts at Beachy
L. Ren tries a super Scorpion
M. Alan Weeks

S.H.G.C. MEMBERSHIP

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

V. Arnold 11/78	P.A. Harris 11/78
N. Austin 11/78	P.C. Harris 11/78
C. Bartrom 2/79	B. Hayward 2/79
N. Beach 10/78	R. Hicks 11/78
C. Betts 9/78	M. Honeychurch 11/78
M. Bromidge 12/78	Hopkinson 11/78
R. Bromby 11/78	J. Horne 1/79
I. Bull 11/78	B. Hudson 11/78
J. Burden 11/78	R.T. Hudson 11/78
N. Burley 11/78	R. Ingham 11/78
P. Campbell 11/78	F. James 12/78
B. Chaplin 12/78	M. Johnston 11/78
G. Camord 2/79	P.A. King 11/78
L. Cruse (1/79 M/Ship)	G. Leason 11/78
K. Cowie ?	O. Linscer 11/78
A. Dean 11/78	T. Lawrey 11/78
M. Dobb 12/78	M. Maker 11/78
P. David 2/79	P. Mancey 11/78
A. Dyson 11/78	S. Marnier 2/79
P. Edkins 1/79	P. Medlicott 11/78
B. Edmeades 11/78	S.T. Midson 11/78
R. Etherington 11/78	T. Miller 11/78
R. Filipkiewicz 11/78	K. Morgan 1/79
A. Foxon 1/79	W. Newton 1/79
P. Gimson 11/78	J. Payne 11/78
I. Grayland 1/79	M. Payne 11/78
D. Godwin 11/78	J. Pendrey 1/79
P. Hankey 1/79	

A hairy flight by John Carr junior

BARRIE ANNETTE

Although the wind was on the cliffs, I thought I'd take off from the bowl, to save myself a walk. I did not get enough height to get across the spur, but thought this did not matter. I would go down the lee of the spur on the back of the rotor, round the end, and up the other side. It was no go. I went down faster than the spur beside me, until I could feel it starting to become a bit dodgy; so I went to the back of the field and landed. So much for saving myself a walk!

Anyway, John Carr Junior appeared from nowhere, and offered me a hand; and I accepted gratefully, because I knew from my trip down that the kite was going to be thrown around all over the place.

When we came to the beginning of the rotor, I said to John, "Now you get on the back wires; and when it goes up, that's when you've got to hold on."

Promptly, the wind came from behind, the kite went up at the back - and John with it! I had forgotten that he was lighter than required to hold it down. Now he was swinging ten feet in the air, looking at me, as if to say, well, I'm holding on; that's what you told me to do.

I spun the kite round, and let him down again.

He looked at his hands, and pulled a face at the cuts across them. "I think I'd better put my gloves on," he said.

"Was that your first flight on a hang glider?" I asked him, not really thinking that it could be.

"Oh, no, I've flown before," he said.

Moral: experience always tells. He likes Blob, the big white killer thermal.

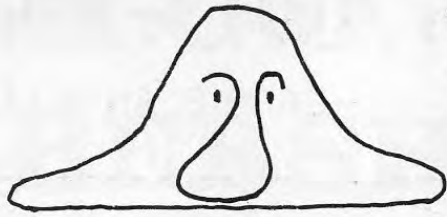
D. Philpots 1/79
C. Roberts 11/78
M.K. Saul 12/78
P. Shaw 11/78
D. Sheridan 11/78
E. Sport 11/78
G. Slater 11/78
C. Stimson 1/79
D. Stokes 12/78
R. Sylvester (11/78 (G.R.)
(1/79 M/Ship.)
D. Tait 11/78
C. Tansley 12/78
F. Tarjanyi 11/78 SNR
F. Tarjanyi 11/78 JNR
P. Taylor 12/78

T. Taylor 12/78
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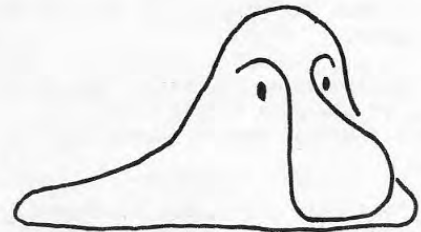
G.R. = Glider Registration/
Flying Membership
M/Ship = Membership of Club.

BLOB

(THE GREAT WHITE KILLER THERMAL, O.B.E.)



THE O.B.E.?
NO, NOT THE MEDAL, IT'S
JUST A WEST
COUNTRY
GREETING
(OW BE 'EE?)

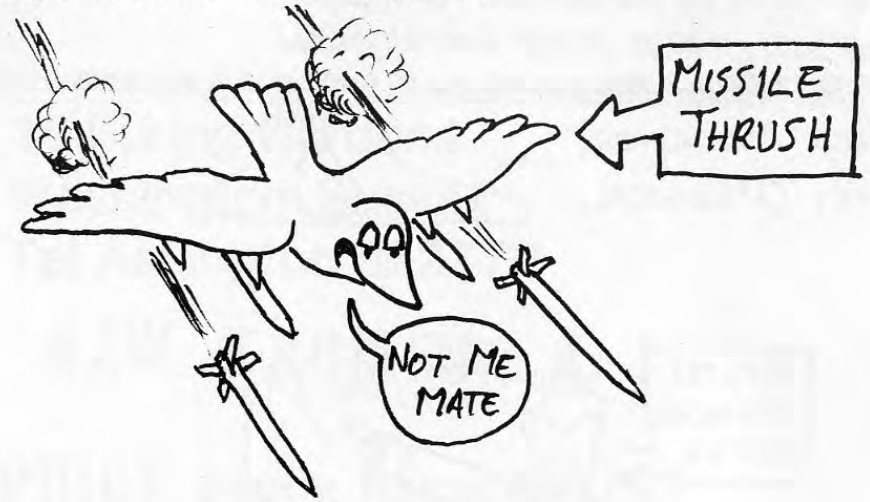


STILL, A BIT OF RECOGNITION
WOULDN'T COME AMISS, IT'S
BEEN A LEAN WINTER FOR
BLOBS. OLD REG LIFT
IS THE FELLER WHO GETS
THE WORK THESE DAYS

ALTHOUGH MY COUSIN
TERRY BULL STILL
FINDS A BIT TO
DO---



EVEN THE BIRDS ARE HAVING PROBLEMS
STAYING ALIVE THIS WINTER



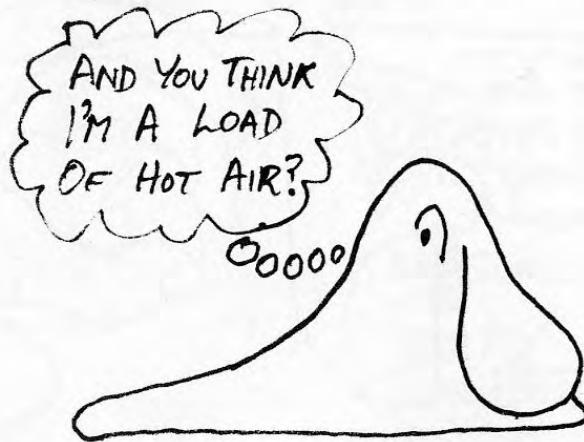
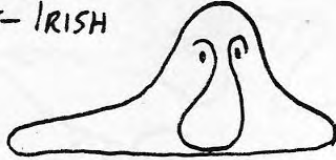
STILL NEVER MIND, WE SEEM TO BE
GETTING SOME FOREIGN PILOTS
OVER HERE TO VARY MY DIET



THAT ONE
WAS DUTCH
I THINK



ANYWAY THERE'LL BE BETTER WEATHER
COMING SOON, I HAVE INSIDE INFORMATION
FROM THE FAMOUS GREEK-IRISH
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Airmail

At Pandy, I don't think there has ever been any problem of people not paying. Everybody understands the privilege of being allowed to park in the farmyard, and when Mrs. Clayton runs past they run after her, Mrs. Clayton! Mrs. Clayton! I've got some money for you. She digs in the heels of her Wellingtons, and there are ten foot skid marks, the money slips into her pocket, and she runs on. This is all thanks to the notice at the entrance to the common, which once threatened flyers with prosecution, but now just reads Hang Gliding. Naturally, everybody is thankful to her.

At Steyning, I don't think anybody can be blamed for taking the site for granted. It has always been there, and the presence of a little hut has created the feeling that the farmer was probably doing quite well out of it; so if there was nobody there and you did not pay no harm was done, people have felt.

In fact, because the system between peak periods has been so trusting, more harm has been done that would have been possible if the farmer to begin with had hated flyers. He has expected it to be remembered that this was the site of the first National Championship, and he has done the sport a lot of good. It is an extremely useful site, not only for beginners and kite testing, as is often thought, but for good soaring on a better machine. It will be a terrible loss, if the negotiations going on at present are not successful.

But this is not news, although I am writing this just after the arrival of the last Windsock, in which there is no mention of the subject. I should have thought that it was essential to the future of the site that now the farmer has complained and is threatening closure, everybody should know, in order that the practice of taking the site for granted, and not paying will stop. It would be perfectly okay if people only knew. But the crazy thing that can be expected now is that,

Small Ads

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Alan Firth

DITCHLING

"DITCHLING - at the farmer's request the Club has installed a gate on the lower road to facilitate the access of pilots and gliders to the field. This gate is locked by a padlock with a combination lock. The combination No. is 186. If you use the gate, make sure that you close and lock it behind you. DO NOT UNDER ANY CIRCUMSTANCES climb over the fence - ALWAYS USE THE GATE."

despite his complaint, people just go on the same way, and the impression that we are a lot of slobbs will be apparently confirmed - just for the sake of a message, which could have resulted in this impression being corrected.

Barrie Annette

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	<i>OR</i>	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