

WINDSOCH



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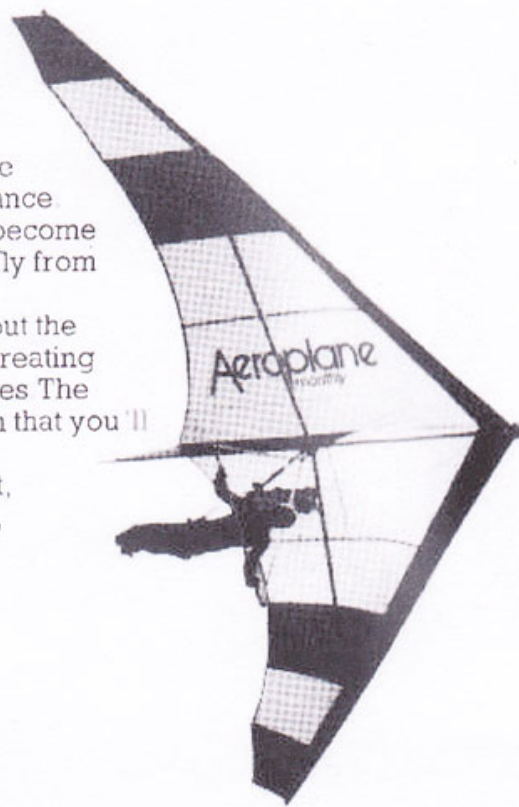


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HIWAY

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(ISSUE 10)

WINDSOCK

'Magazine of the Southern Hang Gliding Club'

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GRYPHON

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CHAIRMAN'S LETTER

by TONY FUELL

Despite the impression given by the sketch at the top of this column, I'm not really the glum type of person. I don't really appreciate having to write about accidents, disaster and death - and all those people who've accused me of ghoulishness in the past can relax! (Well, actually it was only Chas Barnes who got on to me, it's just that he can give the impression of being a multitude). This month's news contains no disasters, apart from my having been a spectator while the Red Arrows did their stuff in Brighton... and just happened to lose a £4M aeroplane in the sea while doing so....

MILL HILL

Having spent several thousand pounds of the ratepayer's money to no discernible effect, the geriatric lunatics who run the ADUR D.C. are continuing to threaten the use of Mill Hill. There is NO public support AT ALL for a ban on hang gliding there, but the Council are still persisting with their attempt to get a byelaw through.

Frank Tarjanyi's prosecution was dismissed in the High Court, with costs awarded against the Council (I'm glad to say). The locals have demonstrated their support, the problems that the early days caused have largely been solved, our relationships with the airport are good, and the Council are STILL trying to ban us!

The only fly in the ointment as far as we are concerned is the fact that the landing field has changed hands recently, and the Club must negotiate with the new

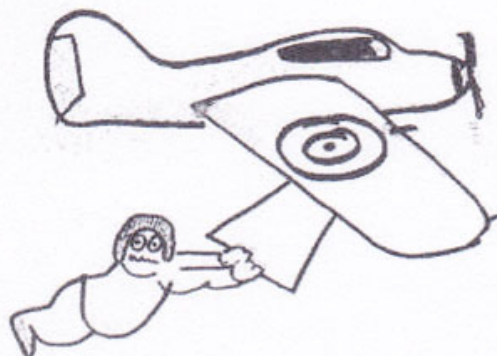
owners. Please be very careful not to cause any damage to the fences in the bottom field until we get matters sorted out. And, please note that flying at Mill Hill is banned BY THE CLUB for the weekend of July 12/13, due to the Air Day. Contact with a Spitfire could make your eyes water- and he usually comes over the hill at about three feet!.....

But, really what CAN we do? We have lobbied, we have protested, all the local media are on our side, and the Council still pay us no attention. As someone once said - there are situations which cry out for a piece of rope and a convenient lamp-post!....I think that Mill Hill is one. If ANYONE has any ideas of further action which could be taken by the Club to improve the situation at Mill Hill, I would be delighted to hear from them.

The last few weeks have produced some truly excellent flying conditions, and SHGC pilots have made full use of all the sites.

Our lack of good XC potential has been cruelly highlighted by Pete Hargreave's almost-70-miler in the Lancs v Yorks competition. I am trying to get up a "Southern Challenge" team to take up to other areas to demonstrate that given the right sites, our lads can fly just as far as anyone else - or, in fact, FURTHER than these brown-ale swilling, black-pudding merchants with funny accents! Who'se interested in taking us on?

Keep going up.....



Sites

DEVILS DYKE

Anyone going down on the Truleigh run please contact Mr. Harris, the landowner and apologise for landing on his land.

FIRLE BEACON

Parking in the top Car Park is forbidden for the summer months. Use the bottom car park only until further notice. This is part of the agreement with Lord Gage.

T H A N K S

Graham Slater has given £45 to the S.H.G.C. which was the remnants from the League Funds. A vote of thanks from the Committee was given to Graham for his tremendous efforts.

mainair sports

ARE YOU BUYING A PARACHUTE ?

I asked a man why he bought a particular brand of parachute. He said, 'Because it is the cheapest'.

Wow! I can think of no worse reason to buy a piece of life saving equipment.

He didn't ask if it had saved lives. He didn't ask how it was deployed. He didn't ask for a comparative report on its construction and strength. He didn't see it deployed from a harness. He just bought it and trusted the salesman with his life. He saved about £30.

It is a tragedy that in 1979 people are wearing parachutes totally unaware of how it works and how it is packed. They have a chute and think that is enough. Some of these people will need their chutes one day and some of those will die under them.

Why? Because they were sold a parachute rather than go out and buy one. It is essential to own a parachute, but make sure you have thoroughly investigated all aspects of your parachute system before you part with hard earned cash. Mainair Sports stock three makes of parachutes. We don't have any particular irons in the fire, so we are best able to advise you freely on all the available systems. Since parachutes are expensive and we don't want you to have to wait for one we are also offering a limited free credit system so you can buy now, pay later. We also have a group purchase scheme which gives huge discounts for quantity purchases.

Be sensible. contact Mainair.

Mainair Sports, Shawlough Road, Rochdale, Lancashire OL12 6LN
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ULTRA SPORTS

Ultra Sports Hang Gliding Centres Ltd
Flight Director: Graham Slater

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it's the last inch that hurts. £180: +VAT


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miss the 'blobs'. £90: +VAT.

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AND SECOND
WING CARRIES ILL
BE WITH YOU

4 NEW GLIDERS: BAT, BEETLE, GULL & HAWK

The 'Bat', as Pilcher named his first glider, was a monoplane which he completed before he paid his visit to Lilienthal in 1895. Concerning this Pilcher stated that he purposely finished his own machine before going to see Lilienthal, so as to get the greatest advantage from any original ideas he might have; he was not able to make any trials with this machine, however, until after witnessing Lilienthal's experiments and making several glides in the biplane glider which Lilienthal constructed.

The wings of the 'Bat' formed a pronounced dihedral angle; the tips being raised 4 feet above the body. The spars forming the entering edges of the wings crossed each other in the centre and were lashed to opposite sides of the triangle that served as a

mast for the stay-wires that guyed the wings. The four ribs of each wing, enclosed in pockets in the fabric, radiated fanwise from the centre, and were each stayed by three steel piano-wires to the top of the triangular mast, and similarly to its base. These ribs were bolted down to the triangle at their roots, and could be easily folded back on to the body when the glider was not in use. A small fixed vertical surface was carried in the rear. The framework and ribs were made entirely of Riga pine; the surface fabric was nainsook. The area of the machine was 150 square feet; its weight 45 lbs.; so that in flight, with Pilcher's weight of 145 lbs. added, it carried one and a half pounds to the square foot.

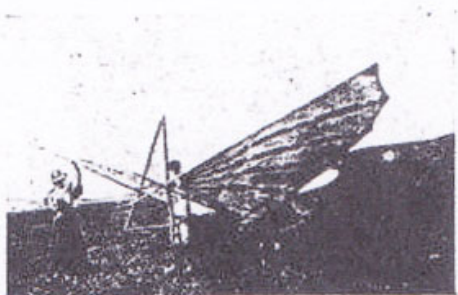
Pilcher's first glides, which he carried out on a grass hill on the

banks of the Clyde near Cardross, gave little result, owing to the exaggerated dihedral angle of the wings, and the absence of a horizontal tail. The 'Bat' was consequently reconstructed with a horizontal tail plane added to the vertical one, and with the wings lowered so that the tips were only six inches above the level of the body. The machine now gave far better results; on the first glide into a head wind Pilcher rose to a height of twelve feet and remained in the air for a third of a minute; in the second attempt a rope



Pilcher's 'Bat.'

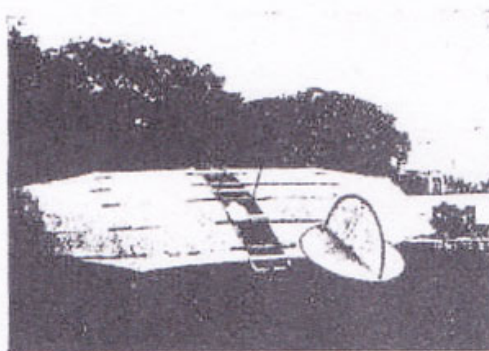
was used to tow the glider, which rose to twenty feet and did not come to earth again until nearly a minute had passed. With experience Pilcher was able to lengthen his glide and improve his balance, but the dropped wing tips made landing difficult, and there were many breakages.



The 'Bat,' side view.

In consequence of this Pilcher built a second glider which he named the 'Beetle' because, as he said, it looked like one. In this the square-cut wings formed almost a continuous plane, rigidly fixed to the central body, which consisted of a shaped girder. These wings were built up of five transverse bamboo spars, with two shaped ribs running from fore to aft of each wing, and were stayed overhead to a couple of masts. The tail, consisting of two discs placed crosswise (the horizontal one alone being movable), was

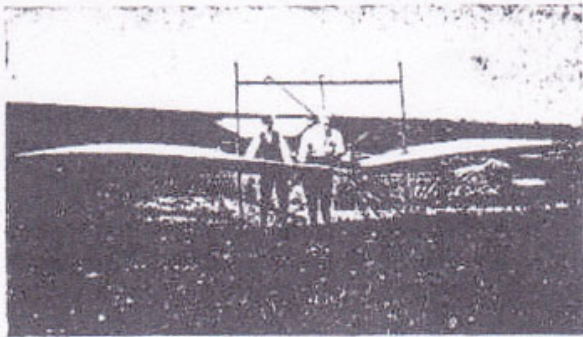
carried high up in the rear. With the exception of the wing-spars, the whole framework was built of white pine. The wings in this machine were actually on a higher level than the operator's head; the centre of gravity was, consequently, very low, a fact which, according to Pilcher's own account, made the glider very difficult to handle. Moreover, the weight of the 'Beetle,' 80 lbs., was considerable; the body had been very solidly built to enable it to carry the engine which Pilcher was then contemplating; so that the glider carried some 225 lbs. with its area of 170 square feet - too great a mass for a single man to handle with comfort.



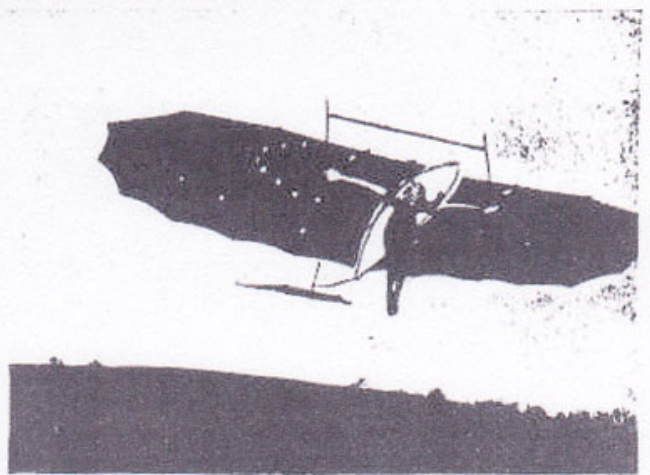
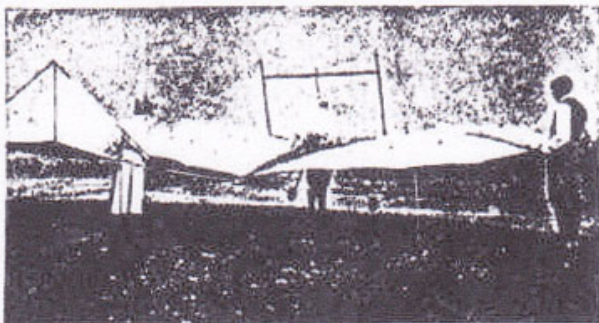
Rear view of Pilcher's 'Beetle.'

It was spring of 1896 that Pilcher built his third glider, the 'Gull,' with 300 square feet of area and a weight of 55 lbs. The size of this machine rendered it unsuitable for experiment in any but very calm weather, and it incurred such damage when experiments were made in a breeze that Pilcher found it necessary to build a fourth, which he named the 'Hawk'. This machine was very soundly built, being constructed of bamboo, with the exception of the two main transverse beams. The wings were attached to two vertical masts, 7 feet high, and 8 feet apart, joined at their summits and their centres by two wooden beams. Each wing had nine bamboo ribs, radiating from its mast, which was situated at a distance of 2 feet 6 inches from the forward edge of the wing. Each rib was rigidly stayed at the top of the mast by three tie-wires, and by a similar number to the bottom of the mast, by which means the curve of each wing was maintained uniformly. The tail was formed of a triangular horizontal surface to which was affixed a triangular vertical surface, and was carried from the body on a high bamboo

mast, which was also stayed from the masts by means of steel wires, but only on its upper surface, and it was the snapping of one of these guy wires which caused the collapse of the tail support and brought about the fatal end of Pilcher's experiments. In flight, Pilcher's head and shoulders and the greater part of his chest projected above the wings. He took up his position by passing his head and shoulders through the top aperture formed between the two wings, and resting his forearms on the longitudinal body members. A very simple form of undercarriage, which took the weight off the glider on the ground, was fitted, consisting of two bamboo rods with wheels suspended on steel springs.



Balance and steering were effected, apart from the high degree of inherent stability afforded by the tail, as in the case of Lilienthal's glider, by altering the position of the body. With this machine Pilcher made some twelve glides at Eynsford in Kent in the summer of 1896, and as he progressed he increased the length of his glides, and also handled the machine more easily, both in the air and in landing. He was occupied with plans for fitting an engine and propeller to the 'Hawk,' but, in these early days of the internal combustion engine, was unable to get one light enough for his purpose. There were rumours of an engine weighing



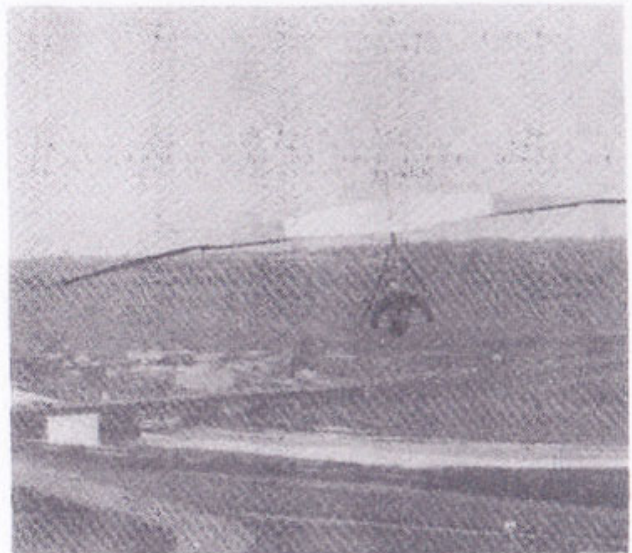
'The Hawk'—front view, rear view, and in flight with Pilcher.

15 lbs. which gave 1 horse-power, and was reported to be in existence in America, but it could not be traced.

In the spring of 1897 Pilcher took up his gliding experiments again, obtaining what was probably the best of his glides on June 19th, when he alighted after a perfectly balanced glide of over 250 yards in length, having crossed a valley at a considerable height. From his various experiments he concluded that once the machine was launched in the air an engine of, at most, 3 horse-power would suffice for the maintenance of horizontal flight, but he had to allow for the additional weight of the engine and propeller, and taking into account the comparative inefficiency of the propeller, he planned for an engine of 4 horse-power. Engine and propeller together were estimated at under 44 lbs. weight, the engine was to be fitted in front of the operator, and by means of an overhead shaft was to operate the propeller situated in rear of the wings. 1898 went by while this engine was under construction. Then in 1899 Pilcher became interested in Lawrence Hargrave's soaring kites, with which he carried out experiments during the summer of 1899. It is believed that he intended to incorporate a number of these kites in a new machine, a triplane, of which the fragments remaining are hardly sufficient to reconstitute the complete glider. This new machine was never given a trial, for on September 30th, 1899, at Stamford Hall, Market Harborough, Pilcher agreed to give a demonstration of gliding flight, but owing to the unfavourable weather he

decided to postpone the trial of the new machine and to experiment with the 'Hawk,' which was intended to rise from a level field, towed by a line passing over a tackle drawn by two horses. At the first trial the machine rose easily, but the tow-line snapped when it was well clear of the ground, and the glider descended, weighed down through being sodden with rain. Pilcher resolved on a second trial, in which the glider again rose easily to about thirty feet, when one of the guy wires of the tail broke, and the tail collapsed; the machine fell to the ground, turning over, and Pilcher was unconscious when he was freed from the wreckage.

Hopes were entertained of his recovery, but he died on Monday, October 2nd, 1899, aged only thirty-four. His work in the cause of flying lasted only four years, but in that time his actual accomplishments were sufficient to place his name beside that of Lilienthal, with whom he ranks as one of the greatest exponents of gliding flight.



Mill Hill

MILL HILL: THE PRESENT SITUATION

This letter is to bring you up to date with the events of the last few weeks, and to advise you of the need for caution when using this site.

The take-off area

You will probably be aware that Frank Taryjanyi's prosecution was dismissed in the High Court, thereby bringing into question the legality of the Adur D C's byelaw. While the matter has yet to be discussed by the full council, the Recreation Subcommittee decided at its meeting on May 27 that it would recommend to the Council that steps be taken to enforce the policy of banning hang gliding. This despite the fact that, by dint of some heroic last-minute efforts by Johnny Carr and Jeannie Knight, a letter had been sent to every member of the Committee reaffirming the Club's willingness to control the site, and referring to the continuing waste of public money that the enforcement of this policy was causing. Adverse comment on the decision was also given in the Brighton 'Evening Argus', and on Radio Brighton.

Nevertheless, the Council take the view that the byelaw is still valid as regards taking-off and landing in the Pleasure Park, and therefore it is possible that flyers might be prosecuted, although this seems unlikely until the amending byelaw is out of the

Small Ads

FOR SALE

PENETRATING OIL, to aid you on those high wind days when all else fails. Even on a marginal day the simple addition of this wonderful product will help your latest super ship spin more easily. You could slip in and out of the most amazing thermals, and the marvel is it works just as well, which ever way up you fly your glider. So TUCK IN to some penetrating oil.

FOR SALE

'BARRY PUCKEY IS INNOCENT' teeshirts, price on application to Club Secretary.

way. The Council have written to the Club saying that the byelaw should be amended in a way which specifies the minimum height that a hang glider can fly over the park - a height below which a hang glider would be "a danger, nuisance or annoyance to other persons on the ground". They have had the sublime cheek to ask the SHGC our opinion on what this height should be. (We propose to reply appropriately!)

In the meantime, the Police have said that they will not become involved in the matter until the legal situation is clarified, and our advice is that the by-law as it stands is unenforceable.

The Landing Field

The whole situation is complicated by the fact that the landing field below the hill, which has been used by SHGC



since the very beginning of the sport, has recently changed hands. The new owner is Mr. T. Draycott, of Summersdeane Farm, Truleigh Hill. Mr. Draycott has a big farm, and is subjected to a good deal of difficulties in his agricultural operations by the thoughtless behaviour of the general public on the South Downs Way. He is not anti-hang gliding as such, but is a bit concerned about the effect it will have on his plans for the productive use of the land below Mill Hill. He has also been unlucky enough to have come up against a couple of aggressive hang glider pilots who have not improved his image of the sport...(and, incidentally if WE catch up with those individuals, they will wish they had never been born) However, he is prepared to give us a trial period to see whether we can co-exist amicably PROVIDED HE GETS NO FURTHER AGGRAVATION.

So here are some points to bear in mind if you intend to fly at Mill Hill:-

- (i) Do not allow your family, children or dogs to enter the lower field
- (ii) Only land down there if it is absolutely essential. De-rig every time; do not drag your glider over the fences.
- (iii) If cattle are in the field, land as far away from them as possible.
- (iv) Do not use the fields near the road, and DON'T DAMAGE THE FENCES!

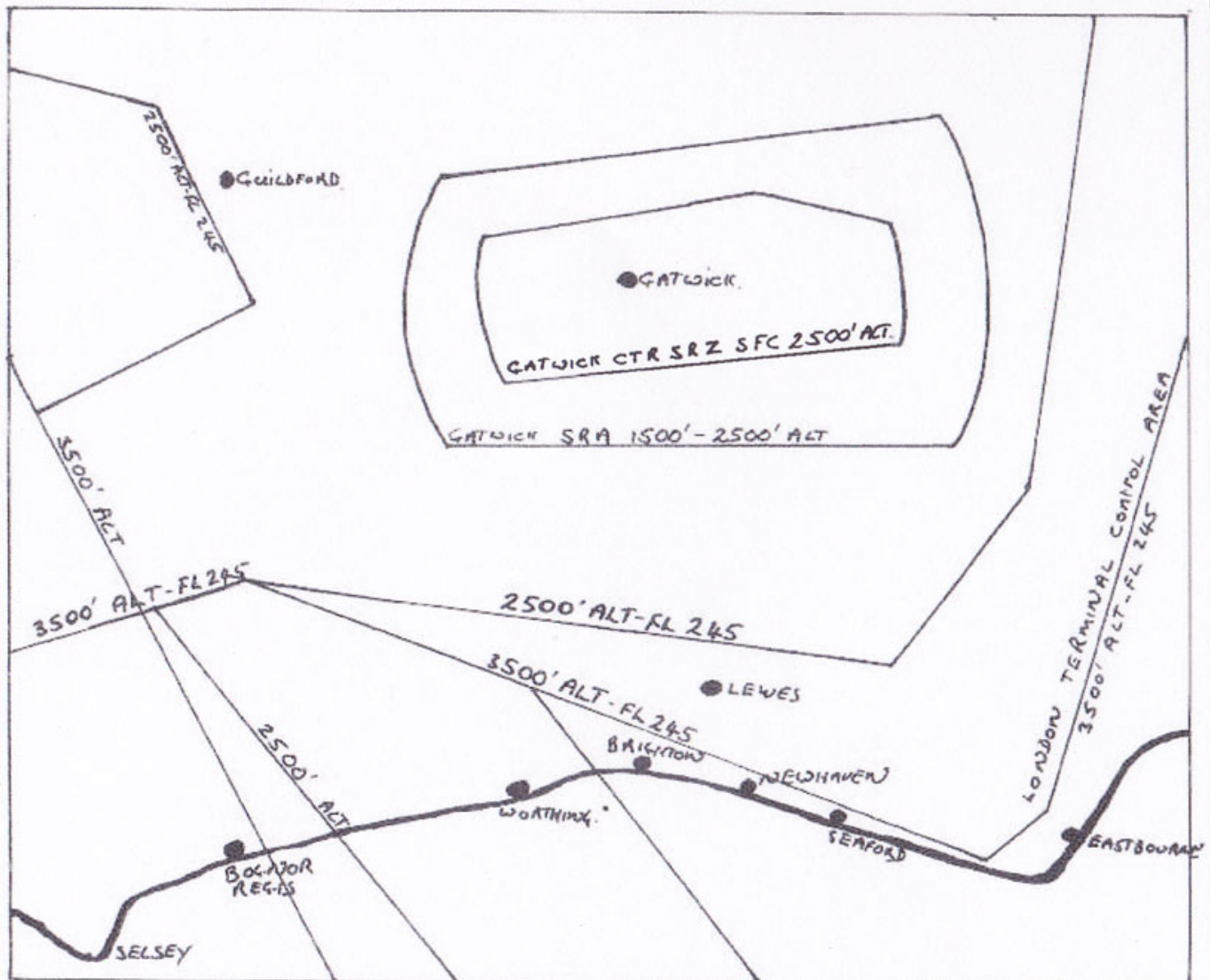


Mr. Draycott will be around from time to time to check what's going on. He is easily recognisable - he drives everywhere in a new, white Range Rover, and has the build of an ex-Rugby forward. If you see him, for heaven's sake BE PLEASANT! He is a nice man, if treated right.

Everyone who receives a copy of this letter is asked to spread the news around as much as possible to other hang glider pilots. And if you see any person, hang glider pilot or not, causing damage to the field, the fences, the crop or anything else, try and stop them. Hang gliding is inevitably going to get blamed for anything that happens there, so its up to us to make sure that no damage occurs. It would be nice if we could persuade Mr. Draycott that the presence of hang gliding is a positive asset to his farm, rather than a disadvantage. And if, through an unavoidable accident, any damage DOES get caused, let the Club know IMMEDIATELY so that we can take steps to rectify it.

TONY FUELL
CHAIRMAN

High Flying



Dear Anna,

I have been to Gatwick control today - here's the message -

Congratulations to all those high flyers off the Dyke 19th April.

Do remember that you must not fly into the various sections of London, Gatwick and Worthing control areas and the Airways.

This means from Mill Hill over South Brighton only - 5000 ft. AMSL.
From the Dyke and over North Brighton 3000 ft. A.M.S.L.
This area extends to Lewes and Seaford.

From Beachy North West to 3000 ft. again but to the North east its 5000 ft.

North of Henfield, Hassocks and Lewes its 2000 ft.

These are maximum permitted heights above MSL in general terms.

Study ICAO Aeronautical chart 2171CD 6th edition for details of the airways.

You must not go closer than 500ft. below them.

VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING

MY LUCKY BREAK

by

CHRIS BURSLEM

Not many people would consider a right arm, broken in three places between the elbow and the shoulder lucky. But in spite of how much it hurts, and, believe me, at times it really does; and in spite of the inconvenience, lucky is what I am, and I know it. So, BIG G, thank you!!!

You might consider this an appointment with destiny, but much to the surprise of many of my friends, I am not into things supernatural. So I can only tell you about it, hope you will learn where I did not and thus save yourself a lot of pain and anguish.

You could say that this accident started about six weeks ago, when I started to get strong premonitions of breaking my arms or wrists so much so that I discussed the whole thing with a friend of mine to try and ascertain whether he had ever experienced anything similar. He had had a serious ding at Dunstable two years previously and I wanted to see if he had had any feelings of pending disaster. The discussion became a rather joking leg pulling affair, and I concluded that it was simply my chicken heart in one of its many manifestations. Never the less the feelings continued although at a lower level of consciousness. All this remember was several weeks before the accident, I do not tell you these

things to try and convince you of the theory of predestination, for I don't believe it myself, nor in any supernatural phenomena of whatever style or hue. It just happened.

I had had my new glider, a Solar Storm, for about three weeks, immediately upon getting it I, with three friends had gone down to Dartmoor for a weeks flying holiday, there was as it happened, more holiday than flying this, due to our total lack of ability to organise the weather in a more appropriate manner. However, the flying that was had, was good fun, and I had a lot of confidence generated within me about the machine, and looked forward to more opportunities of getting airborne. My next series of flights were top to bottom at the Dyke mid week.

The forecast for the following Saturday was force 3-4 North East, so Saturday found me with the usual group sitting on top of Firlie not in 3-4 but in 3 or 4 miles per hour of no direction in particular. At lunchtime the sea-breeze took over, and we were off again but the wind seemed to be blowing across all the known hills in Sussex simultaneously so the following day found me impatient, and determined to fly. In view of the previous days experience it was decided to go to the Dyke, for even at the worst I could always fly down. It was light, and off to the East. Based

on previous knowledge of my natural caution most people would have expected me to give it a miss.

My first mistake was to fly this new glider in unfavourable, marginal conditions. And from this decision followed a series of mistakes, which culminated in me piling in in the Easterly bowl at the Dyke with at least 8 weeks of plaster plus whatever time it takes from then on ahead of me. Standing on the edge of the bowl, I watched the previous pilot get simultaneous lift and sink depending on which wing one looked at, and for how long. Some of the lads joked I passed a few macho comments, this new super-ship of mine inspires confidence, two steps and you're off. Yes, off; but down, not up. This is O.K. pull on a little bit, east the bar out to avoid the trees, hallo we're turning right, Christ the options are running out fast there's a tree by the right wing apply full left lock OH NO!!! BANG!!! JESUS CHRIST!!! MY ARM.

"It's alright, I'm O.K. I've broken my arm, will somebody please call the ambulance" Little boy inside me quite impressed by the brave manly voice, wishes he could feel like that, but quietly, inside he cries 'my arm, look at it, will it ever be the same, what else have I done, I can feel my feet, I can move my legs and goes, thank God at least my back seems to be O.K.'

A fes out of breath bodies arrive "Chris, you O.K? What have you done, can you move over so we can get you off the Glider etc. etc."

Little boy inside cries 'Why keep asking me these questions, my arm hurts and I wish it had never happened'.

Manly voice on outside agrees to move commenting, "Can you undo my carabiner". The stupid comments of man when under stress.

My wife arrives, halfway between fear and tears. A face that understands me and cares about the little boy inside and is not very impressed by this manly mask I'm trying hard to retain. Another lady arrives who seems to know about these things. I hold her hand and man and boy both receive a little comfort, she whispers that the ambulance won't be too long, that apart from my arm I seem to be O.K. but I

should stay still until they arrive. My children arrive, "Don't worry kids, it's only my arm, the ambulance will be here in a minute." Whispers quietly, "please ask them to go away". Manly exterior not to be sure how much longer the John Wayne bit can go on

Ambulance arrives, thank God. End of story? Don't you believe it, until you have ridden in an ambulance with your bones in disarray you'll never know what pain can be. Imagine the dentist drill penetrates a nerve in your tooth, now imagine that is the whole of your arm, as all the broken bits vibrate against each other, thank God Sue was with me through that bit. Of course the pain killing gas ran out on the way to the hospital. In casualty there are skeleton staff on a Sunday (pardon the pun) and the gas ran out in there too. I don't remember much about this bit, save that due to shortage of staff they were going to ask me to come back in the morning, perhaps they could put a bandage on it, and maybe a sling, and they would see to it tomorrow. At this point John Wayne, man and boy just cried and begged for someone to help take the pain away. I told them I was covered by BUPA, another of the stupid comments, what difference that would make, God only knows.

They agree to pull the arm and set it. And along with that comes the lovely general anaesthetic, end of story? don't you believe it.

If you have ever had a limb taken down from over head traction, you know what it is like, those of you who haven't jeez don't laugh too loudly next time you see some comedy hospital programme, in real life it bloody well hurts like hell, I passed out with mine, but there again maybe I am not quite as tough as you real macho hang glider pilots. But just in case I am, and this might happen to you, learn the lesson I thought I knew. Fly when the conditions have been properly assessed, and take off as if you really mean it.

At least I am alive, others have been killed or permanently paralysed for less than I was guilty of. I was very lucky.

NEWS:

from Birdman Sports Limited

Work has been progressing through the winter on a new glider model for the 1980 season. At the time of writing details are yet to be finalised, but the basics are:-

Name - Comanche
Nose Angle - 125
Span - 35'
Area (medium) - 183sq.ft.
Aspect ratio - 6.6
Root chord - 7'10"
Taper ratio - approx. 1.5
Double surface - 30%

The glider is a deflexorless design utilising a pronounced sweepback in the leading edge. This has the effect of providing good effective sweep in the wing and also imparts considerable tension in the sail which in combination with the fixed front/flexible rear battens, allows the use of larger than normal chord at the tips. The wing tip is truly elliptical being supported by a batten running around its edge. The leading edge tube is fully concealed within the sail. The airfoil has a fairly deep camber located right at the front and is flat towards the rear, and is double surfaced over 30% of its area. Folding is achieved by unplugging the cross spar at the wing bolt position.

The prototypes have shown very worthwhile improvements in performance especially in L/D. Handling is excellent, bent firm and predictable.

Unusual features include:-

1. The use of internal spring loaded battens instead of the usual elastics. This is a very neat arrangement which must cut out a lot

of drag. We have done away with 28 knotted elastics and 14 pieces of batten, which create vortices all across the trailing edge.

2. Assembly is achieved by connecting the cross spar together at its outer end using a sliding sleeve which clicks into place and is retained by a spring loaded button. Very quick, positive and safe. By using this method we have a much greater overlap of external sleeve than other simple push in set ups, amounting to 100mm.
3. The leading edge tips are fully enclosed within the sail, again cutting down drag against the normal glider which has probably 6"/8" of tube sticking out at the wing tip.
4. The battens are of metal at the front to provide a positive cambered section at all speeds then changing to 6mm fibre glass to allow us much flexibility, desirable for handling reasons. As mentioned earlier an enclosed spring end is fitted of 7lbs weight keeping a constant tension in the sail and being fitted internally so as to cause no drag.

We believe the Comanche to be a genuine step forward in the developing world of hang glider design. As always we don't make any silly claims, believing the best way to sell is for the customer to see, feel and fly the product.

Wishing you all a safe and enjoyable 1980.

Best regards,

ULTRA SPORTS

Ultra Sports Hang Gliding Centres Ltd.
Flight Director: Graham Slater

Southern Hang Gliding Centre
22 Albany Villas
Hove
East Sussex
BN3 2RU
(0273) 70261

HARNESSES.

£50:00 +VAT.



ULTRA SPORTS NEW Prone harness,
Features :-

- * Full adjustment using Self locking Buckles.
- * An Integral seat for Full Leg Support
- * Fully Padded Shoulder Straps & Apron For Extra Comfort.
- * Ask Graham Slater & Try One Out.

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, 112 Cotswold Way, Tilehurst, Reading, Berkshire, RG3 6SR