

OCTOBER 1974 Incorporating BROADSHEET

FILMS

We are organising a film show on Monday, 2 December at the Gossops Green Community Centre, Gossops Green, Crawley (opposite the Windmill Pub). It will start at 8.0 p.m. prompt.

David Tait is organising the evening so, if you have a film to show, please get in touch with him at 34 Mount Street, Dorking, telephone Dorking 5138. He will need to know running time, content and type of film so he can arrange the order of showing and the equipment.

TELEVISION

The film on hang gliding made by the BBC at Steyning and other places will be shown on BBC 2 in the GETAWAY series on a Wednesday evening in the very near future, possibly on 30 October 1974.

CAR BADGES

There seems to be considerable interest in the idea of a car badge, stick-on variety. This could also go on hard hats. Let us have your designs and we will draw them so they can be published in a future issue of the WINDSOCK. We will then have a ballot to choose the most popular. If you can help with production, do let us know.

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CODE OF CONDUCT FOR HANG GLIDER PILOTS

Following a recent meeting with the National Farmers' Union, the code set out below has been approved and should be observed by all B.K.S.A. and N.H.G.A. fliers.

Introduction If we are to continue to enjoy the freedom of our sport, it is vital that we retain the friendship, goodwill and support of farmers and landowners. We are at all times their guests and this code is a reminder of the conduct that is expected of all members and fliers alike.

Pre-flight (before any flying begins)

- 1.1 Always obtain permission of the landowner or occupier
- 1.2 Inform him who you are, offer your full name and address, also proof of third party insurance if asked.
- 1.3 Be precise; state exactly where you wish to fly and where you hope to land.

On site

- 2.1 Park your cars considerately, do not cause any obstruction nor any damage to the roadside
- 2.2 Restrict your numbers and discourage the number of casual spectators
- 2.3 Do not allow spectators to trespass or enter your flying area uninvited
- 2.4 Avoid climbing over fences or through hedges
- 2.5 Leave all gates as you find them. If in doubt, close gates and fasten securely
- 2.6 Make sure that animals are not allowed to escape whilst you are using a gate.

CODE OF CONDUCT (continued)

In flight

- 3.1 Avoid all sheep and cattle. During the course of the day they usually migrate to one area - avoid that area
- 3.2 If circumstances force a landing in a standing crop (barley, wheat, etc.), minimise your movements. Try to remove your wing alone and derig elsewhere. Select the least damaging route out of the field.
- 3.3 Always report any accidental damage, however small.

Conclusion

In all cases, co-operation is the key word. Respect any conditions imposed by the farmer. Try to leave a site better than you found it.

S.H.G.C. note - 1.1, 1.2 and 1.3 do not apply of course where the SHGC has made special arrangements for members but do apply everywhere else.

ADUR DISTRICT COUNCIL

You should have received all the correspondence we have sent out about this. Thank you for your support, especially in attending meetings and writing letters to Ian Partington (no. 60).

Ian and Malcolm Hawksworth (no. 5) are putting a lot of time and effort into the battle. Do please back them up.

PARKING

The approach road to Devil's Dyke, at the side of the pub, is a CLEARWAY. We can not stop the public parking there and causing chaos but members please set an example by always parking in a legitimate place.

A BIRD'S EYE VIEW OF THE WORM or

How even a mere female enjoyed the hang-gliding week
at Rhossili

The bird in question was me - although, I admit, hardly recognisable as human, let alone female, in Wellingtons and hooded anorak, as I braved the first week of October camping a stone's throw from the Atlantic at the end of the Gower peninsula. The worm in question was Worm's Head, the end of a chain or rocky islet stretching into the sea at the southern tip of Rhossili Bay.

Having heard so much about Rhossili as a flying site, and realising that I would not stop hearing about it till we had been there, I bravely agreed to spend my precious week's holiday amidst any kite fliers who chose to join us there and, to my relief, quite a few did. Our encampment at Hillend, at the north end of the long ridge or Rhossili Down, was an impressive scene with all mod cons (well, nearly - the showers wouldn't work and there wasn't any loo paper, and we will definitely camp at Port Eynon next time!). Our combined resources included TV (even saw the gliding, but it was in Welsh), stereo, spit-roasting but we ran out of charcoal, and porn and, with a glorious beach on our doorstep and a nice pub down the road, what more could anyone want?

Wind - that is what they wanted! I was quite happy in the sun on Monday, paddling in the sea and making sand castles, but they just moped round the limp windsock like it was some male fertility god on an off-day. On the Tuesday, the sun continued to shine and I could stand their irrational mood of misery no longer, so I went to Swansea and inspected some more Gower bays and villages - and very nice they are too. I got back at 5 and dutifully made dinner, which was boiling dry when they all came back triumphantly at 7.40. "Been soaring off the cliffs at Rhossili", they said, glowing visibly. What was more interesting to me was that Martin (no. 15) had lost a lot of height some way out along The Worm and got his feet wet - "Didn't realise the tide had come in!"

RHOSSILI (continued)

From then on, the weather deteriorated - it got very windy and that was the last I saw of them. By the end of the week, I condescended to go and watch (the only place to go from Gower is Swansea and I had been there) and indeed the flying was spectacular. I even found it interesting answering all the usual punter-questions - "Can you steer them?", "How do you get down?" and the like. The local coastguard lady called them hangmen and wished they'd wear life-jackets, and the bloke in the Worm's Hotel only approved of hang-glider pilots when they had full glasses but, generally, public reaction was favourable - not surprising at THAT end of the tourist season.

So, ladies, a hang-gliding holiday can be fun - but I would advise you to insist on a scenic area and the use of the car unless you like being 12 miles from the nearest butcher. Oh, and don't forget your Wellingtons.

Joan (HIWAY) Hunt

WELCOME BACK

We are all very pleased to see Bud Shaw (No. 17) flying again after two months enforced idleness with a broken arm. In spite of a lot of pain, Bud (and Daphne) worked like a trojan at Cam and it is nice to see him back in harness.

WING TIPS

Helpful hints will be included under this heading from time to time. Let us have your contributions.

RENEWALS

Please send your next quarterly subscription without waiting for a reminder - help us to save money (yours) on postage. Renewal date is on your membership card and nose-plate. Save even more money (£3) by paying for 12 months, £25 instead of 4 x £7 = £28.

ON THE DELIGHTS OF THE COUNTRYSIDE

Cows may be encountered but are rarely argumentative and are slow-moving, if not static. Their sense of humour is undeveloped but they do care for practical jokes, the most rewarding for them being the well-concealed cow-pat which sends you skating across the dew-soaked grass in a wild and ungainly pas seul. There will be a brief pause in the rhythmic rotation of their jaws while they enjoy this sight. Should you, however, dislocate your shoulder and ruin your clothes with ineradicable dark brown stains, then they will slowly raise and lower their eyelids in silent ecstasy and collapse slowly, knees first, on the grass. Young heifers and bullocks are less static but need not worry flyers much.

(with acknowledgments and apologies to "The Countryman", Autumn 1974).

ASSOCIATE MEMBERS

Please remember that, if you pay only £1.50 per annum, you pay £1 every day you fly. It is not very pleasant for others to have to ask for your money so please, if your membership noseplate is red, do offer the £1 fee early in the day, to a regular flyer.

INSURANCE

Some people seem still not to realise that, if they are not personally a member of the NHGA or BKSA, they may not be covered for third party risks, i.e., damage to livestock, property, etc.

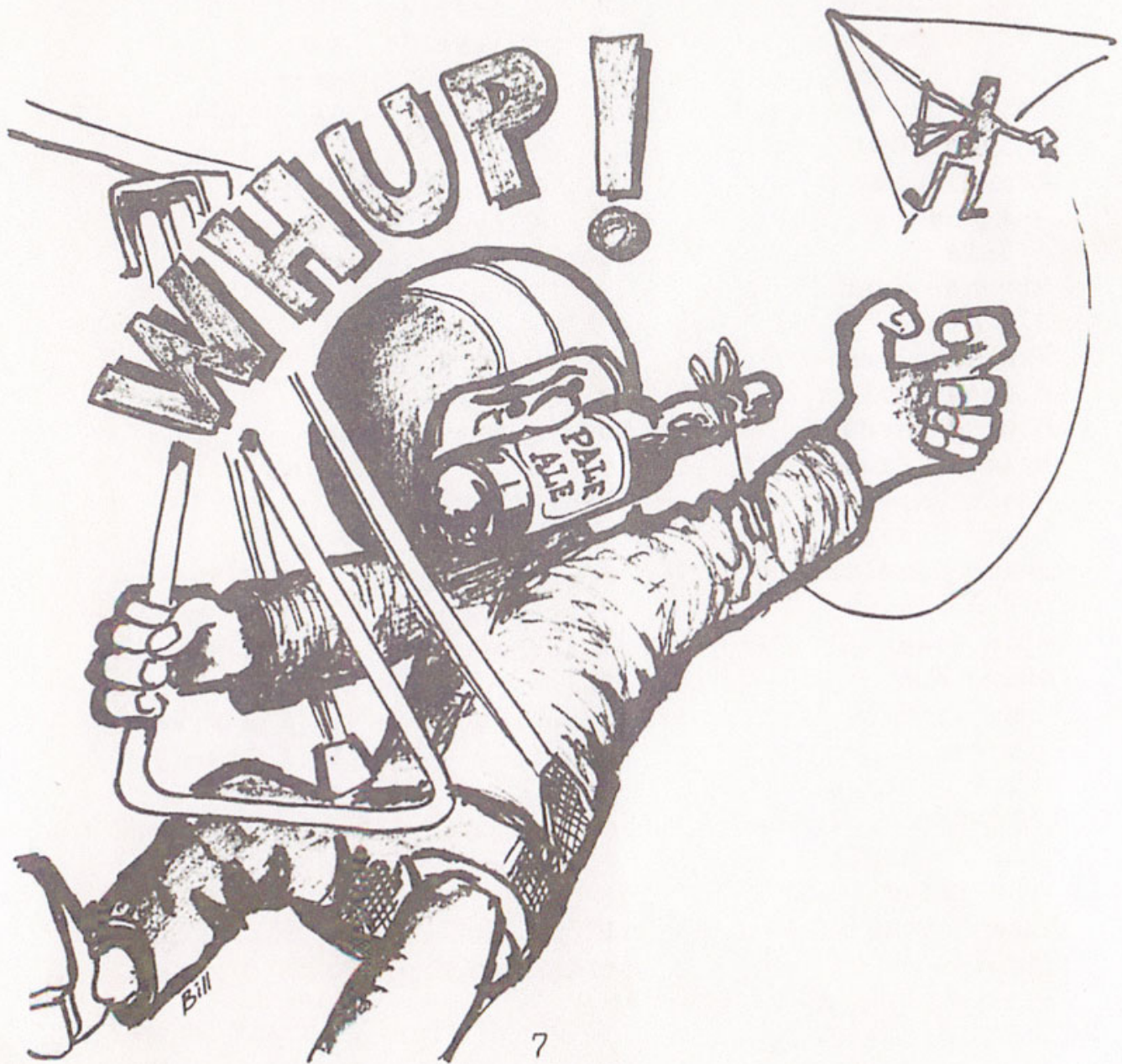
ACCIDENTS

Do not forget that both the BKSA and NHGA have asked for accident reports on any incident, however trivial you may consider it. These will be analysed in an attempt to make the sport even safer than it is now.

CONGRATULATIONS

To Brian Wood, member no. 27, on setting a new record at Rhossili with his $8\frac{1}{2}$ hour flight. His lunch was swung across to him on a string by Tony Beresford (no. 80), quite a feat in itself.

Unfortunately, with such a shortage of air space, it is impossible to try this sort of thing down South. We seem to be voluntarily restricting ourselves to 20 minutes on the South Downs when anyone is waiting to fly. Who's organising the next trip to Rhossili?



ALPHABETICAL LIST OF MEMBERS AT 21.10.74

Full members -

Rob Balchin
Graham Belsey
Tony Beresford
Derek Bond
Bowthorpe Hellerman HGC
Paul Brinkworth
Tony Brown
John Carr
P B Clements
Dale Clother
Tony Clouder
Neil Cooper
Peter Day
Tony Digby
Frank Duck
W A Gadd
A Gale
Stephen Goad
D L Hadley
Vince Hallam
Miles Handley
Stuart Harding
Malcolm Hawksworth
Robin Haynes
Terry Haynes
Shaun Hazelden
D M Holdaway
Mike Howard
Steve Hunt
John Ievers
Bob Jeal
Colin Jobey
Christopher Johnson
Thomas Knight
John Malin
Alan Mayhew
Martin
Peter Mills
Brian Mindel

Stephen Myatt
Peter Myers
Ian Partington
B Partridge
M M Sanders
Graham Scott
Bud Shaw
Geoff Shine
Eric Short
Ray Sigrist
G Slater
R Softley
Robert Steele
Charles Stimson
Ferenc Tarjanyi Snr
Ferenc Tarjanyi Jnr
Trevor S Taylor
Clive Vandenberghe
Jim Whitwham
Brian Wood
Eric Woods
Mark Woodhams
David Worth
Chris Zuidyk

ASSOCIATES

Peter Agombar	R J Ellice
Peter Banks	B H Holloway
Stephen Barber	F H Kemmery
Richard Bourne	G Leason
G Bruce	A R Prentice
Anthony Cherkas	A Sturmer
A J Crocombe	N de Viell
Henryk Czerwinski	T Wrayton
Jim Dixon	

ADDRESS FOR CORRESPONDENCE
AND SUBSCRIPTIONS

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Kingswood, Tadworth, Surrey