

HSC NOW

HSC is where it's at
HSC Accessory Shop
HSC Glider repair shop
HSC Radio-controlled Hang Glider School
HSC Agent in the South for Hiway, Wasp and now Skyhook
HSC is a Member of the British Hang Glider Manufacturers' Federation
HSC is a Member of the Hang Glider Manufacturers' Association of America

NOW Agents in the UK for the Sport Kites Inc. range of "Wills Wings"
- especially "The Swallowtail"

NOW Distributors in the UK for Dan Poynter's books "Hang Gliding"
and "Kiting"

NOW Distributors in the UK for "Groundskimmer" and "Hang Glider"
magazines

NOW B.H.G.A. REGISTERED Training School

HAWKSWORTH
the Skysport Centre

18 Coombe Terrace, Brighton, Sussex, BN2 4AD, UK
Telephone: 0273 693848

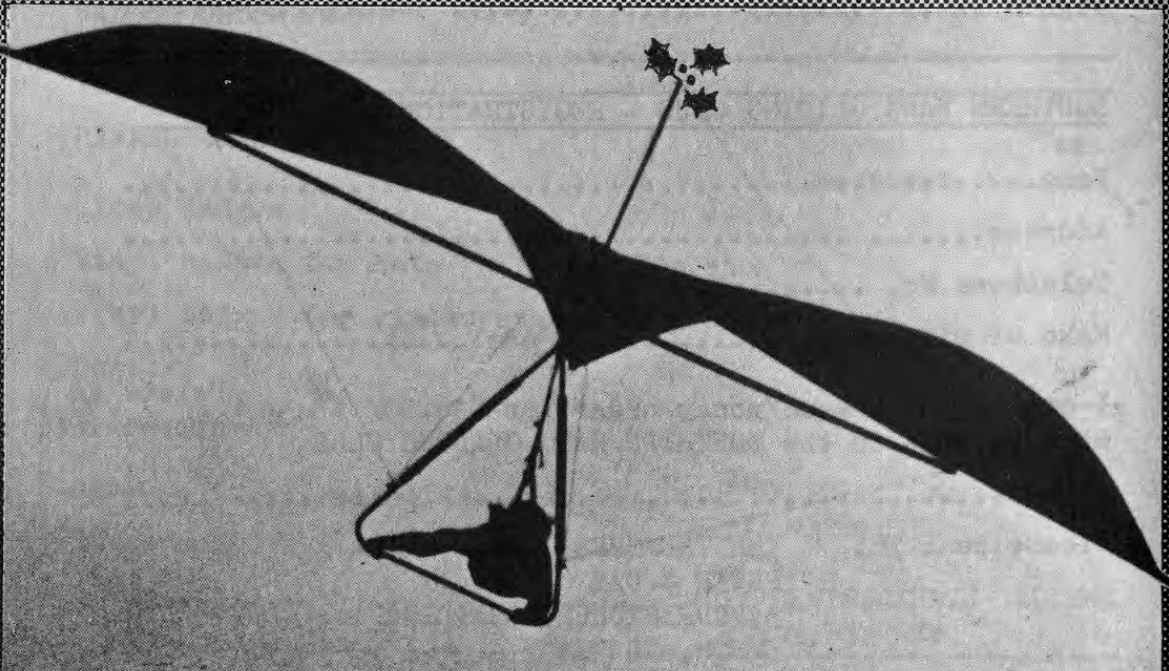
HSC
IS
NOW



December 1975

10p

WINDSOCK



A Superwasp?



No! Just a Wasp

Well, perhaps we don't build in *quite* that much roll control, but we do feel our new F.A.I. competition model is simply the best rogallo around.

If your an experienced flyer and need a *true* championship kite for next season, take a look at the Wasp 'Competition' — its everything you want.

Ring Robin or Terry on 01-689 7639/5163 or write for details:

With apologies to Malcolm, Bob and Chris.

Waspair Ltd,
64-66 Melfort Road,
Thornton Heath, Surrey.

WINDSOCK

SOUTHERN HANG GLIDING CLUB



EDITOR

David Worth
90 London Road
Mitcham, Surrey



Contributors

Peter Day, Bob Bradley,
Frank Flitton, Colin
Partridge, Viv Webb,
Eric Woods, David Worth



Cover

Ray "birdbrain" Sigrist
flying a black Wills Wing
Swallowtail (*Sony Ray*)



Committee

CHAIRMAN

Eric Woods

SECRETARY

Frank Flitton

TREASURER

Peter Day

PUBLIC RELATIONS OFFICER

Tony Fuell

SAFETY OFFICER

Geoff Shine

SITE LIAISON OFFICERS

Tom Knight

Bill Newton



LITHO PLAISTOW PRESS
MAGAZINES LTD



Editorial

A CHRISTMAS CAROL
(sung to 'Good King Wenceslas')

On Christmas morning I looked
out,
Saw the winds were Eastern,
Scoffed my brekkers, rushed
about,
Wasn't even shaven.
Strongly blew the wind that
day,
Force five straight up Fir-le
Grabbed my kite and right away
To the ridge did hu-rl.

Hold the wires and then let go
I shouted to a stranger
I will proceed to give a show
Of soaring to amaze yer
Up and up and up I flew
Through the atmosphere
Past saturn, Mars and Jupiter
too
If you believe this you've
had too much beer.

Happy Christmas to you all
from the Committee.

Chairman's chat

Your chairman feels he should apply pen to paper, and I suppose with the steady build-up towards 'Wingeing' champion of the year in full stride it is tempting to use this as a subject. However, I am sure we have all heard enough of sermons and moans from all directions, and so I shall aim at spreading the good news.

Thanks principally to Malcolm Hawksworth, who conducted the original negotiations, Firle is now available for flying again on the following basis: no more than ten gliders visible on the entire ridge at one time. Details regarding landing over the fences have yet to be finalised, but as a general rule try not to land beyond the fences - please.

Negotiations are progressing quietly with respective Councils in an attempt to secure sites, currently used without official blessing, and hopefully to obtain new sites in East Sussex. The best thing that each member can do to assist is conduct himself in impeccable fashion, which I am aware the majority do.

We have a fine sport, generally an excellent safety record, which is due, in no

small measure, to manufacturers being themselves enthusiasts, sticking to the constructional standards, and not being tempted to push untried models. The schools are also playing a valuable part in giving a safe introduction to the sport, and sorting out the true enthusiasts from the rest.

The BHGA is established and accepted as our official body, and again a lot of work is quietly being done by them for the good of hang gliding.

Our revised membership rules ensure that the 'Windscock' now reaches each member direct, and hopefully the contents are digested, and more importantly, acted upon.

To remain on the optimistic note, we have not lost the use of any site yet, including Mill Hill, and there are promising signs that we may add to our collection during the winter. This next few months when the level of activity is less, will be a good time for us to make progress, and I assure you that the committee is well aware of this and is working accordingly.

So I say, look on the bright side, stay positive, especially watch your manners at all times, and Good Hanging.
Eric Woods



FIRST AID

Hang gliding is potentially a dangerous sport, and accidents do happen. Do you know what to do if your friend has a crash and seems injured?

In an attempt to educate fliers in this eventuality, Malcolm Hawksworth has arranged a first-aid course in Brighton particularly related to hang gliding. Please contact him as soon as possible if you are interested.

For those who live nearer London, I am going to arrange a similar course in the Croydon area if we can get sufficient people to participate. Contact me as soon as possible stating your preference for day and area and I will try and chose a

time and place to suit most people.

If an accident occurs at Devil's Dyke and you have to ring for an ambulance, dial 999 and ask for Brighton General Hospital (the ambulance is $\frac{1}{2}$ hr quicker than coming from Cuckfield). Tell them whether to send the ambulance to the top or the bottom of the hill (depending on where the person is) and if possible give a rough description of injuries sustained.

We hope that David Jones who suffered a broken pelvis and other injuries after a crash at Devil's Dyke, is recovering quickly.

THAT BUZZARD 200FT BELOW
Peter J Day

On the OS map, the ridge scaled 3 miles long, with a trig point at the top reading 1652ft - looks good, I thought. The smooth escarpment faced SSW, overlooking a wide, flat bottomed valley. The contour lines at this point read 250ft.

On arriving at the hill, we found a car park a third of the way up. All this seemed too good to be true. There was also a helpful signpost pointing down the hill which read 'Toilets 2 miles'.

We started climbing the side of the hill and when we were half way up, I took a wind reading: SSW, 18-20 mph and steady. I was standing on an outcrop of rock which was like a specially constructed platform. I rigged, took off, stepped into my stirrup first time (it makes a change) and traversed for half a mile or so.

I soon reached the top of the hill with the lift, but I didn't stay there (as if I had any choice), the lift band was so strong and deep that I carried on another 300ft above the ridge.

I was still ascending when cloud started to obscure my view of the ridge below. As cloud flying is not my scene

(pun), I started back along the ridge and hovered over the car park, 1300ft below.

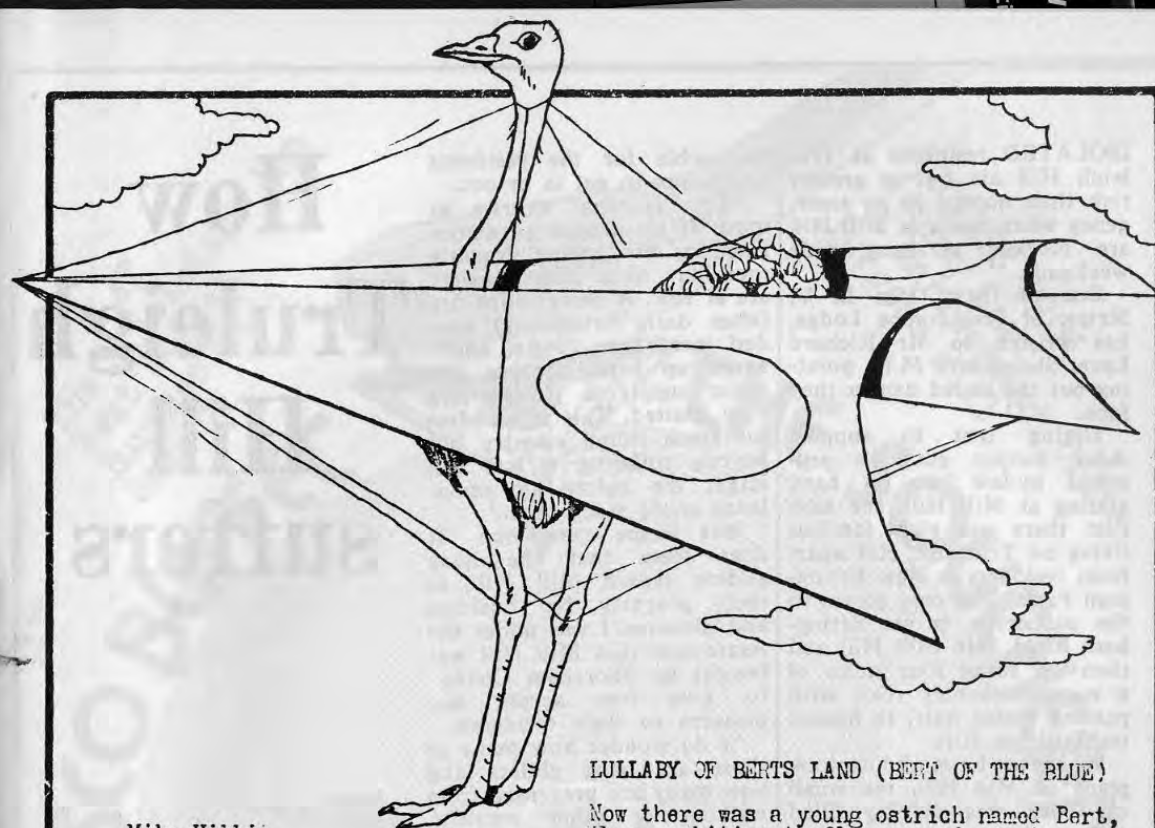
For half an hour I traversed the ridge, into the B***** cloud - over the car park - out of the cloud etc. To complete the flight, a 360 and touch-down near the car park for lunch.

That weekend was a hang glider's paradise: I was lifted 1000ft in about 10 min soaring at 1700ft above the valley floor, a 360 and all to myself except for my ground crew (wife and friends) and a buzzard hovering 200ft or so below, looking agitated as I passed over it.

Now for the part you've all been waiting for. The hill - where is it? Well, travel NNW from Devil's Dyke until you cross the border, the Scottish border, that is. The area I was soaring in is known as the Compsie Fells and the ridge was called The Lains, which overlooks the village of Lennoxton, just north of Glasgow.

One might think it's a long way to go, but it's worth it, especially if one works for BR.

By the way, there's no problem transporting the glider on the train - it fits in the guard's van with yards to spare.

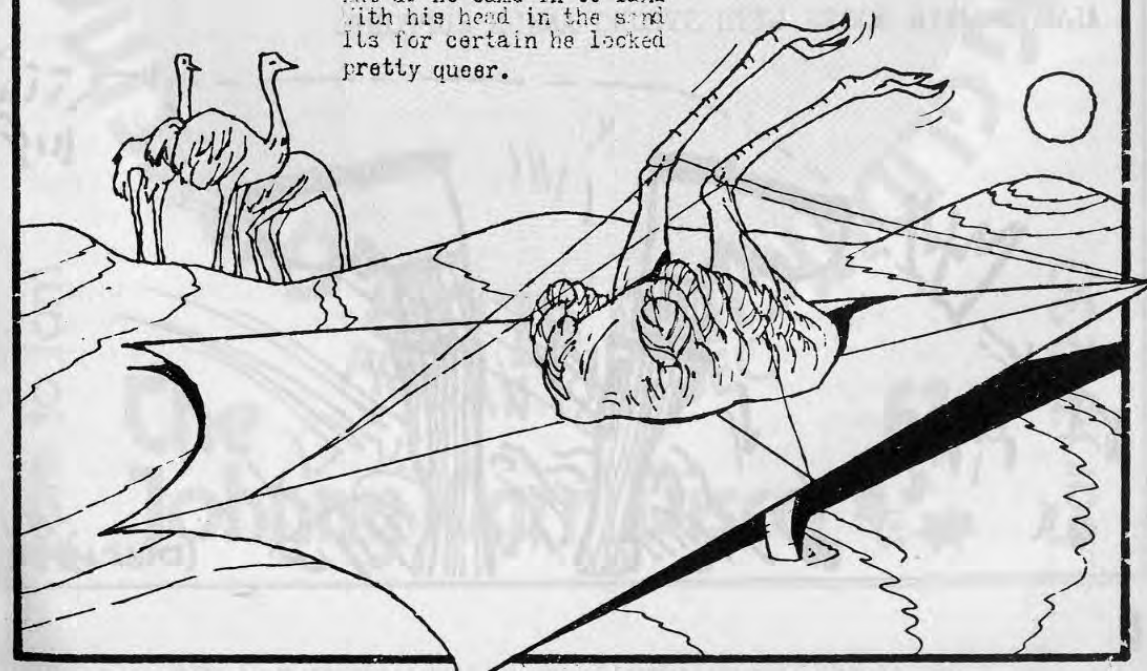


Mike Hibbit

LULLABY OF BERT'S LAND (BERT OF THE BLUE)

Now there was a young ostrich named Bert,
Whose ambition to fly was made cert.,
And with nylon and wire
He proceeded to fly higher
Till a chance wind caused him to invert

Yet his ro-allo type wing
Held together with string,
Gave him no cause for fear.
But as he came in to land
With his head in the semi
Its for certain he locked
pretty queer.



ISOLATED residents at Truleigh Hill are put at greater risk than normal in an emergency when roads at Mill Hill are blocked at hang glide weekends.

One of them, Mrs L. V. Stripe, of Freshcombe Lodge, has written to Mr Richard Luce, Shoreham's M.P., pointing out the added danger they face.

Urging him to support Adur district council's proposed by-law ban on hang gliding at Mill Hill, she says that there are eight families living on Truleigh Hill apart from residents at New Erringham Farm. The only access to the properties is via Erringham Road, into Mill Hill and then on about four miles of a narrow country road with passing places only, to houses on Truleigh Hill.

Whenever hang gliding took place on Mill Hill, the small car park was quickly filled and so many spectators were attracted that all passing places were speedily occupied. This made it almost

impossible for the residents or visitors to get in or out.

'This is what worries us most. If we needed an ambulance or fire engine urgently then our lives and property are at risk. A recent barn fire (after dark fortunately) needed more than 10 fire appliances up here, because our water supply is private and very limited. This is wonderful horse riding country but anyone suffering a bad fall might die before an ambulance could reach them.'

Mrs Stripe comments: It does seem that the hang gliders regard Mill Hill as their property for business and pleasure. I was under the impression that Mill Hill was bought by Shoreham Council to give free access and pleasure to their residents.

'I do wonder how many of those are hang gliders and how many are prevented from walking or other pursuits. Many residents of Erringham Road and Mill Hill are displeased with indiscriminate parking in their areas too.'

How Truleigh Hill suffers

THE BOB BRADLEY SCHOOL OF HANG GLIDING
ALWAYS WEAR BOOTS WITH STRONG ANKLE SUPPORTS



At The Cricketers Inn West Street Burgess Hill Sussex

TICKETS FROM Johnny Carr Burgess Hill 34 Marlborough Drive

CHRISTMAS DISCO BUFFET

THE SOUTHERN HANG GLIDING CLUB

FRIDAY 19th DEC

The Johnny Carr Disco

9pm to 1am

bar till 12:30

£1

Airmail



UNFOUNDED CRITISISM

Sir: In reply to Ian Partington's letter (November 'Windsock'); the committee are fully aware of their responsibility in representing 226 members, and the object of expansion is uppermost in our minds.

Our chairman, who I would quote as a matter of principal if necessary, is at present negotiating for permission to fly at Beachey Head with both the Eastbourne Council and the East Sussex County Council. The problem here is that the Eastbourne Council own the land and the existing bye laws give them the right to refuse permission for hang gliding. This they have done, because they think the site is too dangerous. None the less we are trying to change their minds.

The Eastbourne Council is prepared to grant us the flying licence at Butts Brow but at the moment the farmer is objecting because he has

breeding stock in the landing field.

The great difficulty when negotiating new sites, particularly with a local council is the length of time it takes for letters to be answered. We are not helped by members flying from sites that are being negotiated for, without permission. A prime example was quoted by Mike Payne in the November 'Windsock'. This also happened to Bill Newton who tried to gain permission to fly at Itford, but was told by the farmer that because SHGC members had flown there unauthorised, he, along with his neighbour would stop all hang gliding for the time being. Bill is still trying to negotiate this site for the club, but things are not easy.

The committee which was not presented to the club as a fait accompli (there was not more than one nomination for each post) consists largely of people doing a job because nobody else will. I pleaded for other nominations for my job and will resign in favour of anyone who is prepared to take my place.

We are not helped by mildly abusive letters asking what about this, and why not that. The only criticism I will

accept is that containing constructive ideas backed with an offer of help.

Yours sincerely
Frank Flitton
Secretary, SHGC

BERT SOARS

Dear Editor,
Bert Partridge is probably the oldest member of the SHGC and a founder member. He has been flying, or should I say trying to fly for the past two years with not much success. He started in the early days with a kite much too big for him. As he is only 8 stone he needed a much smaller one. Anyway, after breaking a leg at Mill Hill and his arm in the championships in Kossen, Austria, and being blown back I don't know how many times, Hiway made him a small kite.

He is now learning to fly at long last.

The reason I think this needs a mention is because we, Bert and I were at the Dyke on Thursday afternoon, 20 November with a strong NE blowing. There were some other fliers there, about six of them and I hope they can recall.

Bert, not being a good flier waited until no one else was flying before he took off. He managed to soar after trying for two years, and I was delighted for him.

Those of you who know Bert will know he is a tryer and a very helpful person. For those six or so persons who stood and laughed and criticised Bert while he was flying just think about this. I wonder if, at 58 years old, a broken leg and arm, and all the hard luck Bert has had, you would still have the guts to fly.

Yours faithfully
Colin Partridge
79 Roundstone Drive
East Preston, Littlehampton
West Sussex



WARDENS

Sir: So Ian Partington finds Mill Hill as organised as a traffic jam in Piccadilly, but has he any constructive ideas on how to rectify this problem. My job is just collecting monies from associate and non-members. To pass the time I also help to control the parking, chase stray bods out of the schools area, request fliers not to rig their kites until they intend to fly, collect litter and even baby sit. It was suggested that tapes be used to mark out a flight path; I tried it but as it reminded many members of competitions, they refused to use it. What Mill Hill needs

is an active warden; who better than Ian Partington, he only lives a mile from the site? If Mill Hill is lost and other Councils follow suit and ban flying, you can blame it on that small band of non-paying guests, who make their own rules and couldn't give a damn about this club.

ME? I don't fly, so I have nothing to lose.

Yours sincerely
V Webb
Warden

Smalls

LIGHT-WEIGHT HELMETS

Is anyone interested in owning a light-weight helmet? Why light weight?

Well, have you ever heard of the straw that broke the camel's back? - the US have!

This light weight model will be designed on the jockey type helmet principal, incorporating chin straps (end of chin that is) and

removable ear pads (summer and winter flying).

They should retail at £11 +p&p and made to BS standard.

So, before they go into manufacture, I would like to have your views on the matter of design, colour etc.

If you have any ideas on the subject, please write to P J Day,
31 Christchurch Gardens
Epsom
Surrey. (or telephone
Epsom 23931, evenings only)

For sale Seagull III, unused and in mint condition.
Leading American kite. £220
Phone Eric Woods

NEW MEMBERS SINCE SEPTEMBER

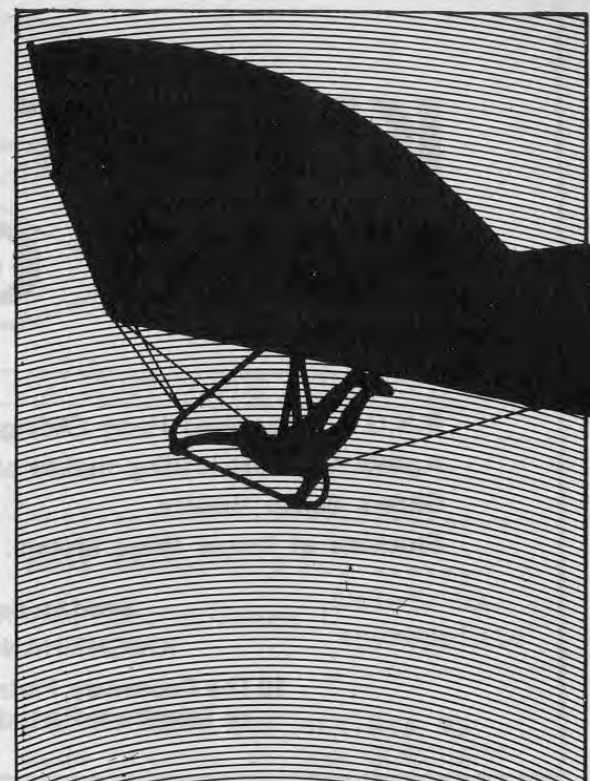
L A Shine	W G Munro
R Green	P Layfield
D N Beach	W J Quinn
R Bromley	G Belsey
S A Hockings	P Perry
A J Davis	D E Prentice
C Barnes	R J Walder
A W Garnett	H Heggie
D M Werts	N M Hardinge
G S Griffiths	D K Liddard
R C Wates	H W Nightingale
R W Morris	M L Batchelor
G L Wise	B Jordan
T G Del	P Frary
	Strother

SITE NEWS

Firle is now open providing only ten gliders are visible at a time so keep your kite and out of sight if you are not about to fly. Try not to land beyond the bottom fences It is more difficult to land before the fence in the smaller, Westerly bowl, so unless you are absolutely certain that you can land before the fence stick to the Easterly ridge or don't fly at all because you may lose the site for everybody.

Peter Day has erected a new stile at Mill Hill. Don't climb over the fence and incur the club with the extra expense of mending fences unnecessarily

Viv Webb has now been adopted as the SHGC official overall site warden.



Experienced flyers are your instructors

Dual kites
Ground to air radio

**THE
SOUTHERN
HANG-GLIDING
SCHOOL**
Burgess Hill 42324

