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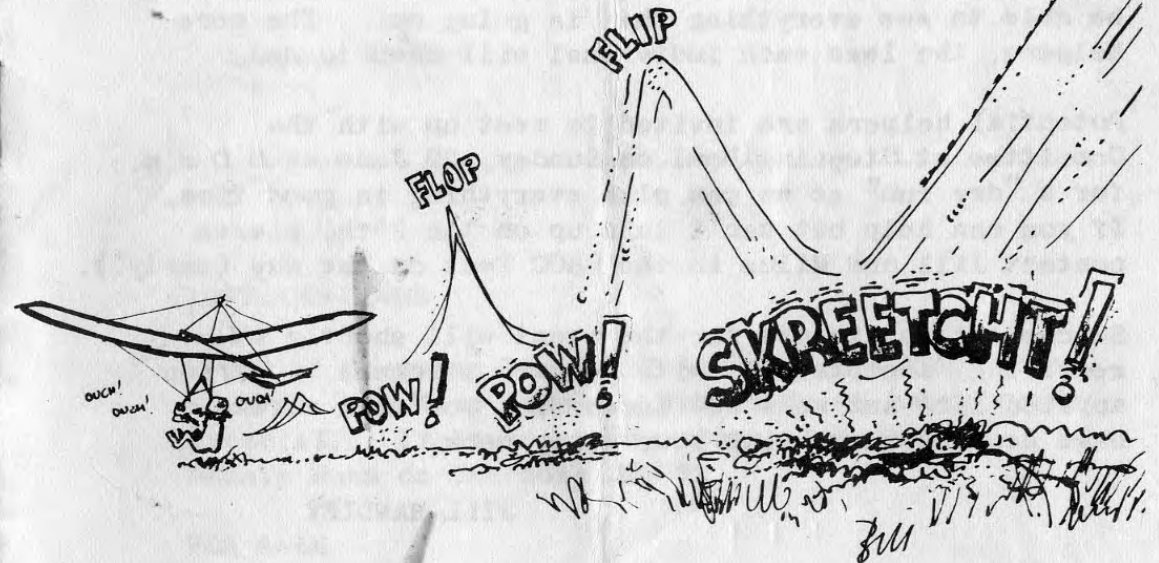
10 pence

JULY 1975

FLIGHT REPORT

"THE GULP" - Miles Handley

"A pleasant glider with unusual dive/stall characteristics..."



BRITISH SUB AQUA CLUB

Members of the British Sub Aqua Club meet on Wednesdays at The Sea House Shades, 169/170 King's Road Arches, Brighton and they have invited members of the SHGC to use their facilities on Wednesday evenings. They have a Bar and have indicated that, if there is a call in the future for a SHGC Club night because of the numbers involved, they could probably help there also. See you there next Wednesday boys!

CORRESPONDENCE, SUBSCRIPTIONS, ARTICLES AND CARTOONS

to Jillian Handley
Mallows, Forest Drive, Kingswood, Tadworth, Surrey

FIRLE

NO FLYING AT FIRLE AFTER 16 JULY until the harvest is in. This is so that the approach road is kept absolutely clear for farm vehicles.

MILL HILL - HORSES

If there are horses in the Paddock at Mill Hill, please do not fly until you have contacted Mr Paul Plumb and asked him if the horses may be moved. He is very co-operative but has been upset recently as members have been flying while the horses are in the paddock.

STEYNING BOWL CHAMPIONSHIP

To remind you of the facts, this will be held on Saturday, 12 July and Sunday, 13 July at Steyning Bowl. Mr Langmead is organising all the horrible problems like the car park and lavatories but we still need helpers for -

Scrutineering	Starting
Stopping	Scoring

These jobs are all "in the thick of it" so helpers will be able to see everything that is going on. The more helpers, the less each individual will need to do.

Potential helpers are invited to meet up with the Committee at Steyning Bowl on Sunday, 29 June at 9.0 a.m. for a "dry run" so we can plan everything in good time. If you can help but can't turn up on the 29th, please contact Jill and Miles in the SHGC Tent on the day (early!).

Successful applicants for the event will shortly be receiving "acceptances" with carpark stickers. If you applied late and were not successful you will already have heard from me with your money back.

JILL HANDLEY

ASSOCIATES

If no-one collects your £1 per day for flying, please use the "honour box" by posting the money on to me.

Jill Handley

SOCIAL EVENING

Disco/Buffer on Saturday, 19 October 1975 at the Community Centre, Gossops Green, Crawley. £1 per head, drinks at reasonable prices. Food free.

Although it seems a long way ahead, we have had to reserve the hall, obtain a licence and book the Disco (Johnny Carr, who else?)

SOCIAL/DISCO/BUFFET ORDER FORM

To SHGC, 4 Saltash Close, Cheam, Surrey

Please send me ___ tickets at £1 each for which I enclose cheque/postal order for £ made payable to the Southern Hang Gliding Club

Name -

Address -

LOST AND FOUND

Found at Steyning Bowl on Whit Monday, a Wasp-type harness (not Wasp made). Well made of heavy grade material. If it is yours, please telephone Dennis Munn on Uxbridge 39896

FOR SALE

Wasp 229 B3. Little used. Carrying bag and soaring bar. Owner has moved on to a bigger glider (a C.B.) £170. Phone Eric Woods on Merstham 2969.

Dear Jill

Well, here I am in Paris and on Saturday, 7 June, I took a day off work, donned my Wasp T shirt (to show I'm a h.g. flyer should there be any others there) and trotted off to the Paris Air Show. To my surprise, Deltor Manto had a display (on the ground) of 6 gliders. It's a pity no British were present (Steve and Robin, where were you all?).

Included in the 6 was what I can only think to describe as a Sail Wing Plane - it was certainly not a h.g. As can be seen from this tracing of a photo, the pilot, seat, prop and rudder assembly can be pivoted via a UJ on the kite. The rudder is operated by pedals at the front. I managed by writing down "c.c.?" to find out that the engine is a 274 cc and its appearance indicated it to be a horizontally opposed 2 stroke.

Round a hangar, I came across a manufacturer who was not present at Kossen, Veliplane HG's, who impressed upon me in the minimum of English vocabulary that the Deltor's plane could stay up no longer than 1/2 hour

I was surprised by the complete absence of 2nd generation and curved boom gliders by the two exhibitors who were both, of course, French.

Well, that's all folks. I don't get any flying in as I have no transport or kite out here but I hope to see you all at good old Sussex by the sea before long. Perhaps I'll be at the Steyning Championship. Happy sky sailing.

Anthony Clouder (23)



CUCKMEREHAVEN - A POTENTIAL SW FACING SITE

Location - The Seven Sisters Country Park lies on the East side of the mouth of the river Cuckmere. It was purchased by East Sussex County Council, partly with an Exchequer Grant, under powers conferred by the 1968 Countryside Act.

Get there by going East from Seaford along the A259. Cross the bridge by the "Golden Galleon" Restaurant and park in the Countryside Park carpark which is on the right by the next bend in the road.

The take-off area is above a West facing bowl which is steeper, lower and shorter than Mill Hill but of similar curvature. This is located inland of the cliff end on the East side of the river mouth (the first "Sister"). Below the bowl are flat water meadows and the shingle beach for landing. Above the bowl, the hill rises steeply enough for soaring in 18 knot winds - to 300 ft (97 m). There is also the possibility of soaring East, in front of the SSW facing cliffs for 2½ miles to Birling Gap but the beach is rocky and covered at high spring tides.

The take-off area is reached by walking one mile down the concrete road just East of the carpark. This is not a right of way and no vehicles are allowed. Alternatively, there is a footpath along the East side of the river - starting from the bridge by the Golden Galleon - but don't get confused with the meandering course of the original river which is now full of stagnant water.

Are we welcome? - No. The County Council was approached by John Malin over a year ago and refused permission to fly. Subsequently, I corresponded with the County Estates Surveyor and eventually met him on 26 March with John Ievers. The legal position is now being considered by the County Secretary, with whom I have spoken, and who promises to write shortly.

CUCKMEREHAVEN

The Legal position - Neither the Park bye-laws (obtainable from the Park Centre, opposite the carpark), the 1968 Countryside Act, nor the 1949 National Parks and Access to the Countryside Act (both obtainable from H.M.S.O.) would seem to empower the County Council to simply refuse permission to fly. Indeed, the 1968 Act describes a Country Park as a park or pleasure ground to be used for the purpose of providing opportunities for enjoyment of the countryside by the public and directs local authorities to make available any facilities or services provided by them under this Act for those who do not normally reside in the area of the local authority as freely as for those that do.

However, the County Council does have power to make byelaws for the preservation of order, the prevention of damage to the land and for the avoidance of undue interference with the enjoyment of the land by other users. Bye laws must however be reasonable.

Nevertheless, it would appear that the County Council's Countryside Committee was wrong in refusing permission to fly and, if members read the bye laws and these Acts, and come to the same conclusion, they may decide that the Club has no reason to request them not to fly - especially as this area was the home of the Southdown Gliding Club before it moved to Firle Beacon. BUT before heading for Cuckmerehaven, consider -

The Practical position -

- 1) Any pilot who fails to show proper consideration to other park users would contravene the bye laws. There is no doubt that the County Council's Countryside Committee originally refused permission for what it believed were good reasons. The members of the Committee are more likely to be helpful if they are dealing with a Club they believe to be responsible than if they are confronted with individual fliers who might not be. It is better to fly with the Council's approval than to cause a dispute which

DITCHLING SITE

Site Warden - Johnny Carr
34 Marlborough Drive, Burgess Hill
Sussex Phone Burgess Hill 42324

Ordnance Survey Sheet 198 Reference 325 137

Take-off and landing areas - Private farmland

Winds - N

Approximate fall - 400 ft

USEFUL INFORMATION

Accommodation - The Sussex Pad (special rates)

Camping - A limited amount at the Sussex Pad

Hostel (YHA) - Truleigh Hill - OS Ref. 223 105

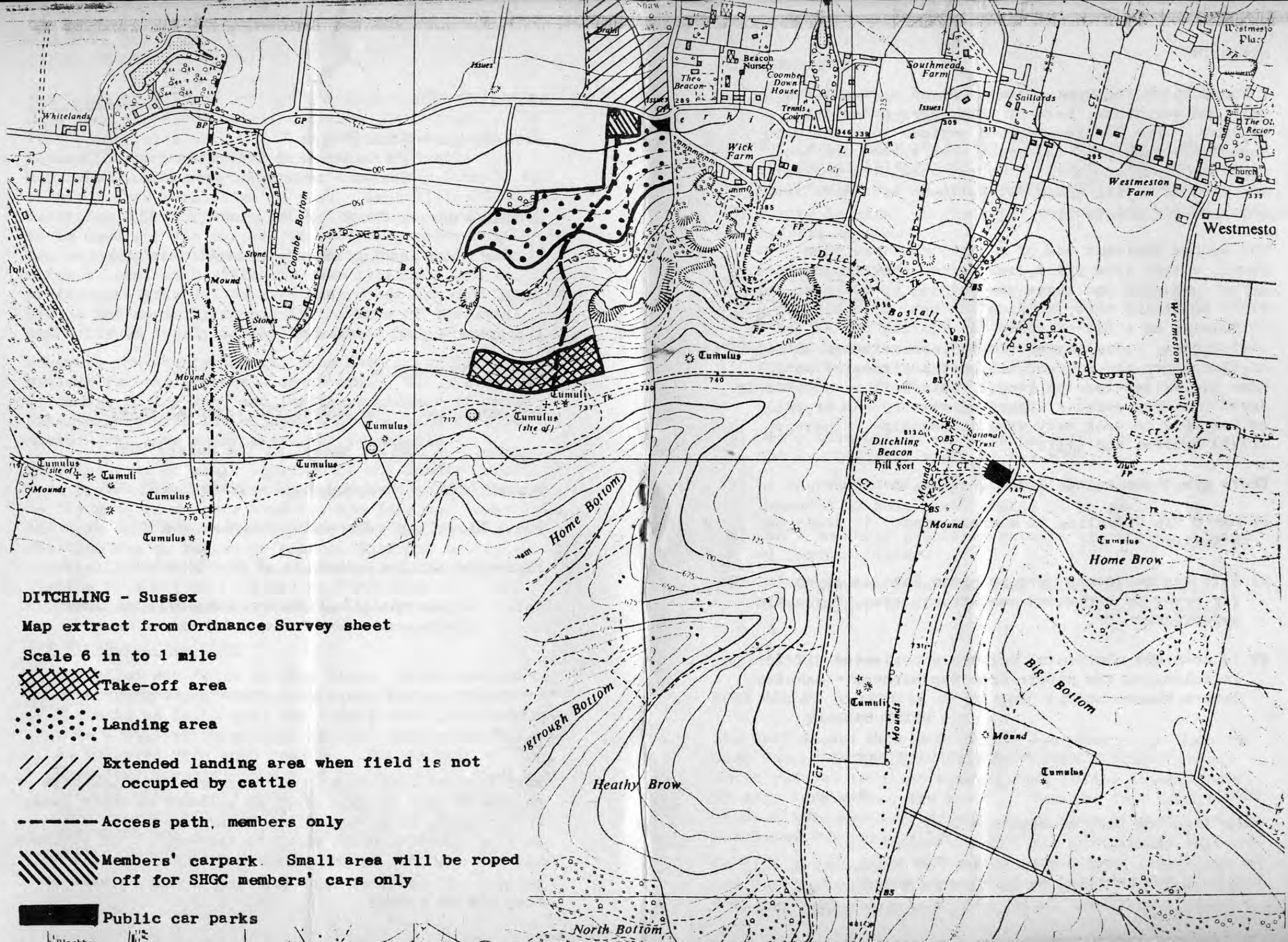
Pub - Ditchling - The Bull - OS Ref. 326 153

Flying facilities - Members of the Club only

Note - Do use the gate. Don't climb over or under the fence. Don't overcrowd the site.

DOGS


Most farmers with whom we have an understanding have requested that no dogs shall be allowed on their land. In addition, it is an obvious hazard to have a dog barking around a pilot about to take-off. It distracts him and can trip up any person helping at the take-off point. If you must take your dog flying, please do keep him on a lead.




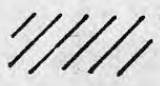
DITCHLING - Sussex


Map extract from Ordnance Survey sheet


Scale 6 in to 1 mile


 Take-off area

 Landing area

 Extended landing area when field is not occupied by cattle

 Access path, members only

 Members' carpark. Small area will be roped off for SHGC members' cars only

 Public car parks

DITCHLING

I found Ditchling most distressing on a recent Sunday with two accidents, both of which were potential killers. Bob Steele received serious injuries when turbulence caused by the cross wind turned him back down wind into the hill. He was unable to correct and loss of flying speed was followed by a dive from which he did not recover.

The second incident was of a similar nature when Eric Short, a very able pilot, was turned back to the hill, again down wind and there was nothing he could do about it. Realising this, he made the best of a bad job, in holding on a bit of speed and flaring out at the last minute. Just before impact, he released his hold of the glider and covered his head and chest with his arms and waited for the bang. This action undoubtedly saved him from serious injury or worse. As it was, he was able to walk away from the machine, albeit a little bruised and stiff.

There are three points I should like to make -

- 1) Don't fly Ditchling in a cross wind. It could be a killer
- 2) Both the accidents were on prone harness so don't fly prone in turbulent conditions, even if you are experienced.
- 3) In both the accidents, helpers experienced difficulty in releasing the pilots from the harness - Manufacturers please note!

MILES HANDLEY

POME

Here lies the body of Jonathon Grey
Who died maintaining his right of way.
He was right, dead right, as he flew along
But he's just as dead as if he were wrong!

IAN PARTINGTON

CUCKMEREHAVEN

might encourage the County Council to seek new bye laws to ban flying.

- 2) The Park Ranger or Warden, Mr Gascoigne, is helpful and deeply interested in the Park's flora and fauna. It would be a pity to make difficulties for him.
- 3) Flying in sight of the A259 would create an intolerable traffic hazard.

My recommendations

- 1) Keep away until 14 June. The Council will have had time to consider the position by then.
- 2) Don't fly without seeing Mr Gascoigne at the Park Centre (opposite the carpark) and telling him where you will be. The relief map at the centre will give you the lie of the land.
- 3) Don't take-off outside the take-off area described and don't fly in sight of the A259.
- 4) Be courteous to everyone. Flying is sure to be resented by some just because it is new.
- 5) Don't endanger people or animals by careless flying or leaving litter.
- 6) Don't grumble about the long walk - it is worth it when you get there.

PAUL CLEMENTS

POST SCRIPT TO ARTICLE ON CUCKMEREHAVEN

The East Sussex County Council's Recreation and Countryside Committee met privately on 4 June and reaffirmed their refusal to allow hang gliding in the Seven Sisters Country Park citing Bye Law 7. Because the Club got wind of this meeting, my article on this site was not published (as originally intended) at the end of May.

At 11 a.m. on Sunday, 15 June, Clive Harris (10 stone) and I (13 stone) unloaded our 229 Wasps in the Country Park car park and told Mr Gascoigne, the "Ranger", that

CUCKMEREHAVEN POST SCRIPT

we intended to fly. He warned us that we should be trespassing and infringing Bye Law 16. We thanked him and walked to the take-off area shadowed by two of his minions who again protested when we had rigged

The wind blew straight off the Coast Guard cottages on the cliff west of the river mouth (due west) at an estimated 14 mph. The lift did not enable Clive to soar, somewhat to his surprise, and proved to be narrow in width with clearly defined edges. Not particularly pleasant and my first landing was heavy.

The junior Rangers maintained their vigil although they didn't try to carry out their threat to stop us flying and the good Mr Gascoigne himself paid us a visit after our first hops to enquire whether we intended to fly again - we assured him we did and, after an exchange of courtesies, he left in his Land Rover "to get further instructions". Soon after our second landings, two urbane Policemen arrived, took our names and addresses and told us we could expect to be Summonsed (ByeLaw 16) and possibly even arrested for breaching the peace. They were exceedingly civil but the lift was still poor and we left - Clive for North London and I for Mill Hill.

To sum up, my six recommendations still stand, but do please be nice to Mr Gascoigne and let us have factual flying reports so that the site's potential worth can be established.

PAUL CLEMENTS

LETTER FROM THE PENNINE HANG GLIDING CLUB

Dear Jill

Thought it only right to let you know that the Steyning Competition will more than likely clash with our own first big club competition.

I have passed the word around concerning Steyning but so far have had no replies.

Anyway, if we don't make it, all the best, hope it is a big success and I'll let you know how we get on.

Regards, FRED ASHTON, Secretary

CLOUDS, NOT FLYING IN THEM!

Flying in a cloud without instruments is not possible. Anybody who doubts this should try the following experiment. Sit blindfolded on a stool with a seat which will rotate. Have somebody turn you round a few times steadily but not too fast. When the rotation is stopped, you will still feel that you are turning. Without being able to see, you could not tell, if you were inside a cloud, whether you were flying straight or turning. Bending the head forward or backward alters the sensation.

A person flying blind will be moving in three axes, not just one. He will also be moving up and down as well. The sensations felt by the body are useless as a guide to position in space or direction of movement. You cannot fly by the seat of your pants in cloud.

The normal blind flying panel in an aircraft consists of -

- 1) Airspeed indicator
- 2) Altimeter
- 3) Rate of climb and descent indicator
- 4) Artificial horizon
- 5) Turn indicator) usually in one instrument
- 6) Bank indicator)
- 7) Gyro compass

Any four of these instruments is sufficient as they overlap. For example, airspeed, which is governed entirely by the angle of attack of the wings can be estimated from the rate of climb indicator or the artificial horizon, as well as by the airspeed indicator.

Now, assuming that the airspeed in a hang glider is estimated by the noise of the sail, a turn and bank indicator would still be a minimum requirement. Even then you would need to compute the rate of turn and the time elapse in your head to have any idea of direction and you would have almost no idea of height. A magnetic compass is not sufficiently sensitive and has too much lag for instrument flying, except as a check on the gyro.

It is possible to be completely out of control in less than 30 seconds after entering cloud and without proper instruments recovery is impossible.

D.L. HADLEY

SITES SUMMARY (Ordnance Survey sheets nos. 198 and 199)

Site	O.S. Ref.	Winds	Wardens	Comments
Devil's Dyke	256 114	NE - NW	Tom Knight Partridge Green 710 084	No landing at the bottom until the harvest is in
Ditchling	325 137	N	Johnny Carr Burgess Hill 42324	Members only
Firle	500 046 491 056	NE	Michael & John Payne Lewes 6804	No flying at all after 16 July until the harvest is in to keep the approach road clear. Members only
Mill Hill	212 072	SW	Geoff Shine Reigate 46688	Phone Air Traffic Control, Shoreham Airport on 2303 before flying starts. Ask Mr Plumb about his horses if they are in the paddock See separate article
Steyning	165 095	Not W	John Malin Steyning 812 376	Not a Club Site. Large carpark 50p for a car with glider plus 25p for additional glider

Surrey

No. reqd.	Cost
	.06

Please send me -

Cloth badges - 60p each

Vinyl badges - 20p each - for hats

" " " for windscreens

Postage

Total enclosed

Name -

Address -