

MARCH 1975

EDITORIAL

The bad news of Malcolm Hawksworth's resignation as Chairman of our Club came too late for comment in the last issue of Windsock although we managed to get his letter enclosed to save postage.

Very few members will ever have any inkling of the vast amount of work Malcolm put in before and during his short term of office. He left because he was getting unfortunate comments about his commercial interest, a fact of life he had made clear to all when we pressured him into the post of Chairman. Only his unbounded enthusiasm for the sport kept him going when the Club work was threatening his livelihood by leaving him very little time for his own activities.

Kossen has produced another crop of ill-natured comment and I feel a few facts should have wider publicity.

The first knowledge anyone in this country had of the Kossen event was at Christmas when Martin Hunt, Chairman, BHGA, received a rather ambiguous letter from the organisers. He was left with the impression that only five entries would be accepted from the UK so could take no action until this had been checked. It eventually



HSC - is where it's at
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HSC - Agent in the South for Hiway and Wasp
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HAWKSWORTH
the Skysport Centre

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

*The Brian Wood International School Of Hang Gliding---Senior Instructor-----
-----Brian Wood---U.K. & International Champion & holder of the 8½hr., record.

EDITORIAL (continued)

transpired there was no limit.

The SHGC Committee subsequently received details of the fly-off from the BHGA and discussed the problems on 8 January. We were unwilling to release generally the dates of the fly-off and the venue as the BHGA wanted to keep the event fairly "low key" in order not to tax the South Wales local resources. Hence, there was no choice but to nominate a relatively small number of flyers. How could we do this? We had neither time nor resources to run our own "mini fly-off" at a local site. Nor did we feel that it was possible to invite nominations from Club members - even if time allowed, the cost in printing and postage alone to do this was considerable. We were therefore left with little option but to nominate an ad hoc contingent.

This episode has served to illustrate our deficiencies as a Committee. We are badly in need of someone not connected with the trade who is a brilliant organiser, has secretarial abilities, a lot of time available over the week and is willing to forgo flying on some occasions. This paragon would be our EVENTS ORGANISER. We need to run events during the course of each year if we are to avoid another selection contretemps.

The existence of such an organiser would also ensure that, were the SHGC to be asked to arrange a fly-off at short notice (as was the South Wales HGC), we would be able to cope. Don't rush to criticise the Welsh Club unless you feel we could have done better. Would you have given up a day's flying to arrange a fly-off for others? ED.

PETROL ECONOMY

It has been suggested that members may like to share transport when travelling to flying sites. If you would like to contact members living in your area, send a stamped, addressed envelope and a note of the main towns or villages near you and I will sort out a list of possible names and addresses for you to follow up.

A WELSH WEEKEND

"Flare out at six fathoms!" warned a rueful flyer as he returned to his companions with a wet, battered glider. The place was Rhossili and the time was soon after day-break on 1 February 1975 - the day of the fly-off for selecting a British team to compete at Kossen.

My first impressions of Rhossili had been at midnight on Friday, when the place was damp, dark, deserted and cold. By dawn, the scene had changed. More campers and gliders had appeared silently during the night and at daybreak the carpark was a hive of activity.

Dim outlines of figures carrying gliders could already be seen heading for the hills. The news that there was soarable wind on to the hills prompted an enthusiastic rigging of gliders by those intent on pre-breakfast flights, while flyers chatted about John Ievers' and Miles Handley's dual prone record flight of the previous day.

By 8.30 a.m. the only casualties of the weekend had occurred. The flyer who experienced the unexpected sea landing emerged wet and unhurt but, soon afterwards, Frank Tarjanyi plummeted down from a prone flight and was taken to hospital with facial injuries.

The fly-off began later in the morning, by which time most people had emerged from the comparative luxury of the Countryman and taken advantage of the remarkably efficient tractor service to transport themselves and their gliders up the worst of the hill.

The event attracted the attention of television cameras, newspaper reporters and a large number of local inhabitants, who seemed particularly fascinated by the way in which gliders disappeared from view for long periods when thick mist descended. One competitor was shrouded in mist for so long that, when he eventually emerged safely and completed the course, he was asked by officials to identify himself!

The fly-off aroused much subsequent criticism from competitors and observers alike. While the BHGA Committee

WELSH WEEKEND (continued)

was closeted in a lengthy meeting in the Worms Head Hotel the following day, many flyers were hunched around their pints in an adjoining bar, airing their grievances. The complaints were exceptionally fierce, even with allowances made for inefficiencies resulting from the BHGA still being in its early stages and, possibly equally significant, the fact that there was no flying on Sunday because the wind was coming from the back of the cliffs.

There were complaints of secrecy, rigging (of the team-selection variety) and that competition rules were varied throughout the day, some flyers being told it was essential to get round the markers and others being told before take-off that the markers were not significant.

As an impartial individual with no Austrian aspirations (I am perfectly content with flying quietly from the dizzy heights of Mill Hill, the Dyke and Rhossili), I feel that the whole event could have been handled more democratically at the SHGC level. News about the Rhossili fly-off began to leak out about three weeks before the event - the only official notification I ever saw was the mention of it in the last Windssock, received two days after the event.

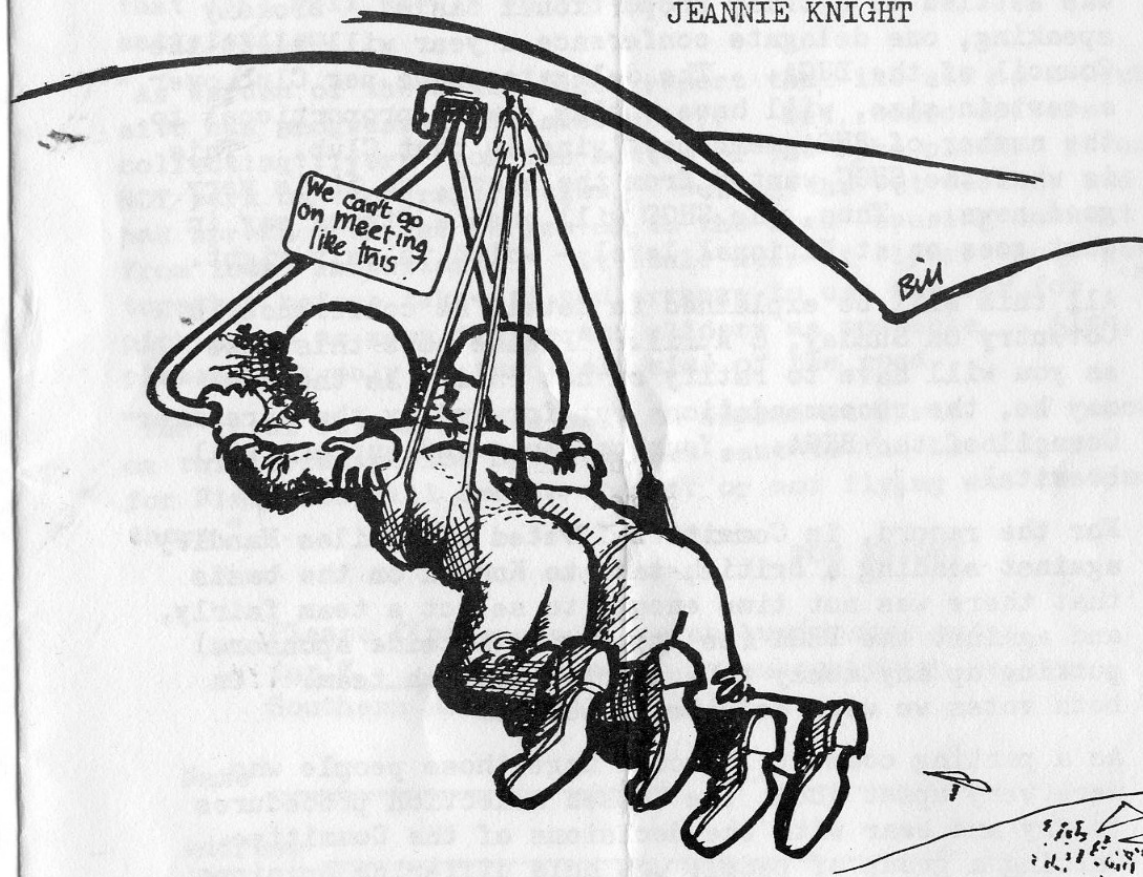
Ideally, all SHGC members should have been informed of the Rhossili fly-off and been given the chance of a place among the nominations put forward by SHGC. This could have been done either through a competitive event organised at Mill Hill or the Dyke or by simply circulating nominations forms to every member, availability for the Kossen trip being essential in both cases. Admittedly, the former method would have entailed more work for a hard-pressed SHGC Committee but the second way could have been done fairly simply and would have prevented a lot of the subsequent ill-feeling that seemed to intensify amidst the confusion of the Rhossili fly-off.

The local inhabitants withstood the invasion of hang gliders at Rhossili with remarkable ease and the local cafe owners and shopkeepers were quick to take advantage of the unexpected winter trade. In fact, the Welsh displayed a warm, friendly interest in our activities that was a pleasant change from the aggressive hostilities we have experienced at Mill Hill.

News of the hang gliding had spread through Gower so that Sunday afternoon brought motorists from miles around to Rhossili. Their obvious disappointment at the lack of flying, and general curiosity about hang gliders, made one feel almost guiltily apologetic about the impossible flying conditions. As one family asked me liltily, "Please will you all come again soon so that we can watch this strange flying?"

Will we? How about an expedition to Rhossili later this year everyone?

JEANNIE KNIGHT



Artist's impression of John Ievers and Miles Handley putting up some sort of a record flying for 11 min 32 sec dual and prone at Rhossili (and Miles stresses this is safe provided you have two experienced flyers who know what they are doing!)

BHGA PROGRESS REPORT BY YOUR AREA REPRESENTATIVE

The Committee, apart from dealing with the Kossen event, agreed the blueprint of the BHGA Constitution. It is based on the British Sub Aqua Club and modified to suit us.

I know a lot of people were sickened by the goings on at Rhossili, so I am happy to report that the really important matter of representation on the National body was settled on a truly proportional basis. Broadly speaking, one delegate conference a year will elect the Council of the BHGA. The delegates, one per Club over a certain size, will have voting powers proportional to the number of BHGA members flying in that Club. This is what the SHGC wanted from the start, so it is very good news. Thus, the SHGC will have a strong say in what goes on at National level - which is only right.

All this will be explained in detail at conference in Coventry on Sunday, 6 April. Please note this date as you will have to ratify or not ratify, as the case may be, the recommendations put forward by the caretaker Council of the BHGA. Your presence and support will be vital.

For the record, in Committee I voted with Miles Handley against sending a British team to Kossen on the basis that there was not time enough to select a team fairly, and against the BHGA (as opposed to outside sponsors) putting up any money to support a British team. On both votes we were defeated - sorry.

As a parting comment, I would urge those people who were very upset about the Kossen selection procedures to try and bear with the decisions of the Committee. Getting a group of people who hold differing opinions to agree on a common course of action is a very difficult and sometimes irritating job.

MARK WOODHAMS
SE Rep

SITE LIAISON OFFICER

Tom Knight has undertaken duties as Sites Liaison Officer, co-ordinating organisation of arrangements and negotiations on all sites. He writes as follows -

"Since the departure of Martin Hunt to the BHGA, I have taken over the role of Site Liaison Officer. As a local person, I am well acquainted with the South Downs area, its farmers, local inhabitants and their way of life. I hope that this will enable me to fulfil my new role to everyone's satisfaction.

"As Warden of the Dyke, I can report that its use as a Club site has progressed satisfactorily. But, would drivers collecting flyers from the bottom of the Dyke please, please NOT park on the grass verges. During the wet weather mud had spread from the verges on to the road causing comment from local inhabitants. It would help if flyers would get together before take-off and arrange to use one car for picking up as many flyers and gliders as possible. Also, please park only on the field side of the road.

"The trial flying period has now ceased at Firle. A report on this trial period has now been sent to the Land Agents for Firle who will decide whether or not flying can continue there."

TOM KNIGHT

LOST AND FOUND

Found at Firle on 15 February - 1 black wellington boot
Found at Steyning on 22 February - 1 gentleman's watch

Phone Mogador 2873

SCRUTINEERING

The following have not, according to our records, been scrutineered. If your name appears and you have in fact been checked out, please let me have details. If you agree you have slipped through the net, please make a conscious effort to get Miles Handley, Stephen Goad or Geoff Shine to check you out as soon as possible.

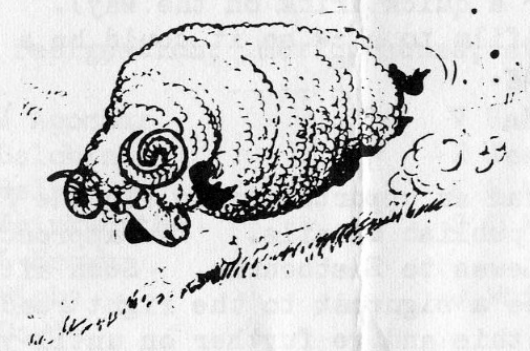
8 Mayhew	94 Stokes
12 Bourne *	97 Griffiths *
19 Zuidyck	99 Taylor
25 Bruce *	103 Craig-Wood
26 Dixon *	106 Robertson *
39 Hadley	113 Urand
43 Scott	114 Beavis *
44 de Viell *	115 Nixon
45 Sanders	116 Twiss
48 Cherkas *	117 Goepel
49 Crocombe *	118 Walker *
59 Holloway *	119 Sweet
65 Mindel	121 Davies *
66 Sturmer *	122 Bradley *
77 Ellice *	123 Ash
84 Tait	124 Payne
89 Broomfield *	125 Rumble
95 Guild	

As I anticipate several members will enquire about the Club providing a coach to Coventry, I think you should all be aware that the last time we tried this it cost the Club £32, partly because some people failed to turn up on the day and partly because it is so difficult to judge what size coach to book.

TREASURER

WELSH LAMB

Bob MacKay, Area Representative for the South Wales HGC, Chairman Clwb Crog- Gleidio De Cymru, has asked me to let you know that the Farmers have asked us not to fly at Rhossili during lambing, that is, the last two weeks in March and first two weeks in April. Please note that this period includes Easter and make your plans accordingly to avoid the area then. It is most important that SHGC members in particular co-operate in this as we unfortunately have a bad name in South Wales, earned by a few of our flyers and very difficult to live down.



SUBSCRIPTION RENEWAL

To - Jill Handley, Mallows, Forest Drive, Kingswood
Tadworth, Surrey

Please find enclosed my cheque/postal order
for £_____ to renew my subscription to the
Southern Hang Gliding Club.

Name _____ Date _____

Address _____

SHGC No. _____ BHGA/NHGA No. _____

(No need to cut this out, just copy it roughly)

FORTHCOMING VISIT

Thanks to Tom Knight, we have managed to book the village hall at Poynings (near Devil's Dyke) so we will be able to show the film offered by Ken Messenger of his recent flights from a hot air balloon. He flew a Rogallo glider from a balloon at 8000 ft and also from a world-record height of 12,700 ft and the film was taken from another balloon.

Ken will be happy to show the film after flying on 8 March (Saturday) and we plan to start the show at 7.0 (allowing time for a quick drink on the way). David Tait also has some new film to show so it could be a very interesting evening.

FIRLE

Now that we have had an opportunity to fly the Firle site, it is possible to publish details. The approach road is off the A27 from Lewes to Eastbourne. Soon after leaving Lewes, you will see a signpost to the right reading "Firle Beacon". IGNORE this and go further on until you come to a cross road with a four-pronged signpost with one of the arms pointing south and marked "No through road". This leads up a winding country lane so please proceed with caution. You will see it is a "Clearway" so there is no parking on the road. Right at the top, there is a large square carpark and you can then fly after a pleasant walk along to the west for about a quarter of a mile.

Viscount Gage is not asking the Club for any payment and we are naturally on trial so please do everything you can to prove we are a responsible body of people.

Close any gates you encounter, protect such property as fences, etc. Leave no litter and, if you do find any litter left by anyone else - well, take it home with you!! Make sure you fly in the right places - some of the land is farmed by tenant farmers and we only have permission to fly from and land at certain points. If in doubt, do not fly until you have checked it out.

Site Warden - Mike and John Payne - Lewes 6804.
Wind direction N - NE.

ALPHABETICAL LIST OF MEMBERS SINCE 29.1.75

Mike Ash	Bill Rayment
Malcolm Hawksworth (x 2)	Lorne Rumble
	Doug Watt

Associates

B Bradley	Brian Hayward
John Davis	M Trim

NON-RENEWALS

(due to resignation, moving house, stopping flying etc.)

P J Agombar	V Hallam
R Balchin	R Jeal
G Belsey	K S Martin
P Brinkworth	S D Myatt
A L Brown	
A Digby	J Whitwham
A Dowd	

Several people (not listed above) have failed to renew but, as we know they have had an accident, we have not chased them and are still sending copies of Windsock. This raises a point for members to consider. It has been suggested that, upon production of an accident report to Miles (see details in Wings! magazine), membership could be suspended for a period (say 1 - 3 months) where the accident obviously precludes flying. Please let me have your reactions. It would obviously be a matter for trust that no-one else borrowed the machine during that time.

JILL HANDLEY

CORRESPONDENCE, SUBSCRIPTION RENEWALS, ARTICLES, CARTOONS
ETC TO

Jill Handley Mallows Forest Drive Kingswood
Tadworth Surrey