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HSC
 IS
 NOW

Almost an excerpt from the 'News of the World

Superstar Nick in skid lid rumpus

FILM STAR Nick McQueen has skidded into head-on collision with American authorities over motor-cycling laws.

McQueen does all his own motorbike stunt work for films.

And now the 46-year-old actor is organising his own great escape from the "tyranny" of laws aimed at making crash helmets compulsory.

McQueen himself never wears one. But his home state, California, with Illinois and Utah, are now the only areas where motor cyclists can ride bare-headed. And McQueen wants it to stay that way.

RECKLESS

A national traffic safety chief told me: "McQueen has been totally reckless and irresponsible."

"He has used his status as a public figure to encourage youngsters to undermine our efforts."

"He's set a dangerous example to kids."

"Who the hell does Nick McQueen think he is?" he said.

But McQueen is unrepentant. He says: "The issue is not whether we wear helmets but whether we are prepared to be told what to do by some bureaucrat who knows nothing about motor-cycles."

"It's a fight for personal liberty."

ED- any resemblance to persons living or dead is purely coincidental.



November 1975

10p

WINDSOCK

High level cruising.
Lester Cruse showing good form on his Wasp 221 at Mill Hill.

In future issues we will be able to include a couple of photographs in the magazine thanks to Paul Booker of Euroolitho, so if you have any of particular interest, send them to the editor, David Worth.

Flying Rules

1. LOOK ROUND

Never remain looking in one direction for more than two or three seconds. Always be aware of the position and movement of other gliders.

2. BREAK RIGHT

In an imminent "head on" collision situation alter course to your right.

3. GIVE WAY TO GLIDERS

- a) on your right
- b) that are turning
- c) that are below you

4. KEEP 100 FT. APART

When converging from any direction

- a) slow your closing speed
- b) stop or turn away

My apologies for omitting to credit Dunstan Hadley for his article on ear bashing. Dunstan used to fly naval aircraft and for a time lectured on aviation medicine so he was well qualified to write about this subject.

Editorial

You may well ask why, as holder of social tickets no 3 and 4, I was languishing somewhere between Gossop's Green and Gatwick from about 9pm until midnight, freezing and stationary on the night of the disco. Well, don't ask... or mention the words starter motor or solenoid, or you may find yourself flying through the air, prone with a black eye.

I have heard this disco thing was most successful, although I am inclined to believe this is a wild rumour. A more substantial rumour going around is that tickets are fully refundable or transferable to the next social, which I am told is to be held in Mitcham somewhere.

DW



DEVIL'S DYKE

A complaint has been received from a lady who lives at the bottom of the hill at Devil's Dyke. She believes that hang gliders are uncontrollable and is worried that one may land in her garden. Please show her, and the other residents that you do have control of your hang glider, by landing in the correct field, away from the houses.



SAFETY FIRST

In recent months we have seen an awful lot of stunt flying; unfortunately, most of it unintentional. Recently a flier accidentally landed on top of the reservoir bank at Mill Hill, a known area of turbulence. Not content with this highly risky landing, the pilot took off from the top to carry on a remarkable soaring flight full of excruciatingly bad turns, watched by a gallery of disbelieving, more experienced pilots, who were grounded because of poor conditions. With two fairly recent mid air collisions at Mill Hill, it seems a good time to remind newcomers to the sport to take particular note of the rules of flying printed opposite and to FLY WITHIN YOUR CAPABILITIES. The Americans are now finding it necessary to compel flyers to do this by introducing a Hang Rating system. If people are sensible this sort of move should be unnecessary.



THE MAN FROM HONG KONG

Film Review

The oddest part was leaving the office at 9.30 a.m. (after 2 hours work) to 'go to the pictures' but, if you are lucky enough to have a free double ticket to a press showing of a new film, it is worth using $\frac{1}{2}$ a day's holiday to take up the offer.

In case you're wondering what on earth all this has to do with hang gliding - read on.

As a trophy winner at Mere, Miles was given the aforementioned ticket and the film in question was 'The Man from Hong Kong' and it included a bit of hang gliding.

I sat next to Martin Hunt and he immediately demoralised me by saying 'I've seen it 3 times and it's the most violent film I've ever seen!' Well, if I mention I avert my eyes whilst gutting a fish, you may comprehend I'm very squeamish so I worked out in my mind that I'd slip out of the London Palladium as soon as I reached my 'squeam' point and spend some money in the shops until the film ended.

That point never arrived. I'm not going to spoil it for you but the film was set in Australia where the Police were trying to clean up a drug syndicate. The man from Hong Kong was a 'goody' not a 'baddy' as I expected - he was rather nice, girls!

The hang gliding scenes were fabulous - not enough of them from our point of view - but it did make hg look a civilised and gracious pursuit compared with the rest of the film so that must do us some good.

The Producer had a commercial interest in a tomato ketchup company to judge by the quantity of 'blood' around.

Kung fu proliferated - now that is dangerous! The car chases were fabulous.

Before starting the showing, the author came out to tell us the fun they'd had making the film and he mentioned he likes cartoons - well, it showed.

My first words at the end (I hadn't any spare breath before then) were 'it's just like Tom and Jerry'. I like Tom and Jerry.

Back to work at 1.30 p.m. was a drag - I don't think morning pictures will ever catch on but I could certainly bear to see that one again and I haven't seen a film twice willingly since I was 7.

P.S. Miles liked it too.

Jill H.

THE BOB BRADLEY SCHOOL OF HANG GLIDING

ALWAYS WEAR HARNESS.



8,870 'noes' to hang glide ban

SHOREHAM HERALD

PRESS and public were excluded when members of Adur district council's recreation and amenities committee opened their debate on hang gliding at their meeting at Southwick on Tuesday.

The members had before them a letter from the British Hang Gliding Association solicitors in connection with the draft bylaw prohibiting hang gliding at Mill Hill.

Members were told in an officer's report that two petitions had been received by the Home Office, one of some 8,000 signatures from the hang gliders and their supporters and one of some 870 signatures from The Sussex Radio Flying Club.

Petition

It's a pity we all missed the sight of Frank Flitton and Tony Fuell standing in the middle of Whitehall completely toggged up ready to fly. Needless to say no flying was done but the petition was presented to the Under-secretary's office. Frank and Tony were last seen roosting on top of Nelson's Column waiting for a south westerly wind.

BADGES ORDER FORM

To SHGC

Please send me:

| | No. required | Total cost |
|------------------------------|--------------|------------|
| Cloth badges | 60p each | |
| Vinyl badges for hats | 20p each | |
| Vinyl badges for windscreens | 20p each | |
| Postage | | 6p |
| Total enclosed | | £ |

Name..... post to:
 Address..... THE TREASURER
 PETER J DAY
 31 CHRISTCHURCH GARDENS
 EPSOM, SURREY



SOUTHERN HANG GLIDING CLUB - APPLICATION FOR MEMBERSHIP

Name.....

Address.....

Telephone No. BHGA Membership No.

Flying experience.....Weeks/Months/Years (Delete as appropriate)
 (if applicable)

I agree to abide by the rules of the club and enclose my cheque/money order for £3.50, made payable to the SOUTHERN HANG GLIDING CLUB

Signed Dated

SOUTHERN HANG GLIDING CLUB - REGISTRATION OF GLIDER

Name.....

Address.....

Telephone No.

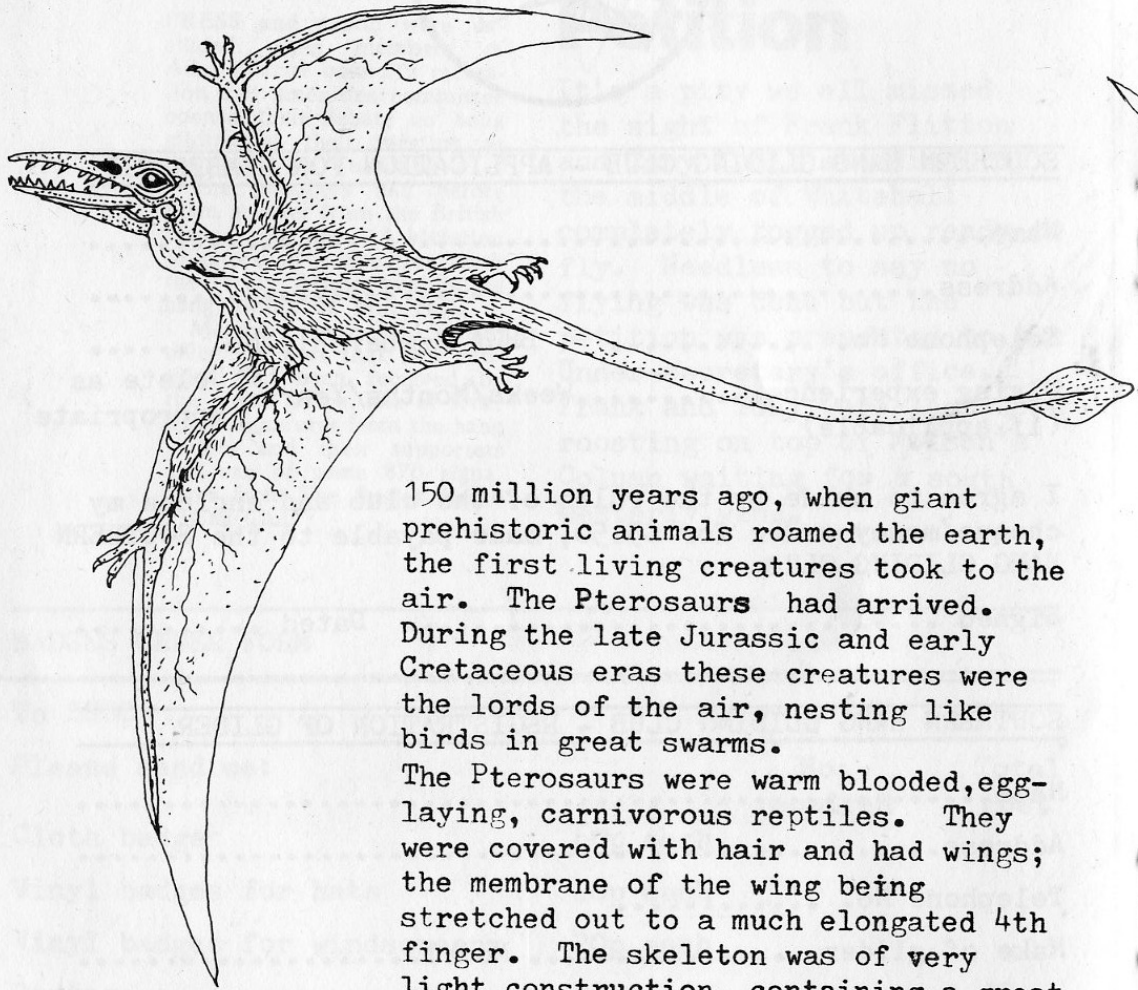
Make of glider..... Model.....

I enclose my cheque/money order for £16.50/ £8.50 (Delete as appropriate)
 made payable to the SOUTHERN HANG GLIDING CLUB

Signed..... Dated

Please post to: THE TREASURER
 PETER J DAY
 31 CHRISTCHURCH GARDENS
 EPSOM, SURREY

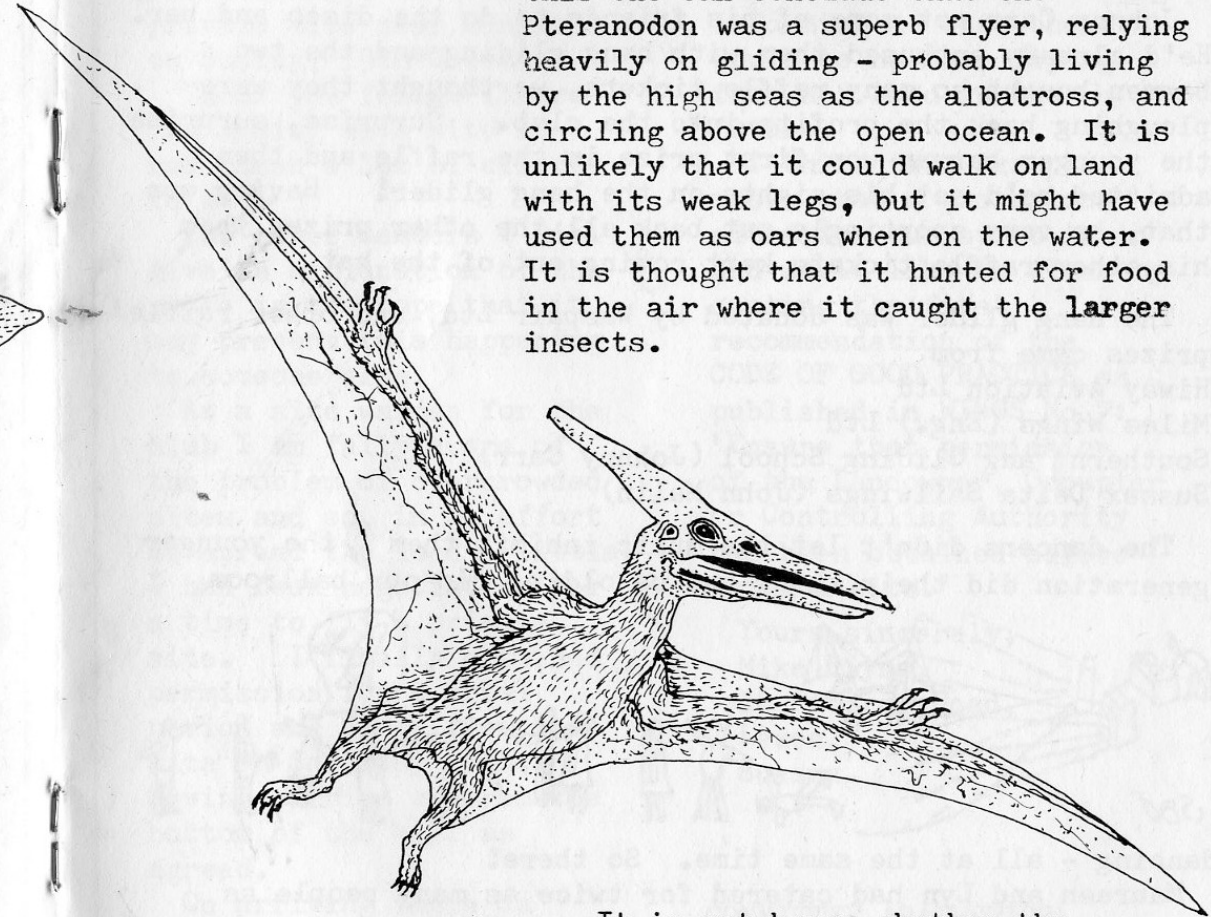
The beginnings of flight: Pterosaurs



The Rhamphorynchus

150 million years ago, when giant prehistoric animals roamed the earth, the first living creatures took to the air. The Pterosaurs had arrived. During the late Jurassic and early Cretaceous eras these creatures were the lords of the air, nesting like birds in great swarms.

The Pterosaurs were warm blooded, egg-laying, carnivorous reptiles. They were covered with hair and had wings; the membrane of the wing being stretched out to a much elongated 4th finger. The skeleton was of very light construction, containing a great many air spaces, giving them a sufficiently light body weight to make prolonged gliding or flying practicable. Apart from the well-known Pterodactyl, there was the Rhamphorynchus and the Pteranodon, the largest. The latter had a wing span amounting to 9 metres and from the upper surface of the skull



The Pteranodon

it bore an enormous cone of bone, which has been interpreted as a steering vane. Its trunk was conspicuously small with all vertebrae fused together losing all bodily flexibility. From this one can conclude that the Pteranodon was a superb flyer, relying heavily on gliding - probably living by the high seas as the albatross, and circling above the open ocean. It is unlikely that it could walk on land with its weak legs, but it might have used them as oars when on the water. It is thought that it hunted for food in the air where it caught the larger insects.

It is not known whether the Pterosaurs hung from their hind legs upside down like bats when roosting, or hung head up using their claws or wings.

The discoverer of the Pteranodon, Othniel Charles Marsh aptly described this largest winged mammel of all time as a 'truly gigantic kite'.

Socialising

Congratulations to Maureen and Frank Flitton and their helpers for a very successful Disco/Social last Saturday.

For sheer freindliness, you can't beat the hang gliding community in normal circumstances and this was very evident. Everyone mixed and chatted. All those arms waving in the air gave the clue to the subject matter.

Johnny Carr got some of his friends to do the disco and bar. He'd already enthused them with hang gliding and the two barmen bought so many raffle tickets, we thought they were ploughing back the profits into the club. Surprise, surprise the younger barman won first prize in the raffle and then admitted he'd set his sights on the hang glider! Having won that, he very sportingly put back all the other prizes when his other raffle tickets kept coming out of the hat.

The hang glider was donated by Waspair Ltd, and other raffle prizes came from

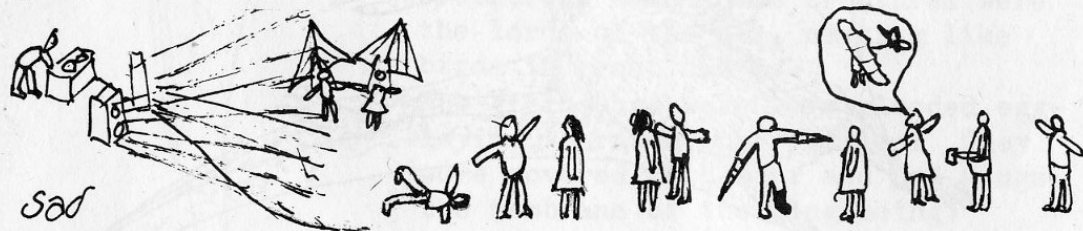
Hiway Aviation Ltd

Miles Wings (Eng.) Ltd

Southern Hang Gliding School (Johnny Carr)

Sussex Delta Sailwings (John Malin)

The dancers didn't let the music inhibit them the younger generation did their thing and us oldies did our ballroom



dancing - all at the same time. So there!

Maureen and Lyn had catered for twice as many people as actually turned up, so no one went hungry - the food was excellent with ample tables and chairs to sit and eat in comfort.

Bud Shaw was welcomed back very warmly, having come out of hospital on the utesday. He was to be seen using his crutches to demonstrate high aspect ratios.

If you missed it, make a date to go to next year's 'do'.

J H

Airmail

THOUGHTLESS FLYING

Sirs,
May I take this opportunity to say thank you to the three members who flew a private site near Kingston on Sunday, 19th October.

Thank you fellow fliers for losing me a site it had taken a lot of effort to get.

For other members I will give an explanation of the above in the hope that it may prevent this happening to someone else.

As a site warden for the club I am fully aware of the problem of overcrowded sites and so, in an effort to spread the load a little, I had been negotiating for a time to fly a private site. I finally obtained permission for a trial period and first flew the site on Saturday 18th, having carried up from the bottom of the hill as agreed.

On arriving there on Sunday however, I found three other fliers already soaring, having driven to the top via a private road and a field. My questioning revealed that not only had they not requested permission to fly but had

in fact, been turned off the land over which they were flying last year.

The result, obviously, a phone call from the farmer concerned the same evening informing me that there would be no more flying from his land in the future.

I think this example shows what a precarious situation our sport is in and would like to close by quoting the first recommendation of the CODE OF GOOD PRACTICE as published in WINGS No 7: 'Ensure that permission of the Landowner, Occupier or Controlling Authority has been obtained before using a site.'

Yours sincerely,
Mike Payne,
16 Fitzroy Road,
Lewes,
Sussex.

COMMITTEE APATHETIC?

Dear David,
You asked for articles for the magazine. Your reply to the letter from Paul Clements (October issue) has prompted this.

It would appear that

the East Sussex council were kindly disposed to help us to obtain additional sites. However, from your reply no further action has been taken by the committee of the SHGC which unless I am mistaken was formed for this particular purpose.

I am astounded by your reply that nobody has time to follow up what I can only believe was a superb job instigated by Paul Clements, Tony McLaren and John Ievers. A beautiful case of negative thinking if I ever heard one.

The committee who were presented to the club as a fait accompli at the last AGM are surely aware of their responsibility, that is to represent 226 members. I am only too aware of the considerable work that needs to be done by a committee member of any club. However, should any member be unable to fulfil the function that he has offered and presumably been elected to undertake then he should either co-opt help or stand down.

We badly need new sites, the sport will only suffer if hills become more and more congested with fliers, you only need to see the situation at Mill Hill to

see why. Flying at Mill Hill on a good Saturday or Sunday is about as organised as Picadilly Circus in a traffic jam. Don't kid yourselves, the Adur District council have decided to ban hang gliding from Mill Hill. Until some form of organisation, rules and regulations are formulated and applied then we are only making gun-powder for their big guns.

If, and possibly, when Mill Hill is lost to the sport we will be left with Ditchling and the Dyke with perhaps Firle, all of which are fine for northerly winds.

What are the committee going to do about Itford Hill and Beachey Head apart from any other promising sites in the south? What action has been taken and opportunities missed to find sites on the North Downs?

The existing sites were found and arranged by a handful of enthusiasts at a time when membership of the club was 100 or less.

If the committee as it stands is unable to fulfil its and the members wishes then take a leaf out of Local Councils methods. Elect sub committees to perform specific functions & vote at a full committee meeting on the results.

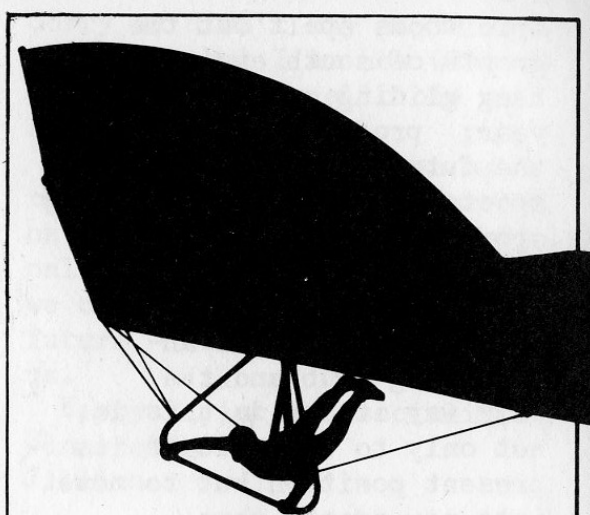
Reading between the lines of Paul Clement's letter I can see a wish to get on with the job and stop being bloody apathetic, I wholeheartedly agree. Our sport is the best there is; let us find some way of preserving and promoting it

I won't make any further comments about your reply, which has only shown the committee in a bad light, no doubt you will have received other communications which will have said more than this in terms of criticism. You will also have noticed that I have not quoted Eric Woods as a matter of principal.

Yours sincerely,
I.K. Partington,
30, Applesham Way,
Portslade,
Sussex.

Sir,
Congratulations on publishing Paul Clements' excellent letter. It was an extremely provocative item although I felt you were a little curt in places with your dismissal of some of his ideas in a letter which was merely suggesting positive directions in which the club might move.

In the September 'Windsock'



Experienced flyers are
your instructors

Dual kites
Ground to air radio

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

Eric Woods spelt out the growth of south eastern hang gliding over the last year; projecting this into the future both as a spectator and a participatory sport, it is obvious that present sites may well become overcrowded.

A healthy club is an expanding club and the only way it can do this is, not only to consolidate its present position but to move into new areas, thus relieving the congestion and widening the capacity and scope of the sport. Surely it was quite wrong to dismiss new site negotiations - this should be one of the prime functions of the club. Certainly East Sussex Council's offer should be swiftly followed up.

In the past the authorities have seen this sport in a purely negative light; destructive to the ecology and traffic jam provoking. Could it not be sold to them on a tourist pulling basis which is after all what most of the seaside resorts are trying to do anyway? At this level British Rail could offer Fly Away Day tickets to 'watch the birdmen on the cliffs at Eastbourne!'

The question of a

notice board at Devil's Dyke raises the point about site rules and their enforcement. Let's face it, many people from other areas have no idea about these. Even if they wished to pay, they may not know where or how to. Surely it would be possible to place simple boards on site, at least explaining local conditions. Providing these were not so large as to constitute obvious advertisements for the sport I'm sure the various authorities would be glad of this type of control which is informative, if not policing.

Yours sincerely,
Nigel Headley,
5, Lancaster Grove,
Swiss Cottage,
London NW3

The committee have never dismissed any ideas of acquiring new sites and in my comments on Mr Clements' letter I did not suggest this I did, however say the committee were too busy to negotiate new sites at present. For this reason a sub-committee whose sole purpose would be to negotiate new sites, is an excellent

idea, and I am sure would be wholeheartedly backed by the committee. In anticipation of this idea being adopted, is anyone willing to stand for the sub-committee.

On the question of notice boards, I know that in America, notice boards of a restrained nature advising fliers and spectators have been erected without the permission of local authorities and allowed to remain. I am sure as a matter of principle a request for permission would be rejected, but would the council take exception to a sensible notice board already erected - any suggestions? **DW**

To the committee and members
Southern Hang Gliding Club

Dear Friends,
They say it's the thought that counts, but Miles and I were overcome both by the thought and the gift.

I had asked Miles to win the Steyning Bowl in July but he didn't and I did not realise anyone else knew I wanted a rose bowl. So, imagine our amazement when you gave us one at the social get-together last Saturday.

It was the best-kept secret I've come across - so much so that we were stunned into silence when it happened.

Sorry we didn't say anything at the time, but I am now writing to say thank you all, one and all.

Although we have given up the sheer hard work of serving on the committee, we are both only too happy to do anything we can to help the club in the future - don't hesitate to ask us.

Happy flying and socialising
Sincerely,
Jillian

Smalls

STILE AT MILL HILL

Peter Day is making two stiles for the lower fence at Mill Hill. As everyone, who has had to negotiate this fence knows, a stile is desperately needed. Would anyone like to help Peter make or erect these stiles? If so, contact him on Epsom 23931 in the evenings.

Found at Mill Hill in August. Wasp cover together with 3 other articles. Contact I K Partington on Brighton 419469.

Found at Devil's Dyke in September, pair of gent's glasses, apparently lost on takeoff.

Contact editor for retrieval.