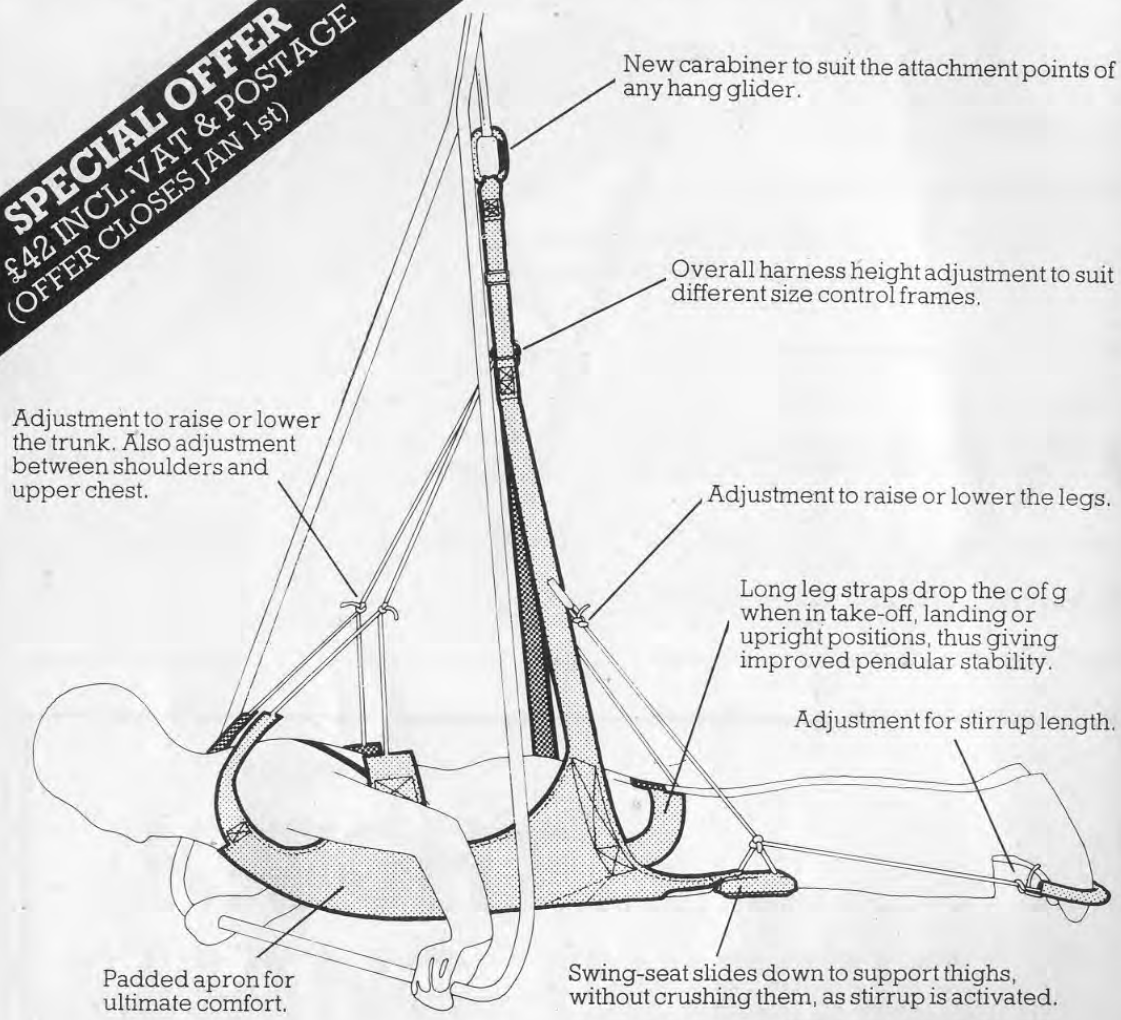


Hiway have been producing and refining the design of prone harnesses for over 2 years.

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 £42 INCL. VAT & POSTAGE
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Just as no two people have the same fingerprints, so it is with bodies. Hiway have found that the secret of comfortable prone harness design is to build in adjustment points so that the geometry of the harness can be exactly suited to the individuals requirements.

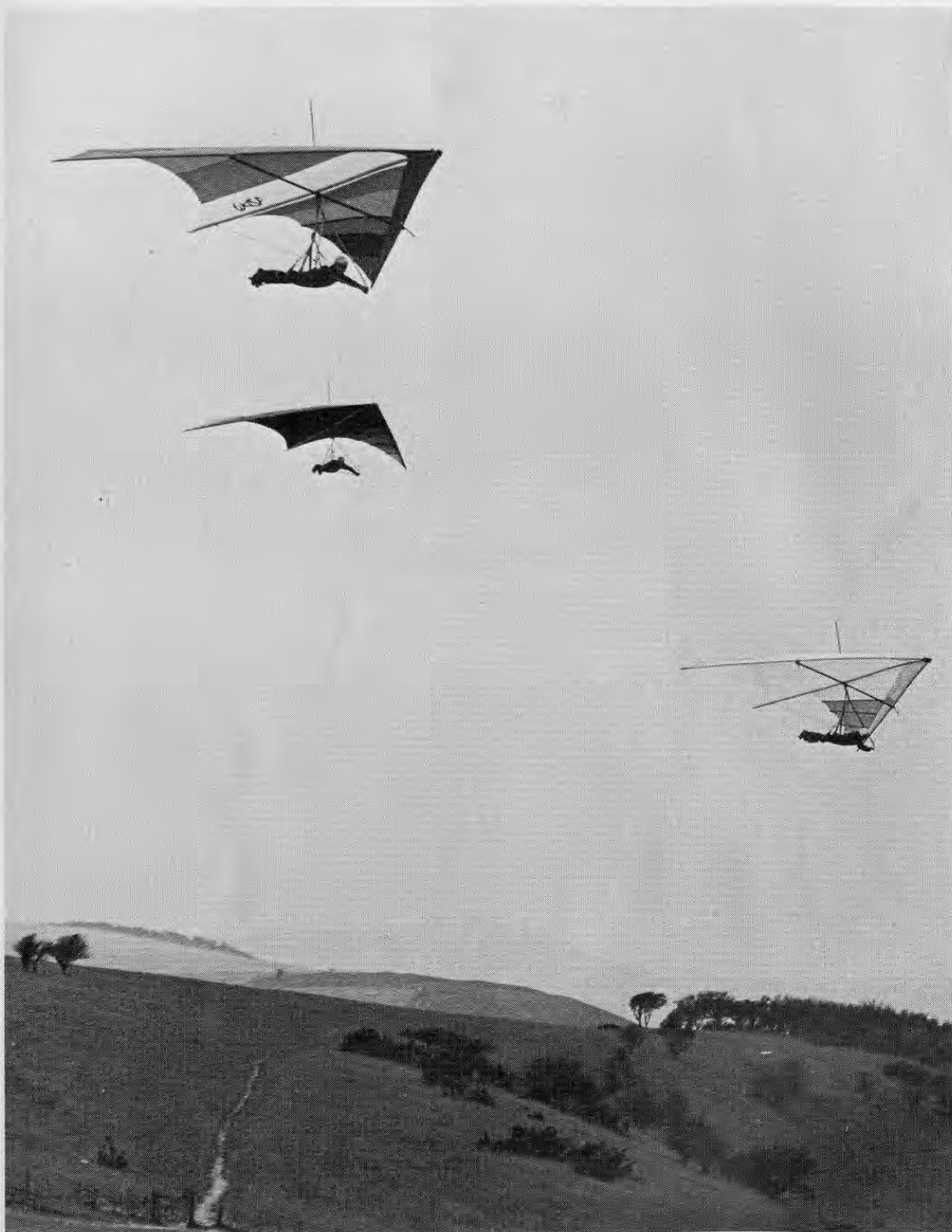
The harness is of the stirrup type because we believe the movement of the legs should be independent of the angle of the body, unlike the knee hanger type. This gives you the freedom to adopt a far wider range of flying positions – a must for prone flight.



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WINDSOCK DEC 1976



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WINDSOCK

SOUTHERN HANG GLIDING CLUB

COVER

Tom and Jeannie Knight float along the north west ridge of Devils Dyke.

COMMITTEE

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John Jevers - Brighton 502946

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Editorial Contributions

Articles and photographs on any aspect of hang gliding may be submitted for publication but should be accompanied by an addressed envelope where material is to be returned. Please make sure all manuscripts and photographs are clearly marked with the author's name and address. Every effort will be made to take care of material submitted but no responsibility can be accepted for loss or damage. The opinions expressed by correspondents are not necessarily those of the editor.

LITHO PLAISTOW PRESS
MAGAZINES LTD

CONTRIBUTORS

Malcolm Hawksworth
Ade Turner

NEXT COPY DATE FOR ADVERTISERS

3rd January 1977



Editorial

Dave Worth took on the unenviable task of editing *Windsock* about a year ago. With very little to go on except his own energy and ideas he has transformed your local club rag into a magazine that is arguably more effective than *Wings!*

As the new editor of *Windsock* I shall be pleased if I do half as well as David. There has been a lot of talk about the irregularity of publication of the magazine - with some justification. But it is important to understand that it is not the editors job to write the entire publication! He must have contributions from the members of the club if *Windsock* is to contain any news - and it can't come out as blank sheets of paper.

So for a start-off lets have some articles, letters, moans etc. from you lot. *Windsock* is supposed to be your platform to speak from, not mine and not David's. My aim as editor will be to reflect the activities and feelings of the club membership. I want to make the magazine more visual too so I'll be very interested in your hang gliding photographs. Also there'll always be a place for your cartoons, drawings and funny stories. My address is shown under the committee list on the left hand side of this page.

I'd like to thank the advertisers who are continuing to use *Windsock* as a vehicle for their ads. This is a great help to us. I'd also like to remind you that free advertising is available to the membership in the 'Small Ads' section.

Mark Woodhams

CHAIRMAN'S LETTER

This past year has been a very difficult year for our sport, not only locally but nationally also. The Southern Club has been hard hit by two sad fatalities, the loss of Firle, the uncertainty as to Mill Hill and adverse comments in the national media.

Those who attended the A.G.M. (and it was an impressive turnout) heard that the Dyke is the subject of negotiations with the agents acting for the Crown Estate. Although aware that flying takes place, nobody approached them for consent, although of course, we have Mr. Williams' consent for the top and Mr. Lee's consent for the bottom. The agents for the Estates seem to have a reasonable attitude, but are of the opinion that the Crown Estates are very sensitive to local pressure — they mentioned particularly comments by local residents about cars collecting gliders and spectators parked at the bottom. It looks as if we shall end up with some sort of formal arrangement with the Crown Estates, as long as they make the basic decision that we can use their land. The Estates do not own *all* the land we use, but they do own Mr. William's field to the west of the Hotel over the fence and a large portion of the landing fields at the bottom.

There is no doubt at all that landowners, if they are public bodies of any sort, are happier with formal arrangements — not through any altruistic feelings towards the sport — but simply to ensure that they are shown to have done their best to protect themselves, if they are jumped on from above and this, of course, comes after the inevitable first negative reaction.

Private landowners are usually businessmen, who are more concerned to see a return for granting a consent and who need to be convinced that our activities do not substantially interfere with their normal business activities, particularly of course, agriculture. However, in dealing with private landowners (our Editor will disagree!) we have to bear in mind:-

1. that we have to balance the payment we make against the degree of facility they provide, e.g. if they keep land to grass the return from agriculture is less
2. that whatever payment we make, it will not be simply compensation but must give the landowner something over and above

what he would otherwise expect from the land

3. if the landowner encourages the sport on a commercial basis, then we immediately get involved with Town and Country Planning — as at Steyning Bowl.

4. the landowner may not, for tax reasons or because he is a tenant wish to make an obvious profit, although he will still want the money!

The question of planning permission for sites is a nettle that has so far not been generally grasped either by the planning authorities or by ourselves. Basically, a *material* change of use of land requires planning consent. What is material is a matter of fact and opinion. We maintain that normal club flying, where agriculture continues alongside, is not a material change of use. In addition, generally speaking a use of land for a different purpose than its normal use for a period not exceeding 28 days in a year is permitted.

Site negotiation and retention is not, therefore, easy and if public bodies, private landowners or the planning authorities wish to make flying difficult for us, they can do so. We have to encourage them not to think like that. This means trying not to upset them, the public generally or the other rather vociferous pressure groups, including amenity societies, the Sussex Downsmen and other sporting and recreational interests. We upset people if we scrape lift off the top of their heads or top land too close to them, or order them about if they have every right to be where they are (and sometimes if they have not). On public sites, in addition, we upset them if we leave our kites fully rigged all over the hill and so on. Particularly in our overcrowded area, we have to be seen to be responsible and considerate. This way, we hope to hold on to what we have got and get more if we can — the job is easier if we have co-operation from the people we have to negotiate with — if not it is virtually impossible.

We have two site officers and several volunteers to assist them. They will be putting in a lot of hard work this year — if you meet a problem on a site, please let them know and if you are generous and know of or use a site that can be a club site, please let them or me know.

We also have two heavies as safety

officers — do not cross them! And take their advice.

The resolution to reduce the subscription put forward at the A.G.M. was defeated by a very large majority — if there are no expensive panics the Club will have funds available for new sites and other items.

Members have suggested that a site warden, possibly not a flyer, should be employed and paid at weekends. The Committee is considering this, but members views are

welcome.

Also suggested is some sort of base for the Club where we can meet and where information and liquid necessities are available and we can talk — and do fliers talk! I personally feel the Club needs a facility like this — it gives us a sense of unity, but will it be used?

Let us hope and try for a better year.

Tony Maclaren

ACCOUNTS

RECEIPTS (£)

In hand at 1st August 1975	698.00
Membership subscriptions	4309.44
Cash on hills	137.00
Advertisements in Windsock	103.02
Sale of badges	77.08
Disco and Dance	47.50
Steyning Bowl Event (1975)	41.53
BHGA Hire charge	13.75
Mill Hill Donation	5.00

ANALYSIS

Excess of Income over Expenditure (£1,000 of this excess is in a Deposit Account)	1161.74
Add Payments made in advance to Farmers	150.00

Deduct Subscriptions allocated to November 1976 onwards

DEPOSIT ACCOUNT

Interest credited for above period but details not available before closing accounts (<i>Note</i> , this should be added to above "Excess of Income over Expenditure" and "Nominal Surplus")	31.81
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MILL HILL SAGA

SHGC PAID	1511.23
BHGA PAID (one third total cost)	755.50

ASSETS

Addressing machine	5.00
Fencing for Car Park at Ditchling	9.40
Badges-76 cloth @ 60p; 47 Vinyl (screens) and 58 (hats) @ 20p	66.60
Noseplates	12.64
Stamps	22.75
Notepaper and Envelopes	7.75

MEMBERSHIP

Full Members paid up to 31st October 1976 - 220	124.14
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Souther Hang Gliding Club Accounts 31st October 1976.

EXPENDITURE (£)

Payments to Farmers	1514.30
Mill Hill Saga	1511.23
Postage and telephone	388.06
Windsock	357.59
Address plates and stationery	161.86
Club Insurance	109.10
Repairs to Fences	55.00
Prints for Devil's Dyke Hotel	50.00
Toys-Christmas 1975 at Devil's Dyke	40.00
Noseplates	28.08
Sundries	24.25
Refund-Membership fees paid in error	18.50
Hire of Meeting Rooms	6.60
Area Representative's Expenses	6.01

	4270.58
Excess of Income over Expenditure	1161.74

5432.32

	1161.74
	150.00

	1311.74
	733.08

Nominal surplus 578.66

PEACHY DAY AT FIRLE

Every so often you get a days flying that so far exceeds expectations that it passes into the folklore of hang gliding. You hear people say in hushed tones "Remember that peachy day at Beachy", or "It was a big up at Mill Hill". If you're lucky somebody takes a few photographs to record the event.

We had just such a day at Firle earlier this

summer. It was a strong day as you can see by how far the prone fliers are through the triangle. The wind seldom dropped below thirty and the direction was smack on. The thermals were roaring through like hand grenades and rushing fliers up and away from the ridge. Even standards would suddenly shoot up 600 ft. above the ridge if they ran into a bubble.

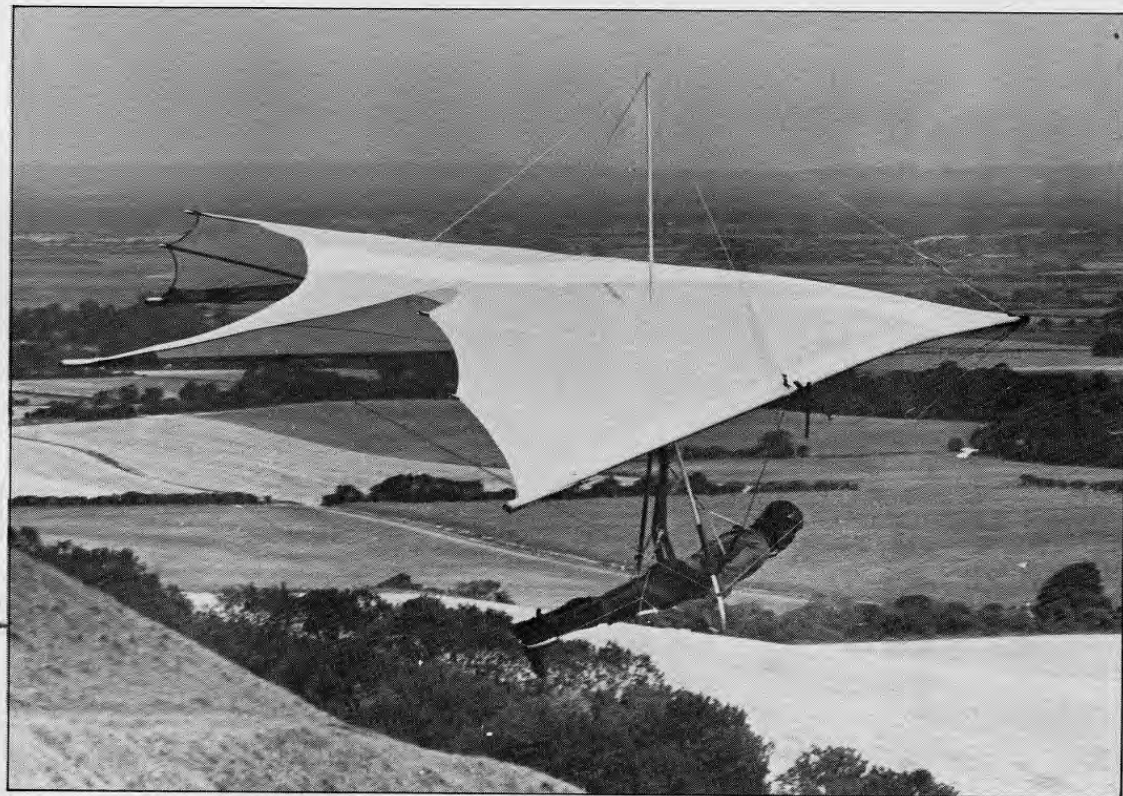
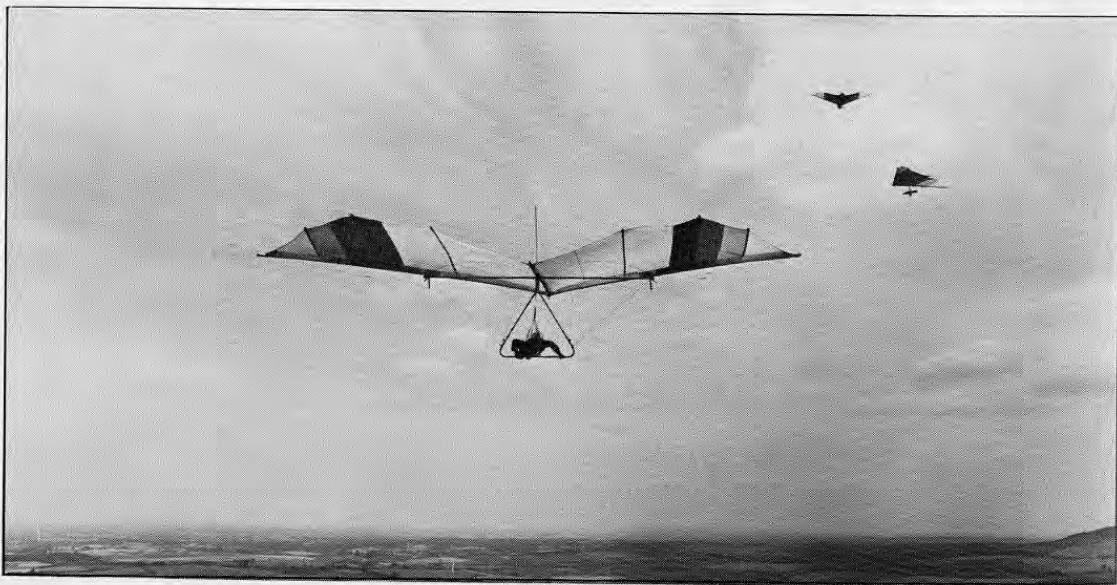
Ace lens artist Ade Turner was there and took some of the best hang gliding shots I've ever seen. Here is a selection which I think captures the essence of that memorable day.

As we all know, Firle has now been banned. It is hoped that this will not be a permanency, so please no pirate flying as it may ruin our chances of regaining the site. I will try and report developments as they occur.

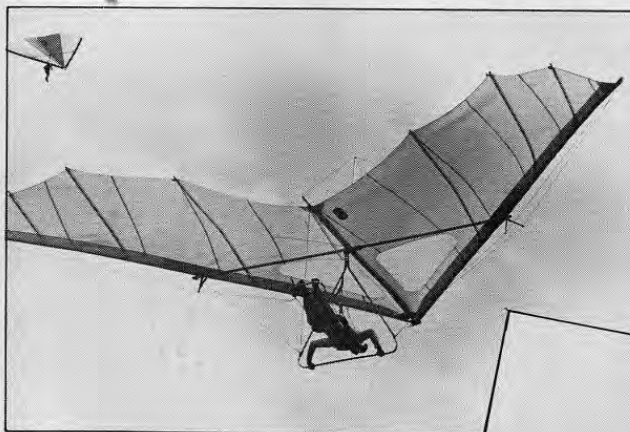


Chris Johnson about to kick his wire man down the hill

Brian Harrison roars off to join a thermalling SST and Cloudbase



Top: Dale Clothier puts on some speed to get through the venturi



Left: What a shot! Ray Sigrist get temporarily eaten by seated standard

Right: Unidentified Wasp pilot floats off



Big H throws Bees off at Little Peep.



GOODBYE HILC!

About two months ago I was surprised to learn that Malcolm Hawksworth was moving his organisation to pastures new. In common with all his friends down here, I am sorry to see him go and wish him and Pat continued luck at their new location.

I thought it would be interesting to hear straight from the horses mouth his reasons for going, so I asked him to write an article. I got slightly more than I bargained for, but here it is, unedited and not commented on . . . yet!

Really the germ of the idea was born during last summer when I realised the kind of area my young son Ben was to grow up in. Both Pat and I are country born and bred and we both wish for Ben to grow up in the country, with fields to play in, rather than traffic polluted Coombe Terrace. With the kind of money one can earn in hang gliding there is no way we could afford to move to the Sussex countryside. 'Wouldn't it be nice to move to a part of the country where we could afford to live out of town', we thought. Then we started looking into the viability of such a move and quickly began to realise that by going to somewhere in the North Midlands we would be cutting all our overheads quite dramatically. A close study of our trading prospects for the next two years revealed that if we were to stay down in the south we would be never better than breaking even.

Then, after justifying the idea partly in our minds a whole host of secondary reasons started to flood forth. Our school returns showed that more than 50% of our pupils came from north of London therefore our school trade should if anything benefit from a move. The security of tenure on most of the flying sites in the South has always been shaky and last summer, with all the bad press the sport received in the South, a friendlier part of the country that did not contain quite so many selfish and egotistic town councillors, and blood hungry reporters began to grow more and more appealing. A good proportion of the 'Wills Wings' we make find their way to Scandinavia, and we have seen great advantages in being further north as we will be nice and handy for the North Sea ports. When we started visiting different parts of the country we discovered another very good reason for

being away from the South East 'sprawl'. Our new factory is nicely situated close to the M6 so we can make it to most of the top flight sites in the country really quickly, and with easy driving; none of your over-crowded roads that one almost accepts as the norm in the South.

Of course one could not contemplate a move unless it was to a preferred area, and as I am a Midlands person anyway this move is just 'going home' for me, (my father was born five miles from our new factory). I must confess that I prefer the closer knit community spirit that prevails in the Midlands and the North to the more insular, private life of the South.

It goes without saying that we conducted a very detailed, in-depth study into the availability and condition of decent beer in the new area and as one would expect from somewhere within staggering distance of Burton-on-Trent, most of the 'watering places' have no need to take part in the real ale revival because the pressurised, pasteurised gaseous rubbish never found its way into most pubs. The 'local' and the WM club play a very real part in the structure of society and any land lord trying to push 'rubbish ale' on to his regulars stands a very real risk of losing much more than his licence!

What are the flying sites like? The local sites are a healthy mixture of turbulent and peachy. The geography of the area suggests that it will be an ace cross country area. Landing sites tend to all come under the general heading of 'interesting', dry stone walls being very much the norm. We intend to get away a lot more at weekends, so will be flying a lot at the Long Mynd, Hay Bluff and so on. Once we are free of the fetters of the

God awful southern roads and London, travelling will be easy. For instance, it will take me less time to drive to the Mynd than it takes me to drive to Beachy Head from my shop.

Of course, having decided that we would like to move to the Peak District, I felt that the next task was for us to present ourselves to the local fliers and see how they would receive us. I am happy to say that we were very warmly received when we visited them, and have already received a great deal of help from the locals.

In going now, I do feel a little like a rat leaving a sinking ship. There is no area of the country suffering like the South, from lack of sites and from an apparently unstoppable landslide into a state where it has more good fliers than any other part of the country and nowhere left to fly. If we had not decided to move when the 'bad vibes' started during the summer, perhaps I would have made more noise about the problems of the South. I felt a very definite urge to get up at the AGM and make known a few of my feelings, but I believe that the problems of the South must be solved by the fliers of the South. Having said that, I hope you do not mind if I make a few comments.



The problems that the South suffers, I believe, stem from the SHGC having grown too big and trying to administer too great a membership that is too far flung geographically. As a result of this, anarchy exists and individual fliers do not feel a close allegiance or sense of responsibility towards their fellow fliers. This problem only becomes apparent when one visits other parts of the country where the clubs are small, well knit and efficient.

There is a popular belief that all the sites that have been lost in the South and all the problems that exist are the work of unidentified 'Nonks', once-a-month fliers who sneak down to the Downs when no one is looking

and perpetrate their terrible misdeeds. Balls! The largest proportion of misdeeds that have taken place on the Downs have been the work of the regular 'hard fliers'. Most of the problems that exist in the South have been caused by the selfishness of the hard regular fliers. Club fee dodging, landing in the corn at the Dyke in the summer, crashing into cars and fences, being abusive to aeromodellers, flying without helmets, perpetually breaking left instead of right, overcrowding of skies, low level passes over the high tension cables at the Dyke/Truleigh, exhibitionist stunt flying at low level and in ridiculous weather conditions. These sound like the sort of accusations that usually get levelled at the mysterious 'Mr. Weekend Nonk' that no one seems to be prepared to name, or do anything about. I will do the first half of that job, I will have to leave it to you all to do something about it.

Malcolm Hawksworth, Graham Slater, Chris Johnson, Mark Woodhams, Ray Sigrist, Lester Cruise, Robin Haynes, Steve Hunt, Johnny Carr, John Ievers, Charlie Manson, Tom Knight, Martin Farnham, Brian Harrison, Dale Clothier, Jeff Lowery, Steve Goad, Brian Wood, Eric Short, Nick Regan, Tony Beresford, and many, many more. Sounds like an entry list for Mere doesn't it. In fact these are a few of the mysterious 'Mr. Nonks' that perpetually break many of the rules of the club, air traffic laws, BHGA codes of conduct, these are some of the names of the people who have created the problems that exist in the South today. I have also just listed some of the finest people that I know (I am not sure about the first one!) so why should all these nice Dr. Jeckylls be Mr. Hydes when the temptation strikes. The answer is that so long as everyone else is breaking rules, why bother! There was a clear feeling amongst a noisy minority at the AGM that we have a divine right to do what we like, where we like, this I know is not the view held by most of the guys that I have listed above, so why can they not get it together and make the system work?

I believe that the solution lies in the formation of smaller clubs, to which fliers can develop a sense of loyalty and belonging. At the moment most fliers show greater support and loyalty to individual manufacturers than they do for the SHGC! I would seriously suggest that you all examine the possibility of reforming the SHGC and calling it the Southern Hang Gliding Federation, to be comprised of at least two and possibly three clubs - The South Downs Club, The Surrey

and Mid-Sussex, and The London Club. This will not solve the problems, but it will give you the most essential tool for the job, loyalty to a group and a sense of belonging.

Please do not think that I am being ungrateful saying these things in my parting shot. The South is where I met hang gliding and where I have done most of my flying. I will always have a soft spot in my heart for the bunch of southern rogues that I count amongst my best friends. It is because I care about flying in the South that I am making these observations. I was going to say something very much on these lines at the AGM, but was so disgusted by the apparent selfishness of a few people that I thought 'Bugger the lot of you, I am glad I'm going'. However, now I have cooled down I realise that I do care still and I do want the South to sort itself out.

We leave Brighton on December 3rd. Brian Wood will become, on that day, our agent in the South for 'Wills Wings', and Graham Slater will be continuing a school

down here in his own right, and will be available for our pupils to further their training with.

Once we are established in the Peak District we hope to hold a massive fly-in - with the permission of the local club of course. You are all invited, it will go on all weekend, dossing down in the factory and booze-ups every night, (all those of a nervous disposition are advised not to attend!). There are hills for every wind up there, of varying quality. If you do come up to visit us you will fly as guest members of the Peak Hang Gliding Association, whose members got the sites. Please abide by the rules and don't screw it up for them.

A 'thank you' finally to all the people who have helped us over the last two years, I am not going to list them all, we would need a copy of *Windsock* just for the list. Suffice it to say that there will always be an open door at Upper Hulme for members of the SHGC (let's hope soon to be SHGF!).

Goodbye.

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Find me on the South Downs or at home -

6, Magpie Close, Coulsdon, Surrey. Tel: Downland 54322.

AIRMAIL

NEW KITE

Dear Mr Worth: When speaking to Eric Woods at Beach Head, he suggested I send you a photograph of my new kite a Moyes Mini-Stringer. It is manufactured by Bill Moyes whose address is: Moyes Delta Glider, 173 Bronte Road, Waverley, Sydney, Australia 2024.

The Kite has an inflated leading edge, 8 battens, and flies quite slowly before stalling. I bought the kite when visiting Bill Moyes in Australia where they ride the cliffs for long periods. His son Stevie was with him. Jim Raper.

SOARING WITHOUT GLIDERS

Sir: Whilst it was a pleasure to see a photograph of myself test flying Ian Grayland at Beachy Head. I would like to make it quite clear that of the two people shown I occupied the top position. This hopefully will put an end to the succession of rather tasteless questions I have had to endure since the last *Windsock*.

John Jevers, 46 Balfour Road, Brighton.

Dear Ed: As regards your Beachy Head no-kite soaring photograph. I feel the record should be put straight. I had't actually meant to fly that day, but I saw John standing near the edge of the cliff unattended. Conditions

looked good so without further ado I flew him off the edge. His roll response was very snappy but he dug his nose in on the turns and so after about 20 mins I top landed him. He didn't take kindly to my fine-turning suggestions so I didn't pursue the matter - but now I understand that he's claiming he was flying me!

Ian Grayland, Somerset Road, Orpington, Kent.

WINDSOCK

Dear Ed: It's a pity that *Windsock* seems to be turning into a tri-monthly publication. Judging by the the lack of material, the SHGC would appear to have more members with less letter-writing time on their hands than other clubs. Let's hope we can all do something to rectify this problem.

May I congratulate Roger Wates on his Mere photography - they made me realise I need a new camera!, let's have more articles like 'Thermals' which was most informative - especially for those who don't have back issues of *Wings*.

So here's hoping for a revitalization of *Windsock*, the possible arrangement of more social evenings and competitions and of course, the acquisition of more flying sites.

Paul Skeet, 6 Homefield Road, Old Coulsdon, Surrey

SMALL ADS

LOST

At Steying Bowl 17th October a Wasp Harness unskilfully modified with a wooden seat. Will the finder or a sympathiser with a spare on offer please contact me. Terry Prendergast, 25 Princes Road, Weybridge, Surrey.

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Name Address

Make of glider Model

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

I enclose my cheque/money order for £16.50
made payable to SOUTHERN HANG GLIDING CLUB

Signed Date

SOUTHERN HANG GLIDING CLUB

BADGES

Please send me:	Price	Number required	Total cost
Cloth badges	60p each
Vinyl badges for windscreens ..	20p each
Vinyl badges for helmets	20p each

Postage (6½p each)

Total enclosed £

Name Address

SOUTHERN HANG GLIDING CLUB

APPLICATION FOR MEMBERSHIP

Name Address

Telephone No:

BHGA Membership No:..... Flying experience (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 Date

Please post to the Treasurer: Peter Day, 31 Christchurch Gardens, Epsom, Surrey