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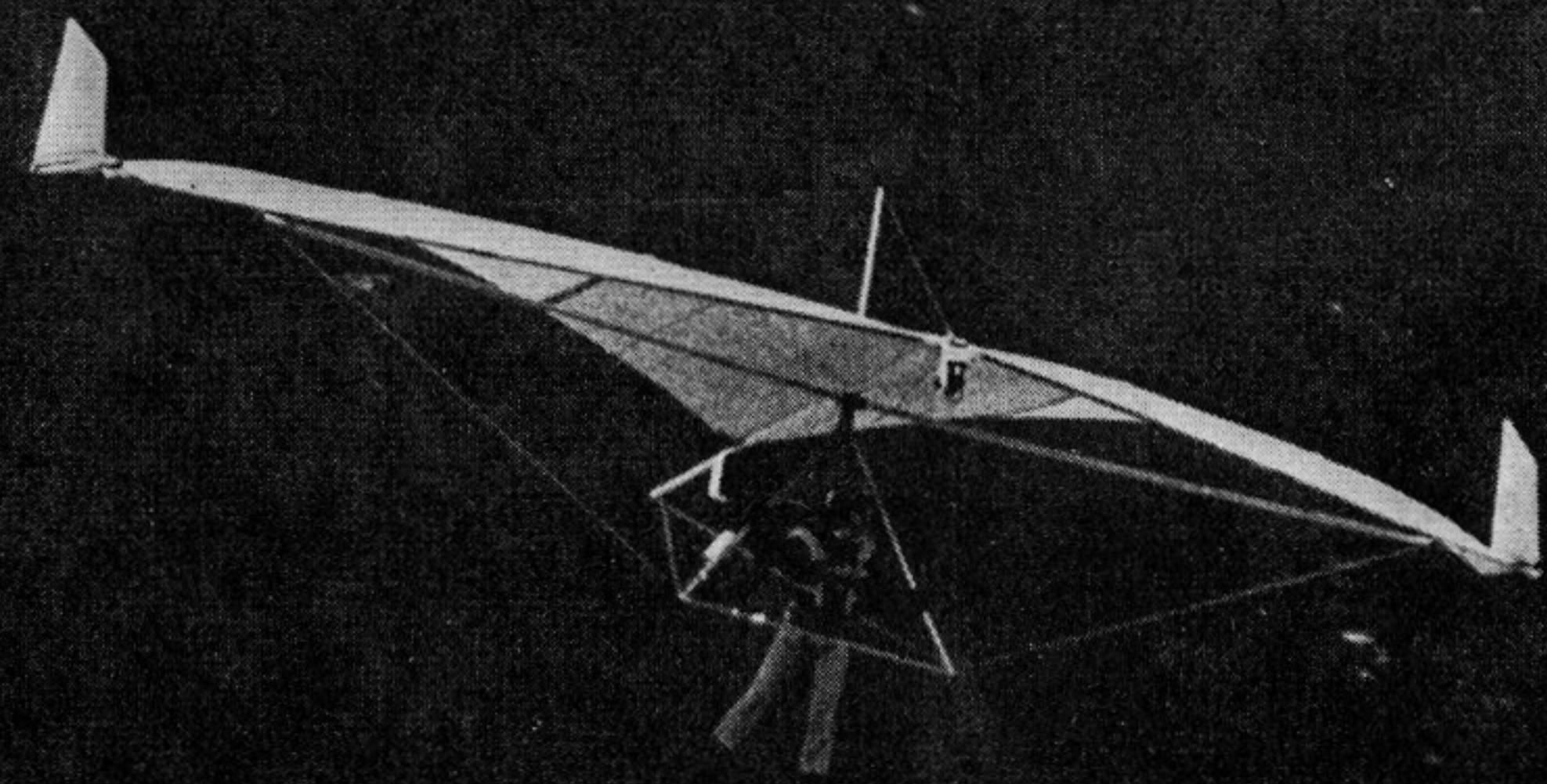
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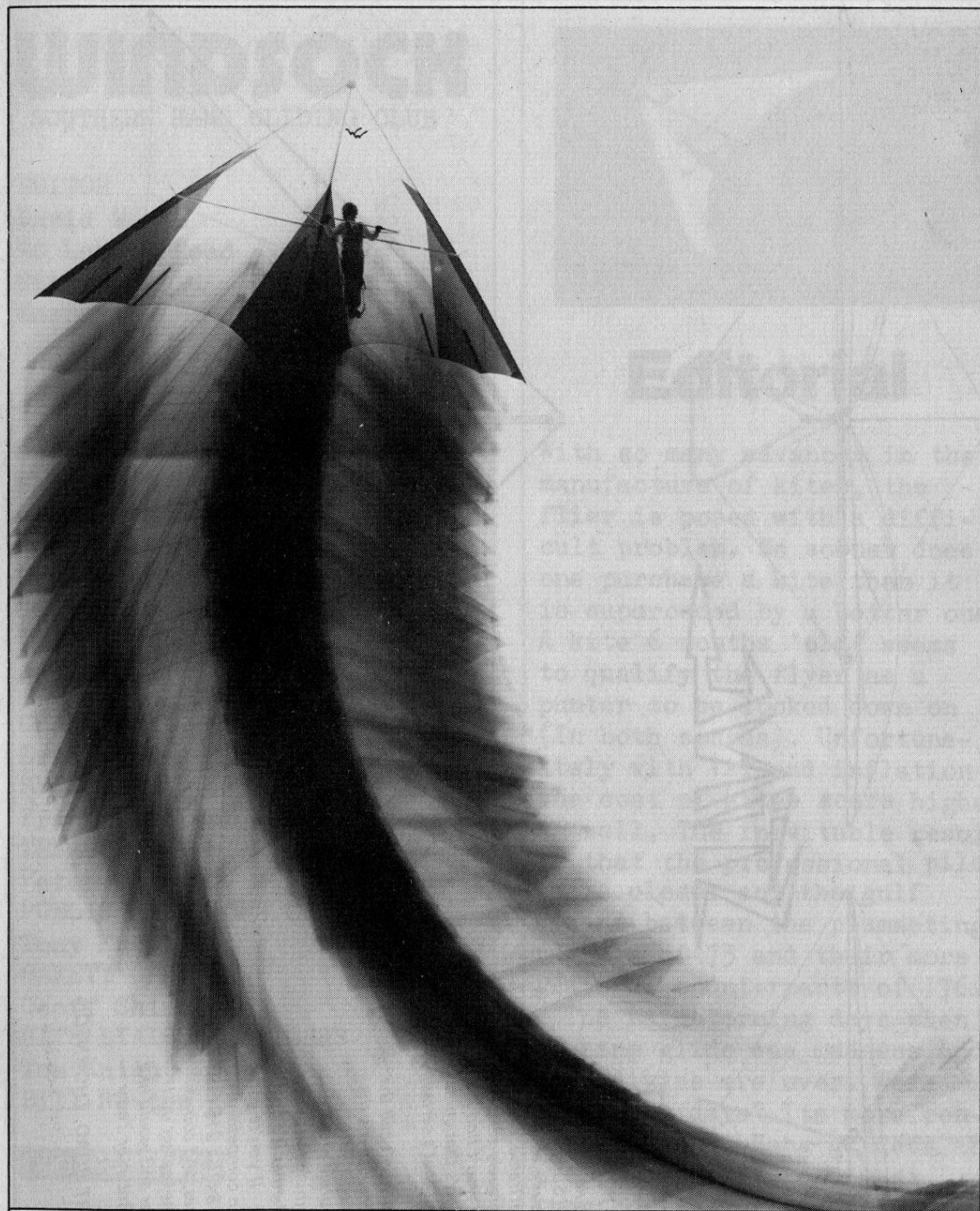
HSC  
IS  
NOW

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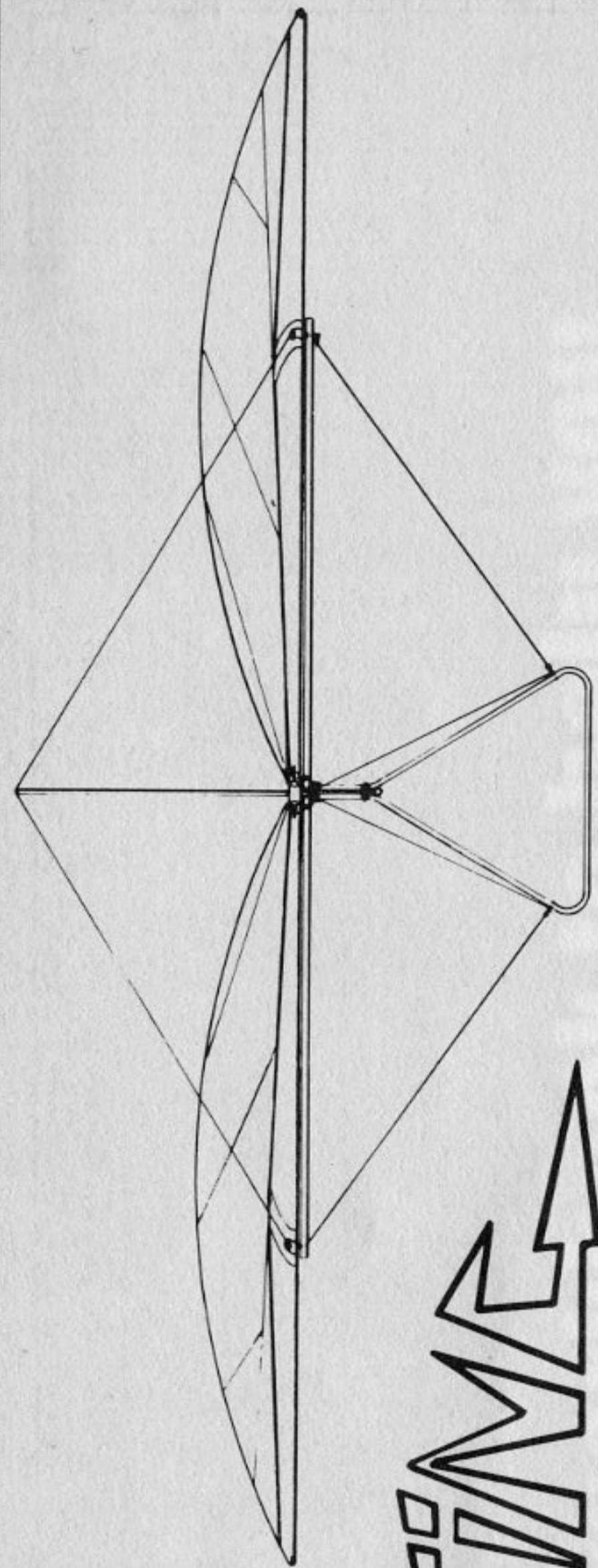


Tom Peghini

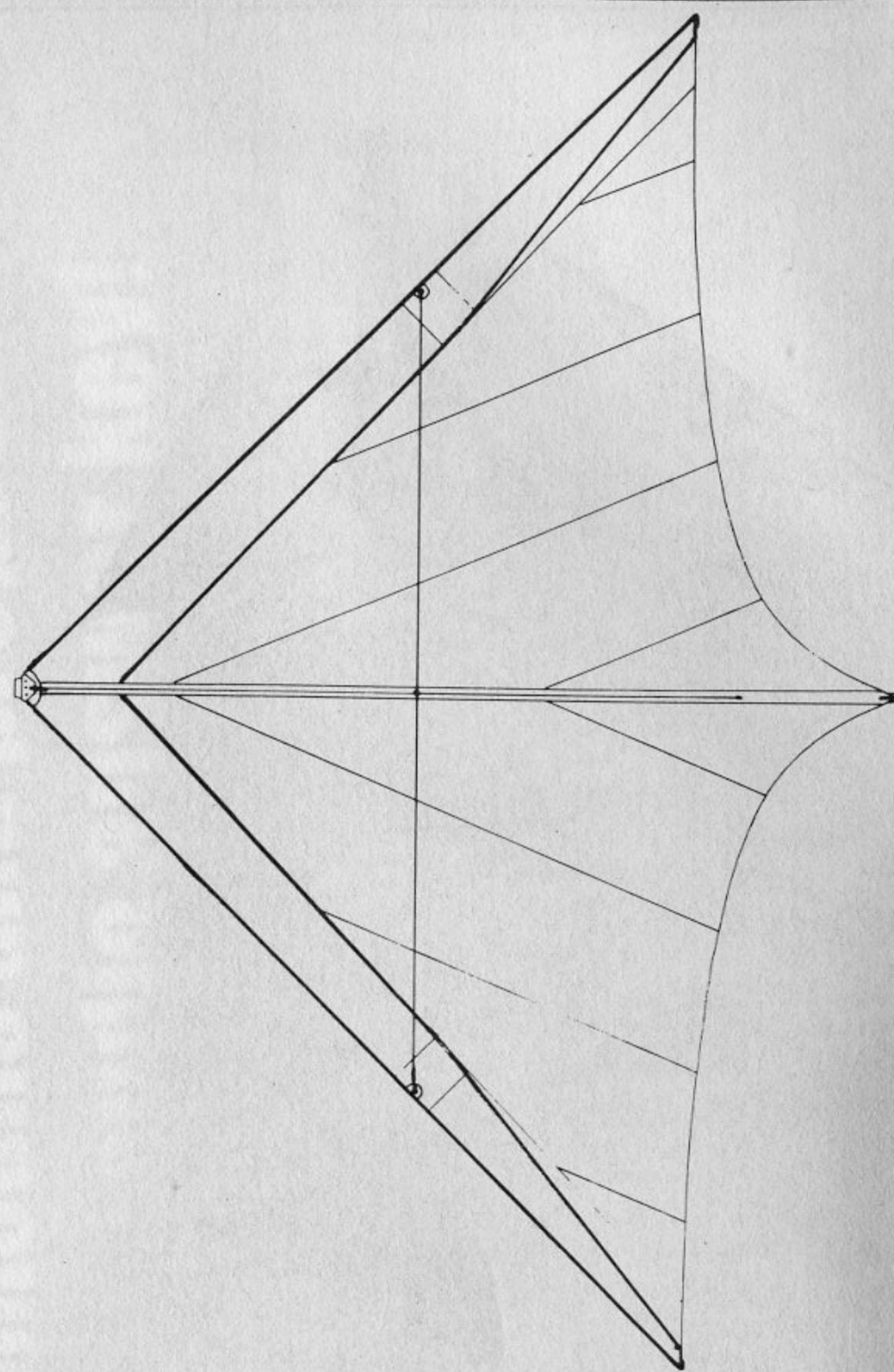
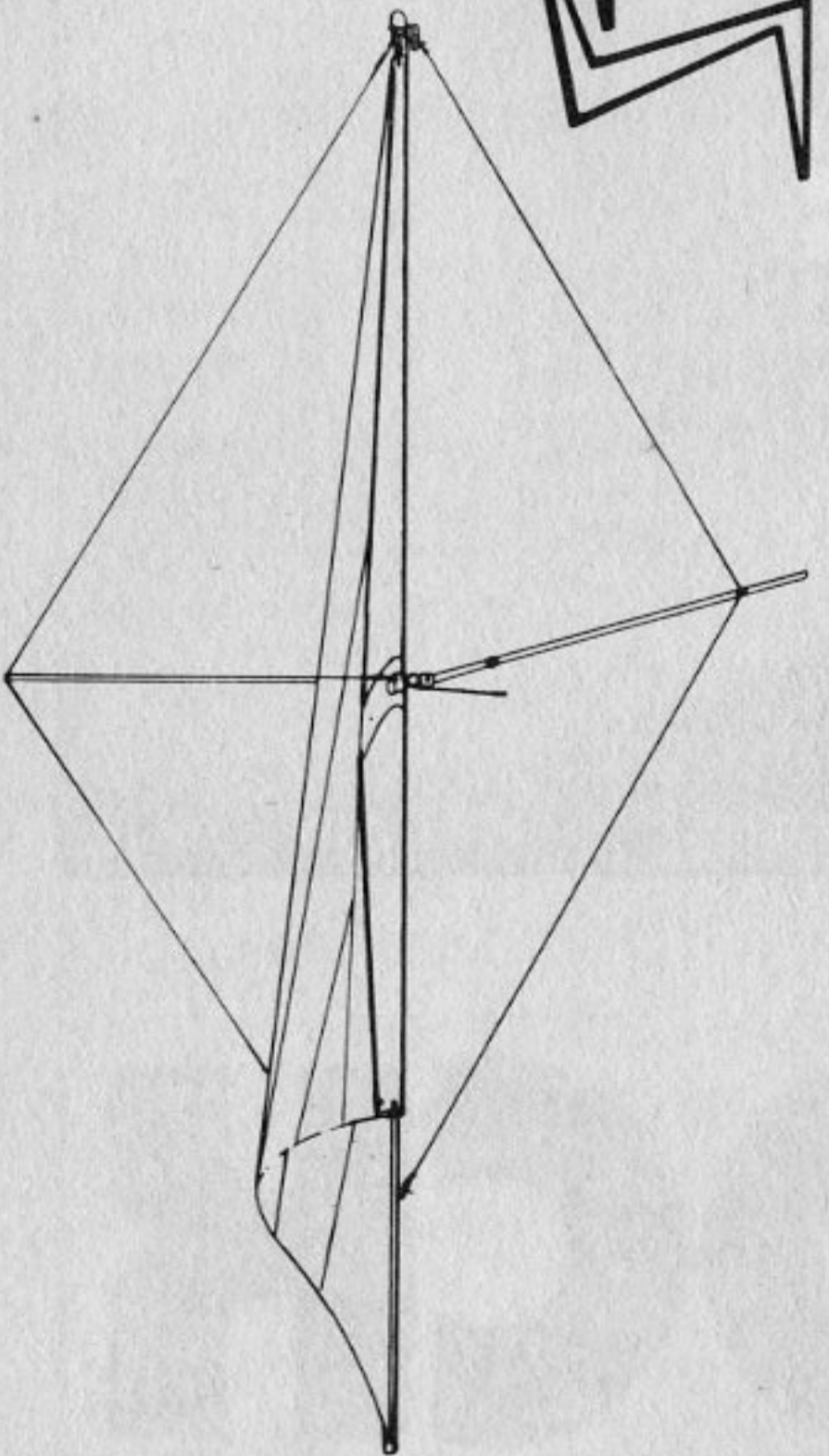


February 1976

# WINDSOCK



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Sting fulfills all proposed F.A.I./B.H.G.A. Standard Competition regulations - but that's where 'Standard' ends and Sting begins. You won't call the hand-built, all anodized, 100% released materials airframe 'standard' - or for that matter the uniquely refined sail design. (Come to that you won't find many other "competition" rogallo's that come within the regulations - and that's certainly something to consider !)

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# WINDSOCK

SOUTHERN HANG GLIDING CLUB

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accelerating his Wills Wing  
through the 4th dimension?

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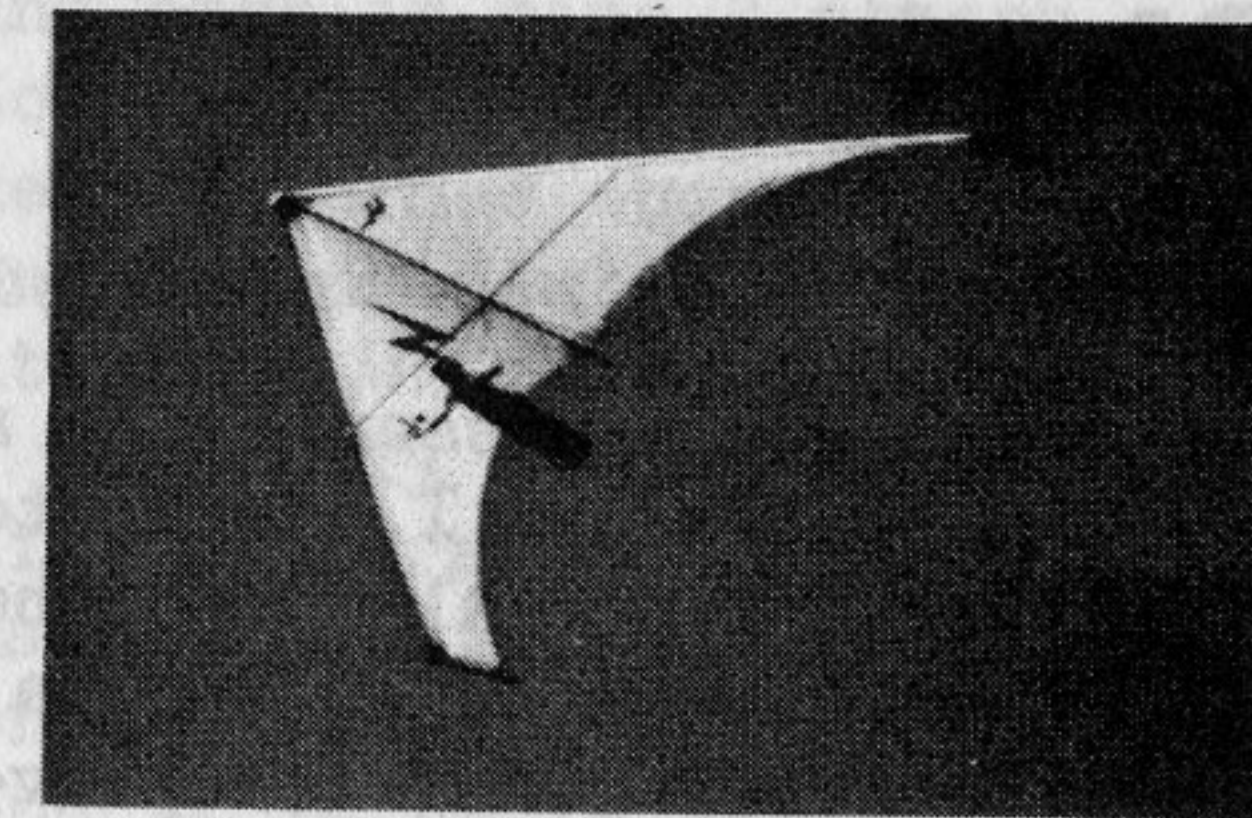
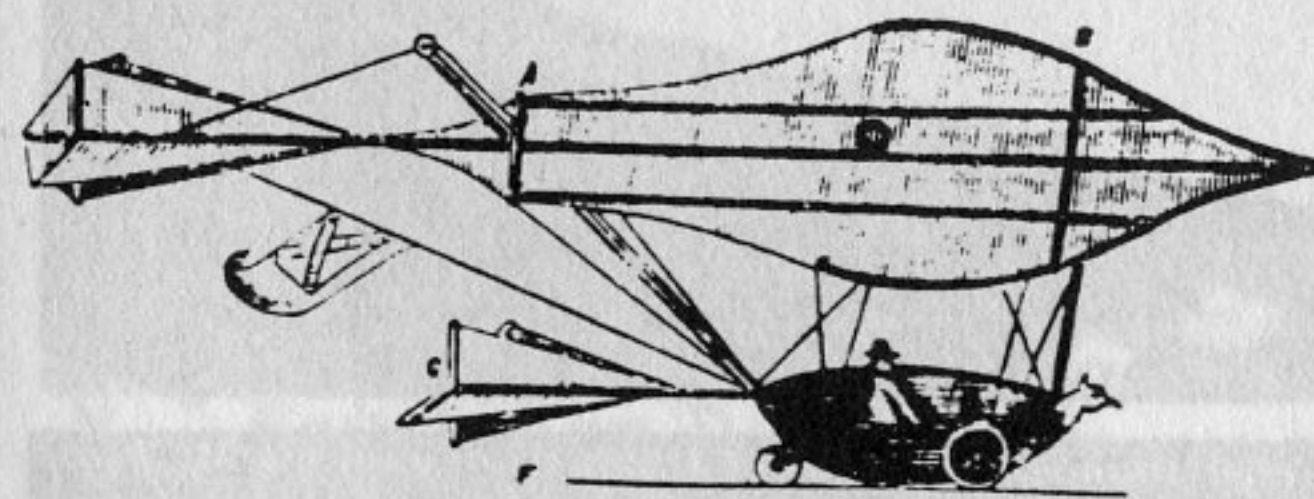
Geoff Shine

SITE LIAISON OFFICERS

Tom Knight

Bill Newton

LITHO PLAISTOW PRESS  
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## Editorial

With so many advances in the manufacture of kites, the flier is posed with a difficult problem. No sooner does one purchase a kite than it is superceded by a better one. A kite 6 months 'old' seems to qualify the flyer as a punter to be looked down on (In both senses). Unfortunately with VAT and inflation the cost of kites soars higher as well, The inevitable result is that the professional pilot looms closer and the gulf widens between the plummeting ragbags of '73 and their more graceful counterparts of '76.

The barnstorming days when to hang glide was madness and soar divine are over. Were those the days? Its more complicated now. Hang gliders are proper aircraft, one must know how they fly and above all you have to pilot the craft. Hang gliding has at least lost its innocence.

DW

# Chairman's Chat

Eric Woods

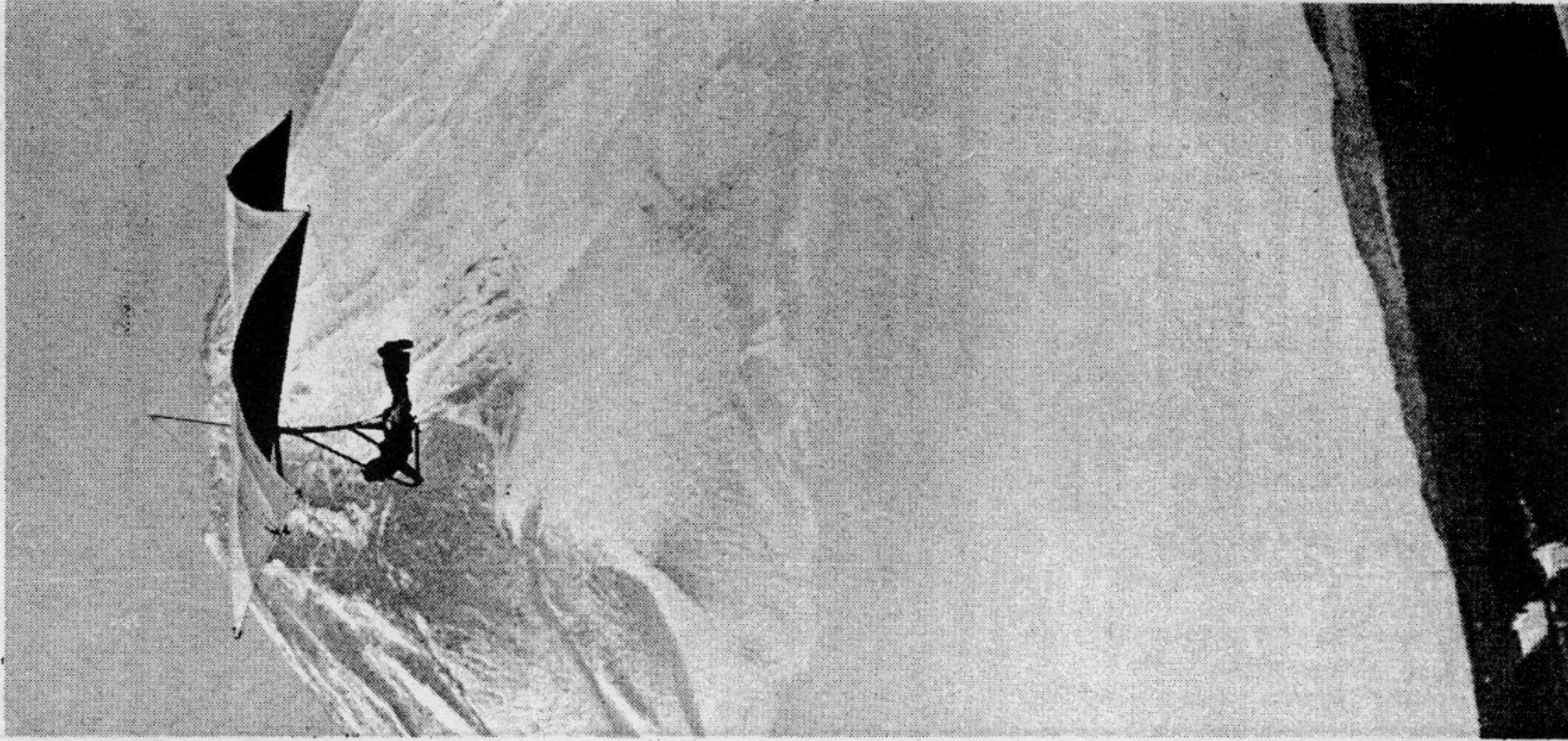
This will not necessarily be a regular feature as I prefer to burst into print only when the effort is likely to produce a positive result, or will provide factual information.

Mill Hill is going to feature for the final and star billing in the form of a Public Enquiry This is a 2 edged sword, as although the Committee consider the publicity should weigh in our favour, the expense involved certainly will not. In fact it is partly to this end that club funds have been carefully nurtured to ensure an adequate supply of money for such eventualities.

In respect of sites, it is pleasing to advise that while we have not received actual official blessing to use Beachey Head, the Eastbourne Council continue to present a cooperative attitude, and my feeling is that there will be no problems provided we generate none of our own. To this end please note that the Eastbourne Natural History Society, yes that's the full title, have for many years operated a (feathered) bird-ringing station at Whitbread Hollow immediately to the North of the site we use. We have undertaken to keep our flying away from their area

of activity, and they in turn will remove their objection to our flying at Beachey. The Committee consider this to be a fair conclusion and ask members to please respect the above request.

We are still negotiating to obtain licence to fly Butts



Ed Cesar makes a 10,000-foot flight from Japan's Mt. Fuji.

Brow and by the time this appears in print it is likely that a meeting will have been held to further this, and hopefully clinch the matter.

I would like to make it clear that I personally consider that too much was pinned on the 'promises' emanating from East Sussex Council, maintaining they own no suitable sites and that the club is bound to do all the negotiating, while they will provide what backing they can. Be that as it may, we are pressing on with the prospect of at least one site in their area

and have in mind 2 others. So far the Council has been kept informed where applicable and has presented a cooperative attitude which cannot be bad.

Hopefully we can expend our site numbers without an increase in subs., but this depends on curtailing the 'Easy Riders' and it is up to all of us to do what we can to ensure that we do not subsidise this minority, remembering that minorities can become very prolific if not checked.

Good flying, including the bar variety!

## BHGA - MEMBERSHIP

The treasurer was asked by the British Hang Gliding Association for a list of Club members to check their records. He was astonished to learn that 20 per cent or so of the names provided are not members of the BHGA.

One of the conditions of the Southern Hang Gliding Club is that the member must also be a member of the BHGA.

If your name appears on the following list, you are either a non member of the BHGA or you have not notified them of your change of address or you have not renewed your membership.

A V Anderson G Keeling  
F M Ash D Kewell  
R Ballard M Lee  
M J Batchelor D J Lewes

R Beckett A Mayhew  
R E Biggin P Mills  
D Hough P A Mockiffe  
B Bradley R W Morris  
B Broomfield P Myers  
I O Bull R C Newson  
P Campbell H W Nightingale  
E B Clarke I K Partington  
D A Clother J G Preedy  
A Coleman M J Protheroe  
K Coles W T Rayment  
A J Davis M M Sanders  
J Davis R A Sargeant  
P R Davis L A Shine  
R J Ellice C Stimson  
P Frary D J Simpson  
W A Gadd R G Steele  
B Gaskin M Stone  
S Goad T G D Strother  
C Gray A Sturmer  
B Harrison C Vandenberghe  
R Haynes A L Vincent  
B E Hayward R A Walker  
S A Hockings B Wood  
S T Hooper D Woolford

# Safety Report

Geoff Shine

It is with some concern that I've noticed an increasing number of pilots taking unnecessary risks to get airborne, and, as one would expect, it has resulted in an increase in accidents. The reason for this trend appears to be the weather. It's been a bad six months with few good flying days and not many of these have been weekends. This has resulted in frustration, particularly for those to whom flying involves a long journey to the site.

There are also a number of people who, having learnt to fly during the summer, are now at the point of wanting to soar. On seeing experienced pilots flying turbulent or high wind conditions, they consider it right for themselves and end up in situations they are totally unable to cope with. This resulted, one weekend in 4 inexperienced pilots being blown back very rapidly at Mill Hill, one of these crossed the road before ground looping over into the field. The fence could just as well have been a car window and at

this site that would have been particularly disastrous. SO, for your own and other pilots' sakes let's see a lot more care from ALL even if it means making that long journey home without having flown; at least you live to fly another day,

Those who are eager to soar, take it slowly and if in doubt ask people you know are experienced pilots and take their advice into consideration before taking off.

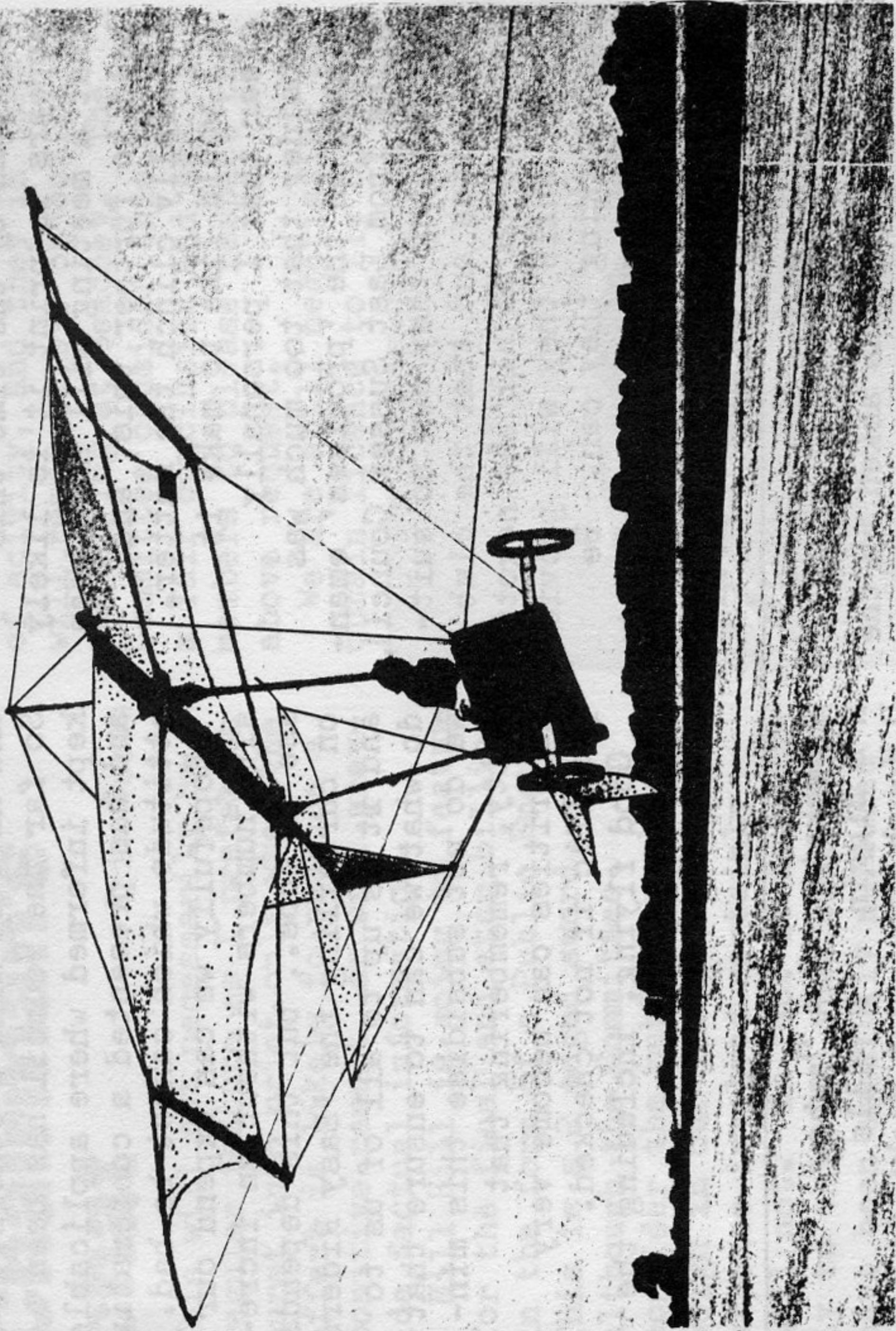
Finally, ensure you know the rules of the air.

And now a SHGC HEALTH WARNING!

To all those who consider themselves as pilots and will soon be attempting to pass the BHGA Pilot Grading:- Do not under any circumstances,

- 1) Assume right of way when you are not supposed to, just to stay up,
- 2) Hill-top land, unless it is safe and easy to do so,
- 3) Generally: carry out any maneuver you would not normally be safe and happy in doing.

If you ignore this warning you will just be wasting your own time while endangering others because you will not be signed off and I'll be jumping on you (maybe literally). Beware. Be careful.

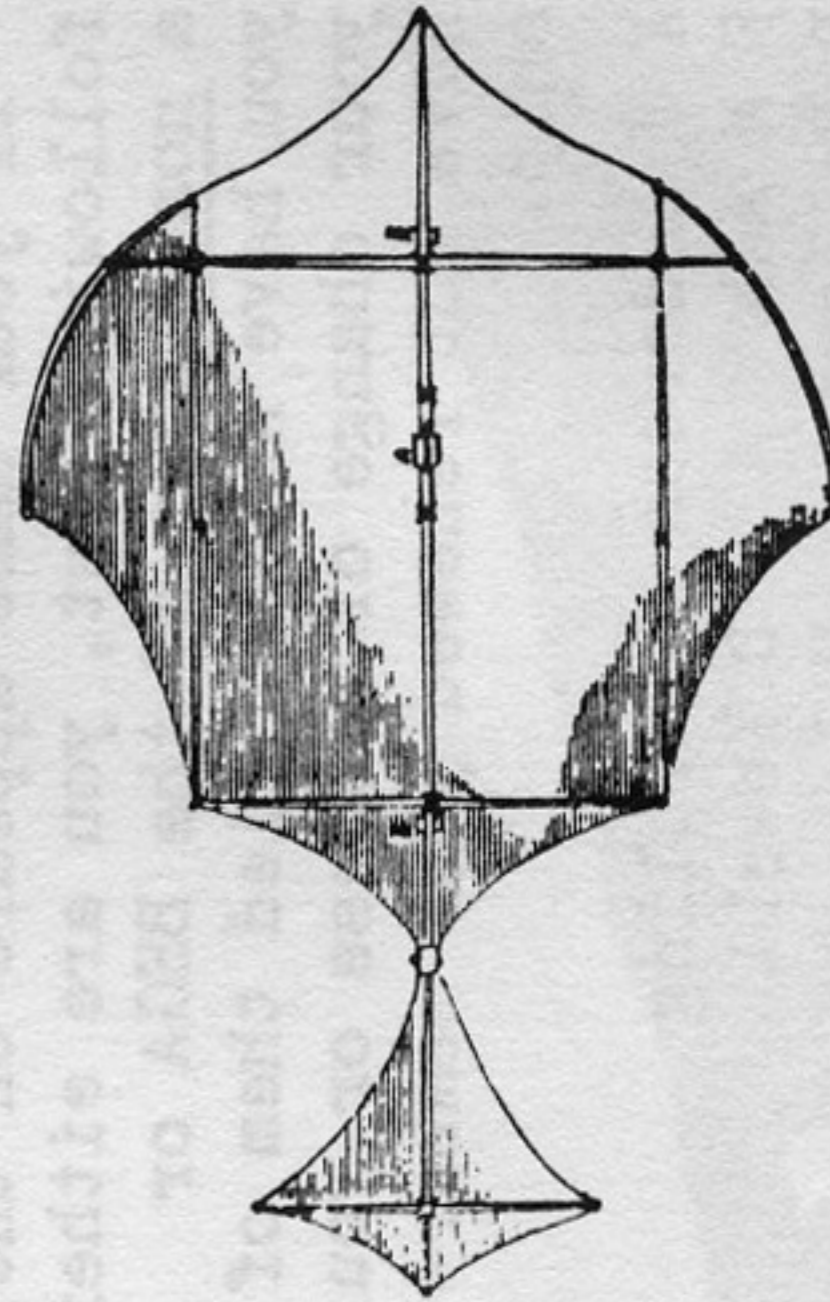


A modern reconstruction of Cayley's glider in flight

## Cayley's Glider

The first man-carrying glider was designed by Sir George Cayley from Yorkshire, in 1852. The glider was a monoplane with a kite-shaped wing having an estimated area of 500sq ft and unladen weight of 300lb. The pilot was carried in a boat-shaped tricycle undercarriage. By means of tiller control the pilot could operate a second, smaller tail unit which served as a rudder and elevator. The first flight was made by Sir George's chauffeur who, after take off travelled about 500yd across a small valley. On landing he was supposed to have shouted

'Please, Sir George, I wish to give notice. I was hired to drive, not to fly. The picture above left bears an uncanny resemblance to a kite often seen on the South Downs.'



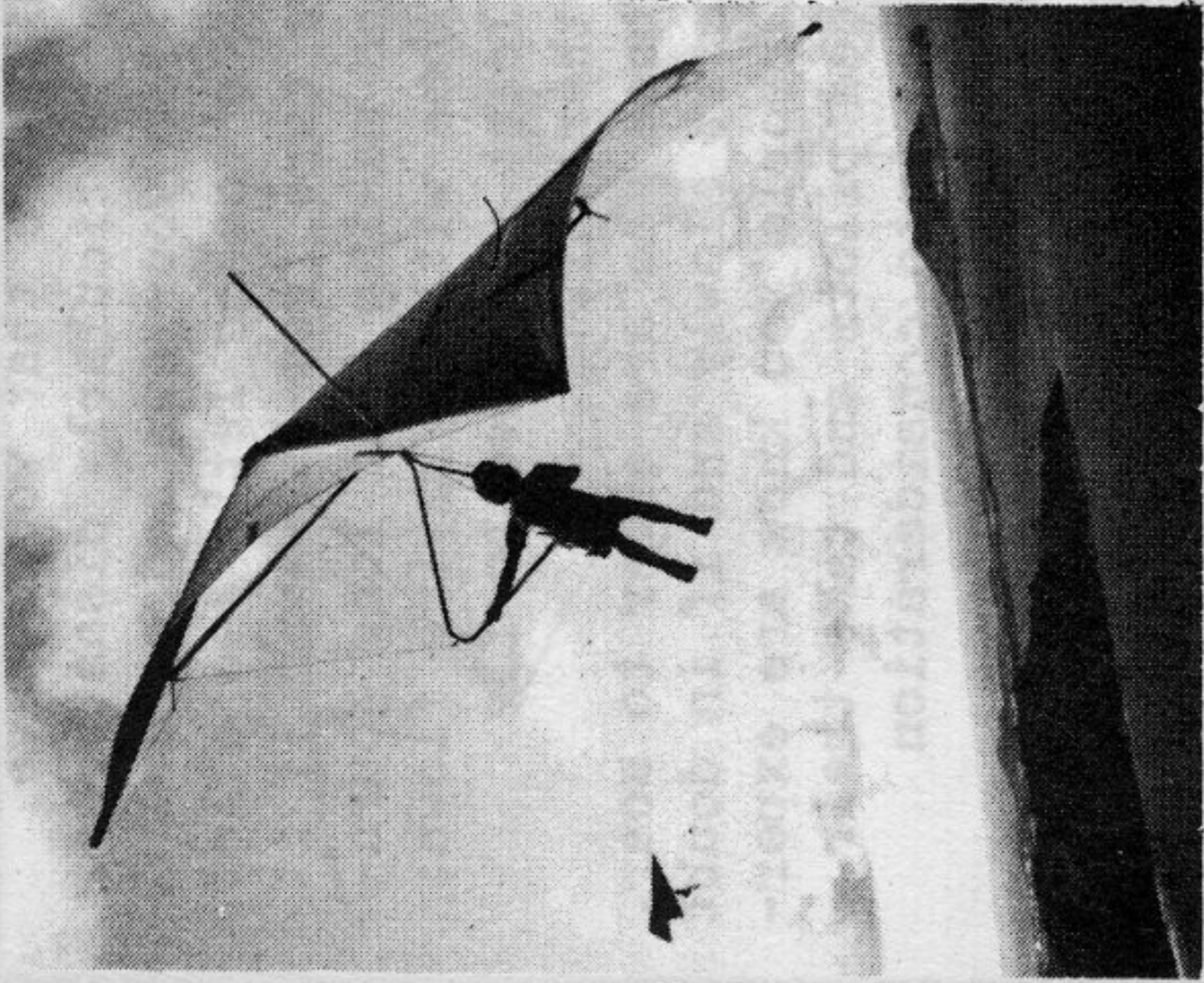
Cayley's design for a man-carrying glider from the Mechanics Magazine

Left  
Flying in Hawaii

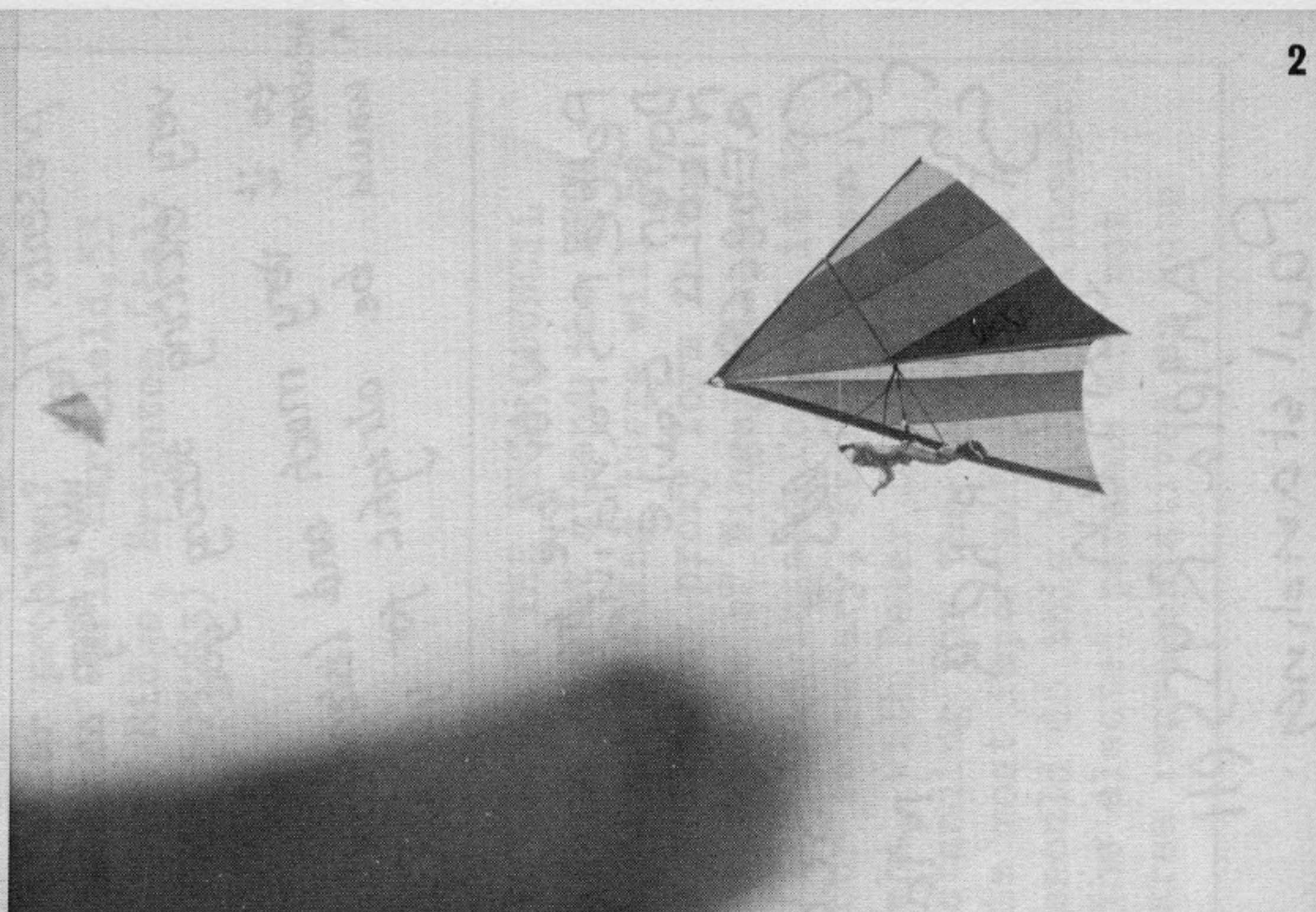
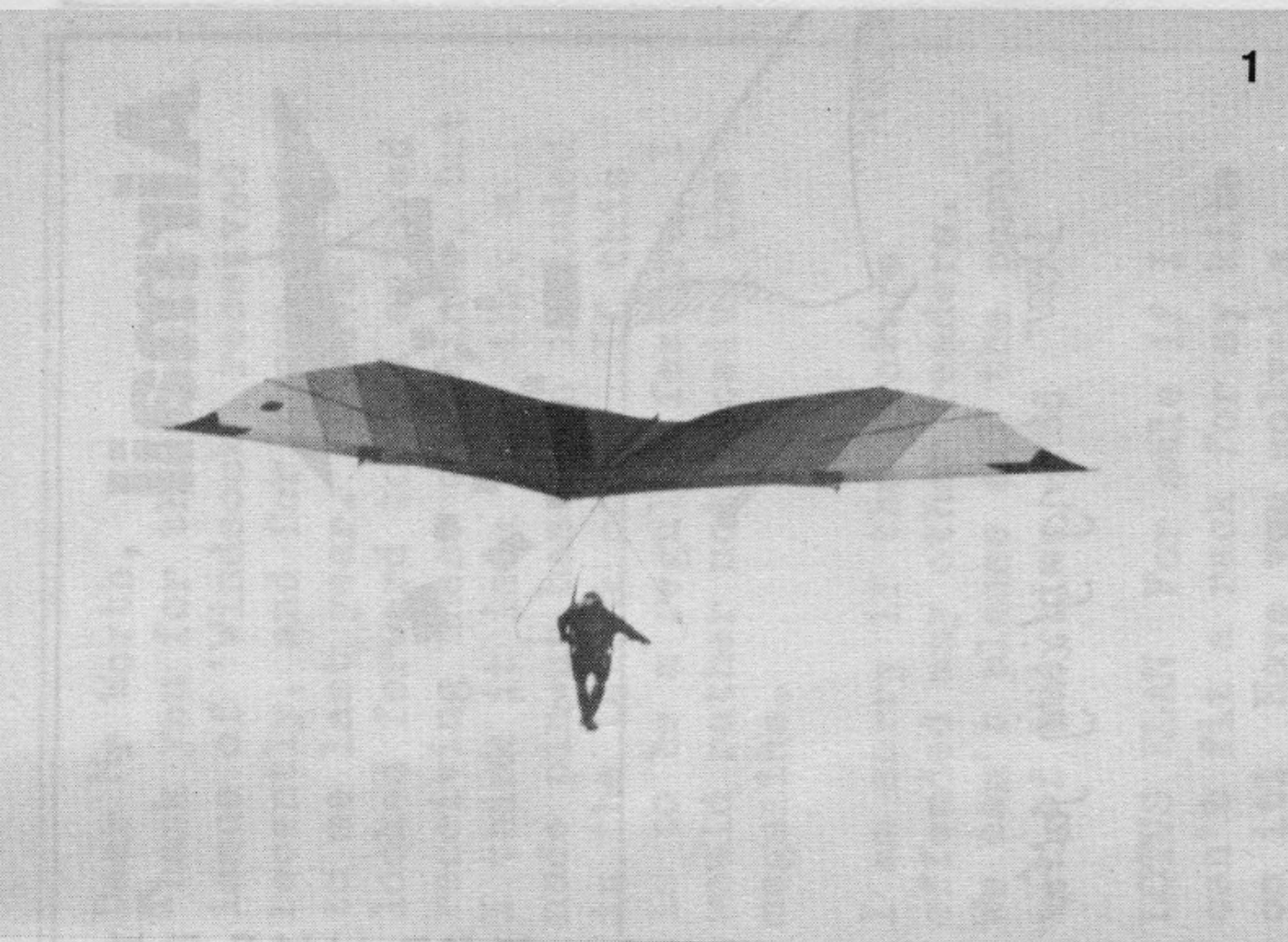
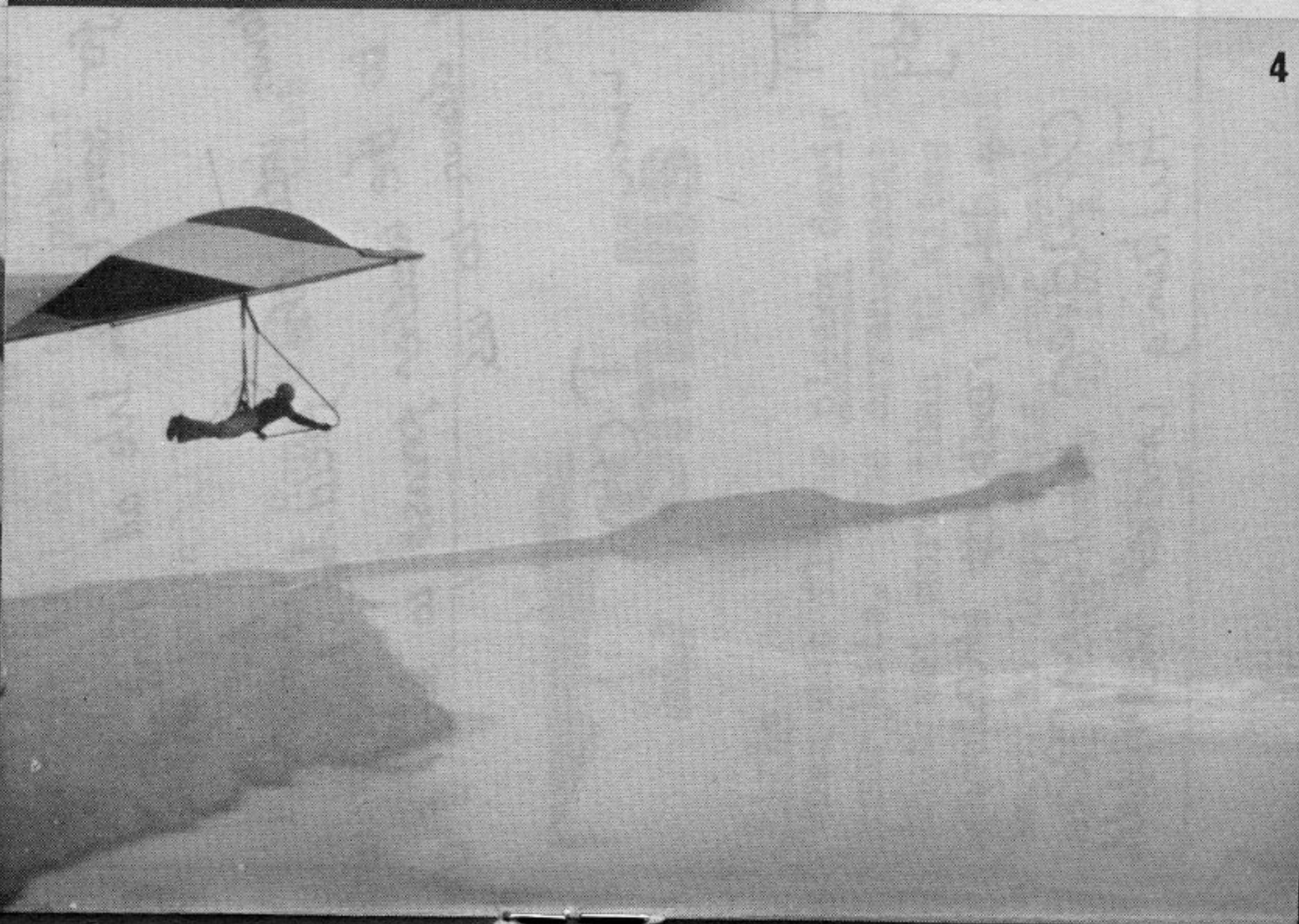
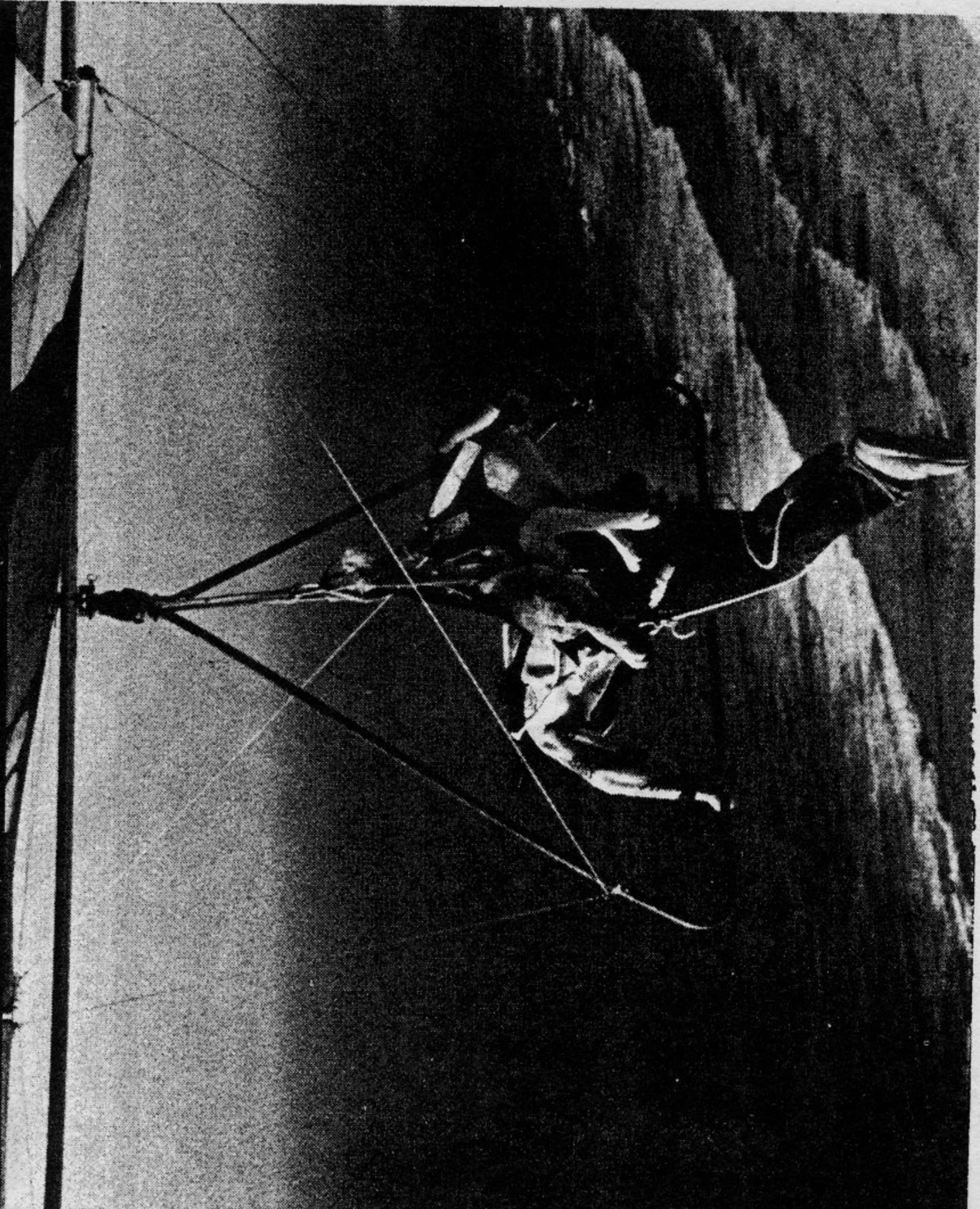
Right

THE JANUARY MEET AT RHOSSILI

1. Brian Harrison on his new Hiway Twenty Foot Cloudbase.
2. Editor David Worth on his Wasp.
3. Brian Wood and Martin Farnham posing for the camera.
4. Unidentified flying person.



Tandem flight: Burke Ewing and his German Shepherd at Torrey Pines, California. Photo: Stephen McCarroll.



# Airmail



Before Christmas Steve Hunt of Hiway dressed as Father Christmas, flew down from Devils Dyke and presented the waiting local children with Christmas gifts donated by the club. Steve, red cloak flowing behind him was followed by a stream of 'Reindeer' kites. The event was extremely successful but it was noticeable that Steve would not keep still for photographs.

Dear Hang-gliding father Christmas

Poyrings

Thank-you for our lovely

presents. They will keep us busy for some time. We all think it is very exciting seeing you come down into the field. We look forward to it very much and listened eagerly to the weather forecast to see if the weather would be alright for you to fly down to us.

with love from  
Peter Standing.

Darren  
NICOLA  
REBECCA

Quane  
Anouls.

CHRISTOPHER

Darren

Angela RUSSELL

Paul standing.

Jane Lucy Tom

SCOTT

Mandy

the rest of the  
children in Poyrings.  
Fulking under the Hill

Dear Editor,

On Saturday a few weeks ago at Steyning Bowl, a pilot was laying on the ground at the bottom with a fractured arm.

His pals did their best with a coat for padding and a belt around arm and waist. him a fag and kept watch to see that the other pilots did not bump into him while help was coming.

I would like to stress that an injured man should be kept off the cold ground (after first making sure that he hasn't a back injury) as the cold ground draws off his body heat and quickly increases the onset of shock; even an upturned glider would help.

How about an ex-army stretcher being put in the hut at the Bowl or in the pub at the Dyke?

Yours faithfully

Jim Hart

Hellerman's Hang Gliding Club  
Crawley  
Sussex

Dear Mr Worth,

Thank you for the January issue of 'Windsock' received recently, and for those sent to me last year. I have looked forward to and enjoyed receiving these magazines, but I think it is a pity that a nude pin-up has been included in the latest copy. If this is to be a regular feature, I would rather not receive the magazine.

I am sorry if the picture offended any other readers. We can't please all the people all of the time - Ed

LOTUS ELAN For sale if I can't fit a rack for my kite on it! Have you solved a similar problem?  
Contact Chris Hartfield, 53 Green Ridge, Brighton (tel: 0273 503783)

## VOTING FOR THE BHGA COUNCIL

If you cannot attend the BHGA General Meeting there will be a voting by proxy form in the next issue of Wings! Please fill this in and forward it to our secretary, Frank Flitton who, with Peter Day will be standing for the council. It is most important that you should do this because although the elected persons are not area representatives as such

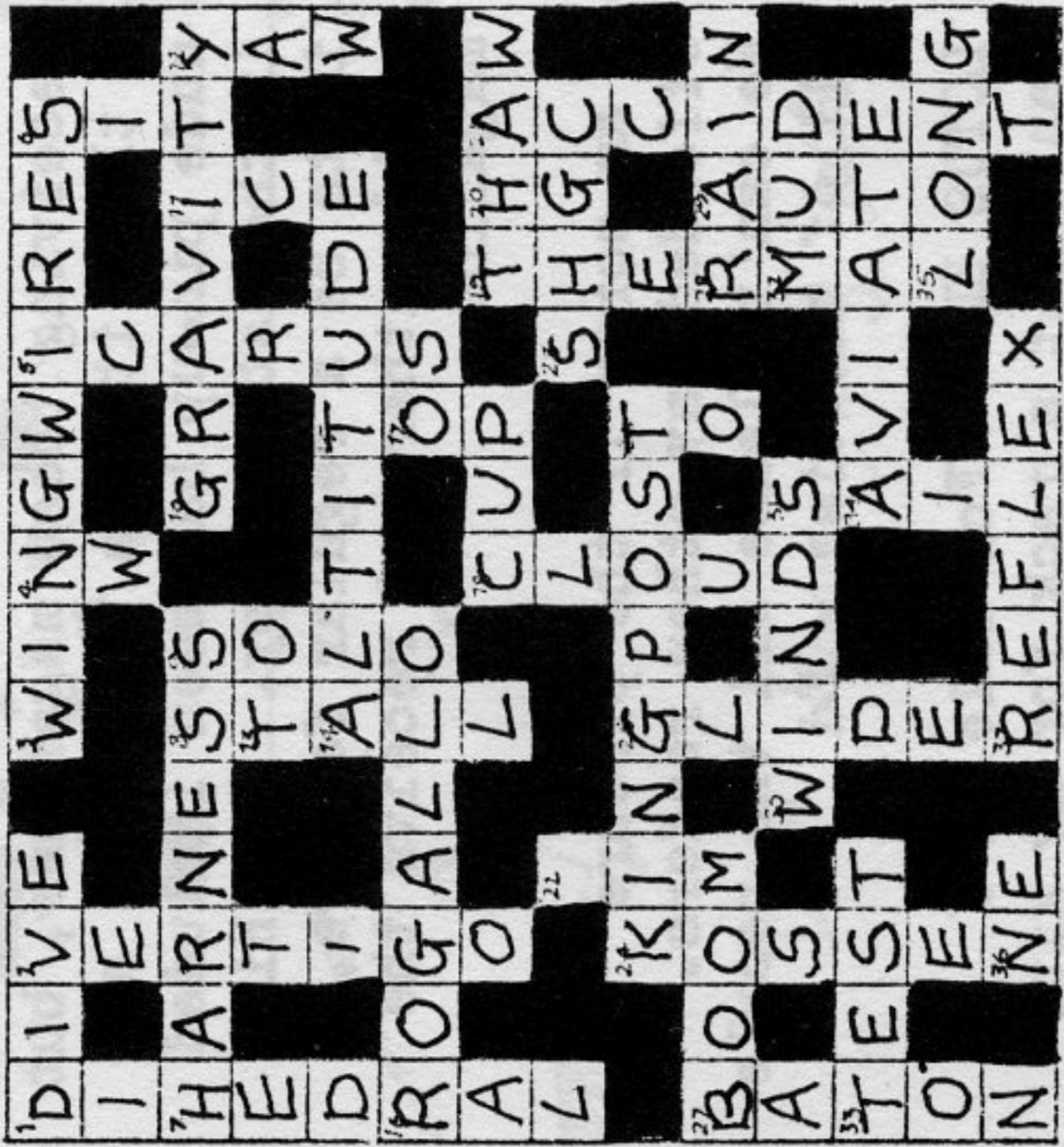


## Smalls

### Fire

When not flying please derig your kite. The arrangement is that not more than 10 kites should be visible. We do not want to lose this, our best site which comes up for a review in March.

it does mean that the opinions of our area are well represented at BHGA level. The forms can also be handed to any committee member.



It was disappointing to receive no entries for the crossword prize but heres the solution for those of you who couldn't finish it.

**PILOTS BADGE**

For those who are hoping to be observed for their pilots badge, the following people are now official observers:

- Peter Day
- Tony Fuell
- Ian Grayland
- Malcom Hawksworth
- Steve Hunt
- Geoff Shine
- Graham Slater
- David Worth

If any observers in the SHGC have been omitted will they please let me know and I will print their names. DW

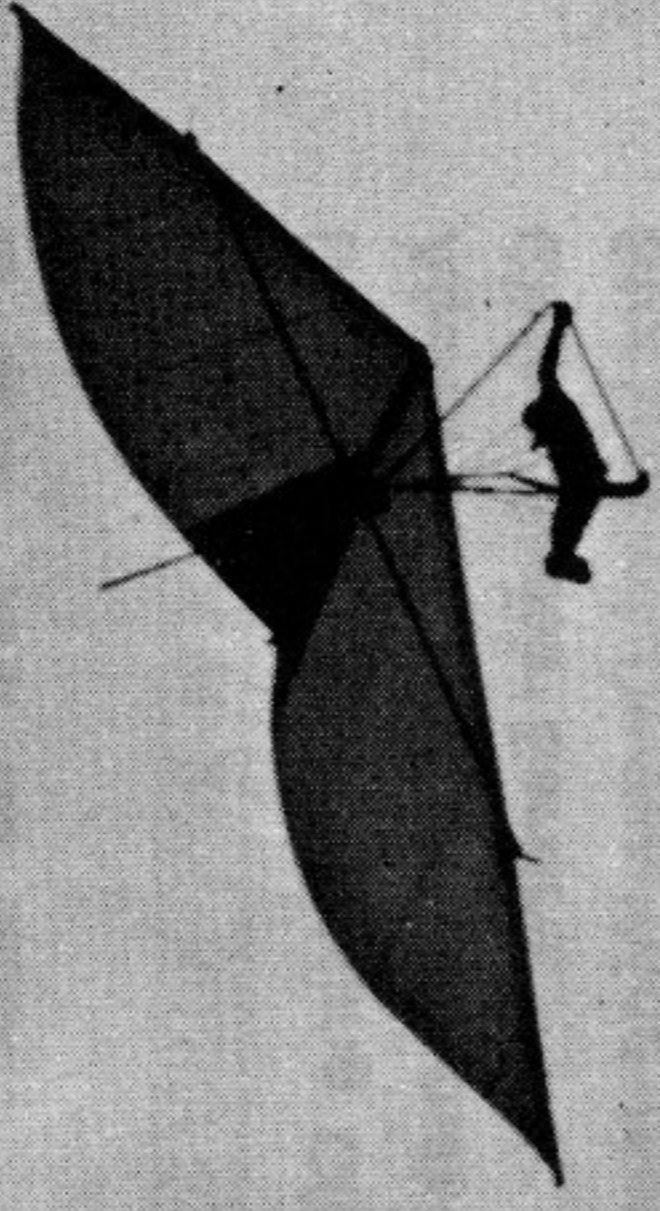
New members as from 1 January

- A J W Geddes N D Hide
- H Greenbaum D Philpots
- A A Killerby R H Ratcliffe
- J M Smith N Smythe
- S T Midson B C Puckey
- E A Leach J Baldwin

THE BOB BRADLEY SCHOOL OF HANG GLIDING  
Always wear a crash helmet



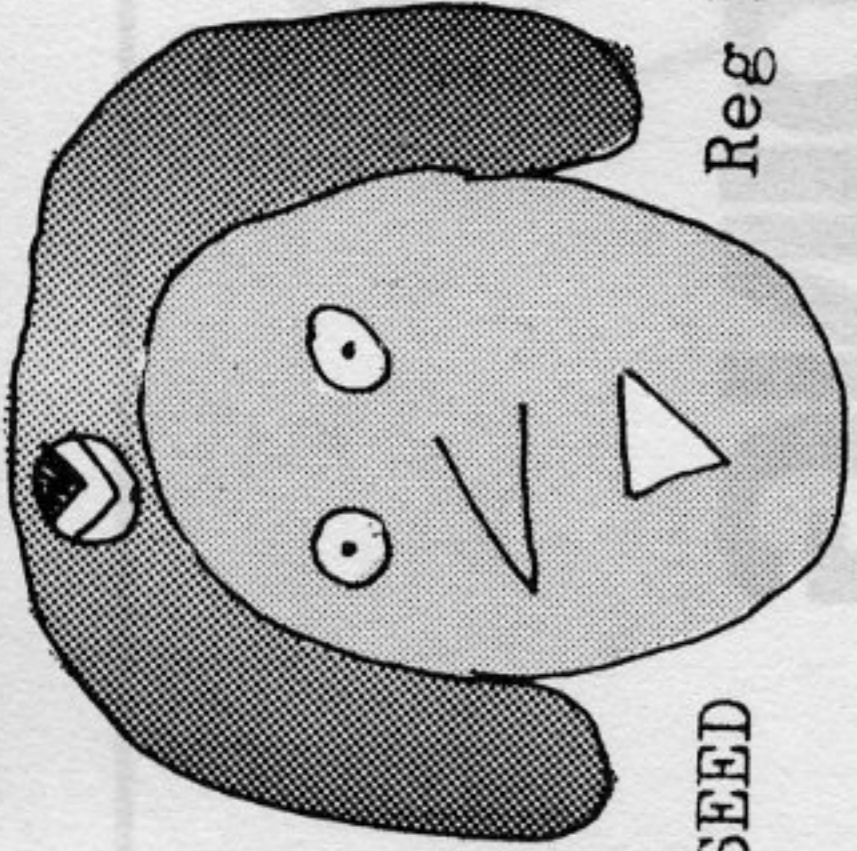
Experienced flyers are your instructors



Dual kites  
Ground to air radio

THE SOUTHERN HANG-GLIDING SCHOOL

Burgess Hill 49324



HAYSEED

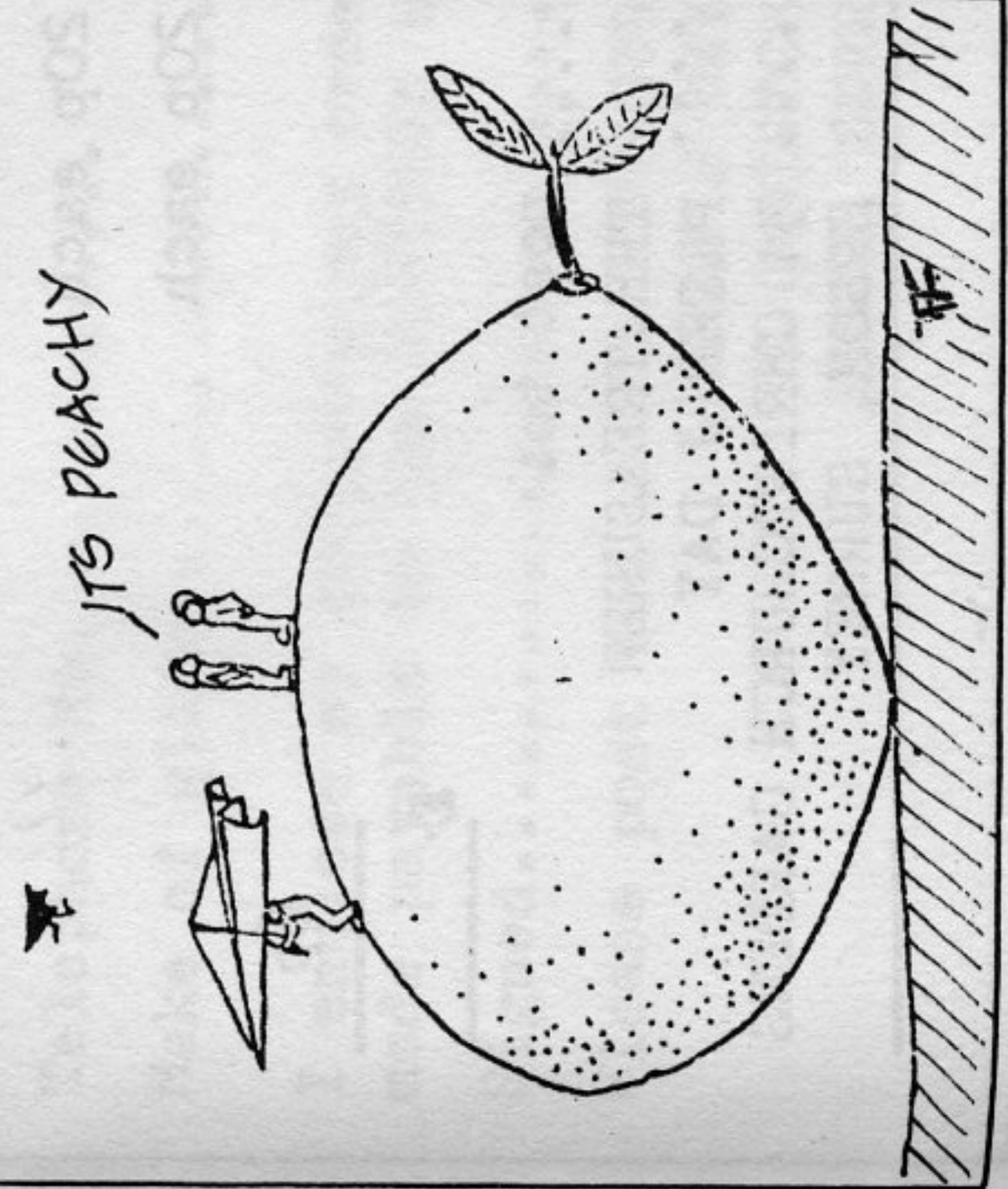
Reg Bradley

Hayseed Hangup, 'born' pilot; only wears a helmet to keep his ears together. Has a charmed life, which is why he holds the world record for bent gliders.

He can be found on any windy hill, irrespective of which way the wind is blowing. Easily recognised by his daredevil flying. This man should go far, unfortunately probably not far enough.

Hayseed never looks before take-off in case the the waste of time may allow someone else to take off first.

Hayseed never asks permission to fly from a hill because no owner could refuse such a brilliant pilot.



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 Gliders Repair Service.  
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**KNIGHT HANG GLIDING**  
 10 The Causeway, Partridge Green, Sussex.  
 or Telephone Partridge Green 710 084

## BADGES ORDER FORM

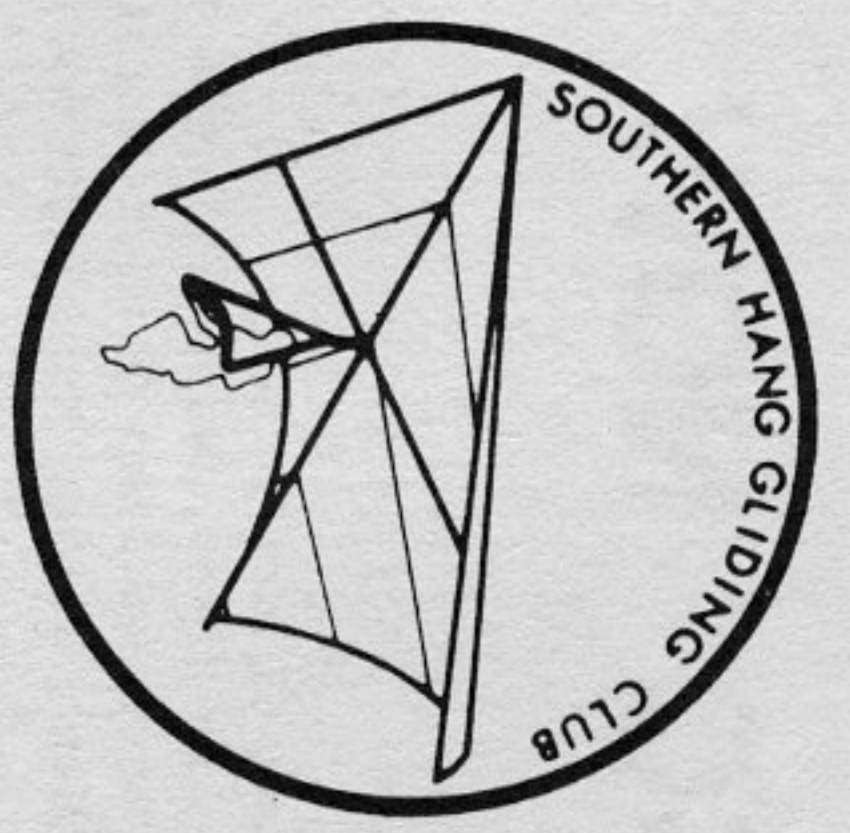
To SHGC

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 £35.50, 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