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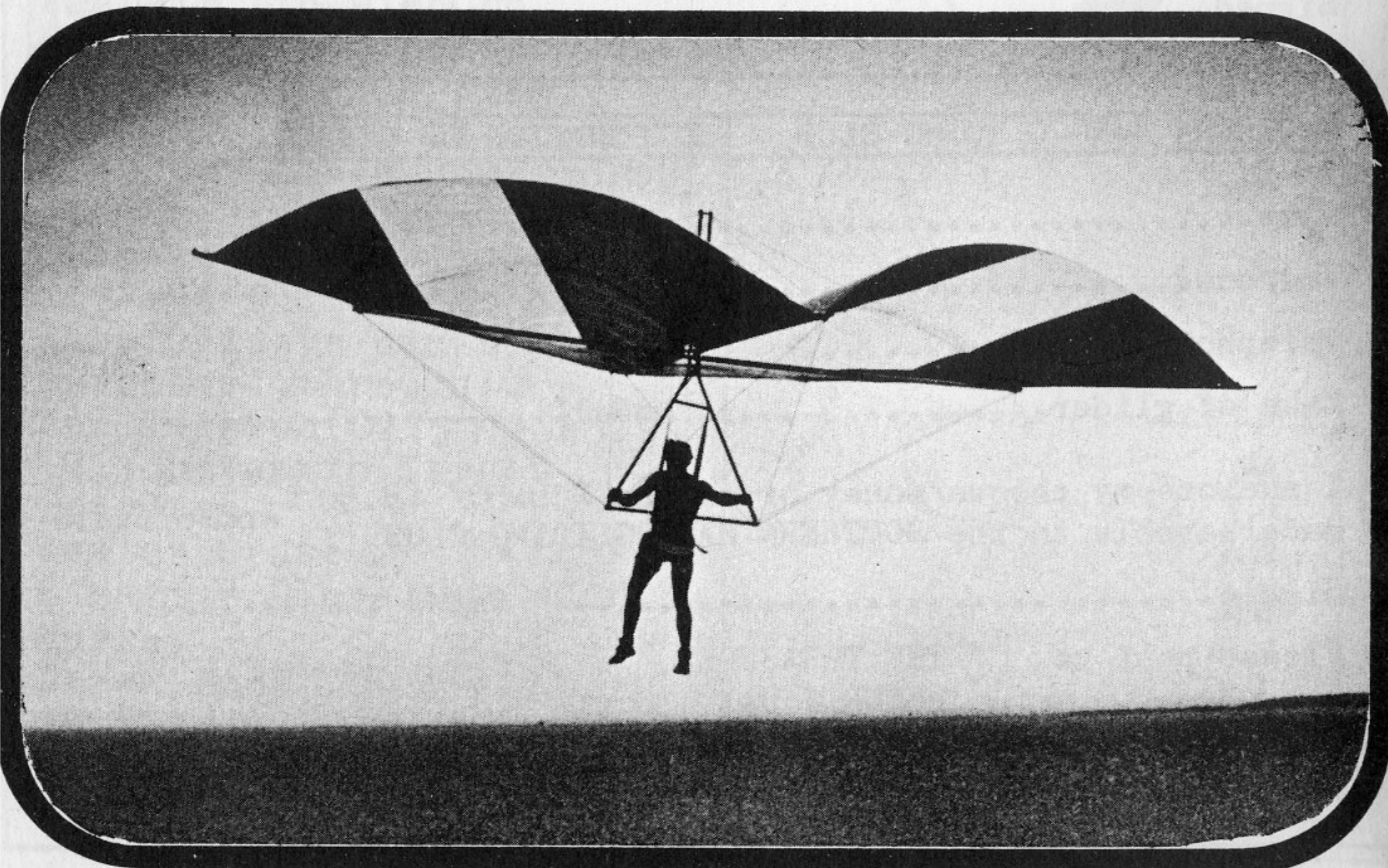
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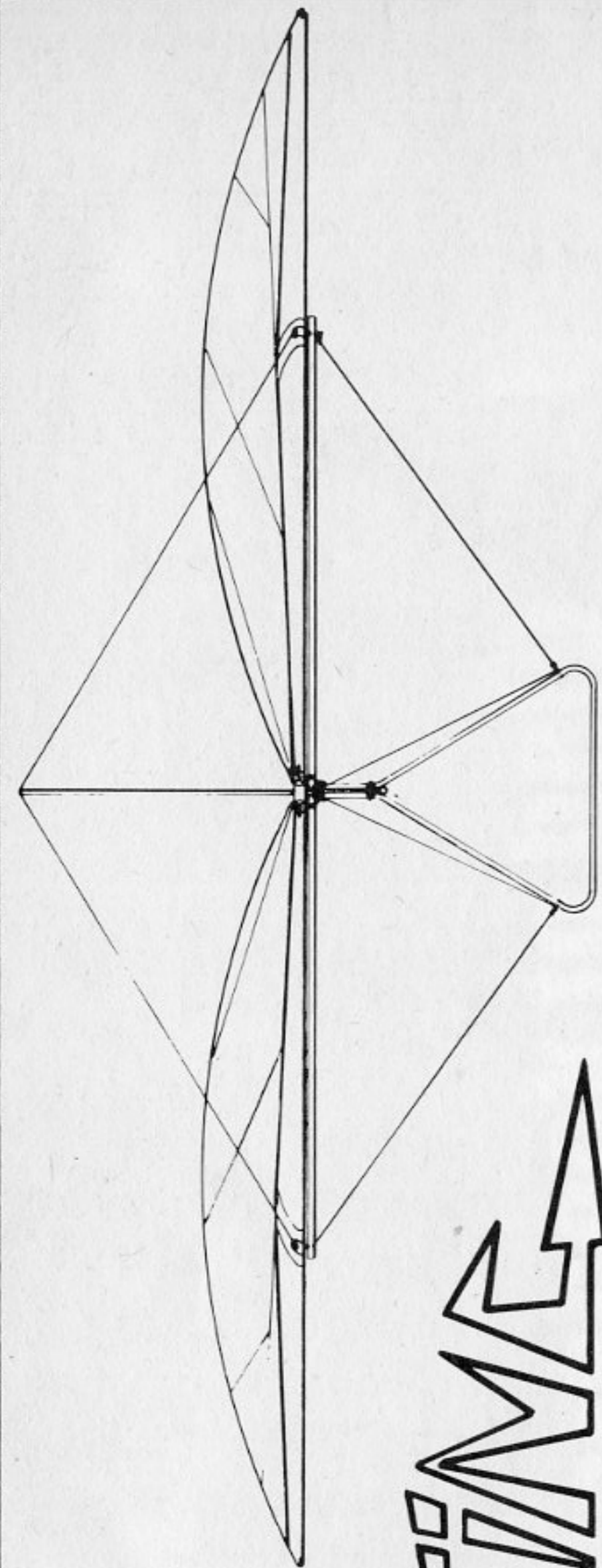
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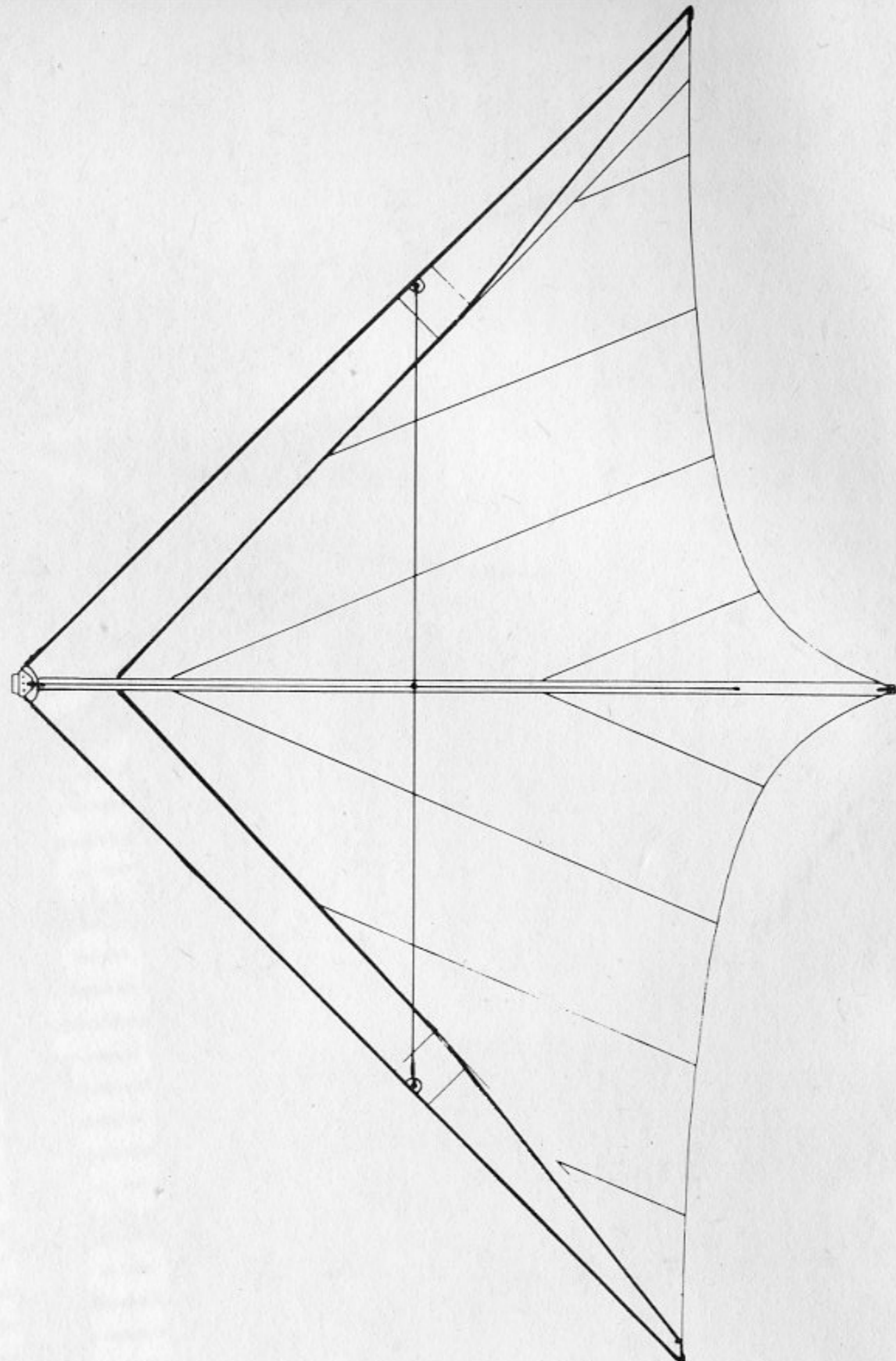
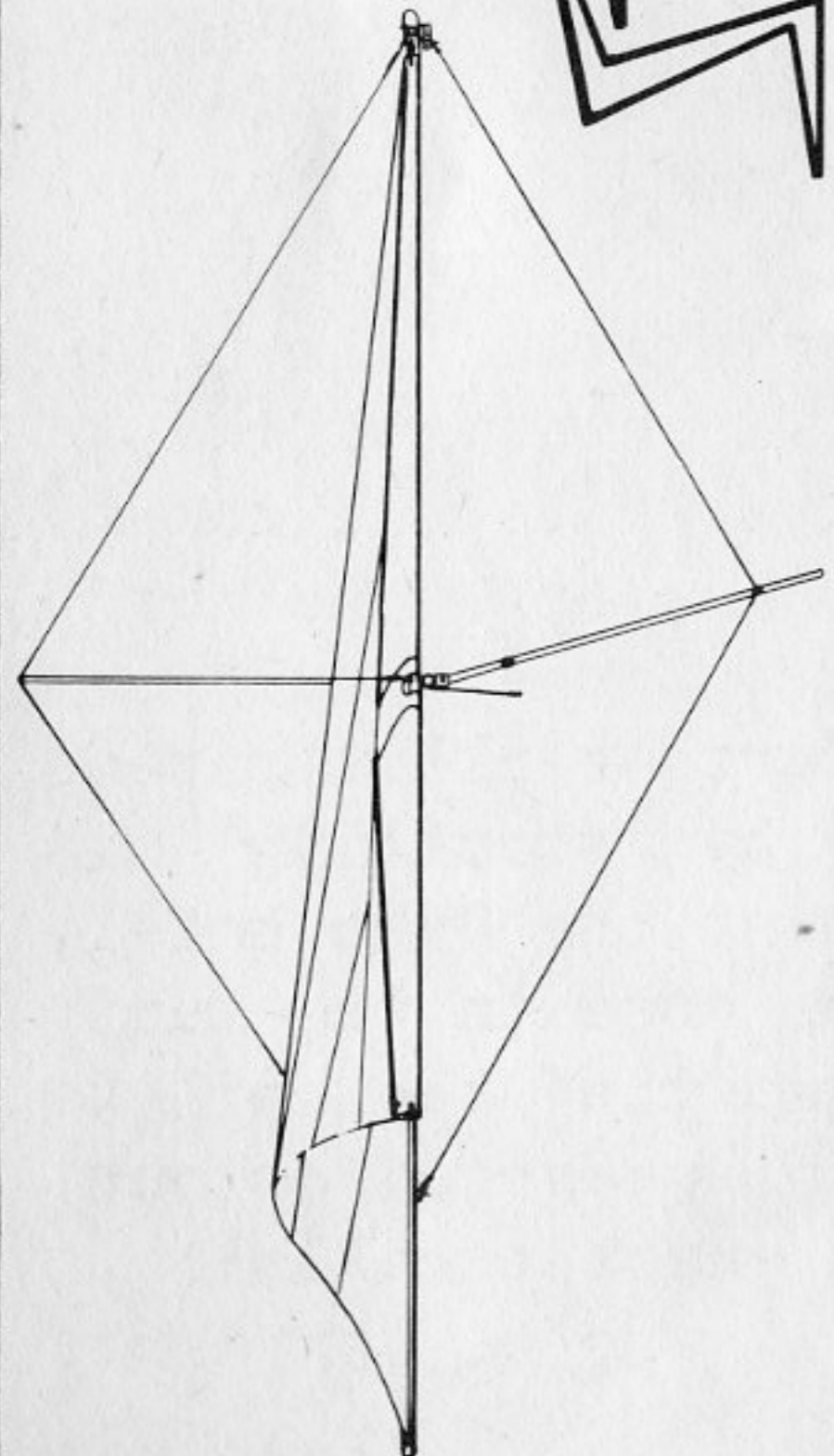
January 1976

WINDSOCK





STING



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Sting will simply do everything the experienced pilot could ask, whether it's beating the ridge of a weekend, or - if you're good enough - beating the rest in competition. Sting is available in 200 (18x16), 215 (19 x 17) and 230 (20x18) sizes, and comes complete with a new prone/seatset up. If you're an experienced flyer and would like to know a lot more, ring Robin or Terry on 01-689-7639/5163.

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WINDSOCK

SOUTHERN HANG GLIDING CLUB



EDITOR

David Worth
90 London Road
Mitcham
Surrey



Cover:

Robin Haynes flying
Nova



Contributors: Tony Fuell,
Sandra Heathcote



Committee

CHAIRMAN

Eric Woods
Merstham 2969

SECRETARY

Frank Flitton
01-644 8964

TREASURER

Peter Day
Epsom 23931

PUBLIC RELATIONS OFFICER

Tony Fuell
Brighton 502952

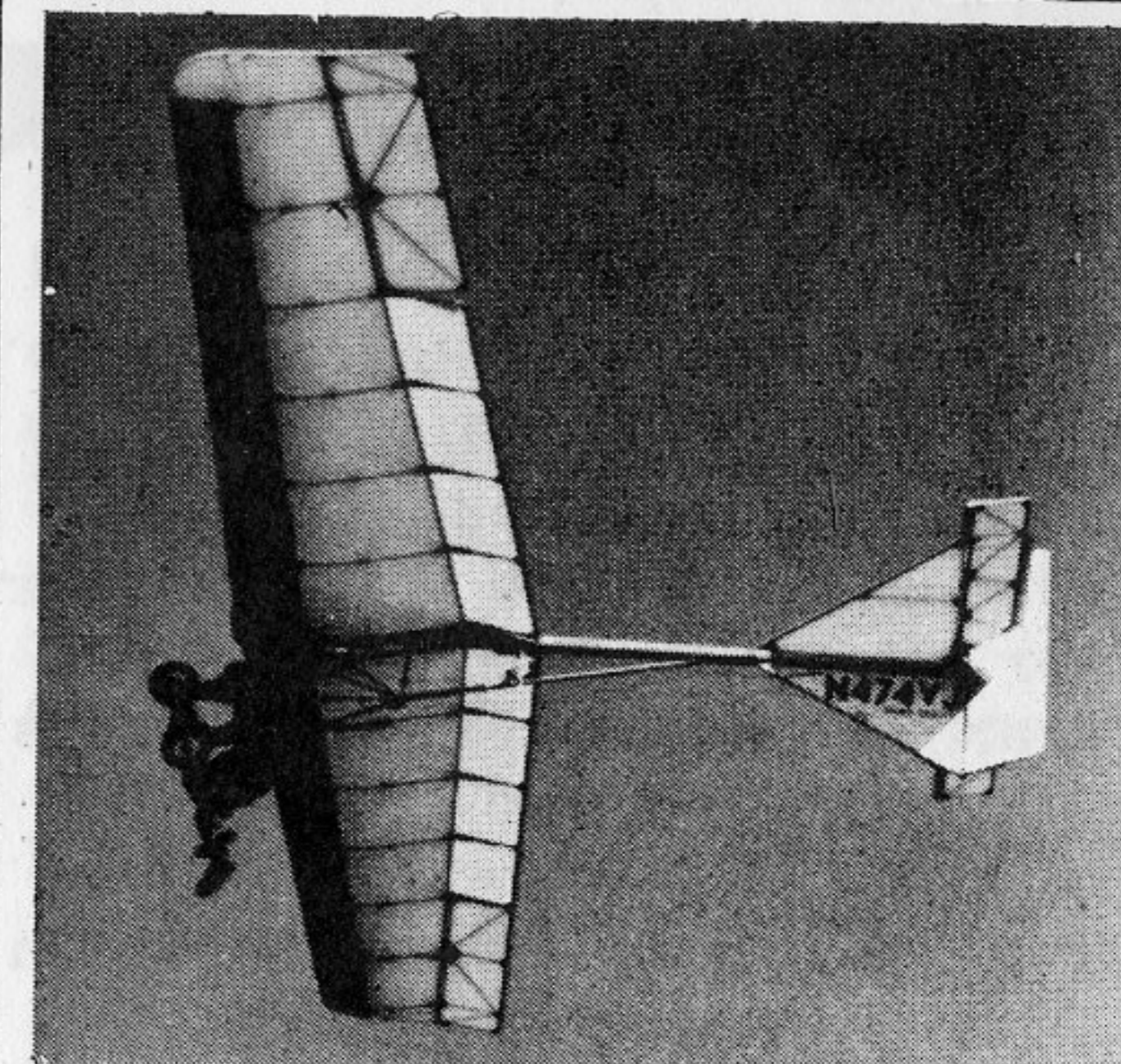
SAFETY OFFICER

Geoff Shine

SITE LIASON OFFICER

Tom Knight

Partridge Green 710084



Editorial

Anyone would think spring had come early, judging by the huge gaudy, triangular shaped flowers sprouting over the South Downs. In fact these blossoms are a product of the realisation that 200sq ft of sail is an ideal canvas for creating individualistic designs.

Leading the 'see how many-colours you can get on one kite' race is Brian BJ 'Playboy' Harrison, who informed me that it is the result of a primitive urge to return to the animal state where the male is the attacker bearing colourful plumage to woo the female sex.

Brian further illustrated his theory by 'strutting' his new kite past the Dyke hotel, digging its nose in the turf and somersaulting the sail to display his wonderful colour scheme: an exact parallel in nature to the mating dance of a cock grouse. David Worth

The Gentle Art of Politics

Tony Fuell

As most members of SHGC know, I've been involved with the BHGA committee as Press Officer for some time (coming up to a year now). It certainly feels like a long time!

This is an article about a development in the sport which I don't particularly like, and I hope to stimulate some discussion before the SHGC decides on the policy which our representatives, whoever they are, will put forward at the Annual General Meeting next year.

It is the perennial question of whether BHGA or, indeed member clubs like the SHGC should allow their officers, and more importantly, Official Observers to have a commercial interest in the sport. At the November BHGA committee meeting when the first applications for Observer status were dealt with, there were several applications in the pile (including one from our very own Geoff Shine) from people who were known to the committee to have either a direct financial interest, or like Geoff, to be employed by a company with a financial interest in hang gliding. There was a lot of discussion about this point, and the committee were pretty evenly divided. In view of

the urgent need to get the Pilot Certification scheme off the ground, and the importance of the whole issue, it was decided that as a compromise measure, 'commercially interested' people could be elected as Observers but that all appointments would run until 31 March 1976 only. Their appointments would be then ratified on the basis of the decision of the Annual General Meeting - the only time the membership will get a chance to have a say on the matter. I think that it is fair to say that quite a lot of this controversy dates back to the old NHGA/BK&SA days, and possibly, even before then. Neither of these two bodies was

democratic', and both were fairly closely connected, in one way or another with people who had very clear-cut commercial interests. This is not to denigrate in any way the immense amount of work that was done by both organisations, and the very real benefits they provided to the sport. Nevertheless, there was a good deal of bitterness at the BHGA's founding meeting in December 1974, and perhaps wisely, those who voted to set up the new organisation and its caretaker committee did not accept anyone who had been connected with either of the previous organisations (except Bob Mackay who had temporarily been responsible for producing

the NHGA's magazine). This did at least mean that BHGA started from scratch, although it meant that a certain amount of valuable experience (of events etc.) and contacts (with sponsors etc.) was lost.

After a year of operation, it seems that the BHGA has done pretty well in establishing itself as the controlling body for the sport in the UK. At its founding meeting, it was agreed that persons with a commercial interest could, if elected, serve on both the caretaker committee, and eventually on the council which will be elected in March, and the new constitution provides for this.

Perhaps, before I go further I'd better make my own position quite clear. I do not have and do not intend to have any commercial interest in the sport at all. For the last year I've flown a Wasp 229 (still for sale if anyone's interested), and I've recently bought a Miles Wing Gulp 130A. Both of these choices were dictated by personal preferences which I'll relate at extremely boring length to anyone who cares to ask me on the top of the hill - but while I'll freely say that my kite of the moment 'rules OK', I don't expect to get paid by anyone for saying so. I am an Official Observer, and worked with the subcommittee respons-

ible for producing the Pilot Certification scheme.

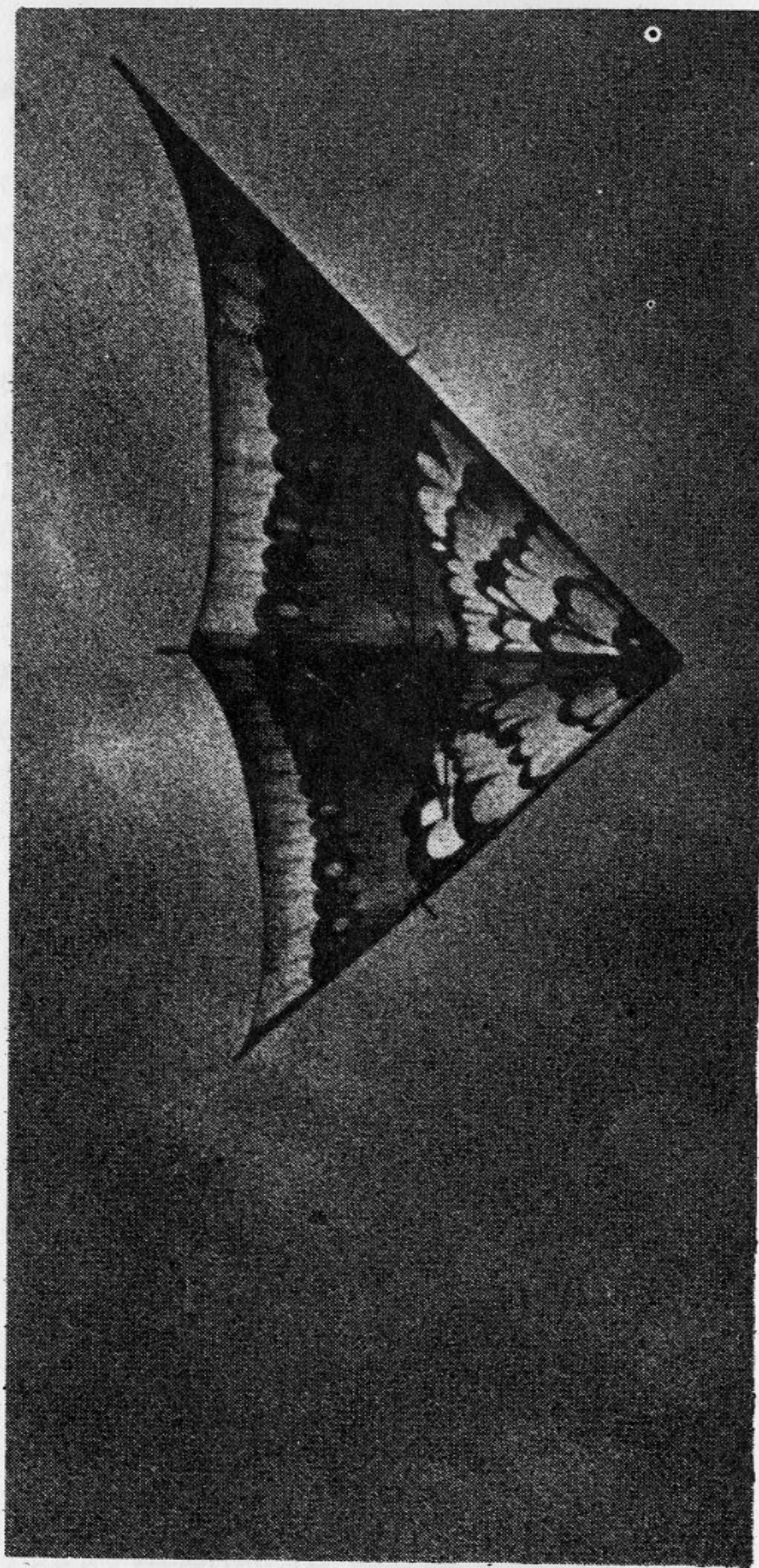
Now we come to the important bit of what I want to say, which is that I think that it would be a tragic mistake if BHGA were to bar people with a commercial interest from participating as Official Observers. I want to propose at the AGM that members of the BHGA who have a commercial interest should be allowed and indeed, encouraged, to act as Observers, and should be able to be elected as Council members. With one reservation: to assure impartiality, I think that the chairman, secretary and treasurer of BHGA should not be open to commercially interested people for obvious reasons.

Why do I think this? I recognise that there is a perfectly sincere feeling on the part of those who would remove any commercial taint from our fair Association; nevertheless it has to be said that if these people are prevented from taking part in the activities of BHGA, we lose the best, and most effective part of the membership.

In most cases, the 'commercials' are those who have made hang gliding a way of life, and make their living out of the sport, because they love it. Very few of them make a lot of money at it; quite a number could make much more money elsewhere. They

value the ability to fly every day, everywhere. They are responsible for pushing the new developments that put us amateurs higher and higher in the sky, with increased safety. They are the ones who have to make the investment in equipment; helmets, radios, dual control kites etc. to train properly the newcomers to the sport.

Quite simply, weekend fliers like myself need the professionals' expertise to keep up with all the new developments. For another thing, there are many more people around now who have some kind of financial stake in hang gliding than there were 12 months ago. Can BHGA really afford to tell the Geoff Shines, the Malcolm Hawksworths, the Miles Handleys and Brian Woods, the Johnnie Carrs, that, thanks, but we don't need you any more? Of course it can't. These are the very foundations on which our progress will be based - we must ensure that if they wish to help the sport (and all of them do), they should be allowed to do so. To suggest that they would misuse their BHGA positions for personal gain is to malign a great bunch of people. If it does happen that an individual abuses a position of trust, then sure, kick him out; but don't 'cut your nose off to spite your face'. The only area where I think the amateur



vs professional' argument has validity, is in events. But that's another story.

I do hope that anyone with a view about 'commercial interest' in flying, in the BHGA, in the SHGC, will write to the Editor about it - we really need to get a viewpoint hammered out for SHGC before it's too late and the position is lost by default.

SAFETY STANDARD FOR ROGALLO SAILWINGS

This safety standard has recently been revised and reprinted. Copies may be obtained, price 30p post free from:

British Hang Glider Manufacturers' Federation,
Mallows,
Forest Drive,
Kingswood, Tadworth,
Surrey.

If you have a copy of the original standard and would like to have a note of the amendments, send a stamped, addressed envelope to Mallows. No need to write a letter, just mark the envelope SS Revisions.

The safety standard is of interest to all hang glider pilots but particularly to those building their own machines, club safety officers etc.

STILES

On behalf of the committee, and I'm sure all those who use the stiles at Mill Hill, I would like to thank Ben Anderson, David Gospel, and above all Bernard Winter, who supplied labour, tools and materials.

Thank you once again,
Peter J Day

NOSEPLATES

If anyone has any old noseplates, would they please send them back to the treasurer for re-dating etc.



Smalls

New members since 24 November

G J. Jones	S Rogers
G D Jones	R E Sylvester
D J Simpson	D A Izod
D A Bowman	D Spratt
C Wills	R C Newton
S J Marnier	J D Preedy
M J Protheroe	C P Viner
B M Annette	P A A Hankey
R E Biggin	

Pin up of the month.
Especially requested by a
Mr E. Short.

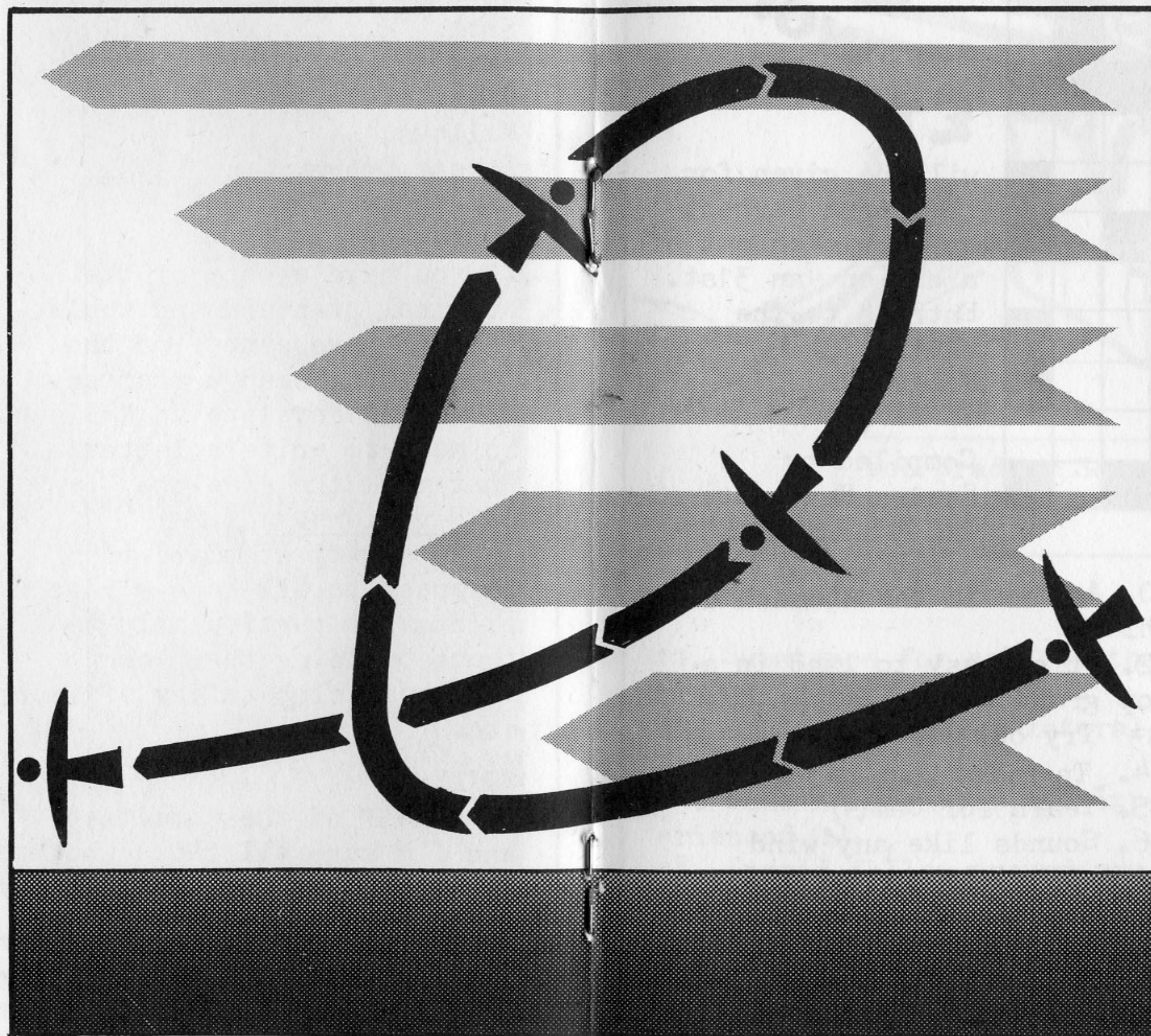


Lord Rayleigh indicated in general terms the mechanism by which the energy necessary to maintain flight could be derived from the variability of the wind. He pointed out that it is the velocity of the bird relative to the air, not its velocity relative to the ground that determines the forces acting on it; the bird can at any time, by climbing upward, turn some of its kinetic energy into potential energy and vice versa.

Reduced to its simplest form this type of soaring (dynamic soaring) is merely a process of correcting for the turbulence in the air in such a way that potential energy is gained. It is possible that many birds, by making small adjustments to their flight, can gain energy from the small scale turbulence of the air.

The best example of dynamic soaring is provided by the albatross, which uses the gradient of wind velocities near the surface of the sea. It is known that the velocity of the wind diminishes down to the surface of the water because of the influence of friction at the surface and of eddy motion in the air; by a variety of turning maneuvers the albatross can take good advantage of such a gradient. The following explanation is based on the studies of P. Idriac: At the end of a downward glide with the wind behind it, the

DYNAMIC SOARING.... Soaring when the wind is not uniform



albatross nears the surface of the water. In order to gain altitude it turns and faces upwind (into the wind); the initial speed gained during the preceding glide generates lift and the bird climbs. During the climb the bird's

air speed (but not its speed relative to the water below) remains constant because of the progressively increasing velocity of the wind at higher levels. Upon reaching a certain altitude, at a level where the bird cannot climb higher

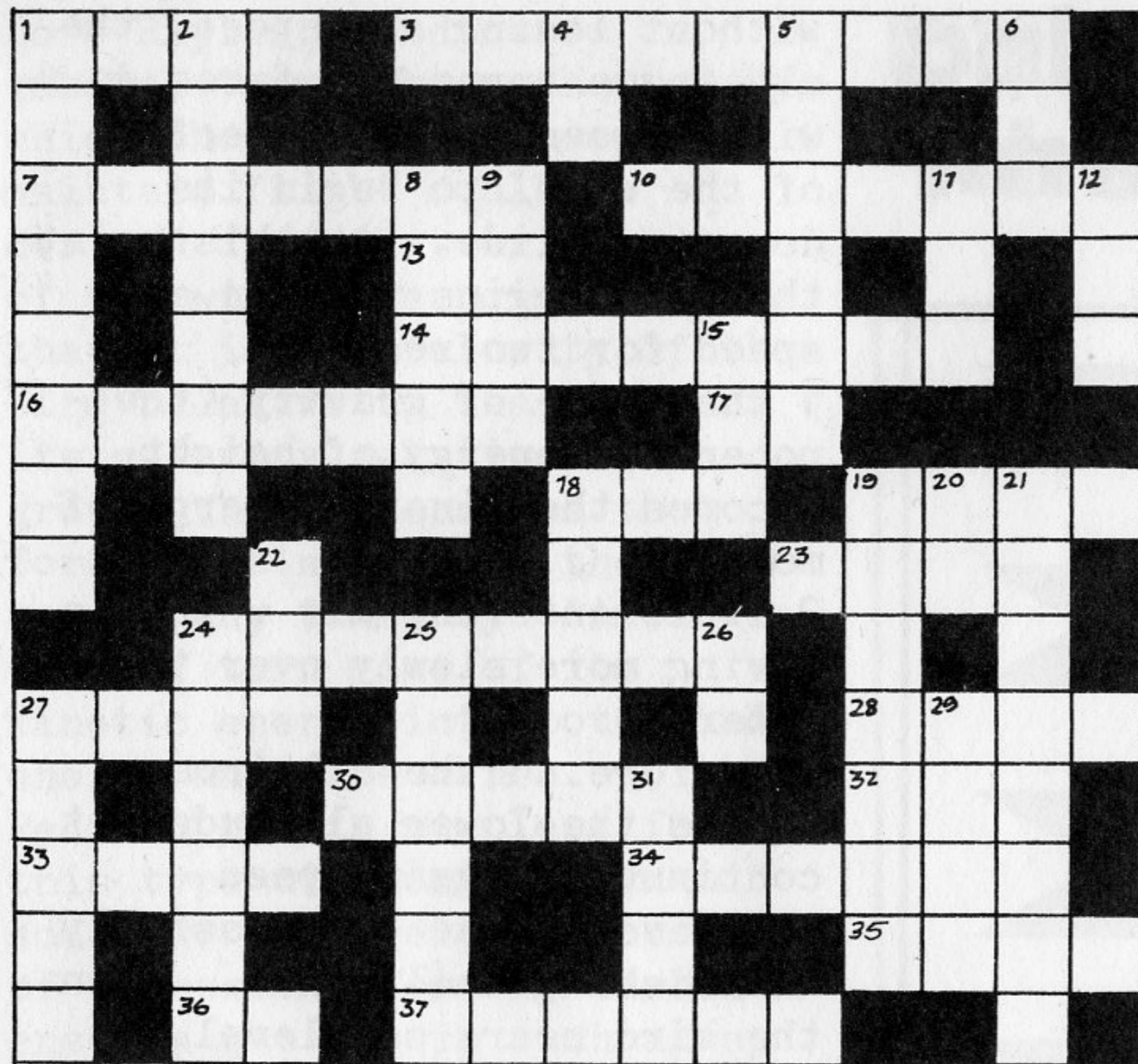
without losing air speed, the albatross turns and faces downwind (goes in the direction of the wind) to begin its downward glide. At this point the bird begins to gain air speed for two reasons:

1 the force of gravity (the potential energy of height becomes the kinetic energy of motion);

2 it is entering air which is moving more slowly over the water.

Therefore as the albatross enters the lower altitudes it continues to gain speed relative to the progressively diminishing tail winds. When the bird nears sea level, it turns upwind and repeats the maneuver. The natural way to combine these effects is to describe circles in an inclined plane, always descending when moving to leeward and ascending when moving to windward.

In strong winds a very swift bird like the albatross (whose average speed is 72ft/sec) can extract sufficient energy from the air to enable it to glide for considerable distances in the troughs of waves. The wind gradient near the ground is used by many other birds to enable them to gain height immediately after taking off from a flat field; they will climb into the wind and immediately dive diagonally downwind after reaching the top of the wind gradient.



Prize Crossword

£1

will be given for the first correct entry picked out of a hat on Jan 31st. Entries to the editor

Compiled by Sandra Heathcote

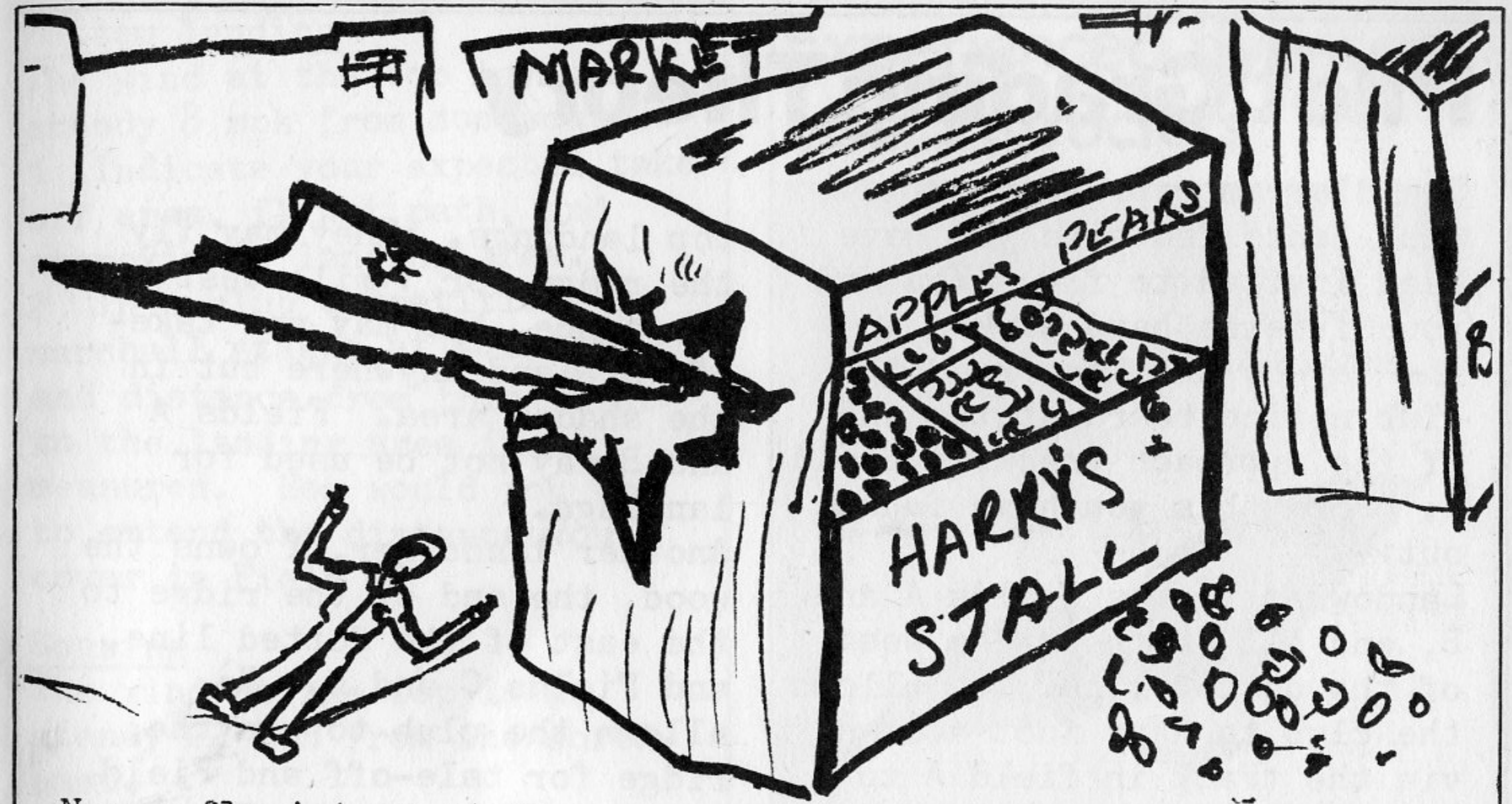
Across

1. Get into deep water? (4)
3. Does Robert initially swig wine to stop his flexing (9)
7. Do pilots use this when riding horses (7)
10. When flying high, this could bring one down to earth
13. Not from! (2) (7)
14. A.U.D. title scrambling for height (8)
16. Francis' kite (7)
17. Is Osbert Sitwells beginning useful for finding hills? (2)
18. Part of the winner's tea set (3)
19. Heat will do this to 11 d
23. Your club shortened (4) (4)
24. Royal stake on kite (8)
27. Explosive pole? (4)
28. Royal Artillery in down-pour (4)

30. A blow in the stomach does this (5)

32. It's messy to land in a pop group (3)
 33. Try out (4)
 34. To pilot i.e. a VAT mix-up
 35. Yearn for Cam (4) (6)
 36. Sounds like any wind direction (2)
 37. Spontaneous reaction necessary for kite to fly (6)
- Down

1. Hide lard around a bend (8)
2. Not a flier's dizziness (7)
4. Completely the wrong wind direction for Beachey Head (2)
5. The first flier to be sunburnt (6)
6. It's about to fly seated (3)
8. You won't be in the market when you pull out of this (5)
9. Card game for one person (4)

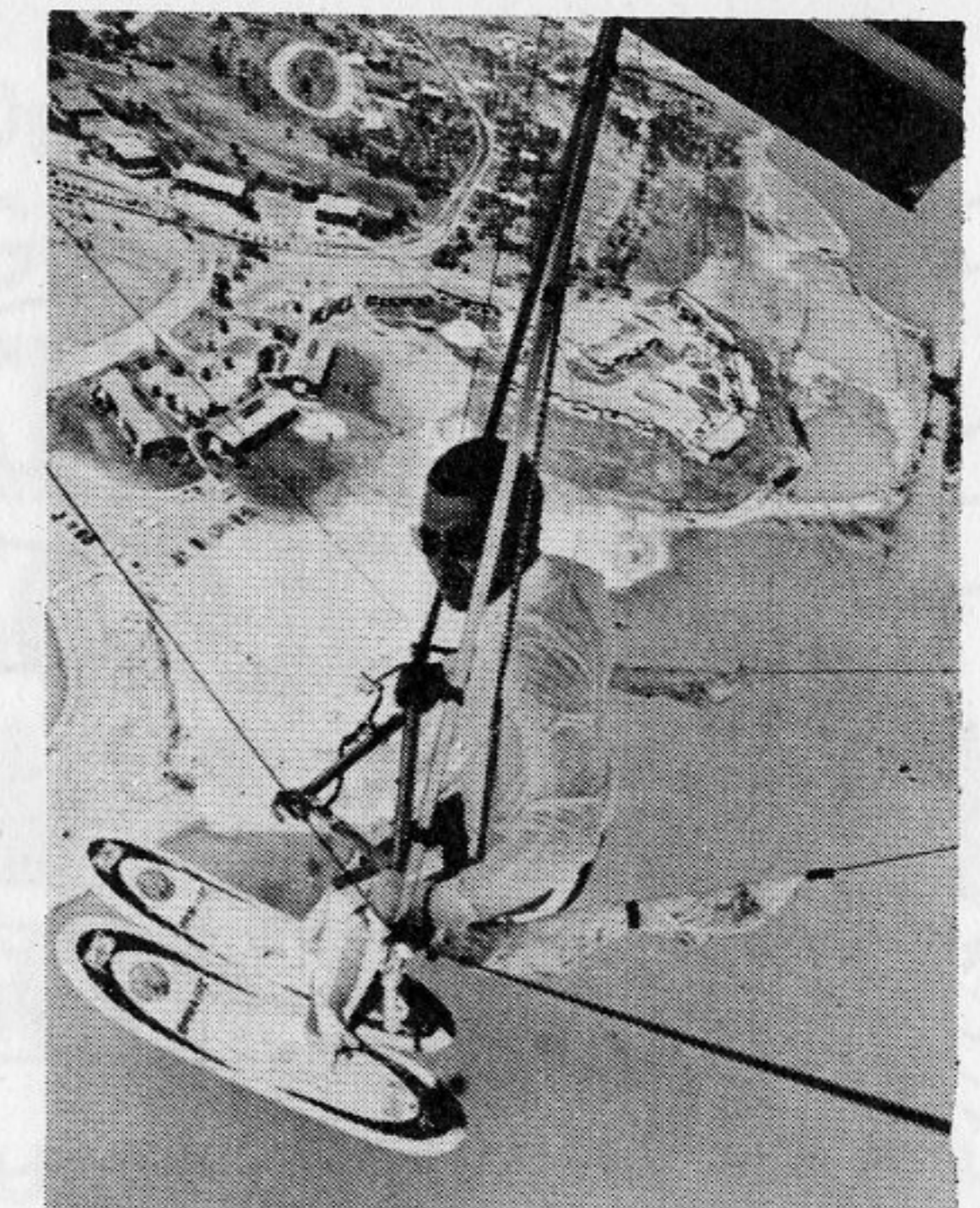


Never fly into a stall

Bob Bradley School of Hang Gliding

11. Substance for cold weather hang-sliding (3)
12. Endless yawn for lateral deviation (3)
15. Landing area for the experienced (3)
18. Stupid fellow around you, we hear, is a rain producer (5)
19. A lot of hot air? (7)
20. Middle of 25 across (2)
21. C.I.D. enact unexpected event (8)
22. Taken before target shooting (3)
24. Ken's so confused in Austria (6)
25. Powerless flier (6)
26. Same as 13 across (2)
27. 'Play on' as said to the man at the wicket (5)

29. Shortened American car (4)
31. Go for bargains when it inflates (4)



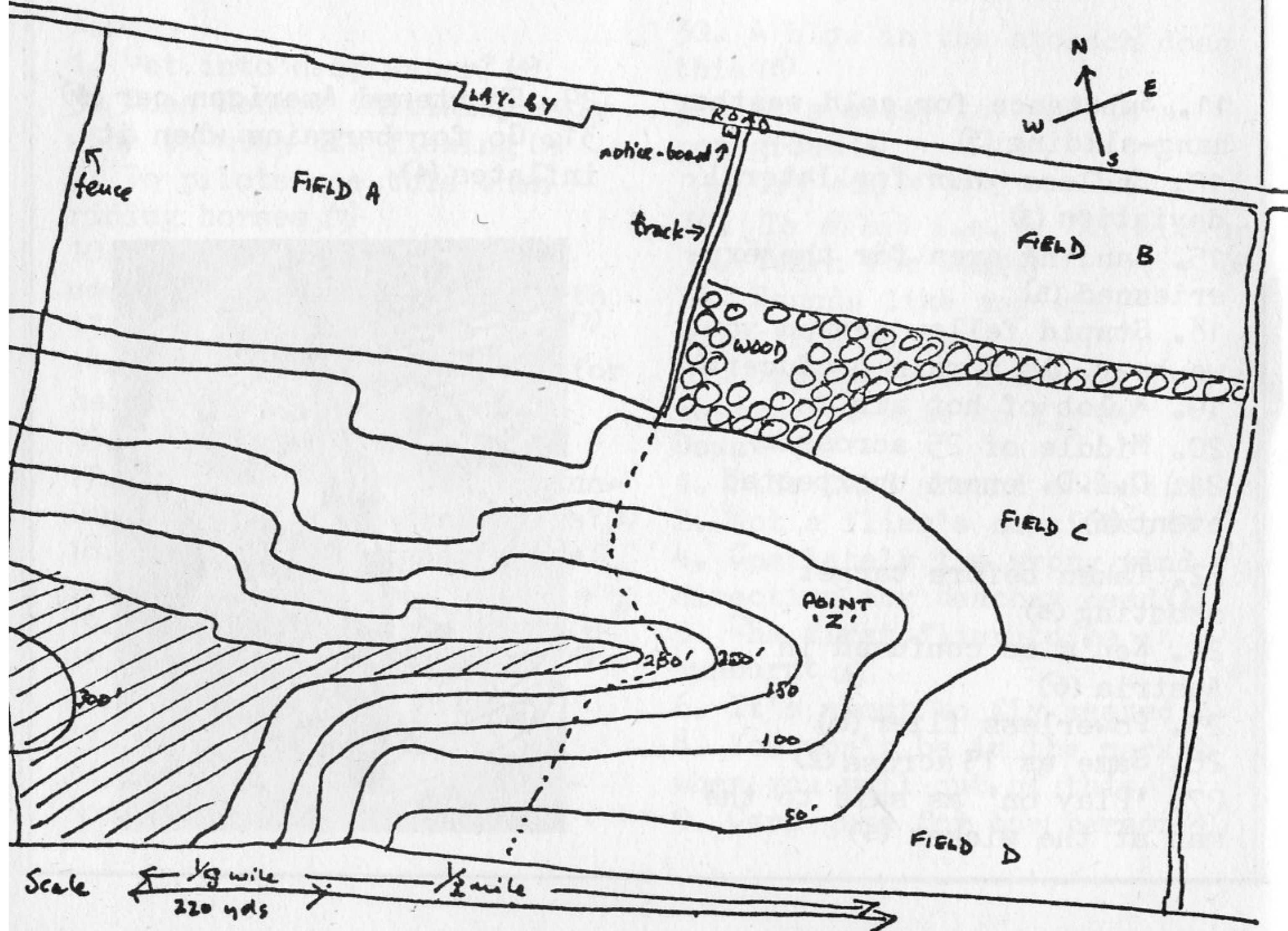
Pilot Grading Theory

The diagram represents a club-controlled site you have been invited to fly. You and your friends have parked in the lay-by and have read the club notice board at the end of the approach track in Field A. From this you have found out:-

Landowner X owns Fields A and B, and all of the ridge west of the dotted line. He allows the club to have foot access via the track in field A to the top of the ridge, and it can use all of the shaded area at the top for take-offs and

top landings. They may fly the ridge for 1 mile west of the fence, but may not take-off or land anywhere but in the shaded area. Fields A and B may not be used for landings.

Another landowner, Y owns the wood, the end of the ridge to the east of the dotted line, and Fields C and D. He allows the club to use the ridge for take-off and Field C only for landing. The trees in the wood are 50-80 feet high.



Bottom landing

The wind at the top is a steady 8 mph from due south.

- 1 Indicate your expected take off area, flight path, and approximate landing area.
- 2 In a club competition, a marshall stands at point Z, and distance from this point to the landing area is measured. How would you try to extend the distance you cover in Field C?

Soaring

The wind at the top is a steady 22 mph from the north-east.

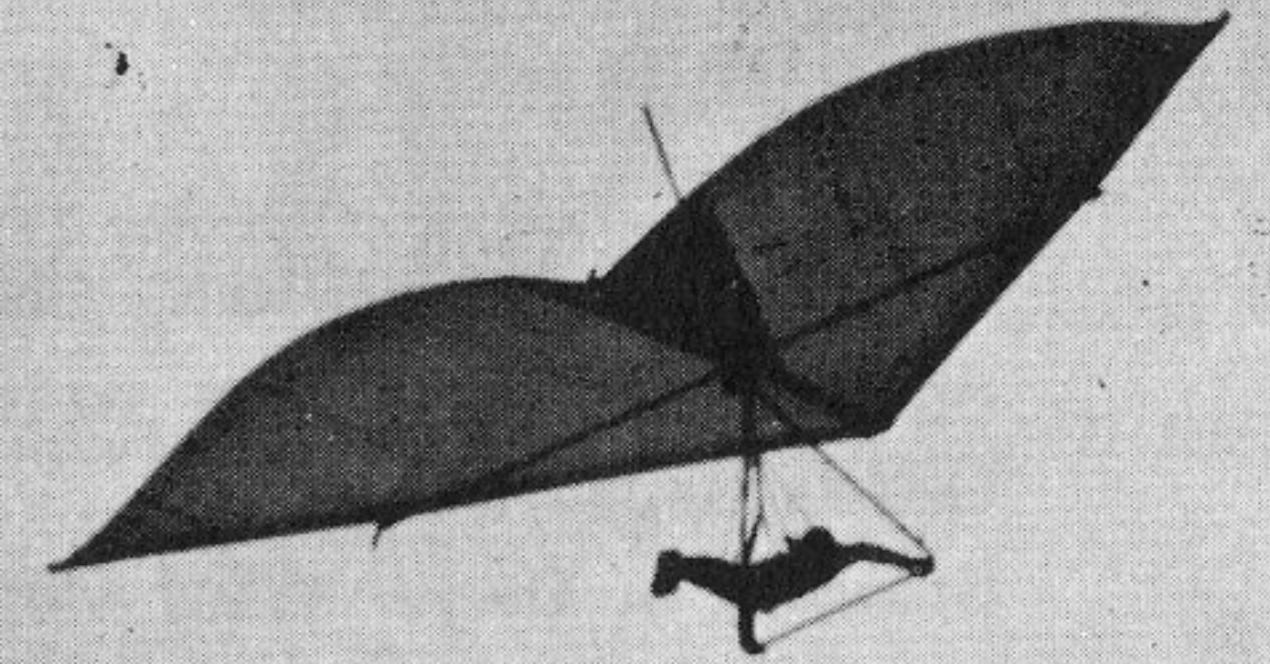
- 1 Indicate the spot you would use for take-off, and state your reasons for choosing it.
- 2 Indicate your expected flight path for the first few seconds of flight.
- 3 Indicate your expected top-landing area, and the way you would approach it. Why would you choose this area?

Site analysis

(Assume the same conditions i.e. a 22 mph NE wind)

- 1 At the end of the day's flying you wish to bottom-land to go home. Indicate where you would try to land in Field C, and how you would approach it from the ridge.
- 2 What conditions would you expect to find as you fly from the ridge towards Field C? What action would you take?
- 3 Indicate the wind direction you would expect to find at point Z.

Experienced flyers are your instructors



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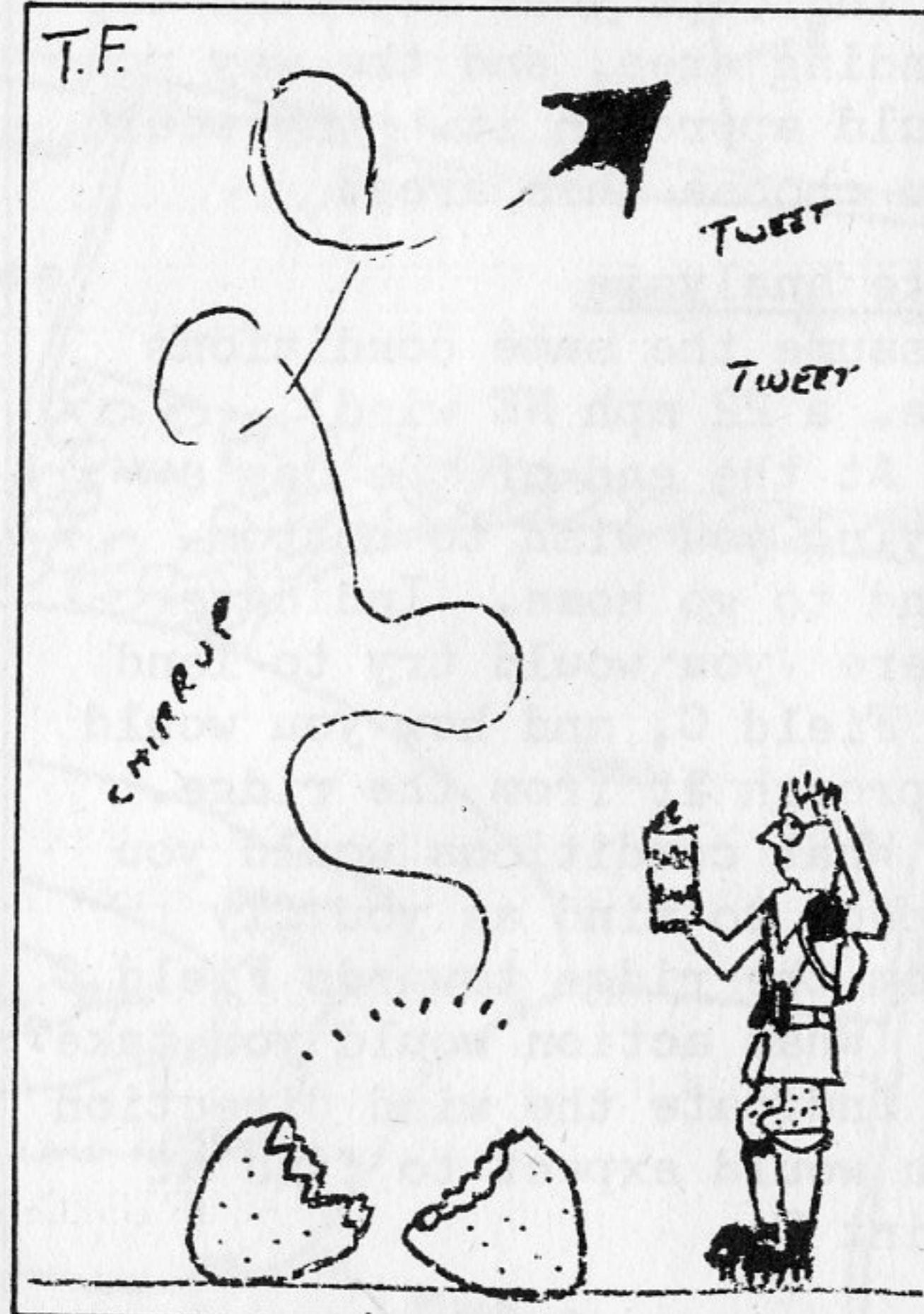
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ANNOUNCEMENT

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Brighton
Lester Cruse (71 54322)
6 Magpie Close Coulsdon
Surrey
Derek Bond (29 73998)
15 St Mary's Green
Biggin Hill Kent



DISAPPEARED on Devil's Dyke - a Skyhook leather padded seated harness.
If anyone found or accidentally picked up this harness (someone must have it), please contact Tom or Jeannie Knight
Tel: Partridge Green 710 084

harness, bag. £220 o.n.o.
Contact Mike Hibbit, 85 Cheam Road. Sutton, Surrey.
Tel: 01- 643 8198 anytime.

For sale Seagull III, unused and in mint condition.
Leading American kite. £220
Phone Eric Woods
Merstham 2969

For sale
Hiway 220 De Luxe. Seated

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