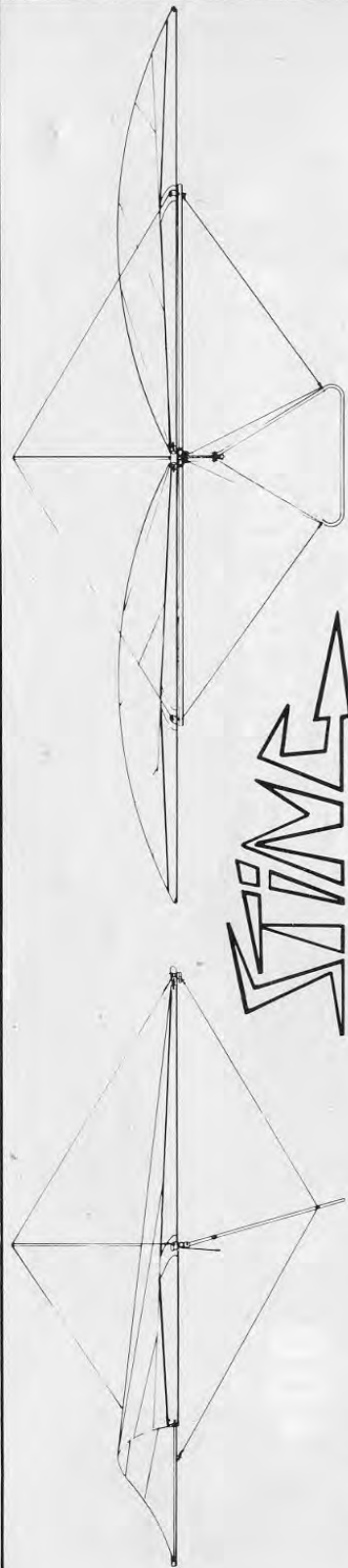


March 1976

WINDSOCK



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SOUTHERN HANG GLIDING CLUB

COVER

Johnny Carr coming in to land on his Gulp after his historic flight to Truleigh and back (see story). In the foreground Ian Grayland stands by a Hi-Way short-keeled prototype which he has been test-piloting.

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90 London Road
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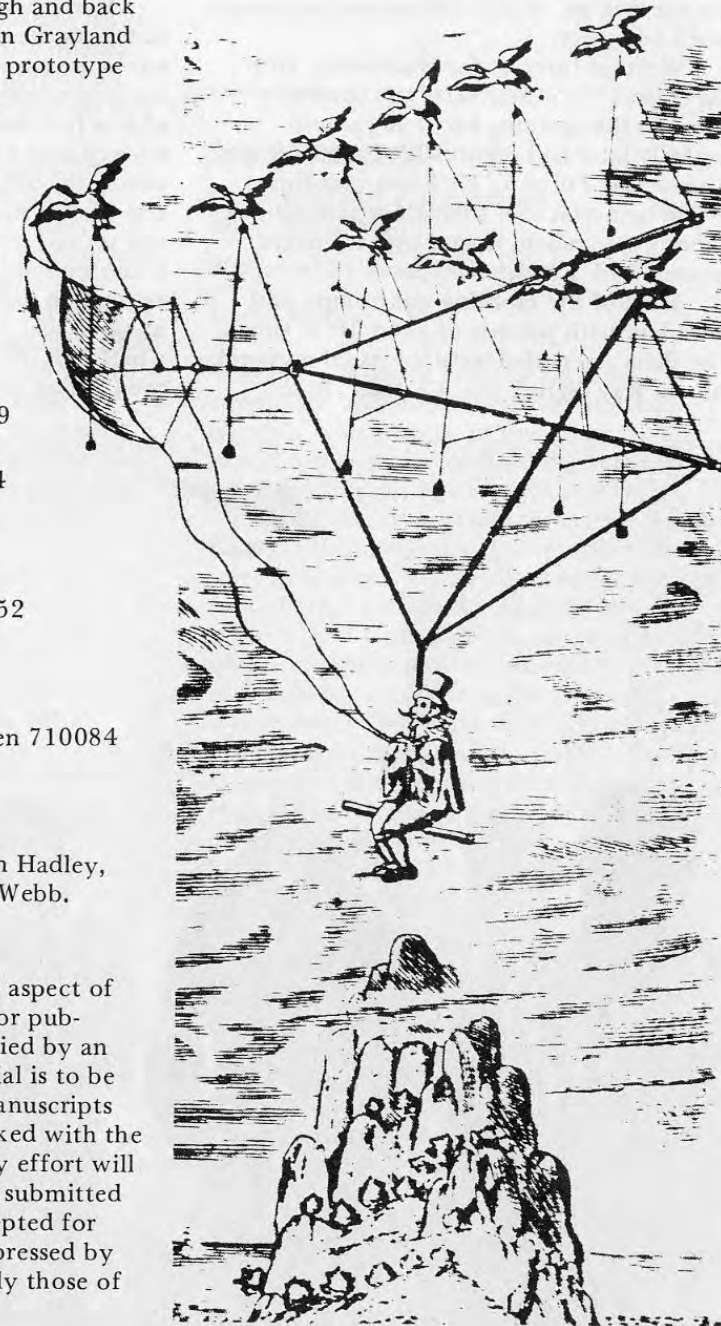
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Editorial Contributions

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.



The "BIG UP"

Malcolm Hawksworth

Sounds like a hang gliding version of Utopia, doesn't it. Many of us have experienced thermal lift at our big sites, especially Firle, but the 'big up' at Mill Hill seemed a bit too much to expect.

Weather forecast for Wednesday 10th March was '... Clear skies and southerly winds in the morning becoming south-westerly later and eventually cloud, strength 4 becoming Force 5'. We knew that this would be perfect for thermal generation, but nobody said much, fearful that we might create a bad 'karma'.

Most of the morning was bumpy and turbulent with patches of good lift at times. The fliers assembled were the usual midweek bunch, Ray Sigrist, Dale Clothier, Brian

Harrison, Martin Farnham, Big Bruce Hudson, Tore Christensen (from Norway), Tom and Jeannie Knight, and myself.

Martin and I were sitting having lunch, watching the usual Mill Hill scene... you know the one, kites being blown about like corks in a bath tub. Ray Sigrist took off and after a few minutes normal ridge soaring he hooked into a bit of lift at the north-west end of the hill, started out from the ridge, and then it started. Up he went, and out, and up and out, and soon he was higher than I have ever seen anyone at Mill Hill. Any estimate is likely to be suspected but all of us agree that the ceiling during the hour and a half that followed was 600 'to 800' over the landing area.



Needless to say, there was a scramble for our kites and shortly after Ray had landed, Brian, Bruce and myself reached for the sky. When not in thermal lift we found the flying extremely turbulent, and experienced some of the worst sink that I have ever seen. When the 'Big Up' started, which was usually 5 to 7 minutes after the last one had died, the lift felt something like being on an express lift. If the kite entered the thermal sideways, then that wing first entering the lift would roll up, but a hard correction into the lift found one climbing.

Once in the thermal, it was possible, when we got a safe height on, to wind up repeated 360s which were in lift all the way round. At one point Brian and I were doing 360s in circuit with one another.

The things we had to watch for were that we got back into ridge lift quickly when each thermal started to die. We also had to watch the aircraft as they made their approach to Shoreham airport. Their path was right across ours and, for the most part, BENEATH us. The air in the thermal was not super smooth, but it was quite nice... sort of frothy, man!

Everyone there, including Johnny Carr who arrived on the scene just in time, had a mind-blowing 1½ hours until the sea clouds came in and killed it all. Every kind of kite was thermalling so do not think that you will get left out of the fun if you have a standard kite. When we next have a day like it, you will be lower than the high performers, but you will still be able to get some incredible height if you play your lift right.

The biggest problem to come out of all this is that we are now well in, and above the aircraft going into Shoreham. The air-traffic boys down at the airport very obligingly diverted the aircraft to a runway which did not entail flying over Mill Hill on finals. This is not always going to be possible but the airport do not want the controls that they place upon us to be excessive. I have discussed the matter with them and agreed that when we have similar high lift conditions at Mill Hill again, we will make sure that we have a radio tuned in to maintain watch on their tower frequency - 125.4 kcs. If they ask us to keep our height down to below the ridge it will be because they have no option,

so please obey them; they are different from Adur Council, if they want to stop us they can do so, legally, within minutes. My school, Johnny Carr's and Graham Slater's school, and Tom and Jeannie Knight's, all carry radios capable of being tuned in to the right frequency so please make sure one of us has a radio on when Mill Hill next experiences the 'Big Up'.

BOOK REVIEW

Instant Wind Forecasting

Alan Watts

Published by Peter Davies Ltd.

David Worth

This book is about forecasting wind conditions and understanding the basic patterns which occur in this country. The bias is, however, towards sailing and coastal wind conditions, which is not too far removed from flying conditions experienced on the South Downs. A basic explanation of weather charts is given, followed by descriptions of wind strengths, gustiness, etc. The book is then separated into sections dealing with wind shifts of poor weather, local wind shifts, micro wind shifts, and days with recognisable wind patterns. There are many colour-plates showing, very clearly, cloud formations as a reference for the forecasting explained in the text. The wind's 'day' is described with reference to anabatic and katabatic winds. First impressions of the book are of its excellent layout and presentation, it does, however, seem a little technical (Alan Watts is a professional meteorologist) and a bit too much related to sailing. I have found, by being selective, it does provide a very good guide to weather and the understanding of weather charts (those things with highs and lows on them). It is surprisingly accurate too. As the author says in his introduction: "It is designed to be a sort of ready reckoner on winds that may be useful, based on the look of the sky and the feel of the day. This approach should help all those who are much daunted by windy explanations."

TRULEIGH and BACK....

Johnny Carr

Saturday—I had to work in the morning as usual—I rushed around as fast as possible. I came home, put the kites on the motor and drove to the Dyke (Devil's Dyke). Soon after passing through Hurstpierpoint I could see a kite really high in the sky above the Dyke so I knew it was going to be a good day. I drove to the top and got out of the van to find it very cold but sunny. I donned my new ski suit—a Christmas present from Paul (the wife) lifted the Gulp off and carried it to the take-off area. After opening the kite I went to have a chat with the rest of the fliers and was told by Tony Fuell that Graham Leason had already flown as far as the pylons and got back to do a top landing. I told Graham how cloddy he was and that I would try and beat him if I could get enough height to cross the pylons. I rigged the Gulp and took off with the wind blowing 18 mph slightly off the hill to the North. After soaring for a while, I thought to myself, 'I wonder what the lift is like round the corner on the ridge near the pylons'. By this time I was already half way to the pylons with Malcolm Hawksworth hot on my heels on his Super Swallowtail. The pylons were getting nearer with at least 150 feet to spare. Even with that clearance, you still think of all the things that could go wrong as the wires pass under you. I continued on to the next ridge and was feeling confident that if I did lose height I should still be able to land on top or pick a safe landing spot.

At this stage of the flight I turned back to see that Malcolm had had second thoughts and was on his way back; I could also see the Dyke, and lots of kites getting farther and farther away. I was about half way to Truleigh now and knew that if I reached the next ridge nothing would stop me from reaching it. I still had 150 to 200 feet below me and could therefore afford to lose 100 ft which I did in crossing the part of the ridge that did not face North. Past this obstacle

and another bowl smack into wind and up I go. I can now see Truleigh with the mast on the top and knew I would make it. However, it did cross my mind that if I could not return, would someone pick me up?

I reached it, the famed Truleigh Hill; the Gulp just went up and up, miles high (boom, boom — what a sense of humour!). Truleigh was banned one week before I got my first kite in June 1974 and so I had never flown there before. I looked down over the farm and wondered what the farmer would think if he saw me. That was one place I knew I could not land.

I had plenty of height and looked back at the Dyke where the kites were like specks on the hill. As there was one more little bowl to the west of Truleigh, where the Downs finish and slope away to Henfield Road, I decided to go all the way. I was by now very impatient to find out if I would get back to the Dyke, and started on my way. I took one last look at the bottom of Truleigh and thought about the many times I had looked up from there dreaming about flying my own kite. Well on my way with the wind slightly following me. I was travelling a lot faster than on the way out. By then I was thinking to myself (just like any other flier would): 'If I can only make it over those pylons, and land on top, what an achievement for hang gliding it would be'. Cross-country flights are becoming a reality. This summer is going to bring flights that will make this one seem silly, but it's not a bad start to 1976.

I passed over the pylons and approached the main ridge, where the first fliers I saw were Ray and Dale. They shouted up to me: 'You s*** eater!' [A common form of congratulation in hang gliding vernacular—Ed]. I had a laugh and flew past the hotel and landed on top. I cannot explain the feeling—it was sort of spine-chilling, but so relaxing it's untrue. It was great to share the excitement with so many of my friends on the hill who were pleased to see Truleigh conquered from the Dyke.

One final plea—please don't try to cross over the high tension pylons unless you are certain you have enough height.

See you all on the hill—J.C.

HOBBY TIME,

After aeons of being cursed by those persistent little pests, the household flies, some inventive and manipulative freaks have finally found a use for the buzzy bastards. Apparently, the right fly can be a power plant in the maddest little airplane you ever did see! Here's how . . .

First rush out to the garbage bin. The heat of spring should have brought a busy flock of the little black devils to savour the delights of your rubbish. Catch the biggest, fattest fly you can find, put him in a small container, say a pill box, and place him in your fridge to chill. Then prepare a small (v. small) piece of balsa wood or styrofoam strip. Fashion it into a fuselage and at one end of it glue a tiny vertical fin. Using another little strip of balsa, fashion a leading edge spar to the other end of the fuselage strip. Then spread a tiny piece of tissue or cellophane with which to make an aerofoil wing. Glue the front edge of the tissue to the balsa spar. Let this assembly dry. You should

now have a small D-shaped wing with a tiny triangular fin at the rear. Now put some contact adhesive on the front end of the fuselage strip. Then remove the fly from the fridge, he may look dead, but don't worry because he's just stiff from the cold which makes it possible to dab a tiny bit of adhesive on his rear end and then to glue him to your airplane.

It'll take him a minute or two to warm up and start moving but then he'll try to fly. After a few unsuccessful attempts he'll get airborne, dragging the miniature plane. The added weight will tire him quickly and then for the first time in his short, little life he'll find he can glide!

Some flies will really take to gliding and in a short time they'll adjust completely to their new lifestyle, swooping about your rooms in a dazzling display of fly-powered acrobatics! But we doubt that flies are smart enough or sufficiently showbiz conscious to merit a round of applause. Just reward them with a good swatting.

Contributed by Colin Webb

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PHOTOCALL

Two kites which have recently been showing their paces on the South Downs are the new Hi-way Cloudbase and the Wills Wing Super-Swallowtail. The Cloudbase, widely featured in this month's *Wings*, is a kite for all conditions with its wide speed range and reliable stability. Hiway are not, however, resting on their laurels and are currently working on at least two new prototypes, one with inflated leading-edge pockets. The SuperSwallowtail is another introduction which is making everything else look positively old. Its turning capability is truly amazing and, as usual, the Wills sail is immaculate. From Miles Handley we have a smaller version of the Gulp called—would you believe it—the mini-Gulp. He has also increased the sweep-back of the tips to improve its turning power. I have heard that Miles has sold more Gulps abroad than in this country, which, if true, must be unique in kite manufacturing.

Top far left: Graham Slater test-flying a production Cloudbase.

Middle far left: Ray Sigrist executing his usual perfect top landing.

Bottom far left: Smile, please! John Ievers about to fly a Hiway prototype.

Middle top: Dale Clothier on a SST 90.

Bottom middle left: Dale showing the SST's scraping capabilities.

Bottom right: Malcolm Hawksworth puts in some prone flying on the SST.





ARE YOU AN ACCIDENT LOOKING FOR SOMEWHERE TO HAPPEN?

Dunstan Hadley

Accidents happen from time to time, no matter how hard we try to prevent them. Probably the USA space programme is one of the most successful examples of accident prevention recently seen, due almost entirely to incredibly strict observance of rules and scrupulous care. Imperial Airways flew regularly between London and Paris from the time the company was formed until war brought it to an end in 1939, without ever having an accident. Hang gliders have so far gained a rather poor image in this respect. This is due almost entirely to two factors:

1. Sheer irresponsibility and failure to observe strictly one or two essential rules.
2. Inexperience.

In any kind of flying there is no place for carelessness, the casual approach, bending the rules or doing things for which your experience is inadequate. Both in the Services and Civil Aviation, those who disobeyed the rules are grounded very speedily, usually with little sympathy from their friends. A colleague of mine was sent to 'Toronto Glasshouse'* after slightly bending the propeller of his aeroplane on a frozen

lake. A German pilot was executed by firing squad on Goering's order during the war because he was seen flying low over his girlfriend's house. Accidents caused by breaking the rules are preventable and should never happen.

However, there are also accidents which, although they may be preventable by skill and care, nevertheless may occur during a lapse of concentration, or because of a stroke of bad luck such as a gust of wind—although some would say that even these are preventable. It may be possible, though, to prevent injury, if not the accident. The most obvious way to do this is to wear a crash helmet. I have seen two people knocked unconscious in hang glider crashes who might well have had fractured skulls if they had not been wearing crash helmets. I saw another man stall soon after take off and actually land on his head on the control bar of his kite from about six feet up. He appeared to be unhurt—probably saved by his helmet. I agree that if you don't wear a crash helmet you will get away with it most of the time, but Montgomery in 1911 would not have died when a bolt on his glider pierced his skull if he had been wearing a modern crash helmet. Thinking on from this, make sure you do not have any sharp projections on your glider or in your pockets.

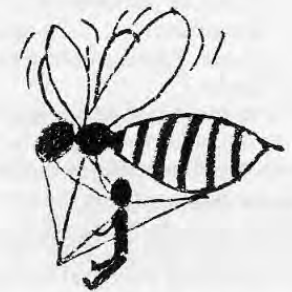
The control bar seems to be a very good impact-absorbing device, nonetheless, with just the right amount of give, which has probably saved many broken bones for the cost of a short length of alloy tubing. It may also have saved damage to the more substantial parts of the kite by breaking first. It is probably also wise to wear gloves. I find that leather rose-pruning gloves are quite warm on a cold day and not too tight in summer; they are also resistant to brambles and gorse prickles and not too expensive.

What else? Well, the legs. If you must break a leg, do it at the ankle. It will heal far quicker and give less disability than anywhere else. For this reason, land on your legs rather than your backside and you might save yourself a broken spine or pelvis. So, don't retract your undercarriage as you come in to land. With a broken ankle you will be in plaster for about three months, but a broken leg may take twelve.

Footlace boots make ideal flying boots. They are warm and comfortable and give optimum protection to the ankles. The studs prevent you slipping during take-off and landing and help enormously in climbing the hill afterwards.

Lastly, use your eyes. Look for damaged wires, tears in the sail, stitching coming undone. Look for other kites about to take off, or people climbing the hill just below you. Look out for children and dogs. In flight, 'be like a ball' and look round all the time, especially for high-tension wires. You won't see them, but you may see the posts holding them up.

A final word—don't fly if you feel cold.
*The 'Toronto Glasshouse' is a military prison.





Smalls

HAYSEED

Apologies again to Dunstan Hadley for wrongly crediting his article on HAYSEED to Reg Bradley. My only excuse is that the names sound alike.

BHGA MEMBERSHIP

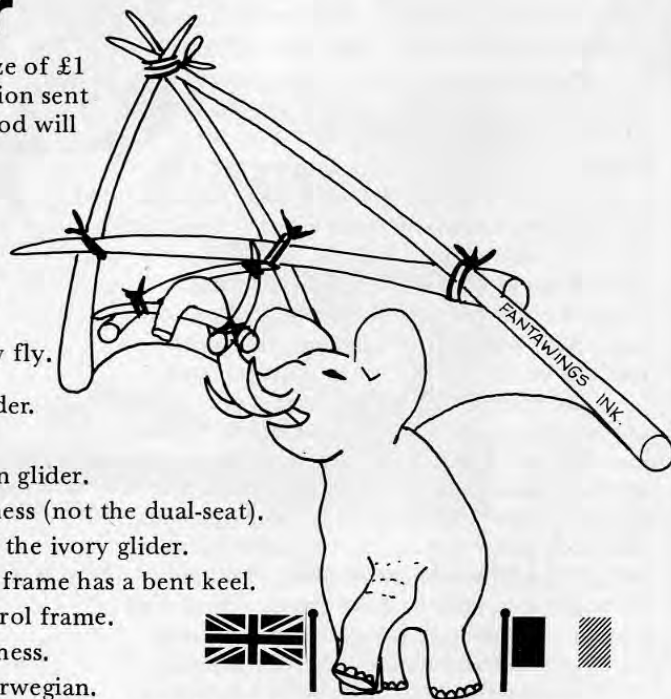
It seems that the BHGA was somewhat inaccurate with the list of non-members. It was put down to a lapse in communication between renewals and the publication of the list. I apologise to anyone who was unjustly accused, in particular Robin Haynes and Roy Beckett who took the trouble to inform me of the error. I would like to remind those who are still not members that if a third party is injured in an accident, however unavoidable, they may find themselves in court without the Third-Party cover that BHGA membership gives.

Mindbender

A quiz compiled by Peter Day. A prize of £1 will be given to the first correct solution sent to the Editor. The solution and method will appear in the next *Windsock*.

There are 5 sail colours
5 types of harness
5 countries
5 control frame colours
4 faults
— so that one glider may fly.

- 1 The Englishman owns the red glider.
- 2 The Spaniard lost his bolts.
- 3 The dual-seat belongs to the green glider.
- 4 The Frenchman has a seated harness (not the dual-seat).
- 5 The green glider is to the right of the ivory glider.
- 6 The glider with the silver control frame has a bent keel.
- 7 The yellow glider has a pink control frame.
- 8 The centre glider has a prone harness.
- 9 The first glider belongs to the Norwegian.
- 10 The glider with the gold control frame is next to the glider with the tear in the sail.
- 11 The glider with the pink control frame is next to the one with the broken boom.
- 12 The glider with the black control frame has a supine harness.
- 13 The Japanese has an orange control frame.
- 14 The Norwegian glider is next to the blue sail.



Note: When right is stated, it means to *your* right.

All 14 conditions must be satisfied.

WHO WILL BE ABLE TO FLY? WHO HAS THE 'JET' HARNESS?

BHGA OBSERVERS

Here is an up-to-date list of BHGA observers in the SHGC:

Roy Beckett	Tom Knight
Paul Davis	Graham Leason
Tony Fuell	W. C. Mills
Ian Grayland	Geoff Shine
Dunstan Hadley	Graham Slater
Malcolm Hawksworth	Guy Twiss
Steve Hunt	Eric Woods
Jeannie Knight	David Worth

Airmail

MYSTERY LETTER SOLVED

Dear David,

I was surprised and disappointed as you were to see in February *Windsock* that you had no entries at all for your crossword competition. I enjoyed the crossword and thought it a jolly good effort on the part of Sandra Heathcote who devised it. I eventually got it out. Perhaps you would like to give me the prize for the first correct solution anyway because I can supply the letter 'A' (22 down) missing from the solution printed in *Windsock*.

While writing, I would like to record my opposition to the standard of our magazine being lowered by the inclusion of a nude. I am glad there is none this month.

Terry Prendergast
Weybridge
Surrey

ARTISTIC APPRECIATION

Dear Sir,

Your unhappy correspondent of the January *Windsock* compels me to write to you,

I agree with the first part of his letter, for when opening a dull brown envelope and finding it contains the new *Windsock*, all else takes second priority while I avidly consume its contents from cover to cover.

DEVIL'S DYKE

As from now Devil's Dyke is CLOSED FOR FLYING until the farmer's crop, which is coming through, is harvested. PLEASE OBSERVE THIS RULE.

However, as an artist and a student of the human form (particularly the female one), I enjoyed not only the pin-up, as most of your other readers must have done, but the spirit of the editorship that included what is (alas) by no means a regular feature.

George Bruce
Pembroke Walk
London W8

PS—Perhaps she was sited a little too close to an article entitled 'Safety Standards for Rogallos'.

Sorry Bruce, the score so far is two-to-one against so I feel compelled to suspend what was going to be a regular feature—Ed.

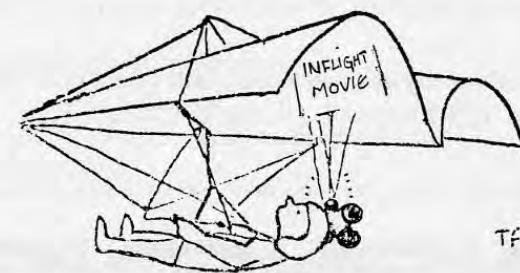
BRIBE SCANDAL?

Dear David,

I was sorry to see that you couldn't finish the crossword either. I would have traded you the answer to 22 down for 37 across if I had known you were in difficulties. Perhaps we could get together next time and share the prize money.

Colin Morris
Kingston
Surrey

If anyone else has had the same idea, please send me a cheque for as much as you can afford on the understanding that you will never see your money again, and you will be provided with the correct solution to all crosswords with a prize of less than 10p—Ed.



Tf.

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

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Signed Dated



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Vinyl badges for helmets	20p each	
Postage		6p
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 by cheque/money order for £3.50
made payable to the SOUTHERN HANG GLIDING CLUB

Signed Dated

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