

WINGS CK



JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

AUGUST 1977

At a meeting on 13 August the ATC system was formally set up. About 23 pilots have agreed to operate as Air Traffic Controllers. Their main job will be to implement the new club flying rules.

In addition the ATCs will be checking for club membership. This means that if you don't display your noseplate or show a weekly flying ticket, you will be charged a £1 for a new weekly ticket. Please do not abuse the system. If Air Traffic Control is not allowed to flourish, our flying days are surely numbered.

IF YOU WANT TO FLY IN THE SOUTH EAST, YOU MUST BE A MEMBER OF THE SOUTHERN HANG GLIDING CLUB, OR BUY A WEEKLY FLYING TICKET.

The AGM will be on Saturday November 19th. Time and place later when Johnny Carr has organised it. Several committee members will not be putting up for re-election, so please start to think about taking a more active part in the club. Any would-be Editors or Secretaries should contact me or John Ievers for information, if they want it.

If any fliers know of any new sites, please let the committee know about them. We need as much help as possible to obtain new sites.

BHGA COUNCIL REPORT

An October conference will be organised by the BHGA to enable members to air their views on any matters relevant to hang gliding. Every BHGA member club will be invited to send delegates to the two-day event, when BHGA Council will take part in discussions.

The time and place of the conference, and details of some of the subjects to be discussed will be published in August Wings.

Voting at BHGA AGMs was discussed and it was decided that future voting could be done by post, though club secretaries will still be able to collect voting slips in advance and take them to the meeting as before.

Keith Cockcroft presented a comprehensive report in his role as flying and training officer. After hearing his report, council decided that Gerry Breen should be struck off the list of registered schools. Also a strong line of action would be taken against John Malin, who had continued to teach without complying with BHGA standards and who

was not registered as a BHGA approved training establishment.

SMALL ADS

FOR SALE

SST100C. Ex-Bob Wisely machine. Excellent flyer. £350.

Phone Norman at Lewes 77183.

FOR SALE

Gulp 130B and Wasp C241, complete with harnesses and heavy duty carrying bags. Both of these gliders have had a total of only a few minutes flying time since they were bought and are as new.

And altimeter. The lot £450.

Contact Pete Mills, 5 Queens Road, Minster (Sheppey), Kent ME12 2HF. Phone 0795 872289.

FOR SALE

SST100B. As new, flown less than 20 times. £420 secures. No messers please. Also Airstream prone harness used 6 times £20. Ring Jim Dixon at 01 658 4245.

FOR SALE

Wasp 201C4. Black and gold sail, prone bar, seated and prone harnesses, kit bag. 5th Skirrid, 5th Pickering, 7th Mere. Delivery considered. Offers after 6 pm. Telephone Medway 62685.

FOR SALE

Almost new Chargus Solar, mauve and yellow sail, harness, bag. Suit pilot up to 10 st. Qualified tuition to EPC level included in price of £150. Phone Partridge Green 710084.

FOR SALE

Ridge Rider Fintail. High performance glider with good stability for the heavier person. Four months old, comes with carrying tube and harness. Mint condition. Cost £430, will take £350 o.n.o. Contact P.S.Unwin at 073782 (Nutfield) 2749.

FOR SALE

Airstream prone harness for sale. Excellent condition, £15. Contact Paul Clements, 33a Brunswick Square, Hove, Sussex. Phone Brighton 70040.

FOR SALE

Hiway 260. Ideal for heavier pilot or dual. Prone or seated. £125 o.n.o. Phone J.K.Baldwin at Lewes 77183, evenings.

FED UP WITH BYE-LAWS, THEN WHY NOT TRY PARASCENDING?

£12 per day secures thrills but no spills with the leading exponent on the South Coast, Colin Partridge. Phone Rustington 70382.

SITE NEWS

DITCHLING BEACON

This is a site which caters for flyers from elementary certificate standard through to Pilot badge holders - PROVIDING that it is used properly.

Flyers below Pilot badge standard are requested to use only the northerly face, which gives pleasant flying when there is a direct northerly wind and offers ample bottom landing space. (See A and B on map).

It gives a good long top to bottom flight, but be careful if the wind is very much off the hill, because it can be very turbulent.

Take-off area can be reached either by walking round the ridge from the car park, (See C on map) or by parking your car at the cross roads at the bottom and carrying your glider up the hill. The landing space is huge, SO THERE IS NO EXCUSE FOR LANDING IN THE CROPS.

The other face of Ditchling (See D on map), near the top car park is not recommended unless you hold a Pilot badge. This takes mainly a north easterly wind and top landings can be very difficult. At present the landing area is the same as for the northerly face (A on map), which involves flying down wind to an area which is not visible from the take off point. The club is at present negotiating for the use of an additional field nearer the car park take off, which could be used as an emergency landing area.

DEVIL'S DYKE

Please note that under new club rules, the only flyers who can attempt the Dyke to

Truleigh Hill run are Pilot badge holders. Will all flyers please remember that if they land in any crop areas outside the normal landing areas where a £2 fine operates, it is common courtesy to apologise to the landowner. Neighbouring farmers have objected to pilots who have landed in their crops en route for Truleigh and then disappeared after trampling the corn, without even bothering to apologise to the farmer. The farmers are not ogres, but they may well become so if this persists.

Bottom landing will be back on again when the crop has been harvested, the bales taken out and, most importantly, the machinery removed.

MILL HILL

A bye-law has been passed prohibiting hang gliding. Anyone flying this site does so at their own risk. Maximum fine is £20 so I believe. More information later.

STEYNING BOWL

Private site, so ATC rules don't apply. However use your common sense to avoid unnecessary aggravation.

NEWHAVEN CLIFFS

PILOT BADGE holders only.

SEAFORD HEAD

Pilot badge holders only. This is a potentially dangerous site for take offs and landings. A shifting rotor waits for the unwary.

FIRLE

Mention of this site will now be dropped as negotiations have not been reopened.

BEACHY HEAD

It is understood that there are some very sensitive negotiations in progress at the moment. Do keep the landing area towards the Eastbourne end of the bowl and away from the usual take off point.

