

FEELING LOW TIRED OF GUESSWORK?

MAKE THE BEST USE OF YOUR GLIDER'S PERFORMANCE
BY USING THESE LIGHT WEIGHT INSTRUMENTS

Airspeed Indicator

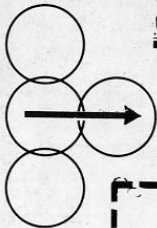


- * 0 - 50 CLEAR ANALOGUE READ OUT
- * SAFER WIND GRADIENT FLYING
- * CONTINUOUS AIRSPEED READ-OUT PRIOR TO TAKE-OFF
- * QUICKLY REMOVEABLE FOR SECURITY
- * FITTED WITH INTEGRATED CIRCUIT FOR DURABILITY
- * SPEEDILY FITTED TO ANY GLIDER TO HELP YOU OBTAIN OPTIMUM GLIDE ANGLE AND MIN SINK

Altimeter LIGHT WEIGHT WRIST ALTIMETER (3½oz)
0 - 1500ft. PLUS (x 20ft.increments)

Compass LIGHT WEIGHT WRIST COMPASS
OIL FILLED ROUTE SETTING BEZEL.

Available Soon ELECTRONIC VARIO/ALTIMETER/TEMPERATURE READOUT
WITH LIQUID CRYSTAL DISPLAY



THESE INSTRUMENTS ARE ESSENTIAL FOR COMPETITIVE
FLYING AND CROSS COUNTRY WORK

ORDER FORM - PETER J. DAY 31 CHRISTCHURCH GARDENS
EPSOM, SURREY.

PLEASE SEND ME -

----AIRSPEED INDICATOR(S) @ £30 ea p&p £1

----ALTIMETER(S) @ £45 ea p&p £1

----WRIST COMPASS @ £9. ea p&p 75p

£ _____

NAME _____

ADDRESS _____

BLOCK CAPITALS PLEASE

PAR

WINDSOCK

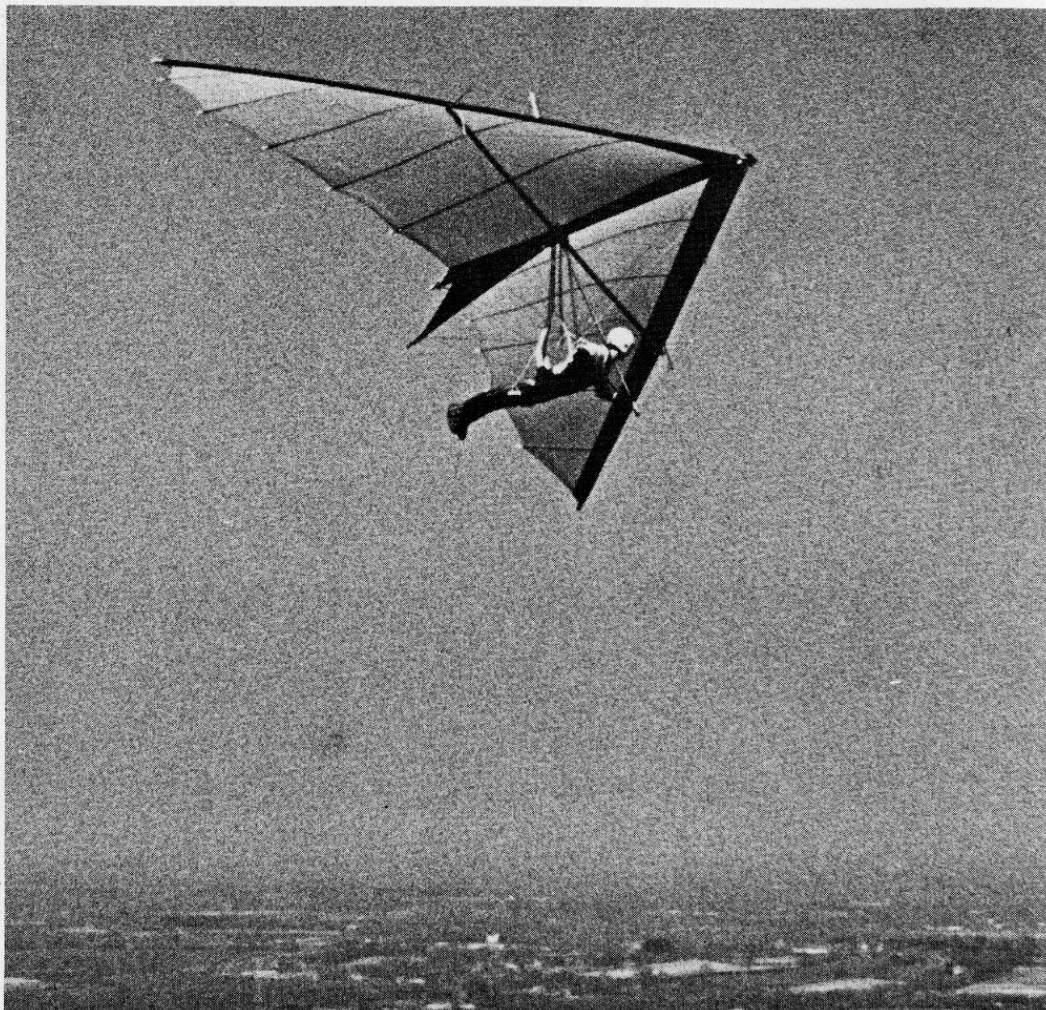


DECEMBER 1977

SAFE FLYING AND A
HAPPY CHRISTMAS



Scorpion.



A successful hang glider design has to delicately balance high speed glide angle and low sinking rates with sweet handling.

All-out glide angle or sink rate machines both run the risk of not being so easy to handle.

Hiway believe that a glider with a superb all-round capability, gives you more flying time and better value for money.

Scorpion does just that.



Hiway Hang Gliders, 27/35 Bernard Road, Brighton BN2 3ER. Phone: Brighton (0273) 681278.

WINDSOCK



Cover

(The weather has grounded Santa.)
Photo by courtesy of VOGUE.

Committee

EDITOR WINDSOCK

Paul Renouf
21 Danum Close
Hailsham Sussex
(0323) 844 820

CHAIRMAN

Tony Maclaren
Halnaker 457

SECRETARY

Tony Fuell
Brighton 502952

TREASURER

Peter Day
Epsom 23931

PRESS OFFICER

John Ievers
Brighton 502946

SAFETY OFFICER

Barry Bourne
01 647 4343/4

SITES OFFICER

Johnny Carr

Contributors

Brian Woods Mike Evans John Ievers
Geoff Shine Alan Weeks Golly & Barry.

EDITORIAL CONTRIBUTIONS

Articles and photographs on any aspect of hang gliding may be submitted for publication they 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.

EDITORIAL

Well here I am, the fourth editor of Windssock. Please attend whilst I reflect and thank Gill Handly for starting and giving the magazine the name, to Dave Worth for adding his considerable energy and talent, and finally Mark Woodhams for his invaluable guidance and for passing on this most sought after and enviable position

Some of you have been asking, where is the November issue of Windssock? I sorry there won't be one, but I hope to make amends for the new year. Thats my new years resolution. Rumours being put about by WINGS editor that Windssocks going A4 with colour supplement are not true, thank heavens, but what I hope will be fact is production of a monthly edition, although as things stand, there might be a few blank pages in future issues. This might not be such a bad thing, at least you will be able to paste in your own photos and articles which will save you postage and packing should you have decided to send them to me for publication.

My plea for help at the recent AGM resulted in several people coming forward and offering, thanks to all of you sorry I have not been able to contact some of you.

We all owe a great debt to Eric Gear who has offered his time and facilities as a printer. Its Eric we should thank for lightening my task which will enable me to give my time to producing monthly our magazine.

Deadline

ARTICLES AND PHOTOGRAPHS IMMEDIATELY
ADVERTISERS 26th. JANUARY 1978.

Minutes of Annual General Meeting held at 20.00 hrs on November 19, 1977, at Clare Hall, Haywards Heath, Sussex.

1. CHAIRMAN'S REMARKS

Mr. A. Maclaren took the chair and welcomed members and their guests to the meeting. He said that during the course of the last year, we had seen a vast improvement in the standards of both pilot ability and machine performance. He hoped that this would in the future reduce the antagonism of outsiders to hang gliding, and consequently reduce the pressure on our sites. S.H.G.C. had had a reasonably good safety record during the year, and as part of the drive for higher standards the Safety Officer had devised and introduced a system of Air Traffic Controllers to cope with crowded situations. This scheme was working well, and he hoped that it would continue to command support from all members.

Dealing with the sites controlled by S.H.G.C., Mr. Maclaren gave details of the forthcoming agreement with Eastbourne Council on the use of Beachy Head. He also discussed the progress of the Firlle negotiations, and reviewed the status of other sites.

2. VOTE OF THANKS TO RETIRING COMMITTEE

Mr. J. Carr proposed a vote of thanks to the outgoing committee, and this was unanimously agreed.

3. COMMITTEE MEMBERS' OBLIGATIONS

Mr. P. Clements proposed in writing the following motion:- "Before accepting election (or re-election) as club officers, members shall give the following pledges to the electing or co-opting Committee or meeting:-

- To inform members promptly and fully about all matters relating to flying sites in the Club's area,
- To obey the rules of the S.H.G.C. and the Code of Conduct of the B.H.G.A.,
- To do everything in their power, including withdrawing club membership

and informing all members of offences and offenders to ensure that all members obey the rules of the S.H.G.C. and the Code of Conduct of the B.H.G.A."

By a unanimous vote, this motion was lost.

4. TREASURER'S REPORT

Mr. P. Day explained the Statement of Accounts in details. Mrs. Handley enquired about the cost increase over previous years of printing 'WINDSOCK'. Mr. Woodhams noted that this had been due to the rise in postage and print costs. Mr. Ievers moved acceptance of the accounts. This was unanimously approved.

5. ELECTION OF OFFICERS

The following persons were proposed, seconded and elected as members of the Committee of S.H.G.C. There being no other nominations for each position, no elections were necessary:-

POSITION	PROPOSED	SECONDED
Chairman:		
A. Maclaren	S. Hunt	J. Ievers
Secretary:		
A.R. Fuell	J. Ievers	P. Day
Hon. Treas:		
P. Day	M. Handley	T. Knight
Editor:		
P. Renouf	M. Woodhams	J. Ievers
Press:		
J. Ievers	A. Fuell	G. Shine
Safety:		
B. Bourne	G. Shine	S. Hunt
Sites:		
J. Carr	T. Knight	J. Knight

6. ANNUAL SUBSCRIPTIONS

Mr. P. Clements proposed by letter:- "Members without 'pilot's certificates' shall pay one third of the annual subscription and glider registration fee paid by members with such certificates". By a unanimous vote this motion was lost.

7. BRITISH HANG GLIDING LEAGUE

Mr. A.R. Fuell proposed:- "That the S.H.G.C. should offer to provide sites and facilities for a League Competition during Spring or Autumn 1978".

Mr. J. Ievers proposed the following amendment:- "Add to the end of the motion - if the organisers can satisfy the Club Committee that the use of club sites will in no way hinder any member using them or endanger our security at these sites". By a show of hands the amendment was carried. By majority vote, on a show of hands, the amended motion was passed.

8. VISITORS TO S.H.G.C. SITES

Mr. B. Annette proposed:- "The club should allow visitors two free days membership on their first visit to the South". After discussion, on a show of hands, this motion was lost.

9. SITE INFORMATION

Mr. B. Annette proposed:- "The club should send out, free of charge, site information to anyone sending in a s.a.e.". After discussion, this motion was left on the table.

10. NATIONAL SITE AGENCY

Mr. K. Morgan proposed:- "That the S.H.G.C. agrees with the principle of a site agency as described in the October WINGS! editorial, and would work towards the setting up of a viable system in the near future". After discussion, on a show of hands, this motion was passed.

11. BI-MONTHLY MEETINGS

Mr. K. Morgan proposed:- "That the S.H.G.C., being a club with a large membership should hold bi-monthly club meetings for the exchange of club and flying information, local gossip, etc". After discussion, by a show of hands, this motion was lost.

12. RESERVATION OF RIGHTS OF MEMBERSHIP

Mr. M. Woodhams proposed:- "That membership of the club shall not be automatic. The S.H.G.C. shall reserve the right to refuse membership to people with a history of non co-operation". After much heated discussion, this motion was withdrawn.

13. GLIDER REGISTRATION

Mr. D. Goepel proposed:- "The pilot shall be directly responsible for the registration of the glider that he flies". This motion was passed on a show of hands, by a large majority.

14. MEMBERSHIP FEES

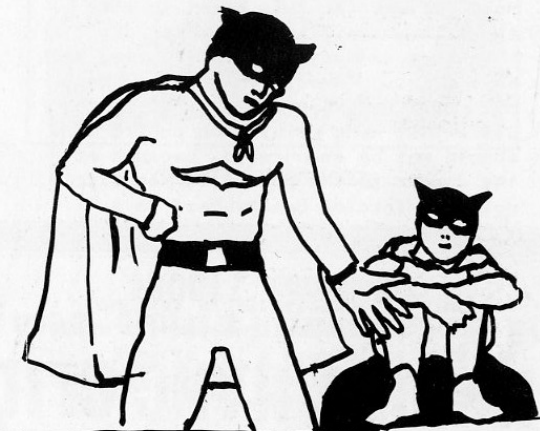
Mr. J. Ievers proposed:- "The Committee should have the option of increasing the basic membership fee to a sum of not more than £5.00 with a corresponding reduction in the glider registration fee so the overall cost to members remains the same". After discussion, on a show of hands, this motion was passed.

15. ANY OTHER BUSINESS

(a) Mr. A. Fuell referred to the forthcoming amendments to the B.H.G.A. Accident Reporting and Investigation procedure. He asked members to notify him at his home address of any accidents which occurred in S.H.G.C.'s area.

(b) Mr. M. Handley appealed for members to be more active in looking for new sites. He noted that the newer gliders could handle with ease sites previously thought to be unflyable.

The meeting closed at 22.20 hrs.



How can I fly like you Batman?
Join the Southern Hang Gliding
club Robin. POW ZAP

Chairmans Letter

I was most impressed by the attendance at the Annual General Meeting. Thank you all for coming. It is good to know that the Committee have your support. Thanks also to Johnny Carr for organising the hall and the film show.

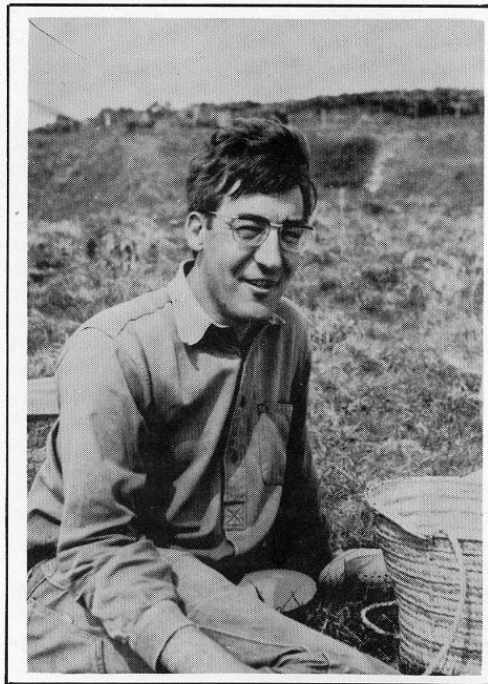
I am afraid that I have bad news, which many of you will have heard already. Having got the Licence for Beachy Head through the Tourism and Leisure Committee and all the documentation and plans agreed with them, ready for signature after approval by the full Council Meeting, which was held on the Monday after the A.G.M., the recommendation of the Tourism and Leisure Sub-Committee was rejected by the full council, which was something that nobody envisaged and why I was so confident at the A.G.M. about it. It was rejected by 14 votes against to 13 in favour. The Eastbourne Council are, therefore, going ahead with the Byelaw, which will prohibit totally hang gliding at Beachy Head. This Byelaw will follow pretty closely with the Mill Hill Byelaw and the procedures for making it are the same, i.e. that the Council approves the form of the Byelaw and resolves to make it, whereupon it has to go up to the Home Office to be confirmed by the Home Office. At this point in time there is a facility for making objection and we shall, of course, be objecting. However, in view of the Mill Hill decision, which went on the basis that hang gliding on public land should not be encouraged, because of the danger to the public, I see little point in forcing Beachy Head to a Public Inquiry, with all the costs that are involved.

Our only alternative is to try and make the full Council change its mind, and this would mean a lot of work lobbying Councillors and members of the public at Eastbourne.

Your Committee will be considering this aspect at their next Meeting, which will have been held by the time this goes to press.

One of the difficulties is that lobbying Councillors and so on takes a tremendous amount of time, and any help that individual members, who live or work in the Eastbourne area, can give would be much appreciated.

We have heard further from the National Trust about Ditchling seeking basically to restrict the use of their car park in the summer months and asking us not to fly from their land. As we do not know the full extent of their land, we are trying to ascertain this and negotiations will be proceeding.



Tony MacLaren our chairman..



Accounts

ACCOUNTS FOR THE PERIOD 1st. NOVEMBER 1976 - 31st. OCTOBER 1977 S.H.G.C.

RECEIPTS

In hand at 1st. November 1976	£161.74
Membership subscriptions	2999.81
Cash on hills	117.50
Advertisements in Windsock	69.00
Sale of badges	68.57
Crop landing fines	21.00
Disco	8.50
Mill Hill Donation (1976)	5.00
Sale of books	.35

£3451.47

EXPENDITURE

Payments to Farmers	£929.00
Windsock	722.78
Stationary and stamps	374.99
Badges	202.50
Club Insurance	153.35
Committee member's expenses	105.35
Toys Christmas 1976	60.00
Noseplates (100)	30.78
Refund - Membership fees	22.46
Hire of meeting rooms	15.73
Sundries	2.64

2619.96

Excess of Income over expenditure

831.51

£3451.47

ANALYSIS

Excess of Income over Expenditure	£831.51
Deposit Account	1000.00
Total Interest on Deposit Account	122.45
Payments made in advance to Farmers	73.33

2027.29

Subscriptions 1977 onwards	<u>618.54</u>
Nominal Surplus	<u>£1408.75</u>

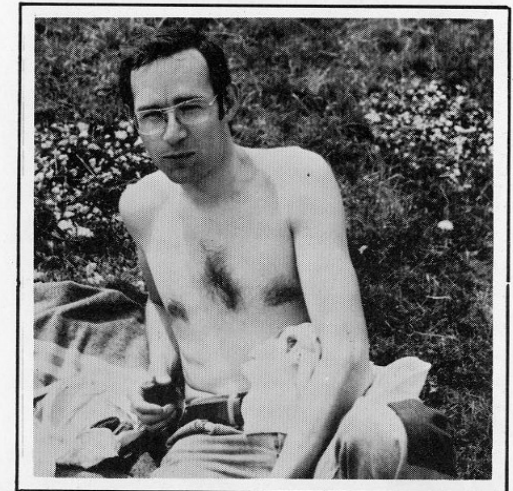
ASSETS

Addressing machine	£5.00
Badges - various	396.80
Noseplates (74)	21.87
Stamps	8.05
Office Trolley	33.76
Stationary	15.61
Fending for carpark Ditchling	9.40

£490.49

MEMBERSHIP

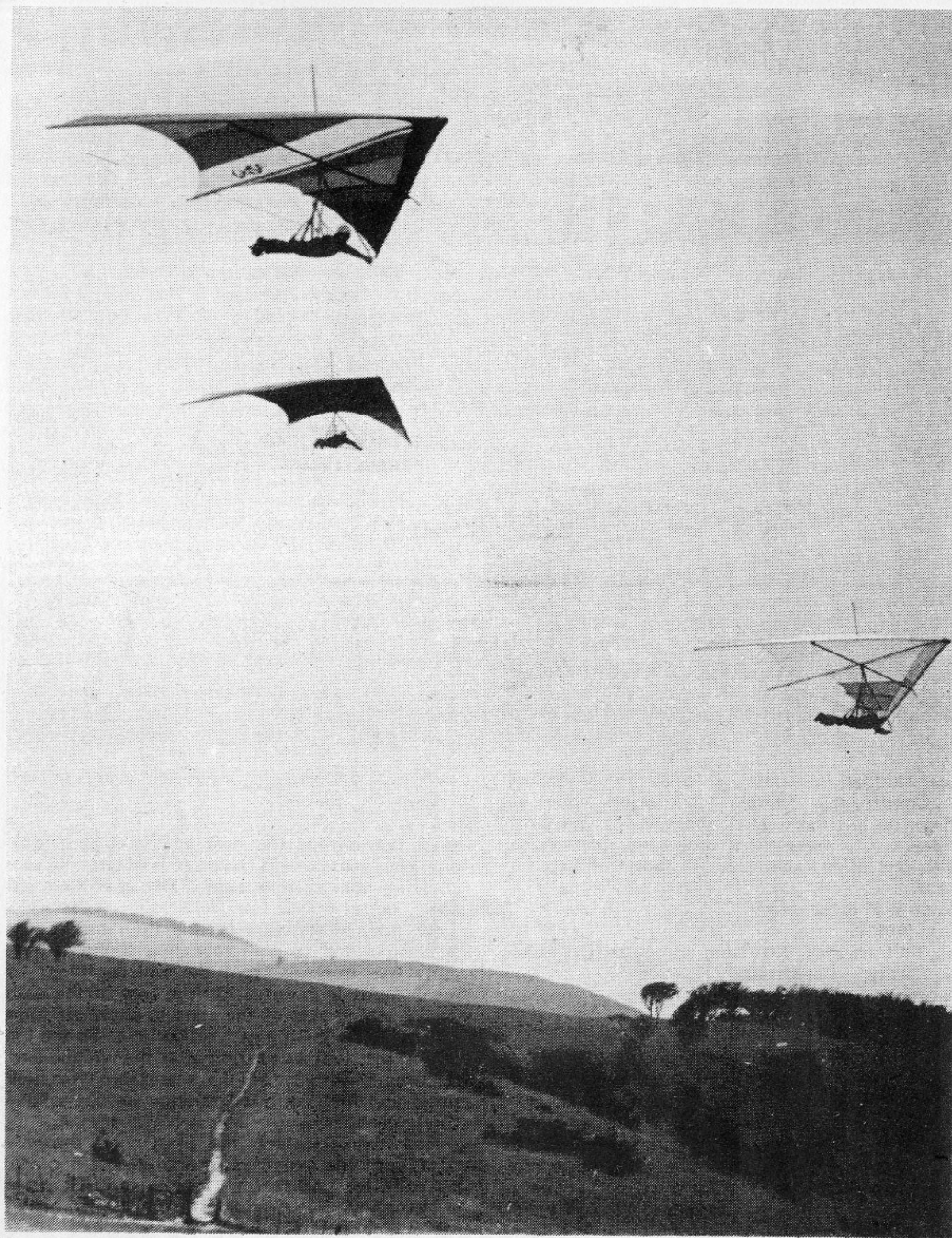
FULL MEMBERSHIP PAID UP TO
31st. OCTOBER 1977 215



DIDN'T HE DO WELL

IT'S NEW FROM
Hang Glider Pilot by Ann Welch Gerry Breen
£2.75p inc. p.& p.
KNIGHT HANG GLIDING
10 The Causeway Partridge Green Sussex
telephone 710084

Skyhook's new SUNSPOT & **come to see it fly!**
or ask us for details



THE WASP EXPERIENCE - FLY IT

WASPAIR LTD. MELFORT ROAD, THORNTON HEATH, SURREY

Telephone 01-689 7639/5163

Committee Minutes

EXTRACTS OF THE COMMITTEE MEETING HELD
ON 7TH. DECEMBER 1977

Minutes of the annual general meeting accepted (see AGM minutes). Dave Goepel's motion was the first item to be discussed - Each pilot shall be directly responsible for the registration of the glider that he flies - The present system of registration was given attention and was generally felt to be in need of updating. John Ievers proposed that registration should commence for all pilots on a predetermined day of each year, and the pilot be issued with a coloured sticker to provide evidence of registration. Peter Day made the point, if this were to happen it would considerably increase the treasurers work load. Jeannie Knight stressed the apparent ineffectiveness of the present system and the problems it presents to our Air Traffic Controllers. Tony Maclaran commented, should the proposal be accepted it would necessitate a membership secretary, this idea was heard with agreement, although the position is not, as yet being offered. Jeannie suggested a change of the subscription rate, thus eliminating glider registration. The view of the committee was that this topic required a greater depth of discussion with the full membership to give suggestion. This would be a topic for discussion at the next AGM or extraordinary meeting. Windsock might be the appropriate medium to present and communicate the members views.

The meeting next discussed John Ievers motion from the AGM - committee should have the option of increasing the membership fee to the sum of not more than £5 with a corresponding reduction in glider registration fee - This matter was deferred pending further information and research of the S.H.G.C. budget. LEAGUE COMPETITION in this clubs area.

The discussion revolved around, should we or should'nt we? By majority decision it was agreed that a league competition should be held. The two most prominent reasons against were, possible interference with club flying and an increase of spectators combined with accompanying congestion might bring the club in dispute with land owners or council. The meeting decided to give the League organisers a provisional undertaking of intention to hold the league here.

Confirmation would not be until Tony Fuell could give assurance that club flying would not be jepordised.

The subject of a club competition was proposed by Johnny Carr. It was agreed that Johnny should investigate

Tony Maclaran gave information of sites.

BEACHY HEAD

Eastbourne council have decided to prepare a byelaw banning hang gliding from this site. A working party made up from those members local to the area will hopefully be formed to fight this decision. Paul Renouf will be contacting local members. Anyone with ideas should contact Paul. Flying can continue.

FIRLE

Tony Maclaran is still negotiating with Strutt and Parker. Good news hoped for.

MILL HILL

Tony has written to the Home Office seeking clarification over areas to which the byelaw applies. Fly at your Peril.

DEVILS DYKE.

Flying as usual. The giving of presents to the local children this Christmas will be as last year. £60 to be spent on presents

MOUNT CABURN

See Johnny Carr's letter.

NEW TIMBER HILL.

This westerly site near Devils Dyke, is currently being investigated by Tony. No flying there yet.

SAFETY AND AIR TRAFFIC CONTROL.

Barry Bourne will be organising a lecture guest speakers will include John Hunter, B.H.G.A. accident investigator. A meeting will be held early in the new year.

Johnny Carr reported a profit of £26 from the club disco.

Next Committee meeting January 18th.

League Thoughts

THE S.H.G.C. IN THE BRITISH LEAGUE

MICK EVANS

In 1976 there was a national and an open championship, but one man had ideas about a new competition structure.

Brian Milton, a year ago the name meant very little to me; yet during 1977 he became the most talked about, written about and harassed man in British hang-gliding. Why? well apart from running the British open and virtually running the Scottish open he has set up and run, with the invaluable assistance of the competitions committee, the BRITISH HANG-GLIDING LEAGUE.

This league was set up to reduce the element of luck in single competitions i.e. the national, and eventually, at the end of the year the most consistent pilots would be at the top.

The Southern Hang-Gliding Club, with approximately 20 of the 50 or so league pilots, was well represented. Throughout the competitions these pilots, featured well in the results but in the end the SHGC pilots were fairly evenly spread out. However, five pilots made the top ten.

There were five competitions taking the 50 league pilots twice to South Wales, twice to North Wales and once to Wiltshire. In each of these competitions the SHGC had at least 2 pilots in the top four places. The names are all familiar, Brian Wood - 2 first's and a third, Johnny Carr - 3 second's, Graham Slater - a first, second, and fourth, Lester Cruse - a fourth. In the finish the winner was a very popular Brian Wood and runner up, equally as popular, Johnny Carr. I am sure I speak for the whole of the SHGC when I say congratulations to them both.



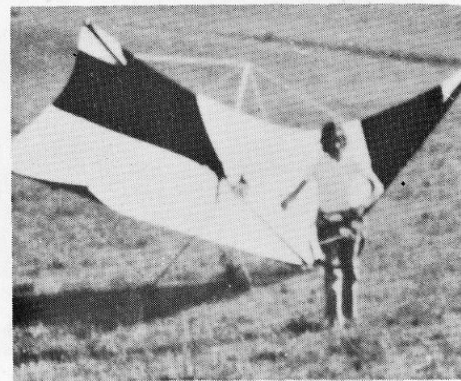
The greatest happening for me in the league was to meet other flyers from all over Britain that otherwise I would not have met, there is the friendly rivalry between clubs and individuals, and the improvements in one's flying as a result of flying with pilots of such a high calibre.

I would like to thank the competitions committee, of which the SHGC has 3 members, for the work and effort in producing a flyable league.

Next year we have more league flyers, 60 highly competitive pilots all fighting for a place in the top ten. The new machinery that will be used in next year's league is already being seen on the South Downs and this can only mean an even more competitive scene in the league next year.

1978 looks like being a formidable year for competition Hang-Gliding in Britain, I'm glad I'm going to be part of it.

Happy Landings,



A new league pilot in the making Eric Gear our printer and flyer.

HELP SAVE THIS SITE



A COUNCILLOR WITHOUT A KITE

WOULD CERTAINLY TAKE A FRIGHT

IF HE TOOK TO FLIGHT

FROM PEACHY BEACHY SITE

BOROUGH COUNCIL DEBATE

14-13 'NO' TO HANG GLIDERS

by Sheila Lukauskas

HANG GLIDERS at Beachy Head were brought down to earth with a bump on Monday when Eastbourne Borough Council decided - by just one vote - not to grant them a temporary licence.

At the end of the crucial 60-minute debate members voted 14-13 not to allow the licence and to forge ahead and obtain a bylaw banning hang gliding from the Downs.

On October 20 the borough's policy agreed by sources committee agreed by 7-4 votes to a temporary licence and to a bylaw allowing hang Mr John Riley (Tory), successfully put forward an amendment calling for a prohibitive bylaw for hang gliding at Beachy Head and for no licence to be granted.

This was seconded by Mr Joseph Angelman (Tory). Mr Riley said, 'I am proposing a bylaw which prohibits all operation of

you have got to put them in the skies as well!

Voting was as follows: For the amendment: Mr Pat Enser (Tory), Mr Charles Akouser (Tory), Mr Albert Gripton (Tory), Mr Maurice Skilton (Lib), Mrs Winifred Ouzman (Tory), Mrs Lilian Staples (Tory), Mrs Lilian Angelman (Tory), Mr Joseph Watson (Tory), Mr John Anson (Tory), Mrs Joan Riley (Tory), Mr John Riley (Tory), Mr John Wakeford (Tory), Mr Leslie Bintliff (Tory), and Mr Tim Ford (Tory).

Against the amendment: Mr Dennis Cullen (Tory), Mr Aubrey Vickers (Tory), Mr Ted Dobell (Tory), Mr Michael Aitchison (Tory), Mr Colin Tunwell (Tory), Mr George Turner (Lab), Mr Roland Hutchinson (Lab), Mr Len Caine (Lab), Mr Adrian Bruce-Kerr (Tory), Mr Michael Hanlon (Tory), Mr Margo (Tory), Mrs Una Gardner (Tory).

Plea from the gliders

I WOULD like to express some views to your readers on the Eastbourne Borough Council's decision to prohibit hang gliding from Beachy Head.

My role as editor of the Southern Hang Gliding Magazine has allowed me to gauge the opinion of the flyers and the public. The myths and fantasy surrounding hang gliding grow because of failure to inform. Perhaps I suffer delusions; I have always thought Eastbourne council was forward thinking, quick to spot potential promotion for the town and keen to avoid a stereotyped image of complacency.

I do not wish to enter into an argument, or debate the safety or danger of hang gliding, although I am not anxious to ignore them; but through this letter present what, to me, appears a contradiction of beliefs.

The Downs and its bracing air are free to us all. Not so! The flyers will be denied this privilege, as will the many spectators and followers of all ages who come to watch and enquire about the sport. To holidaymakers it is an unexpected, attractive pleasure that is free.

It is said 'excessive use of Beachy Head by the flying fraternity has an undesirable effect on the natural habitat and is erosive to the substance of the Downs. Sorry, we only fly at Beachy Head in true south-easterly winds and I can count the number of times, on three hands, that it is flyable per year.'

Surely negotiations can continue, the club is only too willing to listen and respect the council's rational views and concern. We as a club have already accepted the licensing proposals set down by the council; for this we were grateful.

Come, on, councillors, more than once you have allowed hang gliding to be associated with Eastbourne on television, in a good advertisement investment, it seems. What's wrong with us now? — Paul Renouf, Danum Close, Hailsham.

Hang glider's viewpoint

AS A local hang-glider pilot I feel I must make some comments on the council's decision to prohibit hang gliding from Beachy Head. We are not interested in flying at any other place, part of the town's Down, which is mostly above the ground level. The council's decision is a hindrance to the sport. It is a pity that the council has decided to prohibit hang gliding from Beachy Head. The council's decision is a hindrance to the sport. It is a pity that the council has decided to prohibit hang gliding from Beachy Head. The council's decision is a hindrance to the sport. It is a pity that the council has decided to prohibit hang gliding from Beachy Head.

WHY IRISH EYES ARE SMARTING

GEOFF SHINE
AND
JOHN LEVERS

GEOFF AND JOHN WHO TOOK 1st. & 2nd. PLACES IN THE IRISH CHAMPIONSHIPS RECALL WITH FLUIDITY SOME OF THE DELIGHTS OF FLYING IN IRELAND

Gathering together the kitchen sink and our local publican, we over-loaded the Scimitar and set out for Holyhead. The local publican was included in the trip as a Real Ale Advisory Service and Guinness Connoisseur (and to pay for the petrol). It proved a smooth move on our part as hardly a hamlet passed uncommented upon from an ale drinker's viewpoint. Such great names flashed us by (regrettably) as Greenal Whitney, Banks, Brooks, Wadsworths, etc., to name but a few.

As we flashed through the bleak countryside of the Welsh Mountains the subject of Irish Guinness was discussed at interminable length, Geoff being unconvinced that it could taste that different from the unpalatable English version. However, your intrepid emissaries were armed with a bubble size indicator supplied by our local English "Guinness buff" (you know the one - a bit portly with an orange goatee).

Arriving at Holyhead just after closing time, we argued with a depressingly pleasant customs man, passed around the stomach-levelling (sea sick) pills, ate some food - British Rail standard, and sat down to wait for the ship's bar to open. Overcome by weariness, we might have missed this important event, but for the intervention of some small brat; the quiet peace of our boattrip was rudely shattered by the gentle gurgle of the aforementioned sibling expectorating on the top of Geoff's head. Glancing up he found to his horror a second large globule of an unmentionable liquid descending, at which point he rocketed headlong from the seat towards the quiet sanctuary of the bar which was just opening - but to our horror, still only served English Guinness. Still, it was our duty to sink a few for comparison purposes. But then, the

welcoming lights of the Customs House at Dun Laoghaire were not far away.

Off the boat, we trundled into the red slot. What an error it was, to be honest. They peered at us, they walked round us, they called to others for a second, third and fourth opinion, and eventually came to a diabolical decision: they would keep our gliders in custody pending a full investigation. So we left for Tom Hudson's house without gliders, where we were to spend a few sleepless nights. We drove into Dun Laoghaire with Ian Grayland having fits and depressions over the possible state of his Hiway prototype after the Irish customs had stripped it down to its components, when all of a sudden the car pulled over and parked itself outside a lounge bar, so we went along with the general mood and entered to sample the wondrous elixir.

Not bad it was! But anything was good after the customs. A few pints later we decided it was a little too chilled, so we looked for another bar. Here again our trusty publican steered us unswervingly to a quiet bar he knew from childhood. A few pints later we could not tell if it was too chilled so we headed for the Hudson's



They greeted us with open arms (very friendly people, the Irish) and we exchanged flying news suitably injected with Hiway propaganda, and went to sleep on the living room floor to be awakened a mere blink of the eyelids later at 7.30 in the morning, and hauled out to be shown near perfect cloud formations over the Dun Laoghaire customs shed.

The customs, pleasant Irish also, but impervious to Hiway propaganda - on exchange of pleasantries, a large sum of money and a few more pleasantries, released our weapons (sorry, gliders) at just after lunch. Needless to say, we left with indecent haste for the Irish countryside. Here the patient reader may be expecting a juicy hang gliding story, but no, we were in Ireland.

Our first impression of Irish roads was unfavourable; we decided that they wound round and round, backwards and forwards, up and down, to increase the total length and thus provide greater scope for apprentice road builders, and make the unsuspecting traveller road sick. Arrival at the site made the hang glider sick. The soft puffy cumes of the morning had given way to shifting lenticulars and forty-mile-an-hour winds.

Amazed at the incredible scenery, Geoff wandered around at the highest point desperately trying to find the edge from which to take off; finding himself at the bottom and still no edge, he sat back to watch John demonstrate the art of flying shallow slopes. A few flights and a few pints later, we returned to the Hudsons to get some sleep.

Well, at this point we all started to lose track of time as bedtime was always 2.30 in the morning and we always rose at 7.15 am. But one of the lasting impressions on us all was the eternal optimism of those around us. Maybe those hurricane force winds with horizontal stinging rain that you couldn't see through would give way to peachy conditions,

but as we changed down a gear to penetrate the brow of a hill in the trusty Scimitar (minus silencer box) to chat to a group of Irish flyers hunched against the rain, we saw no hope in our wildest dreams. Still, tomorrow was another day.

The next few days saw the weather even worse. However, we did attend several parties, too many guinness houses to remember, a ten pin bowling alley and won the Irish competition. No, we were not to win our cups in the bowling alley, but at the most amazing and well-organised competition we have ever attended. Competition organisers take note. We arrived one morning, disappeared into the mist for a few hours free flying while our hosts set up the target and take off areas. Seeing all this activity, we flew down to the target. An error did I hear you say? Not a bit, we just took off from the spot again and flew back up the hill to the take off area - much to our own surprise and that of the locals. This was a good start - no walking. Each competitor could have as many attempts at the task as he pleased but only his last score counted. Needless to say, we only had one go each.

To our horror in the bar afterwards we found ourselves winners of the much-coveted trophies. This of course involved us in a few more rounds of guinness supping.

And so to home, converted to Irish guinness, the locals, but not the weather.



A Journey into the unknown

By Alan Weeks.

A few weekends ago I was at a Coastal site in Plymouth. This site to my knowledge had never been flown before. I was a bit bothered about the lack of landing area which was at the bottom of the cliff. Eventually the wind I picked up to a steady 15 m.p.h. in a W.S.W. A couple of other flyers took off and at this point I decided to join them. Soon we were all experiencing smooth cloud lift which lasted for just under the hour. Suddenly the conditions became very turbulent. At this point I reached up and screwed my carabiner up.

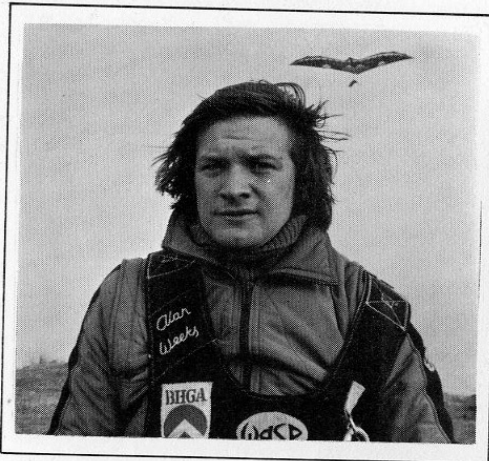
After a further 10 minutes flying the lift suddenly switched off and the wind took a turn to the north - not my day from here on. My descent was quite rapid and I soon found myself below the level of the cliffs. I made two abortive attempts at landing in a large gully but on both occasions I nearly came to grief. I soon found myself with nowhere to go except one place - the sea. Sinking like a brick I made one last attempt to land on some flat rooves but I didn't have enough height and as there were no open windows to fly in, carried on my steady fateful approach to the wet stuff.

Because of obstruction I was forced to fly over the sea. Desperately I searched for a patch of beach to put down on. Being quick in the uptake I soon realised that there was no beach, just rocks with waves breaking over them. I knew then that I was soon going to ditch into the sea. I turned and made an approach towards the rocks and in no time at all I hit the sea quite hard.

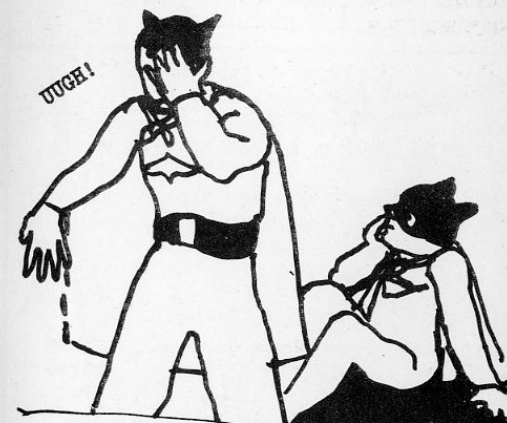
The kite went straight under and a wave hit it pushing it down some 6 ft. reaching up to unclip, I found I couldn't quite reach the carabina because the current was too strong and was continually pulling me away from the glider.

I was getting desperate gasping for air and in fear of drowning. I had to find a way to free myself at this point the glider must have turned around I could rocks in my back the keel of the glider was pushing

against the rocks resulting in the glider becoming stationary, thus giving me the chance I needed to free myself. I wrapped myself round the control frame which was beginning to buckle allowing me enough support to eventually free myself. All this had been taking place under water!



I now swam to the surface but couldn't as the stirrup was caught around the bottom rigging. Down I went again, unsnagged myself and then up to the surface again. An approaching wave then hit me and threw me onto the rocks. I could find nothing to hold on to and the undercurrent pulled me back out to sea. Suddenly I was aware of a hand - it wasn't mine but I grabbed it (thankful it wasn't) and five minutes later this helping hand and I were safe on the rocks with the sea lapping impatiently at our feet, to await further help.



What do you think of Hang Gliding Batman?
You can Hang Gliding Robin.

1/2 an hour please

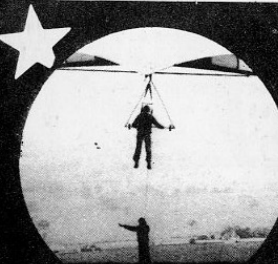
The Air Traffic Control system started by Geoff Shine is essential to our over populated South East. It relies on your co-operation and help. The burden of the ATC seems to be resting on a few peoples' shoulders, so please just spare that half an hour or so to make 1978 a safe and pleasant year. I would like to call a meeting in early January to discuss the scene so far. We are unfairly criticised by some members of the public by the way we organise ourselves. Lets show them that we can fly responsibly and get the upper hand for a change.

Barry Bourne

A SPECIAL THANKYOU

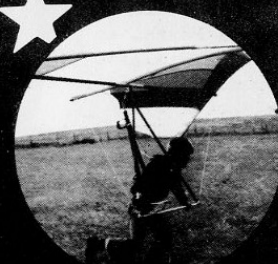
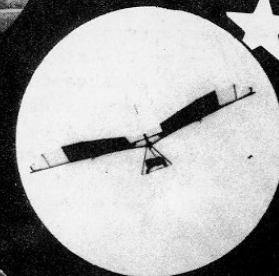
To Anna Blemmings for her valuable contributions and assistance in the layout and content of this magazine. Also to Nina Thorpe for setting the type at such short notice.

Southern School of Hang Gliding



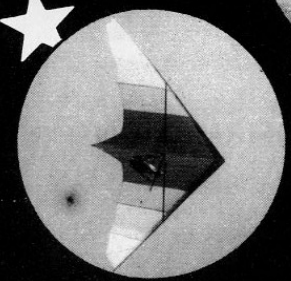
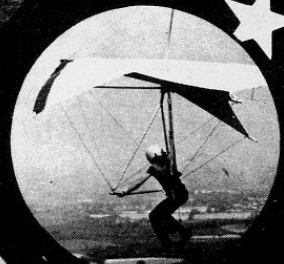
We run training courses 7 days a week. This includes 2 and 4 day courses leading to BHGA certificate levels. Our school is fully BHGA approved and insured.

We now have kite hire for certificate holders. Depending on your experience you could be flying a Vega II, Cloudbase, Midas E or Olympus 160.



We are Southern Agents for Chargus and Electraflyer. Contact us for a test flight on the Vega II, Midas E, new Olympus or the Cirrus range.

We have Scorpion B's and C's. Contact us for quick delivery of this new range of Hi Way kites.



We buy and sell gliders. Trade in your old or buy a new one, or save money on our second hand stock of nearly new Vegas, Cloudbases and Midas E and C's.

11c Denmark Terrace • Brighton • Sussex
Telephone: Brighton 25534
Ask for Graham Slater

Wood on the Moyes

BRIAN WOODS GIVES US AN INTRODUCTION INTO A NEW GLIDER WE ARE SEEING ON THE SOUTHERN HILLS

Moyes and Australian gliders are very different from most other gliders in the world. Today the big difference seems to be that the Australian idea of a glider's performance is in the sail and nothing else. Take most of the modern day gliders, the manufacturer makes an air frame and a sail but it never flies like that, you have to bend the air frame by means of wing wires and sometimes J wires to a new shape to make the glider work to maximum performance.

My own experience with this was of course on my Wills Wings, a Wills wing will only fly as good as it's tuned as with most modern kites, but with Moyes gliders the tubes are all straight and you never bend them. My Moyes Maxi MK II has negative wing wires because in Australia there are some flyers who loop them all the time and Frances, top looper uses a Moyes, so Bill Moyes fits them. The Maxi also uses a wing wire as per normal glider but instead of tightening the wing they're left slack and only go tight when the glider is being flown. This of course makes constructing the gliders far easier, and so the pilot who buys them does not spend weeks trying to get it flying right with tuning.

Moyes makes several gliders but his most popular model is the +STINGRAY which is a class 1. This has a wing span of 29.5 ft, nose angle 120° sail area (proj) 299 sq.ft. and 1 degree billow. This glider has won many first places in competitions and flies better than a lot of class 2 machines (remember Mere last year).

His other popular glider is the Midi stinger, a good intermediate glider, ideal for the heavier pilot who is learning to soar, this glider has a wing span of 32.5 ft., nose angle 117° and sail area 220 sq.ft. 2 degree billow. Bill takes greatest pride in his Maxi II. It's 34ft wing span 117 degree nose angle and 1 degree billow complete with 200 sq.ft sail

area. Combined with larger tips this gives a greater top speed, this machine was built for speed to cope with the demands of competition work.

Bill, his son Steve and some other Aussie flyers travel the world and consequently win competitions that they enter. The Moyes gliders are also heavy by our standards, this is because he makes them strong. The maxis win endless tow competitions and all they do is fit a different control bar with tow attachments, otherwise its the same glider that flies on the ridge.

Flying the glider is very different to any other glider I have flown. It flies very slow which makes it work very well in light winds and thermals. I have flown my Maxi in winds of 30 - 40 m.p.h. and it felt fine. Compared with other gliders the control bar is very narrow but this does not affect its roll response which is extremely good. In perfect conditions I can fly 360 without moving in the control frame, nice for a glider of 34ft. wing span. The Maxi has a fairly good glide angle and apparently can be parachuted onto targets, although I haven't tried this yet. The Maxi doesn't claim to be the best in the world (despite its competition performance) but a good all rounder for all conditions.

I'm hoping soon to organise an agency for distribution of the Moyes in this country, but for the time being they have to be bought in from Australia which makes it more expensive (about £542 + VAT + £200 shipping fee). So if any of you know a cheap way of getting gliders in from Australia I would love to know,

FLY SAFE



TONY FUELL GETS IT TOGETHER
AT NEWHAVEN

THE BIG MOVE

Sounds of opulence from Barry Bourne. If you can imagine this delightful scene - turning from the main Hackbridge Road into Restmor Way. Just before crossing the River Wandle, venture along by this flowing stream for about 100 yards and there on the right hand side just by the waterfall enjoying the sunshine, is the staff of WASPAIR; lunching in the gardens under the Martini sunshades. Some of them are taking advantage of the WASPAIR cabin cruiser moored alongside, others are playing in the WASPAIR skatepark - WASPAIR have moved.

A beautiful factory (its so posh you have got to take your shoes off when crossing our floor, well most people have), so if you visit us make sure you havn't got holes in your socks or dirty feet.

Seriously though, a well needed move has taken place, our new premises is 8000 sq.ft. and our sail 10ft. now is larger than our entire factory at Melfort Road. We can now build Gryphon III and cross the floor without taking it down. Our rigging area is large enough to rig 3 or 4 Gryphons and we have plans for a nice reception area. It's great for our engineers to work without the aid of umbrellas when it rains; a common fault one time long ago it seems.

Full production is now underway again, the minimum time was lost in our move thanks to the co-operation of our staff. Some members worked for a week without any heating at all. To enable a smooth transfer the telephones are at last working. Our new number 01 647 4343/4 and our full address is:
WASPAIR Ltd.,
Restmor Way,
Hackbridge Road,
Wallington, Surrey.

I would like to take this opportunity to wish all of our flyers and some of the others A Very Merry Christmas or if this Windsock is a little delayed, A Happy New Year, or Easter etc. Also good luck Paul with a difficult job - crawl, crawl.

THE S.H.G.C. GUZZLE AND HOP

first impressions were of hundreds of chicken legs (are we jealous of chicken's ability to fly so we remove their under-carriages?). Even when Bob Wisely arrived (late) there enough legs left to cause a defence warning to be issued.

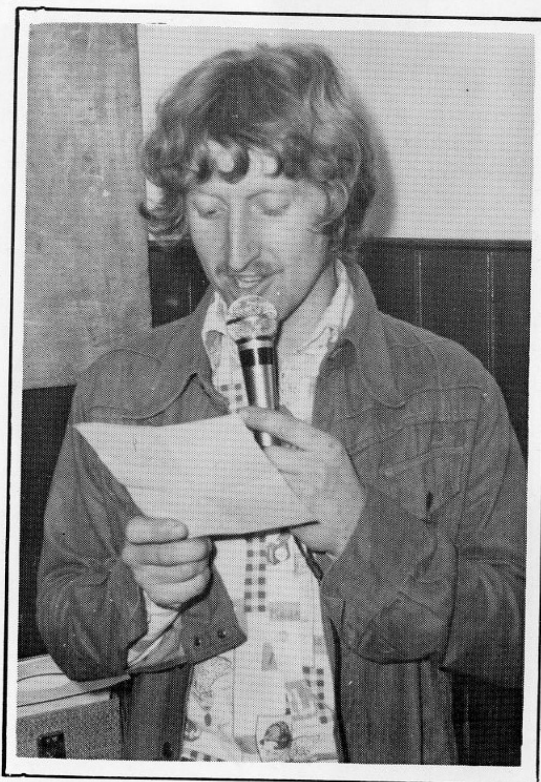
The two giants, Big Bruce and Steve Goad, spent a lot of time together dwarfing the rest of us, and Jim Pedrosa floated around in the clouds with a permanent grin on his face, due not to alcohol but to overexposure on his new Gryphon.

Geoff Shine was charging a Vodka a time to look at his operation scar and got a splitting headache, or maybe just drunk? Your new Editor, Paul Renouf, was found to be skulking in corners, getting people tipsy and extracting promises of future contributions to Windsock.

All the FABULOUS FOOD was due to the sheer hard work of JUDY and SUE SHINE. The music nicely put together was by WHATISNAMEDENOW.....

HAPPY NEW YEAR TO EVERYONE

Your social correspondent



Keep your cool

SAFETY IN OUR SPORT RELIES ON GOOD EQUIPMENT SKILL AND ABILITY AND ONE'S ATTITUDE AND APPROACH TO DANGER

Flying a hang glider can get us into places and situations man wasn't designed for. On one of those rare days, when the lift is out of this world, with a little imagination a pilot may wonder if that cozy world is still down there.

Flying in a lot of the weather we have to contend with, can require a firm grip on our emotions. We have to realize that to come to terms with the wind, one needs logical, step by step thinking. Wishing will not make a successful landing. A good job of flying will.

Sometimes a pilot has to take a firm grip on his feelings and force himself to control his nervous stomach, and his shaking hands on the control bar. This isn't always easy and anyone who says he's never been scared flying in an evil wind either isn't telling the truth or hasn't flown in one!

We have to remember we are grown up people and keep everything under control. One can be anything from slightly to completely nervous and still think, and think we must. When everything inside us is scared we have to work harder to do a good precise job of flying, thinking scientifically all the time. In this situation, which may be in a cross-country flight, wondering if you are going to make it to a suitable landing space or even to get enough height to see back on the top at Beachy, nobody likes that walk up.

A pilot must do his utmost to be relaxed. Being relaxed creates better flying and better thinking and reduces fatigue. So even if there are rotors all around, we must keep reminding ourselves to remain calm in our harness, relax our white knuckles on the control bar and think! It isn't easy but its possible and working on it, facing oneself and practising makes it possible. Surprisingly enough effort in this can develop a control over all

emotions that favourably affects the non-flying part of our lives, from driving cars with their dangers to personal problems of finance and heart.

On the other hand, a pilot should not be bashful or reluctant to say he is in trouble or getting into trouble. If you are above the main landing area there's usually help around and a good clear yell will bring it running to grab hold of your control wires or to move a parked glider out of the way.



A reason why people can get into trouble is that they dont do enough logical thinking in advance. The pre-flying analysis of the wind, the decision to take off or not, and the decision of whether the glider and pilot are adequate for the conditions must be done logically and scientifically. Hunches dont have any place here, with one exception that negative ones cannot hurt. Irrational optimism like "its going to be okay" on the basis of a keen desire will pull you through is taboo in this business.

If a pilot uses logical thought processes and keeps his emotions under control he will be able to handle tough problems. And if he trains himself to think the proper way he probably wont get into bad situations in the first place.

Airmail

Now that I am sites officer I would like members to know through this letter, that I am actually going to try and aquire some new sites. I know the odds are against it, but you can bet I'm gonna try. To my knowledge there are a number of sites which I know to be good, but nobody has been approached yet. I cant promise anything, but I shall certainly try.

I'm very much in favour of the club buying a hill of its own, and feel strongly that it is a real possibility, especially when you take into consideration the amounts we spend for the sites we already have. I believe in the long term it will be a valuable asset to the future of our flying in this club.

I am very disturbed by the treatment we are getting from Local Councils. Short of the S.H.G.C. flyers getting on the Council I cant see there is much we can do. I know we are likely to loose Beachy Head but I think we should fight the council on principle; lets show them we are not easily trampled on.

I dont have to lecture our own members on how great hang gliding is, most of us are committed to the sport and approach it more as a way of life, rather than as a past time or hobby. So to hell with these councils and their shortmindedness, they're doing untold damage to our sport the decisions they are making now, are, if notdisputed immediately will be hard to reverse if they can at all. Other councils and authorities might (if it is seen that we are easily harrassed) follow suit. It makes me sick.

I'm sorry if this all sound a bit strong, but it is how I feel. I'm thankful that there are some councillors in Sussex that show some sense. Its a pity there aren't more, or perhaps there are and we havn't yet won their support, anyway, I know I speak on behalf of all the S.H.G.C. members when I thank the many

councillors who have in the past supported us, I hope they continue to do so, but its up to us remember

Going back to Beachy, if we appeal to the public in the area, I feel it is highly probable that they would support us, both financially and in the battle to oppose the threatened Byelaw. Even if we dont get public support, or loose, we should do it as a matter of principle. The involvement of the sports Minister might put somethings back into some order. They're trying to kill hang gliding in this area, and something must be done.

Finally, with the help of Tony Maclaren, I'm hoping there is a possibility of getting a site just outside Lewes - Mount Caburn. The farmer had already turned us down when we saw him a few weeks back, however he did say he was in the process of trying to sell the farm and advised us to try again at a later date. At the moment I am sounding out the prospects of buying the hill for the club, not me..... although if everybody had donated to the last Disco I might have been able to afford it - for myself.

JOHNNY CARR

Well said Johnny, I'm sure many of us will feel better for the approach you are taking as sites officer. I share your annoyance with certain councils attitudes and for a council to discriminate in the manner Eastbourne are I find deplorable, they're fully in favour of promoting Skateboarding - a sport with comparable dangers and inconvenience to the public, and its this reason they are using against us - I believe we are an attraction to Eastbourne not an embarment or danger.

A point concerning Mount Caburn, this site is currently being flown by private arrangement of a few flyers they have negotiated independantly for the use of this hill, and have demonstrated to the farmer that our Fraternity is respectful and disciplined to the property of others. So if you see Mount Caburn being flown, remember, it is not a club site.

Ed.

Airmail

Letter sent to our treasurer.

Dear Peter,

As I expect you know, there was was a mid-air collision at Devils Dyke on Thursday 17th. November which involved Mariane Weller and Bob Partridge As they are both on their way to recovery, I am passing on their thanks to everyone who organized and helped getting them to hospital and recovering the kites.

I hope you can pass this on in some way.

Yours Sincerely
Stephen Weller.

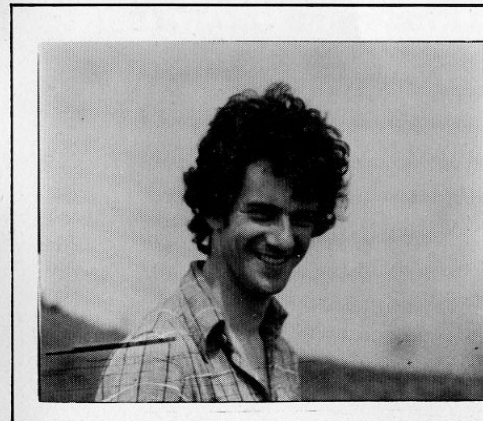
COMMERCIAL EDITOR

Having been asked to fill the post of commercial editor, I agreed to do so on realizing the enormous task that Paul has taken on. I felt that I could at least be of assistance in this aspect of the magazine.

I shall be attempting to glean whatever information on manufacturers products I can, be it the latest top of the line glider, or a line of accessories, and will try to present to the reader a fair assessment of each product in articles to come.

I hope in the future to compare different Kites and their performance as demonstrated at the recent Rhossili glide angle competition.

Mike Robertson



THIS SPACE TO LET

FOR SALE

FOR SALE

Falcon IV five months old, tasteful sail design with two tri panels, the top of the stack and cross country machine. Only £400 or offers above. Hailsham 844 820 (0323) P. Renouf.

FOR SALE

McBroom Arian, ideal for beginners, strong and sturdy, a little untidy because of use hence £60. Contact Brighton 25258.

FOR SALE

One dark brown cordroy dual seated settee a la Habitat. Comfortable 90° seat angle, can be used in prone position. Yours for only 12.7% of a new Scorpion.....£60
Phone Herstmonceux 3436

LOST SOME MONTHS AGO AT THE DYKE.

One Hiway prone harness. If you have found one and can't find an owner could you contact me

Michael J Robertson
Thankyou.



EDITORS PLIGHT

CAN YOU HELP? you will have noticed in the editorial my intention to produce WINDSOCK on a monthly basis, however there is a flaw in my optimism to do so. Rightly or wrongly I assumed that there was available a steady supply of articles and photos, I lament, there is no such supply.

Out of some two hundred or so members only a few regularly contribute, giving us the benefit of their experience and thoughts; To those persons please don't stop, but the mass of membership remains silent, at least in the written form, not so silent are you on the hill, I hear you asking questions, giving advice, expressing criticism, telling jokes, and asking when the next WINDSOCK is coming out.YES ITS YOU

ALAN DAVIS, TIM DURRANT, JOSEPH FELIX, MARK DOBLE, BRIAN EDMEADES, KATIE LUMB, COLIN MORRIS, JOHN NIXON, JOHN PAYNE, ALAN HUDSON who are giving your views and opinions to a select group around you. All of you I feel have something of interest to say, your ideas and comments might provoke development of the sport or give focus to safety awareness, not to mention a greater sense of belonging to the club.

So please send me your questions, views, radical opinions, interesting or not so interesting photos, or just what you have heard said that you feel is important for us all to hear, and just before the violins fade, can I ask all of you reading this to share my role as reporter and encourage, gently persuade, or engage in what ever method works to get those around you to actively contribute to the contents of this magazine.

APPLICATIONS

SOUTHERN HANG GLIDING CLUB

REGISTRATION OF GLIDER

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