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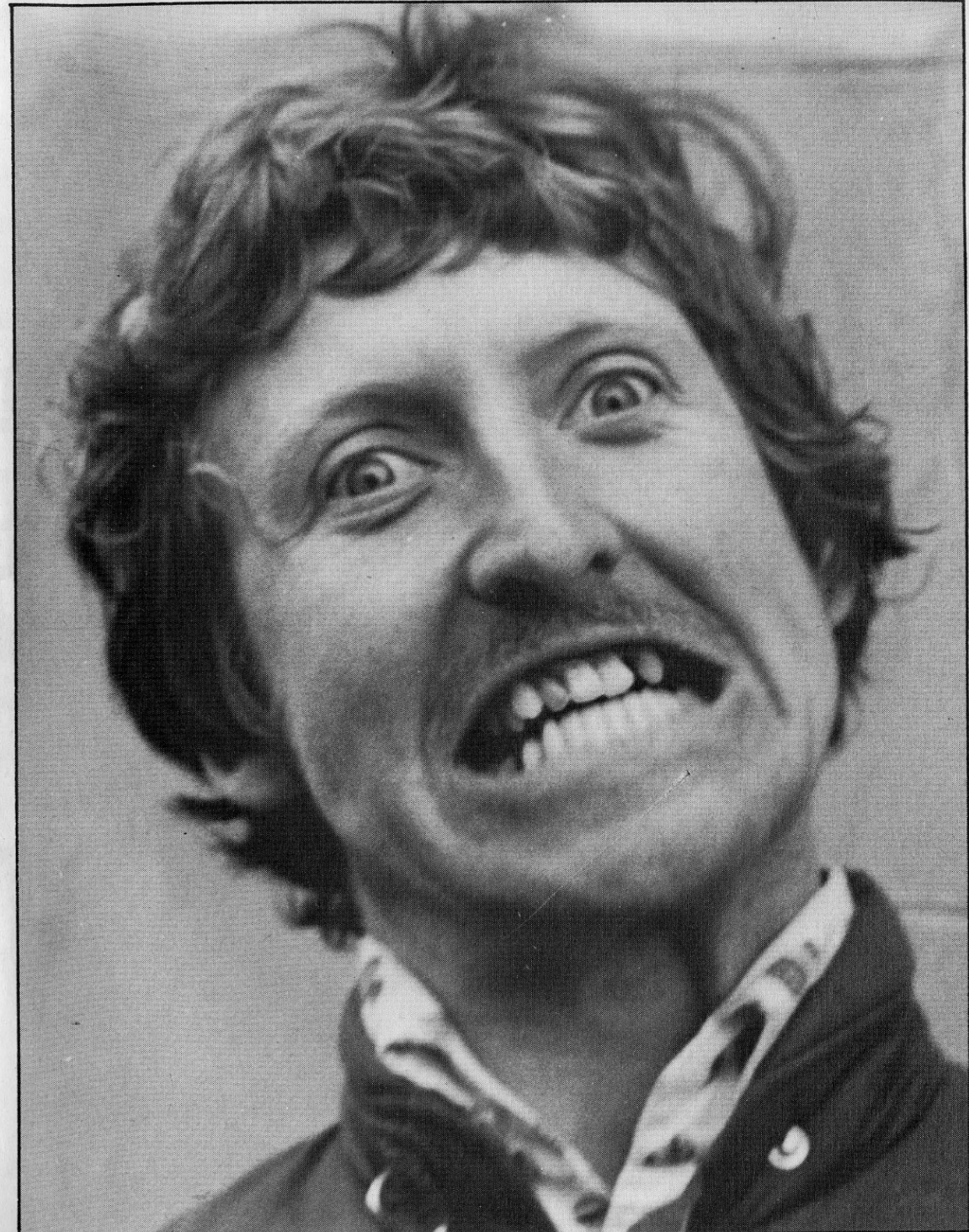


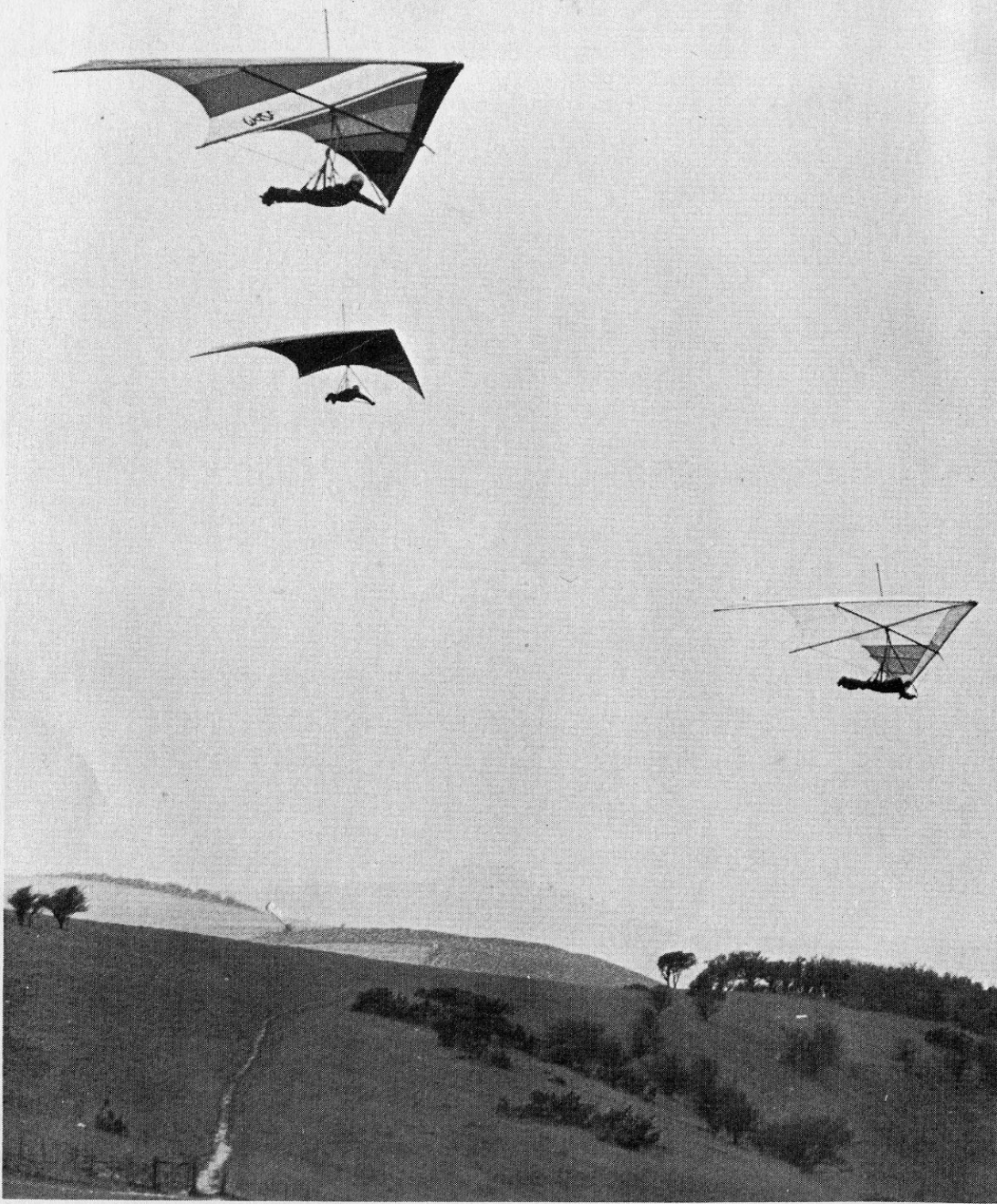
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JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

JULY 1977

EDITORIAL

This has been a month of mixed fortunes for the Club. On the plus side we've had some of the most amazing flying yet. Pilots have been rushing off to do cross countries seemingly all over Sussex. No golf course, football field or amusement park in the county will ever be the same again. It is rumoured that teams of flyers are out painting the O.S. grid lines on the countryside with indelible whitewash, as an essential aid to aerial navigation.

The Club disco was a spectacular success after worries that it would be undersubscribed. Special thanks to Johnny Carr for running it, Maureen and Frank Flitton for doing the buffet, and to Harveys of Lewes for brewing such nice beer.

Eastbourne Council have, for the time being anyway, relaxed their attitude against us. It is hoped that by our continued good flying behaviour at Beachy Head, we may not lose the site altogether.

On the minus side is the tragic news that we have lost Firlie. All our efforts have come to nothing - that's pretty rough justice after all this time.

Below

Eric Short at Newhaven Cliffs.



COMMITTEE

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60 Compton Road
Brighton 501043

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John Ievers - Brighton 502946

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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.

Contributors

Tony Maclaren, Geoff Shine, Jeannie Knight, Johnny Carr, David Roberts, Brian Harrison

Next copy date for advertisers

Full issue: 5 September 1977

Economy issue: 1 August 1977

Cover

The biggest gums in the business,
Mr. Cross-country himself.

CHAIRMAN'S LETTER

Believe it or not, I have some good news to report. In the June mini *Windsock*, on the subject of Beachy Head, there was a certain amount of gloom. Since that issue, I wrote a letter to the Eastbourne Council saying that John Ievers, Peter Barson and I understood that the Tourism Sub-Committee had resolved that hang gliding should be stopped at Beachy by means of a bye-law, and that pending such bye-law, the Club would be asked to stop flying there. I informed the Council that I could not convince the Club that the proposals suggested would be acceptable and that we would do everything in our power to fight any bye-law that was proposed, pointing out the unnecessary expense involved. I also said that the Club would accept a regulatory bye-law, under which only unauthorised persons were not permitted to fly there, i.e. so that Members could operate under an agreement with the Council. I have since had a letter from the Council, saying that it was not like that at all, and that what was resolved was that a bye-law would be passed eventually prohibiting gliding at Beachy, but in the meantime, the Council would come to terms with us, giving us permission to fly under controlled conditions. Odd isn't it, how three people can come from a meeting with a completely wrong impression! Not only that, but I was rung by the Eastbourne Council within hours of receiving that letter, saying that off-the-record, if the initial agreement worked, then it seemed possible that the bye-law would be dropped. Even odder, within five days I was rung by Eastbourne's Chief Executive, again saying off-the-record, that he had had discussions with the Chairman of the Council and if temporary agreement was reached, and if operations under the agreement were satisfactory, then the prohibitory bye-law would be dropped.

John Ievers and I are going to have a meeting with the Council to arrange the terms of the agreement.

Please, however, realise that all these conversations are from the Council Officers' point of view off-the-record, so don't go muttering outside the Club membership about them, otherwise certain Councillors or Eastbourne rate payers might get very angry indeed.

The bad news about Firle follows later in this issue.

Tony Maclaren

BHGA COUNCIL REPORT

A new five-tier pilot rating scheme was one of the chief items for discussion at the BHGA council meeting on 26 June. This system was the brain child of Pat King, and in my opinion devalued our present rating scheme. Certainly the Southern Hang Gliding Club committee and all flyers I had spoken to prior to the council meeting were opposed to it.

Most people felt there should be tighter standards for elementary hang gliding certificates and that

possibly an advanced grade beyond pilot badge would give better pilots something to work for.

However, in view of opinions like this, Pat King formally withdrew his proposals from the meeting because, very commendably, he wants to work on a system that flyers want.

Any ideas are welcome on the subject, and I have the original proposals if anyone would like to see them and comment on them.

Mere should be the best ever. Lots of good ideas have been talked over, ranging from mechanical forms of glider recovery to an organised flour bombing with Brian Milton and Roy Hill as targets. I am in charge of recruiting a team of 20 flyers willing to drop bags of flour on these targets, who will be suitably tethered and armed only with a water hose! If you want to be in the team, contact me soon, for places will be scarce. We have to give the rest of the country a look in on this too.

Observers must have achieved pilot rating before 1 September if they are to continue to hold their positions. Pilot badge holders will be under scrutiny too and the Flying and Training Officer may well exercise his right to strip any unworthy flyer of his wings.

Finally, a sub-committee has been formed to look into, and to produce, guidelines on balloon drops. Ken Messengers and Brian Milton have been appointed to this committee and will report to BHGA council with any proposals.

Jeannie Knight

CHRIS CORSTON APPEAL

Committee members will be coming round to you on the hill for donations. Please give generously for a man who has contributed so much to our sport.

WHO'S EATING WHO

The trip by several members of the Southern Club to the Puy de Dome was not the spectacular flying success everybody was hoping it would be. It appears that the price of good flying in the U.K. is a monsoon in France, especially if there are any dentists in the party.

B. J. Harrison actually made the national press at last. An appalling bit of misreporting was taken up by the *Sun* concerning Brian's jaunt to the bottom of Ditchling where someone with an excess of imagination thought he'd landed on the bonnet of his car. Happily the report was printed on page 4 - which faces page 3, and everybody knows what's printed on that page. So the article never got read.

Invention of the month goes to Geoff Shine who, at the recent disco, created a new dance called the Rhino. This involves a sort of heaving charge across the dance floor accompanied by expressions such as 'Peachy dance man' and 'I can really hack it'. It gives intense amusement to both dancer and observer, but causes

water on the knee the following day.

SITE NEWS

Ditchling Beacon. No change to regulations. Bottom landings only at triangular junction.

Devil's Dyke. No bottom landings at all. Only top landing or put it in on the side of the hill if you can.

Mill Hill. All restrictions are now lifted, save that you must not land in the area of the field that still has a standing crop.

Steying Bowl. No change.

Newhaven Cliffs. In accordance with the new regulations, only 'Pilot' badge holders.

Beachy Head. Fly it, but very carefully. See Chairman's letter.

Firle. The SHGC formally renounce any control or influence over this site. The owners refuse to deal with us at all at the moment. It is hoped that at some time in the future Viscount Gage may consider it desirable to re-open negotiations.

NEW CLUB FLYING RULES

- 1 No landings in take-off area or near spectators.
- 2 Different take-off areas must be separated by at least 400 metres.
- 3 All fliers must be up to at least elem. cert standard unless under the control of a BHGA qualified instructor.
- 4 No flying alone. There must be at least one responsible person on site.
- 5 A nose man must be used when there are more than four machines soaring. It is his responsibility to give the all-clear signal for take-off.
- 6 If there are more than 10 gliders on site there must be an Air Traffic Controller.
- 7 Sheer cliff sites may only be flown by fliers with 'Pilot' grading.
- 8 No flying over major roads or power lines unless 'Pilot' graded.
- 9 All cross-country attempts must be covered by another pilot on site who knows the fliers' intentions.
- 10 No flying of powered machines without prior application to the committee.

Up until now we have muddled along, I and a few others have attempted to ensure that pilots leave clear landing areas, take-off areas and advising the inexperienced against actions outside their abilities, etc.

The job the few of us have tried to do is now beyond our capabilities, due to the time involved and if we ever hope to negotiate with councils and landowners in the future for management agreements on various sites, Beachy Head being a prime example, we must have a system for our sakes as well as theirs.

To this end the Club has organised an Air Traffic

Control system, which will operate as follows:

- A) A number of Pilot graded fliers will be invited to become ATC officers.
- B) These ATCs will take it in turns, when there are more than 10 rigged gliders, to observe the overall activity of flying and in particular control the take-off area, number of gliders in the air and assist these airborne to be able to make a safe landing.
- C) Anybody wanting to become airborne must attract the attention of the ATC (denoted by an arm band or some other device) before take-off to obtain his agreement.

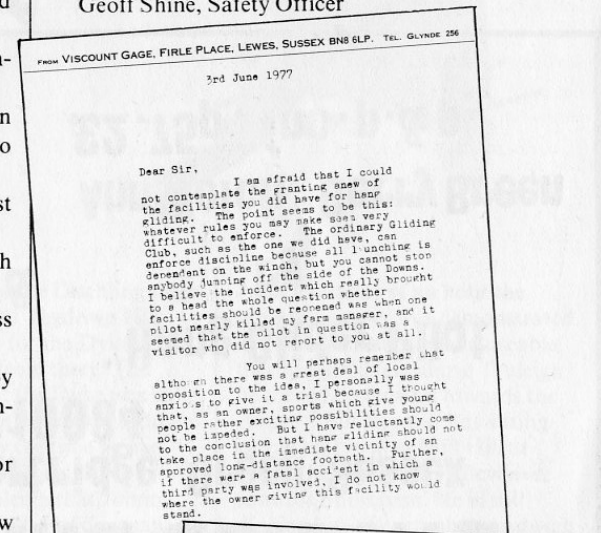
This is a simple system and it is flexible but it does require the co-operation of all Club members from beginners to the 'Aces' and even if you disagree with the ATC, do as he says (it will soon be somebody else's turn and maybe he'll agree with you).

There will be a meeting within the next two weeks for all those Pilots requested to become ATCs, notifications will be sent through the post to those concerned.

The Air Traffic Control system will be in operation from 1 August at the latest and before if possible.

A few words on Air Law as it affects us. Flying over towns must not take place under 2000ft. (Brighton included). We fly within the bounds of visual flight rules which requires us to stay at least 100ft below any cloud.

Geoff Shine, Safety Officer



In addition, although this is not the owner's direct responsibility, the entire firm's sure, have given cause for complaint sooner or later.

I can see your difficulties, and sympathise with them, but I feel that wherever you go, the occasional 'accident' will always arise.

Yours faithfully,

Gage

AIRMAIL

Mere Competition

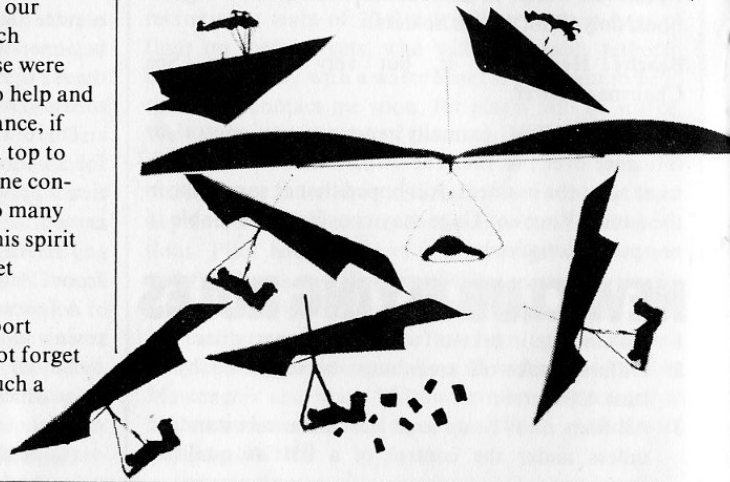
I hear that if you want your Mere application to be accepted you should tell them you are entering next year's League.

Signed, A well wisher.

I have noticed in your columns of late there has been a wave of hysteria. Your contributors have been waxing technical or droning on about what's wrong with competitions or problems with out sites. I feel this is indicative of a malaise which has overcome our sport. We are losing the pioneering spirit which brought us all together in the early days. These were the days when everyone was only too ready to help and encourage friend and stranger alike. For instance, if you managed the Truleigh Run (the one from top to bottom!) without wrecking your wing everyone congratulated you and shared in your success. So many firm and lasting friendships were formed in this spirit of common endeavour. And the 'nonk' was yet unborn.

Now I am not a preservationist. I see the sport changing and growing as it must. But let us not forget the spirit of common endeavour which was such a

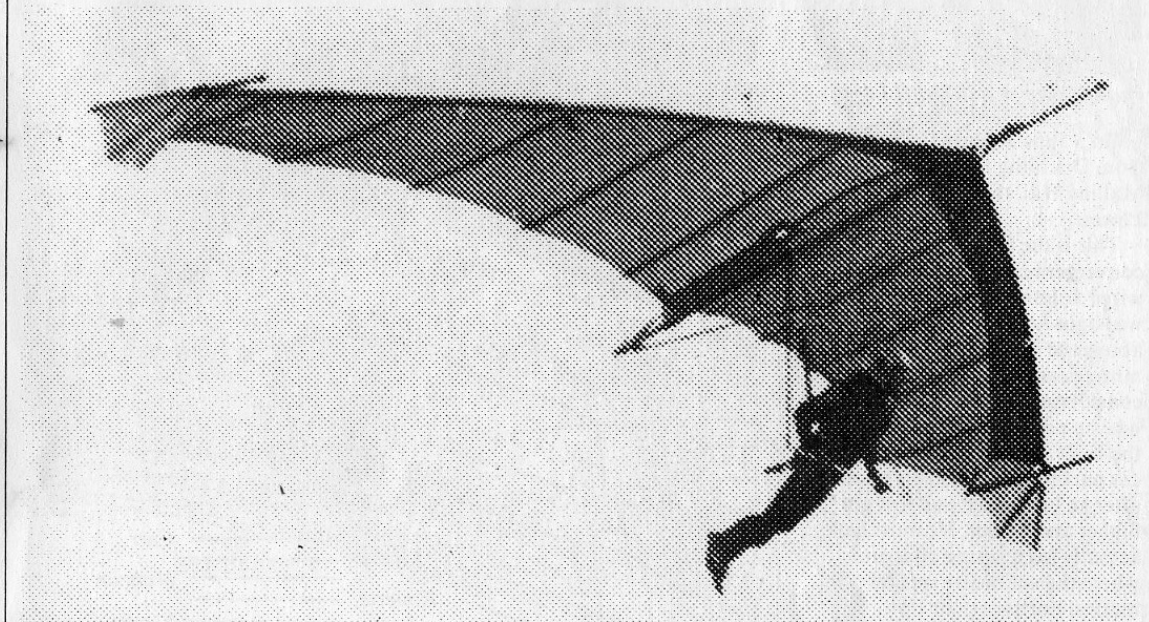
feature of the early days. And to do this I have some not too serious suggestions. For instance, in the magazine, let us have a 'who's got plastered' column with a few lines from the patient. Or perhaps someone could devise competitions which are fun again, like the Cam Long Down Comp with a 12 foot hedge across the landing area. (I think the Competitions Committee would crucify anyone with such a thought today). We could have a balloon bursting event on level ground with a hang glider. I think that even Brian Milton might loosen up and crack a smile if he were in this sort of competition. And think of the crowds it would pull. Happy Landings, John Ievers.



I ATE 'EM SON

The original idea on this article was just to keep it to the cross-country flying that happened on the first of June. But every time I roughed out a draft something else would happen to make me scrap it. In the end I gave up. As at 4 July here are the major cross-country flights in the South East. I know full well that the moment this lot goes to the printers, my phone will go and the dulcet tones of Johnny Carr will boom 'Come and get me son, I've just landed at John o' Groats'.

Gryphon Mk II



I suppose no other prototype hang glider has quite had the baptism of fire that Miles' Gryphon Mk II has had. On its first two flights out of testing at Steyning Bowl it clocked over 20 miles!

The first flight was on Wednesday 1 June. At Ditchling Beacon the wind was north-easterly and the thermal activity was gusting it from 18 to 25 plus. The turbulence close to the ridge was very severe at times. Ian Grayland actually bent a leading edge in the air.

The pilots on this day were Geoff Lowry on an SST, Paddy Monroe on a Scorpion and Johnny Carr on the Gryphon.

Geoff and Johnny after gaining height over Westmeston circled

over the back of the Ditchling ridge to just in front of Tegdown Hill and then broke for the Dyke which they could see from there. The arrival height at the Dyke was still pretty good, but Johnny was down to ridge level by the time he had drifted down to Truleigh.

It was at Truleigh that Johnny lost sight of Geoff. Paddy meanwhile had got to the Dyke through the front door. By keeping in front of the scarp slope he had managed to use a combination of thermals and ridge lift. Paddy also ended up at Truleigh quite low.

Geoff and Paddy both cored enormous thermals at Truleigh and turned west to bridge the Adur gap. Johnny however was fighting for his life at ridge level still (tee-hee).

After a quarter of an hour the power of prayer was demonstrated as Johnny at last found a useable thermal. 1000 feet above Truleigh he turned downwind towards the Airport. Bill Newton was sitting eating his lunch at Mill Hill at about the time Johnny flew over towards Shoreham. He is still digging bits of cucumber sandwich out of his left ear. The Airport afforded John a great reception and the whisky flowed like water.

The biggest flight of the day was by Geoff. Having bridged the Adur gap he found himself circling above Annington Hill. Instead of trying into wind and running the risk of not making the ridge, he turned downwind towards Worthing. It was only the sea and the town itself

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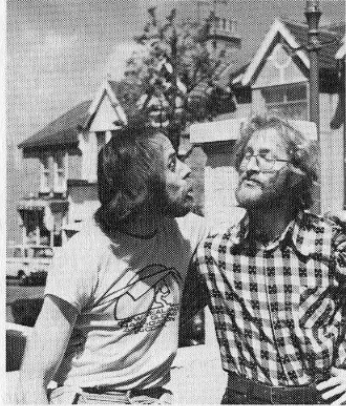
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that forced him to put down at Brooklands play park. Paddy bridged the Adur gap too but found no lift at ridge level and went down.

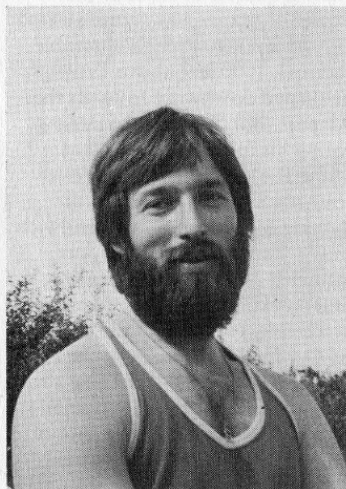


Paddy Monroe and Geoff Lowry

On 3 June Johnny Carr flew from Ditchling Beacon again, to Malling Hill, the other side of Lewes.

This is the first recorded case of convergence lift. I actually nose wired Johnny into the air, which was light north-easterly. He flew above the ridge for about 20 minutes at about 200 feet. I was considering going up to join him when a parked Falcon 4 blew down the Hill! John was still above the car park at the time. Very soon after he broke east and just got higher and higher. He must have actually been sitting on top of where the sea breeze met the natural north-east air flow.

One of the reasons that I didn't



Dave Roberts



pick Johnny up from Lewes, apart from a natural distaste for people who fly better than me, was that I went to fly at Mill Hill.

A couple of weeks before this Ray Sigrist and Graham Slater did the Newhaven to Brighton and return for the first time. This was all obviously on ridge lift. Kevin Cowie did the trip, one way over 10 months ago.

Devil's Dyke to Peacehaven: 26 June 1977 by Dave Roberts

At 2.50 pm I cored a 300ft/min thermal and drifted downwind 500ft above the Dyke Golf Clubhouse. After a dozen 360's I was 1,500ft above take-off, below a large cloud. I continued circling in smooth 500ft/min lift, following the Dyke Road into Brighton at 2,500ft ASL. Suddenly, the nose of

my Phoenix 8 lifted and I saw the vario needle pressed against its stop at 1,100ft/min up! In about two mins I gained 2,000ft and my altimeter finally showed 4,650ft ASL, over 4,000ft above take-off! As the lift faded I circled in amongst the lower wisps of my cloud, feeling cold in an air temperature close to freezing. Above Preston Park I watched a

private plane pass 1,500ft below me. At 4,000ft over central Brighton I saw nothing downwind but sea so I left my cloud and headed east, immediately hitting 600ft/min sink. I pulled on speed and aimed for another cloud over Woodingdean. I reached this cloud at 2,000ft but found no lift so I continued flying fast through sink, parallel with the coast, until at

1,000ft over Saltdean I began selecting landing sites. I spotted a football pitch among the housing estates and turned into wind at 100ft and landed next to the penalty spot. I asked the amazed footballers where I was and found I had landed at Peacehaven Youth Club, 11½ miles from take-off. It was now only 3.20 pm but what a 30 min. flight.

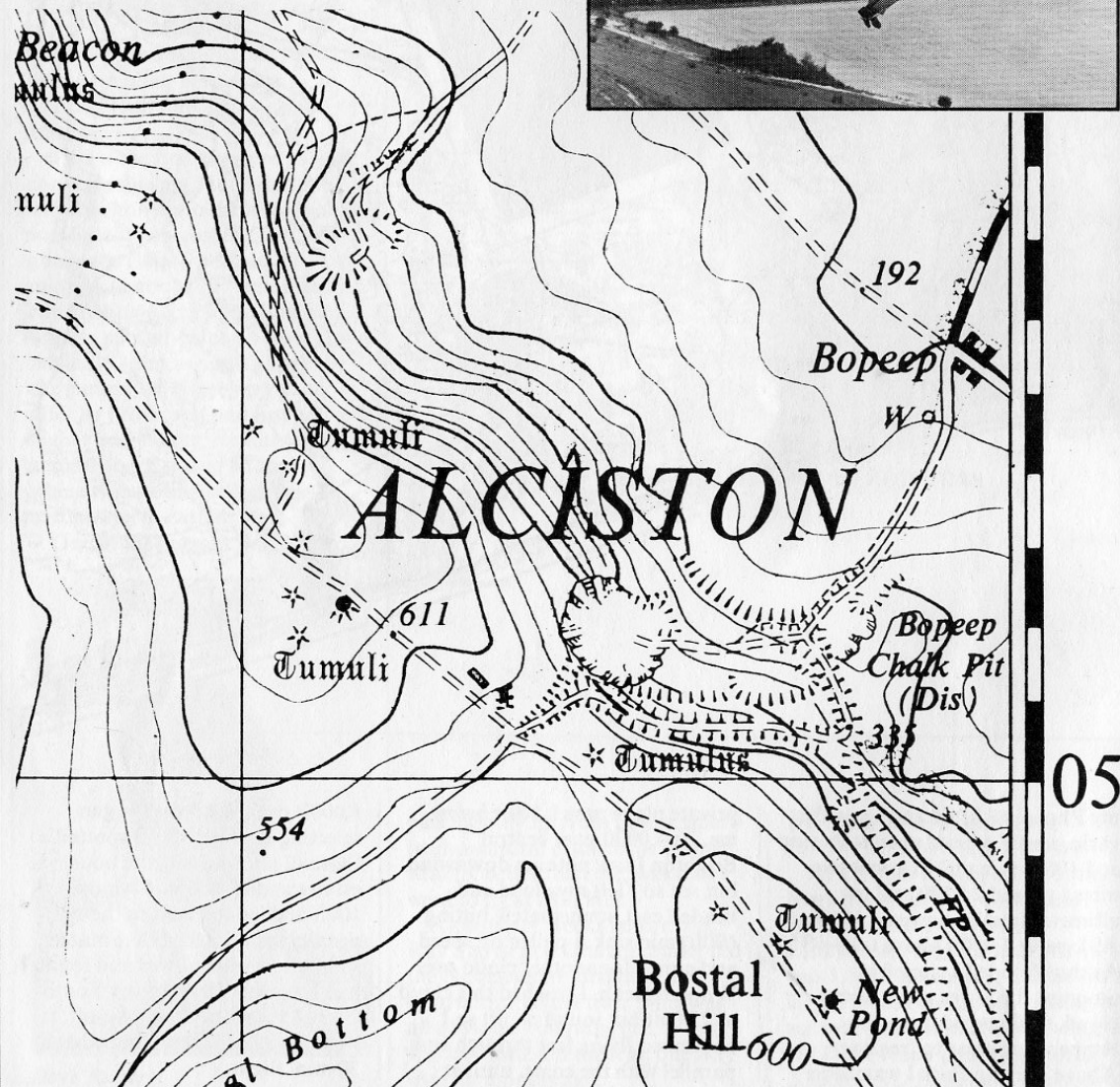
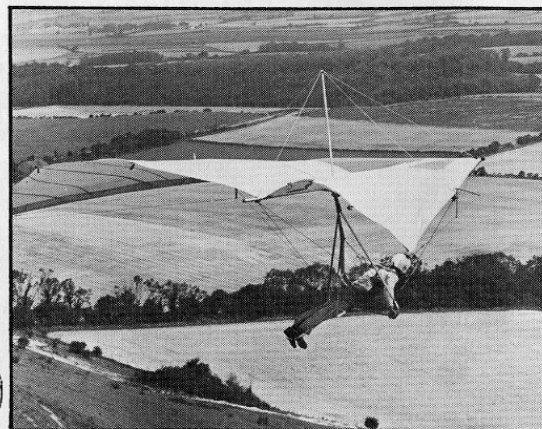
REQUIEM FOR FIRLE

by Mark Woodhams

What is a fact is that Firle is one of the finest hang gliding sites in the country. It is far away from the usual holiday making haunts. There is reasonable access to the top whether by car or path. Above all it is a thermal trap and our only feasible true north-east site. In straight ridge lift Bostal Hill to Firle Beacon is a challenge and there are even small training slopes at the bottom of what's come to be known as 'big peep'.

Ours and the County Council's proposals were to be that a separate hang gliders' car park could be established at the bottom of the hill, possibly within the disused chalk pit or in the recesses to the side of the road that goes to the top of the slope. The Club would

do any of the work, so there would be no expense to either owner or farm manager. So we would have to walk up the diagonal path to little peep - a small price



to pay for such a site. The flying would be regulated according to the new Club rules already in operation.

A reasonable case you would have thought on our behalf - but oh no, back comes the reply, you can't control your members, what about third-party liability, the farm manager incident (which seems to have been blown out of all proportion), the filling of the car park. And then to cap it all, Viscount Gage not only sees our difficulties but sympathises with them.

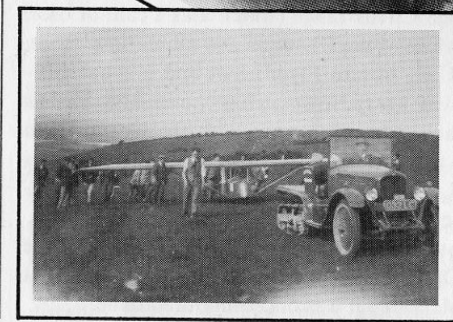
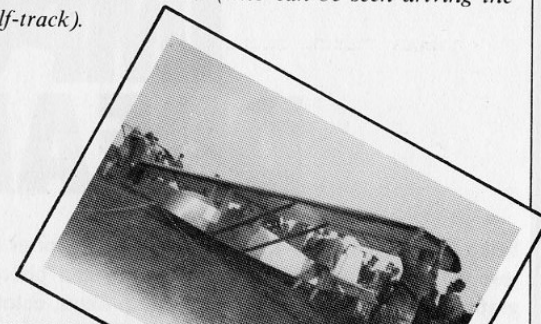
Hollow words if you ask me. We have demonstrated our ability to control our members by the total absence of flying at Firle for nearly a year, BHGA membership covers the third-party risk, the farm manager incident was not only a chance in a million (and you get those driving your car) but the Club organisation is more together now than it ever has been. The car parking is our right anyway and Viscount Gage has the opportunity if he desires, to solve the problem totally.

There are over 100 miles of Downs running through Sussex and we have to fight for every foot. Not only is it ridiculous but it is patently unfair that a few privileged individuals should hold so much sway over our fortunes.

Historically this run of the Downs has been inextricably involved with gliding. Itford Hill (at the Lewes end of the slope) was a great gliding mecca in the 20s. In the first major English cross-country Robert Kronfeld used Firle Beacon to gain height for his trip to

Cliffe Hill, Lewes and thence by the Dyke and Steyning to Portsmouth. The Southdown Gliding Club used Firle right up until 1973. From the moral point of view you could say Firle belongs more to gliding than to Viscount Gage.

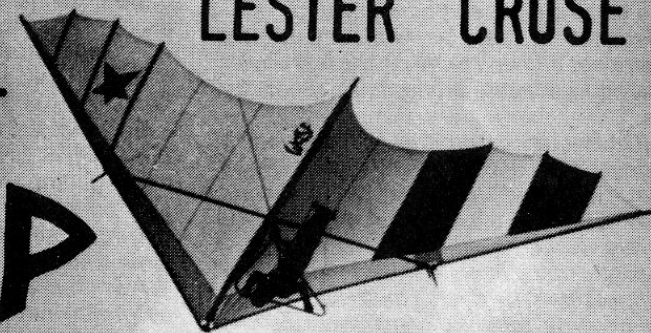
Old photographs of gliding at Firle courtesy of ex-chairman Martin Hunt (who can be seen driving the half-track).



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The original intention of this article was to compare all the imported third generation machines. The importers of the ASG21 and Phoenix 8 have never replied to my letter and verbal requests, and as we know there has been a hold-up with Wills XC production.

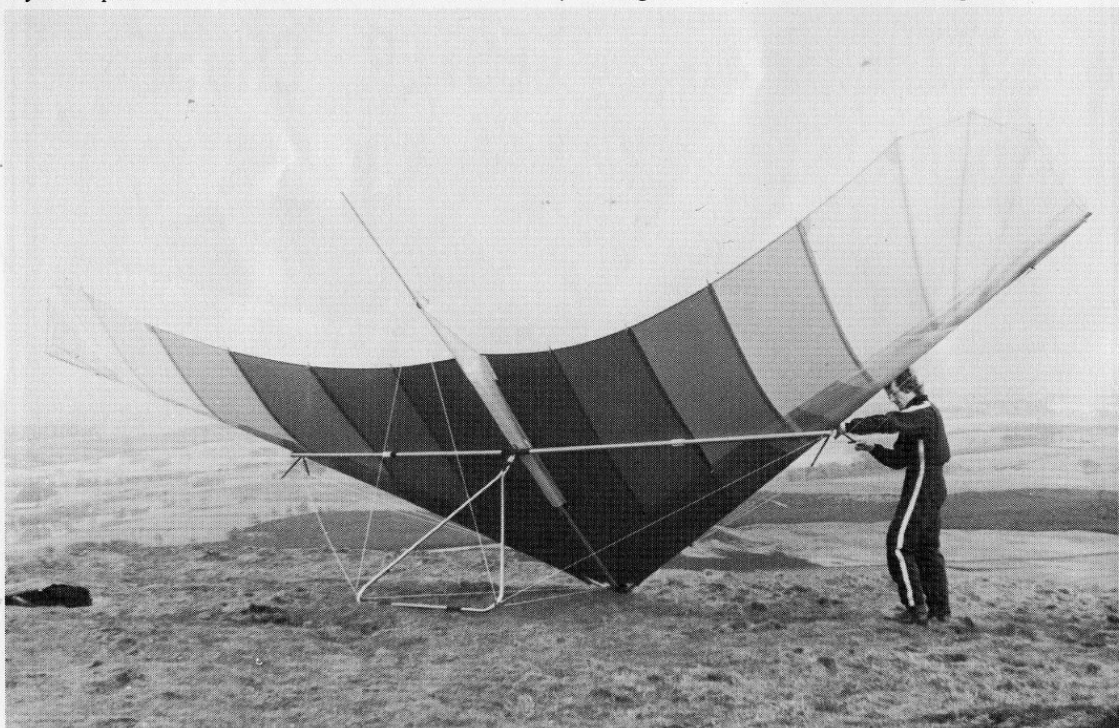
IMPORTED DREAMSHIPS

Brian Harrison of Scot-Kites was the only importer to respond to my requests for information and photographs. He has sent me information up-dates, colour photos of the Cirrus range (which alas I cannot use), black and white of the Olympus and all on time. Brian is the sole U.K. Electra Flyer agent and it is not difficult to see why Larry Newman has chosen him. He has recently reached an agreement with the Corporation whereby he will manufacture both Cirrus and Olympus in Scotland which should give a price edge on all comparable machines.

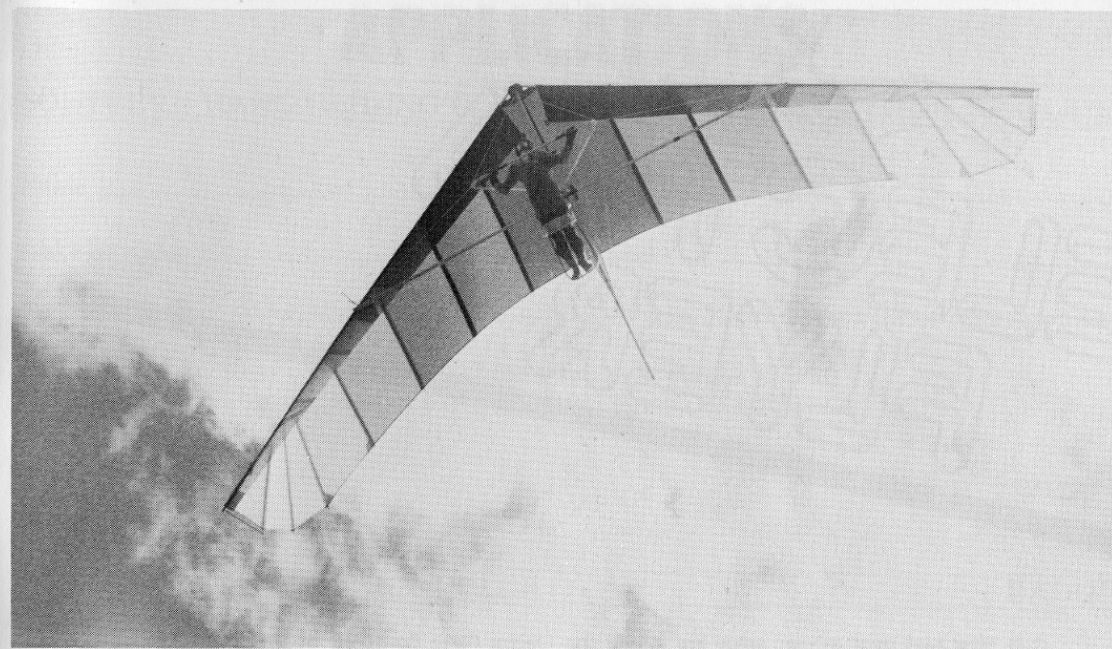
The following are extracts from blurb Brian sent me about the Olympus. It sounds a real weapon and not at all the problem ship it was once rumoured to be.

It is now just over a year since we joined Electra Flyer Corporation to manufacture and distribute their

gliders in Europe. We had noticed at an early stage that the design philosophy at Electra Flyer was different from that which exists in most companies. Basically, Electra Flyer gliders are designed to be enjoyable to fly through a very wide range of wind speeds and other flying conditions. No attempt is made to produce minimum sink 'height' freak machines, which can impress on soaring small ridges and do very little else. To say that this 'all round flyability' philosophy has been a success is indeed an understatement since Electra Flyer have risen to No.1 manufacturer in America in the space of 11 months. In this time approximately 1,800 gliders have been produced, 1,000 of these being in the Cirrus range. The Cirrus features an exceptionally wide speed range, coupled to precise and light control, attributes which are particularly use-



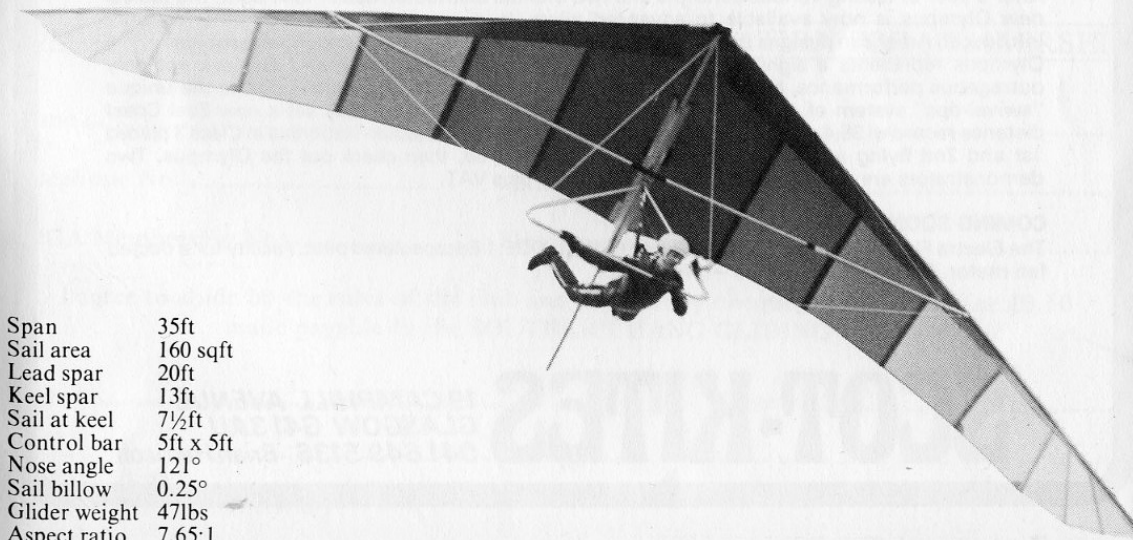
Glider at rest shows truncations in lowest position




ful in thermal flying and which were used to the full by Gerry Breen when he flew the 13 miles from Tredegar to Newport with a 4,500ft height gain flying seated. Other Cirrus achievements include 25 miles thermal flying over flat country in Arizona; 20 miles on a 100ft bluff in Wisconsin; 1st place at the Telluride manufacturers meeting; 1st at the Cortina Open in Italy, and fifth in the World Tow Kiting Championships at Cypress Gardens. So far this year Cirrus have won the Japanese Nationals, placed 1, 2 and 3 in the Canadian Nationals, and hold the World Dual Record of 25 miles made at Chattanooga in February.

The radical new Olympus is now available to advanced pilots and its impact on the American scene has been remarkable. Top flyers such as Trip Mellinger

and Gene Blythe have opted to join Electra Flyer in view of the significantly superior performance which this glider displays. In the first few weeks of full production after an extended dealer/distributor feedback programme the Olympus set a new East Coast distance record of 35.4 miles and the two gliders entered in the Canadian Nationals in Class 3 placed 1st and 2nd flying against rigids. The latest report we have is of a new cross-country world record of 65 miles one way, the flight being properly recorded and barographed. Experienced flyers looking for their next significant step forward would do well to consider the Olympus, and demonstration gliders are available for test by serious enquirers.



Span	35ft
Sail area	160 sqft
Lead spar	20ft
Keel spar	13ft
Sail at keel	7½ft
Control bar	5ft x 5ft
Nose angle	121°
Sail billow	0.25°
Glider weight	47lbs
Aspect ratio	7.65:1



ELECTRA FLYER

It is now just over a year since we joined the Electra Flyer Corporation of New Mexico to manufacture and distribute their gliders in Europe. In this time we have seen Electra Flyer rise to No. 1 manufacturer in America and have been pleased to share in this success.

THE CIRRUS

1,000 Cirrus were produced in the eleven months, June 76 - May 77. Available in three sizes, each individually developed, this superbly nimble performer has proven to be equally at home in desert thermals or the mid-winter winds of Scotland. The exceptional speed range and precise, light control are particularly useful in thermal flying — as confirmed by Gerry Breen on his recent Tredegar to Newport 19 miles flight with 4,500 ft. height gain flying-seated.

OTHER CIRRUS ACHIEVEMENTS

In 1976 the Cirrus 2 won the Telluride manufacturers meeting, the Cortina Open in Italy and placed fifth in the World Tow Kiting Championships at Cypress Gardens. In 1977 the Cirrus has won the Japanese Nationals and placed 1, 2 and 3, in the the Canadian Nationals. A Cirrus 2 holds the World Dual Record of 25 miles made in Chatanooga in February. American schools are now training on Cirrus and encouraging competent pupils to fly Cirrus as their first glider. All this and a basic price of £390 plus VAT, prove why this is the best selling glider in the World!

THE OLYMPUS

After a year of testing various concepts and two months distributor/dealer feed back, the radical new Olympus is now available to advanced pilots. In direct comparison with other recently introduced American designs the "Oly" is smaller, more efficient, lighter and more responsive. The Olympus represents a significant step forward in Hang Glider design and displays not only outrageous performance, but exceptionally positive pitch and stability due in part to the unique "swivel-tips" system of roach control. In America the "Oly" has already set a new East Coast distance record of 35.4 miles and the two Oly's entered in the Canadian Nationals in Class 3 placed 1st and 2nd flying against rigids! If only the best will do, then check out the Olympus. Two demonstrators are available and prices start at £505 plus VAT.

COMING SOON

The Electra Flyer foot launch glider. Weight 65 lbs L/D 25:1 Encapsulated pilot. Facility for a ducted fan motor. Range 300-500 miles — with motor.

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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 (7p)

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/ Membership Secretary Peter Day, 31 Christchurch Gardens, Epsom, Surrey