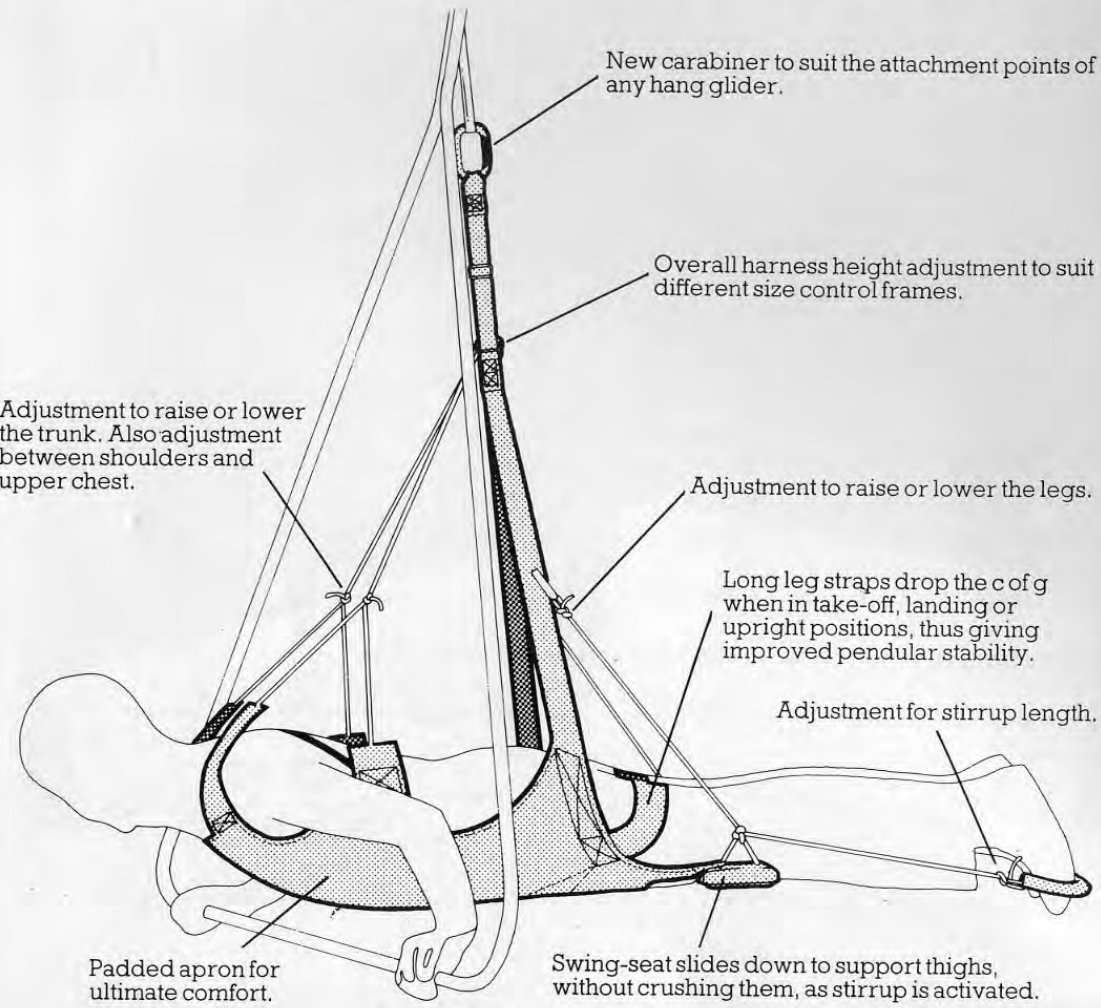


Hiway have been producing and refining the design of prone harnesses for over 2 years.



Just as no two people have the same fingerprints, so it is with bodies. Hiway have found that the secret of comfortable prone harness design is to build in adjustment points so that the geometry of the harness can be exactly suited to the individuals requirements.

The harness is of the stirrup type because we believe the movement of the legs should be independent of the angle of the body, unlike the knee hanger type. This gives you the freedom to adopt a far wider range of flying positions – a must for prone flight.



Send height, weight and a cheque or postal order for £47 (incl. VAT and postage) to **Hiway Hang Gliders**, 27-35 Bernard Road, Brighton BN2 3ER.

Plaistow Press Magazines Ltd., 3 New Plaistow Road, London E15 3JA.



WINDS  **CK** MARCH 77



THE WASP EXPERIENCE - FLY IT

WASPAIR LTD, MELFORT ROAD, THORNTON HEATH, SURREY.

Telephone 01 688 7800/5160

WINDSOCK



JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

MARCH 1977

OPINION

It wasn't really so long ago that you could go out flying at the weekend and run the risk of not seeing anybody else on the hill.

Those were the days when you could organise a small outing for two or three people at say Firlie or Truleigh and go thudding about the sky on your trusty 229B3 or Skyhook. Staying up for quarter of an hour was a major achievement and if you could see sky between the horizon and the pilots legs, you thought he'd cored a thermal.

Even the pubs seemed less crowded. On the way to the bar you didn't have to duck and weave between the hands doing imaginary kung-fu wingovers. Your pint had a real chance of staying on the table without some passing pilot explaining how he got out of last Saturday's luffing dive, knocking it into your wellingtons with his trailing edge vortices.

Still, all things must pass. And anyway, the popularity of the sport naturally brings advanced machinery with it, which expands our flying experience - or should do.

But the recent league competition seems to show that the hang gliding scene is getting sillier and sillier. Everybody seems to have lost their sense of perspective. People have abandoned hang gliding and taken up spot landing, clearing markers, jockeying for position, hypocrisy, back biting, ordering people about, complaining and downright bad organising.

I look forward to a return to sanity when flyers realise that hang gliding is about flying. Just ordinary enjoying yourself, no hassle flying. If the energy that is put into competition could be put into promoting the interests of the various flying clubs, we'd all be a bit happier.

Mark Woodhams.

COVER

SST over a wet Mill Hill.

COMMITTEE

Editor Windsock

Mark Woodhams

60 Compton Road

Brighton 501043

Chairman

Tony Maclaren - Halnaker 457

Secretary

John Ievers - Brighton 502946

Treasurer

Peter Day - Epsom 23931

Public Relations Officer

Tony Fuell - Brighton 502952

Safety Officers

Geoff Shine

Ian Grayland - Orpington 34036

Site Officers

Tom Knight - Partridge Green 710084

Ian Bull - Brighton 507058

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.

NEXT COPY DATE FOR ADVERTISERS

Full issue: 2 May 1977

Economy issue: 4 April 1977

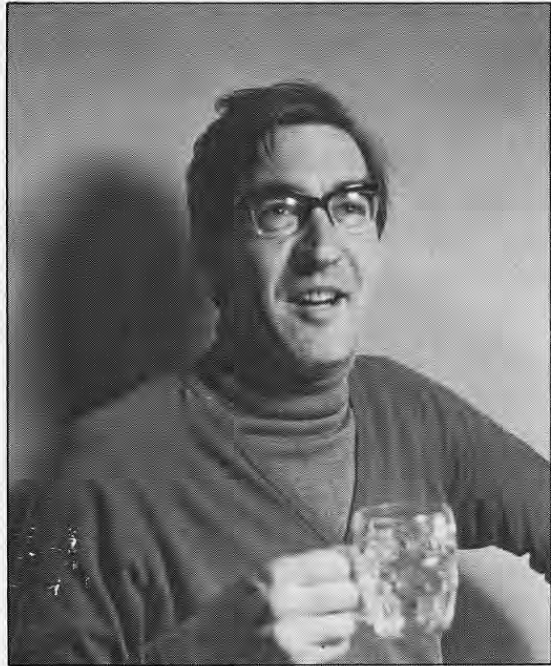
CONTRIBUTORS

John Andrew, Mike Hibbit, Tony Brown,

Geoff Shine, Miles Handley, Tony Fuell, Ian

CHAIRMAN'S LETTER

Mill Hill - Do you remember? That is the site we spent a lot of money and time on. That is the site we circulated members about recently to say, amongst other things "Do not land in the ploughed area". And then, of course, some members still go on landing in the ploughed area and then the farmer complains. My thanks to those who comply with the rule, and fire and brimstone on those who have not complied - you are selfish, irresponsible and a menace to our Club and our flying sites, or do you perhaps wish to lose your club membership and not fly on Southern Club sites at all?



I am also told that there has been some wild flying at Beachy - landing in the take off area, clobbering a spectator (luckily a friendly one), and so on. Why don't some of you think before you act - or don't you think - or are you incapable of thinking of other flyers and other hill users. This is the site we are trying to get officially.

It seems to be forced on the Chairman to keep on chiding members through the magazine. For heavens sake, act sensibly, then I won't have to keep moaning at you.

We are nominating Robert Wisely and Jeannie Knight as our BHGA Council Members. By the time you read this, I hope

they will have been elected - it's hard work and we would like to thank them for having a go at it. Also our thanks to Peter Day and Frank Flitton for doing it last year. The BHGA has done a sound job for the flyers so far, but it needs watching closely and Robert and Jeannie will have to keep an eye on some of the embryo proposals that are being considered by the Council at the present time - also on some of the ideas that are being thrown at the Council by individual Council Members.

The Club is becoming a Member of the Sussex Trust for Nature Conservation and possibly the Sussex Downsmen and National Trust also. We think that for obvious reasons this is sensible. Whilst on this subject, part of the land at Ditchling between the car park at the top and the land shown as the Club's designated take off area (see the pull-out supplement from *Windsock*, if you've still got it - if not, ask the site warden) is a nature reserve run by the Sussex Trust. Lewes District Council have been muttering darkly about planning permission at Ditchling recently, but have now been quiet since mid-January. Let's hope that they stay that way.

Tony MacLaren.

SITE NEWS

There have been no substantial changes to the conditions affecting the flying of our club hills and the ridges and cliffs in the area that we have no formal control over. The rules as at 19 February mini *Windsock* apply, and the re-negotiation for Firlie has started at long last.

Two main problems since that time. The first is that though the situation is better at Mill Hill some pilots are still landing in the ploughed field. The crop is in full germination just now so every footstep causes real damage.

The second thing is that when Beachy Head gets very crowded it is vital that the top landing area is kept well away from the take-off point. We do not have the right to move members of the public away. If we land on someone (as apparently happened) the corporation could descend on us like a ton of bricks. Fortunately the fellow was unhurt and was very decent about it. Thank god for people like him. There is a large green strip ridge-side of the road just down from the take-off point towards Eastbourne. Since the people congregate around the take-off it's a good idea to land away from them - even if it

is a little bumpy at times.

Keep thinking of the other person all the time.

Good Flying.

WHO'S EATING WHO

NEW SPORT AT THE DYKE

by Mike Hibbit

There was one day over the Christmas period when a new method of getting airborne was called for, due to the fact that hang gliders were grounded because of pea soup conditions at the Dyke.

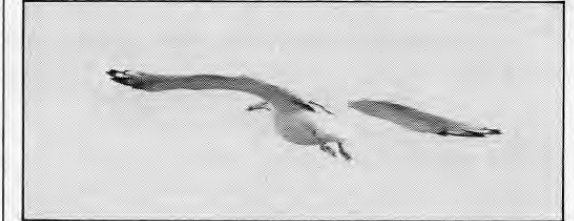
As there was quite a heavy snowfall the night before, it was decided to try hang-glider-bag soaring. With 8-10 foolhardy idiots sitting (sometimes prone) along the length of the bag and a man zipped into the nose of the craft, we gritted our teeth and set off down the runway.



Although many attempts were made, the entire crew did not manage to take to the air en masse (well, not for long), despite wild flapping of arms and legs. But, even so, individual "flights" were managed from various points along the take-off strip.

Regardless of skilful movements made by intrepid souls, Lester Cruse was, needless to say, "top of the stack", flying his new yellow wellies.

John Andow took this shot of one of his flying mates. This particular friend was the first person to do the Newhaven to Portsmouth run. Johnny Carr is livid.



Windmaster Sailcloth and Tissot Watches have both sponsored hang gliders. Tony Brown flies the Tissot Falcon and Chris Johnson takes the Windmaster Scorpion off on its maiden jaunt. Congratulations to both companies for spotting the promotion value of hang gliders.



Tissot Falcon.



Windmaster Scorpion.

IMPROVE YOUR TECHNIQUE

Geoff Shine.



For all those who fly the stirrup and occasionally do themselves up proper, like a silk worm - read on, it's an education.

In the beginning there was the knee hanger harness which hoisted its wearer, usually by the tender parts, into the semi-prone position leaving the coughing pilot to pull his chest towards the bottom bar to assume the fully prone position. This was followed in time by the stirrup harness, a much more comfortable but complicated looking piece of apparatus which was left to the "experts" who managed in the following months to invent and mess up many ways of entering this type of harness on take-off. Hence for sometime the newcomer to prone was advised to become orientated using the knee hanger and to convert at a later date to the stirrup harness.

I feel that this mode of thinking is now out of date and that the newcomer to prone flying should, with correct advice, find it easier and certainly more comfortable to learn using the stirrup harness. In the following

paragraphs I have laid down some of the main points on how to enter the fully prone position when learning to fly prone with this type of harness.

It is necessary to have footwear with an instep and heel to allow the sole to locate on the stirrup. If possible set the harness up so the line of the body is about 10 degree head up from horizontal, get a friend to do this whilst you hang in the garage as this to you will feel like horizontal. This avoids a disconcerting head down feeling on the first flights. Also ensure you are not set up with a bow in your back or bent down like a hair pin and that you have correct advice on moving your body weight practicing this in the garage.

At this point you will hear all sorts of opinions as to the best way to collect that bleeding stirrup, some methods include stirrup in front of both feet, behind both feet, hold-

ing in teeth, velcroed to harness front and holding in one hand to place on feet. My advice, forget them all. In my opinion there is only one way to learn and that is with the stirrup in between the legs. This is the method I use all the time.

Suspend your self from a convenient point with the stirrup between the legs and take your feet off the ground. Now bend the knee of the leg in front up towards your chest as far as is comfortably possible and then slide that foot back down the side of your rear leg until you make contact with the stirrup. Having done this push slightly and place your rear foot on the stirrup, swing both legs up slightly and push into prone. At all times remain looking forward and do not look at what your feet are doing. It is more difficult to enter the prone position whilst hanging in the static state than when on a glider so if the art is mastered in the garage very little trouble should be encountered when you fly.

After this preparation and studying others who fly prone all the time you are now ready for your first attempts. It is most important at this stage to remember one thing above all else, you must not worry about collecting the stirrup, you must first gain sufficient airspeed to remain airborne and second, gain height from the ground and do not under any circumstances do anything with the stirrup until these have been achieved.

When taking off, the straps of the harness to glider must be kept taut as with all harnesses, hold one upright and the bottom bar. As you run and the glider takes your weight you will naturally tip forward keep running until treading air whilst transferring your hand from upright to bottom bar and at the appropriate time collect stirrup and push into prone.

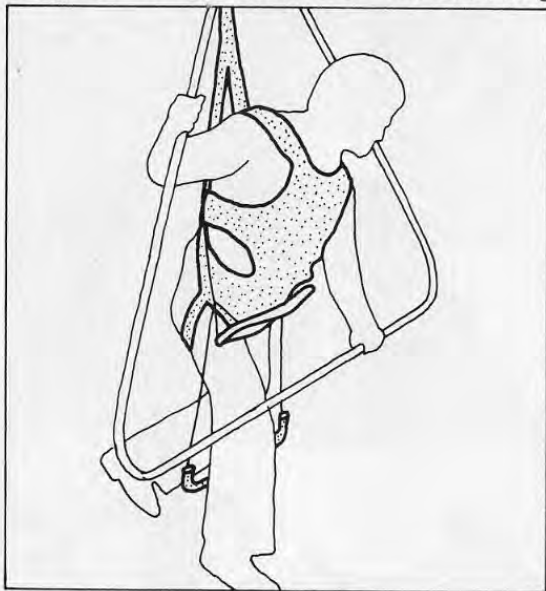
Remember, it is not necessary to collect or use that stirrup at all. If any difficulty is had land as normal and try again.

Some common faults are:

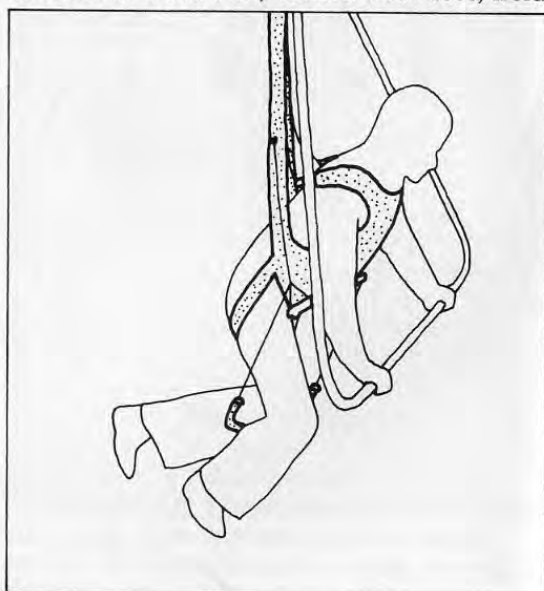
1. looking down whilst trying to collect stirrup. Do not do it you will become disorientated, always look where you're going.
2. failing to gain or maintain airspeed, keep that glider flying before all else.
3. trying to enter the stirrup too soon, too near the ground, concentrate on flying until you have some height.
4. trying to learn to fly prone with a new glider on an unfamiliar site. This is a recipe for disaster.

Finally when making any changes of harness or glider always fly on a site with a forgiving take-off area and easy landing area, i.e. leave those cliffs with a 2ft wide beach at the bottom well alone until you are competent.

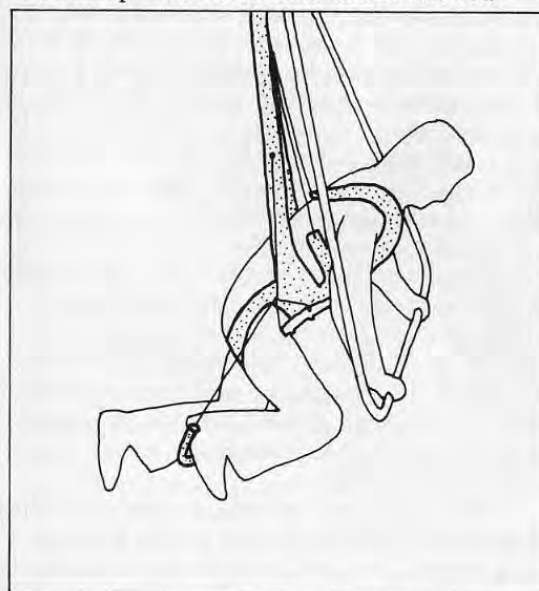
As always if you are careful you'll be reasonably safe.



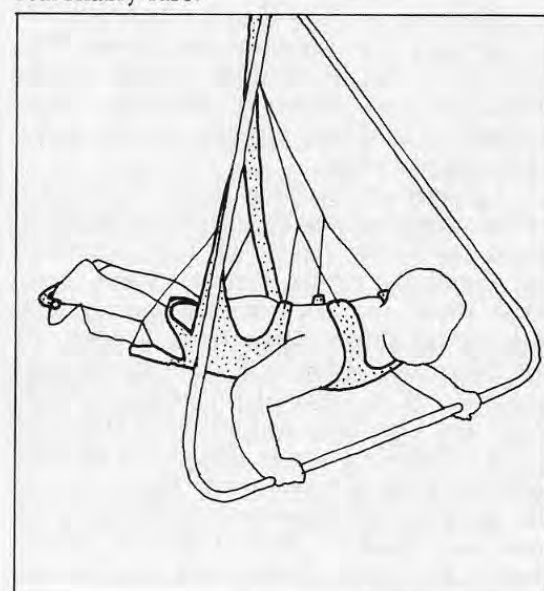
Still on the ground, stirrup between legs, straps tight and running.



Airborne now. Eyes looking ahead, hands on bottom bar and stirrup falling neatly between the legs. You could fly all day in this position.



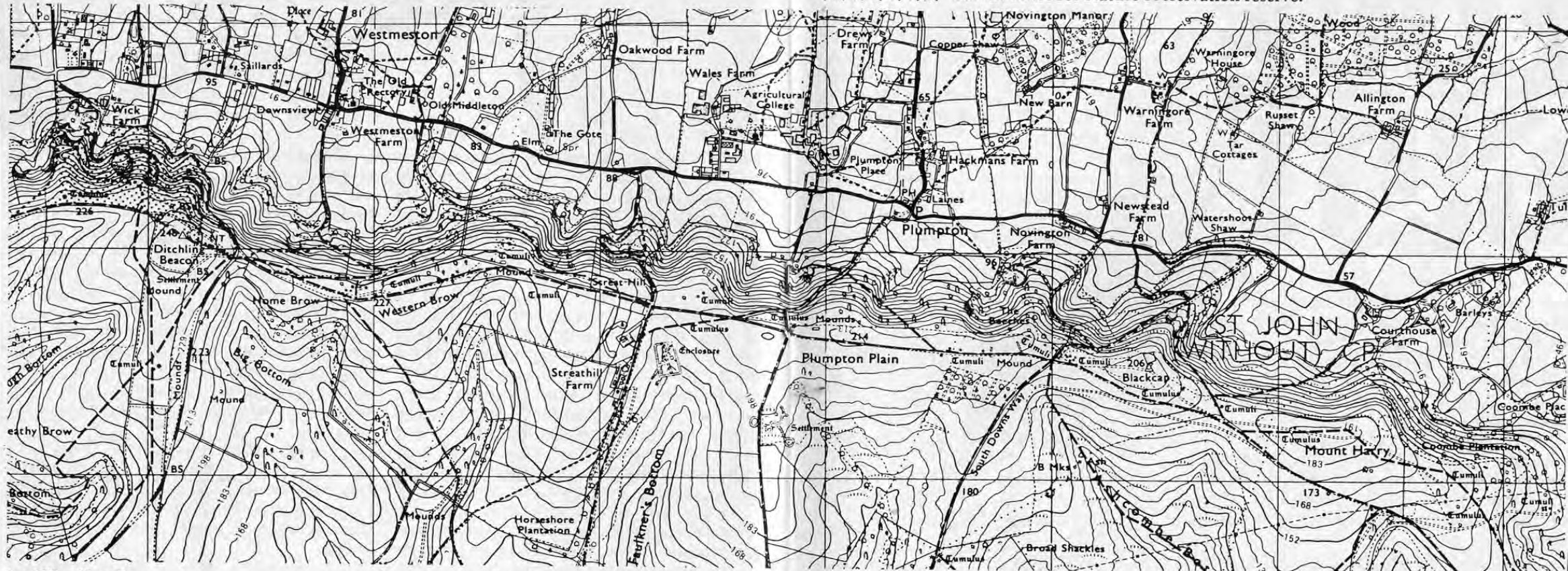
When fully ready, simply lift the forward leg. . .



. . .and stamp yourself prone. Simple

BY GRYPHON TO OFFHAM

Sussex Trust for Nature Preservation reserve.



by Miles Handley

Ditchling... Now there's a tatty site! Or so I thought. You know the one I mean. With Firl closed and the wind too easterly for the Dyke, the last resort is Ditchling. Now, suddenly, I find I am looking forward to the north easterly winds.

I arrived at Ditchling about 11.00 a.m., having sussed out the Dyke and Steyning and found the lonely figures of Tony Beresford and friend just rigging their machines. Tony asked where the hell everyone was and said that, having driven down from London, he was "darn well going to fly". Well, the wind was well off to the east so, being the brave soul I am, I let Tony and friend go first. Yes, it was definitely soarable though top landings were not easy. We had a few flights each in the morning and adjourned to Ditchling for food and liquid at about 1.30 p.m. accompanied by Lester Cruse and two others, making a total of six flyers - yes, six, incredible is it not!

After lunch, Lester was first up. The wind had shifted slightly to the north. Tony saw me

off on my Gryphon and I turned east down the ridge. Lester was well down the ridge at this point and I thought "Saucy devil, he's trying to get round the Western Brow." I went in hot pursuit. Getting round the Western Brow was easy - the mound at Plumpton was easier still but, looming up was the Beeches and Black Cap and I thought "No way round there". Lester at this time was trying for it but had not enough height so he turned back, got as much height as he could and tried again - and again, three times, but at that time he could not know what he was committing himself to so, wisely, he turned back. When we passed, he shouted he could not make the trees. I was very grateful for his courage in attempting this ridge though, as it showed me it might be possible.

After we had passed, I now had the challenge of these high trees at The Beeches. I hung around for a while to get as much height as possible and then went for it. They really did look frightening but, as I got closer, I got a smidgeon of lift instead of sink as expected. Encouraging - "Press on you fool" I thought.

More lift, incredibly right on the top now and all the lift I could ask for. Clearing the trees by at least 100ft, "Bet Lester is kicking himself now". "Press on Miles" I said. At this point doubts arose in my mind as to whether I could get back. Well, at least I should be able to make it to Offham at the end of the ridge.

Well, I made it to Mount Harry with a bit of height but, when I reached the pylons, I hit sink so I turned over the pylons back to Mount Harry and thought "Yes, I could make it to the A275 but no way could I get back over the pylons". The ridge at this point is only 195ft ASL. Still, I'd made it to the pylons, a distance of 4 miles so I headed back. Half-way home, I saw Tony going for it. We passed at the Beeches and I shouted encouragement as we passed and looked behind to see that Tony made the trees OK.

At this point, I thought to myself "Won't Johnny Carr be sick!" It was not until now that I realised how cold I had got and, on arriving back at Ditchling, I went straight in to top land. This was a mistake and cost me a broken control frame. I should have gone past

and turned back to land. Will I ever learn?

Unknown to me, Johnny Carr had heard we were flying at Ditchling and came to see what it was all about. He saw my car and asked where I was. They told him "He went thataway", so he jumped back in the VW and drove along the bottom road to pick me up. He saw me on my return leg and told me later he didn't know whether to cheer or cry!

The round trip took nearly an hour - 40 minutes there and 15 minutes back. Yes - the wind was a bit off!

A word of warning on this run. Landing areas at Black Cap are few and far between so make a point of mentally selecting landing areas as you go. Don't wait until you have "lost it". A drive along the Bolton Road B2116 looking for landing areas is well advised - and some of the fields contain bulls.

Ed: On this run we have no arrangements with farmers for landing at the bottom. Because of this only pilots well versed in top landings should fly here. If you do lose it, land near the road and get out of it as quickly as possible.

LOOK OUT!

I heard this phrase screamed down from the heavens about a dozen times when these photographs were being taken at Devil's Dyke a couple of months ago.

When the lift was good it was very good and when it was bad it was awful. To make matters worse it was see-sawing from good to awful and back again.

The natural result of all this was that when the lift came everybody scrambled into the air. Indeed at one time I counted seventeen kites up on a four hundred yard stretch of ridge - which is OK just as long as the lift is maintained.

However when the lift departed there was a mad rush for the ridge in order to stay up. The greedy fliers pushed the inexperienced out and down causing quite a bit of bad feeling. In a situation like this, the experienced flyers really should top land as quickly as possible to give the others a chance. They can always take off again when the next patch of lift arrives.

There was so much basic bad flying close to the ridge perhaps it's worth re-stating the BHGA flying rules.

1. Look around

Never remain looking in one direction for more than two or three seconds. Always be aware of the position and movement of other gliders.

2. Break right

In an imminent "head on" collision situation alter course to your right.

3. Give way to gliders

- (a) on your right.
- (b) that are turning.
- (c) that are below you.

4. Keep 100ft apart

When converging from any direction

- (a) slow your closing speed.
- (b) or turn away.

These rules conform to conventional aeroplane practise, which will be a help if you should chance to meet one up there. They are designed, not to spoil your fun, but to keep you alive. I quote the immortal words of Kendall Hopkins: "A mid-air collision will ruin your whole day."

Still on the subject of safety and overcrowding, beware of the vario freak. This is the flyer who is so absorbed in the business of reading his vario that he can't see where he is going. He is normally to be seen at the bottom of the stack.



Also beware of the ridge hog in marginal conditions. This is the pilot who beats exactly the same line on the ridge whichever direction he is flying it, expecting everybody else to weave in and out of his flight path. He will also turn each end of the ridge at precisely the point where the lift finishes. Consequently any flyer unfortunate enough to be caught in front of him gets neatly pushed out of the sky.

For further information on flying rules and conduct see *Wings!* No. 7, July 1975, and "The Crowded Sky", June 1976, *Groundskimmer*.

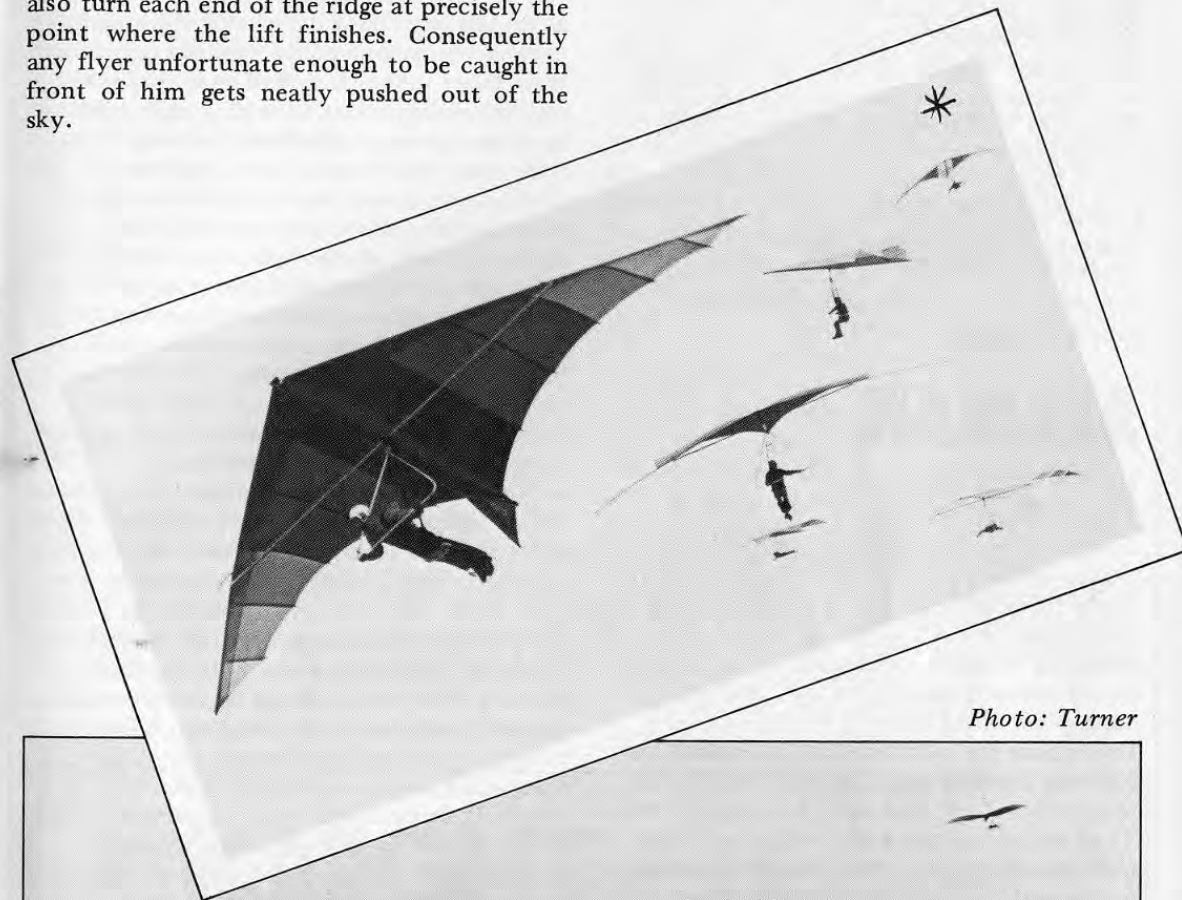


Photo: Turner



SMALL ADS

FOR SALE

You too can occasionally eat Class II machines, our standard seated Wasp 221 (see December *Windsock*, 2 photographs, "Peachy Day at Firle") is for sale complete with bag, lever tensioner, and spare control bar - £160. Telephone Neil Hardinge, Medway 62685 (evenings).

LOST AT THE DYKE

One pair of black leather gloves with long elasticated wrists (ski type). Tag broken on one glove. If found please contact Mike Hibbit, telephone 01-643 8198.

AIRMAIL

LET'S ALL BECOME PROFESSIONALS

Take a squad of policemen, excited by the chase, scrambling over those greasy rocks at the bottom of Beachy in the dark. What is the likelihood, would you say, of one of them wrecking an ankle, or breaking a leg? If I was an overworked doctor, I'd say, send another hang glider along there, it would be safer. Or suppose the bottom is less accessible, and a life boat is called out. They are really hard men in that boat, and don't know you're safe. They are out to save a life, and want to get their searchlight into every shadow. How close to the rocks do you think they'll come? So **think** before you pick up the telephone to say your friend is missing, if it happens that you are worried. You are not putting the responsibility elsewhere, quite the reverse. Those rescue services will have no choice but to go. You know what they are like. You are giving them a command. That is not to say we should be shy of them, if the need arises. They are there to help us. They even admire some of the people they are called out after. It all depends on whether you are an amateur, or a professional. One person's whole existence centres round what he is doing, so there is obviously no stopping him and it's useless to say anything. Other people it is their duty to discourage. The thing that is going to make the police sick about having been called out for David Roberts (last month's issue), is that in the hour and a half that passed between his

disappearance and the alarm being raised nothing was done, apparently, to make their job easier. Meanwhile, someone could have driven slowly along to Birling Gap, signalling with their headlights, to establish that David had not come down on top, then simply gone down the bottom to see what had happened. A geared up person could have got right round there twice in that length of time. If David had indeed been hurt, a torch signal could have been given to somebody looking down from some pre-arranged place, and rescue could have been on the way an hour sooner. Another thing which I do not think helps us at all is David's modesty, because it disguises what actually happened. I know he wants to redeem himself as a responsible person. Let's just say he is redeemed because his wish is there, and leave it at that. He only did what I did. As soon as I started to go over those cliffs, my mind stopped working, and sod the person who calls me irresponsible. I had walked along the top and bottom to get the feel of the place, tested rotors with flags on poles, examined landing places. There was only one thing I forgot - how beautiful it was going to be. Boy, oh, boy! I was at the lighthouse, and all the other kites were almost out of sight before I woke up to the fact it was not sheer magic. And that was the way I learned about the downwind trap. A lot of people in the club have known about the downwind trap for a long time, don't let us forget. If we as a club suffer because no effort at all has ever been made to warn people about it, isn't it what we all deserve? Every time something goes wrong, the natural course our sport should take gets attacked. There is never an exception.

Let's face a fact or two. Nowadays, hang gliders can disappear from sight, and they will increasingly in the future. Moreover, you never know when you take off when the chance to go for distance will occur. Is it really conceivable that somebody who has just got himself a few thousand feet up in the most beautiful cloud street is going to come down to tell somebody on the ground where he thinks it's going to take him? And it is going to be a common thing for people to be overtaken by the onset of darkness on the hike back. Why should this be so terrible? I don't know.

What we want is a set of rules that everyone is able to respect, because if half of us respect them and the other half of us don't, we'd do better without any rules at all, because you

can't stop people from fighting for what they believe in. For myself, I have four rules.

(1) Recce as much as possible first. Even if it doesn't prevent you from doing the thing that was born in you, it helps afterwards.

(2) Think about the people you are leaving behind. If they are other flyers, and they know you, I think you have a right to expect them to play it cool. If your wife or girlfriend is among them, it's a different matter. If your fun isn't her fun, it isn't going to be your fun for long anyway.

(3) Get to the telephone as soon as possible to warn the police not to take any notice if they get any hysterical callers. I would expect people to give me time to do that, and I would be bloody mad if they didn't. This episode could have been avoided if David had gone on to Birling Gap, because the walking that way is easier.

(4) Never land the SHGC in it. If pressed, I would just give the BHGA. At last I would have found a use for it. Barrie Annette, 116 Colne Road, Twickenham, Middlesex.

AIRSPACE HOGS

Dear Editor: I would like to comment on some of the club's more experienced flyers who tend to "hog" airspace. When a fair number of kites are up and there's

plenty of lift about everybody observes the "flying rules" and sticks to the circuit. However, once the wind drops and everyone is "scratching" for lift, rules and circuit are forgotten, in case the experienced flyers' dread occurs - a bottom landing. They would rather make a scrappy, sometimes dangerous landing halfway down the hill, than go all the way down. This ruleless "scratching" flying is perturbing, to say the least, to the less experienced flyer when faced with a kite coming head on in such low lift and low altitude conditions. Please stick to the rules lads! Roger Sylvester, The Pines, Chaldon Road, Caterham, Surrey.

RABBITS

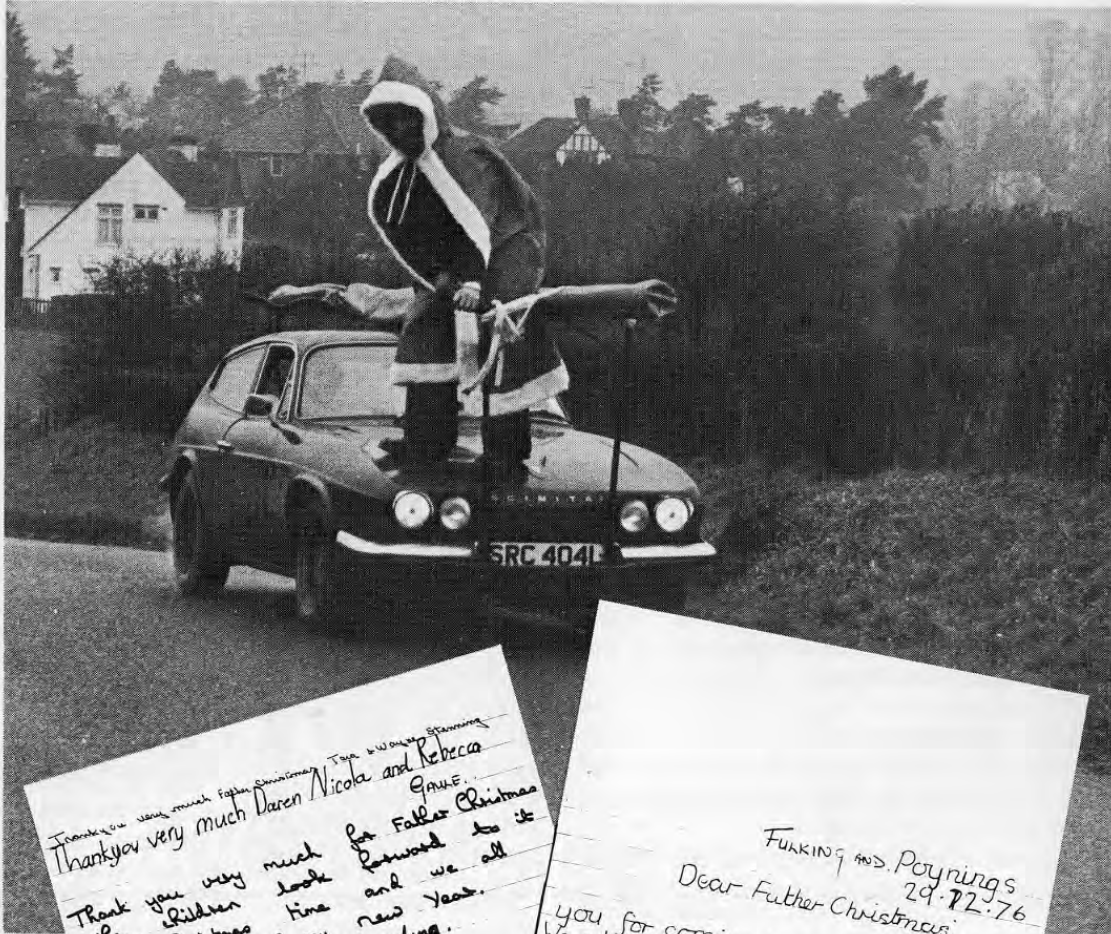
Dear Sir: On viewing a recent television programme, (The World About Us "Rabbits") reference was made to a hill in Sussex (Mill Hill), where a rare species of butterfly was being threatened. The cause for this was the fact that myxomatosis has reduced the amount of rabbits which ate the grass on the hill, as the butterfly can only survive on the short grass. I wonder if this was known at the time of the public enquiry. T. Durrant, 187 Bexhill Road, St. Leonards-on-Sea, Sussex.

KNIGHT HANG GLIDING

**B.H.G.A. Registered Hang Gliding School with Radio Control
Agents for most leading makes of British Hang Gliders.
Gliders Repair Service.
Stockists of Dwyer Wind Meters.**

**Send for details to:-
KNIGHT HANG GLIDING
10 The Causeway, Partridge Green, Sussex.
or Telephone Partridge Green 710 084**

Father Christmas (Steve Hunt) poised for take-off.



Thank you very much for the Christmas presents that I received from you. I am sure that you will have a very happy Christmas and a very happy New Year. I am sure that you will have a very happy Christmas and a very happy New Year. I am sure that you will have a very happy Christmas and a very happy New Year.

FUNKING AND POYRINGS
29.12.76
Dear Father Christmas,
Thank you for coming to Dyke on Saturday. We all liked our presents very much. We all hope you had a safe journey home.

Happy New Year From
Susan Steer, Jason Keer
Veda Manley, Iona Manley
Andrew and Janine Scarlett
Solveig and Astrid Grover
Heide Winley
Sue and Frank
Christopher Franks

Thank you all very much a happy new year Mrs Franks
Thank you all very much a happy new year Mrs Franks
Dad and Mum
99th yosey Angela BROWN
Thank you all very much, Amanda Skemp
& John Skemp

I am sorry the letter has taken so long in coming but everyone really appreciate it. No hang gliding for the winter but back with us in all from Poyning's fullip yours sincerely Margaret Culver

Photo: Fuell

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