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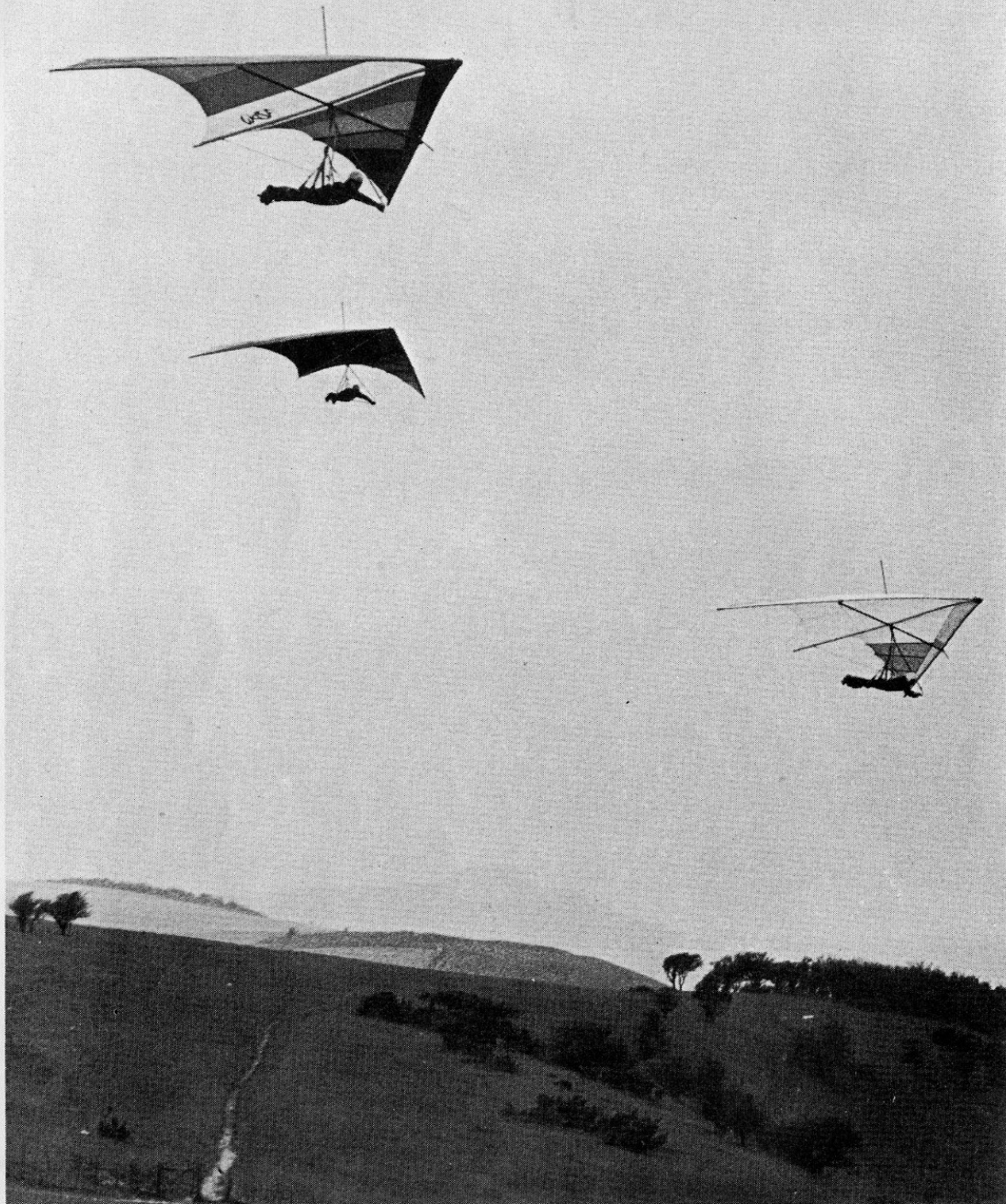
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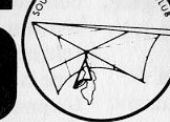


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# WINDSOCK



JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

MAY 1977

## EDITORIAL

The Southern Hang Gliding Club seems to be under attack from a great many directions at the moment. Some expected and some unexpected.

We have got used to attack from ill informed minority pressure groups and axe grinding local government. Whilst being frustrating it would appear to be the price of progress. At the moment we are enduring a spate of criticism from this source.

However it seems we are also under attack from within the BHGA structure itself. I have read several club articles that are grossly critical of the Southern Club.

It would be all too easy to dismiss these as jealous ravings, but let us not forget that in the past some flyers from this area have been a pain in the neck and got other peoples sites banned. Also some of our 'rough diamonds' inadvertently rub sensitive souls up the wrong way.

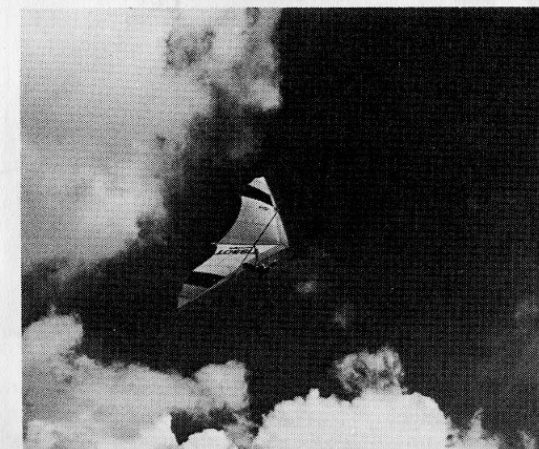
So don't get too upset at the critics, because we need friends. Perhaps then they will see us as fellow flyers and not as power rivals.

### COVER

Roger Gates going up

### BELOW

Roger's mate on the same day



### COMMITTEE

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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

*Mike Robertson, Jeannie Knight, Barrie Annette, Bob Wisely, Brian Harrison and Tony Fuell.*

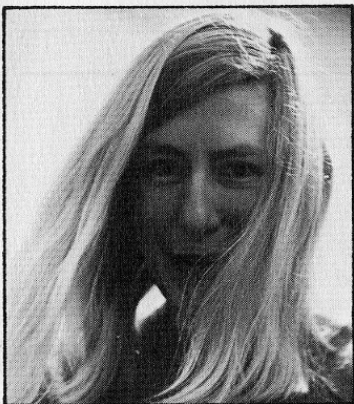
### NEXT COPY DATE FOR ADVERTISERS

Full issue: 4 July 1977

Economy issue: 2 June 1977

# REPORT

Representatives report of a Council meeting held in London on 27 March.



written and minuted. Personally I felt he as asking for a complete free hand, answerable to no-one. Council carried an expression of confidence in the competitions committee but declined to give written declarations demanded by Brian Milton on the grounds that they would not be pressurised.

Jeannie Knight

## SITE NEWS

From the Secretary

Since there is no change in the rules and regulations for the flying sites in our area this month, I will use this space to bring everybody up to date on the developments on Beachy Head, Firle and a couple of aspects arising from our discussions on safety.

The increase of the use of Beachy Head lately has given rise to a number of complaints from local preservation groups.

However at the same time I have been working with Paul Milmoore and Jack Wilkinson from East Sussex County Council in the preparation of a recreation guideline on hang gliding. In this guideline we have chosen two sites, Firle and Beachy, and prepared management plans for them to demonstrate how hang gliding may be planned and made compatible with other existing activities.

I am happy to tell you that this guideline has already received considerable acceptance within the county. In fact the agents for Firle have approached Paul Milmoore about future hang gliding at this site.

But in spite of this, Eastbourne D.C. Tourism and Leisure sub-committee discussed hang gliding at Beachy Head at a meeting in April. They took representations from all the groups that had raised objections but nothing from us. And despite a favourable report from the Borough Surveyor and the county 'guidelines' they voted that their legal department should take all measures to prohibit hang gliding. We are asking Councillors to

There are two other notes I should like to bring up now. Firstly is the use of powered hang gliders in the Southern Club area. The committee resolved at the last meeting that no powered hang gliders may be used without SHGC permission. So anyone thinking of using one of these is asked to get in contact with the secretary as soon as possible.

Secondly the committee is considering restricting most of the sites we use to Elementary Certificate pilots only, except for pupils under instruction of schools. So if you have not got yours yet, please see about it soon.

## WHO'S EATING WHO

Since the last full issue of *Windssock* there has been a rash of spectacular achievements. Locally Roger Sylvester and Mike Robertson scoop the honours.

Mike followed a cloud street upwind out from the Dyke over Hassocks on a Hiway Scorpion, then cut and run for the Ditchling ridge 4½ miles away, the intention being to follow that ridge down to Offham (a possible 9 mile cross country run). Unfortunately sink conditions forced him to the bottom of the Ditchling ridge and not to the top. Nevertheless 4½ miles out of ridge lift and an estimated 2,000ft height gain is pretty impressive.

On Easter Monday Roger Sylvester flew his Wasp Falcon 4 at the Dyke. Several independent witnesses estimated his altitude gain at 3½ to 4 thousand feet. The unofficial consecutive 360 record of 17 fell to pieces as Roger cranked in an incredible 40! His previous maximum was 2.

Nationally, Mark Southall claimed a 12 mile cross country record to Abergavenny on a Moonraker and Gerry Breen, I have just heard did 20 miles flying supine on a Cirrus 3 a few days later.

Very good news to see Steve Goad out and about again after his

the republic and has since had to have a small mod done at the Sussex County. I'm pleased to report that Miles Handley is quite well following a minor ding at Peachy. This incident was sensationally misreported in the press.

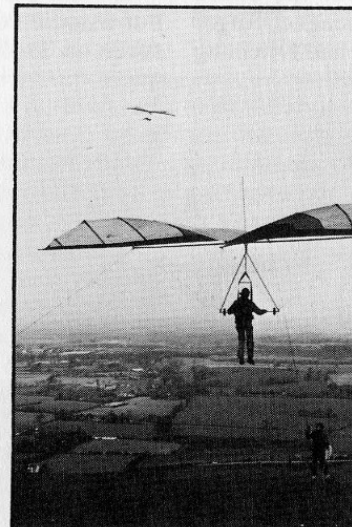


Johnny Carr takes his Easy Riser off at the Dyke. Just as John was really getting into flying this beauty, he had a catastrophic trip with it on his roof rack. A gust of wind broke it so severely that it was thought at one stage to be a write-off. Happily it has been repaired and we should be seeing this bird back in the sky soon.

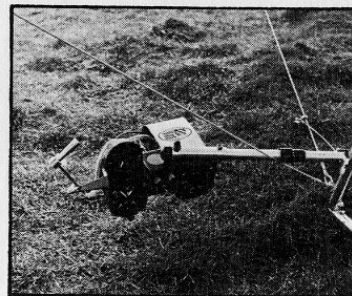


Yes there is a rotor at the back of the Ditchling Beacon. A patch of nastiness lies behind and to the west of the usual take-off

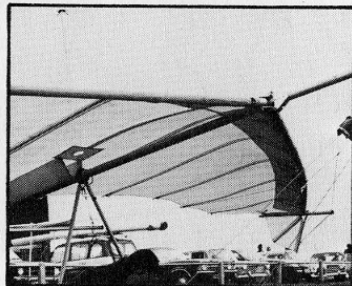
through it when this photo was taken. No damage to Tony and only bent uprights to kite.



Tethered teaching at the Dyke. Both expert and novice caught in the same frame.



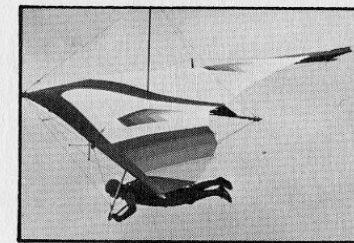
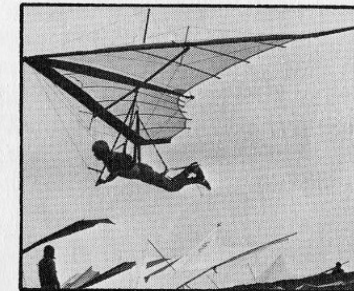
What the well dressed pilot will be wearing this summer. Vario, airspeed and altimeter. Very good for letting you know what's happening around you, also quite expensive and noisy on occasions.



Close-up of Miles' new machine. Photo shows an impressive line up of features including floating keel, harness controlled wing warping, droop

of the drag reduction.

A lot of new machinery is presenting itself at the League competitions. ASG21 and Moonraker shown below are both kites that we rarely see down here.



## SHGC DISCO

At the Albemarle Centre, Lindfield on Saturday 18 June, 8 to midnight. Buffet and licensed till 11.45. Tickets are £1.20 per head available direct from Johnny Carr on the hill or send s.a.e. to him with the money at High Banks, London Road, Burgess Hill.

Albemarle Centre

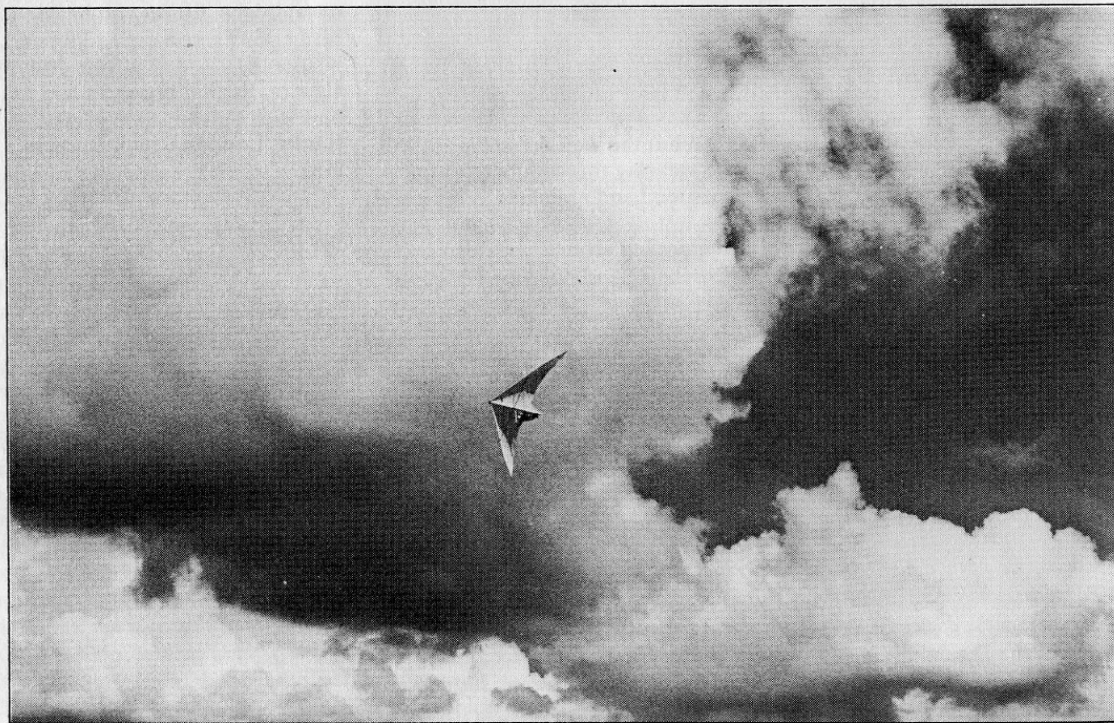


# GALLERY

By all accounts the flying over the Easter weekend was fantastic throughout the entire country. With everybody at the League, Roger Gates and a couple of other flyers had Ditchling

Beacon virtually to themselves.

On this particular day it was very thermally but associated with a lot of sink. Photographs taken on Tri-X film (400 ASA) with a red filter.



# NONK, WHAT ARE YOU?

by **Barrie Annette**

Last year, I sprang to the defence of a beginner who got rough treatment at Rhossili. I did so because there was no published information where else he could fly, and he had done nothing worse than turning up there. As a result, of course, no further Rhossili stickers have been forwarded to me. But I faced that inevitable consequence because I'm not interested anyway if there is not an atmosphere of trust.

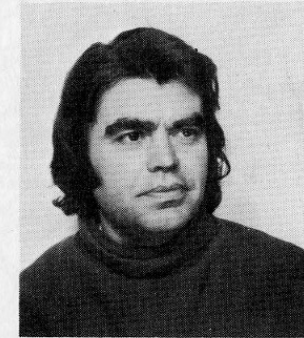
So when I saw you, Nonk, take off from Mill Hill seated, I thought to myself, Well, it looks funny, but you've got to give people the benefit of the doubt. Everybody else thought that as well, and you were trusted, not only with the future of the site in your incompetent hands, but the principle of trust; because it is going to be horrible if we can't move around the country without being treated with suspicion wherever our faces are not known.

That is not to say, however, that I am still on your side after you have proved yourself to be a nonk. When a person steals something worth 10p from a shop, the law deals with them as an outright criminal, because it is not the 10p that counts. It is the rotten situation that everybody

has to be watched.

In this case, you had no excuse. The club has recently circularized everybody who has paid their subscription with up-to-date site information. There have been warnings published about how difficult it is to fly Mill Hill and guarantee a top landing, or get into that strip below. The significance of landing in that field below could not have been put in stronger terms.

Yet still you did it. You didn't even try to get into the strip. That strip represents quite a favour on the part of the farmer. Just put yourself on his tractor, and you will see it. You are a nonk.



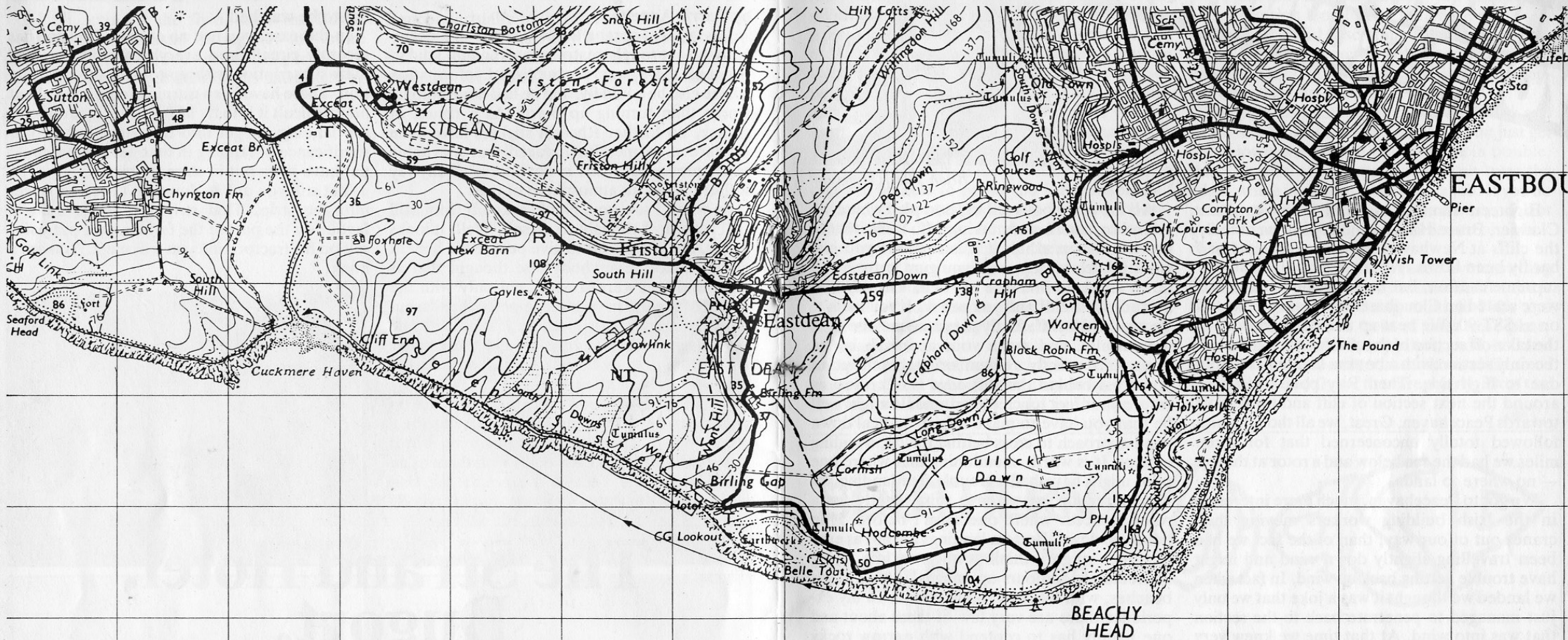
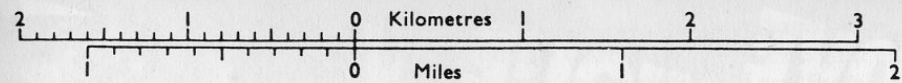
*Barrie Annette*

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# EASTBOURNE TO CUCKMERE HAVEN



by Bob Wisely

Late last year Beachy Head cliffs were discovered as a brilliant soaring cliff on a south wind and people have been skying out ever since.

Last October 1976 I rushed over to Beachy Head from Brighton when I saw a south wind blowing steadily. On arrival the wind was 14 knots, a shade west. Any east or slight east on the cliff does nothing for lift and your L/D goes to pot — then you only use the bowl next door which is south east, if one can manage the 20 yard walk! At the time I had a new Wills Wing SST which was set for max glide and off I went.

No other flyer to my amazement was there, although the time was mid-week. Peachy winds usually mean the weekend flying brigade turn up.

With the wind a slight west I knew from pre-

vious experience that take off would be smooth and then I would dash round to the bowl on the cliff to gain maximum height. Another surprise, the lapse rate must have been high and very smooth height was gained at once. The time at this point was mid-afternoon with winter light times being short.

The maximum height was achieved (twice cliff height) I ventured past the lighthouse with even more height achieved. In the meantime the seagulls gave an excellent indication of the best lift areas.

Proceeding along to Birling Gap good height was maintained and although the cliffs beyond Birling Gap are at first low, I still managed to cross Birling Gap with height, and with height one can go places.

When I was half way along the Seven Sisters section I attempted to return, as I was not maintaining much height, cliffs plus 30 feet.

This only caused more height loss. Oh dear! and it's high tide. I immediately turned towards Cuckmere Haven and noticed seagulls soaring further along the cliffs. Glueing the SST to the cliff edge I made Johnathan Seagull's soaring ridge and up I went again into crystal smooth lift. There was no way I could go back as the wind was increasing westerly, so time was spent seated in my prone harness doing multiple 360s.

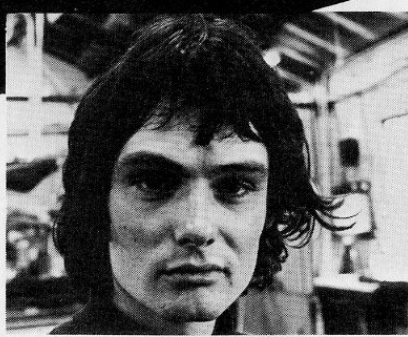
In the end I landed by the Cuckmere River, next to the road, and walked to the A259 to catch a bus; got my car from Beachy Head — I walked back to my glider on the beach, unfortunately as the road is in the National Park no cars are allowed.

As a lead up to this article the out and return journey was completed by Miles Handley, Johnny Carr, Paddy Monroe and Steve Goad

this year. I recommend only those people with low sinking, good glide angle hang gliders attempt this run and only at low tide. Only if you get better height after the lighthouse does this give you the okay for the trip, this will indicate a slight west in the very south wind. Johnny Carr and Miles Handley who did the return had this constant wind direction and the return trip presented no problems, with good height being maintained at all times, both ways.

The run is probably the most historic in the south here, but from a personal view the Newhaven Brighton run has more to offer distance wise — and only at low tide on this run, even if your name is Bob Wills, as no one has managed the return trip and no entering the Brighton Marina either, there is sink you would not believe. Good luck.

# IMPROVE YOUR TECHNIQUE



Brian (Beej) Harrison

Eighteen months ago, Ray Sigrist, Dale Clothier, Bruce Hudson and myself, went to fly the cliffs at Newhaven, which at that time had hardly been flown. We treated the launch with supreme caution, but that was all. Three of us were seated on Cloudbases and Dale was seated on as SST 90. We beat up and down in front of the take-off section of the cliff for a few minutes, the only section with a bottom landing available due to high tide. Then Ray poked his nose around the next section of cliff and tonked off towards Peacehaven. Great, we all thought, and followed totally unconcerned that for three miles we had the sea below and a rotor at the top — no where to land.

We got to Peacehaven, much more interested in the Irish building workers moving their cranes out of our way, than of the fact we had been travelling slightly down wind and might have trouble getting back up wind. In fact when we landed we thought it was a joke that we only just managed to penetrate back to the section that was into wind. At that time we knew very little of the extra dangers involved in cliff flying, we were much too wrapped up with the smooth lift and a virgin site to fly. Ignorance was bliss.

There are very definite hidden dangers involved in cliff soaring that just do not occur when slope soaring a rounded topped ridge.



The power of the sea has to be seen to be believed.

All the text books tell us, is to plan where we intend to land before taking off. Well, that is pretty easy on a hill, if it is soarable you just wack it back on top, or if you gum it up you go down and land in a nice big field. Display that attitude on a cliff and you will wish you hadn't. To top land a cliff, firstly see someone else do it successfully, and make your approach in the same place exactly, remembering that the point you cross behind the cliff edge is as critical as where your feet touch the ground. It might well be that you have to make a fairly radical down wind approach to cross behind the lip, avoiding a rotor. It is worth mentioning that where one pilot might have had a trouble free landing the wind direction has only to shift slightly for a rotor to occur where one wasn't before. If in doubt go down. Bottom landings are not as easy as one might think either. Cliff flying immediately conjours up images of long sandy beaches, with loads of room to land. In my experience there are very few of these about and one mainly has to contend with narrow rocky strips, making an into wind landing almost an impossibility and the penalty for over-shooting is getting wet. The walk back up a craggy cliff is always good for a laugh, especially if you are soaking wet! You had better make it quick as well, you might have to walk a long way to find



somewhere to climb back up and the tide has a habit of coming in, so keep an eye on whether the tide is coming in or going out, preferably get a Tide Time-table. Top and bottom landings are a piece of cake compared with the problems you are in if you have been stupid enough to venture along to a section of cliff with nothing but sea below. If the wind drops or swings off the cliff, and it doesn't have to swing much, and you end up in the sea the very least that will happen is your kite will be destroyed and if you live you can consider yourself lucky. Also remember, no one will be able to get to you for probably half an hour. I do not know what I would choose: The wind to drop and end up in the sea or the wind to pick up and be up there with the bar down to my knees going backwards into a rotor, building in size as the wind increases.

Always check the weather before flying and keep an eye on the sky for the weather currently approaching.

Do not just leap off a cliff like a bunch of lemmings, just because there are kites soaring. It could well be that the pilot in the air is far

more experienced and on a hotter kite than you. Cliffs are no place to gain experience. Be even more cautious if you fly seated, you will run out of penetration long before the prone guy.

Be very careful of scraping a cliff in low winds. If you dig a tip in you will not just crash, you will crash and then fall a long way — just like jumping over the edge without a kite.

Respect the take off, there is a very black and white line between lift and no lift. If you just get one wing in the lift you will really be in trouble. Also try not to kick your wire man over the edge, which in itself is a harrowing job. If you do get roped into cliff launching somebody, do not stand on an overhang — the sink rate of a hunk of falling cliff is lousy.

The last hazard is the dreaded overcrowding problem. For some reason the smooth lift attracts hoards of people all doing multiple 360's and wing overs inches in front of ones nose plate. There have been too many pilots, good, bad and useless who have come unstuck on cliffs since we have started flying them regularly. Don't be the next one.

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# PEACHY BEACHY HITS THE SKIDS

by Tony Fuell

Haven't we heard all this before? — they cause nuisance to others!' — they cause soil erosion!' and '— they cause traffic jams!'

No, not Mill Hill this time. The latest area to feel the wrath of the anti-hang gliding brigade is Beachy Head. Yes, your right to fly the peachiest site in the South is under attack again — from the same group of unrepresentative idiots who caused us all the trouble in Shoreham — the natural history societies, the rambling club and 'various downland protection societies'.

The Eastbourne Tourism and Leisure sub-committee has decided 'to give it's officers carte blanche to restrict the ever-growing sport'. They are prepared to push it as far as a bye-law, even if it means spending £3,000 or more of the ratepayers money to have a public enquiry. How's that for priorities in an era of cuts in local government spending?

We're fighting back of course. Tony Maclaren has written to Eastbourne Council member pointing out our side of the story and complaining that the democratic (?) way that the Tourism and Leisure committee went about its business meant that the SHGC was not notified that hang gliding was to be discussed — unlike all the objectors, who were able to turn out in force and swamp the meeting. If the council decides to push ahead with a ban, instead of going for our suggestion of a 'management agreement' with the Club, we'll have to go through the old petition/public enquiry routine.

'Hang gliding is illegal (yes, illegal) because they frighten the nesting birds on the cliffs'.

'Hang gliding disturbs wildlife'.

The 'scientific' argument put forward by the birdwatchers and the natural historians is a difficult one to deal with, of course. A person who stands up as representing a society which looks after wildlife and says that hang gliders damage the environment has a powerful case, not only with councillors who aren't generally scientifically qualified, but with hang gliders too, most of whom are ecologically minded and keen on natural beauty, surprising as this might seem to the antis.

And yet, is it likely that birds will be frightened away by us flying there? So far as we can tell the watchers who record bird movements at Beachy Head had a pretty good year in 1976. Birds don't seem to be affected by hang gliders — on innumerable occasions I've flown close to seagulls and they haven't taken the slightest

notice of me. Or I've flown directly over hawks as they hovered looking for food, and they just got on with it, apparently undisturbed.

But the objectors think that a mere statement of opinion is a good enough basis to have us removed. They think that will do for the press to make a sensation out of, and falsely engrain it in people's minds that hang gliders frighten birds. They offer no figures, not a shred of objective evidence for the Council to make a just decision on. Just emotional assertion.

And anyway, digging up the Downs for a golf course doesn't cause soil erosion? Thundering along the bridle paths at a full gallop on a ton of horse doesn't frighten the wildlife? Thousands of cars, motor coaches and caravans full of happy holidaymakers together, with all their portable radios, tents, children, dogs, deckchairs and newspapers don't bother the bird's? But the smooth silent flight of a hang glider two hundred feet above the cliffs is going to terrify the poor little things to the point at which they pack their bags and move out . . . Rubbish.

The Club's case hasn't been helped by the poor site behaviour and bad flying by several members. Every accident is a black mark — Miles Handleys ding gave *The Evening Argus* a chance to re-print all the anti-hang gliding arguments yet again — although I can't help feeling that Miles looks very well for a bloke who was reported to have crashed to the bottom of the cliffs.

But seriously, isn't local government in England abysmal? Just how do you deal with these people? How can you talk rationally to a man who believes, like Councillor Aldous that 'soon you could have Beachy Head with speedway, hang gliding and Coca-Cola stands, and before you know it the area could be turned into a fairground?'

Leaving aside the fundamental weakness of this argument, which is that no hang glider I know actually wants either speedway or a fairground. Where did he get that idea from? The attitude displayed by local government in Sussex towards hang gliding is getting very totalitarian. I used to be very much an advocate of 'be a good citizen' when I went flying but it doesn't seem to work! The site tactics that seem to work is just to go there and do it. But if it's private land like Firle don't do it. Our policy of keeping clear while very delicate negotiations are in progress seems to have been the right one.

Local government appears to be totally incapable of responding to changing needs, and new sports and the only way to achieve anything is to do what you want on public land and stick two fingers up to anyone who tries to stop you.

What a sad thing to have to say! Given just an inch of official toleration Sussex could become a world hang gliding centre. We don't need public money, we don't need buildings, local government staff or bureaucracy. All we need are sites. Is this really too much to ask?

## SMALL ADS

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Phone: Ian Bull on Brighton 507058 (evenings) or Brighton 24514

## AIRMAIL

### AN APOLOGY

To all members of the SHGC. Following my visit to Mill Hill I must say I am very sorry for any problems I may have caused by landing in the field at the bottom and de-rigging. The situation was that I asked three people for the details of the site and no one informed me of the bottom landing restrictions.

I hope you understand and thank you. Good flying and happy landings.

Mike Stainer, Vellator, Braunton, Devon.

### MILL HILL

Dear Editor, Why doesn't the club preserve Mill Hill for our future flying by putting a total ban on flying there now? This is the only way to prevent flyers from landing in the forbidden area. Let's forget the 'experts only' etc. etc.

The experts on advanced gliders that were flying on Saturday 30 April were incapable of landing in the strip provided, or perhaps they

just weren't trying!

A.J. Crocombe, 31 Warrenne Road, Fetcham, Leatherhead, Surrey.

## MILTON'S OPINION COLUMN

Dear Mr. Woodhams,

It was fascinating to hear your latest opinion column in *Windssock*. Of course, I sympathise with all your grumbles about crowded skies. . . who wouldn't? If the image of hang-gliding was any better, SHGC and all other clubs might be able to persuade landowners we weren't a bunch of mad lemmings, and would respect their land. We have convinced the CAA we're no more dangerous than conventional gliding, and the press now know that, but there is — shall we say — a reluctance to build a publicity "buffer" by deliberately emphasizing the skill and courage of top fliers (and SHGC has many of them) in the same way motor-racing plays on James Hunt (and who calls for curbs on that dangerous smelly sport?). When the press return to hang-gliding this summer, which they will — as sure as Steve Hunt will fork out a Scorpion to the first 30 mile cross-country — then they'll pick up on the deaths because we won't take the logical steps to offer them something else. Any publicity, of course, including deaths, brings more people into the sport, so we'll end up with skies more crowded than ever, and an image that will just turn a landowner off. Which means, no new sites for them to fly on. Still, that's our choice, or at least it's the choice you are allowing your Council members to express. We'll live with it, crowded skies and all. Too bad.

It's your comments on the first league competition that made me roar with laughter. Spot landings? Jockeying for position? (does that mean winning, by any chance. . . it can't surely) Downright bad organising? There were no spot landings. Your position, far from jockeying for it, was either won — by being better than anyone else on the day — or chosen by ballot, as per take-off order. The organisation was superb (I'm just sorry there was no road to the top). The suspicion crossed my mind that you weren't actually there, and were just reporting the comments of some disgruntled fliers and the manufacturer who shrieked "I'll kill this bloody league". But I dismissed the thought immediately. After all, would the editor of so important a magazine for so large a club as the SHGC actually write about an event he wasn't within a hundred miles of, as if it were fact? He wouldn't, too,

have an opinion based upon lies, would he? You naughty lad, Milton, for even dreaming such a thing could happen.

As for the other comments, let's take hypocrisy first. Rules are rules, accepted by pilots entering competitions. One rule, agreed by all pilots, was that protests must be written and accompanied by a deposit. Is that precisely what you mean by hypocrisy? As for back-biting, I think it could be said in all honesty that the most bitten back in the BHGA is mine, and I emphasise back . . . your concern is touching. Now to "ordering people about" . . . chapter and verse, please. I've always had a yen toward anarchy, but as soon as organising has to be done, a man a long way from any heat in any kitchen can look at what's happening and whine about "ordering people about". If we want a league (and I couldn't care less if you and John Ievers and Steve Hunt and Jeannie Knight don't, because 54 pilots do, and they're financing it out of their own pockets); as I say, if we want a league, we agree to a set of rules.

There is one point, though, where I'd agree with you. Things are getting sillier and sillier.

Yours sincerely, Brian Milton,

26 Grosvenor Road, St. Albans, Herts.

P.S. As editors can always claim 'no room, sorry', I've kept a copy of this letter'.

*Editor: Blimey! I seem to have touched a raw nerve here Brian. Loved the veiled threat in the postscript:*

*In the normal run of events I would simply publish your letter uncommented on and let the readers draw their own conclusions. However you have raised so many points and criticised me to a level where I am forced to reply.*

*I've had a full report on your so-called publicity 'buffer' of a James Hunt image for hang gliding — brave, daring and courageous fliers indeed. In case you haven't noticed, the press far from returning to us in the summer, have never left us. And if you feed them this motor racing tripe it'll make our job at club level doubly difficult. All I can imagine is that you have never had to deal with land owners in a highly populated area. They are interested in competent and responsible club management. You have to deal with minority amenity groups and local government as well — imagine their response to motor racing type imagery. I can confirm that grass roots opinion in the SHGC supports the majority Council view that publicity should be low-key. Also don't forget Brian that our Council members are true*

*delegates with a proper vote equal to yours. Even if you don't like their decision you can't overrule them.*

*Now as regards my comments on the first League competition. You are quite right, I wasn't there — but I do have a system whereby people report back to me. It's quite usual you know for editors to have reporters. And no I wouldn't have an opinion based on lies. I find this remark particularly offensive and can assure you that I canvassed opinion from all quarters. Some from your own competitions committee — you're surely not calling them liars.*

*It was about fifteen lines in my Opinion column that sparked off your extreme reaction. I took special care to change the name of the column to Opinion from Editorial and signed it, but just so you can understand I'll explain my position. I don't particularly like competitions because I think it turns flier against flier and inevitably puts club against club. I don't mean the Mere Open because that's not too serious and it's good for BHGA funds, but I do think the League is a bit heavy. There are plenty of fliers in the SHGC who disagree with me and plenty who agree, and as editor I do have the right to put my view. And when writing to me, don't throw your weight around at Jeannie, John and Steve too because that's unfair. Actually I think they are rather pro competition.*

*Since you waxed so rabid about hypocrisy, let's have a closer look at the application of the League rules that your are so keen to quote. At the first League, immediately following the banning of the six competitors and before flying started for the day, you were offered £5 as the official deposit for a formal appeal according to the rules. You refused the application and the money saying the appeal had to be heard later. You also refused the sensible idea of letting the fliers compete subject to the decision of a later appeal. So much for the rules.*

*At the second League you were allowed to change glider in mid competition and Tony Beresford was prevented from doing so. I am aware that in this case you were left high and dry because the glider you were borrowing was taken home, but I just wonder if a Southern flier had been in your predicament whether he'd have been treated quite so generously.*

*Just remember, if you are going to play the rule game, you have to stick to the rules yourself. Trying playing the goodwill game, it's much more satisfying.*

# 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)

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