

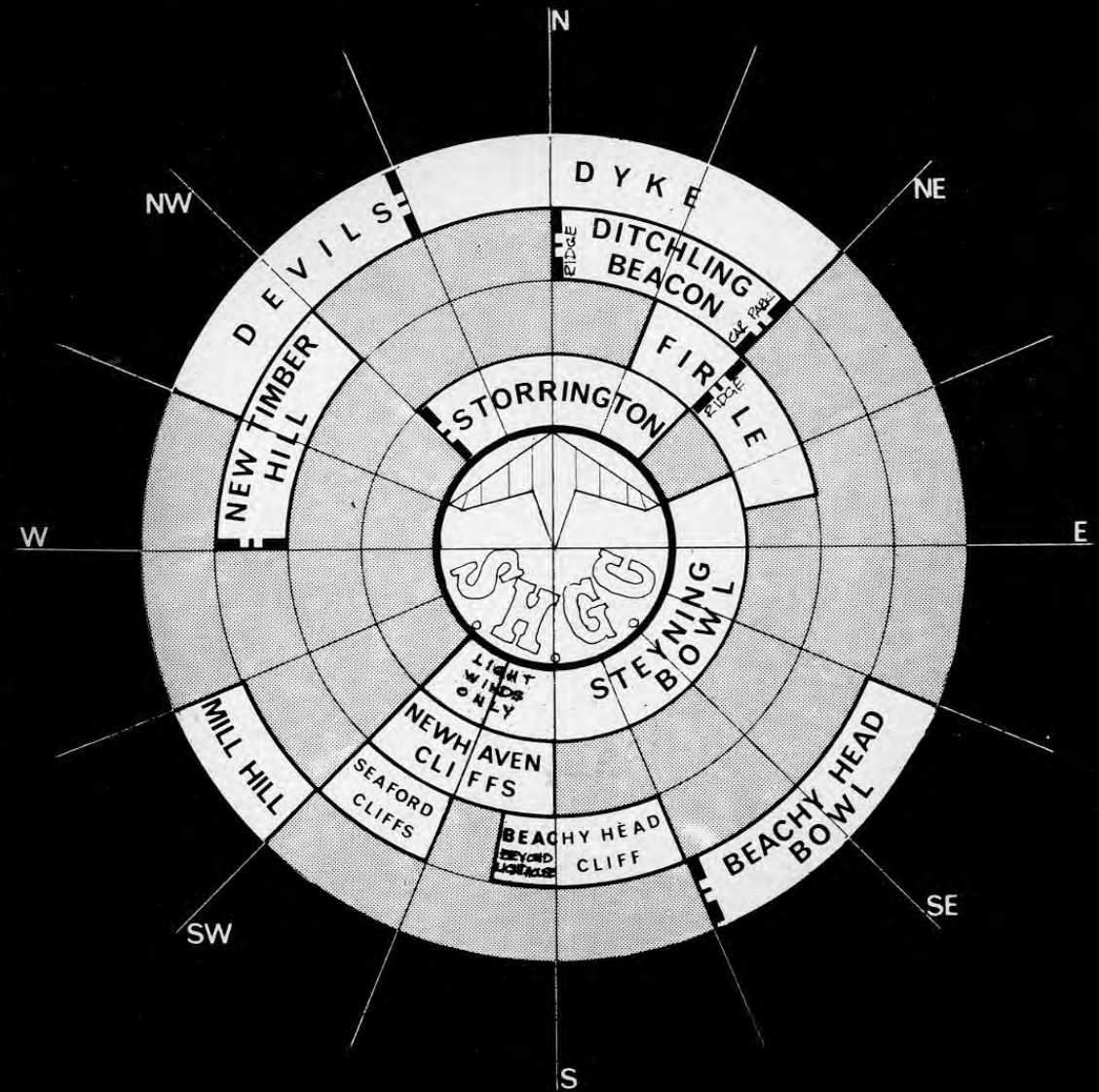
ITS HARD TO BEAT THE GRYPHON  
 FIRST ROUND BRITISH LEAGUE  
 1st and 2nd PLACE  
 SECOND ROUND BRITISH LEAGUE  
 1st-2nd-4th and 9th PLACE  
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 COULD BE ONTO A WINNER TOO  
 GRYPHON III THE ALL ROUND PERFORMER

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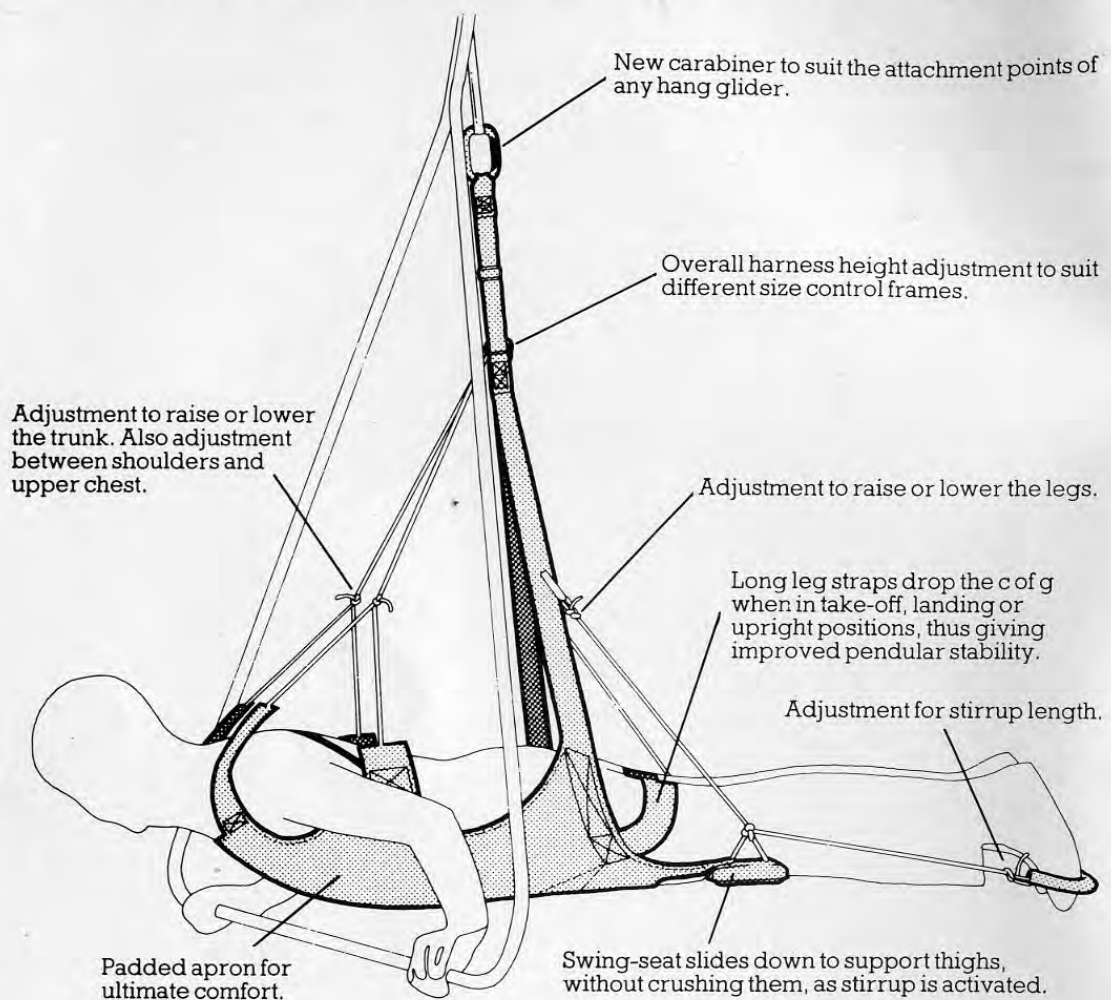
# WINDS CK



APRIL 1978



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

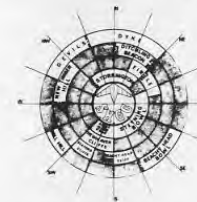


Just as no two people have the same fingerprints, so it is with bodies. Hiway have found that the secret of comfortable prone harness design is to build in adjustment points so that the geometry of the harness can be exactly suited to the individuals requirements.

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## Cover

Know your Sites  
Design by Keith Morgan

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Dave Worth, Neil Hardinge, Judith Reynolds

## Editorial



Disruption, chaos, hostility, irate farmers, adverse publicity, reduction of flying time and space, loss of sites. That's what some thought the visiting league pilots would do to the SHGC's flying.

In my opinion the holding of the league competition on the Southdowns was one of the best things to happen this year. (Firle being one of the others). The Fuell/Milton management of the event was a fine example of how we in our club could and should approach ATC. 60 pilots were sent off on a variety of tasks, which included a fine and successful thermaling distance run (a first I understand for the British league). Every pilot demonstrated to us in the South what discipline and orderliness does to hang gliding. Congratulations to the organisers and all the marshalls who kept up a lonely vigil. It was also a pleasure to see Ann Welch on our hills.

Nick Gifford a visiting Welsh flyer graced us with his presence. That presence may well be to our cost. Nick made a radical

error and was forced to land on the shingle in front of the lighthouse. He was reported to have CRASHED into the cliff by a spectator, and to be stranded. In fact, those of us that were flying that day were fully aware of Nick's condition and plight, but did not bother to do anything about it (except snigger). We as a club should have made it our responsibility to inform the police of his condition and that no further action was necessary. Had he been told where to go in the event of a beach landing or if we had gone down and guided him back, we could have avoided a cliff rescue. Nick made several inquiries about flying the site and eventually managed to get scanty information. Visiting flyers who ever they are **NEED LOOKING AFTER**. This might be a very costly lesson.

I'm always looking for something different for the magazine, and was delighted when two birds offered to chirp. I promised them not to censor and print all. Ha Haa!!! Lets hope it becomes a regular feature, afterall I'm sure we have as many ladies reading the magazine as men. Ladies lets see your talent!

Please send your articles photos and adverts now or they will miss the May issue.

# Committee Minutes

EXTRACTS OF A COMMITTEE MEETING HELD  
ON THE 19th. APRIL 1978

A discussion was held on a possible constitutional change. Views were aired on individual flying membership verses glider registration. It is likely that a general club meeting will be held to discuss this topic.

Control of the safety and interests of foreign flyers was discussed. Concern was expressed about who should be responsible for these flyers. There was general agreement that the major manufacturers and schools should have prime responsibility. The Committee would like to remind all club members to give support and help to any unknown flyer.

A letter will be sent to Brian Harrison and Wings! stating the S.H.G.C.'s views on powered hang gliding. (Brian is from Scott Kites). The Committee's decision on powered gliding on our sites is that permission will only be given to members under special circumstances. The Committee are aware of possible jeopardy to sites that powered hang gliders may cause.

## SITE NEWS

**DITCHLING** Flying can continue but flyers are reminded that we have entered the summer period and will be expected from April 1st to September 30th not to use the top car park. This is our agreement with the National Trust. Cars with gliders may use the bottom car park by the cross roads. The top car park must not be congested with S.H.G.C. cars. You must walk up.

**DEVILS DYKE** Flying can continue only by club members with Pilot Grading. No bottom landings on the ridge side of the road. You may only land in the field beyond the road to the right of the barn. Standards are advised not to fly due to poor glide angle and the consequence of not reaching the landing area. £2 is payable if you land in the wrong field.

**MILL HILL** You are advised by the Committee not to fly Mill Hill. Six members have been summonsed for contravening the bye-law.

**NEW TIMBER HILL** No flying at present. Negotiations still continue with the Trust.

**STORRINGTON** Flying can continue. No bottom landings.

**BEACHY HEAD** Eastbourne Council have published their intention to obtain a Byelaw prohibiting hang gliding at Beachy.

All members are asked...No Commanded to write to the Home Office as soon as possible (before May 10th.) with their protests, (See notice on opposite page.) The Action Committee are assembling. Chris Burslem will be chairing and coordinating this working party. Please support this committee write or phone Chris at:-

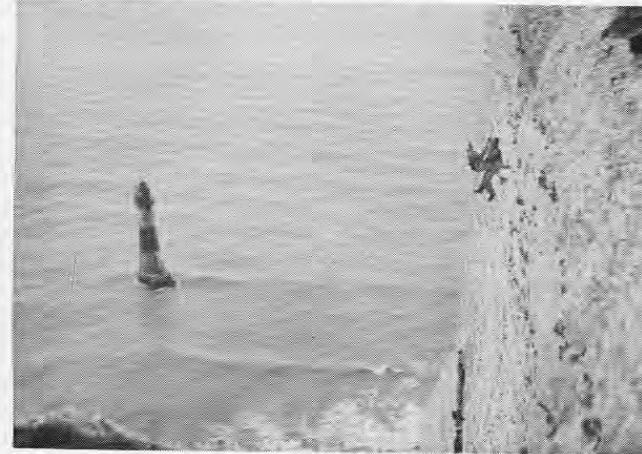
Felbridge Cottage, The Limes  
Felbridge Surrey. Tel. 0342 26255

John Ivers is investigating the cost of a full page advert in the Eastbourne Herald with the purpose of gathering public support. The club will defend the use of this site.

**FIRLE** A system of fines will be introduced for members purposefully flouting the club rules for this site. Flyers are reminded that temporary membership is not available on the day, When there is flying at Firle.

## THE SITE RULES ARE:-

- \* Take-off and landing will only be made from the East end of the ridge.
- \* No launching or landing from area in on or around car park.
- \* To fly Firle you must be a fully paid member of the SHGC.
- \* You must hold at least elementary cert.
- \* No flying schools No beginners.
- \* No camping in car park or surrounding Downs.
- \* No parking in the approach road.
- \* When on site you must park your glider flat on the ground and out of view from the main road. Gliders will be placed at least 50yds from the edge of the hill and 50yds distance from the South Downs way. On no occasions must a pilot land on the public footpaths.
- \* There must be no more than 30 rigged or parked gliders at one time, you may carry your glider to the take-off area but it must remain in the bag if this number is reached. Only 20 gliders airborne at any one time.
- \* During the summer season (April 1st - Sept. 30th.) you will park your car in lower car park and carry the gliders to the site by using the footpath up the hill. No glider bearing vehicles will be allowed in the top carpark during the summer season. INFRINGEMENT MAY RESULT IN BANISHMENT.



Garry Russell (coastguard) Nick Gifford (pilot) with glider beneath them

# Hang-glider dives down Beachy Head

A HANG GLIDER pilot was hauled up the cliffs at Beachy Head by coastguards on Saturday after he landed on the beach near the light-house.

Police and the coastguard marine rescue team were called out at about 7 p.m. after the pilot, who had taken off from the top of the 500ft cliffs, lost height and was forced to land on the beach.

He was unhurt, but unable to move along the beach because the tide was in. Chief coastguard Mr Garry Russell was winched down to the man, and, with the use of a harness, helped both him and his glider up the cliff face.

The pilot was Mr Nick Gifford, of Woodlands Drive, Newport, Wales, who

by Robert Wells

was hang gliding at Beachy Head for the first time.

Another pilot who was in the air at the same time as Mr Gifford told the Gazette: 'He took off from the top of the cliffs but soon began to lose height. He tried to go back to land, but lost some more height and had to descend to the beach. He is an experienced flier and made a controlled landing on a stretch of shingle.'

Neither Nick nor his machine were damaged by the descent or the landing. The glider was damaged a little on the way up, however.

Mr Gifford was piloting a Waspair Gryphon glider - a high performance machine worth about £600. The coastguard recovery operation took about 45 minutes

and there were no hitches to the operation. Between 20 and 30 hang gliders were in flight at Beachy Head on Saturday.

Eastbourne Borough Council is hoping to introduce a by-law banning hang gliding from Beachy Head. The authority is seeking Department of the Environment approval, but is likely to have to take part in a public inquiry into the matter.

## BOROUGH OF EASTBOURNE CONFIRMATION OF BYELAW

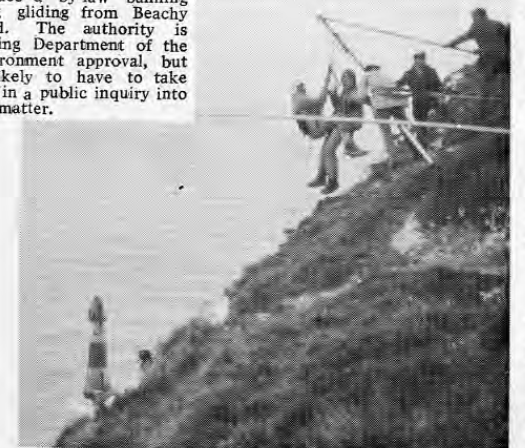
NOTICE is hereby given that the Council of the Borough of Eastbourne intend after the expiry of the period mentioned below to apply to the Secretary of State for confirmation of a Byelaw made by the Council prohibiting the taking off flying or landing of any glider or other aircraft (except for agricultural purposes) upon the Downland within the Borough being land to which the public have access and comprised within an area designated as an area of Outstanding Natural Beauty under the National Parks and Access to the Countryside Act 1949 shown edged black on drawing No. 3626/7560 prepared by the Council's Borough Surveyor.

Copies of the Byelaw will be kept at the office of the Council at the Town Hall, Grove Road, Eastbourne, and will be open to inspection without payment on any weekday during the usual office hours for one calendar month from and after the date of the first publication of this Notice. Copies of the Byelaw will also be supplied on receipt of an application accompanied by a fee of 10p for each copy.

Any objection to the confirmation of the Byelaws may be made by letter addressed to the Under Secretary of State, Home Office, Queen Anne's Gate, London SW1H 9AT, before the Byelaw is confirmed.

J. DARTNELL,  
Borough Secretary.  
DATED this Tenth day of  
April, 1978.  
c/hgAp19

Please do



# Here comes summer . . . . QUO VADIS ?

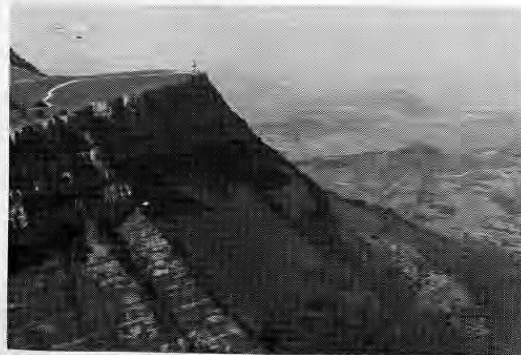
By Neil Hardinge

last year we were going to Kossen with the Brian Wood Magical Mystery Tour. We paid deposits, but not enough of you wanted to go, you rotten sods. So we had to think again. The Moyes Boys told Woodsy of this special site that they had noticed returning home from Mere 76, the best ridge in Europe they reckoned; a cliff site near the coast of Northern Spain; 21Kms long, 2000 feet high.

We decided against Butlins, and we ruled out Puy de Dome - after all, who wants to fly with the Southern all the year round. "The best site in Europe" it sounded great . . . images of Blue Stratos, flying high over foaming breakers, 360'ing lazily down to a sandy beach strewn with golden-limbed girls. So much lusting crumpet that you'd have to beat them off with a stick. Uni (Ooneye) runs a school near there. He was at Mere in summer 77 so we got detailed instructions from him.

Ten of us in two transit vans took the evening Hovercraft from Ramsgate to Calais, Trevor Taylor, Fred and Alan (Bionic) James, Ray Walder and Ray Bromley got there on time and waved and cat-called as they pulled out. Brian and Janet Edmeades, Roger Wates and Neil and Janet Hardinge arrived late. See you in two hours we gestured (vigourously).

The first van pressed on. Travelling at night is easier, you make good time and you can weave about on the wrong side of the road without too many Onionmen on bicycles getting in your way. It's just as quick and much more scenic. (At the big cities you get diverted onto the



'motorway' bypasses, but can drive off again just before the toll - gates). We followed the N1, N28, N138, through Rouen, Le Mans and many other places. Petrol was dearest in France so fill up in the UK and reckon to fill up again just inside Spain.

Van No. 1 got to Vitoria after about 18 hours non-stop driving. Then they found out that no one had the site directions, so it took them 2 days to find the site.

— IMAGINE BEACHY HEAD CLIFFS —  
— AT DEVIL'S DYKE —

Punta de Orduna is miles from the coast (no bikini - clad crumpet). It's 3000' above sea level, but with a 2000' descent to a plain in the middle. No one there top lands. At the bottom there are villages and fields. There is a huge common where the local fliers land (and where you can camp free of charge!) - Its a half hour drive to the take off point but there is good access by road. The take-off is thought provoking, imagine Beachy Head cliffs at Devils Dyke. And the weather is strange. At home we are used to little ridges of 200 - 300' and a height gain of 2 or 3 times that, there we had 2000' and hardly any height gain at all. It was smooth, easy to stay up in a very wide lift band, but hardly any thermal activity. We'd watch the sun pour down onto the fields all day, and couldn't believe it when there were no giant thermals. It was all due to an occlusion layer, Steve Moyes said. Like the lid on a jam-jar it stopped the thermals from rising. but some days in the year it must be just right - enough even for Johnny Carr's appetite. Maybe September when we went is just a little bit too late in the year. The Moyes reckoned they were skying out every-day while they were there two weeks before.

During our stay the wind was on the ridge every day and we flew every day, bar one (low cloud). When there wasn't much wind we'd fly straight down (15 minutes maybe). When it worked well you could stay up all day. The only stop flying was imposed by transport. Ideally you needed 3 cars or vans to keep things on the move. And the ridge was usually covered in mist till about midday.

— ALL YOU NEED IS A —  
— FRIENDLY MILLIONAIRE —

There aren't many Spanish flyers in that area, and they usually only fly at week-ends. Usually they fly seated, on Cloud-base type machines. They have one flight down to the pub at the bottom ('La Venta' - worth a few stars in anyone's book) and then go home. The best flyer there is Jesus (Hey - zooss) he has been flying for 9 months and has the Maxi Stinger that Steve Moyes flew at Mere. He is good. He is also a millionaire, and offered to buy the ridge from the government if their flying was going to cause problems.

Nice, but everyone there thinks it great, so no problems - Eastbourne Council please note !! - They love it and everyday the old 'uns and the young 'uns would come out and watch. They have great plans for the place. A tarmac road to the edge, a prepared take-off area, a jeep. You see, all you need is a friendly millionaire. Do you think Peter Day would do instead !?

— TELL US MORE ABOUT —  
— THE FLYING! —

What's to say ? Sometimes it was like conventional cliff soaring, when the wind was light the lift band was narrow, but smooth and it was always there. Sometimes the wind was higher (and a cliff launch was needed); sometimes nature just worked it's magic and for no reason at all you found you could fly anywhere, just roaming about hunting for patches of extra lift, jumping gaps, streaking off to find some empty sky for a few Hoolies

Instead of seagulls there were vultures to fly with. Every time you took off they would be hovering very close. Our ridge faced North East and was about 3 Kms long, to the right there was another deep bowl and a North face, easy to jump. To the West there was an outcrop with a chapel on top, beyond the chapel were 17Km more of ridge. Just one day it worked out right to get past the chapel. Ray Walder, Alan James and Roger Wates Managed the furthest only to find another outcrop in the way. It's just a matter of time before someone flies the whole ridge.

— AND AFTER THE —  
— FLYING? —

Orduna is not like Blackpool; they don't have tourists and there isn't much to do at nights but eat and drink. Wine is cheap in Spain - about 24p a bottle and 5p back on the bottle! Lunch anytime between breakfast and dark consisted of local bread

and cheese at the bottom of the hill and a quick swig of wine (if the girls had left any). The real eating and drinking came after dark when the flying had stopped. The local food is great: You could live off the bar-snacks, live shellfish, raw chillis, chicken legs and cream cakes instead of peanuts - but we came across a bar in the nearby village of Delica. Mama does the cooking - they eat this flat dried fish which looks like a loafah - it's 0 K, honest. The normal way of paying is to settle up at the end of the evening. Dinner and drinks until 3 in the morning came to about £3 a head. For entertainment they drink and talk politics (assassination is their fastest growing spectator sport).

One evening we went to a local dance. Everybody knew of us by then and they wouldn't let us pay for a drink all evening. People kept coming up to us to give us drinks (Wasp T shirts work wonders) they all wanted to meet the fliers and be friends - not like some of the locals we are used to.



Above. Ray Wilder just after take-off. Opposite. In flight photo by Roger Wates Showing Vulture bowl by 'Queen Victoria'

— WHERE IS IT ? —

Punta da Orduns on the Villa to Burgos road. Start from San Sebastian on the coast, it's easier than starting from Vitoria. If you don't want to drive, Bri Brittany Ferries go from Plymouth to near-by Santander. Contact the local hang gliding school; it's called Juan Salvador Gaviota, Escuela de Vuela Libre, Telephone Vitoria 230429. Take some badges and stickers for the locals -

AND GIVE THEM OUR REGARDS

April 8th, 9th, and 10th, saw the British League competition on our Southern hills. The League pilots were able to complete the maximum of five tasks during the three days of the event.

Saturday, a cold grey day with a wind blowing from the North East at a steady 25 - 30 mph. Ditchling was the chosen site, and came equipped with a massive lorry to transport the gliders to the top, thanks to Mick Mahers brother.

The first task set was a distance speed run. Flyers flew from the top toward and through a gate in the shortest time, then on to complete as many 360's as possible before attempting to spot land. The second task was roll response, this involved soaring across a line as many times as possible in two minutes, descend and spot land.

Sunday saw the pilots at the Dyke with a very low North Westerly wind. The first task was to test, sink rate, time in the air, 360's and spot landing. This was followed by a glide angle and distance task, and was won by Robin Church-Smith on a Wasp Gryphon.

The final task on the final day was a downwind distance task. Their route was

following the road behind the Dyke Hotel continuing for about a mile, and landing in waste ground by the road. This was a very spectacular event, to watch glider after glider spiralling up into thermals taking off down wind thousands of feet up and eventually disappearing from sight, this is what it is all about for a lot of us. Many of the pilots were passing over the distance marker with height gains in excess of 1500' where to now I'm sure was thought by many. Johnny Carr made an epic flight, managing a trip to Newhaven, and many others soared comfortably over Hove and Brighton.

This cross-country task was the first time the British league pilots were able to compete with one another with their thermalling skill. Out of sixty entries forty four pilots completed this task. For the record, the cross-country might be a world first as far as competitions are concerned.

It all happens in the South!

The overall winner was Lester Cruse.

Second placed: Keith Reynolds

Third placed: Bob Calvert.

## British hang-glider pilots to take on the American masters

# Gliding to export success

By Martin Walker

Britain's 60 top hang-gliders spent the weekend 1,000ft. above the Sussex Downs, honing their skill for a grand challenge match with American pilots, the founders and acknowledged masters of the sport. The international championship will take place in Tennessee in October and Britain's new league system has been designed to produce competition-trained pilots for the match.

Technological innovation in the design of the sails, and an intensely-competitive league system have combined to make the British challenge a realistic one.

The increasing success of this country's 3,500 hang-glider pilots has spearheaded the export drive of British designed

and built machines. More than half Britain's annual production of about 6,000 gliders is now sold abroad. Britain's leading manufacturers—H. I. Way, Wasp and Birdman—are hoping to make inroads into the vital US market where hang-glider sales are worth more than \$50 millions a year.

British manufacturers already dominate the European market, and are now aiming at Japan, where the potential is thought to be about a \$100 millions. Low production costs and constant technological advances by a handful of competing designers mean that British gliders are selling at about £600 each, little more than half the price of comparable US models.

New British designs like the Moonraker 78 were yesterday matching the latest US models in speed and manoeuvrability tests above Ditchling Beacon in Sussex.

Not all British hang-gliders

appreciate the league system with its complex scoring tables and bi-monthly contests. Some argue that hang-gliding is a deeply personal, almost mystic pleasure, not to be sullied by leagues and scores.

"I appreciate that point of view," said Mr Brian Milton, competition organiser for the British Hang-gliding Association, "but if British hang-gliding is to get to the forefront, we have to perfect our skill. Competitions have advanced the art vastly in the last two years. We are doing aerobatics now that would have been impossible 18 months ago."

Yesterday's contest, in wind conditions gusting over 30 knots, with turbulence bouncing the pilots around the chill Sussex sky, demanded daring. One test involved a mile of crosswind flying, then as many as possible of the dangerous 360-degree turns, and then land-

ing precisely on a tiny spot on a small field.

Some pilots, with too little height after their turns, dived for the hedge that marked the field, hoping for enough speed to pull up and hop and stall into the field. And some dived straight into the hedge.

One leading British manufacturer, Kenneth Messenger, recently flew a hang-glider across the Channel to France, which he managed by dropping from a balloon. But ordinary take-offs from the Sussex ridges have scored up to 20 miles. The US world record for long distance exceeds 100 miles.

People who remember hang-gliding in its infancy of three or four years ago are stunned by the new shape of the sails. Traditionally, the classic design of the Rogallo wing was like and equilateral triangle. Today, the high-performance wings are the almost oblong shape of a seagull's wing.

# FLY WELL FLY WASP



KEITH REYNOLDS  
(REN)

## NEW AGENT FOR THE SOUTHERN AREA

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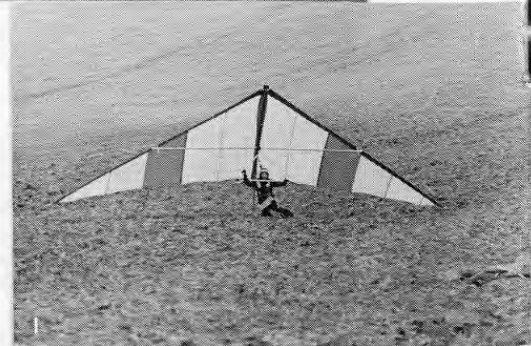
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<p>A. Dave Worth &amp; Wings!!          B. Johnny Carr; Dancing on the spot          C. Peter Day; Perfectly balanced as usual          D. Dale Clothier (right) &amp; Ray Sigrist (left) our contemporary poets          E. Magnetic Slater attracted to the spot (on foot)          F. Right hand down a bit (UFP)          G. Ren—League runner up</p>	<p>H. Kite transporter in background          I. Clive Betts prays he'll make it          J. View from the Dyke Cafe          K. Alan Week throws it in          L. Lester &amp; Ren; winner &amp; runner up          M. We plough the field &amp; scatter          N. Dave Goeple's perfect spot          O. Somebody's first flight          P. SHGC members with Dave Cook and his, VJ23</p>
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Photos: Jan Hardinge & Paul Renouf



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G

# Understand your flying

**Part 2** | DAVID CONTINUES WITH HIS 4 PART ARTICLE. BY MAKING THE POINT THAT THESE ARTICLE ARE NOT MEANT TO BE DEFINITIVE REFERENCE ON HANG GLIDING AERO-DYNAMICS BUT TO GIVE US A GENERAL APPRECIATION OF THE TYPE FLYING WE ENCOUNTER. ANY INACCURATE STATEMENTS ARE THE CONSEQUENCE OF AN ATTEMPT TO SIMPLIFY A COMPLICATED PHENOMENON.

In the first section we learnt that hang gliders like all other aircraft, have a flight envelope defined by stall speed and Max flying speed outside which they cannot or will not fly. This is independent of the ground and totally dependent on the air immediately surrounding the glider. It is of paramount importance for the pilot to operate safely within this envelope. 'Safely' is usually defined by adequate ground clearance and non-overstressing of the glider. The most modern gliders will recover from most attitudes providing that the safety margins are not exceeded, and proper corrective action is taken.

Whilst we know that a hang glider can be safely stalled travelling downwind with the same recovery technique as upwind. (The term upwind and downwind are again earthlings terms. On a hang glider you are always flying into wind). However one cannot safely stall a hang glider downwind 100' away from the ridge. The simple solution to this problem is to retain plenty of airspeed when flying near the ground and to be aware of the wind conditions in proximity to the ground you are flying near. What does this mean in practical flying.

Imagine a 20 mph wind on the Dyke. Wind speed increases with height (wind gradient) due to the stickiness of the air with the ground. Also the wind over the brow of the hill is stronger. In moving over an obstacle (ie the ridge) the wind has further to travel than the wind moving horizontally



BY  
**DAVE  
WORTH**

higher up, so it speeds up. This is called the venturi effect. On take-off this phenomenon will immediately become apparent as the glider climbs away from the hill. For the first 50' penetration becomes rapidly more difficult until the glider moves into the lighter wind. So on take-off more airspeed is required to penetrate the stronger wind near the brow of the hill. Reverse this situation and you can see that when flying downwind towards the ridge the glider will have to accelerate to maintain sufficient airspeed.

So, you have been soaring for half an hour and opt to do a downwind top landing approach (because you have plenty of height). As you turn downwind and fly back over the ridge the ground will suddenly start to pass much more quickly beneath you. Don't panic, if you maintain your bar position your airspeed will remain the same. Extra speed will give you a safety margin for sudden gusts from behind but will also speed up the approach towards the landing area. On turning into wind your groundspeed will reduce to around zero. With the same bar position your airspeed is exactly the same. As you descend towards the ground the glider will start to go forward. You have the same airspeed but you are now passing through the wind gradient into lighter winds. You know your glider will fly forwards in lighter winds, so don't start pushing out because you think you are flying too fast.

because you think you are flying too fast. Just before touchdown the glider will travel forward quite fast. The air near the ground sticks to the ground, so you may be flying in almost no wind. I know its twenty up there and twenty five on the brow of the hill, but walk back to the top landing area with your ventimeter, and measure it there. You are now moving forward fast and are back over the lip of the hill. Don't push out to try and stop, you have misjudged the wind gradient on the hill and the glide angle of your kite at the different wind strengths. Go around again and this time allow more space between you and the lip of the hill. This time on your second approach you are lower and passing through the wind which is accelerated over the brow of the hill. Past the brow the wind speed will drop when it is moving more horizontally. Just past the brow the wind gradient will spread out again. In effect the edge of the hill has a lee side. Pull on extra speed to make sure the glider will accelerate sufficiently quickly with the sudden increase in the horizontal component of the wind (remember penetration was a lot more difficult here on take-off). You will be alarmed at your sudden increase in groundspeed, don't try and slow down, you are nearer the ground and need all that extra speed for quicker roll control to turn back into wind.

All this has ignored the possibility of stalling downwind near the hill. The idea is that you should eliminate this possibility. In the unfortunate event of stalling downwind near the ground, you must make some quick mental computations. Am I high enough to pull on speed and get flying again to turn into wind. If the answer is yes, your reaction should be immediate, but don't pull on so much



speed that the glider noses into an immediate dive. If the answer is no; then preparations for impact should be made. Don't pull on speed if you know you are not going to make it. You want to fly as slowly as possible. Keep on the stall, just before impact let go of the control bar and cover the face with crossed arms, this will allow the A frame to take the impact, not your arms and also protect the face from impact with the ground. Brace your head and neck for impact with the keel. Your body will swing through the A frame which will probably buckle and hopefully cushion the impact. Sticking your feet out to break your fall will undoubtedly cause you leg injuries. Your best chance is probably to stay in the prone position and hope that the glider takes most of the bashing before your body does.



## IN SUMMARY

- \* Whatever the wind is doing you have to be doing at least 15 mph faster (your stall speed).
- \* Your groundspeed will increase dramatically when flying downwind over a ridge. Your airspeed will not unless you push out.
- \* Always allow a good safety margin, whatever manoeuvre you are doing near the ridge.

# Bird's - Eye View



JUDITH REYNOLDS (MRS REN) AIRS A BIRDS VIEW - NOT THE FEATHERED KIND. SHE HAS HER BEADY EYE ON US FELLOWS

It had been nearly three years, since I had my first experience of being the grounded half to a hang glider pilot, and from that day onwards my life has certainly changed. Gone have those peaceful weekends of just doing nothing in particular, gone have the days when we actually talked about other topics apart from flying. Oh to be normal householders again, and not one that has to get up at the crack of dawn to phone the local weather forecast, to which there are either groans, or gasps of pleasure, depending on what the bored voice at the other end of the phone has just announced.

Weekends usually start off with the usual trek round the local flying sites, to see which is best, and after half the day is spent doing this, we usually end up where we first went too. There is then the gathering of females, all having a good moan about being dragged off to stand about in the freezing cold, for yet another exciting weekend.

As most well dressed and experienced spectators of the sport know that to be fashion conscious is a complete waste of time, and the best dressed ladies are wearing two pairs of socks, mud splattered jeans, and at least three jumpers, or else they just freeze to death. The one ray of hope to our day is the sound of the doors of the nearest local being unlocked, where we all flock to thaw out; and talk about the latest scandal of the South Downs (don't worry lads our lips are sealed.)....(Pity Ed.) This is usually followed by a mass exodus into the vans where we patiently sit for the next few hours waiting once again for good old opening time.

There must be a good reason, I thought, why all these flyers preferred to stand around in the freezing cold on wind swept hills, instead of sitting at home in front of 'match of the day', Like most other husbands do on Saturday. So one day last summer I thought I'd find out for myself what it was all about.

There I was quite happily sitting in the pub at Beachy Head, when the next thing I knew I was being strapped in to a knee - hanger harness, too late to escape, I found myself standing precariously at the cliff-edge wondering what the hell I had got myself into. Well the next ten minutes were the best I'd had for a long time. At first, all I was conscious of was the silence, except for the wind blowing in my ears. The sensation was fantastic, apart from being unable to move with the sheer fright I felt, I was actually really enjoying it, and also knowing I was in the capable hands of Lester Cruse, (sorry Eve not literally) I felt it was one of the most incredible experiences I'd had. After flying out over the light house, and looking down onto the rocks below, we made our approach to land, and ran into a lot of turbulence; this is when I thought my number was up. We had to make a couple of approaches before we actually made it, Lester on his feet, me on my chin!

Well now I know what its all about, and I can't blame you men for wanting to fly. I suppose we ladies must take second best, and just have to put up with it for the rest of your flying days, Oh God, another twenty years? I think I'll take up pot-holing.

# Eagle Hang Gliding

GIVES YOU THE LOWDOWN  
ON STAYING UP!



Dear Joe Pilot,  
Need some radio contact  
on your next soaring flight?  
Just look for the Eagle Windsock  
on the hill and ask for Mac.  
Or phone me for free advice on  
any flying problem.

Yours for safer flying,  
Mac Lane.

**EAGLE HANG GLIDING —**  
01-684-4614 (Best time 6-8 pm)

Dear Fellow Member, Re: Beachy Head

I am probably as surprised as you are that I have been asked to help co-ordinate our efforts to try and salvage what we can to preserve flying however limited, at Beachy Head.

The reason for this letter is to warn you, you may not like what comes out of all this, but in however limited a scale, we hope to preserve something.

In the meantime, we are not being helped one bit by the seemingly indiscriminate way gliders are being left rigged strewn across every available square foot of grass, but even more by the sheer stupidity of some members either flying in conditions beyond their ability or seeing off other flyers of doubtful ability.

For example, the incident on Sunday 23rd when a Frenchman was allowed, even assisted by one of our most respected members to take off, and this after he had already had one failure earlier in the day. Fortunately the poor foreigner who ended up on the rocks below, only broke a leg and an arm - I say only, because he is bloody lucky to be alive. A balls up in a force 6 easterly (off the hill anyway) on a machine that was new to him (Gryphon) on his first prone flight at a new site - such a thing by rights should never have been allowed or was a certain recipe for disaster.

Incidentally you won't find me flying the cliffs yet, but I would like to see our right to do so maintained so that I may, when I am more proficient.

In the meantime if there are anymore cock-ups, Paul and I will prone launch the sod without his glider off the top on to the lighthouse!  
If we must fly Beachy Head then for all our sakes, only do it if you are sure it is not beyond you and if you see anyone of who competence you are uncertain, either stop them or check it out with them.

Christopher R. Burslem.

# Airmail

Dear Ed: I have been watching the recent article and harangues on the subject of Air Traffic Control with some interest. I graduated to the sport of hang gliding from sailing and it seems to me that the two sports have more in common than just wind. Most sailing clubs have similar problems to those now being faced by the S.H.G.C. i.e. over-crowding and little 'ground control', and some of them with which I have been involved have approached the problem from the point of view that it is the responsibility of every club member to assist in the running of the club. Every club member is required to give up one day's sailing each season to help with organising racing, manning safety boats etc. according to a rota produced by a committee member. In general there will be one experienced 'Officer of the day' and several novice (nonk?) assistants on duty every weekend day of the season.

Most members only have to miss one day on the water to get the benefit of well organised and safe sailing for the rest of the season. The club benefits from an increase in communication and a sharing experience between its members and since everyone is involved in the system there is very little dissent. (The rota is flexible enough to allow for League and Championship commitments).

With some modification to allow for the differences between sailing and hang gliding, I feel that a similar system involving every club member rather than a small minority would be better for everyone, and might confound the A T G - Any Thing Goes faction in our midst.

NIGEL SKINNER 37 Lambs Close,  
Dunstable, Bedfordshire, LU5 4QA.

Dear Paul, It was great to see in Windsock that we've got a new site, plus Firle, and that we are still flying Mill Hill! However, due to a bad car accident (fortunately without injury) my car is a write-off, and I am unable to get to any of the sites.

I hope to be mobile again at the beginning of August, but in the meantime if anyone can help me out by giving me a lift, I would be extremely grateful. I would of course be willing to share in petrol costs.

I fly a **HIWAY** Scorpion B ( a real thermal eater) on which I hope to complete my pilots certificate

If anyone can help me could you please contact me at the address below, which is North Hangleton: opposite the 'Downsman' pub and ten minutes drive from the Dyke. Or phone me at work (nights) at Bolney 582

Hoping you can print this letter Paul or at the least the bit that matters.

DAVE WOOLFORD 208 Hangleton Way Hove.

Dear Ed: I am writing this letter in the hope that one or two people may spare a moments' thought to what would happen if a flight 'went wrong'. I recently had the misfortune of meeting Dunstable Downs a little harder than intended which resulted in some time in hospital and two months off work.

Fortunately, I was insured through Reggie Spooner and for a premium of £25, I received £50 per week for 6 weeks. I would like to point out that the payments were made on the very day I was due to receive them, and Reggie Spooner was most helpful in dealing with the claim.

The point of this is that I'm not patting myself on the back for taking about this insurance, but that I am pointing out that accidents can, and do happen and if one is off work for any length of time, your employer may reduce or stop your income, and if you work for yourself, things could get very difficult. Surely £25 per year is a small price to pay?

(Incidentally, the fact that I am a Life Assurance Representative myself, has nothing to do with this letter!

MARK OMMANNEY 15 Gloucester Road,  
London W5.

## MOUNTAIN FLYING GROUP

While the most appealing thing will always be to just bomb off to the mountains, and fly them alone, I would not think there is much future in this. If the wind is strong enough to lift you up the side of the side of the mountain, by the time you reach the top it is too strong to get down again, and the only way is over the top.

My wife has been very good, following that tiny speck in the sky which is her husband, wondering if she will ever find me again. But the time comes when you have to consider other peoples feelings as well.

Now there are kites about which can be turned upside down, and people using parachutes, it would appear quite respectable to suggest to other people that they would not be risking their lives quite so much as they might think, if they begin to explore this kind of flying. I would not do it again on a kite like my Cloudbase. Although it was okay just to satisfy myself that the idea was feasible, you need more built in safety factors to make a regular thing of it.

If there is anyone interested, perhaps they might like to give me a ring. 01 984 6374. Although I don't promise anything, I should think some good flying could be done with a bit of teamwork. Or you might see me on the hill. You never know your luck. ...(? ed.)

BARRY ANNETTE 116 Colne Road, Twickenham  
Middlesex TW2 6QN.

Dear Ed: The news of our sites gets more depressing every month, which makes it more essential than ever to obtain the best public relations support possible.

What I have been wondering about is whether it would be possible for the SHGC to produce a leaflet for spectators. I seem to remember someone from the club produced a booklet for sale at Mere last year. If possible, of course the leaflet should be free, but I am sure that many spectators will be prepared to pay for a nicely produced leaflet telling them what the sport is all about and asking for their support to maintain our freedom.

The leaflets are also useful for generating public relations in their own right, both locally and nationally. The leaflet could just mention where to see hang gliding in the South East of England; i.e. all our sites; what wind directions and wind directions and wind conditions we can fly in, what problems we are currently facing.

ALAN FIRTH. 36 Chantry View Road,  
Guildford, Surrey.



## Dream with Reality



And now intrepid birdman I  
On dacron wings take to the sky,  
And wheel and turn and soar and drift  
Searching, ever seeking lift.

And when the kindly thermals fade  
Then the landing must be made.  
Skimming the grass and tufts of heather  
I touch down lightly as a feather.

And start to dream of the next time I  
Shall fly into that clear blue sky.

RAY SIGRIST

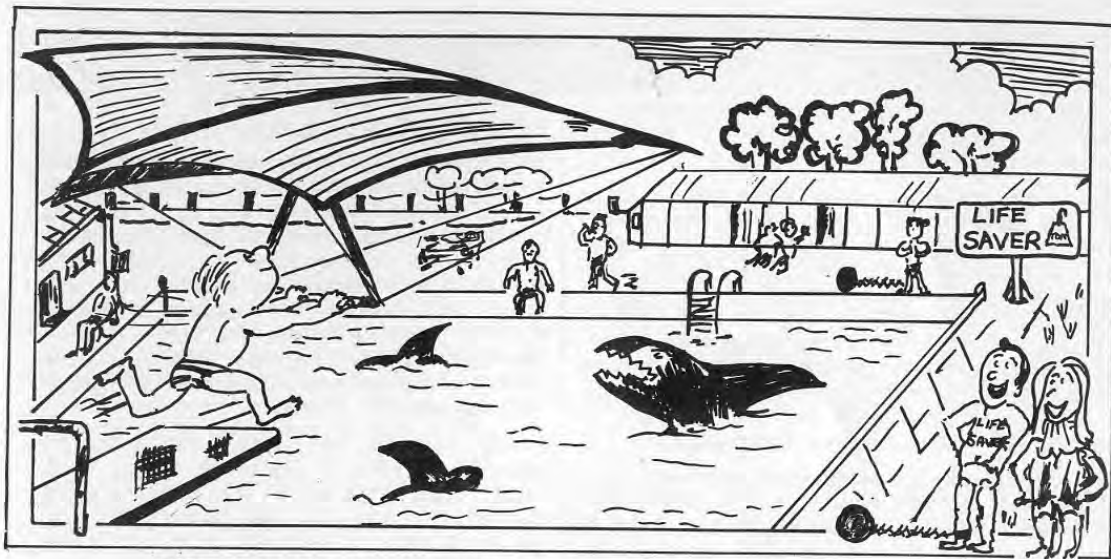
Plucked from the ridge and torn assunder,  
Through shit and muck, storm and thunder;  
Brain confused by too much data,  
Menaced by magnetic Slater:

Wish I had not taken off till later;  
Can't end my life in a six foot crater.  
As in that hole my spirit lay  
A shadow across my face did stray:

Could that voice be of my maker?  
Easy son, easy son bellows Graham Slater.

DALE CLOTHER

# Small Ads



EASTBOURNE COUNCIL HAVE GIVEN THE HANG GLIDER PILOTS EXCLUSIVE USE OF AN IMPRESSIVE NEW FLYING SITE. HEIGHTS OF UP TO TWELVE FEET CAN WITH SAFETY BE EXPERIENCED THIS COMBINED WITH DEPTHS OF TWELVE FEET SERVE TO GIVE A WHOLE NEW AWARENESS AND EXCITEMENT TO THE SPORT OF HANG GLIDING. EASTBOURNE ASSURE PILOTS THAT NO BROKEN LIMBS WILL RESULT FROM THE USE OF THIS SPECTACULAR SITE. SAFETY PRECAUTIONS INCLUDE LIVE SAVERS AND SUB - TROPICAL FISH TO GIVE THAT FRIENDLY WARM + BLOODED ATMOSPHERE DURING THE BRIEF PERIODS GLIDING UNDER THE WATER. NO CHARGE WILL BE MADE FOR USE. ALL SHGC MEMBERS WELCOME.



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Telephone Bookham 54506

#### ODD - MEANT

Wanted well tuned good condition upright Piano If you have one for sell please contact Doug at Bookham 54506 during working hours.

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HIWAY AGENT COME AND TEST FLY.

Are you interested in the new advances of instrument for glider Radio communications and the like. None of the instruments at present on the market are self supporting business propositions such is the small market and eager competition.

What I am able to offer is an instrument pod, currently available from the Graham Slater School of Hang Gliding. Also I have obtained an excellent VHF receiver tuned to the frequency of 129.9 Khz. and is about the size of an electric razor. This small unit is crystal controlled and is complete with a recharging unit. The reception is exceptionally clear. If you are interested and would like to spend £50 plus vat. Please dont hesitate to phone me and we can discuss the unit and its applications. If sufficient interest is shown I will turn my attention to an airbourne transmitter. Phone me on Horley (02934) 6611

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