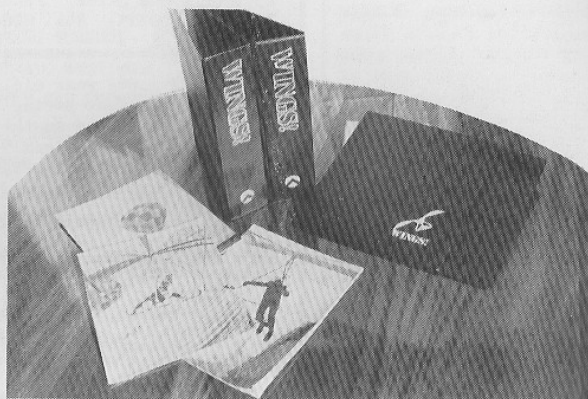


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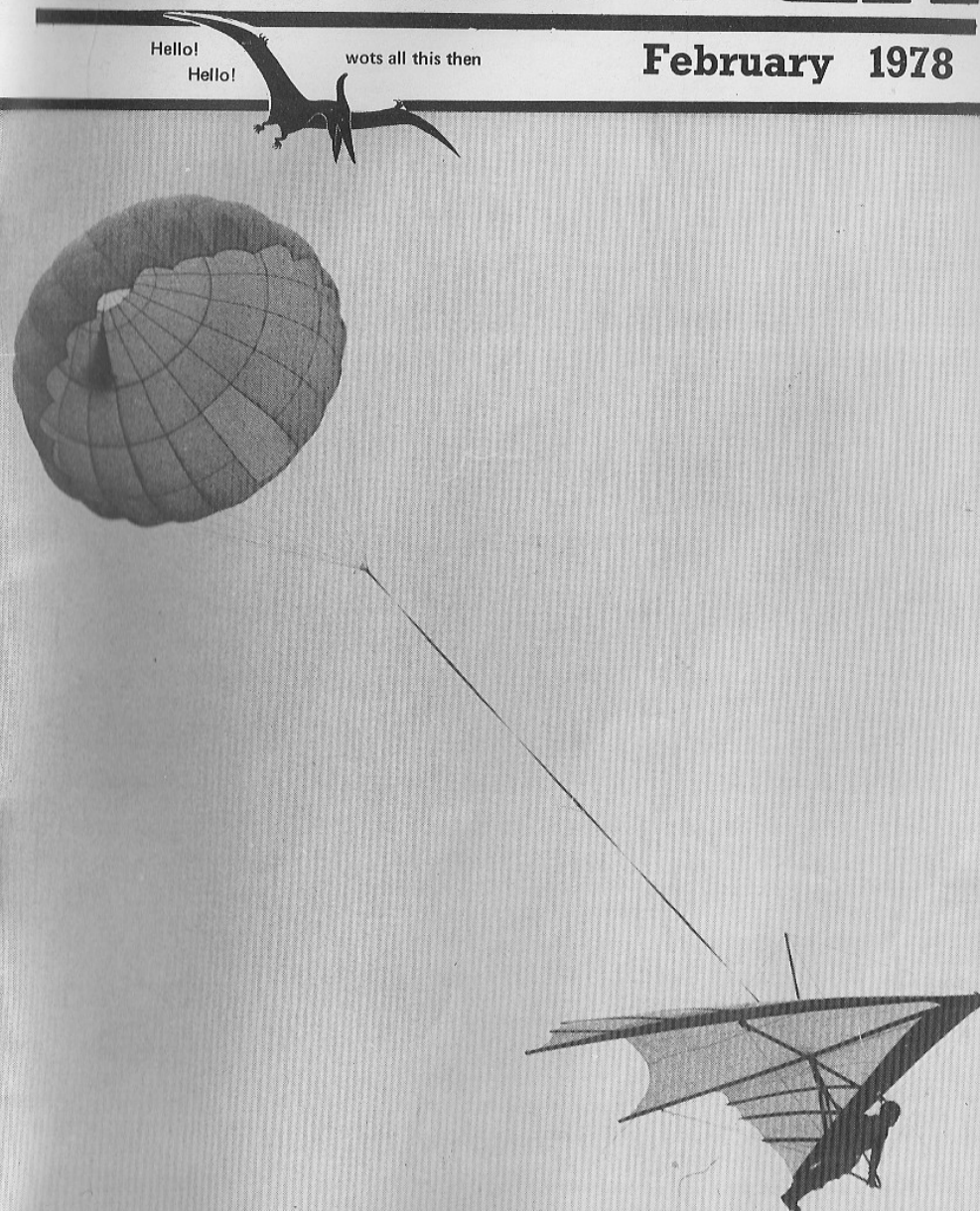
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WINDS CK

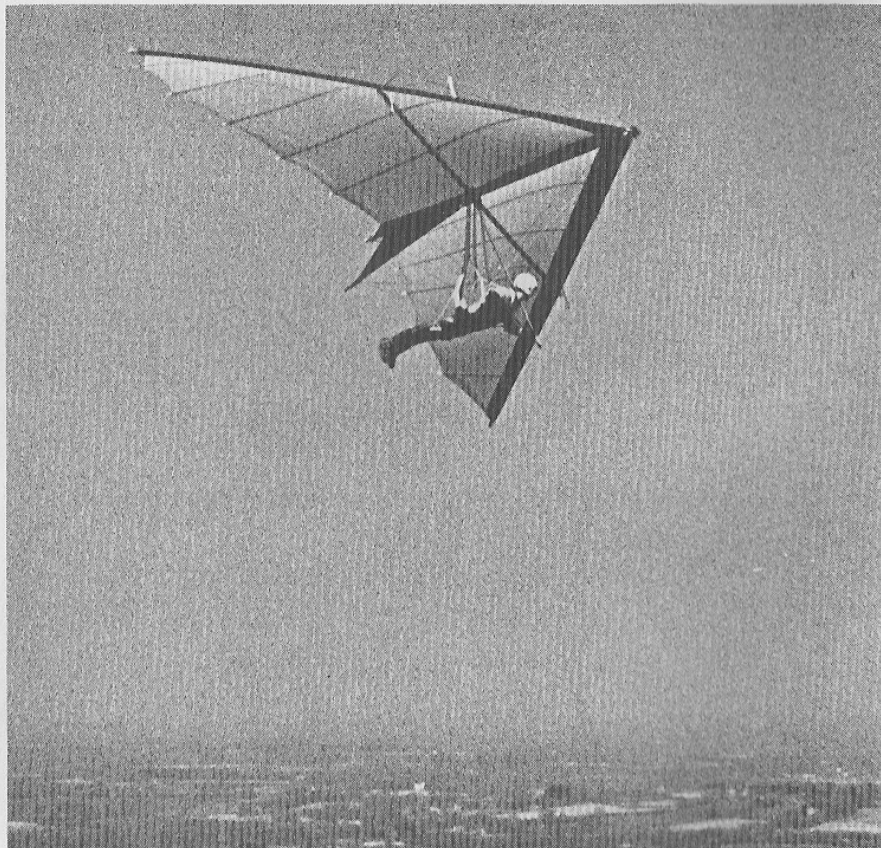
Hello!
Hello!

wots all this then

February 1978



Scorpion.



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

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

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

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WINDSOCK

Editorial

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Cover

Tony Fuell underneath John Hunter's Falcon III after deployment of the GQ parachute system.

Photo: Judy Hunter.

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TONY FUELL, DAVID WORTH, JEANNIE KNIGHT, MALCOLM HONEYCHURCH, BARRY BOURNE, TONY MACLAREN, Parachute Photo's JUDY HUNTER, STEVE HUNT.

Well done Johnny Carr and Tony Maclaren for the job you have done in securing sites. Johnny has found us a new north westerly site at Storrington, and Tony has succeeded after a long year of negotiations to restore our flying at Firle. I'm hoping this year to see us gain as many sites as we almost lost last year.

A word about WINDSOCK. Some of you did not receive January's issue until late in February, this was due to unforeseen postal holdups, when this happens it doesn't allow much time if you want to reply or write for the magazine. I have to ready for the printers on or around the 20th. of each month. So if you want to voice opinion or present material - please do it yesterday!

Those of you who are involved and support the ATC (Air Traffic Control) scheme will not welcome the opposition party, namely the ATG (Any Thing Goes). Should the ATC and ATG continue their opposing views on the approach to safety and other policies of the SHGC, we must expect a showdown to establish control. In order to avoid this split in the membership I suggest, that in the near future that the showdown takes place at Beachy Head Cliffs. I propose the method of settlement be a fly off from the cliffs, only one side to be allowed kites, the other must free fall. Barry Bourne I'm sure will agree to spin a coin to decide which side will be given the kites. To exclude any harassment the spinning of the coin will be done privately.

More seriously though, if the ATG does get a good hold in our club then we are likely to loose more sites.

Peter Day reckons that this month should be spelt Fe - BREW - ary. I wonder what he has on his mind? He did suggest that if I continue the use of captions on the front cover I should advertise this fact and ask members to contribute their ideas, what a good idea, its a way onto the front cover. Any offers?

Committee Reports

SUMMARY OF THE MINUTES

Barry Bourne reported on the safety and ATC meeting held at Devils Dyke hotel and said that John Hunter's talk on safety had been well received. He identified some of the problems with our ATC system.

1. Insufficient people on the list.
2. Those on the list don't seem keen to get or keep the system going.

There was agreement on the need for an effective ATC to ensure our safety and promote site security. Barry will be writing to a large proportion of the members inviting their support and time. It was also agreed that the club would finance and provide an ATC badge that can be sewn onto the harness

VISITORS Jeannie Knight brought the committee's attention to the visitors from Norway who were inexperienced in high wind flying and soaring. It was agreed that several people would be asked to make themselves available should they be required.

FIRLE In addition to the site rules for Firle it was decided that temporary membership would not be available on site. Those wishing to fly must previously have applied for membership to the club secretary, this would allow SHGC members some priority for flying the site. Only gliders displaying nose plates or temporary stickers would be permitted to fly. This rule will be rigidly enforced.

LEAGUE COMPETITION This competition has been allocated the weekend 8 - 9 - 10th of April and the committee has drawn up a list of sites for all winds, there is assurance that the league will cause little or no disturbance to club members flying. Members will be asked to help by not using the selected site on the competition days or turn out on mass to view, this will help avoid congestion. Those wishing to act as Marshalls and Ferry drivers are asked to contact Tony Fuell, help will be appreciated.

TREASURERS REPORT Peter Day presented his report. We are still solvent and are in the process of opening an account with a building society. Advertisers have

been added to the list of people who will receive complementary copies of Windsock. The costing and budget of Windsock and its effect on membership subscription was deferred until March. The question of all membership subscription being renewable on a particular day of each year was considered and in principle accepted. A manageable system will be looked at and developed over the next few months, and if acceptable will possibly be presented for endorsement at the next Club AGM.

COUNCIL MEMBER Malcolm Honeychurch has agreed to stand for BHGA Council and will stand for election at the AGM. Last year stamped addressed envelopes were sent to SHGC members to encourage them to return their completed voting slips - which can be found in WINGS! magazine - the same will apply this year, if you are not attending the BHGA AGM do send back your completed slip so that your vote will be registered.

RAFFLE Those members who return their voting slips will be eligible for the draw in the raffle, the prize will be one years free membership of the Southern Hang Gliding Club.

Site News

DITCHLING. NORTH - NORTH EAST.

Flying can continue until further notice.

DEVILS DYKE. NORTH - NORTH WEST.

Flying can continue with bottom landing.

FIRLE AND STORRINGTON. NORTH EAST.
& NORTH WEST.

See following pages.

APOLOGY

To Chris Bursland for not crediting the I'm ready for action article to him. To Gill Handley for giving her a new husband, and to Miles for not knowing him! Own up NO. 7 on January's front cover - who are you? - also 4, 11, 12.

Patents review



This latest creation is a combined venture on the part of Skyhook Sailwings and Hiway Hang Gliders and is an attempt to get the very best performance out of this latest sport - Skateboarding. They are using it as a test vehicle for the Power Hang Glider power plant and secondly as a very effective albeit dangerous way of evacuating Churchill Square on a crowded Saturday Afternoon.

Low speed stability is at present poor, however its high speed performance and stability is exceptional as it approaches Mach 1. Take-off and landing are at present difficult owing to the high levels of thrust that this power unit has been designed to provide.

Steve Hunt confirmed suspicions of a poor glide angle performance; after months of testing and research the glide angle of 1:0 was not improved upon. The tests were made in a remote part of Bernard Rd. The prototype on one occasion was dropped from an altitude of 4½ feet and took approximately .8 of a second to land. No improvement is expected.

Experimental tests have been halted until suitable protective clothing is made, which will absorb high energy impacts with solid objects - the ground being a familiar one to all of us.

BHGA NEWS

by Jeannie Knight

The meeting was held at Taunton on January 15th. A new pilot grading scheme was accepted by the Council.

The new scheme includes an upgraded elementary certificate (Pilot One), incorporating 15 solo flights, with three being from above 200 feet. In fact most schools have been issuing EPCs' in accordance with these requirements for some months now, so it does not mean much change.

Pilot Two is intended to replace the present Pilot Badge and instead of five hours soaring, including one flight of 30 minutes, a flyer must have 30 logged flights of 10 minutes. Other tasks include making at least five flights at each of five different sites, of which at least three are inland. It is also intended that there shall be a written examination on Air Law, Navigation and Meteorology.

Pilot Three includes high altitude flights duration flights (five one hour soaring flights from at least 2 sites with two being prone or supine, and 50 hours logged flying on Hang Gliders.) and Cross-country, where there must be an observed 20 kilometer cross country flight.

Those working for the present Pilot Badge will be given a time in which to complete it. Full details of the scheme and implementation dates will be announced in WINGS! at some future date.

A controversial issue followed: A report from the Powered Hang Gliding Committee. Steve Hunt gave an extensive report on the work he had done; it was the opinion of some council members that the work of this Committee (powered H.G.) should pass back into the hands of technical experts. A proposal to reform the Committee Constitution was lost.

Gordon Wyse and Pat King announced that they would not be seeking re-election at the next AGM. Colin McCormack and Jeff Marvin would be standing for election.

The delegates conference which was to be held the day before the AGM was cancelled because of lack of time for its organisation. Originally the conference and AGM were to have been held at the Countryman, Gower, but the dates coincide with lambing season and it was felt that pilots would attempt to fly at Rhossili. The AGM is back at its usual venue at the Matrix Hall, Coventry on March 19th.

Firle-Site Management for Hang Gliding

FIRLE This site is open again.

I feel it most important to emphasize to you the importance of keeping to the site rules for Firle.

Most of you will recall the unfortunate history of events that led to the loss of the site.

You may know that Lord Gage has always wished to encourage our sport (as he did conventional gliding) and he was generous enough in the old days to allow us use of the site free, with a restriction on the number of kites on the hill.

This restriction was frequently broken. Flyers also used the public car park and picnic area for taking off - result - complaints by East Sussex County Council to Lord Gage. The car park became overburdened - the road became blocked - people camped in the car park - the South Downs Way was obstructed by kites - crops were landed in - there at least two accidents when emergency services were called in, one of which was fatal - the farm managers land-rover was clobbered and no offer of compensation was made - the site was lost. The local Council was up in arms, as were the Ramblers Association, the Society of Sussex Downsmen, the Police and many others.

This was a site which was valuable to us, but we as a Committee felt that in view of its history we could not immediately approach Lord Gage for permission to fly again.

In June 1977, I approached Lord Gage in a letter saying we knew our faults, but was there a chance to get back again. The answer was effectively "no, because you can't control it, and how do you deal with rogue fliers?" I replied and got a reply which did not completely close the door, but complained of gliding at Firle without consent. A legal agreement was suggested and a meeting with Lord Gage took place in September. Basic terms were reached for discussion with Lord Gage's agents and with his farm manager. A meeting with the Farm Manager took place (his name, for your information, is Charles Smith and he lives at Bushey Lodge Farm, Firle). He (Considering the landrover incident) was reasonable, but naturally

concerned at the resumption of flying. Lord Gage's Agents were then approached with the basic terms. We were required to clear the arrangement with East Sussex C.C., the District Council, the Sussex Downsmen and the Police. Detailed discussions and meetings then ensued trying to satisfy all parties (one hell of a job): These involved the past difficulties, highway matters, safety matters, control of flying, car parking, Town and Country Planning, the Heritage Coast, footpaths, numbers of machines, take off areas, etc., etc. We had to give assurances and undertakings. If these are broken, remember we are only on a trial period and will lose the site again. The following rules must be obeyed, if we are to retain it. Quite apart from the rules, think of the effect of anything you want to do or say on the site or adjoining roads, before you act, and support the A.T.C. scheme.

TONY MACLAREN



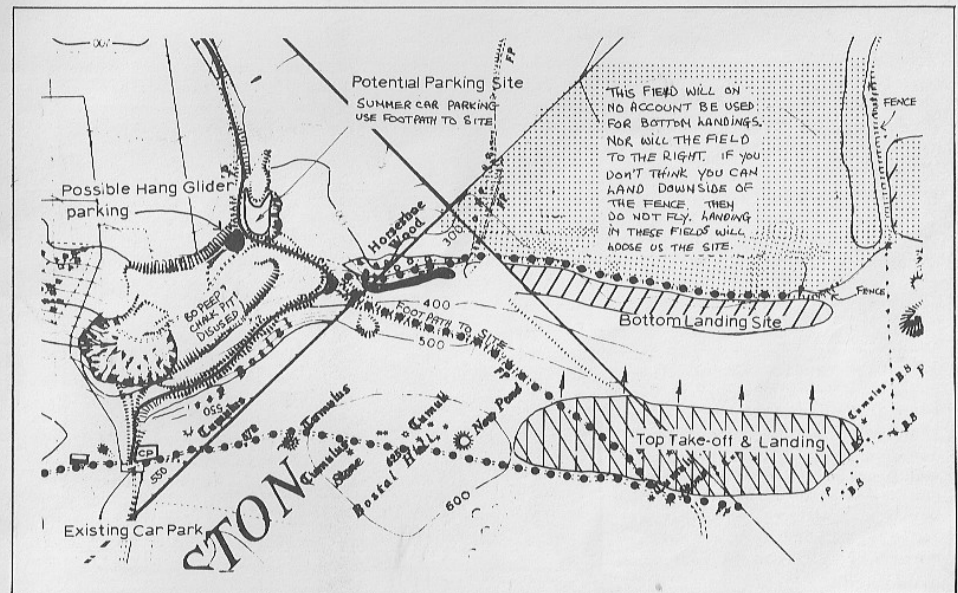
WE'VE GOT FIRLE BACK....LETS MAKE SURE THAT WE KEEP IT FOR THE FUTURE....WE WILL IF WE WITHOUT EXCEPTION OBSERVE THE SITE RULES AND ALLOW NO INFRINGEMENT BY ANY PILOTNO MATTER WHO THEY ARE.

THE RULES ARE:-

- * TAKE - OFF AND LANDING WILL ONLY BE MADE FROM THE EAST END OF RIDGE.
- * NO LAUNCHING OR LANDING FROM AREA ON OR AROUND CAR PARK.
- * TO FLY FIRLE YOU MUST BE A FULLY PAID UP MEMBER OF THE S.H.G.C.
- * YOU MUST HOLD AT LEAST AN ELEMENTARY PILOTS CERTIFICATE.
- * 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 50 YARDS FROM THE EDGE OF THE HILL AND 50 YARDS DISTANCE FROM THE SOUTHDOWNS WAY. ON NO OCCASION WILL PILOTS LAND ON THE PUBLIC FOOTPATHS
- * THERE MUST BE NO MORE THAN 30 RIGGED AND PARKED GLIDERS AT ONE TIME. YOU MAY CARRY YOUR GLIDER TO TAKE-OFF AREA, BUT IT MUST REMAIN IN THE BAG IF THIS NUMBER IS REACHED. ONLY 20 GLIDERS AIRBOURNE AT ONE TIME.

DURING THE SUMMER SEASON (APRIL 1st. - SEPTEMBER 30th.) YOU WILL PARK YOUR CAR IN THE 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 CAR PARK DURING THE SUMMER SEASON.

FAILURE FOR ANY PILOT TO OBSERVE THESE RULES MAY POSSIBLY RESULT IN THEIR BEING BANNED FROM FLYING THE SITE.....REASON?...SO OTHERS MAY CONTINUE TO FLY THE BEST SITE WE HAVE.



Swing Low Sweet Par.a..chute

by **Tony Fuell**

There are times when you really think you have made a radical error. Well, there I was, going downwind, fifty feet up, and no airspeed at all. The sensation was appalling, the Pucker Factor stood at about a hundred and fifty. I got ready for a really heavy impact..... and was let down as lightly as a feather.

I was testing the new parachute system to be marketed in the UK shortly by 'GQ Ltd' - one of Europe's largest parachute manufactures. Slightly unhappy with the technology (and cost) of the U.S. made back-up systems, John Hunter and I had been looking around for a cheaper system. Our desires co-incided neatly with those of GQ., who had identified a real need in Hang Gliding for an efficient, reasonably priced system. And so a development programme was initiated which culminated in a live test at Devils' Dyke on Sunday, January 14th. - A first in this country so far as I know.

Flying John Hunter's Falcon III bowl at about 12.30 a. m.

after a minor contretemps grows below the take - up there with a hacksaw fix that Goddam bush, out over the field, and ripped open the to my prone harness. than I wanted to be - above the ground.

WHAT EVERY HANG - GLIDER PILOT WOULD HE WON'T HAVE TO GET OFF HIS CHEST!

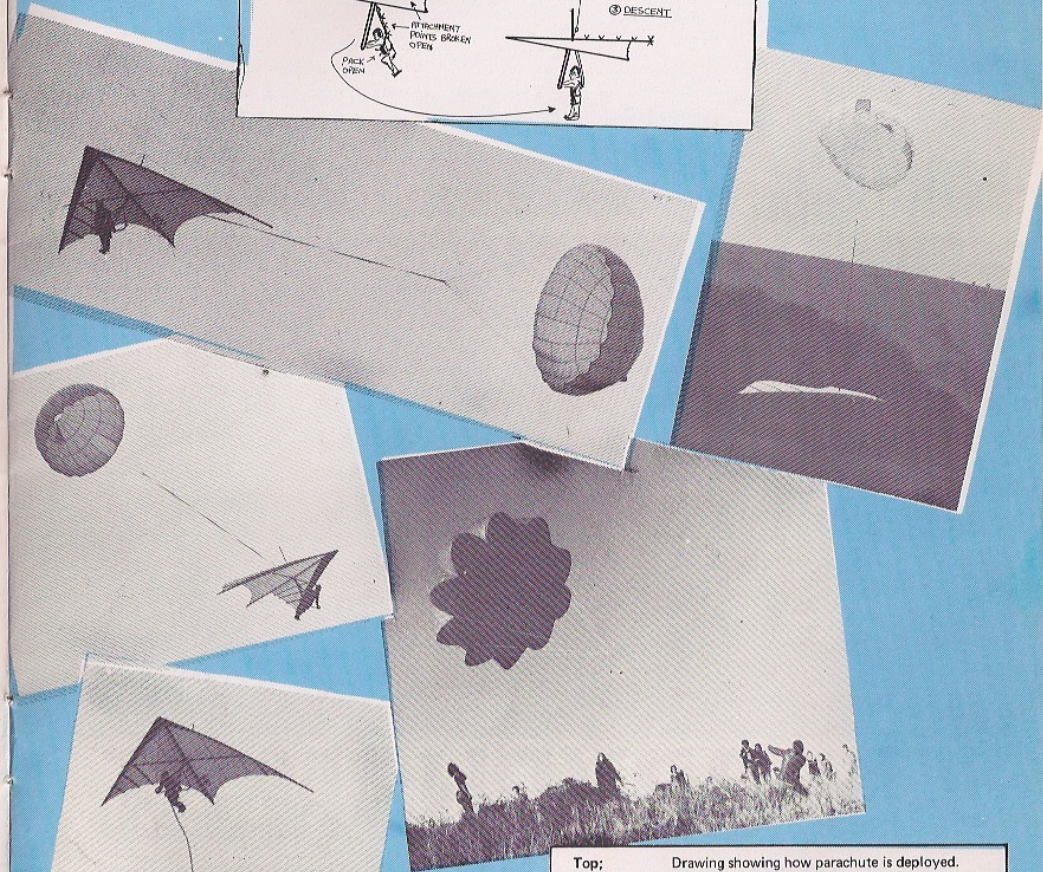
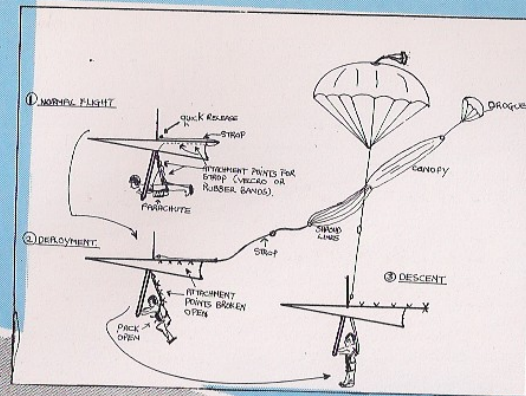
PING! PING! PING! PING! The rubber bands holding the parachute to its attachment at the heart bolt popped off. The parachute deployed smoothly, and brought the glider to a complete stop in the air. For a Veteran Hang Glider Pilot this is an ANWFUL feeling - you really think that you're going to fall out of the sky - but you don't. After some oscillation, and rotation, the parachute settled down nicely, and and lowered both me and the glider to the ground quite gently.

On the Continent, in Alpine flying, back-up systems have saved several lives already; mountain turbulence is really bad! In this country, we don't get quite such evil rotors, even though we fly in higher wind conditions. But the thing that worries me is not the turbulence, or the giant 'Killer' thermals - its a mid-air collision. We have already had one recently with only three kites in the air. Several times in the last few months, I've flown with up to ten gliders in a restricted airspace. Sooner or later its BOUND to happen, if it does, I want to have one last chance of survival.

The GQ. system is deployed by ripping open a 'velcro' flap on the parachute bag, and, if necessary, removing the inner bag, and throwing it in the right direction, it takes a lot longer to read this than it takes to do it. As near as we can tell, complete deployment of the 'chute', which is a 22ft emergency canopy takes about 2½ seconds. With a 12 st pilot and a 50lb glider, the descent rate is calculated as jumping off a 4' table. In short - survivable. I don't think that deploying parachutes for fun will ever see a lot of the in-crowd with done with Hang Gliders these and necessary accessory. It will be available shortly and possibly around the £100 mark. Let me know if your int-ested, I'll pass on details.



I took off from the North in a light NNE wind, and with a large bush which off point (I'm going one night and I'll but good!) I flew took a deep breath belly pack sewn on - I was a bit lower about 150 feet



Top; Drawing showing how parachute is deployed.
Top left; Deployment (2). At this point, Tony is desperately trying to keep speed on a pure reflex action.
Top right; Landing. The glider is almost vertically beneath the parachute, descending slowly, with very little forward speed.
Middle left; Full deployment. Tony still pulling speed but with little effect.
Middle right; Ground test at Beachy. The canopy was thrown & inflated in seconds without difficulty.
Bottom left; Deployment (1). Drogue pulls the parachute lines out straight.

photos by Judy Hunter



WASP GRYPHON III

Wasp are pleased to announce the GRYPHON III. A unique hybrid hang glider developed from Miles Handley's brilliant and original concept, it embodies the best features of both flexwing and rigid wing types. The cable braced airframe has meant the elimination of the crossboom together with its attendant drag, weight and rigging penalties.

Glide angle and sink rate have been proved time and again in competition. Not only is it by far the best English glider available, it shows the way to the world's hottest wings.

Manoeuvrability is outrageous — a hot dog pilot's dream — but for soaring pilots it means response in turns and pitch control that are unequalled. Yet it can be flown relaxed and drifted into the flattest 360°s ever. Remarkable for a wing that can be banked to 90° faster than anything around.

All this together with strength makes it a perfect cross country machine. Everything is there for those pilots with the ability to use it.

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Understand your flying

part 1

AIR IS A CURIOUS MEDIUM. YOU CAN'T SEE IT, IT IS EASILY BREATHED, YET IT CAN SUPPORT A JUMBO JET FULLY LADEN WITH PASSENGERS. WHO WOULD HAVE THOUGHT THAT DURING A ONE HOUR SOARING FLIGHT IN A 20 MPH WIND EIGHT AND A HALF TONS OF THE STUFF WOULD TRY AND CLOBBER THE TOP OF YOUR HEAD.

For the tiny insect, flying is more like swimming through water. there is probably a hundred weight of air in the room you are sitting in now. It is little wonder that we are able to hover our aluminium and Dacron in the seemingly insubstantial ether. The reality is of a great fluid streaming over the landscape, gushing up valleys, pouring over hills and cascading down the leeward side. We are sitting in a sea of air. Why then if air is so thick, should we be able to fall through it so quickly? Like any fluid, air requires little force to part its molecules, but attempting to move large volumes of it will meet with some considerable resistance because the molecules can't part quickly enough. It is this piling up of air in front of a flat moving surface, which is the basis to flying.

A heavy piece of lino hurled into the air will rise skywards until it loses momentum and flutters back to earth. It will only 'fly' when it has sufficient speed to create a pressure differential between the front and back of the angled surface. The spinning motion of the lino helps to stabilise this otherwise quite un-aerodynamic object. Seeking the least line of resistance, it will tend to fly in the same manner. ie. with the narrow-



BY
**DAVE
WORTH**

est edge forward, Even while fluttering back to earth it will zig zag from side to side, trying to glide, but this time without the help of the spinning stabilisation.

We can see in the lino the basic requirements for flight. The flying object must have a predominantly flat shape. It must have a configuration so that when assuming the least line of resistance in flight it will travel in a stable manner. ie. one edge will always provide the least resistance to airflow. Finally the object must be angled upwards to the airflow (Angle of attack) so that the pressure differential tends to cause the object to defy gravity. It must also have some means to maintain the necessary forward velocity to perpetrate this state of affairs.

Aircraft are very sophisticated pieces of flying lino. They have the basic flat, thin shape, in the form of wings which are held at an angle to the airflow by flaps which also stick into the airflow and cause different amounts of drag.

By carefully stabilising the wing with weight distribution and flaps, the aircraft will always fly in the same direction, or by altering the stabilising devices turn in a desired direction. By shaping the wing into an aerofoil, the airflow over the wing is modified to produce a much more reliable pressure differential, between its windward and leeward sides.

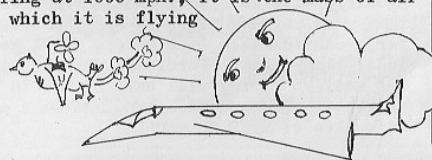
When an aircraft stalls and no corrective action is applied, the leeward side of the wing breaks up. The pressure difference between the windward and leeward sides of the wing rises dramatically. Too much area is suddenly exposed to the airflow and the wing pitches up until all airspeed is lost. With no airspeed the wing is momentarily drifting with the wind. The pressure equalises on both sides of the wing and there is no longer any reason why it should be flying. It then becomes the fluttering piece of lino falling back to earth.

Fortunately aircraft are specially designed, so that when they fall back to earth, after a stall, they do so in the same direction that they usually fly in. ie. nose first. This enables the craft to quickly resume its original stable flying condition when sufficient airspeed has been attained.

The propulsion of an aircraft to achieve this flying is usually by means of an engine. With Hang Gliders the energy is provided by gravity. A Hang Glider is always gliding back to earth. It is falling in the least line of resistance. The whole purpose of hang glider design has been to minimise this rate of falling and to maximise the range of speeds over which the falling can be kept to a controlled minimum. It stands to reason that to fall the slowest the greatest area of kite must be presented to the airflow without affecting its stability. Hence when flying nearer the ground one flies at a higher angle of attack. And to fall faster one presents less sail area to the wind and pulls in the bar to dive through it.

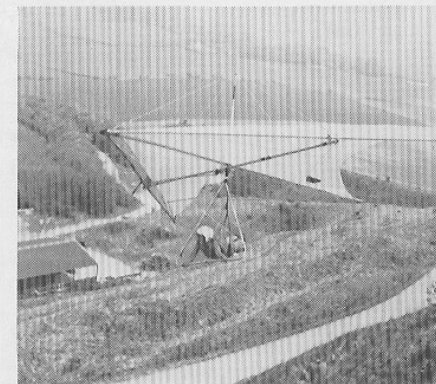
All these phenomena are related only to the flying aircraft and the air through which it is passing. It doesn't matter whether the air is rising, falling, going backwards or forwards (excepting micro-effects like gusts) in relation to the earth, the aircraft will do just the same thing.

A budgerigar set loose in Concorde could be said to be flying at 1000 miles an hour, but it is not the budgie which is travelling at 1000 mph, it is the mass of air in which it is flying



If you get stuck into a 600 fpm. thermal and your vario is going off the clock, it is not your kite which is climbing through the air, it is the mass of air, in which you happen to be flying, rising 600 fpm. faster than your kite is sinking back to earth.

The same applies for forward speed. The flying speed limitations of your glider remain the same, upwind, downwind, crosswind or whichever way you choose to fly. The flight characteristics will also remain the same.



Ray Sigrest flying a Cloudbase at Firle; Guess when?

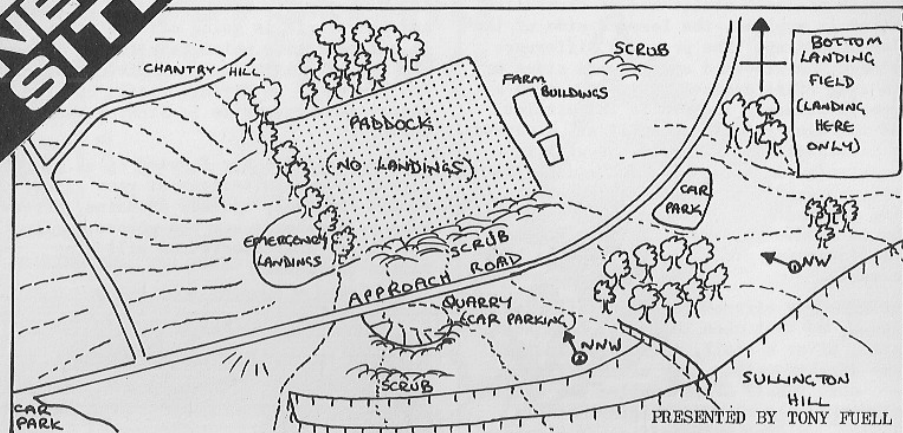
Wingovers, stall turns, flying hands off, all which only seem feasible flying into wind can be achieved just as easily flying downwind with the same loss of height. However a great deal of ground will be covered and the air in which you are flying may carry you into a region of turbulence where the air is no longer ascending over a smooth hillside.

The loss of height in relation to the ground might seem great but in fact would be no different in terms of air you have travelled through. It could be that the block of air in which you are flying is now at the bottom of the next valley, and your height loss in that block of air is only 50 feet or so.

The good pilot must make the mental break between walking on the ground and flying in the air. You don't look at the clouds to see how fast you are running, so why look at the ground to see how fast you are flying.

NEW SITE

SULLINGTON HILL



LOOKING DOWN ON SULLINGTON HILL FROM 600'

How to get there:

The hill lies South of the A282, near the village of Storrington, West Sussex. Turn into Chantry Lane, and follow the road up to the top of the hill. There is ample car parking at the top, but it does apparently get quite crowded during the summer, so please do not cause any obstructions.

The site is on private ground, and at the moment we have permission to take off ONLY from the area marked on the map as Sullington Hill, which is a "point" whose main face is NW. However, the end of the hill should be usable by experts to reach the other side of the bowl, like flying off the North Bowl at the DYKE. Johnny "Kissinger" Carr is hoping to get both flying and landing rights to Chantry Hill, the North East face on the other side of the Bowl, but don't everybody go taking off there just yet.

Nobody's pretending that this will be an easy site to fly, however the thermic and cross-country potential is definitely there. Immediately downwind of the NW face is another, just as high ridge (Barnsfarm Hill), and there are several possible "ridge runs" which could get you as far as Steyning in one direction and Amberley in the other. And for the REAL thermal eaters, there is AT LEAST 5 MILES available behind the ridge before you start running into problems with Shoreham Airport's control zone.

And so, to the site. It is a big bowl, open basically to the NNE. It is, unfortunately heavily forested below, which should do interesting things to the airflow. Also there is a longish "spine" on the opposite side to the NW face, which I would think will rule it out if there is any WEST in the wind at all. The NW bit has a big clump of trees in the middle of it, but there are two quite good take-off points for NW and NNW winds. As the wind gets round to North or NNE, the lift in the bowl should get better and better.

The village of Storrington should ensure good thermal activity in NW-N winds. There are plenty of top-landing areas at the moment, but the fields at the top are cropped, and might be closed later on. In that case, the car park area might be a possibility, if there aren't too many spectators there. If there are, don't take chances, land at the bottom. NOT the big paddock down in the bowl, the landing areas we have rights on at the moment are the fields at the end of the Sullington Hill Ridge. So don't venture too far into the bowl unless you're reasonably certain of getting out again.

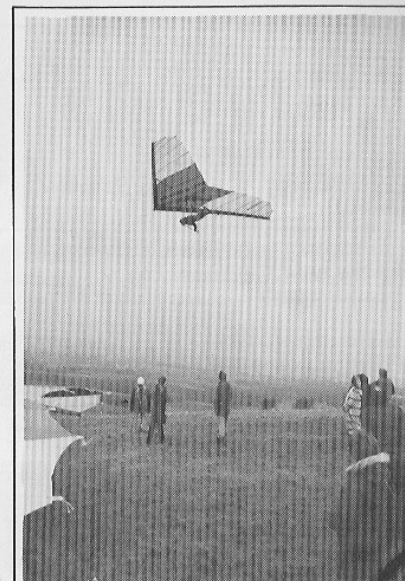
Finally, will everybody PLEASE remember that with any new site, we are "on trial" for a considerable time before we'll get local acceptance. Careless, incompetent and selfish flying will only result in us gettin' chucked off again. So make an effort to be NICE TO PEOPLE.

Hang gliding expert seen in action



SOARING high over the sea at Freshwater Bay recently was a former world champion hang glider, Paddy Monro, from Auckland, New Zealand. Paddy, who held the world distance record in 1976 (it now stands at 100 miles) and has stayed airborne for as long as four hours, is currently living and working in Brighton for the glider producers Hi-Way gliders. Paddy's glider, with which he soared in seemingly effortless spirals around the bay, weighs 45lb and cost £400. Paddy's main interest, these days, is aerobatics, and he has just established the country's first aerobatic hang gliding team, based in Brighton.

cutting taken from the County Express on the Isle of Wight. Sent by my Mum thanks Mum: Editor.



Paddy giving the spectators a buzz at Devils Dyke.



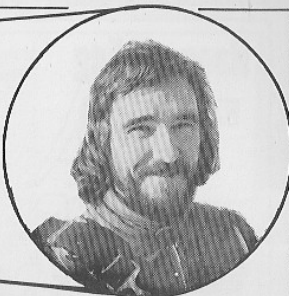
WE'VE MOVED!
KNIGHT HANG GLIDING
is now at
to Spring Gardens,
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Sussex **892770**

tuiton, skyhook sunspots, hiway scorpions and used gliders all available as usual.

new from us: silver and gold hang glider pendants - £9.75p & £35.
contact tom and jeannie knight.

LOOK NOW!!
USED GLIDER BARGAINS
UNUSED SKYSPOT ONLY TEST FLOWN £360
VEGA II IN EXCELLENT CONDITION OWNER GONE TO SAUDI ARABIA £355
WASP FALCON III £300

Give us Windsock!



MALCOLM HONEYCHURCH DESCRIBES HOW EASY IT IS
TO MAKE A MISTAKE. HE DID'NT BUT YOU MIGHT

No not a criticism aimed at our excellent new look magazine but a plea to have the club provide a portable Windsock, or at least a memory jog to fellow complacent flyers such as myself to remain alert to wind direction changes whilst flying.

Recently at Mill Hill, thats right Mill Hill with the wind blowing SW a group of flyers were taking off from the southerly end of the ridge (outside the prohibited zone - I think!) soaring fairly comfortably enjoying the occasional small thermal popping up from the ploughed field and the first Weekend flying for two weeks.

Having spent (wasted) at least an hour trying to decide whether it was worth rigging or not (I really must do something about my problem of indecision one of these days) fighting off the police, who seemed as equally undecided as myself as whether we should or should not be there, avoiding disdainful looks from elderly ladies exercising their doggies, I decided to fly.

I waited for Dale Clothier who had taken off just ahead of me to gain some height then off I went. Everything was fine for about 10 minutes, that is until Dale decided to land (does he know something I don't!?) where upon I immediatly hit sink. As I sunk below the ridge I just had time to see the Cement works chimney smoke - it had shifted from SW to WNW!! Actually, I did see one other sight before I sunk to far - Franky Tarjanyi who had been next in line to take-off, making what now had become a very familiar Tarjanyi arm signal, (see cover of last months WINDSOCK) leering at my descent from the edge - its enough to make one wink or is it W... !? Oh well never mind.

Anyway I eventually had no alternative but to land in the mud below, incidently it

may be good for generating thermals but not for landing Hang Gliders in.

By the time I had carried my rigged glider back up the hill the only evidence of flyers having been there at all was a fast disappearing convoy of glider bearing vehicles bound for Devils Dyke. No wait, thats not quite true, a certain well known flying dentist was untangling or was it entangling a complicated looking piece of machinery on the ground - could it be the 'New Wills Secret Weapon?' See you at the Dyke Mike.

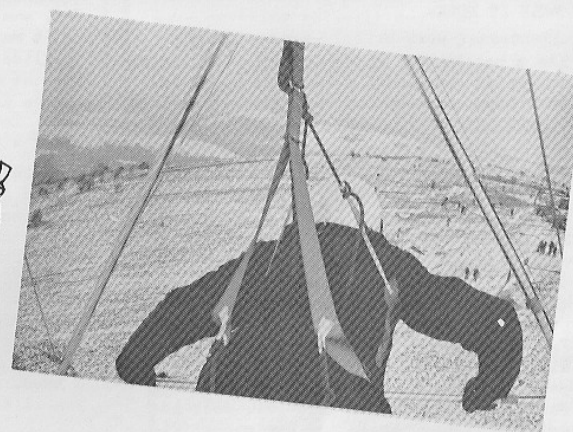
The reason I am writing this is to make a serious point. I am a reasonable sound and experienced pilot, reasonably observant and of reasonable intelgence, but because my brain had registered the wind blowing SW on take-off, the fast downwind leg and change of smoke direction during the flight had not registered a wind shift in my birdbrain.

It occurred to me in retrospect that had I not hit all that sink, I would have put in a top landing approach which would have been virtually directly downwind, and another bit of Classic Nonk stall landing might have resulted, with possible injury to myself and inconvenience to others.

This simple oversight occurred because of, lack of attention and concentration, the time lag between stimuli converting to action through my brain, and the joy of flying for the first time in two weeks.

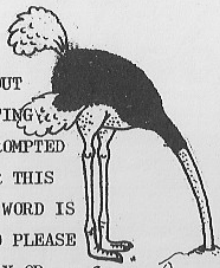
If it only reminds others of these possibilities it will have been worth sharing my mistakes, but more practically:-

CAN WE HAVE A WINDSOCK PLEASE ?



PLEASE DON'T TURN THE OTHER WAY ~

~OR



THE DISAPPOINTING TURNOUT FOR THE RECENT ATC MEETING HELD AT THE DYKE HAS PROMPTED BARRY BOURNE TO DELIVER THIS MESSAGE UNTO YOU. THE WORD IS AIR TRAFFIC CONTROL. SO PLEASE DON'T TURN THE OTHER WAY OR OR BURY YOUR HEAD IN THE SAND...LETS ALL MAKE IT WORK.

Its a peachy day at Firle, only 50 gliders up, we'll just send a few more up to see what happens, absolutely paramount day. 55 up now, still, just one more maybe.

Ah! here comes old Fred just got his pilots licence, never flown at Firle before he's been looking forward to it ever since he's been flying, and that so long now he's almost forgotten. A grand old veteran is Fred, got a total time of over 9 months experience, most of that was in the pub. Still, very valuable that. He's been given a nick-name 'Flying Fox' and feels on top of the world, showing off his new 'Whirlwind Buzzer Special' imported from Ireland - load tested to 1½g fuuly loopable, built like well its definately been built and has a certificate to say so, mind you its been signed with an X.

Well there he goes, on his way to the launch point given to him by a spectator, trips over 5 pilots who are just sitting there minding their own business.

Well Fred, now alias the 'Flying Fox' (I believe its a kind of bat that flies well in the dark...got radar..sonar.... vario...and an A.S.I. but only one slight problem, it can't see a thing in the daylight. Now old 'Foxy' as he's already become known as is at the edge of the ridge remembering to stick the pointed bit out at the front (good job the instructions came with it.) He lifts the glider up and away he goes. Good vertical lift, does a nicely uncontrolled turn, downwind

now fully pushed out to slow down HANG ... he's hit a glider, first a red one then a black one followed by another red one and appears to be looking at the pink one. Good he is, I wonder if he plays snooker.

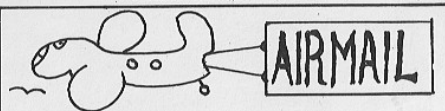
With so many glider up and all within a small area, a chain reaction and panic has started. On the ground its beginning to look like a scrapyard of gliders and people or, just another Sam Peckenpower film set for his latest disaster movie. A few survivors are busy blaming 'Foxy' for taking off, but who was there to advise him, or stop so many aircraft from being in the air all at the same time. All the AIR TRAFFIC CONTROLLERS were either too busy to be bothered or too busy flying.

This small story is not so exaggerated as it may seem. On Saturday 11th. Feb. 31 gliders were in the air at the same time at Devils Dyke, the ATC was only active for maybe ½ hour during that whole day. Tony Faell had a hard job getting other ATCs' to take over.

I recently sent a letter to all ATCs' to attend a meeting. Well guess how many of you came, and how many replied - well if 5 did that was a lot - Johnny Carr has been working very hard to secure New Sites for you all, Tony McLaren had piles of paper work you would'nt believe; persuading people, councils, land owners etc to allow us to use the sites we alre already have, so ,therefore please send a hand, a ½ hour during the Weekend for you it can't be all that bad.

I shall be asking a lot more people to become ATCs and if you are a member with a pilots licence why don't you give me a ring and volunteer - the incentive - well, we will stand a good chance to keep all of our sites, especially Firle. The committee has put endless hours in securing this for you as well as others, you'll also get a nice badge to sew onto your harness, and most of all it will be

SAFE TO FLY



You won't believe this, but I have it on good authority that all the letters you have sent have been SKY - JACKED !!!

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 windcreens	20p each
Vinyl badges for helmets	20p each
			Postage (7p 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, 51 Christchurch Gardens, Ipsom, Surrey

FOR SALE

FALCON IV. Six months old, excellent condition, tastful sail design with two tri panels, still the top machine. Terms available, phone for demonstration. £375 or close offer. Phone P. Renouf. Hailsham (0523) 844 820.

FALCON III. One year old. Good condition recent replacement parts, three coloured sail. Can be viewed on the South Downs. £325 O.N.O. Phil Wilson 5 Connaught Walk, Rayleigh, Essex. TEL. South-end-on-sea (0702) 526384.

FREE...FREE...FREE...FREE...FREE...
 Phone or write to me (editor) if you have anything to sell; don't do it at the last moment, let me know yesterday!

Why fliers flout a by-law

TAKEN FROM
EVENING
ARGUS
14th FEB
1978

HANG GLIDERMEN, armed with a letter from the Home Office, are still flying from Mill Hill, Shoreham, despite the by-law which bans the sport there.

They claim the letter gives them the legal go-ahead to use the hill and that Adur District Council's by-law covers only the area known as the pleasure ground.

According to the letter, an extended by-law must be made before any additional land acquired by the council can be covered by the ban on birdmen.

Clarified

Last September the council spent £2,000 on buying more land on Mill Hill from the Southern Water Authority. At the time councillors were urged to agree the purchase so the hang gliding ban could be enforced over the whole of Mill Hill.

SOUTHERN SCHOOL OF HANG GLIDING

SOUTHERN SCHOOL OF HANG GLIDING

11c DENMARK TERRACE. BRIGHTON, SUSSEX.

TELEPHONE BRIGHTON 25534

ASK FOR GRAHAM SLATER

TRAINING COURSES 7 DAYS A WEEK. 2 AND 4 DAY COURSES LEADING TO BHGA Cert. LEVELS SOUTHERN AGENTS FOR ELECTRAFLYER AND CHARGUS. TEST FLY THE VEGA 2. MIDAS E. NEW OLYMPUS OR THE CIRRUS RANGE. WE BUY AND SELL GLIDERS. SAVE MONEY ON OUR SECOND HAND STOCK OF NEARLY NEW GLIDERS. MACHINES ALWAYS AVAILABLE.

Now the hang glidermen insist this £2,000 land is outside the ban in the eyes of the Home Office.

It is understood the Home Office wrote to hang gliding representatives after they requested the position be clarified. The letter has been sent on to Shoreham police who in turn sent a copy to the council.

Adur's assistant secretary, Mr Roy Westbrook, said today: "I cannot add to any previous statements made by the council. But we are taking the matter up further with the Home Office."