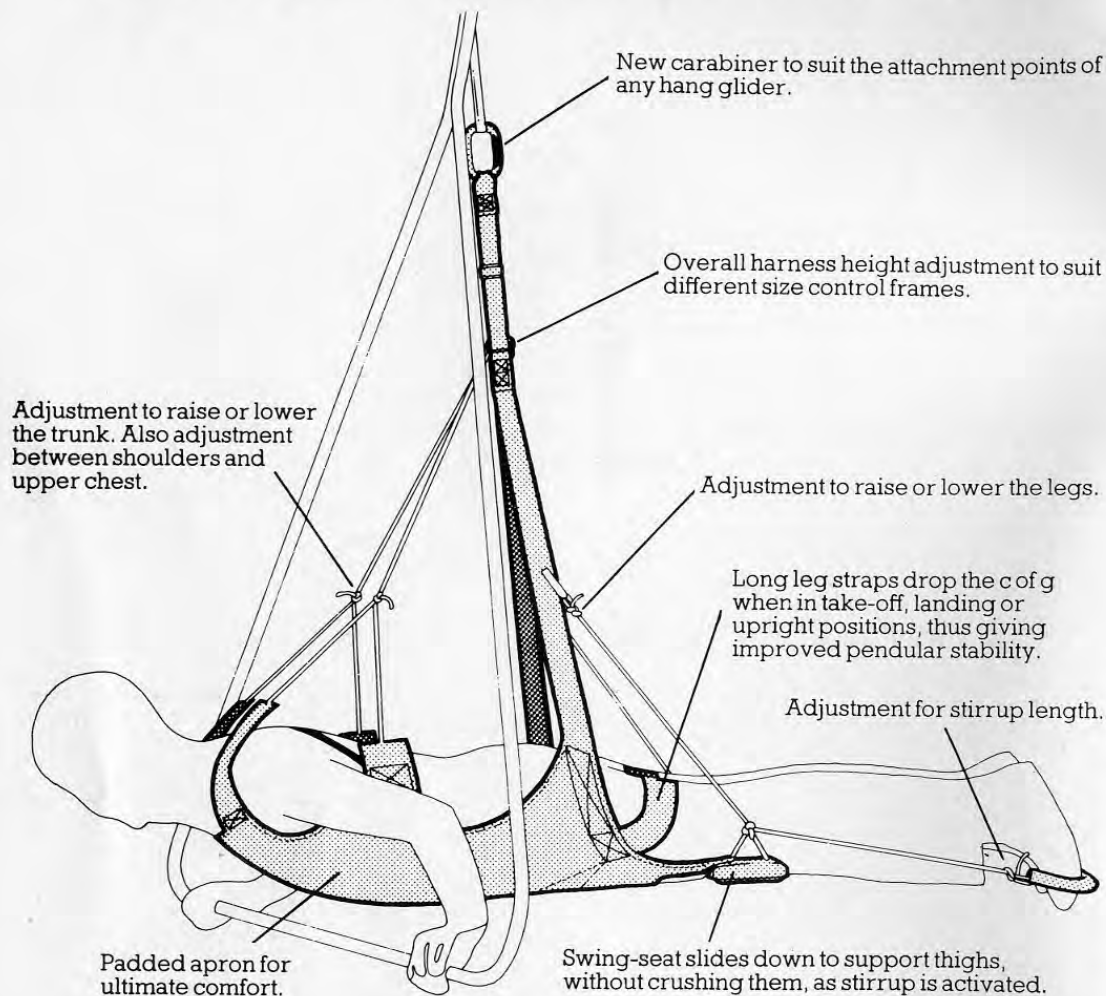


Wasp Gryphon

WINDS  **CK**



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



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

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



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



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Cover Photo by Eddie Horsfield

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Dale Clothier, Bill Newton, Paddy Munro

Editorial

The last two months have shown that the Southern Club contains the country's top flyers. At Mere at the beginning of September Tom Knight took third place in the timed precision event (two intermediate SHGC members - Pete Harris and Nick Grant tied for seventh place). Then at the European Champions at Kossen Johnny Carr was fifth out of 120 in Class 2 (the advanced Rogello) and in Class 3 the open, Mick Evans took second place.

After the League final in the middle of September, Keith Reynolds (Ren) emerged as the overall champion for 1978.

The real triumph came in the American Cup held a few weeks ago. Teams from the United States, Canada, Japan and Great Britain were battling to show who had the best gliders and pilots in the competition. Half of the British team

consisted of Southern flyers. Mick Maher, Mick Evans and Keith Reynolds flying Gryphons and Graham Slater with a Hiway Super Scorpion proved the point. Only one American pilot managed to reach the top seven. The individual results were as follows:

1st	Graham Slater	5th	Graham Hobson
2nd	Keith Reynolds	6th	Bob Calvert
3rd	Bob Bailey	7th	Mick Evans
4th	Daniel Pagan (US)	9th	Mick Maher

The British also walked away with the overall team event.

Dale Clothier has set a new SHGC cross country record; 19.6 miles flying a Super Scorpion from Devils Dyke to Friston (about 3 miles from Beachey Head).

Contributions to the magazine are at rock bottom at present - hence the delay in this month's issue.

SHGC XC RECORD

DALE CLOTHER FLYS 20 MILES

It was a midweek day on the Dyke with blue sky and developing cumulus. The usual haggling and bargaining took place with the Hiway management to get out flying and by tea break Franky and I had managed to buy ourselves a couple of hours flying by testing kites. This was soon done because as you all know Hiways always work first time. (That's a RAJ you owe me Boss!)

Anyway, at 12.30 I took off on my own kite for a last flight. I noticed Franky going over the back towards the traffic lights, but I was still too low to join him. A few minutes later a nice 500 up came through and, at 700' over the Hotel, I noticed the kites in front of the ridge start to fall out of the lift so I decided to carry on over the back and join Franky, with any luck I had enough height to make the traffic lights.

About $\frac{1}{2}$ mile back I lost the lift. I was just coast side of the road and noticed the cloud shadow on the ground was on the other side of the road so I headed for it, the sink became worse as I came over the shadow, it was then it dawned on me, that although I was over the shadow, I was not under the cloud due to the angle of the sun so I headed away again and went further coast side of the road and sure enough although now down to 500' the vario crept up through zero, 1 up 2 up 3 up and then started to drop, I turned back a bit for the best lift and started circling again. I made a mental note of my position relative to the shadow on the ground I was about $\frac{1}{4}$ mile coast side of it.

I wound myself up to 1200' in 3 up on approaching the traffic lights, occasionally the vario would start dropping off, a quick check on my cloud shadow told me every time where I was going wrong, whether circling back too fast, too slow, or falling out of either side. Nearly at the lights now and time to make a run for the landing area as the blob was taking me more and more coast side of the road. As the blob was fairly weak when I left, the sink was kind to me and I parked over the lights with 700' on board. There was Franky packing up, I'll just show off a bit and hoooley down. Hang on, a little tug at the harness, the vario crept up through zero again, my eyes immediately afixed on a familiar angle and sure enough $\frac{1}{4}$ mile inland a nice little cloud shadow on the ground. By the time the best of it came through (400 up) I was at 1000' above take off, still too low to risk crossing Brighton but I'll follow it back a little and leave enough height to get back.

1200', 1500' suddenly I realized I was committed, I was solely on the Vario now as my reliable cloud shadow was invisible against the houses, (at least I couldn't find it) so I quickly set up an imaginary line from the lights through me and beyond. I estimated the blobs coarse to be a straight line from the lights to a point between the two piers, all I had to do now was not out run it or circle back too slowly. I relaxed for a minute and enjoyed the view, how different it all looked, nothing seemed to be in the right place, there was the station, now where's my house? I took an imaginary drive down the roads to find it, suddenly that sinking feeling and getting worse 800' down on the vario and only half way across with 1700' on the ALT.

Panic stations, I turned immediately for the racehill and engaged top gear, 25 mph as I still had 6 to 8 down. 1200', 1000', at 900' the vario rose for an instant and then fell again, I was sure I wasn't going to make it with 8 down so I turned quickly into wind and waited, I chose a landing area in the Valley floor in case the sink persisted but steadily the needle rose to zero. I waited into wind in the hope it might rise further but no, as soon as it started to drop I 360'd back slowly staying in the zero sink, 800' on the ALT the race hill was now in range. I parked over the Hiway factory in the hope someone would see then circled back to the race hill, on arrival I decided to land in the football fields next to struck me that it may be a good thermal in it's gully, so I flew over it on my enough Wallop 500 up, I followed it back to do a few 360's around a cluster of they overhauled me in an upward direction. 1500' between the marina and Roedean. thought, I headed upwind and cross - spotted inland and to the east, my the blob and for a nasty moment going over the sea looking down wind the wrong way but the inland quite freely. I mile coast side of the cloud 800' I hit lift 500 up again 1700', near Rottingdean. to repeat this zig zag reach Newhaven 1000'.

At Newhaven I found shadow on the ground I headed for my usual half expected it to be an I hit bad sink on nearing to go with it, suddenly my eyeballs hit the bottom misfiring and the needle on I was concentrating on the the turbulence so much that on 1000 up, closer study of the 4000' and not 3000' and I missed excitement.

I was shaking with cold and the bar and indicated (4800ASL) I was still circling of the cloud. I pulled on and kept circling, I had 25 to 30 on the ASI and still couldn't get the vario needle down to zero. I pulled out over the coast and headed east towards Seaford through shortlived sink and bad turbulence. I couldn't see any more cloud shadows, but with nigh on 5 grand who cares about cloud shadows. At Seaford, I was down to 2700' and began caring about cloud shadows again, there was one lone one inland a bit, which got me back up to just over 3000' from there on I found no more shadows it was blue skies as smooth as quicksand and bearing the same properties, so it was max glide as far as I could get with one eye on the vario.

After passing Cuckmere Haven I picked out a landing field by the road near Friston. The vario hickupped at 400' and I greedily tried to ride it but no use it threw me out after two 360's a short burst on max glide again a quick turn into wind and I was down 20 miles as the crow flies (alright 19.6) and $1\frac{1}{2}$ hours in the air, with only $2\frac{3}{4}$ miles to Beachy.

To round off a perfect day, no sooner had I unclipped than Bazza's van appeared over the horizon with a bottle of champagne waving out of the window.



me and pick me up, still had 600' and sheepcote tip, it generator cooking away approach, sure and actually managed dandelion heads before I crossed the coast at That's far enough, I wind to cloud shadow I'd headway was slow on leaving I thought I'd made an error the cliff face facing into sink eased and I pulled headed for my usual spot $\frac{1}{4}$ shadow and sure enough with and back to the coast with The cloud pattern allowed me procedure 5 more times to alternating from 2000' to

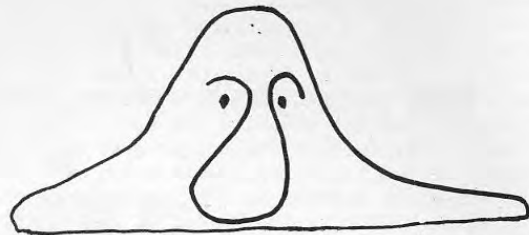
a much larger looking that was within range, position although I over developed dead thermal. the target with bad turbulence the vario hit the end peg and bar, up we went with ears 1200' up, 1500', 2000', 2500' shadow and trying to 360° in reaching 3000' still with Altimeter showed it was the passing of 3 grand in the

uprights were wet, at 4100' but going into the misty bottom

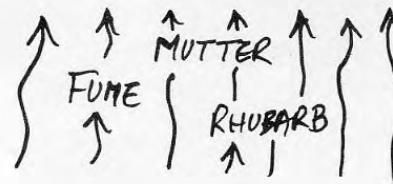
THE RETURN OF BLOB

THE GREAT WHITE KILLER THERMAL, CROP SPRAYING AT REASONABLE RATES

[BILL NEWTON]

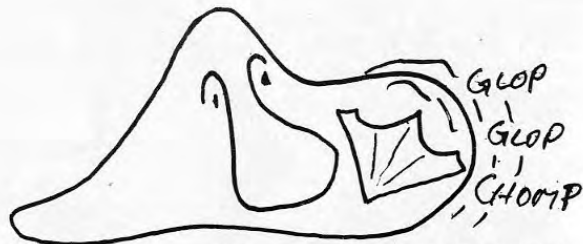


WELL, I THOUGHT I'D GET THE COMMERCIAL IN, IT'S A BAD TIME OF YEAR IN THE THERMAL BUSINESS



AND THE ONLY HOT AIR ABOUT IS RISING FROM AN ADUR DISTRICT COUNCIL MEETING DISCUSSING A BAN ON MARBLES TOURNAMENTS IN THE AREA

YOU GET THE ODD KITE TO EAT WITH A POINTED REAR SECTION



BUT ONE SWALLOWTAIL DOESN'T MAKE A SPRING

EVEN MY OLD MATE LEN TICKLER FINDS IT A BIT CHILLY

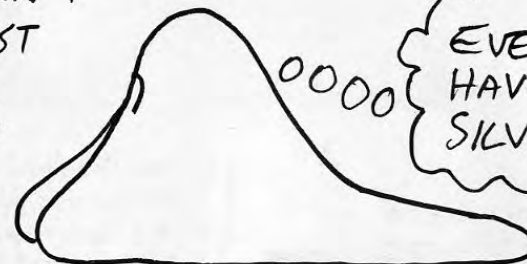


GIVE THEM A WAVE, LEN

THERE'S THE OCCASIONAL GRYPHON

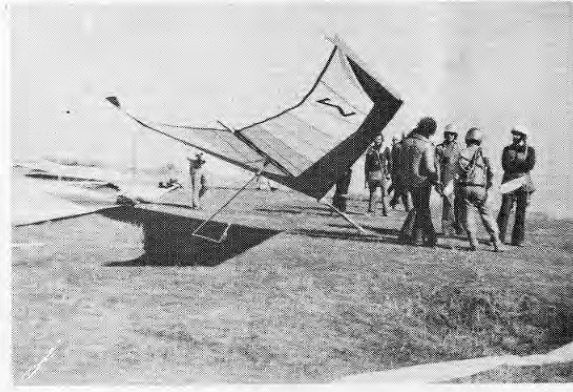
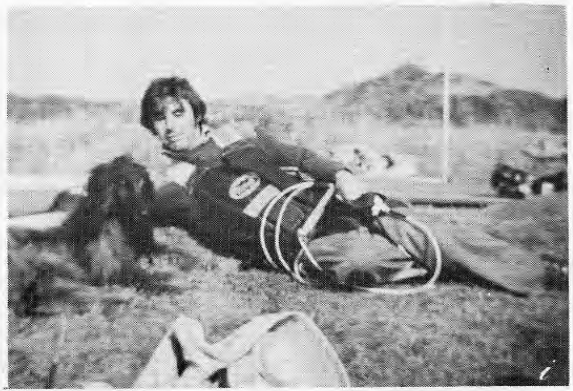
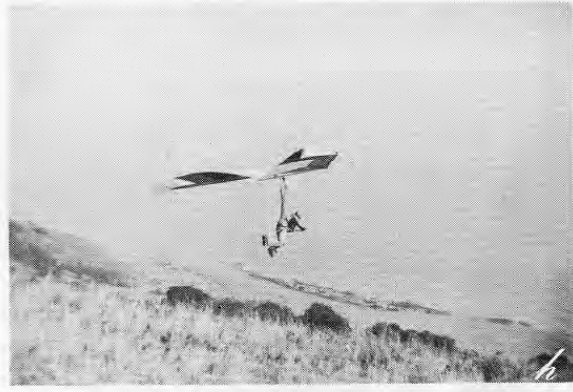
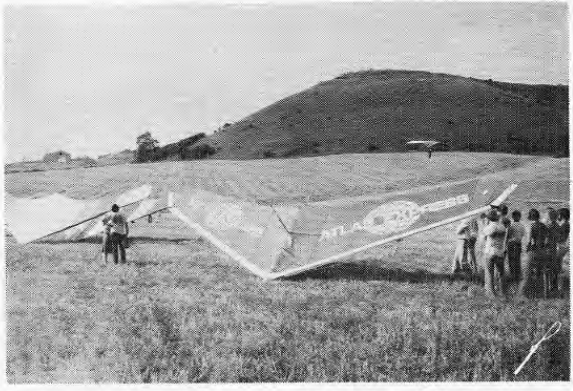


IN FACT I DON'T THINK I'D LAST THE WINTER WITHOUT MY THERMAL UNDERWEAR



EVERY CLOUD SHOULD HAVE A LONG JOHN SILVER LINING

GOVERNMENT HEALTH WARNING
IT IS DANGEROUS TO ATTEMPT PUNS SUCH AS ABOVE WITHOUT A SAFETY NET



- a) Paddy Monro in Norway.
- b) Multi Coloured Super Scorpion.
- c) Alan Weeks waits to fly a Super Scorpion.
- d) Tom Knight collecting his prizes.
- e) Dave Goepel flies Ian Grayland's Weapon.
- f) Atlas Express Glider at Mere.
- g) Hang Gliders joined by a motorized sail plane at Beachy.
- h) Dave Goepel flies Ian Grayland Weapon
- i) Dale Clothier SHFC Distance expert with his favourite girlfriend

- j) Ian Grayland's latest design of Glider Sigma
- k) B.J. Harrison and Super Scorpion at Beachy
- l) Eddie Horsfield at Mere (also took photos (F. D. B))



Norway & Advancement

BY PADDY MUNRO

I have been in Norway since June and after many months of flying off spectacular sights the main result has been - I am a hell of a lot fitter (every site in my home base of Bergen has between a 30 min. - 2 hour walk to the top) - and I have finally learnt how to take off in no wind. Below are a few of my best flights.

Are - 1,500 metres - After taking off from the top and thermalling up to cloudbase I saw a herd of forty to fifty snow-white reindeer just below the crest of a near-by mountain. After checking I could land on top I flew downwind of them and landed just out of sight. Then crawling along on all fours I quietly crept up until at a distance of ten feet they realised a foreigner had arrived. They stood still, magnificent with their antlers gently rubbing each other before quietly ambling off into the distance. I climbed back into my glider, took off and shadowed them for the next twenty minutes before hooking into a thermal to take me over to the next valley.

Vage Fly-In - 1,200 metres. Sixty to seventy pilots were there from Scandinavia, Europe, New Zealand and Australia. The Fly-In was held in this beautiful valley from 30th July to 6th August. On 31st July the atmospheric conditions were very strange. The wind was too strong until 14.00 and the air was misty and heavy. A thunderstorm was feared. The first to take off found lift which took him up to 2000 metres and by 18.00 there were about thirty pilots all floating about at 2000 metres. No thunderstorm but lift which had no regard to ridges, no relationship to thermals and lifted all who flew to a flight of their life-time. These strange conditions lasted until 21.00 and pilots were flying everywhere up and down the valley and behind the ridge, and those trying to get down even found it quite difficult.

Mount Dalsnibba to Geiranger - A 1,500 metre drop almost vertically down to the fjord village of Geiranger at sea-level. Spectacular scenic site. Ocean going liners make this a regular scenic stop-off and on this day a large Russian liner was getting ready to leave. The flight followed a plunging river through a chasm barely wide enough for the gliders to fit through and I managed to stay aloft over the anchored ship using the heat from its boilers! On landing ashore the ship let loose with three cannon shots, which reverberated around the fjord with an ear-splitting 'boom' and then sounded the fog-horn which echoed endlessly into the distance. I wondered then what my reception would have been if I had given in to my temptation to land on the sports deck!

I am running beginner and advanced courses and am travelling extensively in doing so. My main enjoyment between courses is flying virgins (mountains) and there are a lot of those. I am extending courses to Europe and England and am now writing to Southern Hang-glider Club members to encourage them to advance their flying. After flying in the Brighton area for a couple of years I am afraid I was rather surprised at the lack of advance of the majority of even the better pilots. They seem to get stuck and this is not good. I have never stopped learning and still am. This is the attraction and power of hang-glider and I find half my work over here is to make pilots realise they should ALWAYS be learning. Unfortunately hang-glider has a certain element of the unknown about it and at some stage in flying most pilots will come up against something unexpected, whether it be landing in the sea or on a hillside, being tipped up to 90° by a thermal or a gust induced stall straight after take-off. I am offering guidelines by which pilots can improve their flying and so be prepared for any unexpected situation that might occur.



ADVANCED COURSE

- 1) TAKE-OFFS. Students will be briefed on all take-off techniques they are liable to encounter.
 - (a) In Wind - Recognition of safe terrain and conditions for take-off.
Cliff take-offs.
Strong wind, take-off testing procedure.
General techniques for safe launching.
 - (b) No Wind - Alpine ramp take-offs.
Slight slope no wind take-offs.
Cliff take-offs.
- 2) STALL FAMILIARISATION - The stall will be demonstrated to the student. Then on radio contact they will be taught to familiarise themselves with the stall.
Gentle stall.
Holding near the stall.
Turning near the stall.
Gentle stall in 360.
Medium stall and recovery.
Medium stall turns.

Once the pilot is confident on his recognition of stall and recovery he will be taught:-

KEVIN COWIE FLYING IN NORWAY

- 3) SOARING & THERMALLING TECHNIQUES. This will be the most attractive part of the course as it teaches the pilot how to get the most performance out of himself, his glider and his flying sites.
Minimum sink turns - techniques for quick turns losing as little altitude as possible.
Minimum sink 360s.
Thermalling 360s.
Thermalling methods - most effective ways of recognising a possible glider carrying thermal and how to use it.
- 4) LANDING -
Top landing techniques - recognition of a safe top landing site; ways of landing exactly where one wants.
Bottom landings - Spot landing techniques.
Emergency hillside landing - very important and useful to know.
Taught by graduating the pilot from slight slopes to steep.

Pilots interested should write to Paddy Munro, c/o Olaf Eidevik, Ulven, 5200 Os, Norway.

COUNCIL AND THE DOWNS

In September, 1977, the council gave approval to its own policy statement for the Downs. Although this statement was far from specific, it did engender the hope that something worth while might be forthcoming.

Recently we have had the frustrating experience of the council's inability to make up its mind as to the future of hang gliding. Not far away, hang glider pilots are already using 120cc engines which are noisy, smelly and totally unsuited to use on the Downs.

If these are permitted at Beachy Head, the peace and tranquillity which is sought there will be gone for ever.

If the council is to implement the decisions contained in its own policy statement hang gliding must be banned for the activity violates five of the six clauses.

There is no wisdom in granting licensed use to the Southern Hang Gliding Club as this would surely prejudice the granting of a prohibitive by-law and, most important of all, there is no guarantee that the terms of the licence could be enforced by those to whom it was granted.

Earlier this year the chief officers reported on a proposal to declare Eastbourne's downland to be a nature reserve and this report stated that there was nothing to be gained by this.

—H. Comber, vice-president, Eastbourne Rambling Club, Kinfauns Avenue, Eastbourne.

Eastbourne Herald,
Saturday, October 14, 1978

TOWN HALL SPLIT OVER BEACHY HEAD BAN

THE Beachy Head hang gliding saga took another twist when Eastbourne Borough Council's tourism and leisure services committee voted not to go ahead with the proposed ban.

In a split 5-4 vote, the committee recommended the council to rescind its decision to press for a prohibitive by-law, and instead seek a permissive bylaw.

The decision came in the light of a letter from the Home Office stating that a decision on the requested ban could not be made until after the result of an appeal over a similar application at Shoreham.

Liberal leader Mr Maurice Skilton said he found the Home Office letter 'most annoying.' He said the coun-

cil should stick to its decision for the ban.

But Mr Mike Tunwell (Tory) said the only sure way of controlling hang gliding was a permissive bylaw.

'If we go for the prohibitive bylaw and we fail, then we will have no control over hang gliding at Beachy Head at all,' he said.

The committee voted 5-4 to recommend the council to abandon plans for a total ban, and instead press for a permissive bylaw and an agreement with the Southern Hang Gliding Club.

YOU'VE GOT IT WRONG, MR COMBER

I SHOULD like to reply, on behalf of the Southern Hang Gliding Club, to Mr Comber's letter.

The club has forbidden the use of powered hang gliders from all the Southern Hang Gliding Club's sites. Any powered hang gliding that does take place at present on the Downs is from non-club sites and with the land owner's permission.

The club would not allow any powered hang glider to fly from or around Beachy Head, should it become a club site.

Why is it said that the Southern Hang Gliding Club is incapable of enforcing the rules of a licence should it be granted? Each member pays £20 a year in order to fly from club sites. No club member would risk violating any rule which might put retaining the site in jeopardy.

Lord Gage allows us to fly under licence at Firtle. There are strict rules concerning the number of gliders. Parking restrictions are in operation; camping is not permitted; no beginner or flying schools can operate; take off and landings are restricted; fully paid-up club members only can fly.

Violation of any of these rules would result in a flyer being banned from the site.

As the application for the prohibitive by-law has been held up by the Home Office due to the question of its validity, surely the SHGC could be given the chance to prove that they are capable of flying under licence. Otherwise they will continue, uncontrolled, until the Home

Office reconsiders the council's by-law in, perhaps, a year's time.—Anna Blemings, committee member SHGC, Editor of Windsock, Timberyard Cottage, Herstmonceux.

Eastbourne Herald,
Saturday, October 21, 1978

HELP BAN GLIDING, BORO' ASKS GOW

EASTBOURNE Borough Council is to ask MP Mr Ian Gow to help it obtain a by-law banning hang gliding from Beachy Head.

The council voted on Monday to uphold decisions by the tourism and leisure and policy and resources committees to press on with its application for a prohibitive by-law.

The council also decided to ask Mr Gow to put pressure on the Home Office to grant the by-law.

The Home Office referred a previous application back to the council because there had been many objections to the proposal.

The council decided on a 15-10 vote to stick to its guns and seek Mr Gow's support.

Mr David Aitchison, Tory, said it was important for the council to use all the influence it could summon to obtain the ruling.

Eastbourne Gazette,
Wednesday, Oct. 18, 1978

Eastbourne Herald,
Saturday, Sept. 23, 1978



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NEW!!
ROMER HELMETS
(MADE BY BRIEFIX)
NOW IN STOCK AT £18

Airmail

Small Ads

Dear Anna,
 Congratulations on your success in getting the womenfolk to speak up. Except on a lovely day, the hill is not a civilized place to bring your bird. Some flyers attempt it a few times, then start coming alone. I think Judy Reynolds attempt to become part of the scene was brave. Flyers should appreciate the contribution she has tried to make. By her choice of images, comparing the chalets to army huts, for instance, it is obvious she did not want to sting people just make them think what made her feel like that. It is a very rare bird would bother. I expect she was very disappointed after the reaction last month, which completely missed the point, coming from somebody with a kite there.

BARRIE ANNETTE : 116 COLNE ROAD, TWICKENHAM.

MANUFACTURERS GUSTS

Wasp Air have launched a new range of aircraft since May, the Gryphon's now revamped and available in two sizes and flying modes - prone and supine. We have slightly reduced the size of the original Gryphon, altered cambers and generally tidied it up and it is now called the G160. For the heavier pilot we have introduced the G180, a larger wingspan derivative of the G160 and at Kossen we had very good results. To compliment the range, the Falcon III has been replaced with the Falcon V, and brought up to date. Basically it's a very easy handling machine and what the punters want.

BARRY BOURNE.

FIREFLY (SCOTKITES) Intermediate 1 year old. White, red, and yellow fully battened sail. Always carefully flown, never crashed. Fair price under £190, seated harness also. For demo Thames Valley, Brighton or Dunstable
 TELEPHONE: 01.953.7411(day) or 01.722.9652.

LARGE XC, Wills sail, the perfectly balanced XC version, very light to handle. At 10½ stone I found it a bit of a handful, just, but I would not have minded if I could have got the best out of it. It needs a heavy pilot to camber the sail properly. £500 for quick sale. Barrie Annette.
 TELEPHONE: 01.894.6374.

HIWAY 220 Seated harness plus bag. £100. Good condition. Many soaring flights enjoyed on this glider. Excellent start for Pilot 1 / E.P.C. holder to gain experience.
 TELEPHONE: Horley 71601 (day) Ask for Adrian Whitmarsh.

SK SUPER 2 Australian design. High Performance glider that lives on top. Contact Kevin Cowie at HIWAY.
 TELEPHONE: Brighton 681278.

21ft. CLOUDBASE DELUXE. Excellent condition with superb sail. Beautiful flyer; one of the best produced. Bargain price: £250.
 TELEPHONE: Brighton 503783 (Chris Hartfield)

SCORPIAN A FOR SALE. Very good condition, warm sail colours, good handling and performance. Ideal for pilots up to 10½ stone. £300.
 TELEPHONE: Clive Betts at Brighton 681278 or 25258 any time.

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APPLICATIONS

Name Address

..... Tel No

MEMBERSHIP £5.00 Signature Date

I agree to abide by the rules of the club

Flying Membership/Glider Registration (Note, this costs an additional £15.00)

NB:—Any person wishing to fly a hang glider on sites controlled by SHGC must possess either personal flying membership or a glider registration covering his machine. A sticker will be issued by the Treasurer to denote payment: this must be displayed when flying. All British nationals and permanent UK residents flying SHGC sites must be BHGA members and EPC holders. Glider registration will only be issued for BHGA registered or approved gliders: each pilot in a syndicate must either hold SHGC membership or be covered by a group Affiliation.

Flying Membership	OR	Glider Registration
Name _____		Make _____
BHGA No _____		Model _____
EPC Date _____		Serial No _____
Signature _____		Sail Colours _____
Date _____		Pilots _____

As all memberships start on November 1st of each year, the following table will enable new members to work out their subscriptions for joining the Club at any time during the year.

(joining before)	Nov 1	Dec 1	Jan 1	Feb 1	Mar 1	Apr 1	May 1	Jun 1	Jul 1	Aug 1	Sep 1	Oct 1
Membership	5.00	4.51	4.10	3.69	3.28	2.87	2.46	2.05	1.64	1.23	0.82	0.41
Flying membership or glider registration (additional)	15.00	13.75	12.50	11.25	10.00	8.75	7.50	6.25	5.00	3.75	2.50	1.25
Total	20.00	18.26	16.60	14.94	13.28	11.62	9.96	8.30	6.64	4.98	3.32	1.66

Please send me	Number Required	Total Cost
Cloth badges 60p each
Vinyl badges for windscreen 20p each
Vinyl badges for helmets 20p each

When completed please post to the Treasurer

Peter Day, 31 Christchurch Gardens, Epsom, Surrey