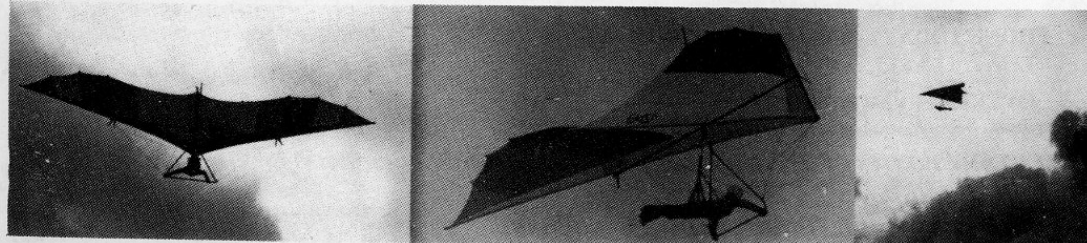


The Wasp Gryphon III

Developed from Miles Handley's brilliant original concept is Gryphon III, a unique hybrid hang glider which embodies the best features of both flexwing and rigid wing types. The cable braced airframe has meant the elimination of crossbooms together with their attendant drag, weight and rigging penalties.

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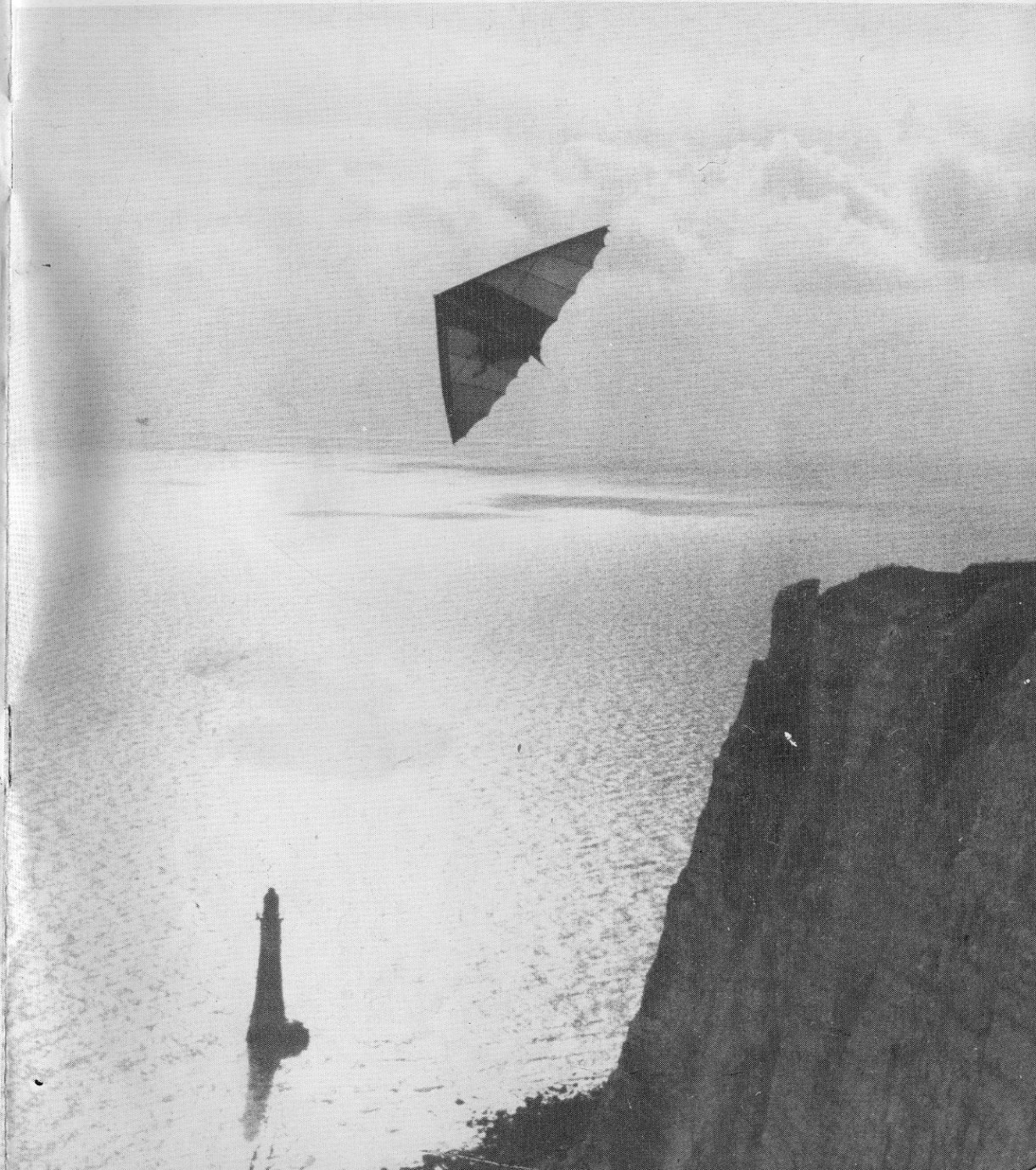


Waspair Limited, Restmor Way, Hackbridge Road, Wallington, Surrey, SM6 7AH. Telephone 01-647 4343/4/

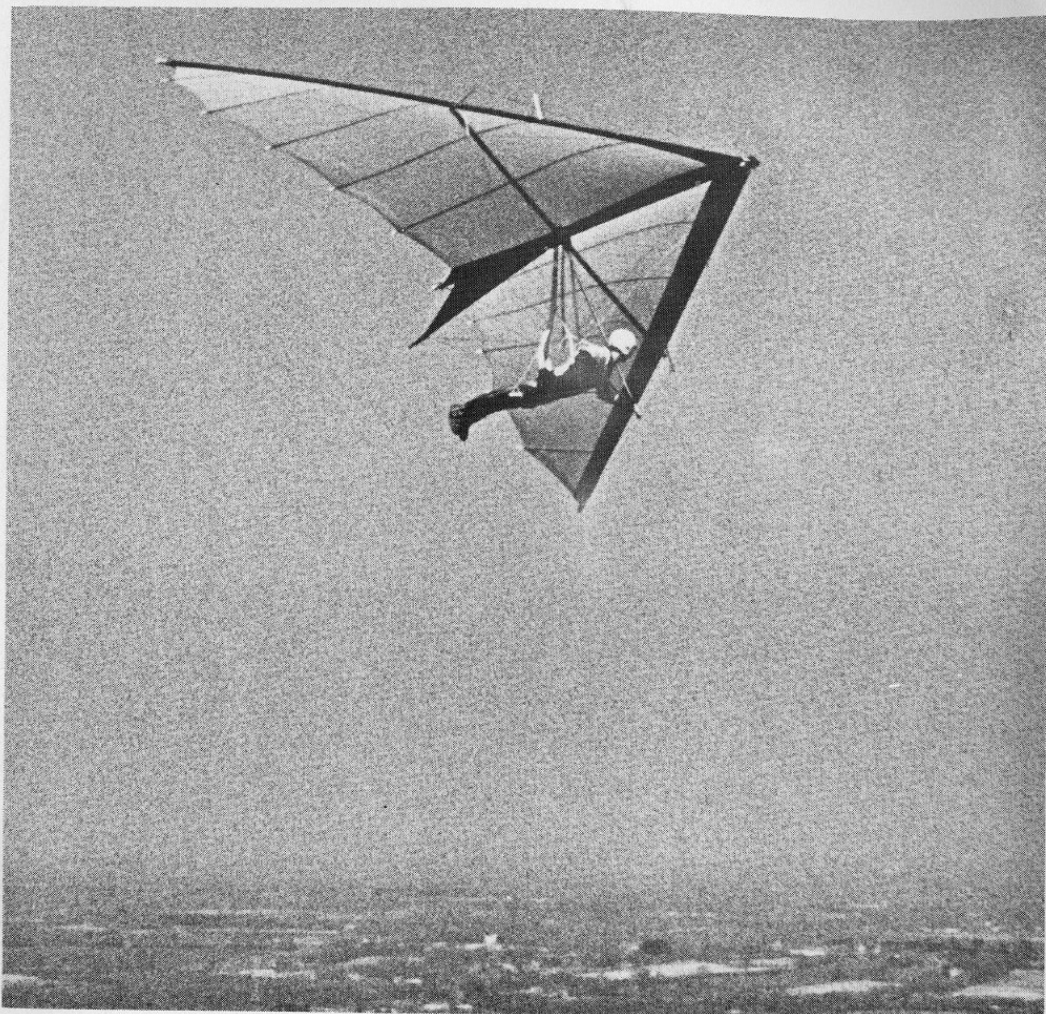
WINDSOCK

SOUTHERN HANG GLIDING CLUB

MARCH 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.

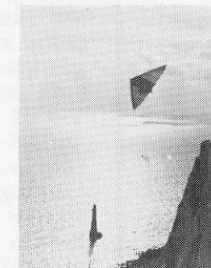
Hiway believe that a glider with a superb all-round capability, gives you more flying time and better value for money.

Scorpion does just that.



Hiway Hang Gliders, 27/35 Bernard Road, Brighton BN2 3ER. Phone: Brighton (0273) 681278.

WINDSOCK



Cover

A beautiful study of hang gliding at Beachy Head

Pilot Kevin Cowie

Photo by Annie Goodwin

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Johnny Carr

Editorial



Saturday 12th. March. A day for some to remember. Why? because of their infringement of the byelaw governing flying at Mill Hill.

'Those flying were not attempting to Provocatively contravene this byelaw.' (?) They flew because their current knowledge of the restricted area governed by this law, combined with the map also showing the restricted area (Jan Windssock) led them to believe that they were within the Law; They were not.

A letter received by the Clubs Solicitors on March 7th. 1978 advised them that a mistake had been made, and that the previous plan showing the restricted area was wrong. (Radical error and to our cost) I quote an extract from this letter:- I have been informed that this plan (which was supplied by the Adur District Council at the Inquiry) was inadvertently taken from their files at that time in

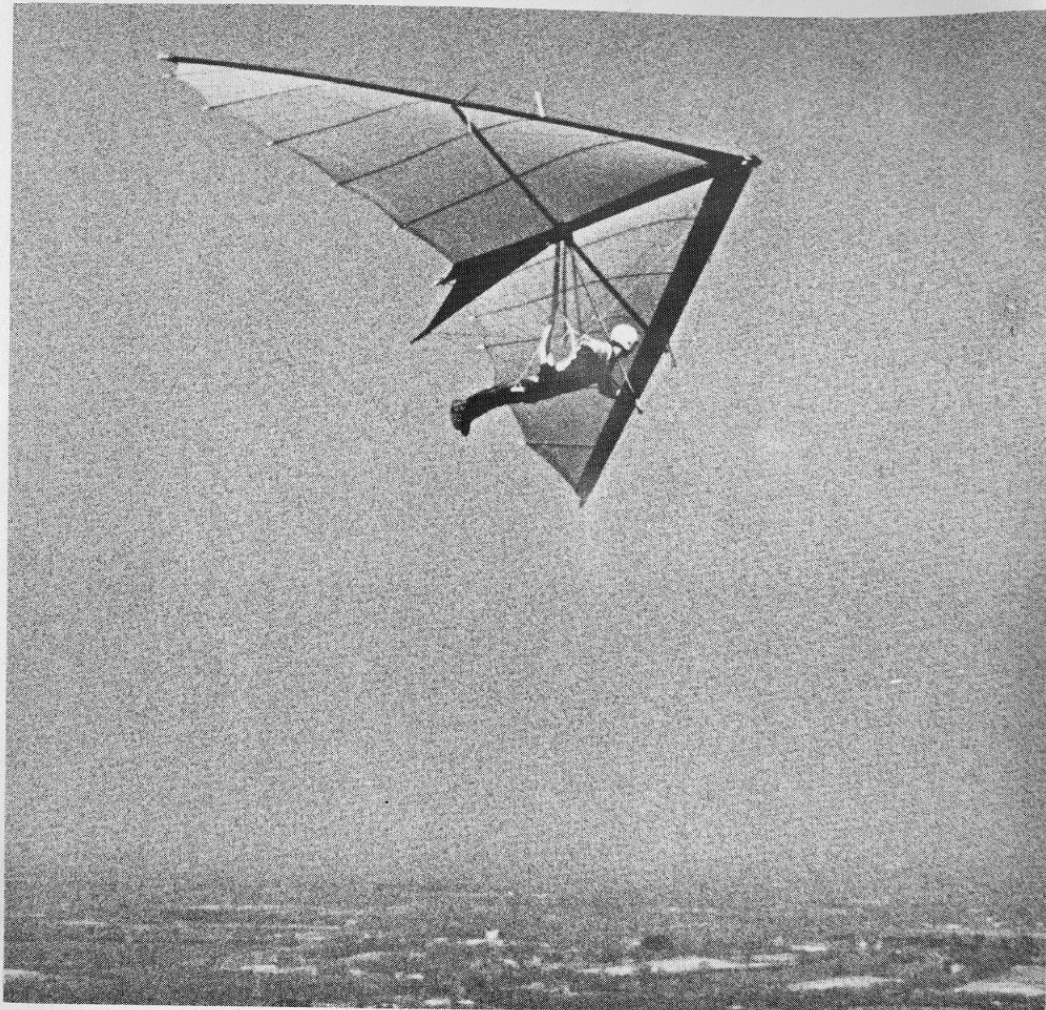
place of the correct plan and that a revised plan of the Mill Hill pleasure ground showing the true southern boundary plotted in accordance with the deeds of those held by the Council on 26 Sept 1977..... I am sorry if my letter of 22nd. December 1977 had been misleading but at the time we were unaware that Adur District Council had submitted the wrong plan at the Inquiry or that they had taken steps to regularise the situation

A revised plan was sent and showed the boundary of the Pleasure Ground (restricted area) to be 125 yds approx. further South and identified by three posts (approx 2' high) running in a Westerly line.

Members are advised not to fly Mill Hill.

On the same day Ray Sigrist and Brian Harrison each claimed a model glider, the models were seen to disintegrate on impact with their machines. I'm sure both pilots are apologetic for the damage done to the radio controlled models!!!

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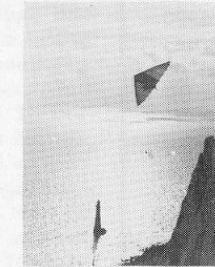
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BEACHY HEAD * ESE - SSW *

THE BOWL (ESE - SSE): A very nice smooth bowl, excellent ridge lift, but a coastal site with little thermal potential. Take-off in front of Coastguard building. Top landings ONLY AT NORTH END - beware of rotors here, or at least wind-shear in strong winds. Bottom landings in field. No hazard to speak of, but the "beach cliff" is 60ft. high and a R***** to climb up, so don't land on the beach unless you have to.

THE CLIFFS (SSE - SSW): Very high cliffs. Take-off in bowl South of coastguard building. Usually good lift, sometimes better in light winds, but can unpredictably become turbulent. 5 mile run to Cuckmere Haven on the right day possible. **HAZARDS:-** Take-off is over a cliff, and there is no room to get it wrong; no bottom landings at high tide, and no access for rescuers either, so if you go down you're in serious danger of drowning, unless you manage to scrape around the SE corner and land on the beach; very bad rotors behind the cliff edge at all times.

The whole site is owned by Eastbourne Council who don't want Hang Gliding there, but at the time of writing have't got round to passing a byelaw (yet).

SEAFORD CLIFFS * SW - S *

Sheer cliff take-off and no bottom landing at high tide makes this a very difficult and dangerous site. Very strong rotors behind cliffs at all times. Good smooth lift, and a two mile cliff run possible. Beware the fact that the cliffs turn South as you go along in an Easterly direction, if you go too far and the wind's off to the West, you may not get back. Beach landing only just possible if you're lucky, but this a site to treat with great RESPECT.

STEYNING BOWL * E - SSE *

Site of the first UK Hang Gliding Championships. A very deep bowl and valley, with about 100ft. vertical. Not much, but useable in light winds. Ideal for beginners and test flights, soaring possible but turbulent in high winds.

DEVILS DYKE * WNW - NE *

NNW and NE bowls, and a NW ridge. SHGC's prime site, if it's working you usually get good ridge and thermic lift. **HAZARDS:-** (1) 100ft transmitter mast on top of the hotel. (2) Power lines beyond the NE side of the big bowl obstruct the run to Truleigh Hill. Don't attempt top landings near to the hotel - use the field to the South of the fence at the top. Bottom landings only in field to the hill side of the road and below the NW face. Roads top and bottom, pubs top and bottom, what more could you want?

DITCHLING BEACON * N - ENE *

NE bowl, N ridge. In NE winds, take-off point is near car park, on National Trust property which they have't given permission for. In North winds, take-off is on private land West of the car park, a small walk. Ditchling can be difficult and turbulent to fly. Excellent thermal and ridge lift, a 3 mile ridge run is easy in NE winds, but NO BOTTOM LANDINGS except in the fields to the West of the road to the village, which are out of sight of the car park take-off area, and quite a distance away.

NEW TIMBER HILL * W - NW *

A new site for SHGC this has't been flown much. Can be seen from the Dyke, looking East. No flying there until the Negotiations are completed. There is no adequate car access or parking. This site is expected to have good ridge and thermal lift, but little scope - as it is only 1/2 mile long.

MILL HILL * SSW - W *

You are advised not to fly this site because of the possible infringement of a byelaw which prohibits flying there. Should you choose to - read on.

Probably the most famous Hang Gliding Hill anywhere. A SW ridge with excellent thermal and ridge lift for such a small site. Most of the hill is covered by a Byelaw prohibiting hang gliding. It is possible to get off legally at the Southern end and overfly the main bit. Landings on top in this area are VERY tricky, and bottom landings must be on the green bit to the South of the field below, beware of turbulence. Many and varied hazards.

ULRICH HOLZER AND RUTH HASS, FLYING INSTRUCTORS FROM SWITZERLAND ULRICH JOINED THE SHGC IN MARCH AND HOPEFULLY WILL KEEP US IN TOUCH WITH THE FLYING SCENE THERE.



Ulrich's english fortunately was good enough to give me a brief account of Hang Gliding in Switzerland. there are approximately 2000 pilots distributed among some 30 clubs, and the majority of the flying is from mountains, they experience very little ridge soaring or thermal flying. Some sites are accesable by road others by cable cars adapted to take gliders.

The sport Ulrich says in his country is rigidly and tightly controlled failure to observe rules often results in fines - up to £25 and enforced by the police.

A beginner must register with a flying school and is not allow to fly without their guidance or until they have taken the equivalent of our pilots certificate; to gain this they have to undergo a test, they must perform 360° & 180° turns and spot land. They are not expected to top land or soar, the theory test is similar to our own. The pilot is required to fly the test course sucessfully two out of three attempts to gain the licence. This licence allows flying on all registered sites and must be produced on demand, the licence carries the pilots photo making abuse of the system difficult.

A rule on many of their sites limits the altitude gain to 150m. and forward projection from the take-off point also to 150m. This is to avoid infringement of aircraft flying lanes and space. Higher altitude soaring is only allowed on sites that conventional gliders use.

Visiting flyers would experience some difficulty in Switzerland unless they first contact a flying school to gain their permission and support.

CHRIS BARTRAM a recent member to the Southern Hang Gliding Club. Chris's address is - YMCA 28 Wellerly Road, Croydon, Surrey.

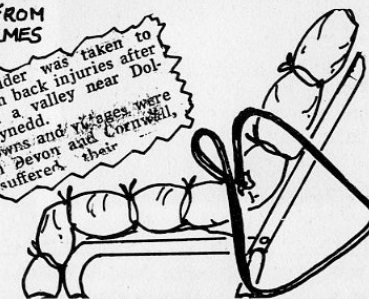
Chris started Hang Gliding in June of last year, He obtained the relevant information from the Exchange and Mart, joined the BHGA and went onto gain his elementary pilots certificate. Chris describes himself as a "Super Nonk" and fly's a Wasp CB 240 which he borrows. He has just recently started exploring other hills, although not always with the intention of flying; his motto is 'LOOK BEFORE YOU LEAP'

His other interests include: Squash, Backgammon, and hiking, also collects old clocks and would be interested to hear from other members who have similar interests.

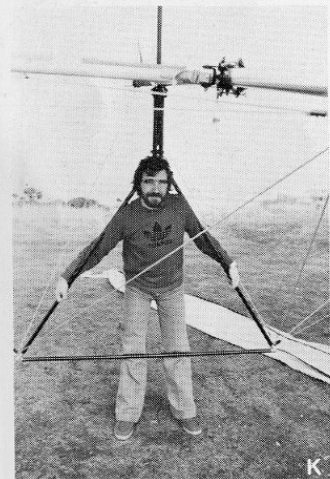
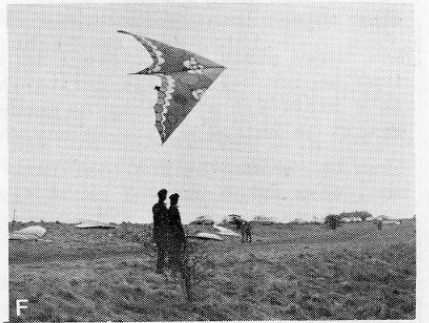
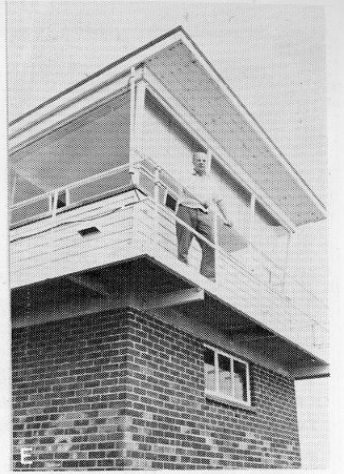


TAKEN FROM SUNDAY TIMES 19th FEB.

A hang-glider was taken to hospital with back injuries after crashing in a valley near Dolegellau, Gwynedd. Most towns and villages were cut off in Devon and Cornwall, their residents suffered.



For those wishing to correspond with Ulrich his address is - DELTA - SCHULE BASEL Im GWIDEM 11 4147 AESCH.



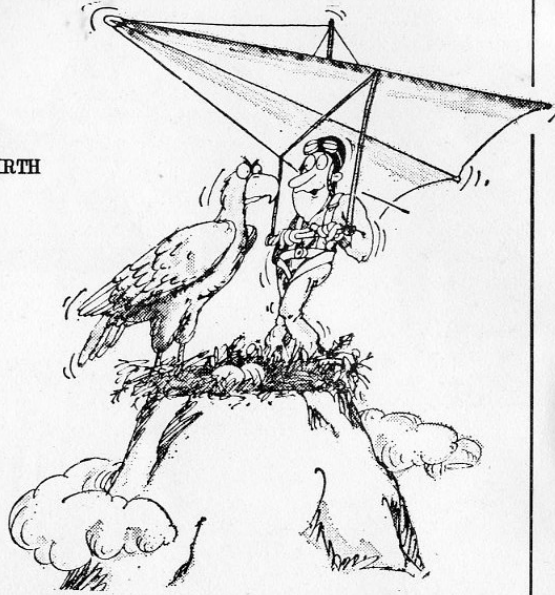
A. Flight Simulation by Dizzy & Frankie
 B. Brian Wood, Jan & Neil Hardinger
 C. Mick the Brick(y), Mick won the last league
 D. Frankie Taragani & Eric Short Fresh back from Australia
 E. Pip Piper one of our friendly Newhaven Coastguards
 F. Bob Wisely buzzing the Police
 G. Brian Edmeades

H. The Booking of Wisely
 I. Ren with admiring audience
 J. Colin Wills & Eddie Horsefield
 K. Malcom Honeychurch
 L. Chas seated as usual
 M. Young Woody's top of the stack
 N. Ray Sigrist Booked for flying Mill Hill by PC 564
 O. Alan Weeks
 P. Barry BATeMAN
 Q. Malcom Honeywindchurchsock



fancy it!

BY ALAN FIRTH



Huddled alone behind the summit Cairn of Snowdon at 4.00 pm one September Saturday with only my Sunspot for company (still in the bag as the wind blew ENE at 50 kts just as RAF Valley said it would). I reflected on how little help had been forthcoming during the last six hours.

First the Snowdon Railway was closed. An employee happily informed me that they didn't take hang gliders anyway! Perhaps they object to single tickets.

The three pints of Robinsons in the Vaynol Arms became a liability during the climb - it's difficult attending to necessities whilst balancing a kite on one shoulder.

Then there was the National Park Warden who, when asked where I could fly, swept a generous arm around 838 square miles of mountains and said "Take your pick lad"

Finally, my favourite sites are those where I can drive a car to the top and take-off within 50 yards of the car park. The memory of the last four hours carrying a 50 lb plus 22 ft. long kite up the Miners' Track, solo, some 3 miles and about 2,400 ft. vertical height gain, was painful in the extreme.

Anyhow, here I was on Snowdon again, I've climbed the mountain many times in both summer and winter and know all the faces and ridges. But lost I certainly was because I'd never dreamt of working out a flight path from its summit before. This I now did with the aid of compass, Ordnance survey map and visual observation. Eventually the icy 50 knot wind persuaded me that even Youngers Tartan at the Pen-y-Gwryd was better than staying here so I ran down and 1½ hours later was downing the first.

That evening was not relaxing. Despite a few more Robinsons in Beddgelert I couldn't help wondering what tomorrow would bring. I thought the Sunspot would be safe overnight and I didn't think anyone would fly it down before I got there in the morning. What concerned me was could I do it? I had vivid memories of my first attempts at nil wind take-offs

at Steyning just eleven months previously under the watchful eye of Tom Knight which resulted in the first man-powered ploughing of the Downs! On Snowdon with a 2000' drop I needed to get it right first time.

Sunday morning eventually came with blue skies and a forecast of ENE 20 knots at 5000' and a promise of no low-flying choppers or Buccaneers. So back up Snowdon for me!

Arrived at 12.00 noon just as the cafe should be opening - I needed a couple of pints of courage - What a hope, the pubs in Gwynedd close on Sunday. So, with no other excuses readily coming to mind I rigged the kite. Helpers soon appeared and soon there was a gallery of about 50 spectators. Adjusted altimeter to 3560'; at least three pre-flight checks, and then carried the kite to the edge.

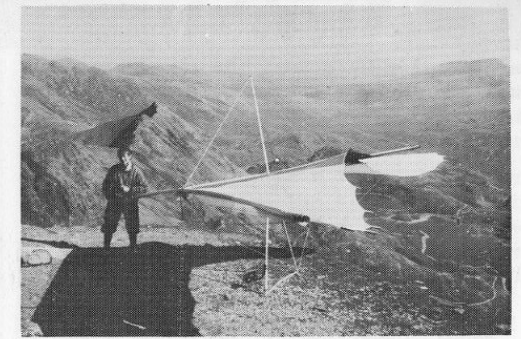
The take-off was perfect and in seconds I could look down to Glaslyn 2000' below. But no lift! Tacked right to try and soar the cliffs of Lliwedd 2947' a mile a way. The altimeter was going round like a mad thing showing sink, sink, sink.

I reached Lliwedd with the altimeter reading 2750' i.e. 200' below its summit. At this point instead of going in front of the cliff looking for lift my nerve gave out and I turned and ran down wind along the Watkin path!

Minutes later I realised that flying mountains in 20 knot winds isn't funny. The turbulence became horrific. I was about 1000' above ground being buffeted to hell. I said a quick prayer to the Angel Gabriels, put on speed and flew through it.

This wasn't all. The following wind suddenly became a headwind as it came round the other side of Lliwedd and I was dropping like a stone with no flat land in sight. Further ahead there was a steep drop in the land and I reckoned that if I could get past that I could easily fly down to the Beddgelert valley. Unfortunately I met more turbulence and then just below I noticed a small field by a ruined cottage. A few steep turns, a nasty approach over a 3ft. high slate "fence", an uphill, downwind landing among scattering sheep and I was down - 10 mins. after take-off.

No cheering crowds, no walkers admiring the "skill" of my landing. Just sheep and birds, and the silent ruins of Plaswllan. So, still ½ mile and 400' above the nearest road I packed up the kite and on aching shoulders carried it the rest of the way down.



Sunspot on Snowdon Behind Crib God

Was it worth it? Definitely. But next time.....

The flight was done with assistance from the AA Guide, Good Beer Guide, Good Food Guide, Climbers Guide.....But not the BHGA. Why not a BHGA National Sites Guide? If they need an example of how to do it ask the Cumbrian HGC - their's is superb, even if their weather isn't.



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Airmail

Dear Ed: I'm sure that the suggestions mentioned in this letter have been offered many times before but for my own peace of mind I would value your comments.

Firstly how about a National BHGA directory which would serve not only as valuable reference material but would also encourage the intergration of the sport in this country. The breakdown might be something on these lines:

1. BHGA: Constitution, policies, annual report etc.
2. DEFINITIVE ARTICLES ON FLYING: Safety, reading the weather, going prone, behaviour of air currents etc.
3. SITES: Reproductions of O.S. maps, showing take-off and landing areas, flyable wind directions, restrictions, cross-country routes, weather forecast phone number etc.
4. CLUBS: Their publications, membership details, events etc.
5. SCHOOLS: Details of courses, staff etc.

6. MANUFACTURERS & THEIR AGENTS: This might also include a glider index illustrated by plans and elevations of all gliders as well as their performance specifications.

7. ADVERTISING.

Such a marathon of compilation could be updated each year by a supplement, reprinting the whole directory only when thought necessary.

Secondly how about more graduations of pilot achievement to cater particularly for the more intermediate flyers if only to resolve the unsatisfactory 'them' and 'us' relationship that exists at the moment.

CHARLES GRIFFIN. Candles Copse. Cranleigh, Surrey.

Ed: An epic task for someone with eight days to their week, but sure to be a best-seller amongst the flyers. I suggest you send this letter to WINGS! editor, further suggesting that the BHGA offer support and finance for its compilation.

WILL DAVE (THE PHOTOGRAPHER) PLEASE CONTACT MAC (THE SST) AT 01 684 4614

Small Ads

WASP 201 STANDARD ROGALLO - ideal for light bloke (9 - 10 stone) or girl. Excellent condition: Black and gold sail. Prone / Seated control bar. £100 O.N.O. Contact 0634 62685 after 8!

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IT IS WITH SADNESS THAT WE LEARN OF THE DEATH OF A HANG GLIDER PILOT.

COLIN BISSETT FLYING AT AVIMORE IN THE CAIRNGORNS SCOTLAND TOOK OFF FROM THE TOP SKI STATION; FLYING AN SST SEATED WITH SKIS, WAS SEEN TO PART COMPANY FROM HIS GLIDER AT ABOUT 400ft. AND FALL TO HIS DEATH. THE ACCIDENT HAPPENED ON THE 7th MARCH.

THE OBVIOUS MESSAGE TO ALL MEMBERS IS TO ENSURE THAT YOUR HARNESS AND SUSPENSION SYSTEM IS BEYOND REPROACH. DON'T ALLOW YOURSELF OR OTHERS TO "SAY IT WILL DO" OR "ITS GOOD ENOUGH"

Three blind mice

COULD THEY NOT SEE WHAT THEY ARE DOING
Paul Edkins Barry Annette Mike Robertson

THESE THREE PILOTS HAVE NO EXCUSE FOR THEIR INFRINGEMENT OF THE FIRLE SITE FLYING RULES. ALL THREE WERE SEEN TO BOTTOM LAND IN THE FIELD THAT WE HAVE BEEN SPECIFICALLY ASKED NOT TOO. ALL THREE HAVE THE ABILITY TO SPOT LAND THEIR MACHINES THE RIDGE SIDE OF THE FENCE BUT CHOSE NOT TOO. PAUL EDKINS ALSO ATTEMPTED TO TAKE-OFF FROM THE CAR PARK - CAN HE NOT READ?

PLEASE MIKE, BARRY, PAUL READ THE SITE RULES OR YOU WILL LOOSE US THIS SITE.

COMMITTEE SHGC.

The cover of your copy at the New Year, showed some pilots-on the ground I fear, and in your haste to go to print, not all were named - missed me I think, I was 12 my names below, although number 4 I do not know, but for number 11 the mystery's gone, for he was taught by one Dereck Bond.

ROGER KING WEYBRIDGE SURREY.

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