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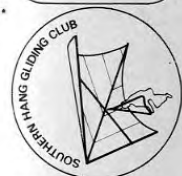
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(ISSUE 6)

WINDSOCK

'Magazine of the Southern Hang Gliding Club'.

Cover

Eddie Horsfield on his Cyclone

Committee

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News

Tony Maclaren has recently informed the Committee that the Adur District Council's appeal of the Mill Hill byelaw is now unlikely to be held for at least another eighteen months. This means that club members can continue to fly this site without fear of prosecution. It also means that the Home Office will not consider similar byelaws until the appeal has been heard. The delay will allow the B.H.G.A's "Central Fighting Fund" to establish itself and ensure that adequate funds are available to help fight the case. Vince Hallam who has recently set up the Sussex College of Hang Gliding has offered the club substantial financial assistance with the case which was gratefully acknowledged.

The loan obtained from the B.H.G.A. to help pay the rent for Steyning

Bowl for one year has almost been repaid. Money still coming in will go towards next year's rent.

The Committee have decided to approach Adur District Council to see if new negotiations for the site can be entered into. We also hope that a reduction in the fees paid for Firle Beacon may be negotiated.

Johnny Carr, Lester Kruse, Keith Reynolds and Graham Slater were amongst the British team sent to Chattanooga to defend this year's American Cup. It is hoped to have a full report of that and the American Masters that Johnny attended in next month's issue.

Articles and black and white photographs for publication in the magazine are urgently required.

Chairman's letter

Imagine yourself in a bedroom with twenty cats. Nice, inoffensive, harmless animals. They'd be miaowing, fighting, running round the room - you'd have to keep the door closed to stop them getting away. Now, approach the nearest cat, pat it gently, pick it up, open the window and **DROP IT OUT!**

Repeat with the other 19. The results of this little experiment might be interesting. Eighteen of the unfortunate moggies will streak into the bushes with nothing worse than sore feet and an undying hatred of human beings. One will limp away on three legs, having broken the other. You'll have to get the vet to fix it up, but after a while it'll be as good as new. However, if you drop twenty cats twenty feet, the odds are that on at least one occasion there will be a sickening "splat!" from below, and you'll have to go out there with a shovel and get the bits up.

What's the point of this rather unpleasant little fable? Well, it's just that in the course of an average month's flying approximately twenty nine, inoffensive, harmless human beings drop themselves about twenty feet or so onto hard, unyielding hillsides, with fairly predictable results. Most of them pick themselves up, pick the bits of grass out of their teeth, and are back in the air very soon. Others are carted away in ambulances to be fixed up by the medical profession - they will be back, sooner or later.

But, once in a while, a human being drops himself a bit awkwardly - doesn't put his feet down, to take the shock. Or just falls too far and too fast to make any difference. Then, you get a human being who is either dead, or irreparably damaged. We have had two of these in Sussex recently. Rod Surrage stalled his Cyclone into the top of Devil's Dyke early in September. John Karoti crashed his Gryphon by stalling on his landing approach at Steyning Bowl on September 30. Both these unfortunate people face the prospect of permanent total disablement.

Permanent. Total. Disablement. Just think about those words. Permanent - like forever. A life sentence.

Medicine, doctors, hospitals can keep you alive - they can't heal you. A broken spinal cord doesn't regenerate itself like a broken bone.

Total. Like complete. You have to be waited on hand and foot for the rest of your life. Your horizons shrink to the size of a bedroom - or the distance you can cover in a wheelchair. Disabled people have terrible difficulties just getting around, never mind earning a living. Chris Corston told me recently it takes him **FOUR HOURS** from waking up to get dressed in the morning, and he has the full use of his arms.

Think about this next time you take off. You've bent your uprights. You've stalled into the hill. You've been a gnat's whisker away from permanent total disablement too. We all have.

The only acceptable way to fly is to aim for **TOTAL SAFETY**. All the time. If you have any flight which ends with damage to your aircraft, no matter how slight, it's a sign that at some point things were out of your control. It was all down to the Great Dice Shaker in the Sky to decide whether you walked away from the resulting mess, or whether you were carried away, never to walk anywhere again.

FOR SALE

ANTI TUCKING, FOLDING AND TUMBLING POWDER

The original patented application, may be liberally sprinkled over Glider or taken with water and a pinch of salt. This preparation is made from genuine extracts of hang glider manufacturers' bullshit, dried in the hot air of selling agents and is a wholesome suppliment to pilots' ego. Money back guarantee to purchaser if not 100% satisfied.

Available by post

Alternatively be careful.

Coming soon: ANTI TIP STALLING LIQUID

Something to say

Recently I raised the question of ambiguous situations arising in the overtaking case particularly as specified in the students Handbook. The answers I have had so far from the B.H.G.A. are not very encouraging to me. I refer to the so called law of overtaking on the left when the ridge is on the left. I have several objections:

1. This rule has been distortedly extracted from the gliding fraternity regulations and imposed on us.
2. This rule in fact says that in U.K. one may overtake on the left.
3. The leaves pilots (new pilots) confused and having to make a decision to turn left or right in the vicinity of another aircraft, and uncertain which way another aircraft may turn.
4. This makes a nonsense of the basic rule of collision avoidance which boiled down is:- in a conflict situation always avoid the other aircraft by turning to the right.
5. Where British pilots go abroad and suddenly find a conflict situation what do you honestly expect them to do?
6. Worse, when Foreign pilots fly over here what do they expect, and we expect of them? In the air they are just another glider in the U.K.
7. In the situation of two gliders at the same level with one flying into sun (Winter at the Dyke) one may consider he is going to overtake on the left (heading S.W.) when in fact the other glider is actually head on and not going away. So we turn right and the other turns left.....
8. Why make rules complicated when they can be simple. All try to "avoid" should be to the right. It is always your own responsibility to avoid getting into a close up situation. Take avoiding action positively and early so that the other pilot - experienced or panic struck - can see what you are up to.
- Addendum 9. If on entering a thermal in a traffic environment you circle to the left, this leaves you room to manoeuvre away from your flight path and avoid other unexpected gliders by straightening up (i.e. "turning right.") Remember that in any case it is rude to enter a group of thermal circling gliders going the opposite way round, and it is also rude to change the direction of circling once it is established.
10. If you experience close encounters

with another pilot, try to identify him and speak to him about it on the ground he may really not know what he is doing wrong and actually listen to you.
11. So try not to be close and rude, you may be dead rude.

Vince Hallam

Small Ads

CLOUDBASE 20 Blue bainbridge cordwise very good condition Spare control bar upright bag and helmet. New kite forces sale Thus first **£85.00** secures.
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SUPER SCORPION C. Brand new condition Flown only a few minutes, never bent only a few months old **£480.00**
HIGHWAY prone harness **£30.00**
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HIGHWAY 20ft CLOUDBASE Radial battens Multi coloured sail great flier and good buy at **£215.00**. Ring Andy (91) or Byfleet 43383

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ARE YOU BUYING A PARACHUTE ?

I asked a man why he bought a particular brand of parachute. He said, 'Because it is the cheapest'.
Wow! I can think of no worse reason to buy a piece of life saving equipment.
He didn't ask if it had saved lives. He didn't ask how it was deployed. He didn't ask for a comparative report on its construction and strength. He didn't see it deployed from a harness... He just bought it and trusted the salesman with his life.
He saved about £30.
It is a tragedy that in 1979 people are wearing parachutes totally unaware of how it works and how it is packed. They have a chute and think that is enough. Some of these people will need their chutes one day and some of those will die under them. Why? Because they were sold a parachute rather than go out and buy one. It is essential to own a parachute, but make sure you have thoroughly investigated all aspects of your parachute system before you part with hard earned cash. Mainair Sports stock three makes of parachutes. We don't have any particular irons in the fire, so we are best able to advise you freely on all the available systems. Since parachutes are expensive and we don't want you to have to wait for one we are also offering a limited free credit system so you can buy now, pay later. We also have a group purchase scheme which gives huge discounts for quantity purchases.
Be sensible, contact Mainair.

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HASTINGS CLIFFS

Peter Harris

"Winds Light and variable, generally north to north-west". This is what the Met. man said on the other end of the line.

Damn - that meant (after 3 weeks of planning, negotiating and preparation) down-wind take-offs from the cliffs! We needed southerly winds.

Undaunted, however, by this disconcerting forecast, two dozen stout-hearted fliers set off from the depths of Kent, Surrey and Sussex to converge on Hastings on the morning of 11th August.

As it happened, the light wind came from the southwest - a bit off - and not enough for top landings.

We had plenty of bottom landing area though as the Car Park was empty, ready for the assembly of the Carnival floats later in the day. As the afternoon progressed - and the floats arrived so the landing area diminished - and it was high tide for beach landings. How about that!

Hang gliding being new to Hastings, it had great spectator value and crowds gathered at the cliff top and down on the beach below with cameras clicking



furiously. Flyers always like to fly new sites and Dover & Folkestone Club flyers welcomed the opportunity to fly with S.H.G.C. pilots. Ted Salisbury, who runs the D. & F. school managed a couple of soaring flights, but had an unfair advantage - with his outside nose he is able to sniff out the life - he won the first prize for his efforts.

Eddie Horsfield was the wireman of the day helping everyone to launch. The wind being "off" made take-offs tricky, but with the wingspan of his Cyclone, launching would have been potentially suicidal. His wise decision not to fly was a fitting example of mature judgement.

A fun event it was meant to be and flyers and spectators alike enjoyed the continuous sequence of flights with the subsequent beach landings. The negotiated use of the private road to

the top meant that gliders were transported effortlessly to the trophy car while flyers went up in grand style in the cliff railway. For once, bottom landing was a pleasure.



For wives, girlfriends and families there were cafes, amusements, toilets, sunbathing and swimming right at hand - so they were not subjected to the usual H.G. hardships. With the Carnival procession and open air disco to wind it all up at the end of the day, everyone was happy - and Hastings Old Town is in the Guinness Book of Records with the record number of pubs to the acre.

The Deputy Mayor, also a prominent Councillor, was invited to present the prizes - a shrewd move that - good P.R. in the Council Chamber - see!

Organised by the D. & F.H.G.C. and sponsored by Air Link Electronics - a small family Company exporting from Hastings, the second prize went to Peter Cook. Special Award went to Eddie Horsfield, while Martin Brenchley - the first one ever to take off from the cliff on a dummy run in July, received a commemorative trophy. Are Tony Fuell's photos good enough for publication?

The cliffs will be flown again - for a

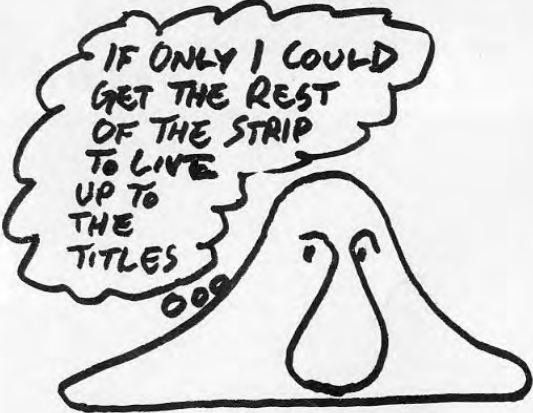
whole week - in October as part of the '1066 Celebrations' and if as much goodwill is generated on this occasion, then there is a good chance of securing the cliffs as a permanent flying site. And it makes a nice change to get some good publicity! - and rub shoulders with Friendly Councillors!

STOP PRESS. Air Link Ltd. are presenting a trophy for the first one to fly from Hastings to Cliff End, Pett, and back - overall distance about 12 miles. Don't attempt it without checking out with Peter Harris (0424) 432042 first or we may lose the site before we get it.

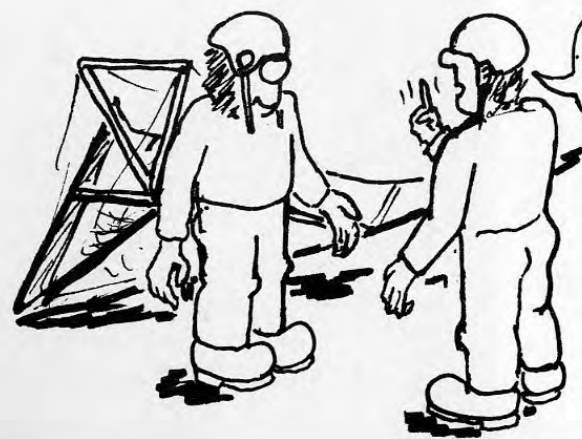


YET AGAIN!! IT'S
BLOB

THE GREAT WHITE
KILLER THERMAL
~~STARRING~~
STARRING
SARAH GORDO
DAVE ILLSDYKE
AND CO-STARRING CLIFF SITES, THE FAMOUS
COASTAL FLYER



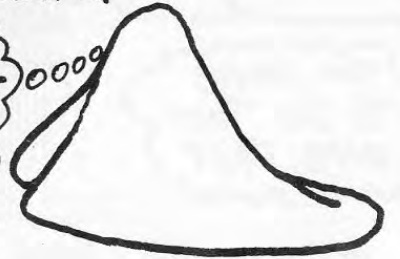
ANYWAY, THIS MONTH I
THOUGHT I'D LOOK AT THE
NEW BLOB FODDER IN THE
HANG GLIDING SCHOOLS



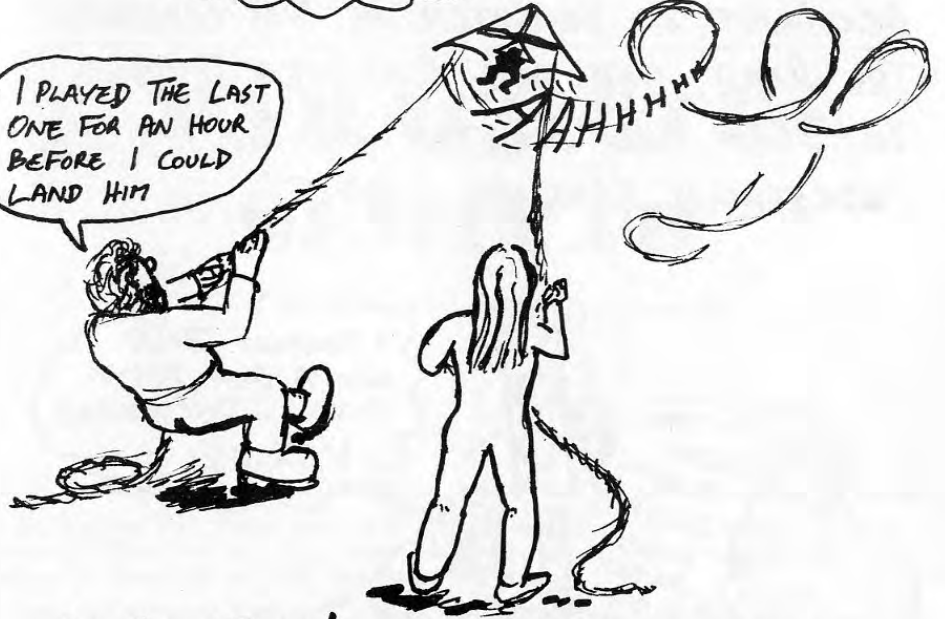
VERY GOOD, BUT NEXT
TIME REMEMBER,
KING POST UP

THAT WAS "SLAY 'EM" GRATER WITH HIS
"SOUTHERN SCHOOL OF GLANG HIDING"

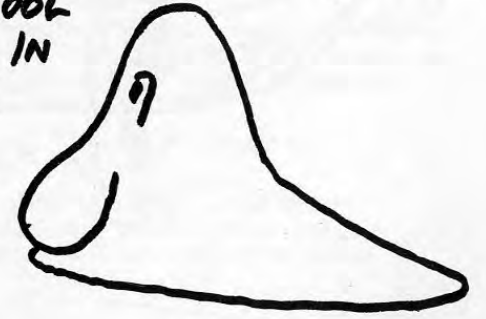
I DON'T KNOW IF
THAT'S A MISPRINT
AS I'VE NEVER
FOUND A GLANG.
THEY'RE PROBABLY
WELL HIDDEN.



I PLAYED THE LAST
ONE FOR AN HOUR
BEFORE I COULD
LAND HIM



AH, AND THERE'S TOM AND TINY KNUT,
OF THE "KNUT SCHOOL
OF HANG GLIDING" IN
THE MIDDLE OF A
NEAT BIT OF
TETHERED WORK





THE KITE MOST USED FOR TRAINING IS THE "HARRIER" WHICH IS NOW MADE IN WALES AND KNOWN AS THE "DAI HARRIER" (I THINK THAT'S BECAUSE OF THE TAKE OFF RUNS)

BY THE WAY, I HEAR JOHNNY CARR HAD AN ACCIDENT IN BRIGHTON. HE WAS CROSSING THE ROAD AND WAS RUN OVER TRYING TO '360' THE 'BLEEPER' ON THE PEDESTRIAN CROSSING LIGHTS



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PARACHUTE SEMINAR

You will have noticed a lot of correspondence in 'Wings' regarding parachutes.

It is obvious that there are a lot of misconceptions and a general lack of knowledge about the way parachutes work. We have decided to hold a National Seminar in Coventry on 15th December.

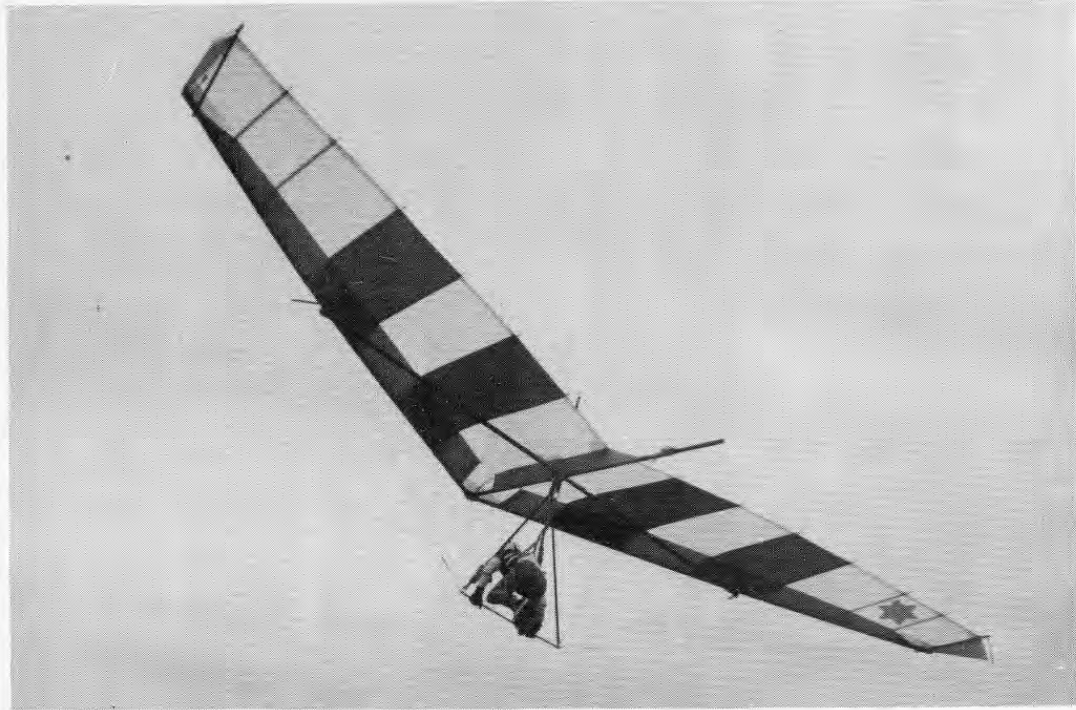
Everyone is invited to come along to the Seminar whether they have parachutes or not, to see what is available and to compare the systems. We shall hold re-packing sessions, test deployment sessions and John Hunter of the B.H.G.A. will lecture on parachute development and deployment.

Please make every effort to inform your members of this event and encourage everyone who has any kind of interest to attend. We should all learn a lot from a pooling of information and techniques such as this. Incidentally, the B.H.G.A. are sanctioning this event.

Venue: The Royal Agricultural Showground, Stoneleigh, Coventry.

Date: Saturday, 15th December, 1979 at 1.00 p.m.

To get there: Take A 46 south from Coventry - about 3 miles from Coventry are large signs showing direction and the Mercian Club will also erect B.H.G.A. direction signs.



Mill Hill to Surrenden Park by Doug Maynard

Date 2.9.79 Wind - SW, and a little strong for comfort, I thought to myself its going to be the usual mill-hill lumps and bums, which happens in strong winds, the sun was shining, and it was getting warmer, I had no idea it was going to work out good for me, luckily, I was in the right place at the right time.

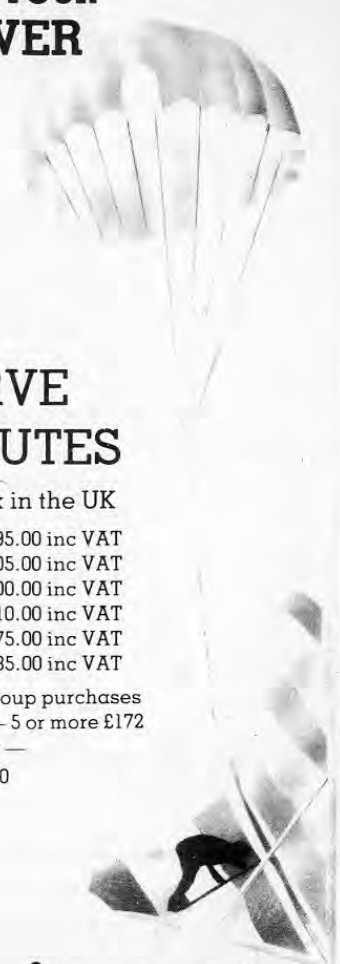
I took off and played around the ridge for a while with everyone else, although the wind was a little strong (nothing to complain about) it was quite pleasant flying, I never fly with instruments, "oh - except for an altimeter" at this precise time I wasn't wearing it (wrist alti) and now the ridge was beginning to get a little crowded, so down I go for a spot-landing on top. Everytime I land I look for an area, then a particular spot - and aim for it - its good practise. As I landed, I was greeted by Chas, everybody should know:- "Seated Chas"; what did you come down for "he said", I have no reason really, but thinking back on it, I'm glad I did, right behind me came Ron, and after a short chat - on went my alti, and out came my camera, which I hang around my arm, it's small

and easy to use. Listening to Ron and telling me he's going for it. I thought to myself, well, maybe I'll follow him with safe distance between us, while Ron was getting his instruments I noticed people were getting higher - and without effort, I couldn't get up there quick enough, anyway:- there I was, grounded one minute, and skying out the next, I'd got straight into the lift with those who were up and out of the way, it was all up (now don't forget I don't use instruments). I could feel this lift almost everywhere I went, mostly on the westerly end, so I hung around, and going up all the time, I could feel the slight strain on my sail, and the harness tightening around my body, thinking to myself, could this all be suction into a big thermal. If it is then I shall stay with it. A glance at my alti 800 ft and already I'm above the others, thinking back to what Ron said, He was right, and I've beaten him to it, another glance at my alti 900 + ft. and 360's one after another, almost flat turns, just enough bank on to get max lift - I'm going for it, over the back of mill-hill now, and still circling I

was encased in a shadow, under a nice big black cloud, the view was great, 1200ft. and still going, I've centred on 13, 14, 1500ft. I could see the cross roads that leads to the dyke, and there below me was the Emu-van driving slowly. He's obviously seen me (at least I think it was.) By now I was at 2100ft. so I got the camera working, a couple of nice shots. Suddenly no more up, what's happening! I want to go up, and there I was drifting slowly down, the big cloud I was under was breaking up, desperately looking for another one and nothing around me but blue skies, I realised if I didn't find something soon, it would have to be a straight glide as far as possible, it wasn't until I got back to the hill later, that I found out why, the cloud I was under broke up, as I was leaving the hill, so people were landing on top, and going down, I saw this but didn't pay any notice to it, "well, who would in my position," I was up and away.

On my arrival back I was told the wind had got up strong, which tells me the reason why my thermal broke up, I must admit I was a little disappointed because of that, if the wind had stayed the same - "who knows where I'd have gone", anyway, getting back - I was loosing height, and picking landing areas on my straight glide for distance - but slowly, I didn't pull on hard, just enough so that if I found lift I could 360, but it didn't come, I was going down fast now, looking ahead I could see where I was going to land (calculating my Super Cyclone - glide). Suddenly, looking down and 400ft. up, bit trees were blowing like they were in a gale. Over the London Road now, and making my approach into to park, people looking with amazement, I had no alternative, I had to land behind those monstrous trees, flying through the turbulence and into dead-air, now I was wishing somehow, somebody had invented a brake, - "aaagh", straight into a nicely pruned rose bush, (it B..... hurt), no damage, and I was OK - I found people were only too pleased to witness the fact that I had landed, not only that - but I was asked in for a beer, which I gladly accepted, after picking out the thorns and leaves from my hair and hands, and the lovely lady also offered me a lift back to mill-hill which I also accepted. - "Happy landings all".

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5 or more £157 — 50

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AIRMAIL

Dear Editor,

Can I thank the Steyning Committee and S.H.G.C. committee members involved for an interesting sub-aqua competition on Saturday 25 August plus other thrilling events on the 26th & 27th. I must admire persistent triers like Terry Prendergast and Paul Coiden who showed considerable determination in trying again after failed take offs. The Intermediate Tasks on Monday were particularly difficult to complete with precision and everyone who tried is to be congratulated.

During the course of toing and froing the following items became "misplaced": Part of a mast, plus a small striped windsock at the bottom of Steyning on Saturday. Red skyhook prone harness and Blue Boein helmet at Devils Dyke on Sunday - I'd be glad to have some news of them - Vince Hallam: Sussex College, 186 Queens Road, Brighton. Tel: 24151. Ext. 171.

Dear Anna,
My thanks to Tom & Jeannie Knight, and Graham Slater for a very good fun Competition at Steyning bowl (Aug.), and also to those helping as marshall's etc.

I'm sure I speak for all who attended, flying or just spectating, it was immensely enjoyable by all, but may I say, especially for Johnny Car and myself who were battling it out throughout the competition against each other and I'm sure people knew there was a battle on because we were both flying Cyclone's (what else) and let's hope people forget the time I went seated, just to find out for myself why the intermediates couldn't make the spot!!! well I found out - 'SINK' it was like a big hand pushing me down, anyway, it caused a laugh, because at the time I was leading the camp'. (Get ready for it) yes I nonked it, and in great style, like a raw beginner, I CRAWLED under the kite and hid in the long grass.

After some seconds had passed hoping all was forgotten I came out red faced, only to be clapped and jeered in a friendly way, I felt silly, because all the intermediates landed O.K., well most of them anyway. But like the competition, it was fun and excitement all the way, and everyone enjoyed it.

The one time I won't forget is when we moved the comp to the Dyke, again - John and I were battling again, only this time it was a speed run to Trueleigh and back, to end up on a spot that also was exciting with the cyclone's battling away against time, back to the spot, "never mind John," it was a flight never to be forgotten.

In fact the competition won't be forgotten, because it turned out to be very good for all, even tho' we all got soaked on the first day, that's what I call enthusiasm, well done fella's, and a big hand to NATALIE & MARY, they stuck it out all the way with the men. "Well done girls."

I got as much from watching the intermediates as I did flying.

Congratulations to Andy Wilson for winning the over-all point victory, considering he's only been flying a short time, he is a flier always worth watching, so take note you learners - "look and learn," I used to do the same thing myself. I used to watch Graham Slater flying, I copied him and perfected my flying from watching.

Let's hope we have more comps' like that, for all those who missed it, you missed the fun, comps' are fun, its better than soaring and flying around on weekends, so, let the comps' roll on, let's all enjoy it. Come along to the next one and have a ball, at the Johnny Car disco.

Doug Maynard.

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	<i>OR</i>	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, 112 Cotswold Way, Tilehurst, Reading, Berkshire, RG3 6SR