

# 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.

<b>Flying Membership</b>	<i>OR</i>	<b>Glider Registration</b>
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
<b>Total</b>	<b>20.00</b>	<b>18.26</b>	<b>16.60</b>	<b>14.94</b>	<b>13.28</b>	<b>11.62</b>	<b>9.96</b>	<b>8.30</b>	<b>6.64</b>	<b>4.98</b>	<b>3.32</b>	<b>1.66</b>

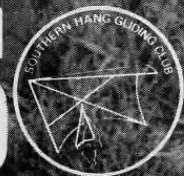
Please send me	Number Required	Total Cost
Cloth badges 60p each	.....	.....
Vinyl badges for windscreen 20p each	.....	.....
Vinyl badges for helmets 20p each	.....	.....

*When completed please post to the Treasurer*

Peter Day, 112 Cotswold Way, Tilehurst, Reading, Berkshire, RG3 6SR



# WINDS CK



# Hiway territory.



The sky becomes your playground when you fly one of the new range of Hiway hang gliders.

No longer need you sacrifice handling to gain high performance. Super scorpion and Spectrum become your obedient servants as you fly from thermal to thermal.

And you get all this without the cumbersome and drag creating deflexor arms and wing wires. The simplicity of the new machines mean that you'll be first to rig and first to fly.

Whether you're a cross-country pilot, competition flyer or just gliding for fun, Hiway have the machine for you.



Hiway Hang Gliders, Sirhowy Hill, Tredegar, Gwent NP2 4XP.  
Telephone: Tredegar (049 525) 4521.

## Cover

GRAHAM SLATER - CHECKS OUT A NEW HARNESS WITH TOM KNIGHT

## Committee

<b>EDITOR WINDSOCK</b> Anna Blemings 2 Timberyard Cottage Herstmonceux Sussex Herstmonceux 3436	<b>TREASURER</b> Peter Day 112 Cotswold Way Tilehurst Reading Tel 0734 21481	<b>ATC OFFICER</b> Eddie Horsfield 01-684 4772	<b>PUBLIC RELATIONS</b> Peter Harris Hastings 432042	<b>CHAIRMAN</b> Tony Fuell Brighton 502952
		<b>SITES OFFICER</b> Johnny Carr Burgess Hill 42324	<b>SECRETARY</b> Chris Burslem East Grinstead 26255	<b>BHGA REPRESENTATIVE</b> Jeannie Knight Ashington 892770

## Contributors

JOHNNY CARR, TONY FUELL, BILL NEWTON, PETER HARRIS, VINCE HALLAM.

## News

The Southern Hang Gliding Club is about to fall into dire financial trouble. The club who previously boasted a membership of 250, has to date only had 107 renewals for membership for 1980. You all know that subscriptions for the year were due last November. There are at least one hundred of you reading this that owe the club your £20 membership. So please send off a cheque to Peter Day immediately, otherwise we will not be able to pay the fees to farmers enabling you to fly the sites.

A parachute seminar will be held at Devils Dyke Cafe on Saturday March 8th 1980 at 6.00 p.m. Tom Knight will be packing parachutes and it is also hoped John Hudson will attend. You will also be able to take your written Pilot 2 test if you should wish to do so.

The League will be held on our sites on Friday March 28th through to Sunday

March 30th. If you would be willing to help with the marshalling of this event please contact Graham Slater by telephoning Brighton 70261 or 25534. Hopefully this year will not be a blow-out. The S.H.G.C. trophy, held for the last two years by Lester Crust will be awarded to the winner to be held for one year.

It has been brought to the club's notice that a night flying has been taking place. We would like to draw attention to the fact that the pilot was not displaying the necessary lighting to be visible from all angles and was therefore breaking the law. In order not to draw publicity that could damage the sport the club does not wish to encourage this practice. It also suggests the pilot refer to Dunstan Hadley's article on night flying in the July 1978 issue of Wings!





# HASTINGS CLIFFS TWO

Carnival Day in August was just for starters. Hastings 1066 Celebrations Week in October was when it all really happened. For the whole week it was flyable and mostly soarable.

The Southern boys turned up in full force on the Sunday - but one day too late. On the previous day conditions were ideal and Derek Austen flew 5½ miles to Pett Level where he landed in the Caravan Park. Like any other creature from outer space, he was invited in for a drink and a meal and given the V.I.P. treatment. Martin Brenchley did the return 11 mile trip and won the Hastings 1066 Cup. Les Seers soared for over three hours and won a special award - even I stayed up for nearly an hour - everyone did.

Stout-hearted Eddie Horsfield started it all off by wind dummying soared and came in for the first top landing

ever on the cliffs. To make it interesting he picked out the rotor of the day and made a skilful and spectacular landing and won a commemorative plaque for his award winning performance.

Many of the familiar faces seen at the Syke and Beachy were flying Hastings cliffs on the Sunday with the wind slightly to the west - soaring was still good but plenty of height was needed to jump the three Glens to Fairlight.

Flying continued during the week and good soaring flights were made. The wind did go 'off' eventually - but it waited until the mayoral limosine rolled up and the Mayor and his entourage emerged. They had come to watch the big final fly-in on the last day prior to presenting the prizes. But now the take-off was too hazardous and there was no more flying. As his Worship commented "Never mind - there will be more flying here in the future".

Right now the Council's Tourism & Recreation Committee are recommending the use of the cliffs as a permanent flying site and we hope to publish the good news in a future edition of Windsock. So hold on until we get the official O.K., and we will publish all the site information.

Having got off on the right foot then I am sure that provided that flyers act responsibly, whatever Acts of Parliament might or might not go through, we shall keep this as a permanent flying site with the blessing of the Council.



PETER HARRIS.

# GRANDFATHER MOUNTAIN



One day in August I had a phone call from Brian Milton saying I had been invited to compete in the Masters of Hang Gliding Competition at Grandfather Mountain North Carolina. Could I go? he said. When is it I said. Well its in about 4 weeks Milt. replied. He went on to say he would make some phone calls and see if he could get some money to send me. The Comp. clashes with Mere and the League final. Milt. reminded me I had no chance of winning the league this year (true), so I said if he could get my expenses I would go. Then I had a call from Murray Rose of Chargers Gliders who incidently make the Cyclone, saying he would try to get the money to send me. All this was finalised 10 days before the day I was to depart. Up until now it was all very vague. But now it was panic stations to get my visa. So I sent off my Passport and Visa Application to the American Embassy explaining how urgent it was.

I hadn't had it back by Friday 7th September. All that week I was looking through the post. No Visa. Milt. said if it doesn't arrive by Friday morning ring him. It never arrived so Milt said catch a train and meet him in London at the Passport Office, which I did. You wouldn't believe the hassels getting a duplicate Passport. We had then to go to the American Embassy to get a Visa. Milton in his own immicable way had persuaded the Embassy to grant my Visa on the spot after the place had closed up. He shifted mountains that day. I left Victoria to come home at about 5.45. I knew Tony Fuell caught the Brighton train about that time and after walking the length of the train twice, looking in every compartment I came to the conclusion it couldn't have been that one.

Armed with Passport Visa and money Chargers Gliders had sponsored, I arrived at the Airport. I handed my Glider over to the guy on scales who weighed it and said that will cost you £123.00 one way. After much arguing I was told £70 or it wouldn't go so I had to pay. I was expecting to pay about £23.00, the normal fee (so if you're flying abroad with your hang glider don't fly British Airways.) I arrived at Washington and after waiting for 1½ hrs. and expressing concern as to the whereabouts of my glider, I was informed that they forgot to unload it and sent it on to Detroit by mistake. I continued my journey to (Tru???) City Airport, North Carolina without my kite. Hue Morton met me at the Airport (Hue owns Grandfather Mountain). I explained to him about the Glider. He would do something about it in the morning. After a Macdonalds hamburger he took me to the house where I was to stay. He told me General Thevenod from France and Mitsu Machino from Japan are staying in the same house (a guy named Harris Prevod had kindly let us stay at his house). On the way to the house we had a look at the landing area, it was the middle of the night. I saw this grass area that looked just about big enough to land in. I saw the lake which was the only approach to this small landing area, then I saw a wicksock showing the wind coming in off the lake meaning down wind landings. We went to the house and I crashed out.

Morning broke misty but was burning off fast. We went to Hue Morton's office where he phoned the airline. He told them in no uncertain terms how desperate we needed that glider. They assured us we would have it tomorrow morning. I waited around that day. Steve Moyes said why not fly the maxi he had spare, so in the evening I did. I only had 2

practice days before the disappearance of my glider and now I only had 1, so I flew the Moyes Maxi down to the landing area - (what a wind up), but the Moyes was no problem. I came in a little high and mushed it in. By now the lads were saying to me you aren't really going to fly a Cyclone here are you. Realising now I was pushing my luck, landing it in that small area. Bill Moyes was chuckling to himself, American Pilots who knew the place had earned their way there flying Glide Angle machines but flew Condors and other floaters for that Comp. They thought I was a nutter flying a good glide angle machine at Grandfather.

The following day I picked up my Cyclone from some guys, who kindly collected it from the Airport. This was the last practice day, so I had 2 flights. I judged it perfectly, straight in beautifully on the grass pad. A few



astonished pilots stood around waiting for the splash, or over shoot and hit the trees. Rex Miller, the World Champion fledge pilot came over and congratulated me on a successful landing (he flew a lazor in that Comp.) When I got back to the top I went to

the Cafe and rang Milt. to give the low down. I told him of the 2 perfect flights I had, but pointed out its only a matter of time before I make a mistake. He said, do your best. I put the phone down and went to take off and flew again, over the Lake for a landing approach. The last 2 flights I came in high and there was a lot of sink 50 yds. from shore and had worked out perfectly, this time I started hitting the sink in the same place and suddenly the sink switched off and in a second I had to make a decision; should I try a parachute (not recommended on a Cyclone) or have I enough height to do a low level 360° turn. I took a chance on the 360 2/3rds. of the way round I am banked at 45°. 30 yds. out from dry land and my tip looking down the rigging wire is about 9" off the water. Oh dear I levelled up, converted the speed I had coming out of the 360° into a few feet of altitude and headed for the bank. If determination came into it I should have made it. I was inches above the water for what seemed an eternity, then the inevitable "Splash"! Straight in about 5 feet from the bank, unfortunately the bank drops away steeply, so within 10 seconds I am under water. I managed to undo my carabina and swim from under my kite. Steve Moyes jumped in to help me retrieve my kite from the water. I was soaked from head to foot. I could have treated it as a real laugh but my vario altimeter and watch all packed up and the Comp. started the next day.

I managed to borrow vario and stop watch but I was worried about the variable conditions on the landing approach. If you had a head wind on landing approach that was good but rotor would start about 50 yds. out, causing heavy sink on the way in, so you could allow for this but the wind varied in the landing area and a few degrees shift could make the rotor disappear; a nightmare for a pilot when he knows he has to fly the glider in accurately first time because there is no second chance. Like a floater has if he is too high, all he does is push the bar out and parachutes it in.

The Comp. started on Tuesday, the cloud burned off about 11 o'clock. The wind this day was down wind to the landing area. I'm flying down above the road looking back at the landing area, working

out in my mind when to turn back. Suddenly the kite yawed left, fell out of the sky, diving at the ground I disappeared down the bank at the side of the road. I managed to get under control and climbed up the bank over the guardrail on one side of the road, over the road and a tip caught the guard rail on the other side of the road, and spun me in. Luckily no damage to me or the glider.

Thevenod set up his approach 200' up and not far out he hit horrendous sink and didn't clear the road, he hit the guard rail and badly winded himself and bruised his ribs, he had his kite bag under his harness giving him additional protection luckily. The guy who won Grouse Mountain this year, John Davis hit a tree and fell out of the sky sideways from 30', knocked himself out for about 5 mins. and when he came round he was in shock and was taken away to hospital.

Grandfather Mountain is certainly a challenge. I felt I generally flew OK but the landings let me down and as the scoring was such that it was a spot landing Comp. I couldn't compete

properly. If any one reading this is planning on going to Grandfather Mountain at any time take a glider that flies slow and lands easily. Steve Moyes, won the competition, there were 4 tasks before the cut which left 4 finalists. The reason there were so few tasks was a hurricane went through midweek. The wind was so strong, gliders in their bags lying in the car park were being picked up like matchsticks and one guy jumped on one to try and stop it lifting and he was picked up as well, then thrown off and he hurt his leg pretty bad.

Looking back, one of the best memories of the trip was the hospitality of the people over there, especially Mr. & Mrs. Morton and family and Harris Prevod. I left the glider over there to be taken to Tennessee by Paul Van Hot one of the American Cup team for Australia. I wouldn't have had enough money to have brought it back from that trip. On finishing this letter, I would like to thank Murray from Chargers Gliders for putting up the money to pay for the trip and Milt. for all his running about organising everything within hours of leaving.

JOHNNY CARR

## TUSSLE AT MILL HILL

The week ending 16 December had been giving rotten weather. Unreliable and erratic as the forecasts. Several depressions came through but every second day instead of the forecast strong W. winds at Mill Hill, it became almost calm light NW or SSW about 1-2 knots. On Sunday 16th December this happened, however at about 3.45 p.m. the wind suddenly got up SW toSSW at about 12 - 8 knots, though it was cold and felt stronger. A layer of strato-cu came across at about 1000 ft. The lift was fitful and Lester Coure started winding up Alan Weekes. They'd both been flying and had performed a couple of wild and difficult top landings. The challenge was taken up and off they went within a minute of each other.

Lester's Cherokee battled and lurched 20 to 30ft. above take off height in a small area just in front and to the right of us. Allan Weekes Gryphon fought just as hard but hung 5 to 15 ft. lower. Cries of triumph from Lester were interspersed with yells of dismay as the gliders occasionally came to a complete stop over the ground or got screwed down by a sudden 20ft. sink. 10 minutes was enough and they performed two more wild landings to the south south west. Lester fell over in what he called a League landing. Still he was on top all the time. He afterwards said it was the strangest conditions he'd ever experienced at Mill Hill. It was exciting to watch. Perhaps the best news was the two good pilots who also got hooked up. They were really keyed up to go, but common sense prevailed and they went home without flying.

Graham Slater's new Zenith (built at Poynings) flew for the first time. A bit Super Scorpionish in appearance, wider in the nose with crossboom over the keel. The sail was very smooth - really good for a first appearance.

# BLOB

THE GREAT WHITER  
THAN WHITE KILLER  
THERMAL



SORRY ABOUT  
THAT, JUST TRYING TO  
DRUM UP A LITTLE  
SPONSORSHIP

I THOUGHT I'D MENTION THE  
IMPORTANCE OF PRE-FLIGHT CHECKS  
TO ALL YOU BLOB-FODDER OUT  
THERE THIS MONTH



CHECK YOUR BUSHES  
HAVE NOT BECOME  
BURRED



AH WELL, A BIRD IN THE  
BUSH IS WORTH TWO IN  
THE HAND, ---OR  
SOMETHING LIKE THAT

THINKING OF BIRDS, THERE'S A LOT YOU  
HANG GLIDERISTS COULD LEARN FROM THEM.

THERE'S THE LITTLE CASTROL THAT  
HOVERS AROUND THE HILLS



CASTROL  
GT EGGS



I MEAN, LOOK AT  
THE WAY ROOKS  
AND CROWS CORE  
THE THERMALS



HE STARRED IN THE  
FILM "CARRY ON CROW"

COR, WHAT  
A WAY TO  
MAKE A  
LIVING

AH WELL, ONE GOOD  
TERN DESERVES  
ANOTHER, AS THE  
GULLS SAY IN THE  
MATING SEASON



BILL NEWTON

## HOW TO TUCK YOUR GLIDER

cont.

Now refer back to paragraphs 4, 5, 6, 7, & 8. These apply also to gliding flight. i.e. a little excess thrust or pull on during almost weightless condition will induce the beginning of a Tuck. If excessive pull-on is made as a result of mistaking light pitch feedback and light harness tension for approaching stall - then when the loading becomes normal, without any alteration of bar positions the nose down control force increases in the same proportion - the glider dives more quickly and paragraphs 5,6,7, & 8 all apply.

15. If the pilot is fortunate the manoeuvre will take a second and he may not actually hit the underside of the glider, but merely reach a steep dive.

16. Another gross control movement at this juncture may result in a sharp pull out once there is some tension on the hang strap, but the control effect will of course be amplified by the g. loading of the pull out, more g. load, more pilot weight, more pitching couple - more g. load, until something breaks or until the pilot pulls over the top into zero g and the whole process begins again, getting worse and worse with each cycle.

17. This sequence may be described as a Divergent and Phugoid Oscillation and also as a Pilot Induced Oscillation (P.I.O) as the Pilot is reacting a little too late and too much at the same rate as the phugoid oscillation of the aircraft.

18. The dive phase of the cycle may be aggravated by being in a down wind situation in conditions of wind shear. The higher speed upper wind helping to pitch the tail of the aircraft even higher when the dive becomes steep enough. Similarly the climb phase of the cycle will be aggravated in wind shear in an into wind situation.

19. The most likely end result is a very violent pitch at the bottom of the

final dive, inducing such pitching momentum that the glider tumbles, developing plus or minus g forces which have been calculated as high as 100 g in parts of the structure.

20. There have been a number of incidents or accidents put down to "Downwind stall", "Aerobatics with repeated whip-stalls" and "fault of the glider (Tucking)": I think they may all be related in the above way. The "Downwind stall" may never even have stalled - merely pulled too hard at some stage. True the glider may possess a fault, but the fault is not tucking, it is (a) being very light in pitch with a very small feedback at extreme positions (curable) and (b) having a control force effect and feedback which for a given bar position varies violently with a change in g force (very difficult to cure).

21. The only remedy I see is the same as that effective in Rolling P.I.O, - that is, apply smaller control movements - with caution: if oscillation develops damp it out by holding the bar steady in a mid position. Be wary of making a sudden control correction to an excessive pitch position.

v. hallam

## sailboarding



Olympic Gold

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Mainair Sports, Shawclough Road, Rochdale, Lancashire OL12 6LN  
Telephone Rochdale (0706) 55131/2/3 Telex 635091 MAIN

# AIRMAIL

Dear Editor,

We realise that running a magazine is no joke - Thank you Anna - but can we have a look at Wings?

Wings used to be the same size as Windsock - a handy size and very creditable in appearance - if occasionally short of good meaty contributions. Its purpose was to keep communication going between club and members and to promulgate information and act as a reference book on technical matters, safety, law, site state and so on. I believe it was budgeted at around £8,000 to £10,000. The size was increased. The article content was no more informative. Black and white pictures grew bigger. Advertisements grew bigger though in general they occupied the same proportion of space. The magazine became less handy to either pocket or store, and consequently much less handy to refer to. The budget went up some 50%. What did we gain? Now it is proposed that Wings go public with an estimated budget increase of 50% again. "To bring our image before the public".

If it does go public will the sales revenue cover the costs, or even the increased costs? How many can we expect to sell? A few hundred at most I should think. Wide distribution in penny packets will make it most unattractive to distributor and sales outlets.

As it is now the budget cost of the magazine is half, yes half, of our total B.H.G.A. subscription.

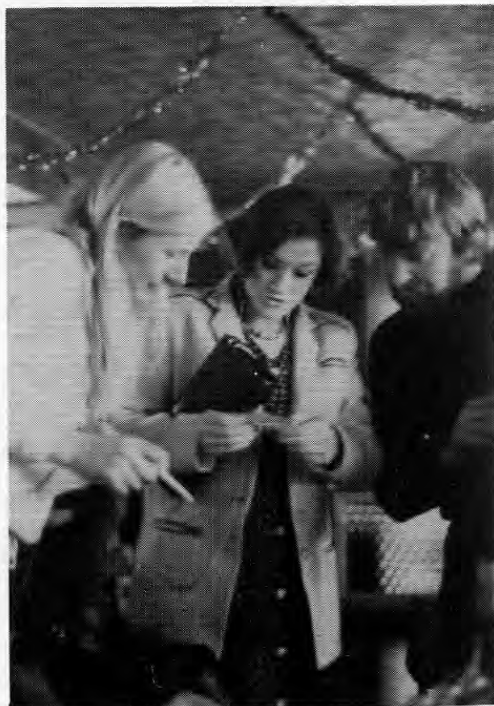
If we go public how can we possibly afford to let the public read detailed and quasi confidential accident reports and analysis? Such informative and thought provoking items will have to disappear. What real use the magazine then?

B.H.G.A. finances are being juggled now. Costs are always increasing. Membership is not. We are encumbering ourselves with bigger organisation and more salaried staff. Is the new

magazine policy really the direction we want to spend our money? I am calling for an economy campaign. For a real study of cost and information effectiveness in particular I think the magazine should be produced to the same format and cost level as Windsock. It is quite adequate and respectable as a shop window for Hang-gliding if we insist on selling it. There are plenty of paperbacks that size which demonstrate ability to sell to the public. The same opinion was expressed in October 1977 in a letter to Wings.

Wings has been reluctant to publish my items recently. Perhaps like this one they are of little interest. Still if you are interested why don't you write to the Editor of Wings and say what you think about the new proposals, which have been dropped on us. (And about size and format) after all, it's our money that is being spent.

Vince Hallam  
Sussex College of Hang-Gliding.



STEYNING XMAS DRAW

## Small Ads

FOUND MILL HILL White helmet and leather gloves on Saturday December 8th. Please contact Vince Hallam. Telephone: Brighton 24151 Ext. 171.

\*\*\*\*\*

BOWLAND ALTIMETER 58 x 33 mm, black face, white figures to 8000ft. £17.50.

PRONE HARNESS : £39.99

Telephone: Brighton 24151 Ext. 171.

\*\*\*\*\*

WANTED Good small intermediate glider suitable for 5 foot, 7 stone pilot.

Telephone: Brighton 24151 Ext. 171

\*\*\*\*\*

SUSSEX COLLEGE OF HANG GLIDING Basic and advanced training, conversions, gliders, equipment.

Telephone: Brighton 24151 Ext. 171.

\*\*\*\*\*

17th December 1979.

COWBOYS RULE - NOT O.K.

A serious complaint from a friendly farmer, this time on the Mill Hill road, shows that there are still some cowboys about. Who is it who crowds other drivers or pedestrians off the narrow road? Well, it might be me or you. Who is it who shouts abuse at strangers and residents? It can't be me, I only bite my tongue and call good morning.

When I beg you to be polite and obey the Code it's not because of my innate good manners, it's because I am very selfish. I don't want to lose my sites. Mention it to visiting pilots and keep thinking about it please.

VINCE HALLAM.

Copies of two letters sent to Tony Fuell. If any one lives in the neighbourhood and can offer any assistance it would be very welcome.

Mrs. M. Korotki  
108 Homefarm Road  
Hanwell  
SW7.

23.11.79

Dear Mr. Fuell,

Thanking you for the postal order I am extremely grateful. It was very thoughtful of you.

John's injury was worse than anticipated but he is progressing more each day.

Thanking you again,

Yours sincerely,  
M. Korotki.

P.S. Sorry I haven't written before but I have been busy.

Mrs. N. Surrage,  
10, Squirrels Close,  
Godalming,  
Surrey GU7 3RY.

26.11.79

Dear Mr. Fuell,

Thank you for your letter with enclosed postal orders. Rod and I are very grateful for the money, especially this time of the year nearer X'mas; we have 2 small children and it is not easy.

He is a tetraplegic and seems doing quite well, he is hoping to come home for Christmas. Though he is not able to do anything for himself he is cheerful and is now in a wheelchair.

Thanks once again for your help.

Yours sincerely  
pp. Rod Surrage.