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SOUTHERN HANG GLIDING CLUB

DECEMBER '81

Victory for the hilltop fliers

HAND-GLIDER pilots today won the right to fly from Mill Hill, Shoreham, scene of past soaring battles.

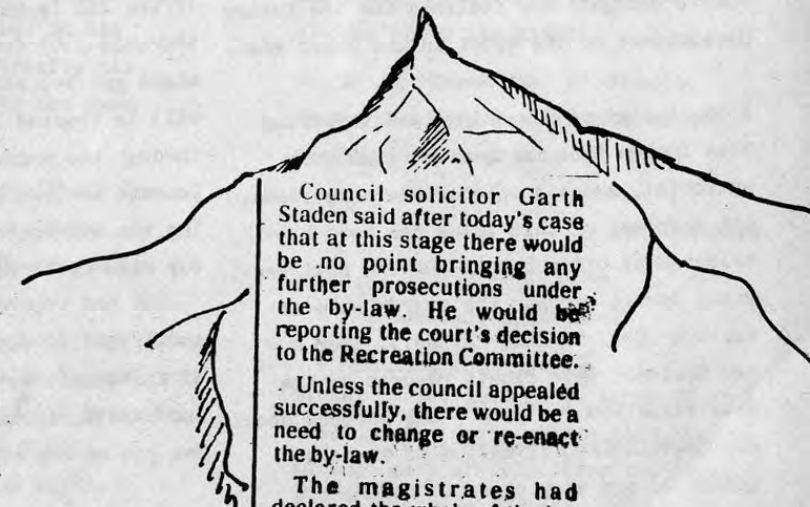
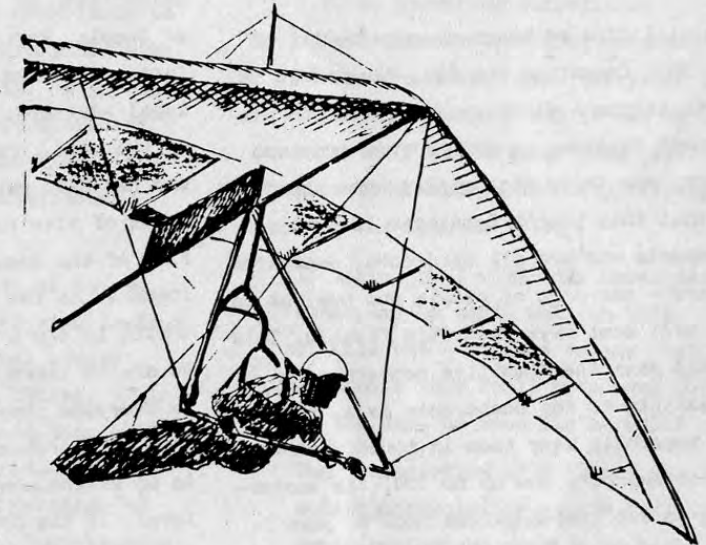
Steining magistrates ruled that the by-law banning hang-gliders from taking off or landing on the hill overlooking the Shoreham by-pass is invalid.

They dismissed cases against Kelvin John Wilson, 28, a hang-gliding instructor, of Norfolk Terrace, Brighton, and David Woolford, 34, a machine-tool setter-operator, of Hangleton Way, Hove.

Mr Wilson pleaded not guilty to landing and Mr Woolford denied taking off at Mill Hill on September 8.

Mr James Morgan-Harris, defending, claimed the by-law had been declared invalid by the Lord Chief Justice after an appeal case before the Divisional Court.

The magistrates did not uphold Adur District Council's claim that the by-law had been made valid by a later amendment.



Council solicitor Garth Staden said after today's case that at this stage there would be no point bringing any further prosecutions under the by-law. He would be reporting the court's decision to the Recreation Committee.

Unless the council appealed successfully, there would be a need to change or re-enact the by-law.

The magistrates had declared the whole of the by-law relating to hang-gliding invalid.

November 1981 seems quite likely to be remembered in future years as the most important month in the history of the SHGC to date. The victory at Mill Hill, and the elections at the AGM are individually of great importance: put together, they bode well for the future.

You will find on the back page a list of the SHGC Committee for '81 -82, and it is worth taking a close look at. With no disrespect intended to anyone from previous years, one thing that really does stand out is that this year's Committee is composed of people who are all hard-core, dedicated flyers - the sort of people who are out on the hill most days when it's flyable. This should make the Committee members more accessible to the membership as a whole, and hopefully keep them in touch with what's happening. It's now up to YOU, the membership to let the committee know of your ideas, thoughts and feelings for the future development of the sport in the South East.

A small sign of how things are improving lies in the fact that, apart from this editorial, and a couple of the news items, all the rest of this issue has been contributed by other people. On the next page, Peter Harris reports the awards made at the AGM (Gee, THANKS, fellas!). Then our new Chairman Dave Bluett reports on the site situation for 1982 - all members should pay VERY CAREFUL ATTENTION to the site rules. We are very close to making the breakthrough to respectability now, and

Editorial

Continued/...

an accident-free, and trouble-free 1982 could help us to get there.

MILL HILL

I can't let this opportunity go by without commenting on the victory at Mill Hill. It didn't just HAPPEN, you know, it was the culmination of a lot of hard work by a lot of people. Particular credit to Tony Mac-laren and James Morgan- Harris, BHGA's legal advisers, for their superb handling of the case. Credit, too to Vince Hallam, who has been making sure that the Club's point of view has been brought to the attention of the local news media; and attention focussed on the waste of public money on trying to ban a harmless sport.

We are OK there for the time being, as long as everyone obeys the Air Traffic rules laid down by Shoreham Airport; ie if the RED board is up at the control tower, stay at ridge level; if the GREEN is up, it's OK to soar. If the RED is up, a call to the tower on Shoreham 2303 (or even a visit down there) might get you permission to fly. Offenders will be treated VERY severely: we've been through too much aggravation with the Adur Council to lose permission to fly by upsetting the ATC controllers, who have been on our side up to now.

And, finally, can I pass on the best wishes of the Committee to all members for a happy and safe Christmas and New Year...

See you on the hill,

TONY FUELL

A.G.M. S.H.G.C. HONOURS

IT'S GOOD GUYS!

Surprise item at the A.G.M. which was not on the Agenda was the presentation of trophies to three members who have brought so much credit to the Club.

Special tribute was paid to champion Johnnie Carr whose flying achievements this year in international championships and the League have been chronicled with almost monotonous regularity. A golden naked lady now stands on his sideboard with his other countless trophies - a perpetual reminder of an outstanding year.

The other outstanding flier, of course, is Graham Slater who emerged with leading placings in the international events ahead of the other British fliers. This is the third time he has more than helped to beat the rest of the world. His reputation reflects in the prestige he has brought to the S.H.G.C. "Outstanding Flying Achievement" inscribed on his trophy summarised all too briefly his triumphs during and prior to the year 1981.

The third honour went to Tony Fuell for his dedicated contribution to hang gliding over many years. Newer members may not know - and older members may not fully appreciate - just how much Tony has done for hang gliding since he became involved back in 1974. Over the years he has been Secretary of the S.H.G.C., Chairman, Safety Officer and Editor (reject this contribution, if you dare,

Tony!) He has also been editor of WINGS and Public Relations Officer, as well as Accident Investigations Officer, with John Hunter. He has organised competitions and marshalled events and has collaborated with B.B.C. T.V. in preparing competition commentaries. Countless articles of his have appeared over the years in WINGS! and WINDSOCK and it was he who made the first British hang gliding parachute deployment whilst flying over the Dyke in 1978.

If I keep on I will only embarrass the bloke and he won't publish this article but - suffice to say that we need more Tony Fuell s to come forward. By the way, he does fly as well!

The presentation of a trophy was but a modest appreciation of his "outstanding contribution and service to hang gliding" over the years.

So, a big 'Thank You' to Johnnie, Graham and Tony for bringing so much prestige and credit to our Club.

PETER HARRIS.

(Aw, gee, shucks.....Ed)

DEVIL'S DYKE XC COMP

Michel Carnet is organising an XC comp based on the Devil's Dyke site, to run through most of 1982. (See the rules, printed on Page 10)

Chairman's Letter

Well thanks for voting me in as Chairman of the club. I shall certainly try to do my best in the coming year. A query at the AGM about fees we pay land owners for the use of sites has prompted me to put pen to paper regarding our sites. At the same time I shall outline any new sites rules:

Devil's Dyke

On this site we pay the farmer at the top of the hill £280.00 per year for the use of the fields to the west side of the hotel. The farmer at the bottom of the hill is paid £240.00 per year. This entitles us to land in the grass field behind the barn on the other side of the road all the year round. We can also land in the large field immediately below the hill when it has not got crops in it, ie, September, October and sometimes November, as in this year. As the crop is now through in this field, anybody landing there must pay a £10.00 fine. This is either collected by myself or other committee members and passed onto the farmer, or else by the farmer (Mr Lee) or his son. Mr Lee cannot see the field from where he lives, but usually gets a phone call when hang gliders land in the field from people in the village. So if you land in the wrong field, please make sure the fine is paid. If fines are not paid it would likely jeopardize the site for everybody. As far as landing in the grass field behind the barn, virtually all kites are capable of reaching it as long as you do not leave the hill too late. Beware of the power lines around the field and the fact that it slopes away in a NNW direction. We do not want many incidents like the one that happened on 2.12.81. Paul Osbourne was flying the Dyke but because of poor lift went down. He was trying to land in the grass field but found himself too low to cross the power lines beside the road. He had to turn low to the ground and crash landed cross or down wind in the cropped field resulting in a broken arm. I hope he is out on the hill again soon. It is obviously a lot better to land safely in the cropped field and pay £10 than try to get to the grass field with insufficient height and crash land. As it is Mr Lee still wants the £10 from Paul.

Ditchling

On this site we pay £240.00 per year for the use of the take off and bottom landing field near the cross roads at the northerly bowl. As far as the NE face is concerned in front of the car park the club has been negotiating with the National Trust for official use of the site. They have turned around and said that they will not allow us to use the site for 6 months over the summer period. We will not agree to this and will try to get an acceptable agreement as soon as possible. In the mean time if you fly the NE face do not take off immediately in front of the car park and rig kites away from the footpath near the trig point.

Firle

Here we pay the estate £500 per year for use of the hill at the top and a bottom landing area on the hill side of the fence. The major problem in the past season has been fliers parking in the top car park when we are not allowed to, ie, May 1st to September 30th and also parking on the road leading up to the site which led to congestion. Bear this in mind next year when you fly the site.

Beachy Head

There are no site fees here, but the main problem as you know is that the Council is likely to try to bring in a byelaw next year to ban us. This is not absolutely certain - it depends a lot on the outcome of Mill Hill and also flying activities in the next year at Beachy Head. We (Ralph Winsor, Bill Newton and myself) had a meeting with representatives of the Council and opponents to hang gliding, the Hamblers Association, Sussex Downsman and the Civic Societies of Eastbourne. These groups were totally fanatical in their opposition to us flying at Beachy, their main objections being the danger to the public. The Civic Societies were even willing to contribute towards a byelaw. In return we offered to the Council a sites management plan which was discussed and amended where necessary. Although we have made concessions these will not curtail flying from Beachy. As far as SHGC members are concerned, you should have all seen the new rules for the site.

Briefly they are now: 1) The first flier who arrives on site is sites marshal and must mark out a landing area. The markers (fibreglass canes with flags) are kept at the Eastbourne end of the Beachy Head pub on the right side of the building. There is a white door and the canes are above the door amongst some empty beer barrels. In addition there is a plastic bag with a petition and a SHGC arm band - please wear it. The idea is that if Council members etc come to the site they know who to contact and they will know the SHGC is in control. Obviously in the main, committee members will take on the sites marshal job. 2) The only landing area on top is to the east side of the coastguard station on the 'hump'. Take off points are from the normal places. 3) We must comply to downland byelaws, ie, no camping overnight. 4) A representative of the RSPB was there and we have agreed to keep to a minimum height on the cliffs of 200 feet during mid March to mid July. 5) All fliers cars must be parked at the back of the car park. 6) For cliff flying and any top landings, fliers must be Pilot Two or Wings equivalent. The reason for this is that we can not risk inexperienced pilots crashing into members of the public. If one person is knocked down in the next year and it is reported to the Council, I think our chances of keeping Beachy are limited.

Mill Hill

As you all probably know, we won at the Magistrates court on Wednesday. 3 SHGC members (Dave Woolford, Kelvin Wilson and Eddie Horsfield) had been summoned to the court and the club had arranged for James Morgan - Harris and Tony McLaren to represent the fliers. Their case was that as the original byelaw had been declared invalid and that it was then amended after Frankies case, the law would still remain invalid. The magistrates upheld this submission and the cases against Dave and Kelvin were dismissed. All other cases that were due to come up will now be adjourned pending an appeal by the Council's representative. This is likely to take a year (there is a chance that they may not appeal) so in the mean time we can fly Mill again. In the mean-time the club is writing to the Council members (with a copy going to the press) to try to get a meeting to see if we can stop them carrying on in their

fight to stop us flying. In the mean time when flying at Mill remember not to go above 50 feet when the red disc is up on the Shoreham Air Traffic control tower. This means that powered aircraft are using runway 21 and coming in over Mill. If the red disc is up and flying conditions are good you can always ring the ATC on Shoreham 2303 and ask politely if you could fly.

As far as the farmer is concerned, we pay him £240 per year for permission to land in the field at the bottom of the hill. Please remember that if you land down the bottom, kites must be derigged before carrying across the fence. If by chance you land in the field behind the road at the top, do not carry gliders across the fence - use the gate near the reservoir.

Finally for all you powered fliers. As you all know, it is a club rule that no powered hang gliders are allowed to take off or land from club sites. In addition trikes have been flying very low over the Dyke and Poynings. On 5.12.81 two different trikes flew over the bottom landing field at the Dyke at approximately 100 feet, then powered away over the Dyke. Please do not do this as Mr Lee in particular is furious about it, and as far as he is concerned hang gliders, powered or not, are the same. So please do not put the Dyke, which is one of the best sites in the country, at risk.

Well that is it, sorry for the length of the letter, but I feel that it was necessary to inform you of the situation on all our club sites. If anybody has any questions, please contact me on the hill.

Dave Bluett

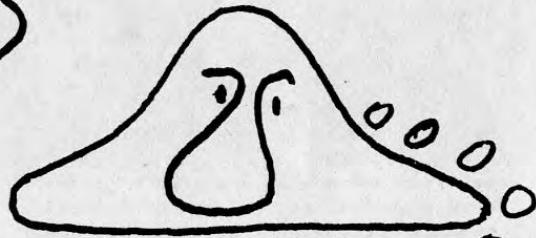
STOKE MANDEVILLE APPEAL TOPS £1000!

The amount raised by the SHGC for the Jimmy Savile Stoke Mandeville Appeal is now over £1000. We are keeping it open until Xmas to allow those few people who have'nt yet sent in their money to do do. HURRY UP PLEASE! We want to get the money to Jim to mark the end of the International Year of the Disabled; December 31....

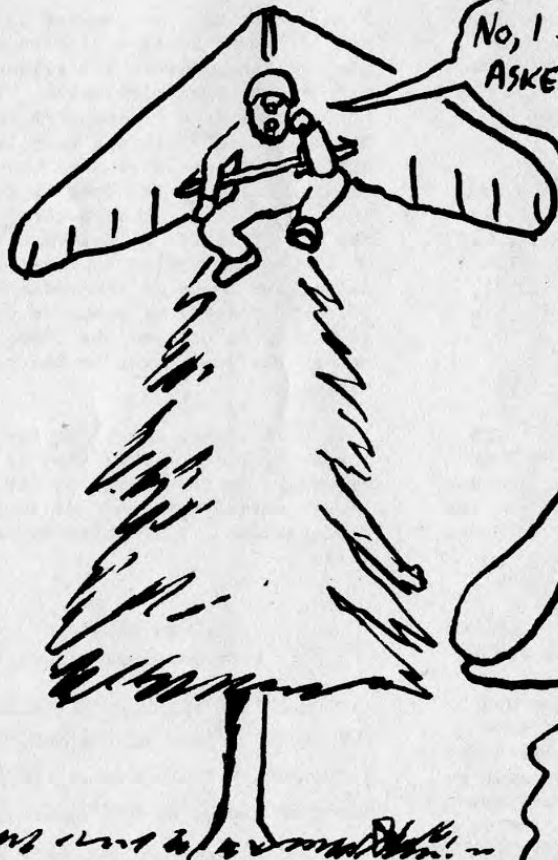
BLOB

THE GREAT WHITE
KILLER THERMAL

BY POPULAR REQUEST
I HAVE TO DO THE
CHRISTMAS BIT THIS TIME



WELL, SOMEONE
MENTIONED IT



NO, I DIDN'T CRASH, I JUST
ASKED THIS DEALER WHERE
HE WAS GOING TO
PUT THE EXTRA
CHRISTMAS TREE
HE'D ORDERED



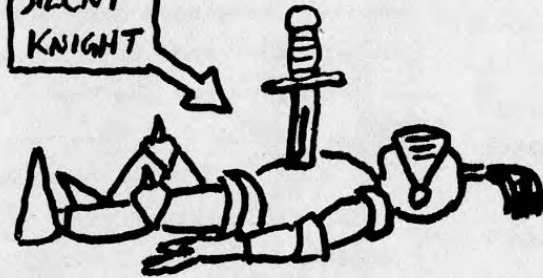
WELL, THERE'S THE
FAIRY UP THE
TREE FOR A
START

I SAID
"EVERYTHING"
NOT
"EVERYONE"

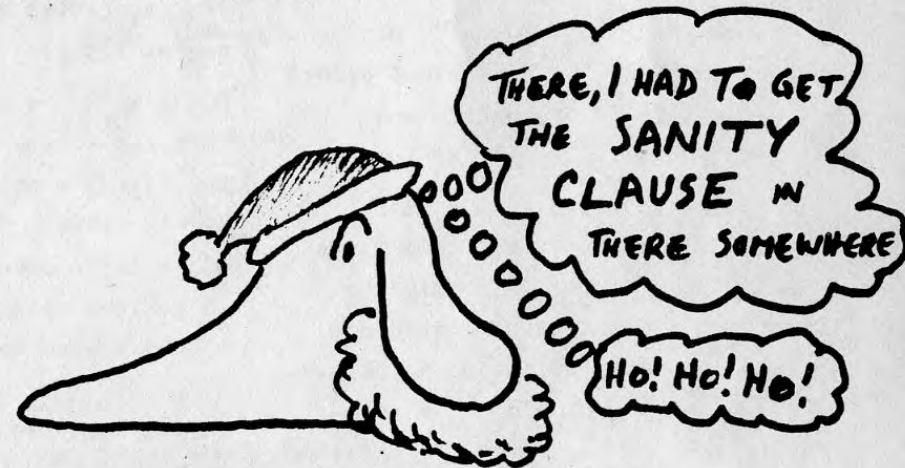


THEN EVERYTHING HAS
TO BE LIT UP

SILENT
KNIGHT



HOWEVER, AS THE WHOLE THING DRIVES ME CRAZY
I MUST ADD THIS DISCLAIMER: I CAN ACCEPT
NO RESPONSIBILITY FOR THE SANITY OF ANY
ONE READING THIS CARTOON.



THERE, I HAD TO GET
THE SANITY
CLAUSE IN
THERE SOMEWHERE

Ho! Ho! Ho!

Following the AGM when I was elected onto the Committee amid cries of "who?", I thought I'd also help Tony fill some space in Windsock and introduce myself to all you folk out there (Ed, Heck, you mean we have people who read this stuff?)

Firstly I'm glad to say that you don't have to be an 'ace' flyer to be on the SHGC Committee - not even a terribly well known one. Secondly, its taken me four years to realise this!

As an ordinary club flyer who doesn't get as much time nor as much money as he'd like to spend on hang gliding and the latest gliders and equipment, I hope I'm fairly representative of many club members. I fly a Chargus Vortex, which I bought from new three years ago, and whilst it is not likely to get me into the league nor win me any competitions, like many other pilots I fly for the shear*pleasure and exhilaration.

Prior to my four and a half years hang gliding experience, I had flown powered light aircraft (mostly the faithful old chipmunk) and standard gliders in the Air Training Corps, (any of you remember the old T21's and Sedburghs?), gaining my A and C gliding certificates in the process. Thus the love of soaring flight - pure flight - was born.

* This is known as "wind shear"... Ed.

Having progressed through hang gliding training spread over about 6 months, due to bad weather every b----- weekend (no you wern't the only one!), I bought my first glider - a second-hand Hiway 220, a 'bogrog' as they are now affectionately known. I suppose these days many of our newer members dont know what it is to fly a 'bogrog' - boy you don't know what you've missed! I used to be fit then, (don't think I could hack it now). We would spend weeks flying top-to-bottoms logging every 2 or 3 minute flights and waiting for those elusive 18-20 winds that would make it possible to soar 100ft above the ridge - and that was a good height! No problems with stall warnings though - when the flapping trailing edge became too quiet you knew your speed was too low - no such thing as batterns on a 'bog rog'.

Don't get me wrong though, I had some terrific flying on that old standard - and learnt a lot on a very forgiving, stable glider. You really had to concentrate on steady efficient flying to get the best out of the ridge lift - thermals were far too advanced.

Anyway from the above I hope you can gather that I would like to help the novice to intermediate flyer whilst I am on the committee. I'm sure that many of

you are going through the same problems and dilemas that I did - and still am - but quite often it does seem difficult to know who to approach on the hill once you have graduated from a school. Everybody seems to have all the latest equipment, be talking about "topping out thermals at X,000 feet" or "goingferit" and not always interested in talking or helping a novice who wouldn't mind just ridge soaring.

Well, if this is your plight don't feel awkward about nabbing one of the committee members who will be only too glad to offer help and advice to the serious learner or an introduction to a more experienced flyer, who will keep a watchful eye on you. But if you are offered advice, whether requested or not, for goodness sake take notice. Remember those already flying may know their gliders/site/ conditions well- you may not.

Finally don't forget the schools. If you've been through their training courses they'll still be willing to help you afterwards.

Anyway, if you see me on the hill please let me know if you have any ideas or suggestions to put forward. I'll be only too pleased to help or advise if I'm able - if not I'll tell you who can.

Happy Landings

Adrian Whitmarsh

MYSTERY HANG GLIDER APPEARS OVER HORSHAM

Reported on Saturday 7th November about 2pm on the outskirts of South West Horsham and has caused hot debate in the family of one of our members. Will someone please settle this mystery? Was it powered or not? If not it must have been a cross country flight worth writing about, whoever you were. Tell us how you did it as Horsham must be 10 miles from the Downs at the nearest point, and the wind was South Easterly at the time!

"GET ORGANISED" SHGC TELLS TRIKERS

Following one or two recent incidents of thoughtless flying by microlight pilots, SHGC 's Committee decided at its last meeting to contact those of its members who are known to be into this type of flying in the hope that they can get some kind of organisation off the ground to be responsible for controlling their activities. As it is, SHGC is tending to collect all the blame for 'trike activities, and it is beginning to affect our relationships with some site owners (see Chairman's Letter). 'Trike pilots are reminded to STAY AWAY from hg sites if possible...

NEXT SOCIAL EVENING

This will be on JANUARY 29th, at the Fox & Hounds pub (site of the AGM), on the Haywards Heath- Ditchling Rd, and we'll be showing Johnny Carr's film of the World Championships in Japan. Also, a CAA movie, we hope.

THE DEVIL'S DYKE CROSS- COUNTRY HANG GLIDING COMPETITION

To enter:- Give ,or send £5.00 to organiser Michel Carnet, 143 Loder Rd, Brighton BN1 6PN ; or ask at the bar of the Devil's Dyke Hotel, Brighton BN1 8YG-Claims should be handed in or sent to the Hotel.

RULES

1. The competition STARTS on JANUARY 1 1982, and FINISHES on OCTOBER 17 1982.
2. ENTRY FEE of £5.00 must be paid BEFORE first scoring flight.(See above)
3. The competition is open to everyone.
4. The entry fees received will be offered for prizes as follows:-
 - * 75% to the pilot with the best AVERAGE of THREE FLIGHTS
 - * 25% to the pilot with the longest single distance.
 (In the event of a tie, special conditions apply (see over))
5. TAKE-OFF to be made from an area of within 1 km of the Devil's Dyke hotel (O.S. Map Reference TQ 258110). FOOT LAUNCH is mandatory. Auxiliary power assistance is not permitted
6. DISTANCES will be measured in a STRAIGHT LINE from the Devil's Dyke Hotel to the point of first landing, and will be expressed in kms, to the nearest 100m.
7. Pilots may have as many attempts as they wish.
8. CLAIMS for scoring flights MUST be made IN WRITING within 7 days of the flight.
9. The following INFORMATION is required in a claim:-
 - * Pilot's NAME and ADDRESS
 - * Date of flight, and glider flown
 - * Name/address of TAKE- OFF WITNESS
 - * Name/address of LANDING WITNESS
 - * O.S. map reference of LANDING SITE
10. The MINIMUM DISTANCE that will be counted for a claim will be 5 km. The organiser's decision as to acceptance of a flight claim will be FINAL.
11. Pilots participate in this competition AT THEIR OWN RISK.
12. Before taking part, pilots should familiarise themselves with the SHGC rules regarding use of the Devil's Dyke site; UK Air Law and Air Traffic rules.
13. PRIZES. As well as the cash prizes (See 4 above), a cup will be awarded to each pilot who flies more than 50 km (31.06 miles). A Novice Cup will be awarded to the longest flight by a novice pilot.(Defined as one who had not done any XC flight at 1st Jan '82) The PRIZEGIVING will be held at the Devil's Dyke Hotel on OCTOBER 30, 1982.

Organisers: Michel Carnet/ Ian Anderson. XC pilots requiring retrieves may leave messages at the Devil's Dyke Hotel, telephone:Poynings 256.

DEVIL'S DYKE XC COMPETITION

Continued/...

15. PRIZES : SPECIAL CONDITIONS:
If at the closing date, there is less than ½ km between the first two pilots for the "longest single distance" prize, or 1 km between the first two pilots in the "best average" prize; they will be considered Joint Winners, and the prize money will be divided equally between them.
16. Reports on the progress of the competition will appear from time to time in WINDSOCK, WINGS! , and the EVENING ARGUS.

AND...ANOTHER COMPETITION!!!

Vince Hallam, who claims to have been the only SHGC pilot in the air last Christmas Day, is planning to hold a Punter's Comp. on Boxing Day 1981. Tasks will be very simple, and aimed at the beginner/intermediate level of performance.

If you want to enter, (it will be a fairly informal do), ring Vince on Brighton (0273) 609925 before setting off, and he will tell you where to go to. We're told that prizes will be awarded, so come on, all you newcomers, get out and shake that Christmas pud down a bit!

FATHER CHRISTMAS STRIKES...

Close observers of the Sussex airspace on December 19 may see something of an epic XC as an elderly gent thermals a totally unsuitable vehicle between the Devil's Dyke and Beachy Head. No, not Steve Hunt this year, we have secured the services of the REAL thing.

From his snowbound fastness somewhere north of Watford, Father Christmas was his usual genial self when I telephoned him to check on his ETA's for the Sussex toy run, on December 19.

He's dropping toys at the Dyke at around 1.00pm...if wet, or SE (as it usually is) he'll get the back-up sledge into operation in the village street of Poynings. And he wants as many Club members as possible to help distribute the presents to the waiting little.... children. From there, at light-speed, or thereabouts, he's off to Eastbourne where Ralph Winsor has got him lined up to hand out presents at a home for disabled children. Again, Club members from that area are wanted to help out; contact Ralph for details.

SMALL ADS

Sigma 12m, very good condition, low price, easy handling. Contact Peter Day, Reading 21481.