

THE SHGC COMMITTEE 1981-82

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(Reg. BHGA Instructor, Observer No 383)

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(Observer No 403)

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Enquiries about membership, subscriptions,  
and addressing of WINDSOCK should be sent  
to Peter Day (see address above). If a  
reply is required, enclose a STAMPED SAE.

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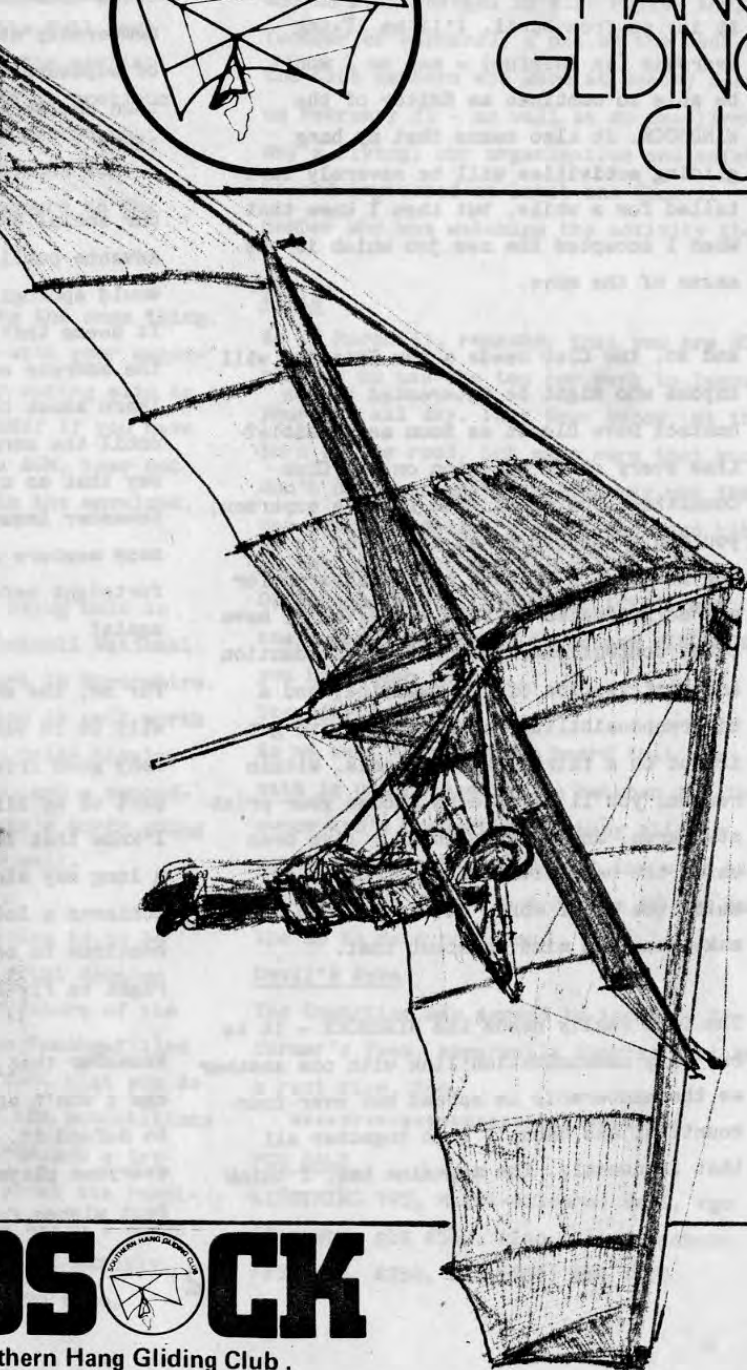


SOUTHERN  
HANG  
GLIDING  
CLUB

MARCH '82



"There's talk that  
you're having an  
affair with a hang-  
glider."



**WINDSOCK**

Magazine of the Southern Hang Gliding Club.

Hang glider drawing by:

*Everard Cannon*

EDITORIAL: SHGC GOODBYE!

After nearly eight years as a member, it is a painful thing to announce, but here it is: as from April, I'll be living overseas (in Belgium) - and so I won't be able to continue as Editor of the WINDSOCK. It also means that my hang gliding activities will be severely curtailed for a while, but then I knew that when I accepted the new job which is the cause of the move.

And so, the Club needs a new Editor - will anyone who might be interested please contact Dave Bluett as soon as possible? Like every other position on the Club Committee, you don't need to be a superman, you don't need to be an ace flyer to be the Editor - a willing heart makes up for any deficiencies in this area! You'll have total control over the content, production and distribution of the magazine, and a big responsibility to the members to get it out on a fairly regular basis. Within reason, you'll be able to choose your print standards, and print methods: I've been using the newsletter format because it suits the way I work, but you'd have to make your own mind up about that.

The Club really needs the WINDSOCK - it is our only communication link with one another as the membership is spread out over four counties, and doesn't meet together all that frequently. The magazine has, I think

been able to play a part in improving sites behaviour, and keeping the Club's membership at a viable level: the threat of exposure in print has persuaded more than one defaulter to pay up his subscription!

Our social evenings have benefited from advance publicity too - although I really would apologise for last month's boo-boo. It seems that, due to the late arrival of the address envelopes, many members didn't learn about the film evening in January until the morning after. But I can only say that an advance notice WAS in the December issue, and we did try to tell as many members as possible on the hill in the fortnight beforehand. But, apologies once again!

For me, the worst aspect of leaving England will be to sever my relationships with so many good friends. The SHGC has been a big part of my life for several years now, and I know that I'll miss it a lot. We have come a long way since the early days, and we have achieved a lot. I do hope that the Club will continue to be successful in defending the right to fly in the South Downs area.

Remember that the right to fly is a privilege; don't abuse it, but always be vigilant to defend it. The Club cannot survive unless everyone plays their part.

Best wishes for the future....TONY FUELL

BHGA AGM AND CONFERENCE

As we said in last month's WINDSOCK, the SHGC Committee are determined that this year the Club will play its full part in the voting at the AGM. The earlier members will remember that in previous years we circulated envelopes so that those who weren't going to the AGM could give their voting papers to the Club to use for them.

Well, this year we're doing the same thing. You'll find the envelope with your magazine, and you'll find your voting slip in the February issue of WINGS! If you have decided NOT to go to the AGM, tear out the voting slip, put it in the envelope, and POST IT, NOW!

This year the AGM is NOT being held in Coventry, it's at the Lilleshall National Sports Centre, near Newport in Shropshire. It's on March 20/21st, and is well worth going to. There will be a Trade Display of all the latest gliders, and a second-hand glider mart too, so it's worth going if you've got a glider to sell.

But the main reason for going is to be able to take part in the vital debates and discussions about the future of the sport. What happens in the "smoke-filled rooms" at the AGM does affect what you do on the hills - it affects the competitions policy, the flying standards, and a lot else. You can't complain about the remoteness of the Council if you haven't taken the trouble to go and find out exactly what goes on. But, if you don't go, RETURN YOUR FORM!!!

SITES NEWS

Not much in the way of news this month - and no real changes in site rules. And, (wonder of wonders), a pat on the back to the Club members who were at Beachy Head on February 21 - as well as an excellent day's flying, our organisation and safety record impressed at least one Council member who was watching the activity then.

Firle

As of March 31, remember that you are NOT allowed to use the top car park to leave your car all day. Park down below, at the turn in the road, but make sure that you don't obstruct anything. You may use the car park for delivery of gliders and kit to the site, but don't leave it there. Offenders cars will be identified, and their names published in future WINDSOCKS - you have been warned...

Steyning Bowl

As we went to press, we heard that the site is under negotiation between the landowner and a consortium of hang gliding schools. I haven't heard that the site has been closed. Ring Vince Hallam if you need the up to date position.

Devil's Dyke

The Committee has agreed to increase the farmer's fees, apparently they've just had a rent rise, too.

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FOR SALE

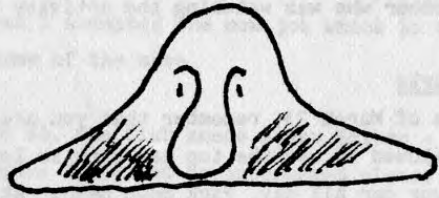
LIGHTNING 195, Multi-coloured sail, vgc 12 months old £580. Also, 26' parachute FFS type, £150. Tel; (01) 684 4772.

# BLOB

THE GREAT WHITE  
KILLER THERMAL  
RIDES AGAIN!



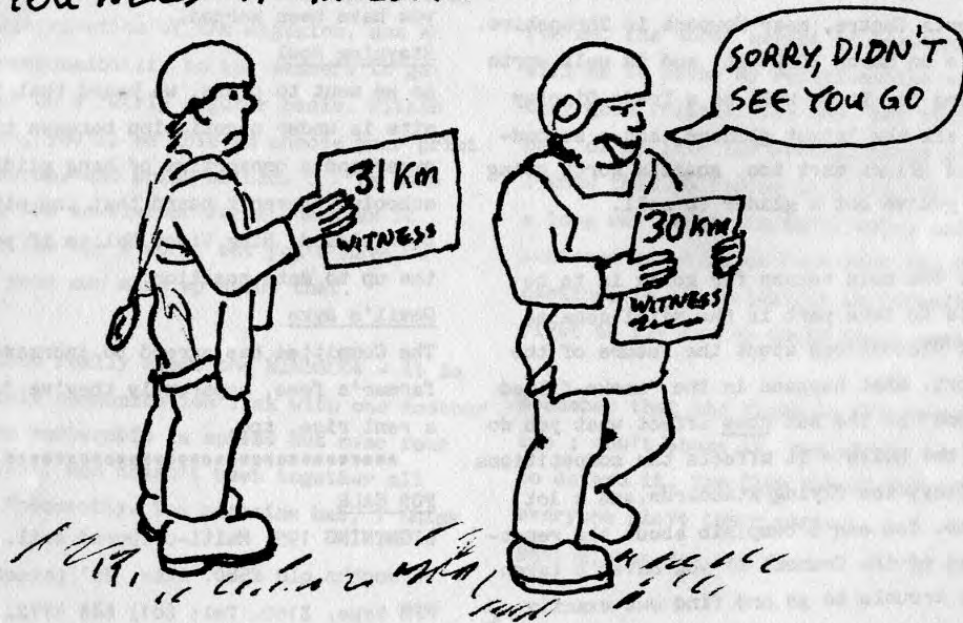
SORRY, I GOT CARRIED AWAY  
BY ALL THOSE BLUE  
THERMALS AND  
PORNOGRAPHIC CLOUDS



ANYWAY, ALL THIS FLYING STUFF - - - -

I SEE MICHEL CARNAGE HAS STARTED A CROSS  
COUNTRY COMPETITION FROM THE DYKE.

YOU NEED A TAKEOFF WITNESS - - -

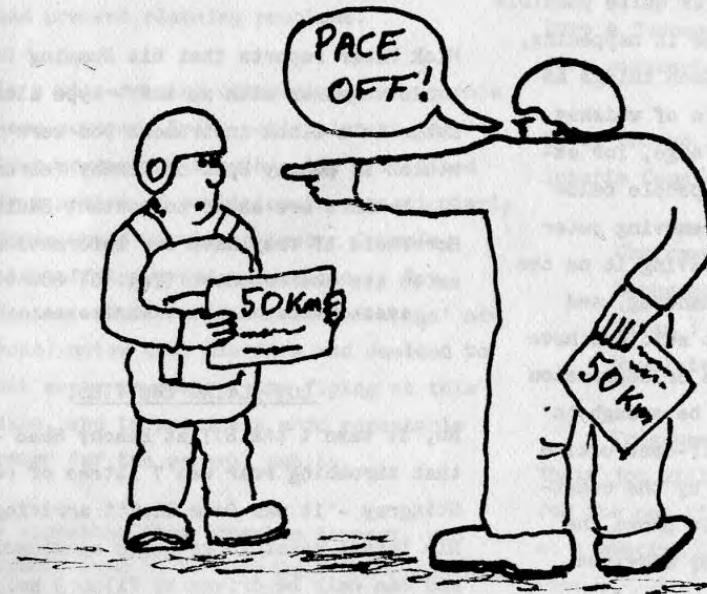


-- A LANDING WITNESS - - - -



-- AND AN ORDNANCE SURVEY GREED REFERENCE  
TO COLLECT THE MONEY.

THERE IS A RUMOUR THAT IN THE EVENT OF  
A TIE THE PILOTS CONCERNED WILL HAVE  
TO PACE OFF THE DISTANCE AS A CHECK.



BEACHY HEAD: BEWARE OF WINGLESS FLYERS!

A faintly bizarre article has been spotted in a recent issue of the 'British Medical Journal'. It is a report on the suicides at Beachy Head - the cliffs there are the most popular place in Britain for this apparently. Between 1965 and 1979, there were 124 deaths in the Beachy Head area; the favourite point being immediately opposite the lighthouse (23), and between the lighthouse and the coastguard station (62).

What does this have to do with hang glider pilots, I hear you ask? Well, the author states that in many cases, persons involved in suicide attempts had displayed some kind of disturbed or suspicious behaviour on the cliff top before they jumped. And since we spend a lot of time in the immediate area of the cliff, it is quite possible that a Club member might see it happening, and be able to intervene. Such things as a man drinking half a bottle of whiskey while standing on the very edge, for example. Or gesticulating to people below to get out of the way. Or removing outer clothing, shoes etc, and leaving it on the top. A woman put down her handbag, and jumped...Remember that most suicides have a history of mental illness or depression (67%). A friendly word may be enough to turn them away from the self-destructive impulse. The telephone box by the coastguard station may be used to phone the Samaritans, or the emergency services.

Most deaths occur in the summer months, June, July, August, when there is a

frequent 'bus service to the top. The popularity of Beachy Head for suicides may be related to imitative behaviour - Eastbourne 'bus crews and taxi drivers are alerted to look out for people who are in a disturbed state and who ask for directions up there. Most attempts are made within an hour of arrival at the site.

The BMJ article gives no advice on how to approach a suspected person, so you'd just have to use your initiative. But a little bit of care and compassion for a person at the very end of their tether could maybe save a life one day.

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MICK MAHER'S VARIO STOLEN

Mick Maher reports that his Humming Bird vario together with an RAF - type altimeter in a black instrument pod were stolen at Beachy Head on Sunday February 21. Members are asked to contact Eddie Horsfield if they have any information as to its whereabouts. (Tel: 01 684 4772)

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LOW FLYING CHEVVIES!

No, it wasn't the B17 at Beachy Head - that throbbing roar was 7 litres of red Stingray - it was Dave Blüett arriving! His latest beast looks quite spectacular, and can only be driven by Pilot 3 holders. Only one minor problem: NO WAY can you carry a hang glider on it...also it only does 8 mpg... ah, well!

SUSSEX MICROLIGHT CLUB FORMED

Last month's WINDSOCK noted that the SHGC was appealing to local microlight pilots to get their act together and enforce some organisation in the vicinity, before it was done for us. Well, now something is happening - at a meeting held on February 5th, a number of people agreed to get together and form a Club to cater for microlight flyers.

The new Club will concentrate for the time being on acting as an information exchange: calls for the Club to act as a sites-location agency were dismissed as impractical. It was felt by a large majority that it would be preferable to go for a larger number of low-intensity sites rather than one field, which would surely attract local opposition, and present planning problems.

In a wide-ranging discussion, many points were covered. Trike activities at the Dyke crossroads were heavily criticised by a number of participants ; particularly those who'd witnessed Lester Cruse's take-off the previous weekend... Roy Venton - Walters (Southdown Sailwings' new boss) noted that his firm had decided to act so as to control the flying at this site, and to provide a more acceptable image for the general public.

A spokesman from Shoreham Airport, who didn't seem to be very well informed about microlights, stated that it had been decided as a matter of policy that microlights

would not be allowed to use the airport for the foreseeable future. This drew some ironic comment from Steve Hunt and others, who didn't seem very happy with it. . But Shoreham are still quite happy with the hang gliding activity, we were pleased to learn, and they have no plans to drive us off Mill Hill as yet.

After some detailed discussion about the aims, objectives and name of the new Club, we got down to some elections...and ran straight up against Murphy's First Law of Hang Gliding, which states that out of every hundred people who are prepared to go to meetings and say the "something orta be done", only two people will actually offer to do anything at all, and one of them will be said by all the others to have a "commercial interest", and is therefore unacceptable.

So it proved... after several attempts, an interim Committee was set up, as follows:-

- Chairman: Ian Grayland
- Secretary: Dave Goepel
- Sites : Martin Smith
- Newsletter: Roy Venton-Walters, and Michel Carnet
- Treasurer : Roland Lewis-Evans

Their job will be to prepare a Constitution for the new Club, and this will be voted on at a meeting to be arranged in about 3 months time .