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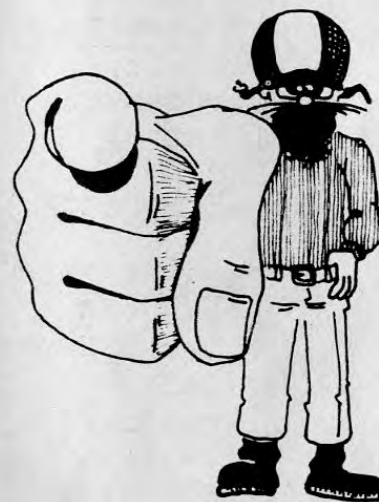
NOV '82

MAGAZINE OF THE

SOUTHERN HANG GLIDING CLUB

THE CLUB NEEDS...

YOU!



YES, YOU!

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All membership, subscription, Windsock mailing enquiries should be sent to Peter Day.

EDITORIAL

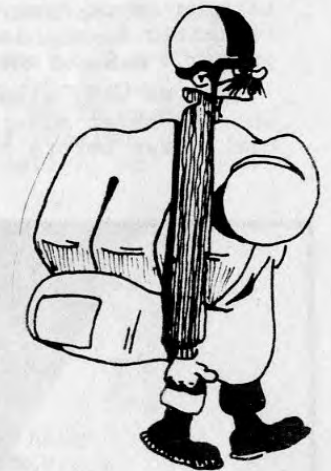
The magazine seems to be going O.K. You have been responding well with articles - keep up the good work. You don't have to write about a great XC. Even if you've just finished your Pl let's hear from you about it. How did you find your school and how did you get on when you were fully "fledged" ? (or Rogalloed?!) If you have any good ideas about the way Windsock should be compiled, drop me a line. If you want to advertise give us a call. Windsock will normally be put together on the 25th and all contents should be received before then. We need more black and white pictures (up to date ones). Please send them to Peter Harris, with a S.A.E. if you want them back (and your name on the reverse of each).

By the way, has anyone got a good plain paper copier they want to get rid of especially with reduction facility. We could produce a better mag if the club had its own photocopier. Just ring me if you can get hold of one. There may be some of that "green-blue-brown" stuff called money involved!

Chris Bartram

AT THE AGM....

SEE PAGE .23..



All contributions to: Chris Bartram, 80 Trafalgar Street, Brighton
Deadline 25th of preceding month.

Letters

YOU SEND THEM, WE WILL PRINT THEM

CHARLES STIMSON

It is with regret that I wish to inform flyers of the brutal murder of S.H.G.C. member Charles Stimson, who was gunned down outside his flat late on Sunday evening of the 17th October 1982.

I knew Charlie quite well through hang gliding. He lived in Croydon as I do. He had been flying since the beginning of the sport and was always very enthusiastic about hang gliding. He always flew seated, even though I had offered on several occasions to help him convert to prone. He said he was quite happy to always fly seated. He wasn't a regular flyer, but often appeared on the hill mid-week with his Moyes Mega II.

When I had my accident earlier this year, Charlie was one of the members who regularly visited me in hospital. He continued to visit me when I came out of hospital. My wife and I became good friends with him. One evening recently we were talking about hang gliding and he was telling me about his fantastic flight in wave in the Midlands where he reached a height of 4,500 A.T.O. which was mentioned in "WINGS".

We will always remember him as a happy-go-lucky flyer who was never miserable and always made you laugh. I last saw him 8 days before his tragic death. Good-bye Charlie.

Eddie Horsfield



Mr Stimson (inset) hang gliding — his life's passion.

Dear Chris,

Beachy Head

Same old vein again folks - hassle on the hill ! Isn't it usually the case, when you're out on the hill having a ball and some rotten sod starts beefing about it? Well, there's quite a few of those species breeding locally around Eastbourne at the moment who would like to give us the push.

'To protect the downland and its users', we're told, which I wouldn't mind if I was being a baddie shootin' off six guns, but flying hang glides, well it speaks for itself doesn't it? It's on par with the byelaw currently being pursued to prohibit metal detecting on the Downs ! (It's true).

So what can be done about it? Euthanasia would be welcome, but may not be necessary. The council realize two options exist - prohibitive or permissive byelaw, and the direction in which they go should be clear by the end of November. They know any prohibitive byelaw nonsense will be opposed by our members, which would mean a public enquiry - but equally that if they must have a byelaw, a permissive one built around our existing site rules would be acceptable.

At a meeting with the Downland Advisory Committee recently, a review of last years flying activities could only fault the club on production of the flying log and ambiguity over the marshall controlling flying on some days. No founded problems on any other score were voiced, although in principle and Amenity Societies remain absolutely anti. Didn't we do well! But they still want 'control' with a byelaw. At a forthcoming meeting the club will be pushing for the permissive option, so if we get any flying there, take it easy.

P.S. Committee member or other designated person to be marshall, i.e. first there. Flying log is kept with marker flags for landing area above pub side door, (to right of building). Marshall to complete log and return with marker flags.

Ralph Winsor

Dear Chris,

I would like to make the facts, concerning the hang gliding accident at High & Over perfectly clear, since Vince Hallam's "WINGS" contribution casts some shadows over this school and its instructors, especially myself. The Day: Conditions were very suitable for ridge soaring at H&O. Only very occasional windspeed variation, thermals. The Site: Busy with sightseers, but none remotely close to the launch point, having been asked to give reasonable clearance. The Pilot: Very experienced, Pilot II rating, recently back from the Scottish Open. Owns an Emu and has flown Sigmas, Cyclones, Cherokees, Atlas's, Super Scorpions, Gyr's Typhoons etc, etc, so not as the letter insinuated a new pilot inexperienced or under training. A pilot in his own right capable of making his own decisions.

Other pilots were present and made a number of flights before and after the accident without incident.

The Accident: having been turned downwind the pilot flew his

glider with great skill and missed all members of the public and despite valiant efforts could not clear the child. The impact looked severe to me - I have 2 years Air Ambulance service with the RAF. The total priority was professional medical assistance and equipment in case she had suffered lung damage or spinal injury. I summoned the ambulance. The pilot followed the ambulance to the hospital and made his peace with the parents. He was very distraught and reported the accident the following morning having arrived back at his home at 10.30 pm.

We all hope fervently that accidents will not happen and make those most strenuous efforts to prevent them, but all human activities will unfortunately result in occasional accidents.

Derek Bond
British Hang Gliding
Schools

Ed: This letter highlights how important it is that in the event of an accident safety should be paramount. However in order to preserve our sites as much information about any incident which happens should be conveyed to the controller of sites and to the club: 1/ Safety Officer 2/ Sites Officer 3/ Chairman. This accident will be investigated and a report in next Windssock issue.

Dear Chris,

Congratulations on the new WINDSOCK - a rattlin' good read ! Imagine my surprise to see my parachute episode resurrected after all this time. Just to fill in the readers on what happened afterwards:-

- I shaved off my moustache, in a fit of boredom one wet Sunday. (Facial hair was a 'seventies thing'; Chairman and Steve Goad please note..)
- GQ never went into the hang gliding market, but they eventually took over an American firm which is a major supplier.
- Polishing my nails modestly, I'd have to say that most of my other predictions came true.

Parachutes are now a normal part of the well dressed pilots equipment; and they have, indeed, saved numerous lives. If you don't already have one, get one, SOON - your next flight may be too late !

BUT...make sure you look after it, and re-pack it regularly. Never, never let the fact that you have a 'chute on tempt you into any manouvre you wouldn't otherwise have done - they have been known to fail ...

It's a good idea to try one or two test deployments to reassure yourself that the thing actually will open, but don't do it with the 'chute attached - just hold the strop, and release it when you feel the pull. Don't ever pull the thing if it is attached to the glider unless you've got a real emergency - once it opens, you have NO directional control, plus you are quite likely to get dragged across the country on landing - ask Dave Woolford. Once out of the bag, only your guardian angel knows where, or in what you'll be landing... Anyway, best wishes to all and keep up the good work.

TONY FUELL

Ed: See thanks Tony, modesty however, leads me to say that Adrian Whitmarsh and Michael Carnet also helped with the new Windssock.

P.S. You might also be interested in the enclosed copy of a letter from Antholy Clouder (whatever happened to HIM!) which must have been a bit prophetic, given the subsequent 'triking phenomenon. WINDSOCK readers saw it in July 1975 - well back in the Stone Age! With hindsight, I'd say that what he saw was a Moto-Delta, which was sold in pretty much the same form for several years afterwards. The general execution of the 'trike bit was very good, but the wing rapidly went out of date, and the engines weren't very good.

Very best wishes
TONY FUELL

BLAST FROM THE PAST

Letter from Anthony Clouder, our Paris Correspondent

Dear Jill,

Well here I'am in Paris and on Saturday 7th June I took a day off work, donned my wasp T shirt (to show I'm a h.g. flyer, should there be any others) and trotted off to the Paris Air Show. To my surprise Deltor Manto had a display (on the ground) of 6 gliders. It's a pity no British were present (Steve and Robin where are you all?).

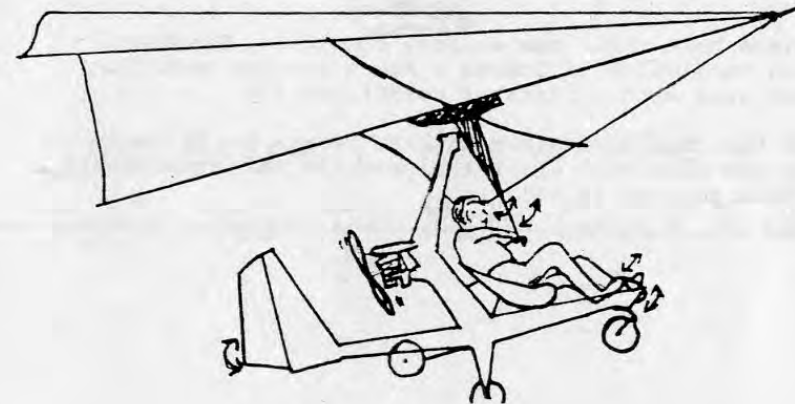
Included in the 6 was what I can only think to describe as a Sail Wing Plane - it certainly was not a h.g. As can be seen from this tracing of a photo, the pilot, seat prop and rudder assembly can be pivoted at the front. I managed by writing down "c.c.?" to find out what the engine is a 274cc and its appearance indicated it to be a horizontally opposed 2 stroke.

Round a hangar, I came across a manufacturer who was not present at Kossen, Veliplane HG's who impressed upon me in the minimum of English vocabulary that the Deltor's plane could stay up no longer than ½ an hour.

I was surprised by the complete absence of 2nd generation and curved boom gliders by the two exhibitors who were both, of course French.

Well thats all folks, I don't get any flying in as I have no transport or kite out here but I hope to see you all at good old Sussex by the sea before long. Perhaps I'll be at the Steyning Championship. Happy sky sailing.

Anthony Clouder



SITES NEWS

DEVILS DYKE

Crop field below is still unplanted although field below north bowl has now been ploughed, remember as soon as fields are ploughed and replanted DO NOT LAND THERE. We may be able to put up a permanent Windsock at the pyke soon. Some may have noticed the club notice board, this is positioned where we rig. READ WHAT THE NOTICE SAYS ITS IMPORTANT.

BEACHY HEAD

The Eastbourne council are going for a Byelaw. We hope this will be, if any, a permissive one allowing flying. See R. Winser letter.

MILL HILL

No further progress, ban still in effect.

FIRLE

As per site rules

DITCHLING

Remember DO NOT FLY from the National Trust Land. Go further West (which is easier to fly anyway).

NEWHAVEN

As normal rules

HIGH & OVER

C. Bartram will be investigating. See D. Bond letter.

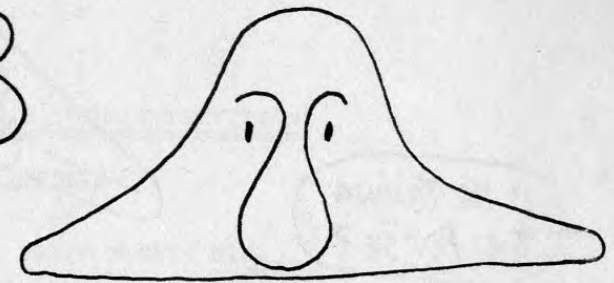
GOSSIP & PRATTLE

S.S. are making noises that their new weapon, code name, Sapphire will make the second hand value of Comets & Azurs drop so much that we'll be giving them away with packets of cornflakes !!!

A certain member of the club has this brilliant idea. Its a theory that is prompted by the ease with which the seagulls soar Brighton seafront; yes you have guessed it !!!!!

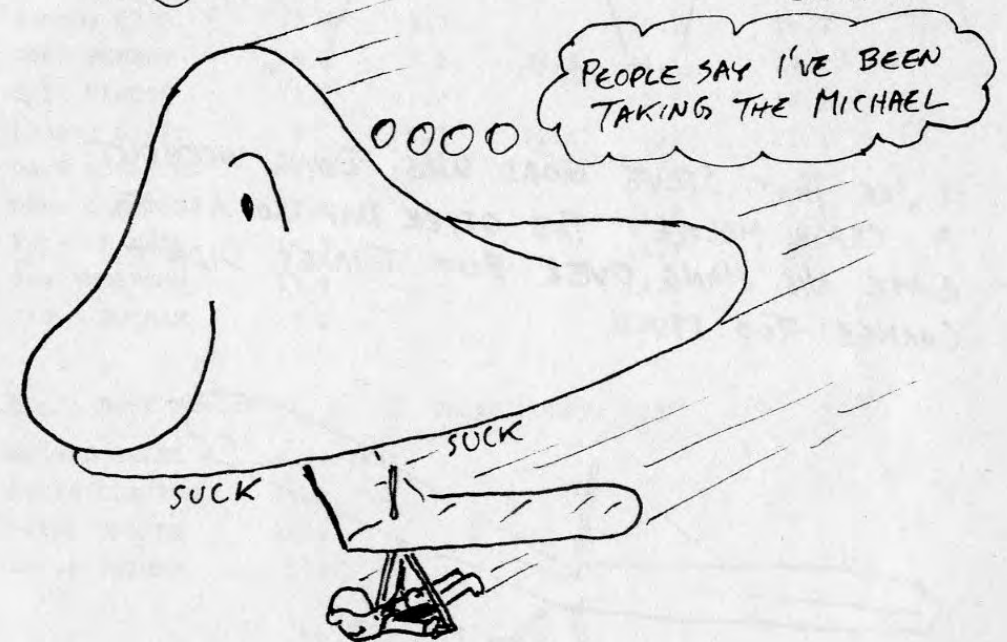
BLOB

THE GREAT WHITE
KILLER THERMAL



HE GOT THE
PRIZE FOR THE
BEST FLYING
SUIT I THINK

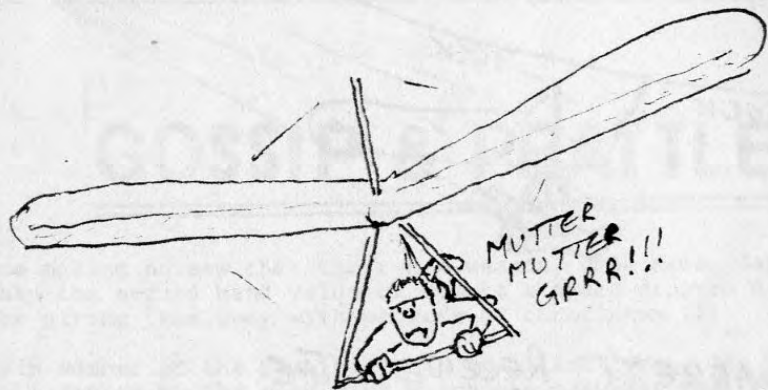
WELL, THE XC SEASON IS OVER
AND US BLOBS CARRIED
MICHAEL CARNET TO OVERALL
VICTORY IN THE DEVIL'S DYKE
CONTEST



JOHN BARRETT RECEIVED THE
PURSE FOR THE BEST SINGLE FLIGHT



I SEE THAT STEVE GOAD WAS FLYING WITHOUT A CRASH HELMET THE OTHER DAY SO AS TO EASE HIS HANG OVER BUT THINGS DIDN'T CHANGE TOO MUCH



JUST A CASE OF A SOAR WITH A BARE HEAD.

DEVIL'S DYKE HANG GLIDING COMPETITION

FINAL RESULTS

TASK No 1: Average of 3 flights PRIZE MONEY: £243

	1/	2/	3/	Sum	Average (Ks)
1st Michael CARNET	40.4	30.3	36.7	107.4	35.8
2nd John BARRATT	9.7	69	14	92.7	30.9
3rd Brian HARRISON	44	21.2		65.2	21.7
4th Johnny CARR	42.9	7.3		50.2	16.7
5th John PENDRY	9.4	7.8	26.9	44.1	14.7
6th Bill NEWTON	31.1	11.4		42.5	14.2
7th Roland DELEZ	6	5.7	22.6	34.3	11.4
8th Dave WOOLFORD	9.9	12.8		22.7	7.6
9th Dave CLAYTON	21.8			21.8	7.3
10th Peter BANNER	16.9			16.9	5.6
11th Joe ANDERSON	14.4			14.4	4.8
12th Steve BOTHAM	5.2			5.2	1.7

TASK No 2: Best Novice

PRIZE MONEY: £25

1st Roland DELEZ	22.6 (Ks)
2nd David CLAYTON	21.8
3rd Peter BANNER	16.9
4th Steve BOTHAM	5.2

TASK No 3: Longest Distance(in Ks) PRIZE MONEY: £81

1st John BARRATT	69	Rye Golf Course
2nd Brian HARRISON	44	Norman Bay Station (past)
3rd Johnny CARR	42.9	Norman Bay Station
4th Michael CARNET	40.4	Pevensey Bay
5th Michael CARNET	36.7	Eastbourne
6th Bill NEWTON	31.1	Cuckmere (Friston)
7th Michael CARNET	30.3	Long Man
8th John PENDRY	26.9	Seaford

9th	Roland DELEZ	22.6	Newhaven
10th	David CLAYTON	21.8	Newhaven
11th	Brian HARRISON	21.2	Beddingham
12th	Michael CARNET	19	Beddingham
13th	Michael CARNET	18.5	Beddingham
14th	Peter BANNER	16.9	Rodmell (Peacehaven)
15th	Joe ANDERSON	14.4	Peacehaven
15th	Ken SINCLAIR	14.4	Lewes
17th	John BARRATT	14	Offham (Lewes)
18th	Ken SINCLAIR	13.3	Peacehaven
19th	Dave WOOLFORD	12.8	Hell ! (parachute deployment)
20th	Bill NEWTON	11.4	Peacehaven
21st	Dave WOOLFORD	9.9	Falmer
22nd	John BARRATT	9.7	Ditchling
23rd	John PENDRY	9.4	Woodingham
24th	John PENDRY	7.8	Steyning
25th	Johnny CARR	7.3	Beeding
26th	Michael CARNET	6	Beeding
26th	Roland DELEZ	6	Beeding
27th	Roland DELEZ	5.7	Clayton
28th	Roland DELEZ	5.5	Clayton (Trees)
29th	Steve BOTHAM	5.2	Beeding

DISCO

DANCE

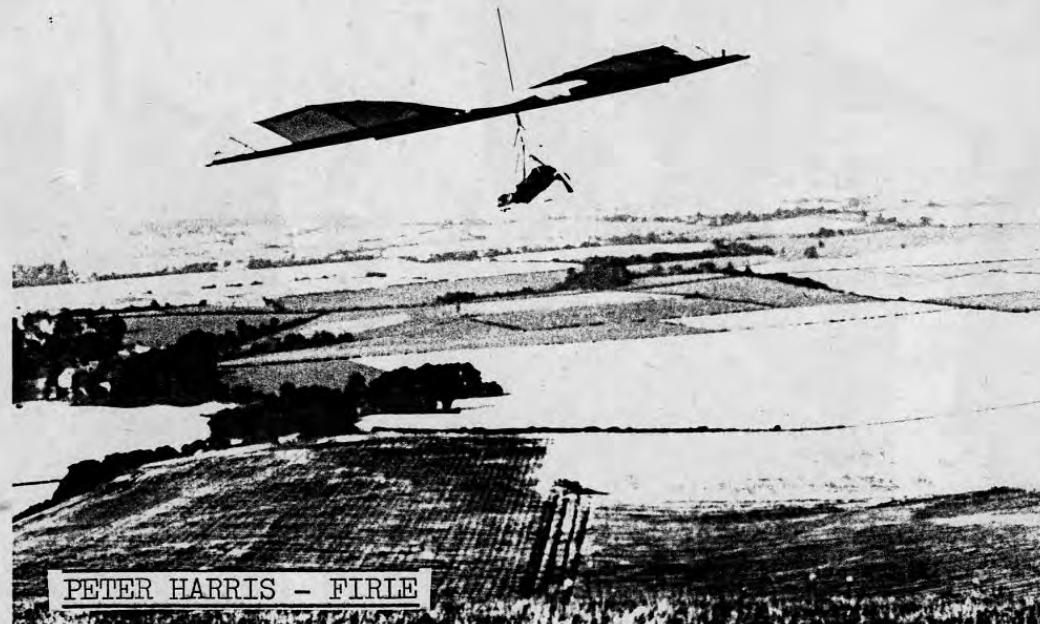
SOCIAL

ROLL-UP, ROLL-UP FOLKS !

The greatest wing-dinger since the Dyke XC comp. See the great SHGC stars show you how to 'soar' without a glider ! Yes this exciting comp will feature such names as Johnny Carr, Michael Carnet, Steve Goad, Peter Day - and possibly the return of Tony Fuell,

Plus - there's a bar extension to 12pm and FOOD. Tickets are £1-50 or £3-00 with FOOD.

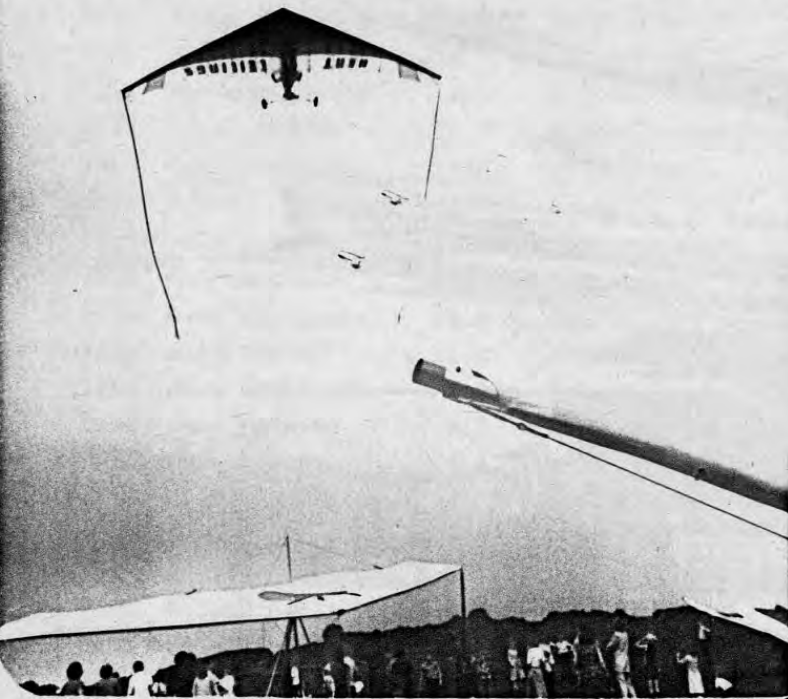
Tickets from: Adrian Whitmarsh, Chris Bartram & Michael Carnet. Available by post (S.A.E. please), on the hill or at the AGM.



We need your photos urgently for next month's issue. Please send interesting ones - action - unusual - dramatic - or even mug shots to Peter Harris, 4 Burdett Place, Hastings, E.Sussex with S.A.E. please - continued page 10

- OWENS VALLEY? NO - HASTINGS CLIFFS





TAKE-OFF AT BEACHY

CHARITY FLY-IN - DEVIL'S DYKE

REN & TONY FUELL



HASTINGS CLIFF - NOW A SHGC SITE

FLASHBACK TO STOKE MANDEVILLE

CHARITY FLY-IN - DEVIL'S DYKE



All photos will be returned within 10 days - I promise. For best reproductions in Windssock, photos should be light and good contrast without dark areas. Coloured snaps come out very well. Smaller photos are best as it saves reduction charges. Get your pictures in Windssock now - bribes cheerfully accepted!!!

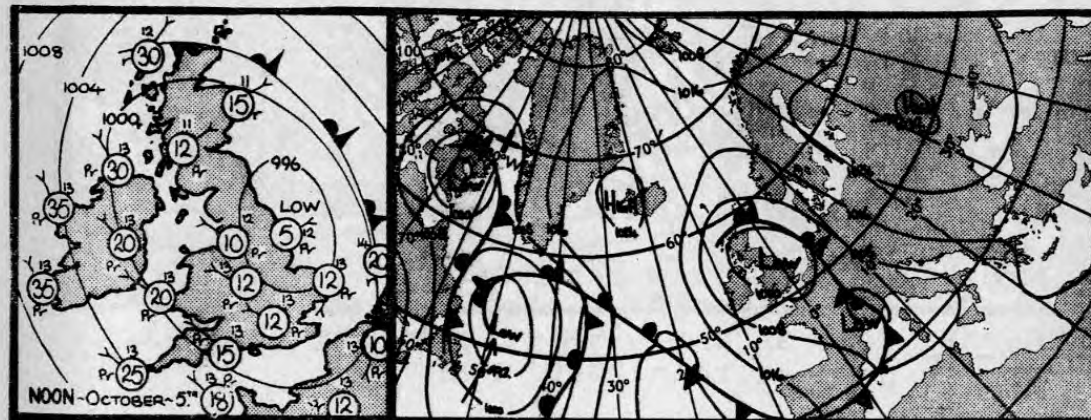


EDDIE HORSFIELD - BEFORE HIS DONK!

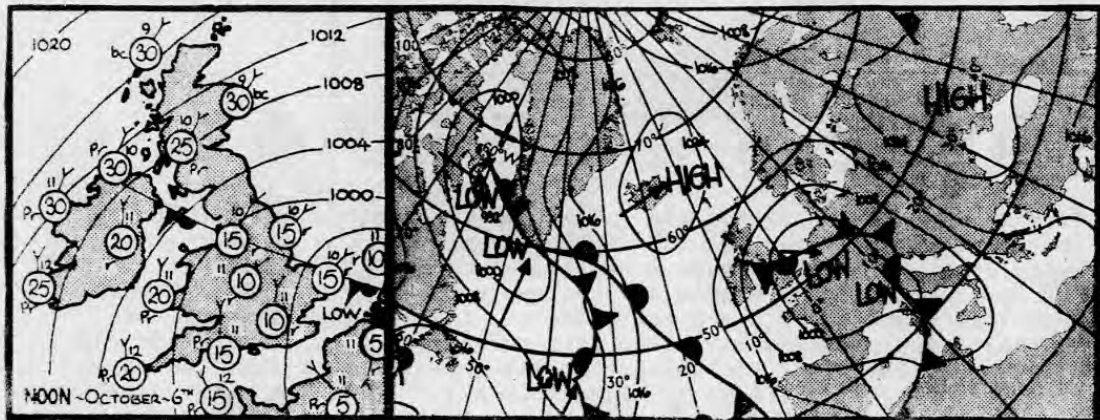
THE WEATHER, by D.T.

I can only cover the first couple of weeks in October this time around, but that still leaves a considerable amount of flying worth mentioning.

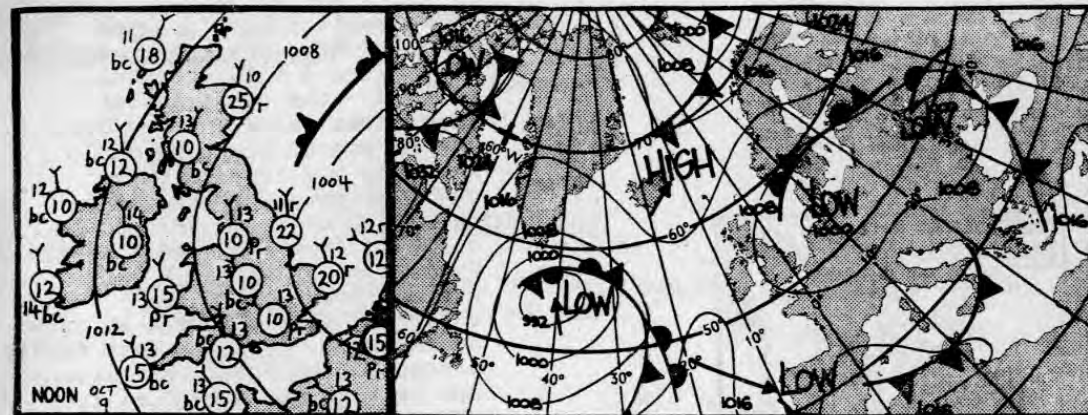
From Tuesday 5th Oct until the following Monday (though excluding the Sunday, hard lines for the weekend flyers) it was on at the Dyke every day! This was because a depression coming in from the Atlantic ran up against a very stable anticyclone centred over western Russia. A smaller High over Iceland prevented the Low from running up over the North Sea to Scandinavia, as they normally do. This is quite easy to see from the maps, for which there is a sequence of six, though I expect space will preclude printing them all. There was very unstable conditions on the Tuesday and Wednesday, with reasonable blobs and streeting, though blue holes predominated in front of the Dyke. Unfortunately after that the already occluded fronts wound right round themselves for the rest of the week a lot of low level cloud and crap circulated around the depression keeping the sun at bay. The wind stayed between NW and N, so it was at least possible to hack up and down to Truleigh, which I did about four times during the week.



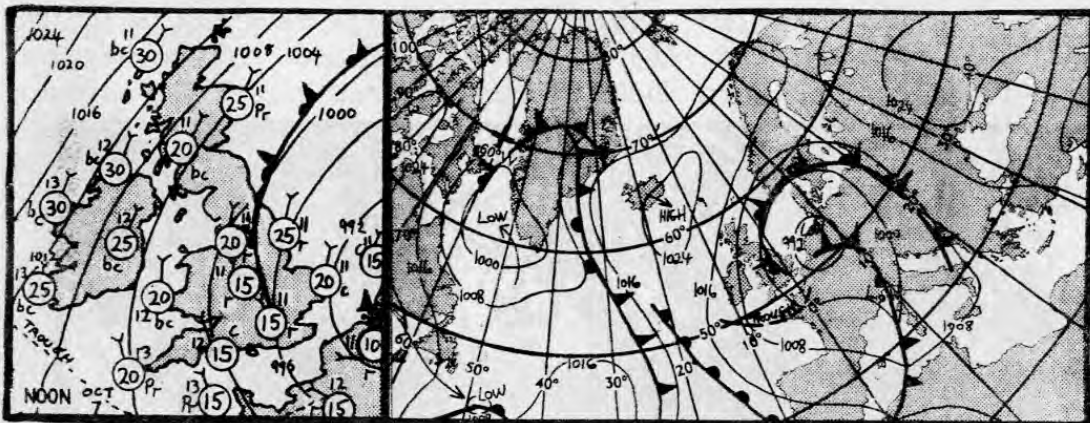
TUESDAY: Rained in morning, cleared, NW from midday. Reasonable blobs, very clear, cold and unstable. No XC's. Stayed blue in front of Dyke, though good streets at Ditchling.



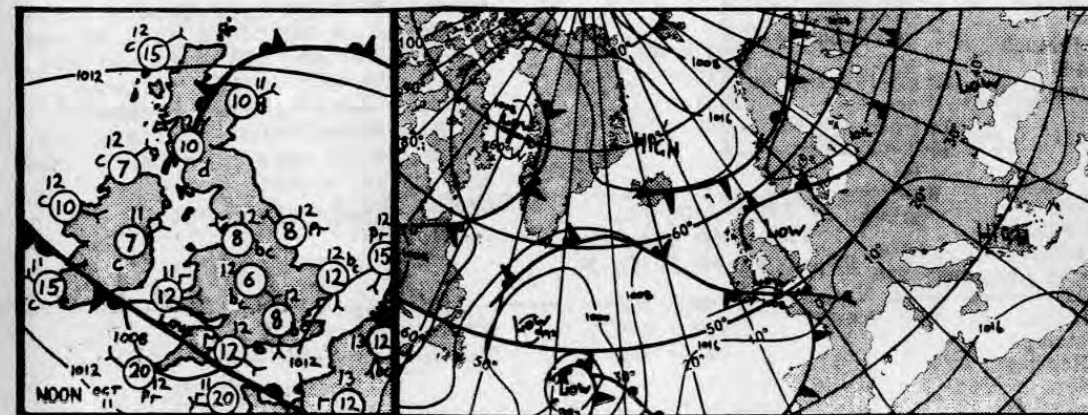
WEDNESDAY: Morning; NE, strong development, streeting. Afternoon; started NNE, slight blobs clouded over from N went smooth. Truleigh run on.



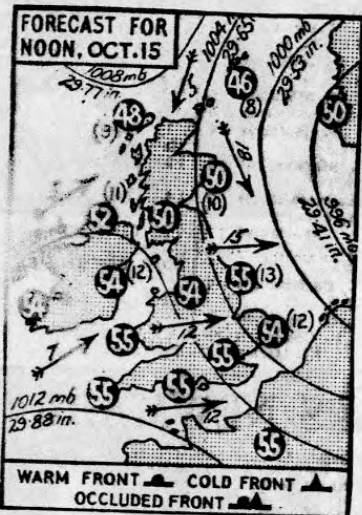
SATURDAY: Light NW, very weak blobs, high cloud. Truleigh just possible. Zooed



THURSDAY: Very strong, 25+ at take-off (1pm) cloudbase no more than 2000' NNW.



MONDAY: Overcast and wet in morning, cleared from NW (?) Late afternoon and went NNW. Truleigh run on. Clear and cold, wind approx 10-15 on take-off, dropping at dusk



On Friday 15th Oct a slight ridge of high pressure built up just after a cold front had cleared - the ideal set of conditions for XC at the Dyke. The forecast, light NW going westerly was true to form. The high pressure created an inversion at about 6-7000ft (judging from the view from the Dyke), and by midday a very healthy looking sky was beginning to excite the XC crowd at the Dyke. Cumulus were fairly widespread at first, but around 1pm streets began to form from WNW. These became very black, about a mile wide, cloudbase 2800, with blue between. Blobs under the streets were large and smooth, and eventually lifted half a dozen pilots off the Dyke. Michael made Beachy where he found it soarable (!), BJ got to Beddingham where it was not. One other got as far as Lewes, and two more made it crosswind to Ditchling. An excellent day, which would have been better had the first streets not over - developed for the rest of the afternoon.

Unstable. Inversion 7000'. Cloudbase 2800'. Mile wide streets (above Dyke at 1pm) Wind NW going W mid afternoon.

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CHRISTMAS SALE

Special offer to all SHGC Members. Send this voucher and get £2 off goods of more than £20 value.

HARNESSES

Cocoon (Standard)	£69 + VAT
Cocoon (with integral chute and ballast containers)	£89 + VAT
Stirrup (Standard)	£59 + VAT
Stirrup (with integral chute and ballast containers)	£75 + VAT

INSTRUMENTS

Humming Bird Vario	£100 + VAT
Thommen Altimeter	£56 + VAT
Airguide ASI & Compass	£55 + VAT
Diplex Altimeter	£20 + VAT

HELMETS

Everoak (Fibreglass)	£19.95 + VAT
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FLYING SUITS

Hill Top (Shower proof)	£21 + VAT
Protec Cotton (Jump suit)	£19 + VAT
Thermal insulated oversuit	£42 + VAT

FRENCH CONNECTIONS

Ultra sports French Connections Pitch	£29 + VAT
Tee Shirts	£4 + VAT
Sweat Shirts	£6 + VAT

Books, Bags, Propellors also available

VOUCHER VALUE £2

POST P1 PAGE

WINTER FLYING

The winter months are approaching, it darkens earlier, you get that "Its too dam cold to get out of bed in the morning feeling". If only we could hibernate, or get a winter job in Aurtralia. Most of us stop in the good old U.K. Now for those that haven't noticed flying in winter is different, well apart from the cold what else is there ?.....

- 1/ Winds tend to be stronger. The cold winds being more dense and stable, thus making "heavy" work of flying.
- 2/ WIND CHILL effect is worse making exposure a greater threat.
- 3/ EXPOSURE All U.K. pilots flying in winter experience this. Minor effects are chaped lips, slight frostbite etc. Hypothermia can also occur. Insidious in its onsett the "H" causes symptoms of ... lowering of alertness, willpower, a deadening of the senses, slower in reactions etc i.e. a "siezing up" process. However because the "H" creeps up slowly the person affected can be unaware of it.

Well that sounds eally bad, thats why most people don't fly in winter. However, if you go prepared (old boy scout routine) flying in winter can be fun. Firstly

- 1/ Dress well, handy items to have are...
 - (a) thermal grannywear, various undergarments (not the kinky type) gloves, socks, balaclava. There is a shop called 'Damart' that specialises in making these items out of a material called thermolactyl (the balaclava is a must) address ...

Damart, Bingley,
West Yorkshire
Tel: Bradford 568268
or 01-409-2415

There is a shop in:
Brighton
Croydon
Eastbourne

cocoon harness, (b) ski gloves or mits seem best suited to hang gliding (some have soft leather palms for better grip)
(c) one piece flying suits. You know those blue and red stripe things that everybody wears, that look like boiler suits (mine is a boiler suit) from Sky Systems, Mainair, Army & Navy (d) goggles or visor for protection from windburn, avoid types which may "blinker" your vision; from motorcycle shops.

- 2/ Other equipment ... cricket bat rubber handle sleeves (what the hell for ?) Well the right size ones will fit perfectly over the bottom bar and downtubes of your 'A' Frame giving excellent grip in the wet: from sports shops. Hot flask of soup, tea coffee.

When not flying avoid standing on the hill (making with the chat) get under cover the nearest large van being favourite.

At any time, If you suspect exposure, i.e. numbness in fingers, toes, seek warm shelter immediately. From experience I can tell you that even slight frostbite is very painful. Observe others; your friend may not realise he is sluring his speech, behaving oddly because he has Hypothermia (yes I know some pilots are like that all the time). With the right gear, winter flying is great especially when on a clear dry frosty day you end up with the whole of Firle to fly and only one or two pilots to share it with. Regular flying practice also keeps you 'tuned in' and less prone to make mistakes.

FLY IN WINTER AND HAVE FUN

Chris Bartram

DON'T FORGET THE AGM ON SATURDAY 13TH NOVEMBER

AT THE FOX & HOUNDS, HAYWARDS HEATH

The feeling is that there will be some heated debate on various topics - mainly money !

It always comes up every year: "Is the membership fee too high/low"

Well this year, maybe more than any other it is crucial that any decision on this matter is taken carefully and after the membership has been fully informed of the facts.

Peter Day, our very capable treasurer for ? years now, will have copies of the accounts available to every member at the start of the meeting. Remember that our financial year now runs from 1st May to 30th April, but for comparisons Peter will show our income and expenditure as from Nov 81 with projections to 30th April 1983.

Basically the facts will hinge on the following and I hope this will give you some food for thought, maybe dispell a few myths, and allow you to base decisions on fact rather than what seems to sound about what minimum you think you ought to pay for S.H.G.C. membership.

Major expenses

Site Fees (see note 1)

Those, paid to landowners/farmers, for; Mill Hill, Ditchling, Devils Dyke, High & Over, Firle; for the last year amounted to -

£1640

Windsock (see note 2)

This varies month by month, depending on the size & what facilities we can "obtain", but for this year paramounted to approx -

£ 400

Postage

For Windsock, as well as all other club business, approx

£ 180

Printing

Items in addition to Windsock, approx

£ 165

£2,385

The above are our BASIC budget figures, NOT covered by any income other than Membership fees and are approximated on the LOW side.

Notes:

- (1) These site fees are paid as a result of negotiation for permission to fly from privately owned land which were carried out by the club in the past in order to safeguard our access to be able to take-off and land on these sites. In some cases they had to be negotiated AFTER we had already been banned from flying from certain areas. In the case of Mill Hill, it is the bottom landing area we pay for and so far this has been continued although we are not legally allowed to fly from the Council owned land at the top, - so that in the event of either (a) success in negotiation a possible further licence (b) being able to take-off from another area, we still have a friendly-farmer-owned bottom landing. In most cases the site fee is to placate farmers and keep them happy. These people are very influential and it is essential that they allow us access to sites
- (2) We are now trying to keep within a Windsock budget of £50/month, sometimes more/less, obviously more with more members, but this is offset by extra membership income.

The important background to all this is that in the last year we know that many people are flying our sites regularly (most are the highly regular flyers too - not just odd days) who have NOT paid their membership in spite of harrasment from committee members to do so. (Ed;-in future issues we intend to publish their names) THESE PEOPLE ARE SPONGING OFF OF THE REST OF YOU, They can afford the latest hot ships and the petrol money to travel (probably more regularly than the average club pilot) but they crib at being able to "afford" the £25 membership fee.

Some say that they don't see "what they get for £25" some say that "no other club is that expensive".

In answer to that : (A) The above shows our BASIC costs. If you have 100 members (our membership seems to have levelled off at this)

it doesn't take a wizard with a ZX81 to work out the minimum membership fee. (B) No other club in the country has to pay so much in site fees for such few, delicately held sites.

In addition the sites we don't actually pay any fee for have to be negotiated for by the club. This all takes time, effort and thus, indirectly, money.

Additionally, at the moment we are still awaiting for the legal bill from the Mill Hill Court cases. We don't know how much this will be yet, although with promise of a contribution from BHGA Central Fighting Fund, we hope we can afford to pay this partly with the money held in the Building Society account. If we had'nt fought this battle we would'nt have kept Mill Hill as long as we did.

However it is very possibly that we face future legal battles - and thus costs. There's a threat of a byelaw at Beachy Head and possibly High & Over. We are also putting new proposals to Adur District Council to permit a change in the Mill Hill byelaw for a restricted licence. If we are lucky to get anywhere it may cost more money.

The SHGC was originally formed to give H.G. a substantial voice in this area in fighting these sort of battles. What we have to ask ourselves is "are we prepared to continue backing our fights with legal action?" If so we're going to have to continue to put our hands in our pockets. If not, once councils realise it, they will all press home with their byelaws knowing it won't cost them so much. This is one of our main holds against them at present. You can possibly expect some financial backing from BHGA because these causes have national implications, but you cant expect the rest of the country to pay for your right to fly if you are not prepared to pay for your own club.

At the end of the day the arguments are fairly simple. The less members that pay up the more they have to pay each. Providing everybody that wants to fly our hard held sites is prepared to chip in then there's no reason why the membership fee can't be kept as low as economically possible.

Anyway if you feel that you want to know more about where your money goes, come along to the AGM, be prepared to join in running the club, and find out. Because the club is you

You don't need to be an 'ace' or one of the 'in' flyers to help run the club. I've certainly found it a great help being involved on the committee. You get to know more flyers and keep in with the decision making of your club.

So if you would like to; nominate someone for the committee; put an idea forward; find out whats happening -

COME TO THE AGM

P.S. There's also a bar extension to 12pm (not that, that will sway you?) and films - Oh! plus all the usual h.g. 'stars'

Adrian Whitmarsh

GLIDER MARKET

AND ACCESSORIES.

MAGIC COMET, medium, red & white £590
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BALL VARIO £80 Ring: Johnny Carr, Burgess Hill 42324

MIDAS C, white & unblemished (like me !) £100
PARACHUTE (harness chest type), As new-never used ! £100
PLESSEY VARIO/AIRSPED (WARNING) INDICATOR £50
Ring: Peter Harris, Hastings (0424) 432042

The following proposals for the AGM have been received:-

Michael Carnet, the Club Coach will propose at the AGM that the total membership fee, which is now £25 should be reduced to £15 per year. Michael believes that we should not divide the annual expenses of the club by the number of members to arrive at the membership due. Michael feels that in doing this the membership is decreasing and in the end the fee would be £50 per day. Michael's opinion is that the club needs members, at least one third of the regular flyers are not members but say they are ready to join if the membership fee is lower. Michael says that the club should agree on a sensible figure such as £15 and then look at what we can afford.

Note: Any objections or suggested amendments to this proposal should be presented to the AGM.

PROPOSAL 2

That the membership fee be altered as follows:

New Member	£25
Renewal within 1 month after expiry date	£20
Renewal if expired more than 1 month	£25
Daily Membership	£ 2

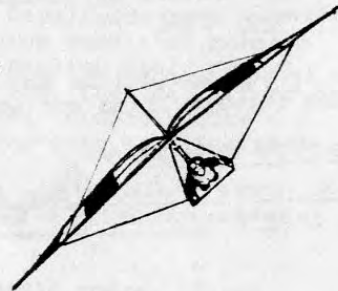
proposed by: Dave Clayton
Seconded by: Dave Bluett

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(Nov '83)



PILOTS POOL

Sometimes you would like to go flying midweek but you have no one to go with? Put your name and phone number on the Pilot Pool. Intermediate and experienced all welcomed. Contact Windsock with details.

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