



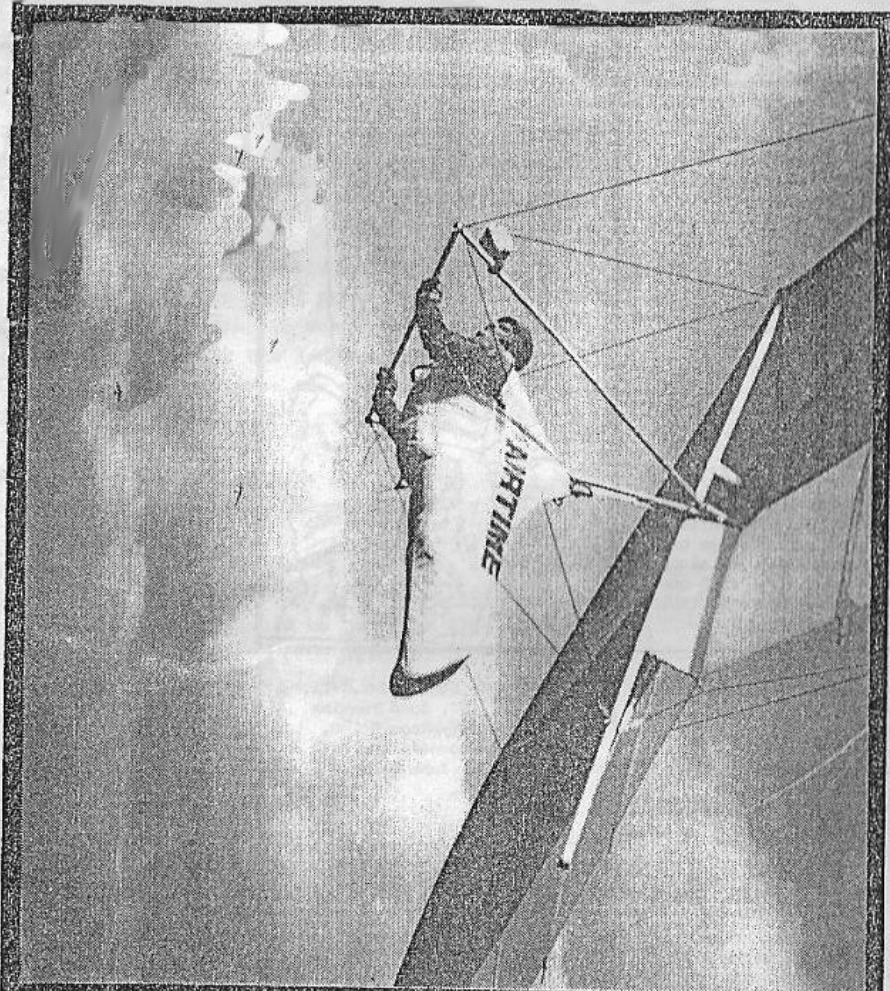
AUG 87

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Chris Bartram - 21 G&H Campbell Road, Brighton BN1 4QD. (0273) 682499

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Eddie Bilous - FREEFLIGHT HANG GLIDING SCHOOL, 274 Church Road, Hove (0273) 411239

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Martin Young - (see sites officer)

SOCIAL SECRETARY

Anne Carrington-Smith - 25 Balmoral Court, Nevill Rd, Hove (0273) 507582

TOWING CO-ORDINATOR

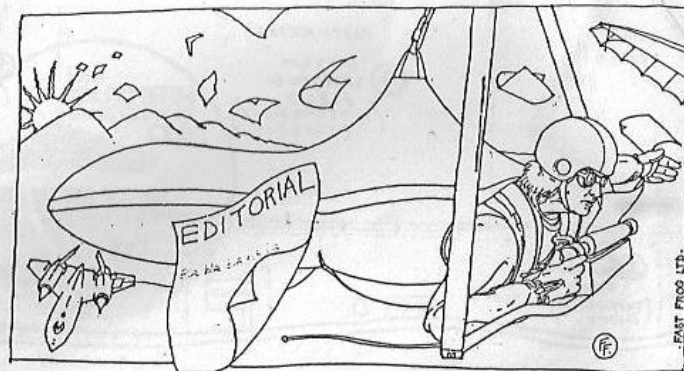
John Chadwick - 15 East St, Billingshurst W. Sx. H: 040381-4320 W:01 946 9111

WINDSOCK EDITORS

Mark Fisher - 66 Western Road, Hurstpierpoint, Sussex. (0273) 832478
Chris Bartram - (see sites officer)

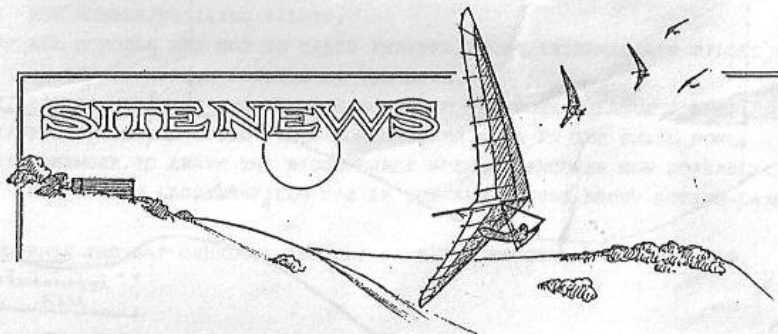
CLUB SOLICITOR

Tony McLaren - Thomas Eggar & Son, 5 East Pallant, Chichester, Sx.
H - (0243) 786111 W - (0243) 773457



WELL ANOTHER WINDSOCK ,REELS OFF THE PRESSES,MARK SENDS HIS REGARDS FROM CALIFORNIA,SEE ENCLOSED POSTCARD, .WE ARE LOOKING FOR AS MANY LETTERS AS POSSIBLE FOR WINDSOCK.SO JUST DROP US A LINE.EVEN IF ITS FROM CALIFORNIA.

NOTE THE CLUBS MEETINGS COMING UP,THE LAST "BARBY" AT JOHNNY CARRS WAS BRILLIANT. SO DON,T MISS THE NEXT ONE. CHRIS.B.



DEVILS DYKE

PLEASE READ THE MAP AND DETAILS ENCLOSED OVER.THIS IS OUR PRIME SITE PLEASE LETS RETAIN SAFE USE OF IT. ALSO SOME OF YOU MAY HAVE NOTICED NEW NOTICES UP AT THE DYKE.THANKS TO PETE ROLINSON (LETTER ENCLOSED) WE HAVE A NOTICE FOR THE PUBLIC TO MAKE THEM AWARE OF US WHEN TOP LANDING.I HOPE MORE PEOPLE COME FORWARD LIKE PETE AND HELP. WE ARE ALSO APPLYING FOR PLANNING PERMISSION FOR A GOOD SIGN TO BE ERECTED OUTSIDE ON THE DYKE PUB. AS USUAL GETTING PERMISSION TAKES LOTS OF RED TAPE AND TIME. WE HOPE TO BE ABLE TO ERECT THE SIGN,WHICH MICK PERRIN HAS ALREADY MADE,AS SOON AS WE GET THE "GO AHEAD" I WOULD LIKE TO REMIND ALL PILOTS THAT WE DO SHARE ALL OUR SITES WITH OTHER USERS,HORSE RIDERS,HIKERS,AEROMODELLERS,PUBLIC ETC LETS PLEASE PEACEFULLY COEXIST WITH THEM.

LETTER TO WINDSOCK..

1/

Seeing and avoiding when flying in crowded conditions requires diverting at distance by both parties. Just because there are rules of the air it doesn't mean that because one is in the right or going to be (awareness); one should just steamroller along with a self-righteous 'they will have to get out of the way' attitude (as one sees on the roads). It may well be that they can't move much because of others that you can't see (i.e. behind and to one side).

The first "rule of the air" is courteous (old word that one) flying. In a snap situation the more formal rules come into their own. Break right for example. There is another way to alleviate a developing situation and that is by losing height well under it, it's no problem making up the height again is it? Give us a wave next time.

Pete Rolinson

2/

ON THE SUBJECT OF THE CLUBS VERY (MAGNANIMOUS) SELF IMPOSED, CLEARANCE OF THE N.E. BOWL OF 250ft. SHOULD INCLUDE A 50ft BUFFER ZONE AND QUITE HOW THEY ARE GOING TO ACCURATLY JUDGE 250ft IS BEYOND ME (OBVIOUSLY NOT TO THEM IF THEY ARE GOING TO FLY). I PERSONALY WILL MAKE IT 300ft FOR VARIOUS REASONS. ITS ONLY A TEMP ARRANGEMENT ANYHOW BUT I THINK THEY MUST BE AVLE TO PROVE ACCURATE HIEGHT JUDGEMENT. N/A SORRY ABOUT THE SPELLING ED? ONE OF YOUR FIRST CHALLENGES!!!!

PETE ROLINSON

ED.. THATS NO PROBLEM PETE I JUST PRINT WHAT I GET IN!!!!!!

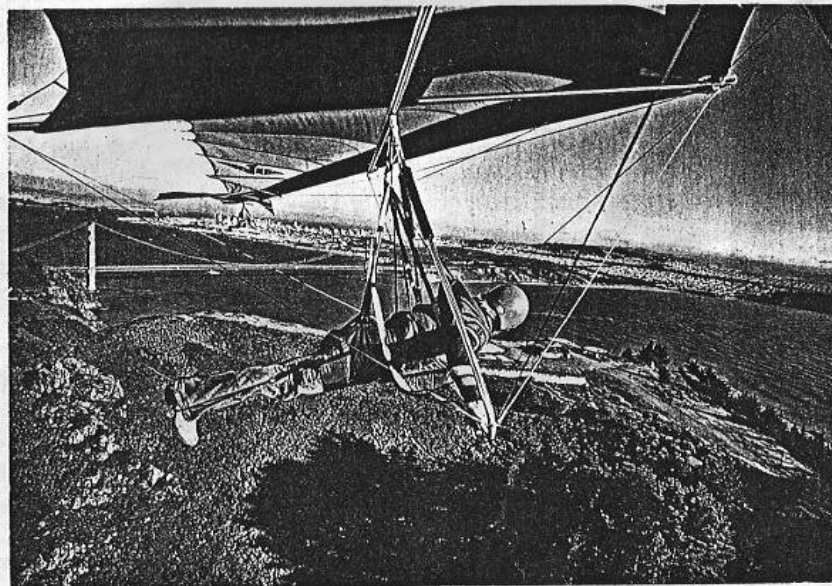
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ALWAYS DID PREFER LUDD
ANYWAY

POSTCARD FROM MARK FISHER



Santa Cruz: 17 July 87

Aerial Perspectives
PM
18 JUL
1987



Dear Chris,

Greetings from California!

Any excuse to get out of writing the
Windsock Editorial! A cold front has
given a freak 6" snow in N. Calif.
and we have howling cold N.W. in
the Bay Area. Even sand dunes are
blown out. But since I haven't got a
glider I'm not too bothered.
May the light and thermic North-
westerlies plague you chaps back in
Sussex. See you next month, Cheers

CHRIS BARTRAM
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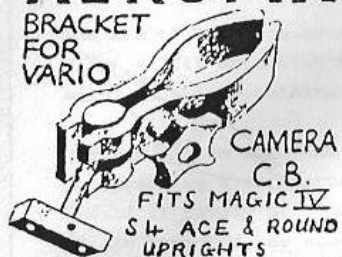
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ono. Sigma Mini-Floater
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white, good condition,
low airtime, ideal P1
glider. £500. Phone
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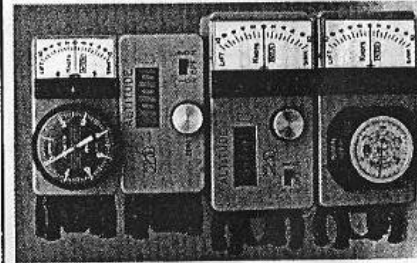
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10
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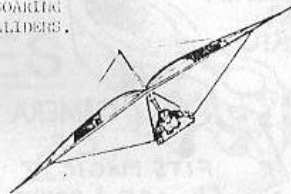
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49 CHURCH ST., (LETTERS)
16 CIRCUS ST., (WORKSHOP).

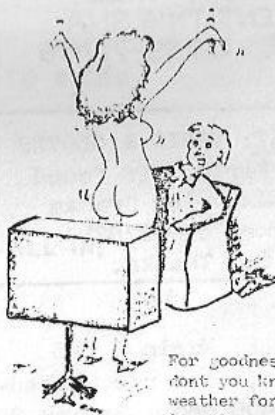
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club sweatshirts



NOW AVAILABLE FROM ALL COMMITTEE MEMBERS. ONLY £7.50 EACH (THEY MAKE GOOD PRESENTS). SIZES... SMALL, MEDIUM, LARGE AND X.LARGE. COLOUR IS LIGHT GREY WITH THE CLUB BADGE IN YELLOW AND BLACK. YOU CAN ALSO MAIL ORDER FROM JOHNNY CARR. ORDER NOW....



For goodness sake don't you know the weather forecast is on?

ATTENTION ALL PILOTS

MEMBERS ARE REMINDED THAT THEY SHOULD PAY THEIR ANNUAL SNGC SUBSCRIPTIONS AS SOON AS POSSIBLE.

ANYONE WHO HAS NOT PAID BY THE END OF JUNE WILL BE EXPECTED TO PAY A JOINTIME FEE IN ADDITION, AS MEMBERSHIP WILL HAVE Lapsed.

SAVE THE FIVE! AND URUSH NOW!!

TRAINING NEWS

The aim of having a meeting or assembly in the Southern Club is to first of all establish who is an observer and who is still keen to maintain this appointment.

Through liason with the B.H.G.A. it has become apparent that they will be expecting a more professional outlook towards our coaching which indeed it should be. We are no longer simply required to observe. We are expected, as should be - to be conscientious, caring supportive members of our sport willing at any time to give guidance, supervision, continuation training and at all times to be extremely safety conscious. At this time some of you will be thinking - but I've always helped P 1's, always given advice etc. OK - Fine We don't need to discuss the past in too much detail, we need to discuss the present and the future, our role in the Club as observers and experienced flying members willing to help the inexperienced Pilot to reach a high standard of competence within the parameters of safety.

If we adopt this attitude as a body discussing and changing information and views the end result should be that all observers in the club work towards one objective without becoming confused by any misleading views or interpretations.

Hopefully this will help to fill out any 'grey areas' and to make us all aware of any changes in B.H.G.A. Policy directed to club coaching. I hope that by working together as a tight unit we are in a way covering ourselves against any liability and by keeping the information and minutes from our meetings recorded we would be able (if necessary) to prove we are a caring and controlling body, concerned with the safety and progression of our pilots and that we are making further attempts to make Hang Gliding more organised on the South Downs.

We need to immediately consider some of the following points in this agenda, not necessarily in this order:

1. Safe and useful progression of Pilot 1 and 11 continuation training..
2. Strict supervision of take off and landing areas can change from day to day obviously (People still landing by the road when red flag up).
3. Observation of p

CONTINUED OVER.....

3. Observation of P1 and P11 practical tasks in a method agreed by all.
4. Observation of conditions changing during day making flying unsuitable for inexperienced Pilots.
5. Observation of aircraft incorrectly rigged (it has happened) Pilots take off not clipping in (this has also happened)
6. Stringent checking of visiting Pilots B.H.G.A. membership and of inexperienced Pilots log book.
7. To encourage the new Pilot to use his log book.
8. The observers ability to pre-flight brief and de-brief. If you're in douby - Ground em!
9. To ensure the new Pilot is only handling one new thing at a time. If he has not flown his new glider and has not flown the Dyke it is a recipe for disaster.
10. To encourage the use of safety wheels for new Pilots.
11. That all observers are familiar with the new P11 test and of the change of colours for landing flares.
12. To use the Q and A technique more in particular on a Pilot seeking advice on his first XC flight. He should know about height restrictions and air law - but does he?
13. To encourage the use of Parachute to a person contemplating XC flight.
14. To remeber that because a new Pilot has got a new glider it doesn't necessarily follow that he can fly it. Always underestimate the Pilot.
15. That all observers carry a minimal first aid kit and knife in their harness.

CONTINUED OVER.....

Finally to remember that we are representatives of the B.H.G.A. and the Southern Club and carry a huge responsibility on our shoulders. These are just a few things we need to throw around and discuss - no doubt there are many more.

One of the ways I feel we can protect the new Pilot and our sites are to have regular P1 evenings say every two months which should be advertised in Windsock. If we attempt to make these sessions as informative as possible with a wealth of basic and useful information - basic being the keyword we should be well on the way to progressive safe and professional continuation training.

EDDIE BILOUS
CLUB COACH

S. H. G. C. CLUB NIGHT

MAIN TOPIC - 'OBSERVERS'

Devil's Dyke Caffeteria - 7.30 pm SUNDAY, 30TH AUGUST, 1987

- 1) WHO ARE THE S.H.G.C. OFFICIAL OBSERVERS?
- 2) WHAT ARE THE FUNCTIONS OF AN OBSERVER?
- 3) DOES ANYONE WANT TO BECOME AN OBSERVER?
- 4) IF YES, HOW? WHAT QUALIFICATIONS ARE NEEDED?
- 5) ARE THERE ANY SUGGESTIONS TO IMPROVE THE CLUB OBSERVER

If there is anyone who would like to know the answers to any of the above questions, the 30th August should provide an opportunity to voice any queries. The evening is of course open to all club members, Hang Gliding schools, members of the media/press (!!) who want to know how the club is run in terms of help to new pilots, enforcing safety rules, site regulations, general 'policing', etc.

TOWING THE LINE

I have little news this month but please, if you have a tow endorsement, let me know so that I can complete the list. Only six pilots have given me their names so far. Telephone Billingshurst (040 361) 4320. Thank you.

JOHN CHADWICK

LETTERS TO WINDSOCK

Brand new 6lb scale model Hang Glider colour Pink with Red and Blue. Notable sink rate, strong Audio Up or Down. Maximum endurance up to three hours. Packs down to 18" complete with accessories in bag. Delivery p.m. 16th July 1987. Original design by Sue Hallam and Partner.

For details call Brighton 733914 (ask for Henry Morgan).

Dear Editor,

The Club has discussed putting up notices at the Dyke, but so far (apart from almost invisible small print inside the Pub) there is nothing to be seen. I have spoken to members of the public who fly kites and models, and walk over the landing area who will not listen to the spoken word, but would recognise the printed word. They always reply - "There isn't a notice - why don't you stop the others not us."

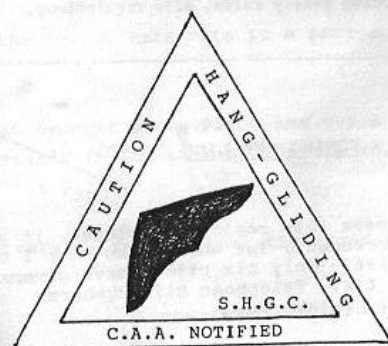
We have been flying the Dyke for a decade and a half - the site is recognised by the C.A.A. and appropriately publicised.

Let us put up a large external notice to state that this is a Hang Gliding site - in its own way it may prevent an accident as much as the current red flag. The sign should be equal in size to a typical road sign, and mounted on one of the no parking signposts close to the entrance of the main car park. It would not be amiss to raise a similar sign at all our major club sites.

Vince Hallam.

P.S. Has the club committee yet formalised the system at the Dyke for a senior pilot or committee member to signal no more take offs if he is of the opinion that the air is or is going to be overcrowded?

V.H.



FREE TO ALL FULLY PAID UP MEMBERS BUT FOR NON MEMBERS A FEE OF £1 PER ADVERT WILL BE REQUIRED

SMALL ADS

FOR SALE: One Paralogic 16' pulled-down apex rapid deployment parachute. 4 months old, never used, VGC. £200. Contact Steve on Brighton 558576 or Poynings 236.

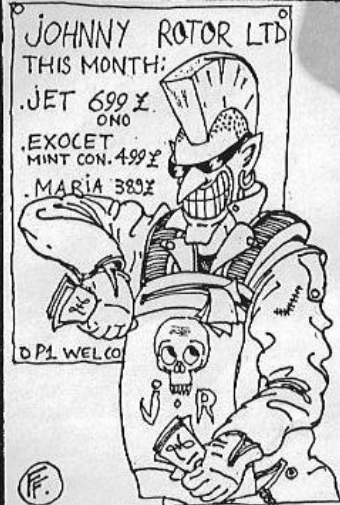
FOR SALE: Clubman CFX 160. White mainsail with blue chevron & blue mylar l/e. Never used. Always stored under cover. Make me an offer on (0202)-823477.

FOR SALE: HIGHWAY VISION Medium, red l/e, white mainsail, red/orange u/s, spare upright, low airtime, good condition, £685 ono. Phone Paul on 0992-715925 (evenings only).

FOR SALE: Clubman 164 Very few made, better performance than any standard CFX Clubman. Mylar l/e, speedbar, u/s battens, stored indoors, suitable for new Pl. £825 ono. Andy 034282-3182.

FOR SALE: Typhoon GP Racer. Shiny mylar, the best! Speedbar, aerofoil uprights. Medium 166, white & green u/s. One yr old, VGC. £850. Tel. 0732-357413 Spanish Joe.

MAGIC 4 166 FOR SALE + VB MYLAR L/E EXCLT CONDITION. £1200 ono
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FOR SALE: Alphasud 1.5 Ti, Not Nov '87. Good running order + Typhoon S 180, excellent condition. Both for £800. John Salmon 0689-54834.

TYPHOON S4 180: ***
June 84. Dark green & white, light green tips. Mylar l/e, 8 undersurface battens, speedbar, good condition - easy handling 5th generation glider. I will accept £385 to include 2 unused spare uprights, for a quick sale. Phone Mark on 0273-832478.

LOST: at Devil's Dyke on Monday 16th March, Hiway Stirrup Harness & Flight Design parachute. Reward for recovery. Steve Pugh 01-318-0320. Also: WANTED: Fully enclosed harness.

FOR SALE: POD 2 (1ge), red/silver, three months old, £139.95. (Buying a Podlite). Contact Dennis at Aerial Arts, Poynings 256.

FOR SALE: Magic 4 177 Excellent condition, 20 hrs flying time, never pranged, blue & white with red double surface. New glider forces sale. £1000 ono. Phone Pete Unwin 0860-323777.

TYPHOON S4 166 MYLAR L/E, WHITE WITH RED/WHITE UNDER/S £450 ono Medium Supp £100. Richard Lever 01 399 3648

MAGIC 4 166 DARK BLUE MYLAR L/E LIGHT BLUE UNDERSURFACE 4.4 ounce CLOTH, VB, S/BAR, 11mths OLD EXC COND GOOD ALL ROUND PERFORMANCE £1325 ono Ian Carrington Smith (0273)507582

FOR SALE: My TYPHOON S4 Racer 180. Easy handling, speedbar, mylar l/e, rainbow u/s, low airtime, excellent condition throughout £650 ono. New FX26 Thommen altimeter boxed (ideal gift) £79. Ring Eddie on 01-684-7427(Croydon).

FOR SALE: Clubman CFX 160 + harness & 2 spare uprights, excellent condition, recent complete inspection & service by Aerial Arts, very low airtime. Yellow & red, (for quick sale) £700. Phone Craig 047-47-5223. (evenings)