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FEB 88

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SHGC COMMITTEE 1987/88

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Johnny Carr - 'Tillershaw', North Common Road, Wivelsfield Green, Sussex.
(0444 84) 217

TREASURER

Peter Day - 112 Cotswold Way, Tilehurst, Reading, Berks. (0734) 421481

SECRETARY

Joe Catlin - Norfolk House, 13 Norfolk Rd, Thornton Heath, Surrey O1 653 5281

MEMBERSHIP

Mark Johns - 17 Blackthornes, Hurstpierpoint, W. Sussex. (0273) 834984

MEMBERSHIP ASSISTANT

vacant position

SITES OFFICERS

Martin Young - 9e Wilbury Road, Hove, East Sx BN3 3JJ (0273) 24648

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

CLUB COACH

Eddie Bilous - FREEFLIGHT H/G SCHOOL, 274 Church New Road, Hove (0273) 411239

SAFETY OFFICER / ACCIDENT INVESTIGATOR

Position vacant.....

AIRSPACE OFFICER

Kevin Pickering - 9 Oldlands Ave, Keymer, Hassocks, W. Sx. (079 18) 6319

COMPETITIONS

Andy Wood - 52 Noel Rise, Burgess Hill, Sx. (04446) 6636

PUBLIC RELATIONS

Martin Young - (see sites officer)

SOCIAL SECRETARY

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

TOWING CO-ORDINATOR

Mick Perrin - Truleigh Sands Farm Cottage, Edburton, Henfield, W Sx. (079 156) 235

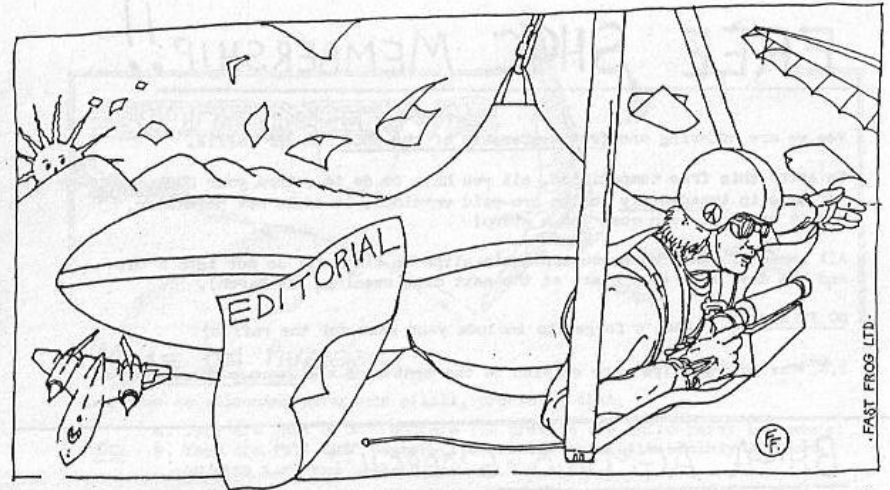
WINDSOCK EDITORS

ad, Hurstpierpoint, Sussex. (0273) 832478

s officer)

r & Son, 5 East Pallant, Chichester, Sx.

(01243) 773457



FAST FROG LTD.

As you are no doubt aware, The BHGA Annual General Meeting takes place over the weekend 5 to 6 March, at Crickhowell, S Wales. Those of you not planning to be there should make sure you send your voting paper back to the club immediately. A PRE PAID ENVELOPE IS PROVIDED. The papers were sent out with the January edition of Wings. As a club, we can have considerable influence on BHGA Policy due to our weight of numbers, but only if you use your vote either in person or by proxy.

You could also win free membership of the SHGC for next year!! (worth at least £25!!) But only if you send in your voting form in time.....

A few changes on the Committee... Mick Perrin takes over as Towing Co-ordinator, following the resignation of John Chadwick. Mick is at the moment organising a Towing Weekend/Competition at south Chailey... two or three winches, tow endorsements, friendly comp, camping, in fact a mini "Mere" right here in Sussex! Everyone welcome. Watch out for further details...

Paul Ray is resigning as Accident/Safety Officer, after two years hard work.... Volunteers please!

Thanks to everyone who has sent in stuff for Windsack this month, keep up the good work, As this issue has to go out quickly to catch the voting papers, certain items are being held over till next month..

Don't forget to send in your Voting Paper.

See you up there

Mark Fisher

CONTRIBUTIONS: These are always welcome. Please write clearly, or if possible, type single spaced on A4. Please enclose SAE if any material is to be returned. Send to Mark Fisher (address at front of Windsack). If writing an article, a small photo of you would be useful.

Advertising: Members ads are free. All commercial ads are charged as follows: 1/6 page £12 per year; 1/3 page £22 per year; Full page £5 per issue, or £45 per year.

VIEWS EXPRESSED IN WINDSOCK ARE NOT NECESSARILY THOSE OF THE SHGC COMMITTEE OR THE EDITORS.

FREE SHGC MEMBERSHIP!!

Yes, we are offering one free membership of the SHGC, in our raffle.

To enter this free competition, all you have to do is return your BHGA voting slip immediately in the pre-paid envelope. It could not be easier, and it will not even cost you a stamp!

All names of members who return their slips in time will be put into a hat and the draw will take place at the next club evening, (19 March).

DO IT NOW!!! (Don't forget to include your name for the raffle)

P.S. The voting slips were stapled to the center of the January Wings.

BHGA AGM: 5-6 MARCH

If anyone is interested in going to the BHGA AGM as a club representative, please could they see or contact Johnny Carr or any other Committee member.

You could combine it with a flying trip to the amazing sites in South Wales...

MODELLER'S BOWL.

It has been noted that a number of our members are disregarding the airspace agreement between the modellers and the SHGC.

The small northerly bowl to the right of the pub is OUT for take off and OUT for flying if you are under 250 feet ATO at ALL TIMES. (be safe & make it 300 feet, the modellers dont know when they are at 250, not having any instruments!).

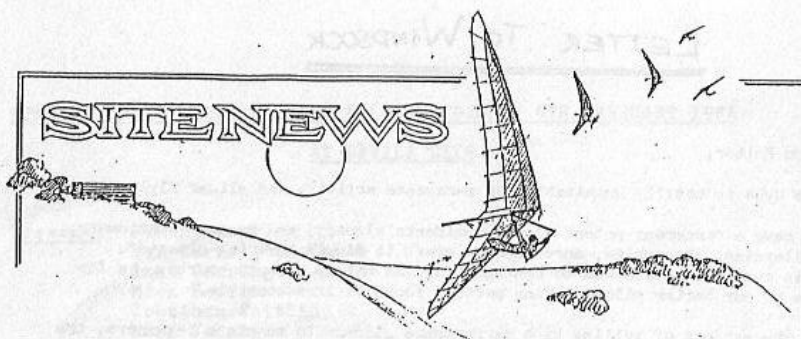
If you see a pilot flying in this airspace, do NOT assume it is OK for you to do the same. Just take note of his glider and tell him when he lands.

The same goes for the modellers, if they are coming well into our space.

Parapente at the DYKE

Please note the decision taken at the last Committee meeting (9th feb):

- ALL pilots flying the Dyke must be SHGC members. This also applies to parapente pilots.
- Parapente members must not fly without seeing a senior pilot or Observer.
- They will pay crop fines if they land in the field, and must not fly if this is unavoidable. In general they will be directed to Ditchling Beacon if conditions are considered unsuitable, which will usually be the case.



MORE ON PARAPENTE

The club is welcoming parapente pilots, providing that:

- a. They are BHGA or BPC members (to provide the third party insurance)
- AND** b. They are full SHGC members ((to provide them with monthly Windsok on site info and to help pay for our sites.)

The Parapente pilots must fly from either the area between the hang gliders and the aeromodellers or from the area just the other side of the Fort (in the big bowl). The main thing is to keep the Hang Gliding top and bottom landing areas separate from the parapente areas. We can fly in harmony provided we use COMMONSENSE.

We are advising Parapente pilots that it is in their own interests in West to NNE winds to fly at Ditchling (from the large North Bowl area.)

The reason for this is that apart from their limited glide angle, ... i.e. No way will they get across the bottom crop into the proper field over the road. One pilot has already paid his £10 fine for his first flight at the site!! Another club pilot who should know better is reported to have landed in the crop field on 19 February and has not paid up yet...

MODELLERS BOUNDARY

With the help of Brighton Council, Joe Cattlin and Chris Bartram have got a marker line put down (Four white posts), Plus notices which will make it clear to the aeromodellers where they can and cannot fly.

SPONSORED XC ~ DYKE → BEACHY

In a meeting, which included Joe Cattlin, Percy Moss and myself, A sponsorship deal was discussed. The meeting was with the Director and P.R. manager of Charringtons, plus the owners of the Dyke and Beachy Head pubs.

We have managed to persuade Charringtons to sponsor an XC competition from the Dyke to Beachy Head.

It will be based on three pilot levels and fastest time, Dyke to Beachy,

CHRIS BARTRAM.

LETTER TO WINDSOCK

Dear Editor,

The Dyke is totall, unsuitable for parapente activity and glider flying.

We have a dangerous potential for accidents already, and to have stationary, collapsing, staggering, unresponsive craft is simply inviting disaster. This must not be allowed to continue for the safety of both sports. As for one of our better pilots taking part, I found it irresponsible.

On the subject of selling high performance gliders to complete beginners, the pilots should be of similar standard as the gliders. i.e. P2's ONLY.

PETE ROLINSON.

Editor's note: Thanks Pete for the letter, let's have some more people's views on this. These problems are not going to go away by ignoring them, and we can't do anything if we dont have any ideas from club members. How about some constructive ideas on sharing the site with canopy fliers? At least one parapente flier has now joined the SHGC. Should we have a parapente section of the club, with a rep on the Committee? If we ignore them they are just going to come and fly anyway,....

ATTENTION ALL PILOTS

Because of the very sensitive nature of certain legal proceedings, currently in progress, we must ask that all enquiries from modellers and curious "passers by" regarding the agreement between the SMAE and SHGC are referred directly to Simon Cattlin, or a Committee Member, without entering into any discussion.

Your help and cooperation is greatly appreciated, in this matter.

HELP NEEDED ON COMMITTEE

Volunteers are required to help on the SHGC Committee.

Several members are having to reduce or give up the amount of time they can put into managing the club. You do not have to be a hot shot at flying to help on the Committee,; all that is needed is a willingness to give up a little of your time.

Don't be shy.... if you think you could help, you'll be made very welcome.

Please contact Jonathan Cattlin if you are interested.

MINUTES OF THE SHGC MEETING HELD ON TUESDAY 9TH FEBRUARY 1988

AT DEVILS DYKE

Present: Johnny Carr
Ian Carrington-Smith
Anne Carrington-Smith
Mick Perrin
Jonathan Cattlin
Mark Johns
Chris Bartram
Mark Fisher
Andy Wood
Paul Ray

- Towing
A club towing competition, to be held at Chaley, is planned for April. Anyone interested in helping to organise it should contact Mick Perrin. (at AIRTIME: 0273 424861.)
- Dyke to Beachy Head Competition
Charringtons are planning to sponsor a hang gliding competition from the Dyke to Beachy Head. The competition will be held over several weeks during the summer and the fastest time will win. More details soon.....
- Parapente/Paragliding
The committee discussed the safety implications of paragliders and hang gliders sharing the airspace at Devils Dyke. A lot of concern was expressed due to the already overcrowded conditions. It was suggested that the paragliders should use Ditchling as an alternative. This idea would be explored in more detail if and when the sport becomes more popular.
- Club Social
The next club social will be a video evening to be held at the Dyke on Saturday 19th March. See Windsock for details.
- Modellers Agreement
The agreement between the SHGC and the modellers at Devils Dyke was discussed. After six months of the agreement being in force, the committee agreed that it seemed to be working well with good co-operation on both sides. Brighton Council are planning to erect posts and notices at the Dyke to legitimize the agreement.
- BHGA AGM
Members are requested to send their BHGA AGM voting slips to Mark Johns, who will be attending the AGM on the 5th and 6th of March.
- Next Meeting
The main topic for discussion at the next committee meeting (Wed. 16th March) will be the contents and format of the new club notice board to be erected at Devils Dyke. Suggestions from members.....?

WIND OF CHANGE

Come sunshine, thunder hail or snow
You'll find them sitting in a row
With outstretched wings, all ready waiting
Hearts a'pounding, anticipating
All eyes scaling far cloud range
They're waiting for the wind to change
This rare breed so brave and daring
Their pilot wings so proudly wearing
So many hours on the hill
So many prayers are offered still
Those longed for thermals at closer range
Now all they want is the wind to change
I guess you may wonder how I know of these things
You see three years ago my boyfriend grew wings
Now don't get me wrong I'm not really complaining
And this poem I use as a means of explaining
I just find his actions occasionally strange
His tears and frustrations when the wind won't change
My observations of this ritual
I see temporary madness becoming habitual
Our phone bill is growing now higher than ever
All due to his constant phone calls to the weather
I own half a kitchen and the cupboard it tilts
The grass is so long the cat's now wearing stilts
Though I must give credit where credit is due
He did build a shed all shiney and new
But it's at a strange angle and I'm so mystified
Why it's twenty feet long and only three feet wide
He tells me his pastime depends on the weather
And my consolation is he can't hang-glide forever
And although on occasions I simply despair
I've never seen a hang-glider fixed to a bath chair
Although at times his actions seem strange
Unlike the wind I don't want him to change
MUCH!

Lesley Hyrjak
Despairing Hang-glider Pilot's Girlfriend

LETTERS

Mark Fisher
Editor
Windssock
66 Western Road
Hurstpierpoint
Sussex

2 2 88

Dear Mark

Would you be so kind as to inform my fellow club members of the following:

Microflight are hosting the First Round of the National Microflight Championships at Shobdon Airfield.

The kick-off time is at 0930 on Saturday 2nd April and it is a two day event.

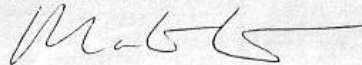
We expect around 22 competitors, both male and female, and about 20 other microlights will be on site, so it should be a very colourful event.

There will be spot landing competitions, water bombing contests, and a "speed to goal" event to Weston Park where there is a Transport Festival being held on Sunday.

On a separate note, I have enclosed an article that I have written about microlighting which you may think suitable for publication. Photographs could be provided.

If you would like any further information on the Championship event, or indeed anything else relating to microlighting, please don't hesitate to contact John Hollings or Brenda Bishop at Microflight, or myself at Speed Couriers on 01 488 9261.

Yours sincerely



Martin Ruddy

PITCHY AND BACK UP STRAP

Dear Ed.

During one of the interminably long none flying days when important things are discussed like how to catch a dangling rope from a hot air balloon, or if adding two more V.B. pulleys attached to the trailing edge cords to enable in flight adjustment giving automatic bank, would be viable. The following point came up;

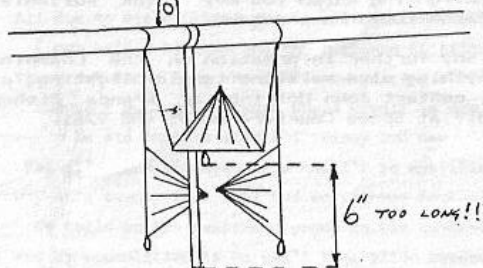
Attention was directed to the breakage of one of the pitchy straps.

Question:

If one of the pitchy straps broke would you be flying on the backup strap. When you set up a pitchy the first thing you do is make sure that the back up strap is not transferring weight at both extremities of the pitchy, obviously then your strap is not too short, but what if it is too long?

If your back up strap is 6" or more longer than your normal hang point on the pitchy and it breaks, you will be flying on the unbroken pitchy strap, this will mean a dramatic and instant change of hang point. If the back one broke, your hang point would effectively move 8" forward. Think what this would mean. We have all tried adjusting hang points, 8" seems a little excessive doesn't it and would result in a dramatic speed increase. If the front one broke you would have effectively transferred your hang point back 2".

Although I have not tried it on the hill yet the next time out I shall try first releasing the front strap to make sure the back up is taking the weight, reconnect the front and repeat the exercise on the back one. The odds of a pitchy strap breaking may be very slim, but at least after checking, it will be one less doubt when flying.



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