

## Free XCPC Lectures...

The Southern Hang Gliding Club is pleased to announce the following free lectures. Although the lectures are designed for pilots who are shortly taking their BHGA XCPC exams, we strongly urge all members to attend. The lecture facilities are being donated by Sky Systems - please call them in advance to book your place.

FRIDAY 31st MAY *Book*

"Principles of Flight" by MARK DALE, (BHGA Technical Officer). 7pm. Free.

FRIDAY 28th JUNE *Book*

First Aid. 7pm. Free.

FRIDAY 19th JULY *Book*

"Airlaw and Navigation" - a lecture by MARK CHICK. 7pm. Free.

## Lectures at Sky Systems Centre:

SATURDAY 15th JUNE

PARAGLIDING PARACHUTE DEPLOYMENT & PACKING SEMINAR:  
Including deployment simulation. Limited number - book now! 7pm. £10.00

WEDNESDAY 19th JUNE

BAPC STUDENT & CLUB PILOT LECTURE: For paraglider pilots soon to take their Student or Club papers. 7pm. £10.00

FRIDAY 5th JULY

BAPC STUDENT & CLUB PILOT LECTURE: For paraglider pilots soon to take their Student or Club papers. 7pm. £10.00

SATURDAY 27th JULY

Judy Leden MBE presents a seminar & presentation on XC and Competition Hang Gliding. 7pm. Free.

You must book a place on lectures (even the free ones) -  
Phone (0273) 857700 to book your place now!

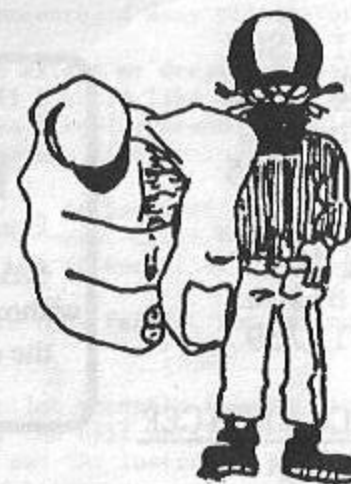
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# WINDSOCK

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

APRIL 1991

## THE CLUB NEEDS...



Paid up membership stickers enclosed.

# YOU!

## To Renew Your MEMBERSHIP

# THE SOUTHERN HANG GLIDING CLUB

P.O.Box 36, Burgess Hill, West Sussex, RH15 9YD  
COMMITTEE SUMMER 1991

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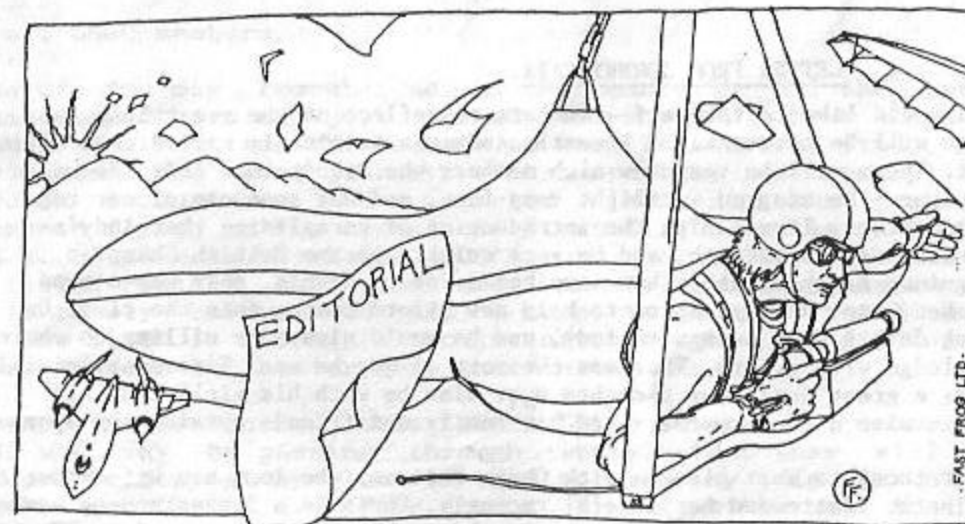
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Oriole Goepel  
0273 419645

### Readers please note

Contents of this magazine  
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the committee in any form  
whatever.

Contributors:  
John Charlton, Stewart Park,  
Mark Johns, El Muck, Johnny Carr.



It was with great sadness and shock that we received the news of the tragic death of Andy Napolitan at the first league on the 11th April.

I knew Andy since he first started flying and he brought a special kind of dedication and enthusiasm to sport flying which everyone admired. He inspired, helped and encouraged many pilots both within the Southern Club and elsewhere.

I would like to extend my deepest sympathies to his family and many friends but most of all I would like to say thank you, Andy, for being there, on many occasions, when I really needed your help.

We shall not see his like again.

I was also grieved to learn of the death of Chris Bartram's wife after a long illness, bravely borne. Chris has worked tirelessly for the club over many years and I want him to know that our thoughts are with him.

Get well soon to Mick Perrin, recovering in hospital after a recent operation.

A low airtime pilot recently flew at Firle despite being advised, by an instructor, to wait at the hill until the instructor met him there. Impatience got the better of him and the instructor arrived to find him being transferred to an ambulance with a broken arm and wrist. Please do heed advice as, although you might "get away with it", instructors are only acting in your best interests and they do have the experience to judge the conditions wisely.

It was nice hear that Alison Syrett is soon to be presented with the 'Youth in the Air' Rolex Trophy by HRH the Duke of York and that Judy Leden has won joint first 'Sportswoman of the Year'. She is also to receive the BHGA's National Trophy from HRH the Duke of York.

Grand!

D.W.

### CALL OFF THE HUNT!

Ray Sedgewick's glider has been recovered two weeks after it went missing. It was found dumped in Brighton apparently intact and undamaged. A good advert for insurance, all the same.

Please try not to land in the crop field at the Dyke.  
(You'll save yourself the £10 fine!)

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LETTER FROM JOHNNY CARR.

I would like to take a few moments to reflect on the great loss Andy Napolitan will be to our club. Recently Andy was tragically killed in a flying accident. There will be very few club members who didn't know Andy. He was a true aviator - he adapted to flight very fast, and was soon one of our top club competitors. It was with the introduction of paragliding that Andy's talent really shone through, and he very quickly became British Champion. Watching Andy fly his canopy has inspired a lot of people. Andy was a good club member, too, and did a lot to help new pilots coming into the club. On blown-out days I have been with Andy, and he would always be willing to share his knowledge with others. That was the sort of guy he was. I personally will miss Andy a great deal. Our thoughts must also be with his girlfriend Liz Johnston - also a club member - and his family and friends outside the sport.

Our thoughts must also be with Chris Bartram, who lost his wife after a long illness. I attended her funeral recently. Chris is a long-standing member of our club and until recently served on the committee. It was good to see him out on the hill with his young son at the weekend.

More sad news is that Mick Perrin is in hospital after undergoing a major operation. I am sure you will join me in wishing him a continuing and speedy recovery.

Now I have been elected as chairman it is my intention to make paragliding members once more welcome within our club. I also want to create a feeling of mutual trust with ALL the schools which use our sites, and finally to work closely with Mark Johns who has started an excellent job of implementing a site marshalling system. We now have a new constitution which has been brought up to date to include paragliding etc. and I look forwards to a good, happy year for all.

Safe flying,  
Johnny.

**NEW! FOR '91**

*Elation Leisure*

FROM -

front-opening  
"Flash lite" £260.00 enterprise UK

**"The Old Barn", Rhy's Lane, Lockeridge, MARLBOROUGH,  
Wiltshire.**  
Telephone: 0672 86 554-5



To all SHGC members,

Some of you may remember me as the man with all the spare aluminium, others may just say who???. Anyway, I have ended up with a contract for the summer to work in Central Italy, and having made the long journey of transporting car and glider through 6 countries, have started discovering the joys of mountain flying in the Apennines. First flight in seven months was to cloud base which was 4000' above the valley. Cloud base is rising rapidly every week and I am told that in the summer it is rarely below 10000' ASL. I hope to do my first XC here as the lift is strong (although often rough) and finding it seems to be a lot easier here than in the UK.

Anyway, the reason for this letter is to invite any member of SHGC who may be passing through Italy, that they will be welcome to stay at my place if they so wish. My flat is on the beach, and there are five decent flying sites not too far away. As a bonus, all sites, apart from one, have top landings. Monte Cucco, which is regularly used for Italian competitions is approximately 50km away. Passo di Furlo is probably the most spectacular, flying close to some tall and narrow mountain passes.

I can be contacted at the following address :

Kiran Patel  
Snamprogetti Spa  
TEMAR/SPEN  
C.P. 97  
61032 Fano (PS)  
Italy  
Telephone : 010 39 721 881588 (working hours)  
010 39 721 825903 (home)  
010 39 721 881609 (fax)

My regards to all and I hope that the club constitutions etc. will be resolved early so that we can all concentrate on flying.

Regards,

*Kiran*

Kiran Patel

£10 REWARD

Lost at Firlle, Sunday 13th April,  
pair of ADG paragliding boots.  
Tel. Charlie Brockis 0483 427218

SOUTHERN HANG GLIDING CLUB PROPOSED SOCIAL DATES 1991

We would like to hold functions including:- XC talk, Video night, Airspace talk, Meteorology talk, Parachute Repacking, Xmas Party, Barbecue etc. and possibly reinstate the monthly club nights.

Would anyone willing to donate lecturing skills, equipment, free booze, use of mansion etc. please contact Oriole Goepel, Social Sec.

# The XC Season Starts Here

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**HANG GLIDING FLYING SKILLS** by Dennis Pagen. A manual for all pilot levels from beginner to advanced. Ideal for CPC's. £6.90 \*  
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**HANG GLIDING XC PACKAGE:**  
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\* £1.00 / \*\* £1.75 / \*\*\* £3.00 / \*\*\*\* £3.50

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If you are in any doubt as to the airworthiness of your glider, take advantage of our fixed price **INDOOR** strip-down and inspection service. Available for most makes. (any required repairs & spares extra)

**HANG GLIDER:** Strip-down, inspection, rebuild and rig: £59.00

**PARAGLIDER:** Canopy & line inspection, report on condition of canopy and test (if necessary): £29.00

## Be Safe!

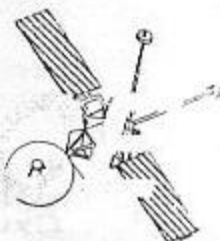
**METAMORFOSI PARACHUTE.** The original parachute which pioneered the pulled-apex generation of emergencies. The packed canopy is very compact and superlight. Comes ready to mount in bag for either hang gliding or paragliding, or we can pack into your hang gliding harness container (may cost extra). Amazing deployment speed. Proven life saver. Gutesegel. Complete with instructions. £359.00 \*\*\*\*

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**TELEPHONE : Brighton (0273) 857700**

## £5 REWARD

Lost at the Dyke on the 20/4/91, 1 pair black leather gloves with light green piping around the wrists and red lining. Great sentimental value. If you know where they are then phone Don Mapp on 081 521 3064.



WANTED Backup 'shute and small digital altimeter eg Davron 200+  
 Don 081 521 3064

## MAGIC III/177

? spare uprights and basebar. Just back from airwave stripdown costing 220. New L/edge, hinge box, nuts and bolts etc. Test flown. 400 ono. Don 081 521 3064

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 and RUMOUR MED. £1300  
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MAGIC IV 166 (1986)  
 Blue leading edge with red double surface, aerofoils, speedbar, trimmer/V.B., wheels batten profile and manual. Good condition. £600 ono  
 Tel. 071 2893831 home  
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Dear Members,

I would like to thank Oriole for her hard work on the committee and apologise for missing her out on the front tables at the AGM. AS a result of the AGM you now have a paraglider dominated committee including two Sky Systems directors and Andy Shaw of the Green Dragons. When your interests clash with their commercial interests which do you think will come first?

I will make the following predictions:-

1. Andy Shaw will get use of Firlle for training. This is a man considered too impetuous to use our sites by the previous committee since his actions, whilst not even a member of the SHGC nearly lost us Beachy Head. You will be flying around clouds of paragliders this summer, many of whom will land in the crop destroying our goodwill with the farmers.
2. Your money will be wasted registering our club as a BAPC club, giving us no benefit whatsoever and creating a club within a club where BAPC members are members of both, but BHGA members are not.
3. Michel Carnet will become involved financially in the purchase of land at the Dyke there by depriving members of permanent control.
4. Paraglider training on your sites will increase spoiling your enjoyment on busy days.
5. £2 per day per student site fee finally agreed to by Carnet will be repealed and not paid.
6. At least one of our major sites will be lost this year.
7. No paraglider pilot will find any other sites.
8. There will be at least one serious accident due to the mixing of paragliders and hanggliders as the paraglider lobby on the committee will resist controls.

Such is the price of apathy.  
 My thanks to all of you who supported me.

JOHN CHARLTON.

## Expect the Unexpected

Ever had that feeling that something is not quite right but you cannot put your finger on what it is.

I was busy rigging my glider one Sunday morning at Firlle recently; eager to take advantage of an early flight in relatively empty air.

"Now, just need to tension and check the kite and .... that's odd, seem difficult to tension. No, must be my imagination".

cont...

I had a good days flying that day. Taking off was gastly but to compensate for this the air above the ridge was fabulous. I did notice, however, a very slight tendancy for the glider to turn to the left. A little nudge to the right was all that was necessary to keep the glider on course as I tracked down the ridge.

My next outing, on Bank Holiday Monday, was to Mere. There was just two of us out that day. The other pilot was one of the locals from the Avon Club.

Clipped in and ready for launch, I was to be first to fly. The wind speed was 15 to 18 mph freshening. The sky was overcast and angry looking and an approaching cold front had been forecast.

The glider sat nicely on my shoulders with little buffetting.

"Nothing that I have'nt flown in before",  
I thought.

The launch was followd by a flight lasting only a few minutes and consisted of rather more large and prolonged weight shifts into the top right hand corner of the control frame, than I would have liked. I landed safely in the bottom landing field.

Having consulted Denis Pagens Book 'Flying Conditions', I concluded that the air must have been stirred up by wind shear associated with an approaching cold front. That was until I took the trouble to peer into the sail and inspect the unstressed leading edge tubes. Needless to say, one tube had adopted a permanent banana-like shape. I carry out a comprehensive check of the glider at the beginning of each days flying and this includes a visual inspection of the L/E tubes. I did not notice the damaged spar since I carry out my checks after the glider has been rigged. In this condition the L/E tubes would normally be bowed.

I failed to recognise the subtle messages that the glider had been giving me because I had no reason to suspect that the glider had been damaged. I was lucky.

I will of course, check each L/E tube before and after rigging from now on.

Safe flying.  
Stewart Park

If you join a pilot circling in a thermal, circle in the same direction. Do not cut straight across at the same height!

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**Hang Gliding - Dave 0277 - 372650**

# SKID (MARK)'S

DANGER PAGE.

## MAJOR SAFETY EVENT

The Southern Club committee has decided to implement a marshalling scheme at Devil's Dyke. This is to control the increasing overcrowding on weekends and bank holidays.

The idea is to prevent too many people from flying at any one time causing a dangerous situation to develop.

Weekends and bank holidays only would be covered because mid-week flying days at the Dyke are still relatively uncrowded occasions. No restrictions on your flying will be imposed once you are in the air.

I have flown the North West face of the Dyke with forty other gliders in the air. It was like passing through a swarm of gnats on a summers day. We must not wait for the inevitable to happen before we act so please co-operate to make this work. Below is the proposed scheme. We hope that this will be up and running inside of two months.

### PROPOSED SCHEME.

1.

Rota to be drawn up: this would list the days that an individual would be "on duty" (it is envisaged that with thirty odd marshalls on the rota the amount of duty days actually "worked" during a typical year would probably come to the kind of number you could count on one hand.) The person on duty would be responsible for implementing the rules with the help of other marshalls, coaches/observers. Swapping of duty days will be quite in order, so there is nothing to stop the "duty dog" from flying as long as other marshalls are looking after things. (By the law of averages on any good day several marshalls would be on site with half on the ground and half in the air.)

2.

A board system to be introduced. Similar boards already exist on gliding fields. Typical information displayed would be :-

(a) Duty Marshall (b) Flying conditions (c) Restriction of free for all flying times (d) Important notices appearing in real time before the circulation of Windsack.

The board is to be located at the edge of the rigging area in front of the pub so that it will be easy to see when in the rigging area and when walking onto the hill first thing after parking the car. The board could also confirm whether or not the day is controlled or uncontrolled. It could also have the Dyke rules and notices to visiting pilots.

3.

A flag system is to be put into action with flags showing; (a) Flying is being controlled. (b) One take off to one landing (c) Novice "hour".

4.

Novice/low airtime period. The duty marshall and others shall decide a suitable time (to correspond with the most favorable conditions) for low airtime pilots. The air would be cleared, say at a lunchtime, for novice pilots to have the air to themselves with marshalls on hand to give advice. The board would have times displayed together with reasons, e.g. 10.30-11.00 due to possible sea breeze at lunch time.

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5.

Launch shutes/points monitored by marshalls at times of overcrowding. For example one take off point in front of the pub, one in the paddock and one in the bowl. The advantage is (a) Pilots in the air know exactly where gliders will launch. (b) Marshalls can monitor "gates" and keep the number in the air controlled, give advice etc. These launch points would typically be marked by flags similar to those at Beachy Head or builders fluorescent tape.

There are a number of things that I need. Firstly we would save some money if someone could donate a notice board. We are looking for an "A" type easel and boards that would free stand and display on both sides. Ideally a white marker board would be best, but a blackboard would be acceptable. Secondly we need someone with the ability to mount a wall bracket, possibly on the fort, for our flags. A professional job would make sure that the flags stayed put even in a stiff breeze.

Lastly I would like to hear from anyone who would be prepared to become a marshall. You would not have to give advice if you wanted to leave that up to the coaches/observers. Your duty would simply be to monitor the general running of the system and to be there to implement, as best you can, the new rules regarding numbers in the air. Typically you would arrive early and set up the board etc., decide when control is needed and be available to answer any queries from pilots and the public. Other marshalls who are on site would assist you and even take over should you fancy a flit. At the end of the day you would shut up shop. It is important that you realise that you would only be required to be out on the hill when it is flyable. It is also important for everyone to remember that control will only be exercised when numbers get out of hand. I need about thirty bods. I reckon that this would mean that, on average, you would be lucky to be on duty on a flying day three or four times a year! Please contact me and ask me more if you are interested but are unsure whether or not you could do the job. Your club needs you! Before I go, I have not received any accident reports yet. What a surprise! Anyway I'll ask again, please send 'em in, and another thing, don't take the piss by crashing in front of me and then not sending one in. You know who you are. I would prefer, by the by, P2 or XCPC or paraglider "pilot" ratings for the marshalls positions, but high airtime P1's and "club pilots" would be considered.

Let's hear from you (please),  
MARK JOHNS.

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AIRMAN XC 21 (SMALL)  
Low airtime, good condition,  
harness and bag included.  
Ideal beginner/intermediate,  
£750.

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Be the first kid on your block to renew your membership!

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## Minutes of the SHGC Committee meeting 3rd April 1991

Present: J.Carr, N.Ward, T.Turner, V.Gant, M.Johns, K.Pickering, A.Lucchesi, M.Perrin, O.Goepel, S.Brooks.

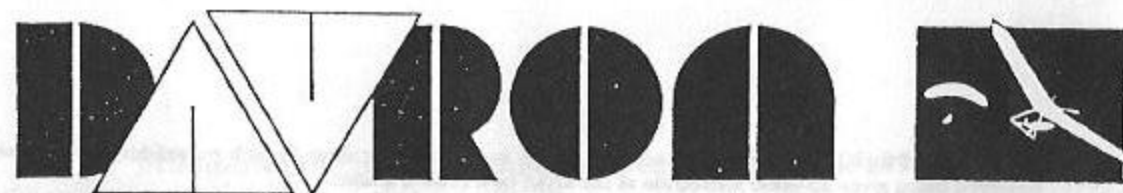
Late arrival: D.Williamson

Apologies from D.Matthews

Absent: J.Charlton, T.McDonald, P.Day, E.Bilous

1. After J.Charlton had failed to arrive by 8:20pm, the President of the Club, J.Carr, was invited to chair the meeting.
2. J.Carr read a letter to the committee from Tony Maclaren (first BHGA solicitor and the author of the first SHGC constitution). This letter explained some legal principles involved in the status of BAPC-only members in the SHGC. These principles seemed to refute the opinion given by the current BHGA legal adviser, Mark Earl.
3. J.Carr stated that the letter from Percy Moss indicated that it is up to the (BHGA) members of the SHGC to decide on the voting rights of the BAPC-only members in the Club.
4. M.Johns summarised the historical position regarding allowing BAPC members into the Club (MJ was Chairman at the time the Club started accepting BAPC-only members). He stated that no clear decision was made at the time as to whether these BAPC-only members would have voting rights within the Club.
5. N.Ward suggested that, in line with the way the BHGA Council made a recommendation to BHGA members on the Amalgamation issue, the SHGC committee should make a recommendation to Club members on the BAPC members voting rights issue.
6. K.Pickering proposed the motion "That only Club members who were also BHGA members should be permitted to vote on matters at the AGM." The motion was seconded by D.Williamson.  
The motion was defeated by 5 votes to 4 with 1 abstention.  
The majority of the committee therefore felt that voting should be open to ALL paid-up members of the SHGC.
7. J.Carr proposed the motion "That the first item on the Agenda of the AGM after the Chairman's statement (and before the discussion of the constitution) should be the rights of BAPC-only members of the SHGC to vote on issues at the AGM." The motion was seconded by V.Gant.  
The motion was carried unanimously.
8. The minutes of the last meeting were reviewed. the following amendments were requested:  
Para. 2.3: the person concerned was J.Charlton, not J.Carr.  
Para. 3.2: delete "made it clear" and insert "can be interpreted"  
Para. 5.6: Note that a rating for Paraglider pilots need to be added.  
The minutes were then passed with the above amendments.
9. M.Johns informed the committee that he had received a safety video from the Services Sound and Vision Corporation (SSVC). He expressed the need to show and discuss this at a video evening. Oriole Goepel was actioned to organise this.
10. M.Johns spoke on the subject of red ribbons for novice paraglider pilots. He had spoken to Tim McDonald, but nothing had been resolved. He indicated that the BAPC should have formulated their official policy on the matter before the next committee meeting.
11. The subject of marshalling at the Dyke was discussed. It was reported that M.Johns, S.Brooks, J.Charlton and D.Williamson had attended a meeting to discuss the subject. M.Carnet and D.Pickering had made some proposals in writing to the meeting, and were thanked for their contribution.  
M.Johns explained what had been decided and read out a list of procedures (to be published in Windsock) and also read out the procedures used by Dunstable Club. The committee accepted his proposals and mandated him to put them into effect. He said he hoped to have the marshalling system in action by the end of June 1991.  
J.Carr suggested that the Dyke site rules should be translated into French and German for the benefit of visiting foreign pilots, and displayed on a new notice board at the Dyke.  
N.Ward will send a copy of the current Dyke site rules to J.Carr, who will arrange for them to be translated into French and German.
12. Oriole Goepel announced that Eddie Bilous had resigned from the committee, owing to personal commitments.
13. M.Perrin volunteered to renovate the Club notice board at the Dyke.

14. Oriole Goepel and J.Carr related an account of the incident where nine French paraglider students were observed being given ab-initio instruction at the Dyke by a French school.  
The committee agreed that no foreign schools should be permitted to operate at the Dyke. Notices will be placed in Vol Libre and Drachenflieger stating this (M.Carnet will be asked to help in this matter).
15. T.Turner had spoken to D.Marshall (site agent for Farmer Williams) on the subject of the valuation of the Dyke. Mr.Marshall described the figure (£35,000) as "unacceptable". TT had then explained to him the way the figure had been arrived at (Sports Council grant etc.), and stated that the Club would be prepared to pay more. TT had asked for a figure from Williams that the Club could consider. Mr.Marshall had then expressed surprise that the Club had not yet received a draft lease for the NW area of the Dyke. (The SW area is the subject of a separate lease with the schools) The figure of £1000 was quoted as the new annual rent for the NW side.  
TT has been in contact with a number of interested bodies, such as Wildlife trusts, and they seemed interested in contributing towards the cost of purchase. TT was of the opinion that the Sports Council will still contribute even if the price is in excess of £35,000.
16. S.Brooks reported that some paraglider pilots had left open the main gate at Firle.  
T.Turner will put a new lock on the Firle SHGC car park gate.  
A reminder about closing gates will be put in Windsock.
17. T.Turner and J.Carr then reported on Beachy Head and their day spent with the Warden, Alan Fergusson. AF has fears that the public will be injured by flyers at Beachy Head. It seems that AF would like the Club to vacate Beachy Head, but would be prepared to help us find another site. AF drove TT and J.Carr around the downs for the afternoon, looking at possible alternative sites. J.Carr thought that AF had gained a good knowledge of the Club's needs. AF will discuss the matter with Eastbourne Council.  
TT said he had not yet had time to resolve the position regarding the Ditchling site.
19. Tony Turner was warmly thanked for his immense efforts concerning sites. The matter of Beachy Head is now considered to be in the hands of Alan Fergusson, and we wait to hear from him further re. the Council's decision.
20. K.Pickering is to seek permission from David Ford (the Dyke Site Ranger) for a scrub clearing weekend at the Dyke. The committee agreed to authorise the hire of a chainsaw for a weekend to assist in this activity. T.Turner will talk to Farmer Williams for permission.
21. M.Woodhams raised the issue of the revised constitution.  
K.Pickering proposed the motion "That the AGM vote on the SHGC Constitution Subcommittee's proposal is voted on as a Formal Resolution (i.e. in its entirety, and not piecemeal)". V.Gant seconded the motion.  
The motion was carried unanimously.
22. The meeting between J.Carr and the Sports Council representative (Allison Bullo) took place and she was informed of the situation.
23. K.Pickering has not found any hardcore for Firle yet. He requests anyone who knows of the availability of some to let him know.
24. T.Turner will inspect the fence at Firle on 4th April.
25. Chantry Hill has been lost as a Club site, but permission to fly there may be obtained from Sailwings Hayling.
26. The committee was saddened to hear of the severe illness of Chris Bartram's wife. They express their very best wishes for her recovery. J.Carr will organise a 'Get Well' card.
27. K.Pickering is waiting for an advert to appear in Windsock before purchasing any air charts.
28. S.Brooks has received £10 from Liam Conroy, £15 from Pete Robinson and £112.50 from Sky Systems in respect of the overdue fees for the last Christmas bash.
29. D.Matthews will be contacted re. new sites guide.
30. K.Pickering said he will be unable to attend the AGM, but will stand for competitions post on the committee. He will only stand for Airspace Officer if no-one else is willing to take it on.
31. T.Lucchesi gave update on competition details - they will all be published in Windsock.
32. V.Gant announced that he will not be standing for Windsock editor.
33. One month's grace is to be given to members who do not renew on time. Thereafter, they will have to pay £5.00 re-joining fee.
34. A vote of thanks was made to Vanya for his editorship of Windsock.



## VARIO'S, ALTIMETERS and ACCESSORIES

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SPORTLITE Flying Suits £75

VARIOS new from £99

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In fact anything to do with hang gliding or paragliding

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### MUCKRAKER

Is there anything in the new draft constitution which says that it should be permissible for non-qualified instructors to teach paragliding to under-age pupils, on an advanced canopy, and on a site not controlled by the Southern Club? Perhaps MARK WOODHAMS would like to head a sub-committee to look into this?

RON RICHARDSON says that if you are aloft at Firlie in such strong and rough conditions that a top landing approach becomes dangerous at anything less than high speed then you can always radio KEV (THE HUMAN ARRESTOR HOOK) PICKERING to act as a brick \*\*\*\*house and prevent you from overshooting!

JOHN (ONE ACCIDENT EVERY SEVEN YEARS) MOSS recently found himself and his glider trussed up in a tree after failing to prolong a final glide to the bottom landing field at the Dyke. A helpful member of the public, on horseback, stopped and told him to "get that bloody thing out of that tree before you scare the horses!" and then rode off leaving him trapped.

MARK ELLISTON says that he considers himself to be "half man, half bird, half innumerate."

Congratulations are in order for RICHARD and CHRISTINE LEVER following their recent marriage. They were going to work their way through a book entitled "The A-Z of Sex." but, apparently, the idea of the aardvark put her off!

Older women beware! If BILL JONGENEEL (a.k.a. BRAND) invites you round for a convivial evening of prawn and peanut butter sandwiches the event may be ruined by the intervention of a pregnant schoolgirl!

Never have MARK "safety" JOHNS and JOHN CHARLTON moved so fast as when they were sheltering under a rigged glider, with the kingpost pointing invitingly to the sky, from a cloudburst at Beachy Head and a VERY adjacent bolt of lightning persuaded them that this was not a good idea!

If you were to lay all the people involved in the amalgamation debate end to end you still wouldn't reach a conclusion.

RAY "SQUEAKY" SEDGEWICK has found a way to keep the second hand glider market buoyant. Simply sell your old glider and the first time the new owner takes it out you borrow another glider to try and land on top of it with, thus creating two more potential sales. His attempt to put this into practise was foiled only by the rapid ground handling of the new owner!

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## Rules

### Steyning Bowl

- £4.00 per day site fee to be paid to site marshals or instructors. (FREE TO CURRENT S.H.G.C. MEMBERS.)
- Obey rules and restrictions given by site marshals or instructors.
- Proof of current BAPC/BHGA insurance and rating.
- Park only in car park - not on road.
- Obey the Country Code and follow rules designated by the BAPC/BHGA.
- Speak to a site marshal or instructor before any flying takes place.
- No more than three aircraft in the air at any one time.

Failure to comply with these rules will ensure your organisation will remove your rating! Please help us by complying with these simple rules and ensuring your friends are also aware of them. By being sensible, mature and aware we will always have a site to fly.

Please never, ever fly alone. If the school is not training - that is a good indication of unsuitable conditions.

We wish you safe and enjoyable flying. If you have any problems or questions to ask then please phone:

CCI - Eddie 0273 - 411239

## ☆☆☆☆ MuckRaker ☆☆☆☆ (revisited)

The following individuals had not paid their membership renewal by 1st May.

**SHAMEFUL!  
DISGRACEFUL!  
SEND THEM TO COVENTRY!**

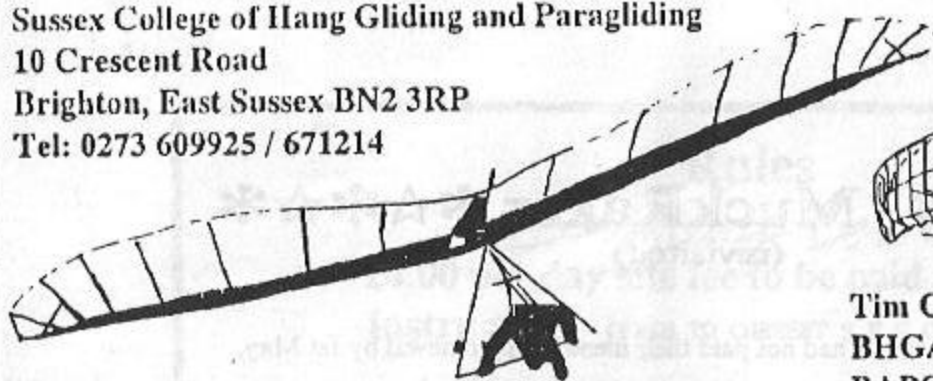
**EXPEL THEM!**

To avoid paying an extra £5 to re-join the Club, pay up by 14th May!

(or else...)

Ackroyd Trevor	Dehan Ian	Leason Jonathan	Sarna Jerry
Allan Mike	Dent Bill	Leach Christopher	Steede Steve
Allwright M	Devereux Ian	Leathan Ed	Stoogh Steve
Amman Montique	Dix Ian	Leavis Peter	Snell Jerry
Anderson Tony	Drawery Cliff	Leaver Richard	Smith Simon
Arthur Richard	Edwards John	Leveridge Gregory	Smith Leonard
Ashley David	Elliston Mark	Liddard Don	Smith Graham
Attfield Martin	Ellison Steen Brix	Lloyd Steven	Smyth Aidan
Auld Alastair	Eyre Michael	Long Simon	Southgate Miles
Baker Chris	Finney Keith	Lovell Chris	Steedman Jane
Baldwin R	Fisher Mark	Mackay C	Steven Marion
Bale Derek	Fletcher J	Mackay Nicholas	Stuerner Corinna
Ball Roger	Forrester Ben	Mair Dave	Swallow Nick
Barton Roger	Forrester Peter	Maldy Stephen	Syrett Allison
Bastin Rob	Fotheringham Ian	Marnier Stephen	Taylor Paul Stan
Batten Laurence	French Steve	Mathews David John	Thompson Duncan
Beasley Paul	Gausden AJ	Maynard Doug	Tingey Mark
Begg Mark	Gerrard N	McDonald Colin	Travers Howard
Bingham Maryn	Goepel Jeremy	McGill Janet	Turner Mark
Bonwick Richard	Gould Richard	McKinstry Mola	Turner Mark
Booth Andy	Greaves Hall	McLeod David	Vickers Dave
Borham Richard	Hanning G	Mihalovic Dejan	Watson Graham
Bourne Laurence	Harding F Paul	Milas Sharon	Whitman Adrian
Bramhill Kevin	Harris Simon	Millwood Mike	Whittall Matthew
Briere Phillipa	Hart Mick	Mitchell Gary	Whittington Tony
Broadbent Michael	Henderson James	Molyneux David	Wild Elizabeth
Bull Kim	Hewling Eilice	Mortimer Alan	Williams Bloddy
Burden Peter	Hewitt Bernie	Mullford Robert	Williams Peter
Butler Jay	Hill John	Mullrow Tony	Willis Steve
Callow Tony	Hilbourne Mark	Nancarrow Tony	Willton Brian
Carstairs James	Hooper Steve	Nelson Alan	Woodcock Mark R
Carter Stuart	Horsfield Robin	Nikitts Andy	Young Mark R
Chapman Mark	Hove Eddie	Overs Paul	Young Ricky
Charlton John	Hughes Roland	O'Donovan P	Zimmermann Pete
Chick Beverley	Humphries Anna-Zoe	O'Neill John	
Clark Mark	Hurn David	Partridge Calvin	
Coates Richard	Hutchinson John	Parrin Max	
Coates Samantha	Janus Clintyn	Perrin Mick	
Cole David	Jehu Trnyn	Powell David	
Collin Jean	Jenkins Ian	Preaton Nicolas	
Conroy Liam	Jobey Colin	Przybylski John	
Cook Steven	Johnson Peter	Raccliffe Stefan	
Cook PDI	Johnston Liz	Ragg Nigel	
Cooper Tammy	Jones John	Ried Tan	
Cooper Jerry	Jones Dave	Relph John	
Cotton Geoff	Jones Vicky	Reyes Patricia	
Cowling Steve	Jones Chris	Richardson Drummond	
Crocanda Alfred	Kemp Ian	Richings Russell	
Cross Andrew	Kent Phill	Robertson Mike	
Currell James	Kinlan Dave	Rogers Mark	
Davis Terry	Kinnear Robert	Rolinson Peter	
Day Peter	Klee Neil	Roman Stefan	
de Barros J.O.	Lambert Paul	Rothwell Timothy	
Dearden Andy	Lane Brian	Scrase Alan	
	Lavender Tony	Sedgwick Ray	
		Seeley Phillip	

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Tim Cox BA  
BHGA Senior Instructor  
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Clive Betts can repair anything that can be sewn. Pop in to the workshop at 16 Scarborough Rd. (near Preston Manor).

AIRWAVE CHALLENGE 1990 FINAL AND AIRWAVE TESE FLYING WEEKEND

The Southern Club team will be competing in this final, deferred from last year, in the Peak District on 11th & 12th May 1991 (optional date of 18th & 19th May in case of bad weather). All are invited to attend for demonstrations/test flights of airwave hang/paragliders.

If you have any hardcore, or know of any sites where it is available, please let Kevin Pickering, Airspace Officer, know as we still need some for the car park entrance at Firle.

IMPORTANT NOTICE

From June 1st 1991 it will be mandatory for self launch paragliding F1 student and club pilots to wear an identification streamer. This can be dispensed with when 10 hours logged airtime has been achieved.

It is to be coloured red and measure 1 metre by 8 cm. (approx.)

It is to be attached to the rear seat area by one end only.

Lost at Firle.

One pair black leather unlined gloves. phone:-  
Steve Uzochukwu 0622 36219.

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