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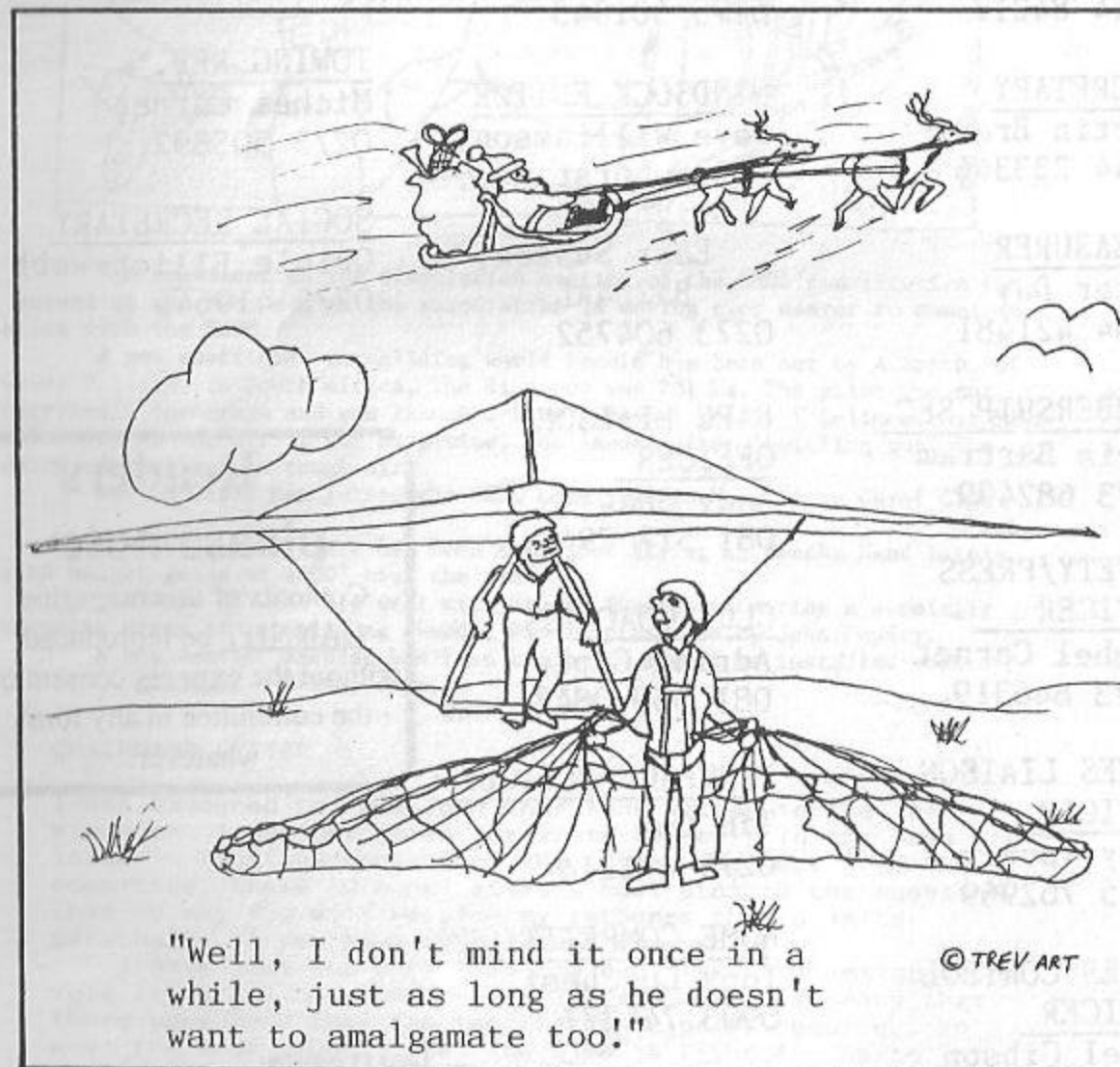
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WINDSOCK

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

DEC. 1991



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NEW WORLD
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 OF 231 km.

THE SOUTHERN HANG GLIDING CLUB

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

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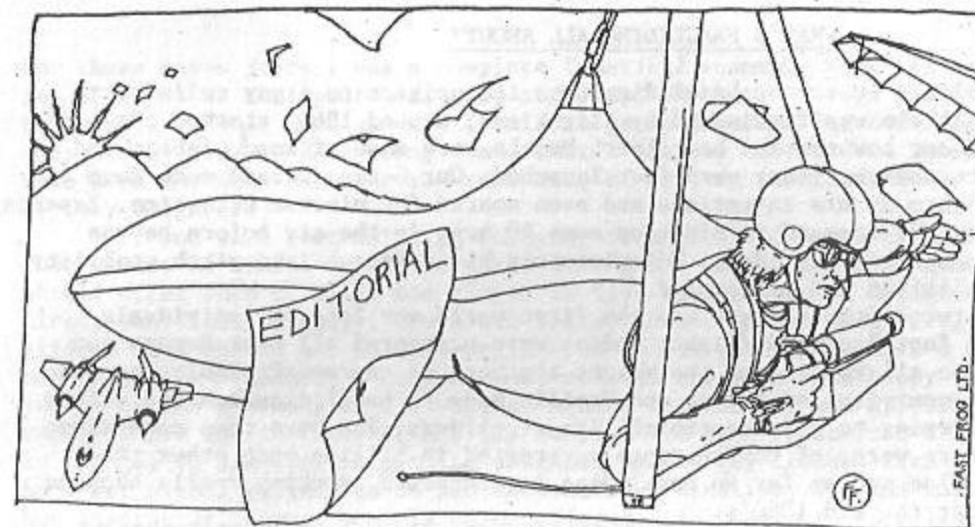
Contents of this magazine
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The amendment to the dissolution section of the BHGA constitution was passed at the AGM, and so the association is moving ever nearer to amalgamation with the BAPC.

A new unofficial paragliding world record has been set by A. Smith, of Great Britain, in South Africa. The distance was 231 km. The pilot was not carrying a barograph and was launched from a payout winch. I believe that Mike Allen was in the air at the same time, but landed after 'bottling out' due to canopy deflations in rough air!

Adrian Caple has joined the SHGC committee as hangliding Chief Club Coach.

I am told that there has been some good flying at Beachy Head lately, with height gains of 1000' over the sea.

The Xmas 'do' went off well with Stuart Swanton receiving a seemingly unending array of paragliding awards, kindly presented by John Pendry.

A new weather machine has been built and should be installed soon.

Stay warm,
 D.W.

CHAIRMAN'S LETTER.

I was saddened to read John Charlton's letter in the last Windsock. I was not given the write to reply in the same issue in fact the content of the letter was kept from the committee, these personal attacks must stop in the magazine that is why you will receive my response to his letter personally if you have not already done so.

I have just got back from the BHGA AGM. The amalgamation vote is as follows 738 for and 331 against this means that there were more than the two-thirds majority required, so when the BHGA council feel the time is right for us to amalgamate with the BAPC we will. I personally think this will be a good thing for us all. The feeling I got from the AGM was that most of the clubs are adopting the same sort of policies your committee are.

We are in a new era now, we should all look forward, you can't turn back the clock: lets make these times great, lets share each others flying experiences and have fun flying with each other that's what its all about. It is the end of the year, 1992 is just round the corner, the nights will be drawing out soon and the sun will start to heat the ground again lets all look forward to a good years flying. I wish you all a very happy Christmas and a prosperous new year.

JOHNNY CARR.

WHAT'S HANGLIDING ALL ABOUT?

Believe it or not hangliding owes its origins to a guy called Otto Lillienthal who was fascinated by flight and, around 1860, started the basic design of our now complex hanglider. Models were made of wood, fabric and piano wire and yes - they were foot launched. Our German friend made some 1,500 flights on his inventions and even soared for minutes at a time. Experts reckon that he managed to clock up some 40 hrs. in the air before he was killed in a flying accident. Unfortunately his research into pitch stability was very limited and misfounded.

Between Otto's death and the first world war lots of individuals attempted foot launched flight; bodies were scattered all over Europe and England! We all know about the Wright brothers of course. Probably the most important contribution Wilbur and Orville made to hangliding was the effect of wing warping to give controllability of gliders. The wars then came along and aviators were, of course, more interested in killing each other than anything else so, as far as hangliding is concerned, nothing really happened until about the mid 1960's.

As the American space program was getting into full swing NASA commissioned a scientist called Francis Rogallo to invent a steerable aircraft which would glide down to earth carrying satellites and all other forms of space junk. The Rogallo wing looked very much like a hang/paraglider hybrid and of course, for various reasons, was totally impractical.

At this time a few people in the 'States, Australia and England started looking into the design of the Rogallo wing - after all a scaled down Rogallo could easily carry a passenger and be flown as a towed kite, over water. Great way to have a day out - fun going up and down - but not really controlled. No harness, just hang underneath by your armpits on a sort of trapeze bar arrangement. I forget the names now, it might have been the Wills brothers, of the people practising overwater towing in America. Suddenly the line broke - oh dear, panic stations - an uncontrollable kite! Our mate on his rapid descent found, however, that by swinging his legs and bum around, the thing actually responded in a sort of controllable manner. A big splash in the water; shouts of exhilaration, and hangliding was born!!

To cut a long and interesting story short, 'fellow birdmen' all over the world exchanged plans, experiences and designs, and it wasn't long before the early '70's saw many 'Bamboo Butterflies' made of dustbin liners and bamboo struts floating off sand dunes and small hills. In England, the CAA got a bit pissed off with the hospitals being full up with 'Hang Diver' casualties, and a ruling was passed that a governing body was to be set up to control the situation. The BHGA was formed. Licences, tuition, competitions, schools and manufacturers all became part of our organisation. Information was exchanged, rules made and sites negotiated. The hangliding environment got a lot safer and gained a good reputation. Single surface and double surface gliders with seated or prone harnesses, special aluminium tubing, wires, nuts and bolts, and trained pilots resulted in safer soaring flights. Cross countries became common, as did spectacular height gains.

The BHGA now has some of the best pilots in the world and a training system which is envied in many countries.

So, that's a basic history. I am asked so many questions about flex wing flight, by our soft wing friends, that I have come to the opinion that those who do not participate in hangliding have a complete misconception about our sport. Hopefully I can clear some of this up and open the door to flexwing flight for 'soft' pilots.

I've probably flown well over 1,000 hrs. on all sorts of hanggliders over a period of some 10 years, and have been teaching for about 7 years.

For those seven years I was a complete fanatic. I remember well the exhilaration of my first inelegant hop, skip and jump. On that, my very first day of tuition, I made my mind up very firmly to get a divorce, leave London and dedicate my life to Hangliding - and that's exactly what I did. Those years have been the most exciting and rewarding of my life (apart from the birth of my baby daughter!)

If you were contemplating changing from paragliding to hangliding then your choice of school should be taken with great care. Ideally a good school should offer lots of hills and ridges to fly, taking lots of different directions. Realistically, bowls and valleys are crap for hangliding! The gliders used should all be BHGA registered and in good nick. Have a chat with the CFI prior to booking a course; most schools are more than happy to allow you to watch a training day. A well presented instructor, who appears to be knowledgeable and in control, who has respect and good vibes from his students is the guy to aim for. Forget the unwashed smelly guy dressed like a tramp - he's not a good reflection of professionalism. Mind you, Trevman was a shit hot instructor! Forget schools which offer special deals to paraglider pilots; you want to be treated as an individual. On the other hand don't expect too much for your money - all hangliding schools are in it to make money and their overheads, particularly down here in the south, are very high.

On your first day of training present yourself as a complete idiot - this will give your instructor something to relate to and you'll both get on like a house on fire. Expect a big shock if you are from a paragliding background. Your first day will be spent on theory, simulator work, ground handling, safety checks and very low sidewire hops. The theory is not too much to worry about if presented properly. The simulator is a tripod from which you hang in a harness and can learn simple control movements. In fact your instructor is conditioning you to give the correct response to his commands.

Assembly of the glider, naming of parts and safety checks require a good memory. One misplaced pin will ensure the instructor taking a very special nasty interest in you. On lifting the glider onto your shoulders and gently trotting forwards, allowing it to rise and for the straps to go tight you find that it takes a bit of practice. Ground handling to your instructor's satisfaction can take all day. If you're lucky, your instructor will run along side of you telling you the exact time to "ease away an inch" in order to get airborne. Don't expect more than a couple of low, slow glides on your first day. Only when you can complete all of these tasks complete with a perfectly timed landing flare will you be allowed to progress.

The second day can be much more exciting. Instructors always hope for a weather forecast of winds between 15-20 m.p.h. This enables 'tethering' to take place. The redundant members of your team are briefed on rope work, the ropes being attached to the crosstubes of the glider. The instructor is in front with a nose rope and if you get it right you can fly some 20 ft. above the ground, with zero ground speed, in complete safety, learning a hell of a lot about control.

Unlike paragliding training, do not expect to have a wing to yourself; hangliding requires a lot of teamwork and you may find yourself sharing a glider with four other students, not only for safety purposes, but also for you to watch and learn from other's mistakes, and again you will find great emphasis on teamwork.

Also, unlike paragliding, there is no PLF; flexwings do not deflate. You will have it hammered into you until your ears ring that there is only one way to land - and that is properly.

From this stage it's onto waiting for light, smooth winds, suitable for solo flying. Be patient. Your instructor has your life in his hands, and he will want the conditions to be as ideal as possible. First solos are under radio contact and always in a straight line and very low. Again they are repeated until perfect; only then will you be allowed to move up the hill,

(cont.)

putting in gentle turns. You will find that every flight will end with an in depth debrief.

The EPC is comparable with the SP, and the CPC is comparable with the CP. Expect your qualifications, however, to take longer to achieve. You are going to get a lot of exercise and, when carrying a hanglider back up the hill, you will soon find out what you are made of. A training glider, complete with wheels, weighs about 50 lbs. and yes, they do come in different sizes. Again, training gliders take an average EPC student about 10 minutes to assemble. You will not fly seated, but semi-prone with your head up, so expect a stiff neck. The pilot is suspended underneath the glider, connected to his harness by a main and backup loop. The pilot's hands gently caress the base bar or uprights in flight. A hanglider is controlled by weight shift. Pulling the bar towards you speeds it up, pushing away slows it down. Body left gives you a left turn and body right gives you a right turn. In spite of what you might think, the control frame does not move in flight at all; what moves is the pilot's body!

Stalling a hanglider is a piece of cake, as is the recovery (given enough height) and a damn sight safer and more predictable than a paraglider. Hanggliders normally stall at about 15-18 m.p.h. and can speed up to about 50 m.p.h. realistically. A well taught pilot can land a hanglider on tiptoe - just like a paraglider. Hanggliders are immensely strong and all makes have been tested to a pass mark on a test rig. Any models which fail are not allowed to be sold. Hanggliders are very good at aerobatics - the record for loops is 40 - yes 40 - consecutive!! But forget about loops, I just thought I'd tell you! Hanggliders can be flown hands off very easily and are virtually impossible to put negative. They are so well designed, with built in safety features, that if you let go they will happily continue to fly at the correct airspeed in a straight line! They are also very sensitive to your movements and rarely require more than an inch of bar movement each way to speed up or slow down. In a 20 m.p.h. wind it's no sweat taking off or penetrating either; hanggliders can go bloody fast! On those light wind, thermic days you won't be so impressed by your ex-colleagues floating around endlessly as you prepare to launch into the best thermal of the day. It won't be long before you'll be sitting in the pub slagging off paragliders everytime you see one float past!

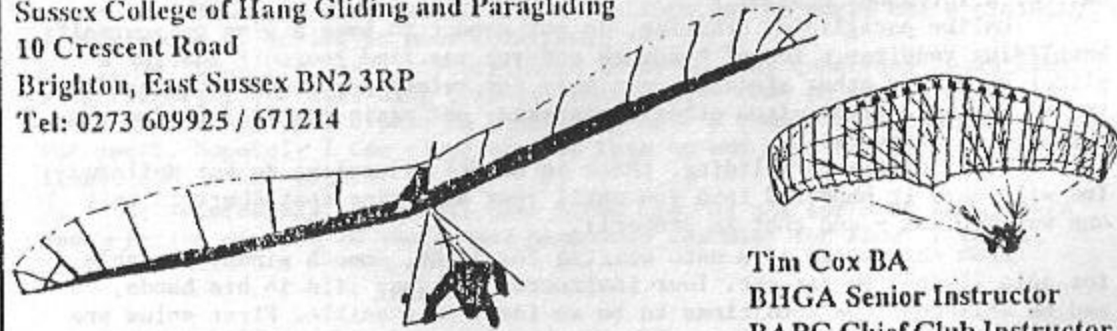
The obvious solution is, like many pilots, to become adept at flying both the types of wing to suit the conditions and sites (if you've got enough money, that is!) Then you can fly as much as you want.

Seriously, give hangliding a go, be patient with your instructor, wait for the right conditions, and you'll love it!

Happy Xmas, safe flying,
EDDIE BILOUS.

P.S. I forgot to tell you - anyone can get hurt flying a hanglider, it's not that bloody safe!

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Tim Cox BA
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WITHOUT PREJUDICE

28.11.91

Dear Martin,

Today, whilst on Mount Caburn, a man came up to me and openly accused me of slope landing on this site. He said that he had watched myself and my guest Jacob Andersen fly from the top and slope land for about 1 hour from two points. One was a lay by somewhere near the A27, the other at the bottom of the site.

When the person was accusing both of us of slope landing, he was saying we were landing about one third of the way down the slope from the ring to the trees which is totally untrue.

1. When we arrived at the site, there was already a SHGC member up there who was kind enough to point out that slope landing was not permitted beyond the ring and this definition was given by Tim Cox.
2. As conditions were not very good on this afternoon, Jacob Andersen and myself decided just to ground handle our canopies and fly within the ring. This is exactly what we did.
3. We both have gained all our flying hours over cliff sites and are competent, keen, friendly flyers who have no intention of going out upsetting people, whether they are landowners, public or other flyers.

Nor do we openly accuse people of doing anything for which they are not responsible.

From the attitude of this person who came up to us, it was obvious that he had an axe to grind and has a very deliberate and antagonistic attitude to anyone who does not fly a hang glider.

After he had asked both our names and then written them down incorrectly, after we both spelt our names to him incidentally, he started to walk off without even having introduced himself. So I asked him his name. The reply: John Charlton.

Then it was obvious, after reading his pathetic letter in Windsock, only someone with such a puerile, immature, selfish, bigoted and self-centered attitude could act in such a pathetic way.

I resent his accusations which are false and slanderous and if he feels that he is going to do the SHGC any favours with an enormous chip on his shoulder, he is sadly deluded.

He forgets that both hang gliders and paragliders are flyers, the only difference is not attitude but style of wing that we fly with.

We both fly for the pleasure of flying and the enjoyment the sport brings.

This should not be overlooked. The club needs to work together as a whole, not to keep any jealous tendencies fuelled, for these will tear the club apart and that will do no one any good. For, if people like John Charlton go around upsetting not just members but make a big fuss of telling silly tales out of school to the landowner about one type of flyer rather than another, The landowner may well not come down on the side of one or the other but simply banish the sport as a whole from their land - because they do not wish to be bothered with the petty squabbles within the club whose members use their land.

The sport will continue to grow and evolve and we must look to the future not look back. Putting up barriers between hang gliders and paragliders is very stupid. It will not better the sport or other peoples attitudes towards it.

If we can't all agree, Then we can all compromise in the interest of the club and of flying as a sport. If you wish to publish this in Windsock please, you have my consent.

Yours sincerely

Ian R de Haan

And John Charlton replies:

These guys admitted to me that they were landing "just below the earthworks", i.e. on the slope. How far down is irrelevant. Landings should only be made on top or at the bottom. "On top" has never been defined. Down as far as the earthworks is stretching a point; below is totally unacceptable, and it was well below. They were watched by another paraglider pilot, his companion and myself, repeatedly slope landing before I reluctantly climbed the hill. This third paraglider pilot, who had done the right thing by flying down to the bottom, had reminded them of the rules.

I climbed the hill to try to preserve the site for all club pilots, as I negotiated it for all club pilots after a lot of effort. It is paragliding which is most at risk.

I will repeat again that I am not against paragliders. It is a great sport. I am against paraglider pilots spoiling hanggliding sites found and worked for by hangglider pilots. Instead of compounding anti-club behavior with lies and insults, guys, why don't you put in as much time and effort as I have to find some sites for paragliders only. If you do, I will not come along and ignore the rules which you have agreed with the landowner. I am in an awkward position regarding Caburn because I cannot discuss these problems with Lord Hampden without being accused of poaching for the Downs Club. I have to watch my reputation with landowners, therefore, being put in jeopardy every time I drive back from Newhaven. I have reported slope landings to your committee three times now. Dave Williamson was with me on one occasion.

I do not care who runs Caburn as long as it is available to hanggliders. I will do nothing to put it at risk. I wish these guys could say the same.

Johnny Carr has been totally ineffectual in dealing with this problem. This incident occurred just a few days after his block capitals appeared in Windsock on the subject.

Can I suggest an automatic one months suspension from the club for the next person caught slope landing at Caburn?

I had to listen to their "we are all pilots together" crap up on the hill; when one group (paragliders) are spoiling sites for another group (hanggliders) we will never be "all pilots together."

I say again, let's have separate sites before we lose the ones found by hanglider pilots, or worse: someone is killed.

Get off your backsides, guys. If you have the time to insult those of us who find sites, then use it to find some yourselves.

JOHN CHARLTON.

(As slope landings are not allowed at Caburn to minimise the amount of damage due to walking about on the slope (a meadow environment rich in flora and fauna), my own definition of 'top landing' is that you should not land in a position where you would want to walk back up the hill from to take off again, i.e. no repeated foot assisted height gains. Ed.)

HARLEY - THEY'RE O.K.!

Many thanks are due to Harley canopies for providing, free of charge, a new set of warning flags to replace the ones which were defaced at Beachy Head. Let's treat these ones a bit better?

LANZAROTE.

Anyone interested in a paragliding trip, from 16/1/92 for two weeks? Estimated total cost £600, including air fare, accommodation, car hire, food and drink.

For more information phone Colin on:

081 657 4958 (evenings.)

SPORTLITE EXCEL PARAGLIDERS

The Safety & Training Committee and Sportlite have become aware of a problem with a particular batch of Excel paragliders which causes them to be susceptible to entering a deep stall condition but with subsequent standard recovery techniques failing to correct the situation.

All members are warned of the defect and are strongly advised not to fly these paragliders.

The serial numbers of the suspect canopies are:

270 Excel - 1138 followed by 2 further digits

290 Excel - 1139 followed by 2 further digits

305 Excel - 1140 followed by 2 further digits

Serial numbers are located in the centre of the trailing edge.

Sportlite have offered to arrange to check canopies and, if necessary, to correct the problem at no charge - providing contact is made before 31st December 1991 (call Sportlite on 071 358 9078).

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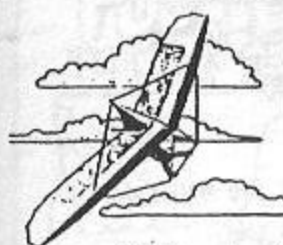
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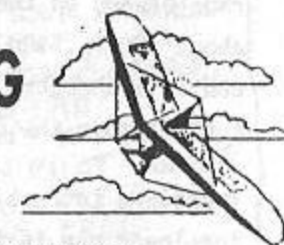
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SAFETY OFFICER WANTED - AGAIN!

The position of safety officer is being temporarily filled by Michel Carnet, as Mark Johns has too many commitments at the moment. Would anyone wishing to do it full time please contact Martin Brady, secretary.

PARAGLIDING AT NEWHAVEN.

The information on pilot ratings for flying Newhaven given in the sites guide is WRONG! The minimum level required is Pilot Level.

TOWING

How many times have you looked at the weather forecast in despair this year? It seems we've had more than our fair share of S.W. or S.E. winds. Or how about the summer when you sat at the Dyke for that perfect moment to launch only to watch it sea-breeze and have to pack up for the day?

The simple answer is to get yourself a Towing Endorsement and use Sky Systems' winch in the fields behind the bowl at the Dyke. Eight of us did on the weekend of 23rd - 24th November and we had some very enjoyable flying on what would otherwise have been a washout of a weekend.

After an evening lecture on the Friday at Sky Systems we met at 9.00 a.m. on Saturday - not my favourite time of day - at the Dyke and rigged up in the field behind the paddock. Being a low air-time pilot - 22 hrs. - and flying a Clubman, I was a bit nervous about the launch and wished I'd brought a spare upright since I had visions of being dragged face first through the field. I hung around at the back so that someone else could go first. Kevin Pickering volunteered, did his hang check (vital in towing) and his checks on the harness mounted release. After two commands to 'take up' and 'all out', he ran forward on the flat field and lifted off into the air. He released at about 500 ft. and landed back with a grin on his face. It didn't look as bad as I thought. After watching a few more launches I walked forward, did my checks, gave the commands and lifted off.

There are two cables attached to your harness, one over the bar and one under. The lower one is longer which compensates for the changing angle of the cable to glider as height is gained. And height certainly is gained, and quickly too. I hit the first release and felt a slight bump as the second one took up the tension. The ground fell away very quickly as I kept the glider steady and made small adjustments to keep the cable straight in front of me. I released at about 500 ft. and flew back to the take-off point. Brilliant! This is one great way to get into the air. Over the weekend we gained more and more height and eventually we were releasing at cloudbase, 1000 ft. above the field. Johnny Carr went straight through the clouds and disappeared for about two minutes after the release. The drogue chute fell with the cable but where was Johnny? We scanned the skies as I wondered whether we'd need a new chairman. Suddenly he appeared again and we carried on laughing.

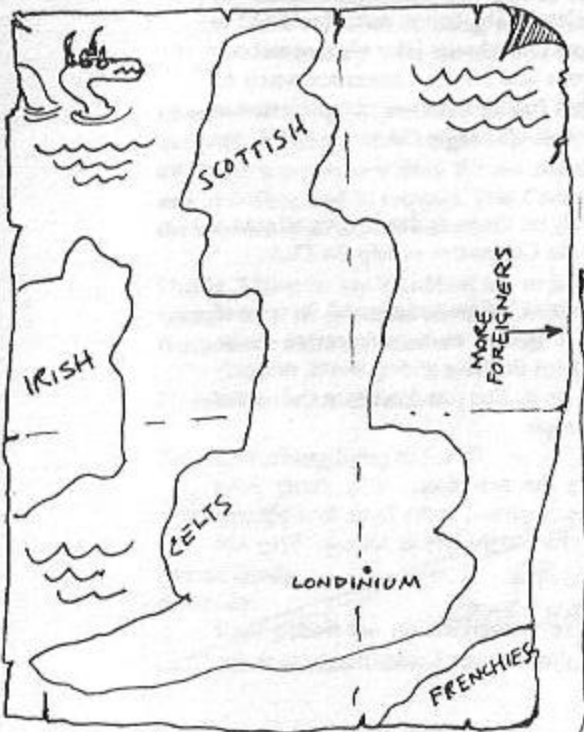
We had some fun soaring, the sloping field which I had not thought possible since the slope was so shallow but even on that overcast and cold day, it was easy to stay up. In the summer I'd say that it's a perfect way to get some good XCs done, since 1000 ft. is easily gained. For low air-time pilots it's a great way to get height and you can practise 360° turns without fear of hitting the ridge. I was amazed that only 8 people turned up, including Martin Brady who had advertised the course in Windsock. Thanks, Martin, for organising it. Thanks also to Michael and Dave for working the winch.

I hope that lots more people will take the opportunity to get their Tow Endorsements. If they don't, they'll be sitting on the hill while others tow up and set off XC.


John O'Neill

SHGC YULETIDE PUZZLE CORNER

TEST YOUR GEOGRAPHY KNOWLEDGE!



WHAT YOU HAVE TO DO: SIMPLY PUT AN "X" ON THE ABOVE MAP TO SHOW EXACTLY WHERE "MERCIA" IS LOCATED. SEND YOUR ANSWER IN AS SOON AS POSSIBLE, 'COS THERE ARE A FEW SHGC MEMBERS WHO RECENTLY JOINED THE MERCIAN CLUB AND DON'T KNOW WHERE IT IS! HELP A FELLOW PILOT TODAY! THE FIRST CORRECT ENTRY OUT OF THE HELMET WINS FREE MEMBERSHIP OF THE RUTLAND HANG GLIDING CLUB. Send your entry to Ulther Pendragon, % Camelot, Avalon.



Dear Members,

When I read the letter from John Charlton in the November issue of Windsack, I really didn't know whether to laugh at the absurd remarks it contained, or to get annoyed because of the grossly misleading impression it gives and the way it slights somebody who, over a considerable number of years, has put so much into our Club. Frankly, the letter is far more of a reflection on the author than on the people it snipes at. I feel obliged to put the record straight but, before dealing with specific points in the letter, I would like to make one or two general observations.

As a long-standing hang glider pilot, and one who is a bit of a Jesse when it comes to overcrowding, I sympathise with the view that low airtime hang glider pilots need uncluttered conditions to be able to develop safely. I can't speak from a paragliding viewpoint but would guess that this kind of problem is less significant because canopies can be flown more slowly and are more manoeuvrable. Anyway, John, Dave and Rod have negotiated a couple of sites for hang gliders only which, to my mind, has to be a good thing because it relieves pressure on existing SHGC sites and disadvantages nobody. This view has been unanimously endorsed by the Committee. So, there is really no need to establish a separate club to satisfy the objectives stated in John's letter. Why then does John labour the point that if he had been on the committee, the new sites would have been controlled by the SHGC? What point is he trying to make?

If you read John's letter, you will notice a common thread running through it, to do with how John feels he has been treated by the Club and its members. Johnny Carr may have stood against him as Chairman at the last AGM and defeated him but, in a democratic Club such as ours, there is no harm in offering the members a choice of Chairman and there is certainly no shame in not winning an election.

I will now address individual points in John's letter.

1. John referred to his offer to rejoin the Committee. He omitted to mention that, although he was not re-elected as Chairman at the last AGM, he was actually elected to the position of Sites Control Officer. He resigned several minutes later when somebody he didn't like was also elected. That somebody was still on the Committee when he decided he wanted to rejoin it! Is it any wonder that Johnny Carr was not interested in appointing to the Committee someone liable to storm off like he did at the AGM, the next time things don't go his way?

Incidentally, the offer to help out on sites was strictly on the basis that he was offered a place on the committee. It isn't necessary to be on the Committee to help the Club.

2. The Committee is referred to in the letter collectively as "J.Carr and friends". In spite of the derogatory manner in which it was meant, I take it as a complement to be associated with somebody who is respected throughout the hang gliding world, not only for his flying achievements, but also for the person he is. You just don't earn the sort of respect that Johnny has if you go around conning people.
3. John criticises our Chairman for not negotiating the new sites. Why didn't John negotiate the sites when he was Chairman? When paragliding at the Dyke first became an issue, there were committee members living as close to the site as Johnny. Why not have a go at them?

John's letter also contradicts itself in that it criticises paragliders for not finding their own sites but, at the same time, suggests that it is down to the Committee to look for new sites for hang gliding.

Having said that, it is everybody's responsibility, not just the Committee's, to work in the interests of the Club and the best way you can help is to look for new sites (which may indeed be suitable for paragliders and not hang gliders - probably due to restricted landing areas). Please raise any possibilities with the Committee. I am convinced that, with enough sites to alleviate overcrowding, many of our problems of apparent conflict will disappear.

4. As regards pilots breaking site rules at Mount Caburn, John has every right to complain, having spent time and effort negotiating it for the Club. The site is sensitive and slope landings are very visible so DON'T DO IT! Don't hand out ammunition to be fired back at us or we ~~will~~ end up losing the site.
5. Now, on to that old chestnut, the dig at Michel Carnet. Thanks to Michel it looks as though we are finally going to get hang gliding towing operating within the Club. Instead of packing up when the sea breeze arrives, we will still be in with a crack at an XC. As for his personal hang gliding credentials, Michel has represented the British hang gliding team on numerous occasions and has been British Hang Gliding Champion. I find all this difficult to square with somebody who is supposed to be to hang gliding what garlic is to Count Dracula. Perhaps Michel should let us in on some of his dark secrets!
6. What about the "pitiful" attendance at committee meetings? May I take the liberty of ruining a good argument by introducing some facts? Since the last AGM, there have been seven committee meetings occurring once a month. On average, between ten and eleven committee members have been in attendance (which was at its lowest in July and August when eight members were present - even committee members go on holiday!). Interestingly, over the previous twelve months while John was chairman, ten regular committee meetings were held, attended by an average of between nine and ten members. Those are the facts about attendance at committee meetings.

Incidentally, please feel free to come to our monthly meetings and see for yourselves how the Club is being run. They tend to be held at the Dyke Hotel on the first Wednesday of the month. You can confirm the details with any committee member.

I have tried to explain the situation as I see it, in as honest a way as possible and hope this letter has given you all a clearer insight into what is really going on. I feel that, as it stood, aside from the information on the new sites, the net effect of John's letter could only be divisive and destructive and, therefore, had to respond. This Committee has always worked, and will continue to work, in the interests of all SHGC members.

Finally, I have to say it saddens me to have to have to write this response at all. There are few enough of us for goodness sake; we should be pulling together. Whatever our differences, we have much, much more in common - flying.

Have a very happy Christmas.

Safe and fulfilling flying to you all,

Martin

Martin Brady
Secretary

JOHN
CHARLTON WISHES
THE PHANTOM CALLER A
GRUNTING CHRISTMAS AND
PROSPEROUS NEW GRUNTS!

2.8 Hang Gliding Tow Endorsements

A course will be run on the weekend of November 23/24.

2.9 High & Over

A. Shaw has performed a small amount of trimming of the bushes.

The site is now owned by the National Trust. A. Turner will make contact with the NT to make them aware of the Club's long standing use of the site. Mr Walton, the site's previous owner, had promised to mention the Club's use of the site to the NT.

2.10 Socials

N. Gibson to pursue use of the Market pub in Reigate.

A note will be placed in Windsock requesting suggestions for venues.

2.11 Position of Membership Secretary

Chris Bartram has agreed to fill the vacancy. J. Carr thanked Nigel for the time and effort put in during his period in post.

2.12 Membership of the BAAPC

J. Carr has written to the members stating the Committee's position.

2.13 Thames Valley/SifGCC Competition Trophy

A. Luchessi will obtain a cheque from P. Day for payment to the TYHG Club.

2.14 Ian Grayland Letter

N. Ward will ask C. Bartram to write the letter.

2.15 Weather Station

M. Brady to write to John Charlton requesting refund.

N.B. The £500 annual fee paid to J. Charlton does not include the quarterly line charge.

2.16 Payment by Schools for Use of Club Sites

M. Woodhams has written to the schools reminding them of their obligation to pay for training on Club sites.

2.17 XMAS Bash

Can members please send an SAE when ordering tickets from J. Carr. A note will be placed in Windsock.

Club Trophies

J. Carr was unanimously voted as recipient of the Andy Napolitan trophy.

Other trophies were awarded as follows:

Hang Gliding:

- Best Newcomer - Kenyon Birch
- Best Novice XC - Mark Snow
- Most Improved Pilot - Graham King
- Ron Steadman Trophy - Tony Luchessi (especially for arranging the Alexandra/Rose Day Sponsorship)
- Longest Sussex XC - Steve Cook

Paragliding:

- Best Newcomer - Stuart Swanton
- Best Novice XC - Stuart Swanton
- Most Improved Pilot - Tim King
- Longest Sussex XC - Michel Carmet

Martini XC League

- 1st - Tony Luchessi
- 2nd - Steve Cook
- 3rd - Dave Matthews

Sussex XC League

- 1st - Johnny Carr
- 2nd - Steve Cook
- 3rd - Tony Luchessi

Sussex Paragliding League

- 1st - Stuart Swanton.

It was agreed that, in future, XC flights will only count in the Club Leagues if the pilot is a member at the time of the flight.

S. Brooks will organise the recovery/engraving of trophies, and the provision of tankards and scrolls.

Officers Reports

N. Gibson reported that there was inadequate liaison between the hang gliding and paragliding activities at Beachy Head. Also, the ranger has asked that paragliders do not take off lower down the slope.

Due to work commitments, the Safety Officer is having difficulty in putting in the required effort. Nevertheless, the move towards a marshalling system is progressing. A. Luchessi offered to ensure that the notice board is put on display.

Safety will be discussed as a separate agenda item at the next meeting.

Any Other Business

Several pilots attended the meeting to discuss the amalgamation of the BHGA and BAAPC, and the Meridian Club's letter on the matter which expressed the opinion that there is no need for the two organisations to merge.

6. Date of Next Meeting

Wednesday 4th December 1991, 7.30 p.m. at the Dylee Hotel.

WINDSOCK CONTRIBUTIONS.

Yes, I know that there are a lot of argumentative letters in Windsock, but that's what I've been receiving! If you want more flying articles then you'll have to send them in. What about writing up some of those cross-countries?

Ed.

SMALL ADS



AVIAN CLUBMAN CFX 160. C of A, pink and yellow chevron, only 1 1/2 years old, with 8" dia. safety wheels. Stored indoors, batten profile and manual. Waiting for eager E.P.C. pilot. £850. Phone Pete Myres on: Brighton (0273) 687336.

RUMOUR, SMALL. Pink L/E, black U/S. Less than 1 hour airtime, as new. Selling due to cash crisis. Bargain £1500, no offers. Also, ACE 160. Pink L/E, airofoils, wheels, excellent condition. Flies beautifully. Must be seen! Only £495 o.n.o. Phone Ian on: 071 254 5831.

BLACK MAGIC(LARGE) with Paradise harness. Excellent condition, 8 hours flying time. Only £750. Phone Peter on: (0252) 625631 after 6p.m.

£200 OFF A NEW FALHAWK! Nigel Gibson has a voucher for £200 off the purchase price of a brand new Falhawk canopy which he does not want to use. If you want it then phone him for details on: 081 890 7476

FOR SALE — K2 Blue L/E, Pink/blue U/S, v.g.c. 11 months old, 35 hrs. airtime. £1900. call Dave on: 0273 600450 eve. 0273 857700 day.

LOST AT FIRLE. Diplex altimeter. If found please phone John on: 0273 694270

MAGIC IV 177. White with yellow mylar L/E. 4.4 oz. sail, V/B, low airtime, 5 hrs. since last airwave check. Clean and well looked after. £750. call Paul on: 0444 450741

AIRWAVE K3. Good condition. Suit 13 st.+ pilot. £1995. Phone Johnny Carr on: 0444 84217

Magic IV 177FR, CoA, Orange Mylar L/E, Garaged, Used but not abused, I want £399 but lets haggle, Phone John 0737 776085 (work), 0825 890248 (home).

PARAGLIDER "CUSTOM SAIL" ET25 Large (predecessor to Alien). Ideal beginner's canopy, very safe. Very little used. Suit pilot 75kg(12stone) and up. £600 o.n.o. Ring Nigel Ward on: 0798 872069.

CLUBMAN 160. Excellent condition. T. plus, CALYPSO. 1 hr. airtime. £1150. T. call Tim on: 0273 609925.

MINUTES OF THE SHGC COMMITTEE MEETING

20TH NOVEMBER 1991

Present : J.Carr, M.Brady, D.Williamson, M.Carnet, N.Gibson, M.Johns, M.Woodhams, A.Turner, A.Shaw, O.Elliot-Webb, C.Bartram, K.Pickering

In Attendance: Nigel Ward, Dave Goepel

1. Introduction

The meeting had been called by the chairman to discuss:-

- the formation of the Downs Hang Gliding Club and its application for affiliation to the BHGA.
- a proposed marshalling system for the Dyke and its implementation.

2. Downs Hang Gliding Club

Copies of a letter received from Dave Keepax were distributed.

J.Carr explained the background.

He had heard that John Charlton was forming a new hang gliding Club in the area and had contacted the BHGA requesting affiliation. A call to Tom Hardie confirmed this. At this point he sent a letter of reply to John and drafted a letter to Tom which was put on ice and called this meeting.

The Club is called the Downs Hang Gliding Club and has negotiated the use of a site suitable for hang gliding at Plumpton.

J.Charlton subsequently contacted J.Carr explaining that he wanted affiliation to the BHGA to make the Club legitimate. He stated that he wouldn't poach Club sites but, on the subject of Mount Caburn, said he would report paragliders landing on the slopes to Lord Hampden the landowner and, if the SHGC lost the site as a result, would renegotiate it for the Downs Club. J.Charlton said that he had offered his services to the Club to negotiate site in April but that this had been blocked by J.Carr due to inflammatory correspondence in Windsock. [It was pointed out that

rewrite and send to M.Woodhams.

4. Any Other Business

A.Shaw said that, while training at Ditchling on Saturday 16th November, he was approached by a member of a shooting group who was extremely angry that somebody else was using the land (the group pays an annual fee for the use of the site). Although A.Shaw had managed to calm him down, he wants to be telephoned if ever the Club will be using the site at a weekend. J.Carr will raise the matter with the farmer.

[NOTE: John Charlton attended the subsequent committee meeting when these minutes were ratified and wished to register that he considers section 2, para 5 to be inaccurate as he has since retracted his comment regarding Lord Hampden and will not report slope landings to the land owner].

MINUTES OF THE SHGC COMMITTEE MEETING, 6TH NOVEMBER 1991

Present : J.Carr, M.Brady, D.Williamson, M.Carnet, N.Gibson, N.Ward, A.Luchessi, M.Woodhams, T. Cox, A.Turner, M.Johns, A.Shaw, O.Elliot-Webb

Apologies : C. Bartram, K.Pickering

1. Minutes From Previous Meeting

The minutes of the previous meeting were accepted.

2. Matters Arising

2.1 Club Coach

There have been no volunteers.

A.Shaw is willing to stand-in as paragliding coach until the post is filled. He reported that there are 12 BAPC instructors and 23 TT's in the Club and has a list of names and telephone numbers.

J.Charlton had been elected to the committee as Sites Control Officer at the last AGM but had resigned in protest at the election of another member of the committee].

Following a considerable amount of discussion, two motions were proposed :-

- a) "That the existence of two hang gliding clubs within the area would not be in the interests of the sport. However, the application to establish a new Club has brought to the attention of the Committee the need for sites for use by hang gliders only. The Committee, therefore, offers to bring the sites in question under the Club's control and will guarantee to protect their use for hang gliding only, in perpetuity."

The motion was carried unanimously.

- b) "The Committee believe that the existence of two Clubs in the same geographical area is detrimental to the sport and, therefore, must oppose the affiliation of the Downs HGC to the BHGA."

Motion carried - 10 for, 2 against.

M.Brady/J.Carr will draft a letter of reply to Dave Keepax, stating the Club's position.

3. Marshalling System

J.Carr outlined the proposed marshalling system at the Dyke which will involve the use of two launch gates, one either side of the fence, thereby enabling control over the number of pilots in the air at any one time. It also allocates certain periods of the day specifically for low airtime pilots.

The proposal was carried unanimously.

The flags, strips and board will need to be kept at the Dyke. J.Carr/O.Elliot-Webb will talk to the manager of the pub to arrange storage facilities.

Until details can be published in Windsock, the blackboard on the hill will refer pilots to the notice board in the pub.

The new rules will supersede those currently in the Sites Guide. J.Carr will

2.2 Visiting Flyers

J.Carr read out the site rules to be displayed. These were agreed and will be translated into French by M.Carnet. They will also need to be translated into German.

2.3 Dyke Purchase

M.Woodhams and J.Carr will meet to discuss the lease document. The issue of what the Club could afford was raised. M.Woodhams went through the latest accounts which showed that, on balance, the Club's outgoings are more than its income over the year. In other words the Club's reserves are being depleted. He recommended therefore, that the Club should not lay out more than it currently pays to farmer Williams.

Other points raised were that:-

- there are currently 4/5 new members per week,
- the schools represent an important source of income.
- some schools are avoiding using Club sites because of tension generated.

M.Woodhams will speak to P.Day regarding the maximum actual amount the Club can afford to pay.

2.4 Sites Guide

N.Gibson reported that he had received some very positive comments.

The requested supply had been sent to N.Ward.

2.5 Flags For Beachy Head

A.Shaw has had 20 flags made at no cost to the Club, courtesy of Harley. J.Carr thanked him for the time and effort.

2.7 Non-Renewals

M.Woodhams will write an introduction to Windsock on the subject of free loaders.

A list of current members will be printed in Windsock.