

**SKY SYSTEMS, Edburton, Near Henfield,
West Sussex BN5 9LL**

Tel: Brighton (0273) 857700. Fax: (0273) 857722

SUPER PITCHY:

The handling characteristics of Hang Gliders is a subjective matter at the best of times. Most pilots, however, would agree that any additional control authority is welcome - especially on those long flights in rough or lively air. That's exactly what the SUPER PITCHY offers you.

By reducing the pitch forces required from the pilot, and by damping out the pitching up effect of gusts and thermals, the super pitchy reduces both pitch and roll inputs. This subsequently improves pitch/roll co-ordination.

Whether you fly a Rumour, a Kiss, or any other advanced glider, a SUPER PITCHY is a natural addition to your kit.

Don't take our word for it, though... it's a vital piece of equipment used by many top competition pilots, including JOHN PENDRY and JESS FLYNN.

SPECIAL OFFERS OF THE MONTH:

**** Trekking Camargue 24 (small-medium). Super performer, grade 2 ACPULS. Ideal for the advancing pilot. 20% discount while stocks last - WAS £1099, NOW ONLY £879.

**** Trekking Corniche Aero 22 (small) & 24 (medium). Grade 1 Guteseigel, with convincing performance for a pilot looking to start soaring and thermalling. 20% discount while stocks last - WAS £1150, NOW ONLY £920 INCLUDING HARNESS!

**** Custom-Sail Alien 24 (medium). Grade 2 ACPULS. The classic intermediate wing, bred for stability and reliability. 15% discount while stocks last - WAS 1290, NOW ONLY £1096.50.

£100 Special Offer.

BUY A NEW HANG GLIDER FROM THE UNBEATABLE RANGE FROM SKY SYSTEMS, AND SAVE YOURSELF £100 ON YOUR NEXT PURCHASE OF A NEW VARIO, RESERVE PARACHUTE or HARNESS.

Hang Glider Stripdowns:

Strip down, inspection, rebuild and rig: only £50 inclusive. (necessary repairs and spares extra)

Post-Student/Advanced Paraglider Coaching:

Sky Systems are currently registering a scheme for bespoke advanced coaching. Whether you want to get some tasks signed off toward your next rating, or whether you fancy unusual or exotic trips abroad, let us know - we will try and tailor your further training to suit you. Phone now for a registration form.

Stop Press - Lecture by Andy Napolitan. 18th April at 7pm.

Competition flying and tactics, tips hints and advice from the acknowledged UK master paraglider pilot.

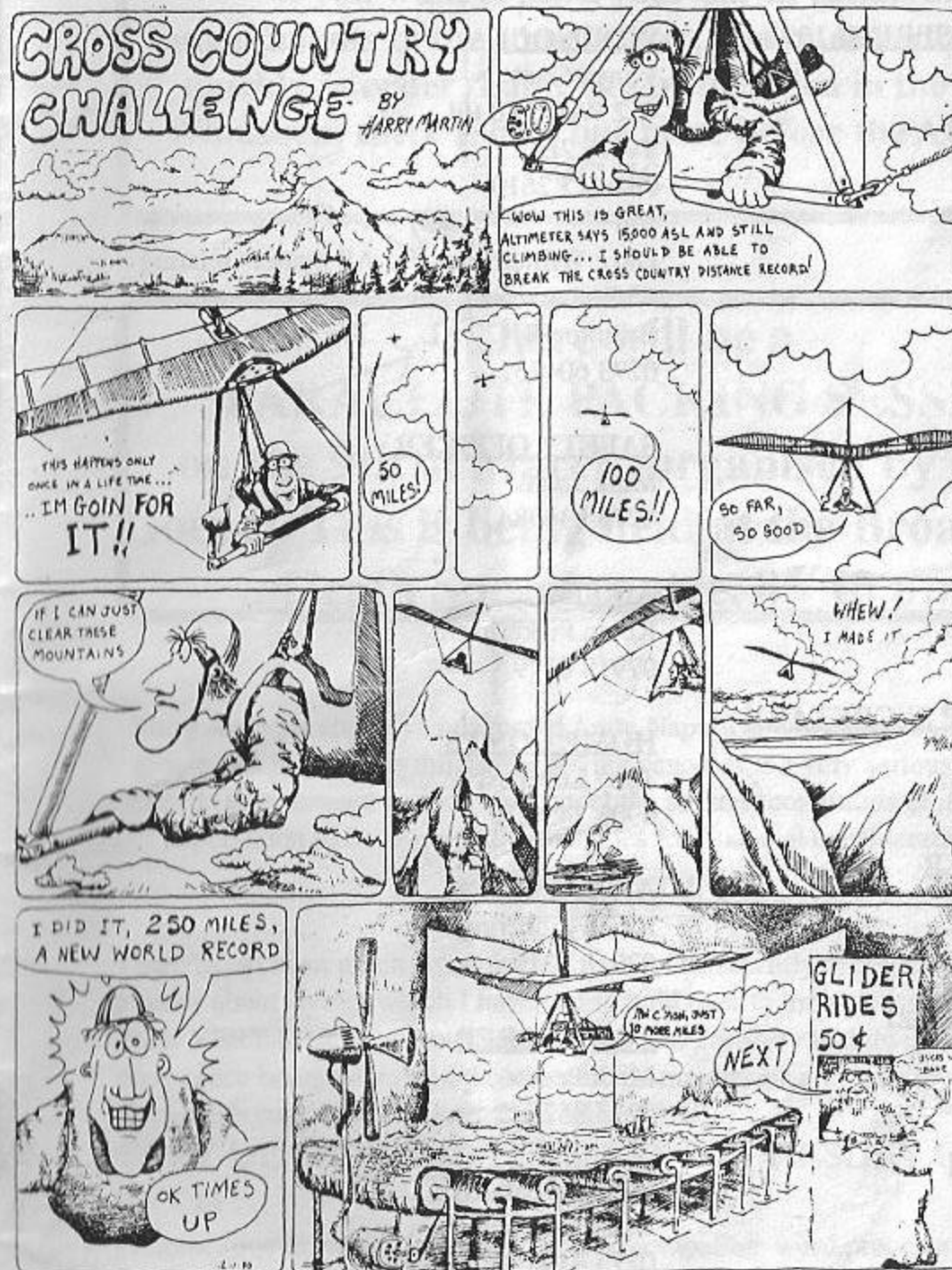
1991 Paragliding Calendars - LAST FEW, only £5.00 each.

**SKY SYSTEMS, Edburton, Near Henfield,
West Sussex BN5 9LL**

Tel: Brighton (0273) 857700. Fax: (0273) 857722

WINDSOCK

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB



This month:

Minutes, more minutes...

Airspace and comps news

Martin Brady's 1st XC

Ideas about marshalling the Dyke

Who is Robbie Whitall anyway?

The draft of the new constitution

**SHGC AGM FRIDAY 19TH APRIL
BROADBRIDGE HEATH**

FEBRUARY 1991

THE SOUTHERN HANG GLIDING CLUB

COMMITTEE SPRING 1991

PRESIDENT

Johnny Carr
0444 84217

CHAIRMAN

John Charlton
0342 716006

SECRETARY

Dave Matthews
0323 23105

TREASURER

Peter Day
0734 421 481

MEMBERSHIP SECRETARY

Nigel Ward
07982 2069

SITES OFFICER

Tony Turner
0825 2969

SITES (Paragliding)

Tim MacDonald
081 286 5603

CLUB COACH

Eddie Bilous
0273 411 239

Contributors:

Martin Brady, Mark Woodhams, Kevin Pickering, Johnny Carr, Postman Pat, Eddie Bilous, Steve Uzochukwu. My apologies to all the others whose articles have to be held back until next time...

WINDSOCK

Vanya Gant
152 Wellfield Rd,
SW16 2BU
081 677 2610
and

Dave Williamson
15 Ewhurst Rd
Brighton BN2 4AL
0273 604752

All matters relating
to advertising in
Windsock

SAFETY OFFICER

Mark Johns
0273 834984

AIRSPACE

Kevin Pickering
07918 6319

HOME COMPS

Tony Lucchesi
0903 745 277

AWAY COMPS

Kevin Pickering
07918 6319

TOWING REP

Mick Perrin
0273 857235

SOCIAL SECRETARY

Oriole Goepel
0273 419 645

XMAS BASH

Sue Brooks
0273 834 984

IMPORTANT NOTICE

if you want to stick your oar in concerning amendments to the constitution, you must reply very quickly in order that it can be included in the next Windsock; there is only one more before the AGM!!!
VG/JC

There will be a
PARACHUTE PACKING SESSION
on the 9th of March, organised by Oriole Goepel. This is being held at the Broadbridge Heath Sports centre, 8 - 10 pm.

Sorry Andy! It appears I misquoted Andy Napolitan last month regarding Irwyn's article. It's just that he thinks that testing canopies is a very serious business, and needs to be treated as such only under the strictest conditions of discipline and supervision to be worthwhile; that goes for financial considerations as well.

WANTED

There hasn't been much flying recently - but I've recently received a lot of good articles about flying, which I have had to hold over to the next issue. So THANK YOU VERY MUCH all you contributors - and I'm sorry that due to the current copy space being taken up by constitutional matters etc.etc there is just no room. Keep them coming and I'll get them all in ASAP.

COPY DEADLINE IS THE LAST WEDNESDAY OF THE MONTH!

Pictures (line drawn if possible) and IBM compatible word processed text on floppy disks (any software) particularly welcome! Please note that what I need is the DISK not the text... So if you produced it on a wordprocessor, don't bother to make it look good, just as long as I have the words..and I'll do the rest! Also if you send a signature as well, I'll give it a personal touch..

Vanya Gant

A LETTER FROM YOUR PRESIDENT

Dear Members,

I am writing to announce my intention to stand as Chairman of our club at the AGM in April. My reason for this will become obvious as you read through this letter.

Firstly I am very worried about the continuous friction John Charlton is creating within our Club. We have lost good valuable Committee members because they can no longer handle the bad atmosphere at the Committee meetings. The situation is not getting any better. Prominent respected members of our Club are very uneasy about the situation because they cannot make John see what they and a lot of others see as fair and reasonable.

As many of you know, the EGM before Christmas was called to update the constitution and re-elect a Committee to work and respect the same. I felt that this was too ambitious, but the principles were right and the EGM was a good platform to start. I urged the many members present not to push for a new Committee as this would be counter productive and would drive a bigger wedge between the hang gliders and paragliders that is already unnecessarily being created. I proposed that a subcommittee be co-opted to look into amending the constitution. The amendments would be printed in Windsock with your comments. This was overwhelmingly carried. I felt this was a calming influence in what could have been a hostile situation. I came away from that meeting thinking that the members had given John a clear message, to try to reunite the Club and to stop the witch hunt on certain individuals. A message I had given John on more than one occasion. This is clearly not happening. The Chairman's letter on the back of the questionnaire says it all. I read this letter with disbelief, that a person on the position of Chairman could write such an inflammatory piece of material to the members.

I do not want to give the impression that everything that John has done is bad for the Club.

This would be unfair. John has, with the help of Tony Turner, done a good job on sites.

There is a personality clash between John Charlton and Michel Carnet. John is allowing this to get the better of him. This personality clash is, I am sad to say, taking up valuable time and causing a lot of bad feeling at the Committee meetings. This is not a good situation for the Club at all. If you read the Chairman's letter on the back of the questionnaire you will see clearly the witch hunt goes on. As for the promises to go forward and start afresh, I saw no evidence of that in his letter. We need understanding and hope for all our members, whatever we fly.

John's letter even tries to undermine the Sub Committee who are working on the amendments to the Constitution. That Committee was voted in by an overwhelming majority at the EGM to do the job fairly and without bias.

I have been Chairman of our Club before and never had a problem working with my Committee; I felt a Chairman should chair meetings and not stamp his will over them. I was a founder and first member of this Club, and when I stood down as Chairman, the then Committee made me President of the Club, to watch over it and be a sort of father figure (their words, not mine).

It is my belief that the way forward is a change of Chairman. A Chairman with moderate views and experience in dealing with people. I also believe that co-operation is better than confrontation. With your help I am sure we can go forward and make this Club a better Club for all. I would therefore appreciate your support at the AGM in April.

Safe Flying.

Johnny Carr

AIRSPACE

Now that we have got the excesses of the festive season behind us we can look forward to a much more exciting period - *THE CROSS COUNTRY SEASON*.

The evenings are getting lighter and the clouds are looking a little more interesting I'm sure cloudbase must be at least 10 ft higher than last week). now is the time to prepare for the XC flights during the year ahead. All XC pilots should be in possession of a 1-500,000 (1/2 mil') and 1-250,000 (1/4 mil') aicharts covering your intended flying area. You should be studying the charts, plotting the track from various sites and noting the different airspace restrictions, danger areas, etc. By the time you leave the ridge on that "ten up screamer" you should have a thorough knowledge of the airspace you are entering with your chrt being used for reference only. Shooting up to cloudbase on a wingtip is no time to be studying intently your chart trying to decide if the LTMA base is 3500 or 4500 ft, or if that restricted or hazardous area you have just flown through is active or not.

The 1/2 mil chart for SE England and Wales is currently at edition 16, and the 1/4 mil for the South East is at edition 14 and will be updated to edition 15 during November '91. These charts are available at most flying Clubs, or direct from:

CAA Chart room
T1120, CAA House,
45 - 95 Kingsway,
London WC2B 6TE
Tel 071 832 5569/8

Fly safe, fly legal. Kevin Pickering
Airspace officer,
SHGC

COMPETITIONS

OK, you aviators, it's competition time again. Comps coming up within the next few months are at the Thames Valley, Long Mynd and SE Wales Club sites, so give me a ring to get your name down on the "Southern Zoo" team list. It doesn't matter if you are a Hot Shot or spend most of your time in the bottom landing field like me. What counts is to have a competitive spirit, a desire to fly different sites and have loads of fun.

Last year not one paraglider pilot contacted me, so consequently there were no 'para comps. Competitions are an excellent way of increasing your skill level and the "Apres Fly" is a good excuse for your "batten bunny/Boy" to get legless!

Phone me now to register and for details of the above comps...

Kevin Pickering
Away competitions
SHGC

MINUTES OF THE SHGC COMMITTEE MEETING

16TH FEBRUARY 1991

Present:

D Williamson, N Ward, T Lucchesi, E Bilous, O Goepel, J Carr, J Charlton, K Pickering, M Johns, S Brooks, V Gant, M Woodhams:

Apologies:

T Turner, T McDonald, D Matthews, T Ackroyd

In attendance:

Tom Beardsley, BAPC safety and development officer and Bernard Kane, BAPC Chairman of safety/training

1.1

Regarding previous minutes 02/01/91:

The date of 12/6/90 in paragraph 2.04 queried. J Charlton to check. (The letter was incorrectly dated 12/06/90 and probably sent on the 12/11/90). The date was removed from the minutes and a comment attributed to M Woodhams altered. The proposal was otherwise accepted by DW, seconded by NW and passed.

1.2

Mid air collision 02/02/91 between two F1 rated paraglider pilots at Devil's Dyke was discussed. Committee was informed that the two pilots were J Gould and Christopher Jones.

1.3

Tom Beardsley and Bernard Kane were introduced to the Committee by Michel Carnet.

1.4

Andy Napolitan, present when the accident took place, stated that he was not an eyewitness but gave an account of the facts as he understood them.

The site was not overcrowded; in fact the opposite. The pilots were being supervised by Alison Syrett, F2, complying with regulations, one pilot turned and headed straight for the other, and then both failed to take avoiding action.

1.5

Michel Carnet informed the Committee that the collision avoidance rules had been taught, and emphasized to these pilots during their training with Sky Systems. The Committee felt that the accident was due to pilot error.

1.6

Training procedures and Club rules were considered but the Committee were unable to make any recommendations other than that the rules of the air should be published in Windsock.

1.7

Tom Beardsley and Bernard Kane were asked to pass any further recommendations, when analysis of the accident was complete, to the Committee. Michel Carnet was asked to obtain and pass on an accident report to the recently co-opted Club Safety officer Mark Johns. This was promised.

1.8

JC stated that he had visited the pilots in hospital and some information was given regarding the severity of the injuries. "Get well" cards were signed. J Carr was asked to

deliver these when he makes another visit.

1.9

Bad publicity regarding the accident was discussed. A response was thought more likely to stir up more trouble and to be counterproductive. Any contact with the press was to be referred to M Johns.

2.1

Two applications were received for the post of safety officer, after the position had been advertised in Windsock, from M Johns and M Carnet. A vote was taken and M Johns was elected overwhelmingly. Michel Carnet was thanked for his kind offer.

2.2

Robbie Whittall was also present at the meeting and John Charlton asked who he was. After a considerable amount of sniggering John Charlton in his defence stated that he looked younger than in the photographs.

3.1

The purchase of Devil's Dyke was discussed. JC read out the application that he had made to the sports council. The declaration on the back of the form was reaffirmed by the Committee and the application was considered acceptable by a vote proposed by JC and seconded by TL. The Committee are to be informed of progress.

The next stage to the recent valuation and further discussions with farmer Williams was agreed to be that JC should contact the BHGA legal representative as regards the legal implications of Club land ownership in terms of public liability, right of way, business rates, maintenance obligations, etc.

3.2

The dangers inherent in purchase were discussed and what to do if the council stopped flying for any reason. This was not considered to be a serious likelihood.

4.1

The Committee elected to send a donation of £100 to Derek Austen's widow as a gesture of support.

4.2

The AGM was set for the 20th April (NB NOW THE 19th due to unavailability). OG was asked to book Broabridge Heath if possible.

4.3

Parachute Packing evening set for the 9th of March. The Committee warmly encouraged OG's efforts in thinking of, and setting up, other social evenings.

5.1

A letter from Sky Systems was handed to the Committee members by NW. It fell into three sections:

- 1 An accusation of incompetence directed at the Chairman JC
- 2 An interest in joining in with the purchase of land at the Dyke with the comment that if the Club was not interested in purchase, Sky Systems might be.
- 3 Information regarding the possibility that the

Sky Systems Truleigh site might be made available to the SHGC in the near future.

Some members of the Committee voiced the opinion that they considered the tone of the letter extremely offensive, if not abusive towards the chairman, and threw their copy in the general direction of M Carnet.

5.2

After some heated exchanges, VG suggested that it would only be polite and proper to reply to M Carnet, stating:

That the Committee would choose to ignore the statements regarding the chairman's competence, who after all had been chosen by the members.

That the Sports council's considerable financial help would not be available if a financial concern were to be involved, and that at the moment the matter was to be considered solely in the hands of the SHGC Committee

That the Committee were grateful for M Carnet's strives to make Truleigh available to SHGC members.

6.1

It was agreed that the present constitution and the new draft produced by the sub-Committee should be published in the next Windsock. 1 further Windsock was promised before the AGM for member's comments and amendments. Mark Woodhams felt very strongly that the draft constitution should be made available simultaneously to all the membership, including the Committee, through Windsock.

6.2

JC pointed out that the questionnaire replies generally favoured separate amendments rather than a single vote on the whole constitution. This was dismissed by MW as based on a very small and possibly biased cross section of the Club membership. JC pointed out that under the present constitution any member can propose an amendment to constitution, and this can be voted on at the AGM provided it has first been published in Windsock.

6.3

Several members made abusive comments in JC's general direction, including Robbie Whittall and Andy Napolitan. At one point RW pointed a finger at JC and called him something very unpleasant indeed. This prompted JC to ask for non-Committee members to cease interrupting due to shortness of time and outstanding business. Robbie Whittall later apologised.

6.4

JC was again challenged by M Woodhams on voting at the AGM on the new Constitution. JC reiterated that legal advice, in writing, from BHGA legal advisor stated that only BHGA members can vote on changing the constitution (Unless it is changed). MW was reminded that he was challenged at a previous meeting to obtain legal advice himself and produce a different interpretation if he could. This has not been done. MW was further asked to back his opinions with legal advice. (see elsewhere in this issue for more details VG)

6.5

JC pointed out that the current situation was not of his making but that he was obliged to sort out the mess to the best of his ability, and that it is in the interest of the Club that BHGA members themselves change the constitution to prevent any further backlash.

6.6

JC also pointed out that taking money from BAPC members had not been in any way reprehensible, as they paid for the use of our sites and this is what they have got.

7.1

JC offered a preliminary analysis of member's opinions expressed in his questionnaire - the Committee felt that this would be a waste of time, as JC could only provide data from approximately 3% of the membership. It was also felt that many people would not bother to reply to the questionnaire because of its possibly biased and leading questions.

7.2

Some monies are still outstanding for unpaid tickets for the Xmas bash. SB informed the Committee that £140 were still outstanding from members known to her and that obtaining this money was at hand.

7.3

There was a further outstanding sum of £225 for tickets reserved for Sky Systems. SB stated that she had been informed in writing by Gary Cook that these tickets were required. This had not been honoured. It was proposed that Sky Systems be billed for the full amount, seconded by SB, and the motion passed.

8.1

The draft site guide was passed around. This is soon to be finished.

8.2

The Committee was informed that the weather station has now been uprated.

9.1

Much business was held over due to lack of time. The consideration of a site marshal system for the Dyke was foremost on the next month's agenda.

The meeting was declared adjourned at 11:20 pm.

A NOTE OF CAUTION

I have exercised my editor's privilege in 2 ways with these minutes,

1) They have not been ratified by Committee yet, and therefore must be taken with a pinch of salt; it may well be that some members of Committee at the next meeting will have some of its contents removed because of inaccuracy. Your editor however felt it important that they should still be included, to give you the members a chance to get the flavour of the meeting a few weeks, rather than months, after it happened.

2) I have taken the liberty to change and/or paraphrase some small sections contained within; this, if you want, is my contribution as Committee member to correct some factual inaccuracies concerning the meeting.

The amendments will be published next month; your editor hopes that they will prompt action in the shape of attendance at the AGM.

THE DAY IT ALL CAME RIGHT

by Martin Brady

1987 saw my eleventh year in hang gliding. Although keen, in all that time I had never managed a cross country flight worthy of the name (for further details refer to Pat Laverty's article in the February edition of Skywings!). On Saturday 15th August of that year I finally put an end to such a lamentable state of affairs. This article reflects my recollection of the flight as it happened.

As you shall see, the odds were initially stacked against me going anywhere but, as the flight progressed, there was going to be no way I wouldn't put in a respectable distance (by my standards at least).

It's Saturday morning and I get lethargically out of bed. The forecast given out the previous evening was for a south-westerly. With our second child due on Monday that looks like it as far as flying is concerned, for a couple of months at least. Some music is in order to blow the cobwebs away - Eliminator by ZZ Top should do the trick. I stare wistfully out of the window. Hang on a minute, those clouds are coming from the north-west!

An hour or so later and I arrive at the Dyke with my wife Terry and our daughter Rebecca. It's sunny and pleasantly warm. The wind is extremely light and the shallow cumulus provide evidence of some thermal activity. However, there aren't many gliders at take-off. Absent victims of the weather forecast, I muse. A couple are in the bottom field and a solitary Clubman is maintaining 50 feet above the hill at best.

I rig my Magic IV slowly. It looks distinctly ordinary and I've never found nil-wind take-offs that inviting. My earlier enthusiasm seems to be vapourising.

At last I'm ready. I don't attach my air map or take my wallet, assuring Terry that, with the apparent weather conditions, and with her condition, I don't expect to be going anywhere today. My past record does nothing to create a confident attitude. I clip in and, waiting for evidence of lift, watch the Clubman, aware that in this wind strength it could sea-breeze at any time. It is now about midday.

Before long I detect the Clubman gaining height; slowly but definitely. Now's the time to commit aviation. I launch cleanly but make a mental note that a couple of extra miles per hour wouldn't go amiss. Right now, where's that thermal?

Surprise, surprise! Instead of a thermal, I have a close encounter with the Mighty Hand. "Get thee down there with thy mates" I seem to hear.

After two or three beats along the NW face I decide that with another full beat, I might not make the landing field and prepare for a downer. At the north-east end I turn out from the hill.

The vario bleeps.

A quick look behind and below confirms there is enough room to circle. I climb all the way round. Magic! Maintaining bank, I creep up the spine. Hopes begin to rise that I might even make it back on top.

The smooth lift does not abate. Rising above the hilltop I realise there is virtually no drift. At 500 feet, directly above the ridge, I start to wonder why the 10 or so pilots on the hill still haven't launched. At 1,000 feet they do. For the next five minutes, while continuing to gain height, I observe a mildly hypnotic vortex effect as, looking straight down the thermal at the ground, the gliders revolve at different heights around the centre of my line of vision.

Before long, I have to give way as Dave Clayton comes storming past and heads off in a south-easterly direction. The others follow in hot pursuit. I resist the temptation to follow and try, without success, to relocate lift over the hill. I fly out in front of the ridge.

For the next fifteen or twenty minutes I maintain at 1,400 to 1,600 feet a.t.o. about half a mile out. Lift is plentiful. This sort of thing only happens to other people. It's too good to be true.

During this period, a dark cloud forms between the Dyke and New Timber Hill, much lower than the cumulus. Its ragged bottom provides unmistakable evidence that

the sea-breeze has arrived.

In the knowledge that this is going to be the only flight of the day, I'm overcome by a wave of uncharacteristic boldness and decide to push out over the wood by Shave's Thatch restaurant. At worst I can always land at the bottom of New Timber. In fact, I make the wood with little loss of height and look back towards the Dyke. It seems awfully far away.

Having become aware that a westerly drift has accompanied the arrival of the sea-breeze front, I reckon that I've a better chance of reaching Ditchling than of getting back. That shouldn't leave Terry alone for too long. She may even see what I'm doing and come and get me. The decision is made.

I cross the A23 and promptly hit six down. The audio on my Hummingbird vario comes on at six down and worse. The continual noise starts irritate me. It's amazing that, only minutes ago, the same device was producing such a delightful melody. Nevertheless, I press on towards Jack and Jill, hoping to make it through the sink.

By the time I'm down to a few hundred feet I'm seriously searching for landing fields and don't particularly like the look of anything within easy reach. They all seem to be too small, surrounded by obstructions, or appear to have a significant gradient. I circle gently over the most attractive-looking prospect.

I then realise that all has gone quiet. The vario is reading zero. If I just stick with this I ought to be able make Ditchling.

Although my experience is very limited in this respect, I've noticed a definite difference in my flying behaviour once I'm away from the ridge. I'm much more determined to work anything that gives a better rate of descent than the min. sink of the glider. Perhaps it's because the only alternative is termination of the flight and probably any more flying for the rest of the day. Having everything to lose by going down, and everything to gain by staying up makes the decision easy.

Anyway, hanging on to this zero definitely pays off as the lift develops in classic fashion. Continuous circling takes me parallel to the ridge about half a mile out and by the time I'm adjacent to the Beacon car park, I'm back to 1,200 feet a.t.o. It would be criminal to waste this

now wouldn't it? Let's try for Lewes. I remember there are some nice flat fields near the roundabout to the south-east of the town.

Proceeding along the ridge, I notice that bowl with the trees that form a 'V' shape. I wonder if they were planted like that deliberately - maybe for Vera Lynn who lives down the bottom somewhere! Over to the north-east there's some activity at Plumpton racecourse. It doesn't seem to be a race meeting though.

The altimeter steadily unwinds and I'm feeling ecstatic. This is amazing, what it's all about. Where have I been? Periodic glances skywards ensure that nothing nasty is developing overhead.

Approaching Offham, I notice the drop in temperature and, oddly, it starts to become quite rough. Some mental arithmetic tells me that I'm in danger of infringing controlled airspace (at that time I still used to set my altimeter to zero at take-off).

I know that I should track to the north to keep out of the sea-breeze, but remembering Terry stuck at the Dyke I decide I've got to land near the A27 to facilitate hitching a lift back. With VB hard on I pull speed and head towards Caburn.

As I start to cross the Lewes gap the sound of an engine becomes apparent. A couple of hundred feet below and to the south-west I see a small white aircraft with a canard wing heading in my general direction. There is no real danger of collision but I circle to make sure I've been seen.

Passing to the north of Lewes I'm suddenly struck by a magnificent gold and black image; the sun reflecting off the water in the Ouse estuary. The sea air lower down is hazy, giving the scene a diffused, surreal appearance. If only I had a camera.

My attention now turns towards Mount Caburn. You can see the fortifications very clearly from up here.

Arriving at the A27 I take a left turn. I estimate I've got slightly less than 2 grand ground clearance. The Barley Mow at Selmeaton now seems to be a possibility. Have tail wind, will travel.

Thereafter, it's a straight glide. As I fly along, over the road, I recall John Pendry de-

scribing how he was overtaking cars on a dual carriageway during his epic flight to Devon from Ditchling. Arlington reservoir looms up. I've never seen it from this direction before.

I arrive at the Barley Mow with a good five hundred feet to spare. Alfiston? No! I really have got to get back to Terry. Near the pub there is a good-looking field but it has crops in it. Over the road I see a caravan site I never knew was there and next to it a field covered with a lattice-work of telegraph wires and power cables - yuk! I opt for the next one along towards Lewes.

Circling to assess the drift reveals there is very little. I spot some smoke that indicates the wind still has some north in it. Turning through 180 degrees, some different smoke indicates south! I opt to land facing west.

At a couple of hundred feet above the deck it suddenly becomes very rough. What with the smoke, the thought occurs to me that, of all places, I'm trying to land right along the convergence line. But, I'm committed now. It's too late to change plans.

My choice of landing field turns out to be good - no obstructions, no crops, only a very slight gradient and big. But not big enough it would seem. Put off by the bumpy air, I level out a bit too high. The end of the field approaches. Oh no, not the tap-dancing-on-the-barbed-wire-fence sketch! What a way to end my best-ever flight!

Pull on, convert over the fence and pull on again to maintain airspeed.

I'm safely down. Not in the right field mind but who gives a monkey's? I've finally achieved an ambition I've had ever since I watched Johnny Carr disappear from Ditchling on his blue Gryphon at 3 grand in a sea-breeze front, and Jeff Lowrey flew his SST from Ditchling to Shoreham, proving just what could be achieved. That was in 1977.

This is 1987 and I've got to get back. I make an abortive attempt to contact the Dyke pub from the Barley Mow (they very kindly let me use their telephone, me not having any money). That leaves only one alternative. I grab my harness and start thumbing. Many thanks to Robin Day (whose name I remember for obvious reasons) for taking me all the way back to the Dyke. No sooner am I in his van than Robin suggests some music - Eliminator would you believe?

ZZ Top have just served notice that I'm back in the real world.

EPILOGUE

When I arrived back at the Dyke, our car had gone. Instant apoplexy! Terry's gone into labour! In fact she'd parked right down at the far end of the car park so Rebecca could play on the grass away from traffic and gliders. Kimberley was eight days late, anyway.

Unfortunately, that was the last decent flying I had for a very long time. 1988 and 1989 turned out to be easily the worst years of flying I've ever had. 1990 was quite a lot better but still no XC's. I've got my Kiss and am raring to go. Here's to 1991.

Safe and fulfilling flying to you all. Martin Brady

ACE RX 150

Aqua green leading edge, Red and Yel low undersurface £750 ono
Rik Arthur 081 390 7619

Will all those people who want their ads to run again let me know?? Or have you all sold what you had???

Magic III / 177

2 spare uprights and basebar. Just back from airwave strip down costing £220. new L/edge, hinge box, nuts and bolts etc.etc. Test flown. Sell for £400 ono. Don 081 521 3064

Don is also trying to find some cash donations for an old Vortex, and an unmodified Gyr hang glider, which belong to a University HG club which he runs. Same No as above.

Oh yez, oh yez, it's.....

MUCKRAKER!

Rumour has it that tenders are being invited for the job of rearranging the letters on a certain glider so that they spell SKY STY MESS.

If there were to be a world championship for launching six de-rigged gliders simultaneously from your roof rack and spot landing them on top of the vehicle in front, which you have just crashed into, would JOHN "FITTIPALDI" PENDRY win it

Who is not entirely unconnected with the Post Office and gave a warning not to be too blase when flying winter conditions in the last Windsock? Could it be the same person who recently had to be extricated from the fence after an attempted screaming low turn and top landing at Firle? Oh dear, oh dear.....

A new standard in laziness has been set by TREVOR "I HAD A MATE IN THE RAF" ACKROYD when he got assistance to carry a fully rigged glider on top of a van back up to the top of Firle. (Photographs may follow).

SUE BROOKS, NIGHTNURSE achieved a significant height gain at Newhaven when she perched MARK JOHNS'S car high enough on a bank to maroon it with the wheels off the ground.

Is writing in Windsock dangerous? Our esteemed editor escaped injury, when blown back onto the fence at Milk Hill, but surgically shredded his canopy. Still, he should be good at stitching up the gaps! *You are talking SERIOUS humiliation in front of all the TVHGC boys here... including my mentor of some 10 years ago, a certain T Hughes - "watch the wind compression" they said, as I flew off forwards into a 22 knot breezette... for about 10 seconds...VG*

A reward is still on offer for information leading to the identification of the person who put cow dung into POSTMAN PAT'S boots at Firle, a fact not discovered until the next time he put them on at the Dyke.

KISS 154 12 months old
Yellow L.E. pink/purple U/S.
Very good condition
Stored indoors
£1500.00
Phone Alastair Auld on
0483 417087

GOLDMARQUE GYR 174.

Good intermediate glider which has been fully modified and B.H.G.A. registered. Red & White.
Good condition. £275.
Phone Peter Burden on
0306 740123 x3499(day)
0306 889722(evenings)

MAGIC III 60 hours from new;
Stripped down by airwave last winter. Only 10 hours since then. Most of frame and rigging replaced since new. All aerofoils, speed bar, VB, wing inspection panels, 2 spare uprights, pilot's handbook, batten profile, excellent condition, easy handling £430 ono. John Charlton 0342 716006

Pod Lite Thinsulate

Harness with rucksack. Suit 5 ft 11".
£195. John Charlton 0342 716006

Correspondence various....

Dear Vanya,

Having been present at the February meeting of the SHGC committee, it appeared to me that attitudes had not really changed since the EGM debacle.

As I understand it, one of the ongoing problems is caused by an anomaly in our existing constitution, i.e. that all members are entitled to a vote but at the same time all members must be BHGA members (the SHGC being a BHGA member club). This is resulting in uncertainty and disagreement within the committee as to whether non-BHGA paragliding members have a vote.

It seems that, given our current constitution, non-BHGA members should never have been accepted into the club. But they have been and have paid their fees, giving us this dilemma. From what John Charlton was saying, a clear majority of BHGA club members feel that a situation where all members pay the same fee but some have a vote and others don't is unfair and should be rectified.

At the AGM, why don't we have as the first item on the agenda, a motion to :-

a) officially allow members of the BHGA or BAPC to join the club

and:

b) extend voting rights to all current members with immediate effect.

We can then put this one to bed once and for all and get on with the rest of the meeting, with the views of all members being represented.

Martin Brady

Nice one, Martin. I think you're spot on. This has got to be top of the list - after the item concerning how we're going to stop flying into each other at the Dyke this summer....VG

Can someone please organise and hold a map reading and XC planning evening? I would certainly do my best to attend, and I think many other people would be interested! Don Mapp

Return to reason

The last 3 months have not been easy for the southern club. The political situation has resulted in rumours, misinformation and dangerous liaisons. The unpleasantness is not over, despite the EGM and the so-called new way forward. The problems may be almost solved, but the personality clashes remain. The most important thing is that everybody calm down and address the issues as they arise rather than worry about the control of the commercial organisations at any cost. Last issue you will have read certain things that are untrue. It is not possible for the BHGA to insure you to fly a canopy. I have done some research on this. The BHGA cannot insure you for any aircraft for which they do not have a pilot rating or airworthiness scheme. A paraglider is not exempt from air law.

Overcrowding at the Dyke is still a problem, but the main obstacle to solving things is a less selfish attitude and some degree of self restraint. On the really good summer days we will have to voluntarily restrict our own airtime or face a cumbersome marshalling system. Also the attitudes of the more reactionary hang glider pilots will have to change, the increasing crowding at the Dyke will not go away and complaining about paragliding is unproductive. Towing could experience a renaissance, both in classes I and III. this would solve a lot of the site pressure problems. there is room for a commercial towing operation, provided endorsements can be obtained and the opportunity to tow post endorsement can be had at a reasonable price. Lastly I would like to say that I felt very bad about the way Gary Cook was treated, and also that if we were to implement a ban of commercial interest on Committee we would lose valuable people. People should declare commercial interest when standing for Committee, and then let the membership decide whether or not there would be a clash of interest in the voting process.

Steve Uzochukwu

Thoughts on marshalling

Recently on a Sunday at Devil's Dyke with a freezing NW wind blowing across a snow covered ridge, a few thoughts crossed my mind.

Not only was the Dyke covered in snow - it was covered in walkers, skiers, sledges, hang gliders and paragliders all taking the opportunity to pursue the sport of their choice. Quite honestly - how anybody managed to take off or launch without hitting or colliding with someone else was quite beyond me!! Either exceptional skill, or very good luck!

If that's what it's like on a freezing winter's day, what's it going to be like in summer??

Though the air was not particularly crowded I noted that both types of pilot had some problems judging the "safe" time to take off. For example, and it's just one - a Hang glider pilot waiting around for some 20 minutes waiting for a safe slot to open. Every time the poor chap lifted his glider up, someone else would take off, or come in to land, or hover in front of him. Eventually he gave up in disgust and went home.

To defer a little, since marshalling was introduced with a set of very simple rules to all users of Steyning it has turned from an aerial circus into a well controlled site. Interesting to note that now marshalling is hardly used at all. Why not? because it's not, or rarely, necessary. Again - why not? Because of good communication on the part of all pilots; everyone takes more care, obeys rules and are courteous to each other.

I feel there is a difference between a coach and a marshal. A coach gives advice and guidance to pilots, whilst a marshal is more like a traffic policeman. As such, the marshal is not going to be liked much - after all, who likes rules thrust down their throats? And what happens if our marshal does all in his power to control the site safely, and whilst fulfilling his/her duties in a safe manner, a couple of pilots get hurt - does he carry the can? The same of course can be said for the coach.

I feel that at some stage we will have to encourage the use of marshals at the Dyke, easily recognised by fluorescent jackets with "Marshal" printed on in big letters. And let's face it, with 3 different take off and landing areas at the Dyke on any particular day, it's going to take more than one...

Exactly how our marshals will be selected, and who will volunteer, and what their duties/powers will be is a very complicated matter.

Our marshals will initially not be very popular people, giving up a lot of time to do a difficult and demanding job.

I don't think the problem is going to be the number of people in the air, it's going to be supervision of take off and landing slots, and of course timing these in a fair and just manner.

It's sure all club members would appreciate views and plans for marshalling at the Dyke. So put pen to paper and write to Windsock, or phone me - we must do something constructive before it's too late. Remember that at the Dyke we are always in the public eye and we must present our airsports as being regulated and controlled. As Mr Catlin once said, the Dyke is like an aerodrome - I couldn't agree more.

Eddie Bilous

Thanks for this one Eddie. It is naturally at the top of our agenda - although perhaps you paint the marshal as nothing but unpopular; and surely if as a flier you come to a very busy Dyke, you will be relieved and grateful to find a marshal, who will have your safety first and foremost in their mind?

Two other points also - is Steyning not better now because less people fly there? or do you think that it is as crowded as ever, even though Sky Systems don't train there any more?

Your point concerning legal liability for the marshal is a good one. I think the Committee must look into this one carefully, and ensure that whoever does the job of marshal cannot be held responsible in law should an accident take place. We must bring this up next meeting. VG

DYKE OVERCROWDING SOLVED!!!

(well, almost....)

Want to fly nearer London? At a marshalled site? The SHGC has just received this letter from Mr Bond, which certainly merits further consideration....

SkyRiders Centre

WOLDINGHAM

We have received requests to make the private training site we lease at Woldingham available to F1/F2 pilots. The site is BAPC approved.

In recognition of the scarcity of flying sites facing the prevailing winds, and particularly so close to London, it has been decided to open it to those paraglider pilots who become members of the SkyRiders Centre Club membership scheme. Final details of membership costs etc. are being decided. Probably 3 monthly, 6 monthly and annual. Being so very convenient to London it may be necessary to restrict total membership.

SkyRiders has been at Woldingham since 1976 and enjoys the confidence and cooperation of the very influential residents of the village. This harmony must be preserved.

Woldingham is unique in that we had to obtain planning permission and thus pay normal business rates. Woldingham is uniquely placed to serve London and the Home Counties pilots, especially non car owners (on British Rail main line and London Transport routes).

Woldingham is 4 miles south of Croydon and 14 miles from central London. Inside the M25(Junction 6) by 4 miles, A25 3 miles, and A22 2 miles. Approximately 946 feet A.S.L., with slopes facing from 0 to 260 degrees, the high slopes face SE/S/SW W and NW. The medium to low slopes face N/NE

PLEASE NOTE

MEMBERS OF SKYRIDERS ONLY!

Woldingham is continuously supervised. ONLY those pilots above F1 and holding current Skyriders membership will be permitted to fly on this site.

On busy summer days the Centre Site Marshall shall control use of airspace and, indeed, on any day his decisions on the safety of flying conditions may prevail.

I hope the training site will enable many London area paraglider pilots to progress in their basic exercise practice of skills learned at their schools. It is so very close to central London -all of the city is clearly visible when ridge soaring- that they may take advantage of after work flying on spring, summer and autumn evenings too.

For membership details write, enclosing S.A.E., to:

D. Bond
Skyriders Centre (Paragliding Memberships),
15 St. Marys Street,
Biggin Hill,
Kent.
TN16 3RB.

This is a kind of advert, but I thought it too important to miss out...VG

Eddie's right to reply

Well what a shock to read M Perrin's article in our last Windsock. And I thought all the shit had already hit the fan - Still, when there's a war on everybody is in the firing line, so here goes my defence.

Firstly, Steyning was closed to Sky systems because of overcrowding. It was getting ridiculously dangerous, and the landowner called me for a chat, eventually stating that only Free Flight could use the site for ab-initio training, although the Club could still use the site in a restricted and safe manner. It's only a small bowl, so the number of air users at any time was restricted to three. Not a problem - everybody gets in flying time and it's as safe as can be. remember the word safe. In the past, sky Systems paid me loadsa money to use the site. Now I'm losing money but at least it's safer. A direct result of this is that Sky Systems have now found their own ab-initio training slopes, and like us stay away from the Dyke. The Committee were informed of this action, as were Sky Systems, with plenty of warning, to again find their own sites. I have been dealing with Sky Systems for many years and have always found their help in sales and tuition to be very good, and therefore have nothing against them commercially - after all we are a small school. Any Club member - particularly paragliding- will I'm sure speak highly of the benefits of Steyning bowl. I reckon that approximately £2:50 out of a member's subscription goes to pay for Steyning, so it's not exactly a lot for year-round flying. If you don't want the bowl, say so and we'll close it down very soon.

Now for the strip at the Dyke.

This was negotiated for Club and School use after consultation with Committee members, and many pilots on the hill. To name but a few: J Carr, M Carnet, T Ackroyd, O Goepel, C Bartram, and many more were asked their opinion. The general feeling was let's go for it. Flags were put out before the AGM, so Club members could see the usefulness of the strip before voting. At the AGM, poorly attended though it was, it was voted for by most members present. The object was to have an all round emergency strip for Club Pilots to land in, particularly inexperienced ones, being sunk out, etc. This was to obviate the need to get close to power cables. The strip was used a lot by Club pilots, even the very experineced. However, due to bad communication, delays in Windsock, etc., it became abused. Hence the farmers getting a bit pissed off. I certainly did not envisage the crops growing so high. As for Janet breaking her arm - this was her second landing in the strip, and it must remain the pilot's responsibility to choose where to land. Both M Carnet and myself paid £500 each to the farmer to use the strip as training landing field. I've only used it 3 times in the whole year, so that was a waste of time, and Sky Systems didn't exactly benefit from it!

So I do agree with M Perrin that in a way it was a balls up, and possibly a waste of Club funds. However at least I tried and it would have worked very well if i would have had cooperation from some of the more nasty people in the Club. I certaijly won't be doing the same thing this year. Incidentally the reason why farmer Williams asked for a price increase on top of the Dyke was because his financial adviser had spoken to my landowner at Steyning, asking what I paid for that particular site. Not a lot I could do about that.

Now we go on to training news, for which I am being criticised. I write for windsock so that club members have an insight into the School environment. If Club members wish me to stop this i will do so. On the other hand, if other Schools send me information about their activities I will be more than happy to include this. ?Why not?

Now for the last bit. The fact that I am using my committee post as Club Coach for commercial gain. Sorry, but that is totally incorrect. I make no money out of it at all. Coaching has been difficult this year due to lack of venues, and nobody has offered their services to organise talks and meetings. However, and this may come as a shock, I have worked out that I usually give up 2 complete days a week to coach my own ex-students, and also pilots coming from other schools. I receive about 20 yes 20 phone calls a week asking for help and advice. Luckily we have some very nice people in the Club who do help out, and just to mention a few D Keepax, S Cook, Tony Wild Boy, Trevman, etc.etc., whose services to the Club are invaluable, and for those of you who don't know it, Sue Brooks and Oriole put in an enormous amount of work into the Club with little or no recognition.

To summarise, if I have in any way jeopardised the role of the Club I can only apologise to those concerned, I'm sorry the strip didn't work out, it would have had with more backing.

So if anyone wants to give up a couple of days a week to help novice pilots out, I will answer the phone early mornings to issue weather forecasts and give up a lot of flying time- give me a call and then you can take my post over.

Very disillusioned, *Eddie Bilous*

As Vanya says, let's cut the crap and get on with the flying.

PS. As Schools in general now use the Dyke less and less for ab-initio training, and therefore present less of a problem to experienced club members, surely this gives the Club an opportunity to get together some sort of format for site marshalling?

But please don't knock the schools any more - after all - that's where you learnt to fly, and it's a bloody difficult job when you are constantly criticised. Let's stop bickering.

Time to bond hang gliding and paragliding together on our sites in a positive, safe and constructive manner, but quickly, before someone gets killed. Last of all, let's give our coaches some help in their difficult task- they need it. Schools - and there are 3 of them in the area - need help in a controlled manner to enable them to familiarise their students with our more crowded sites. CPCs and Club pilots must be given the opportunity to fly sites such as the Dyke and Firlie under supervision of their instructors - otherwise our sites will become a poorly controlled free-for-all. So again - please support your Schools, ask questions and you never know- you might come up with that useful and positive bit of information which just might make everything run like clockwork.

Your conversion to the new BAPC Rating System Explained!

by Gary Cook

As all Club members are no doubt aware, the BAPC have recently introduced a new system of pilot ratings to replace the old F1/F2 system. The result of the change should be that all paraglider pilots will now be coached to a much higher level, and there will be more emphasis on theory and exam-passing within the syllabus. The new four-tier system is also more in line with the BHGA's rating pattern, and makes conversion and comparison easier.

The ab-initio entrant to the sport of paragliding has no rating. There are now four levels, gained in the following order by completing the tasks and examination for each level -

1. STUDENT PILOT (SP)
2. CLUB PILOT (CP)
3. PILOT (P)
4. ADVANCED PILOT (AP)

The tasks for these ratings don't have to be carried out in any specific order, and more than one task may be completed in one flight.

Unlike the old F1/F2 system, students are now expected to learn within a school environment until they achieve their "CP" (Club Pilot) rating. After this, they are better able to mix with other air traffic.

However, rated SPs (Student Pilot) may carry on learning outside of a school up to CP, as long as they are **DIRECTLY SUPERVISED by an AUTHORISED PERSON : A REGISTERED INSTRUCTOR, A TRAINEE INSTRUCTOR.**

Once at "CP" level, pilots may fly unsupervised PROVIDED that they are a member of an appropriate Club and don't violate any rules thereof. (Obviously in this area, that Club is the Southern Hang Gliding Club).

Except for the progression from Student Pilot to Club Pilot, a rating must have been held for at least four months before you can move on to the next level.

ALL PERSONS UNDER THE OLD RATING SYSTEM MUST CONVERT TO THE NEW SYSTEM. Sounds heavy, but actually it's easy, and if you're in any doubt about the tasks, etc, call the BAPC (tel: 0533- 513007) and get their leaflet about it. The deadline given by the BAPC for APPLYING to transfer is 31st March. The deadline for ACTUALLY CONVERTING to the new system is given as your 1991 renewal date, so look on your card and see how long you've got!

Basically, it's as easy as this:

F1's are being offered a level transfer to SP or an upgrade to CP.

F2's are being offered a level transfer to P or an upgrade to AP.

To make a level or upgrade transfer, all you have to do is ask either the SHGC Paragliding Rep. or a School to order your exam paper. It's then just a matter of sitting the exam. The paper is then sent back to the BAPC for marking, and if you pass you will be issued with your rating.

Sky Systems have organised a series of lecture nights for those who feel they need to brush up on theory before their exams. We also have evenings set aside when you can come and take your exams. Please note that you have to ask us to order your paper in advance. Published here is the calendar for March/April/May/June/July.

Please note that we are also organising lectures for hang gliding XCPC's, but these are certainly of great value to anyone wishing to pass the P or AP exam.

SHGC Constitution Sub-Committee

Sadly, the first part of this report is devoted to putting the record straight about the work of the Constitution Sub-Committee. The January 1991 'Message from your Chairman' written by John Charlton led you to believe that the new Constitution is completely rewritten. This is categorically not true. Members may like to compare the old Constitution with the revised new draft Constitution which are both printed here in this Windsock.

The changes that the Sub-Committee are recommending are mainly concerned with the inclusion of paragliders, the expansion of the SHGC Committee to include Site Control and Schools Liaison Officers, and a general tidying up of the membership categories and deletion of the Club glider registration scheme which is no longer relevant. Please note that the Sub-Committee is not recommending a name change for the Club. It was felt that there is international agreement that Paragliders are Class 3 Hang Gliders and therefore The Southern Hang Gliding Club is a perfectly relevant name. We also felt that the addition of the words 'and Paragliding' to the full title of the Club was unnecessarily verbose and might antagonise a section of the existing membership.

The Sub-Committee takes particular exception to the attempts by the SHGC Chairman to interfere with the work of the Constitution Sub-Committee. It is absolutely inexcusable for so-called amendments to be proposed and others threatened before the draft Constitution had even been prepared. This can only be construed as extreme prejudice.

The 'Message from the Chairman' also gave the impression that only BHGA members will be allowed to vote at the next SHGC AGM. Indeed at the SHGC Committee meeting that I attended on the 6th February 1991, John Charlton openly confirmed this. Let no one be in any doubt, the existing Constitution ensures that all members of the SHGC are entitled to one vote (see para 13). Do not let anyone tell you differently. The Club has simply chosen not to conform to the BHGA sole membership clause at para 4 in the Constitution in the drive for new membership. Having given somebody membership of the Club and taken their money, no one is entitled to then take away their voting rights. Indeed at the time of writing, at least three members of the full SHGC Committee are not BHGA members, but belong to the BAPC. Does John Charlton think it right that their votes should be disallowed?

Any attempt to disenfranchise legitimate and fully paid up members of the Club should be resisted at all costs. All Club members should attend the AGM and attempt to vote.

The outline changes to the Constitution were publicised in the last Windsock. This month's Windsock presents the draft Constitution agreed by all members of the Constitution Sub-Committee. Please read it very carefully and make sure that you do agree with it. **If you don't, please write to the Sub-Committee by Monday 25th March** care of Mark Woodhams, 60 Compton Road, Brighton BN1 SAN, and let us know which section is giving you concern. The Sub-Committee will meet once more to integrate the detailed reaction of the membership into the draft. The final version will then be publicised in Windsock again, and it is this version that we will be voting on at the AGM.

The Sub-Committee believes quite clearly that the new Constitution should be a 'formal resolution', which means that it must be voted on as a whole, before any amendments are put. So many paragraphs of the Constitution are interdependent that voting on it section by section almost certainly would produce a worse situation than currently exists - especially given the known hostile intentions of a few members.

Open discussion in Windsock and at the AGM before the vote should ensure that the Constitutional issues are well ventilated, and that the vote will be a true consensus of the SHGC membership. The new Constitution has to receive the votes of at least two thirds of the members present to be accepted, so please do your utmost to be there.

One last thing, for all those who cannot come to terms with the proposed changes (for whatever reasons), you have the freedom to vote against the new Constitution. If the resolution fails, then that is the time to table the amendments.

Southern Hang Gliding Club

Draft Constitution

Prepared by SHGC Sub-Committee

20th February 1991

Preliminary

1

The name of the Club shall be The Southern Hang Gliding Club.

2

The objects of the club are:

- a) To negotiate for, acquire and protect flying sites for its members.
- b) To preserve and encourage the sport of safe hang gliding and paragliding in the South of England.
- c) To provide facilities for hang gliding and paragliding for its members.
- d) To engage in such other ancillary activities in connection with the sport of hang gliding and paragliding as it considers necessary.
- e) To facilitate the safe training of new pilots.

3

The Club shall be a members club and shall be a member club of or affiliated to the British Hang Gliding Association (known as the BHGA), The British Association of Paragliding Clubs (known as the BAPC) or to the association that is formed by the merging of these two organisations (known as the joint association). The Club shall consist of such flying members and temporary members as are hereinafter described.

Membership

4

Membership shall be either flying membership or temporary membership. All flying and temporary members shall be members of the BHGA, BAPC or the joint association.

Applications for flying membership must be signed by or on behalf of the applicant. Election of flying members shall be by majority of votes at a meeting of the Committee. No reason shall be given to any candidate in the event of his rejection.

5

Temporary members shall be admitted on a chargeable per day basis. Temporary members will either be visiting flyers or pilots under instruction with any of the schools registered with the SHGC. Registered schools must work with the Schools Liaison Officer of the SHGC and are responsible for obtaining and delivering to the SHGC Treasurer the agreed daily temporary membership fees from pilots under instruction. Additionally schools must ensure that their students are members of the appropriate association (BHGA, BAPC or joint).

No temporary member shall be trained on an SHGC site unless the school conducting the training is registered with the SHGC.

Only schools registered with the BHGA, BAPC or joint association and whose instructors are flying members of the Club shall be eligible for schools registration with the SHGC.

6

Subscriptions for flying membership and daily charges for temporary members shall be decided by the Committee and approved by a General Meeting of the Club.

7

Proof of SHGC membership must be visible immediately prior to launch from any SHGC site. Any committee member has the right to see such proof and the right to deny flight to any pilot not able to show evidence of current SHGC membership.

8

All hang gliders or paragliders being flown on an SHGC site must be certificated according to the BHGA, BAPC, joint association or nationally accepted airworthiness regulatory schemes.

Committee and Officers

9

The affairs of the Club in all matters not in these rules reserved for the Club in General Meeting, shall be managed by the Committee.

The Committee shall include a Chairman, Secretary, Treasurer, Membership Secretary, Safety Officer, Press Officer, Site Liaison Officer (dealing with landowners), Site Control Officer (dealing with conduct of flying at sites), Schools Liaison Officer (who must have no financial interest in hang gliding or paragliding), together with such other members or officers as shall from time to time be co-opted or appointed by the committee or elected in Annual General Meetings. All members of the Committee shall be flying members of the Club. Any flying member of the Club elected to the Councils of the BHGA, BAPC or joint association shall be an ex-officio member of the Committee.

Particularly, the Secretary shall take Minutes of every full Committee meeting. The Schools Liaison Officer has the specific duty of maintaining contact with all schools registered with the SHGC and informing them of current rules and regulations. All SHGC registered schools must liaise with the Schools Liaison Officer on all site matters. The Site Control Officer shall organise the safe flying conduct of the membership and co-opt such assistance from the membership as he or she sees fit.

All members of the Committee shall be elected annually at the Annual General Meeting of the Club. They shall go out of office every year at the end of the Annual General Meeting but shall be eligible for reelection.

The committee may appoint one or more sub-committees for such purposes as it may deem appropriate.

One half of the members of the Committee or any sub-committee shall constitute a quorum of that committee or sub-committee.

Funds and Property

10

A General Meeting of the Club may appoint not more than four Trustees of the Club from among its members who shall hold office until they shall resign or until a resolution removing him or them from office shall be passed at a General Meeting of the Club. All property and funds of the Club shall be held by such Trustees when appointed for the use and benefit of the Club. The Trustees shall in all respects act in regard to any property and funds of the Club held by them in accordance with the directions of the Committee but no person dealing with such Trustees shall be concerned to enquire whether any such direction has been given.

11

The Club may hold freehold or take lease or purchase, subject to approval at an Annual General Meeting or General Meeting, in the name of an appropriate number of Trustees, any land, other premises or apparatus for any objectives of the Club, and may sell exchange mortgage lease or build upon the same. The Trustees shall be indemnified against any claim, question, risk and expense out of the property of the Club.

Accounts and Auditors

12

The Treasurer shall keep such proper books of account as will enable him to present at every Annual General Meeting of the Club or at any time if required on not less than ten days notice to him an accurate report and statement concerning the finances of the Club.

13

An Accountant or member of the Club shall be appointed Auditor at the Annual General Meeting of the Club. He shall audit the Annual Statement of Accounts and balance sheet and shall certify the same before presentation to the Annual General Meeting.

General Meeting

14

An Annual General Meeting of the Club shall be held in March in each year. Written notice of the day, time and place of the Annual General Meeting shall be given to each flying member together with an agenda at least fourteen days before such day. Notice published in the Club's magazine shall be sufficient for such purpose.

15

A General Meeting of the Club may be summoned at any time by the Committee or shall be summoned upon request of a minimum of ten percent of the flying members of the Club in writing addressed to the Secretary. The provisions as to notice referred to above in respect of the Annual General Meeting shall also apply to a General Meeting but the period of fourteen days referred to may be abridged at the discretion of the Committee if the urgency of the business to be discussed in its opinion so requires.

16

At any Annual General Meeting of the Club every flying member shall be entitled to be present and shall be entitled to one vote on every question raised. In the case of equality of votes, the Chairman of the meeting (who shall be the Chairman of the Committee) shall have a second or casting vote. The Secretary shall take Minutes of the Proceedings of all General Meetings of the Club.

Rules and Regulations

17

The Committee may from time to time make vary and revoke rules and regulations (not inconsistent with these rules) for the regulation of the internal affairs of the Club and the conduct of members, for the regulation of flying sites, for the safety of gliders and pilots and the public and other purposes incidental to the objects of the Club.

Conduct of Members

18

Members shall conform during their flying activities to the Code of Practice, Flying Recommendations and Flying Rules and any other requirements laid down by the BHGA, BAPC or joint association, also to the individual site regulations and safety rules of the Club. The Committee may suspend the membership of any member whose conduct is or has been in the opinion of the Committee contrary to the interest of the Club or in breach of any rules or regulations made by the Committee from time to time.

19

Upon the suspension of the membership of any member (written notice of which shall be given to such member) such member may summon a General Meeting of the Club for a day not earlier than twenty one days following the suspension and at such meeting any allegations against the suspended member shall be related by a member of the general Committee and the suspended member shall if he desires be heard in answer. The decision of the Club at the said meeting whether to reinstate or continue the suspension of or terminate his membership shall be taken by vote and shall be final and conclusive.

Resolutions and Notices

20

All matters which have to be decided by vote with the exception of those for which a special majority is required by this Constitution shall be decided by a simple majority of votes.

21

The accidental omission to give notice of a meeting to or the non-receipt of the notice of a meeting by any member shall not invalidate any proceedings or resolutions at any meeting whether it be a meeting of the Committee or a meeting of the Club.

Exclusion of Liability

22

Neither the Club nor any Officer of the Club shall be liable to any member or guest of a member for any loss or damage to any property occurring from whatever cause in or about Club premises or flying sites; nor for any injuries sustained by any member or guest whilst on or entering Club premises or sites. Members shall make their guests aware of such exclusion of liability.

Alteration of this Constitution

23

These rules may be revoked, added to or altered by a majority comprising two thirds or more of the members present and entitled to vote at any General Meeting of the Club of which notice has

been duly given specifying the intention to propose the revocation addition or alteration thereof with full particulars of such proposals.

Dissolution

24

a) The Club may be dissolved by a resolution passed by a majority of not less than three quarters of the members present and voting at a General Meeting called for that purpose.

b) If, upon the dissolution of the Club, there remains after satisfaction of all its debts and liabilities any money or other property whatsoever the same shall not be paid or applied or distributed among the members but shall be applied by the Treasurer, Trustees or other person appointed by the Meeting for that purpose to the furtherance of such objects similar to those of the Club and if in so far as effect can not be given to the foregoing then for any charitable purpose connected with aviation.

PRINTING

The
PRINT
House

CALL FOR A QUOTATION

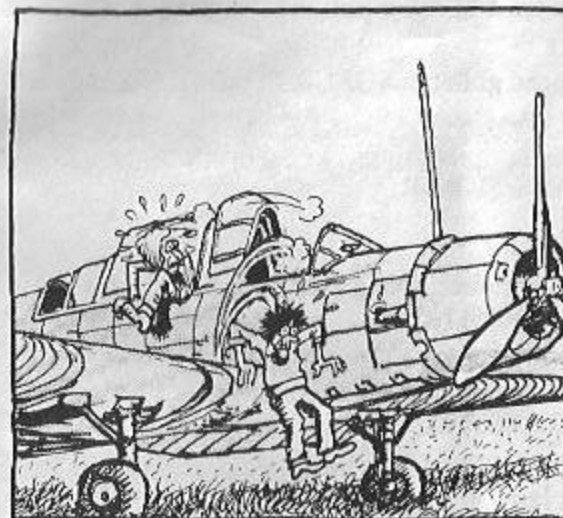
- ◆ BUSINESS STATIONERY
- ◆ LEAFLETS & BROCHURES
- ◆ COLOUR PRINTING
- ◆ BUSINESS FORMS
- ◆ DESIGN & TYPESETTING

83 WESTERN ROAD - HOVE - (next to Maples)
(0273) 25667 - FAX: (0273) 820775

HANG GLIDING with the SUSSEX COLLEGE

UNDER NEW OWNERSHIP

0273 609925



Mr. Clive Betts slaves away upstairs producing hang glider and micro-light sails. His fully equipped sail loft allows us to offer a comprehensive repair service for both hang gliders and paragliders.

PARAGLIDERS

We stock Black Magics, Harley Typhoons and Free Spirits, and Solar Wings Dream 90's.

COURSES

EPC week course £240
CPC week course £240
Conversion course for HG pilots to Paragliders £130.

THE AMOUR from Avian.

I've ordered the first, but you can have one too for the introductory price of £1895.



TIM COX
SUSSEX COLLEGE OF HANG GLIDING
10 CRESCENT ROAD
BRIGHTON, SUSSEX BN2 3RP

STORE YOUR GLIDER 5 mins from the Dyke for only £2.50 per week.

LEARN TO FLY



SPRING SALE

In celebration of the opening of our new workshop and clubroom at Scarborough Road we are holding a sale.

Come and visit the salubrious new centre. Have a cup of coffee and marvel at the plumbing of the free outside toilet - now clean. Anyway we have helmets from £21, Javelin jackets at £61, paragliding boots for £83, Podlite harnesses from £299, varicos from £135 and parachutes at £280.

HANG GLIDERS

We have in stock Clubman Elans, Airwave Calypsos and, coming soon, the long awaited

advanced stablemate to the Clubman...

