



British Association of Paragliding Clubs
18 Talbot Lane, Leicester LE1 4LR. Telephone 0533 513007.

To: Club contacts
From: Jennie Burdett, BAPC Administrator
Date: 31 October 1990

IMPORTANT INSURANCE CHANGE

EFFECTIVE 1 NOVEMBER 1990

WITHDRAWAL OF PERSONAL ACCIDENT WEEKLY BENEFITS COVER

We regret that due to a very large number of claims, the personal accident weekly benefit, which was introduced for all Annual Members last April, has had to be withdrawn. Annual Members who joined up to and including 31 October 1990 will continue to have this cover until their next membership expiry date. **However, Annual Members joining on or after 1 November 1990 will not have weekly benefits cover.**

It is not yet clear whether *optional* weekly benefits and the option to extend to double cover will continue to be available for new members and negotiations are continuing with our insurers.

The other sections of the personal accident cover, for which cover was increased for Annual Members from 1 April, are unaffected and remain in force.

You must take the following actions:

- 1) Destroy your existing stock of membership application forms.
- 2) Bring into use the revised membership application forms enclosed.
- 3) Delete the weekly benefits (section d) on the reverse of all unused Introductory Membership certificates which you hold - as shown here. (New books of Introductory Membership issued by the BAPC Office will already have been amended.)

(c) Permanent total disability from gainful employment	£15,000	£22,500
(d) Weekly benefits for total disability from your normal employment	NIL	£4.00 per week (maximum 52 weeks)

- 4) If new members joining on an Annual basis require the optional weekly benefits or the optional extension of the basic cover you should ask them to contact BAPC Office to ascertain the latest position.

If you have any questions please contact Jennie Burdett on 0533 513007.

WINDSOCK

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

Inside this month's very boring and political issue:

How to build a hang glider for a tenner (approx)

How to find out if your reserve works....

Why somebody thinks Michel Carnet should apologise to John Charlton

Why somebody else thinks John Charlton should apologise to Michel carnet

Why most members don't care

Why can't we just get on with it and fly?



Prone ornithopter in flight; Da Vinci, c.1487

JANUARY 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

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 VACANT

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

NEW MEMBERS

We take this opportunity to welcome the following new members to the Club:

Mark Begg, Michael Davies, Mark Fowler, Richard Greenslade, Stephen Langridge, Catherine Newnes-Smith, Graham Parslow, Peter Perry, Michael Pickering and Stefan Ractliffe. We congratulate them on joining the paramount Hang Gliding Club in Europe, wish them many happy flying hours!

Nigel Ward

Membership Secretary

On behalf of the SHGC members

*About time you gave us some dosh
Mark BSee you soon!!! VG*

WANTED

Articles about just about anything to do with FLYING. If you look at this particular Windsock, that's one thing that there isn't much of..Come on you Hang glider pilots!!!!

COPY DEADLINE IS THE FIRST WEDNESDAY OF THE MONTH!

Pictures (line drawn if possible) and IBM compatible word processed text on 5.25inch disks (any software) particularly welcome!
Vanya Gant

Contributors:

Irwyn Jehu, John Charlton, Tammy Cooper, Vanya Gant, Rik Ware, Mark Woodhams, John Harbutt, Rodney Lees, Simon Phipps

AAAAARGGHHHHHHH!

It's the minutes!!!!!!

SHGC Committee meeting 5th December 1990 at 6pm

Present :

Mark Woodhams, Mick Perrin, John Charlton, Johnny Carr, Eddie Bilous, Oriole Goepel, Tony Turner, Sue Brooks, Postman Pat, and welcome to Nigel Ward.

John Charlton did not feel he was too much to blame for the discipline of Andy Shaw because he (AS) did not offer an explanation as to why he was flying High and Over. However, the matter has been cleared up and the Club has apologised to Andy Shaw, who has now been reinstated. Mick Perrin proposed a school forum whereby schools be registered and answerable to the Committee. It was decided that John Charlton would chair the first meeting and all schools are to be present.

Joe Hayler was wrongly accused of flying dual at Beachy Head. It was alleged that the guilty party was Mick Maher, although Joe was not totally to blame as his glider was being used. Rodney Lees (safety officer) to take appropriate action. John Charlton read the proposed rules from Eastbourne Council regarding Beachy Head. Tony Turner to clarify usage of the site and respond.

John Charlton has spoken to farmer Williams who seems receptive to the idea of a possible sale of his land. Nigel Ward to investigate land valuation. There is a possibility of financial assistance from major sports bodies.

minutes continued...

Eddie Bilous to acquire new BAPC rating system.

John Charlton reported on the BAPC/BHGA amalgamation debate. The BHGA narrowly missed the majority by 2% to change the Constitution and subsequently the amalgamation. Michel Carnet reported that the BAPC are to amend the Constitution to individual member voting rights.

John Charlton asked Michel Carnet's opinion on a letter received from the BAPC, implying it was a reprimand to Sky Systems. Michel Carnet pointed out that it was in fact a copy of the BAPC codes, and not as the Chairman had suggested. Michel agreed that from now on any new negotiations regarding sites would be made via the Club.

JC requested an apology from MC for calling him a liar, in public, at the recent EGM. MC did not fully retract the statement and JC felt this was unsatisfactory. The Committee were asked for their views, who were not fully supportive to either party.

Johnny Carr (President) did not fully support John Charlton (Chairman) as he was not in possession of the full facts surrounding the discussion. John Charlton felt as Chairman he should have been given the support of Johnny Carr and questioned the validity of him being president. Johnny said in reply that he would be happy for the Club members to decide his position within the Club.

The question of who should foot the bill for the administration costs by calling the EGM was debated. Two circulars had been sent to all members, the Club agreed to settle costs for both of them.

Eddie Bilous presented a letter to the Committee which was read by John Charlton regarding continued use of Steyning Bowl as

a Club site. The letter stated the price for the Club would now be £820 per annum and free to Club members. Alternatively, it would cost individual pilots £4 per day to fly the site. The Committee agreed to ask the membership for their views via Windsock, and a vote on this issue will be taken at the next AGM. In the meantime, the first quarter's rent will be paid by the Club.

John Charlton thanked Mark Woodhams for offering help in drafting the new constitution. Mark Woodhams assured the committee that the final draft document would be made available for discussion prior to acceptance by the Club members.

John Charlton has had discussions with the CAA and said he was informed by them that they had sent observers down to the Dyke to assess the situation. It was pointed out by Johnny Carr that discussion with the CAA appertaining to Hang Gliding matters should be carried out by the appointed representative of the BHGA council (Tom Hardie).

John Charlton produced a circular with questions for members. this circular was amended by the Committee and will be distributed via Windsock next month.

Orioloe Goepel requested an article be put in Windsock to inform paraglider pilots of the red ribbon system and its purpose. Oriole also suggested a mandatory safety meeting should be called. The Committee supported this decision.

Minutes drafted by Johnny Carr

SAFETY AGAIN...

NEWHAVEN AND THE CLIFFS

After yet another accident it is clear that pilots are not following the site rules. **THIS IS A P2/XCPC SITE ONLY** and not to be treated lightly. Don't forget the state of the tide!!

If you haven't flown this site before, please talk to an experienced pilot or me before doing so.

Rodney Lees

Rodney Lees' picture of his good self flying said Newhaven Cliffs is currently appearing in this month's Skywings!

The pilot involved in this accident luckily only suffered a whiplash injury of the neck, severe bruising and a broken upright. Rodney has debriefed him and is happy that a lesson has been learnt concerning 360s close to the hill...VG

WHERE ARE THE MISSING INCIDENT REPORTS EVERYBODY?

Important notice!!!

The post of safety officer for the SHGC is currently vacant. Anyone who feels capable of taking on this job for the Club needs to write or phone any Committee member, and will be co-opted onto the committee at the next monthly meeting if considered suitable. Should they wish to continue beyond the AGM, they may then formally stand for election at that time.

Attention all low airtime paraglider pilots!!!!

Not that confident yet? Interested in being given advice for free and lots of airspace? And avoiding those mid-air collisions? FROM NOW ON WEAR A RED RIBBON ATTACHED TO SOMEWHERE SECURE AND OUT OF THE WAY ON YOUR HARNESS; YOU WILL THEN BE RECOGNISED AS LOW AIRTIME AND GIVEN MORE ROOM.

The committee is considering making this mandatory for novices up to Club level...

THANK YOU VERY MUCH RODNEY, FOR ALL YOUR TIME AND EFFORT AS SAFETY REP OVER THE LAST YEARS. VG on behalf of the members

J'attaque...

This article was sent to me by Mick Perrin, initially to be added to the minutes of the December 1990 SHGC Committee meeting, and said to represent what was said at that meeting. Because it was not discussed and approved at the next meeting as a true rendition of what was said, I have not included it in the minutes. I have also discussed its potentially seditious and accusatory tone with Mick, and have decided to publish it as a free article. This is because he assures me it was also circulated to other members of the Committee, and that therefore the named parties had an automatic right to reply. Mick assures me he will be wearing a tin hat at the next Committee meeting; and by publishing it I do not endorse what is said, etc. etc. Furthermore the only correspondence I will accept on the subject will be Eddie's right to reply and other points of fact rather than opinion.
VG

Whilst Irwyn and Sky Systems were rightly attracting just criticisms over Beachy Head, nothing was being said about Eddie Bilous'(EB) selfish role and pivotal role in events.

Why was Irwyn at Beachy Head? Answer, because Steyning Bowl had been closed to Sky Systems by Eddie Bilous.

Whatever the reasons for this action sited By EB the fact remains that the Committee was neither consulted, nor informed, nor the knock on effect on

other sites considered.

The Club is now effectively subsidising EB's expulsion of Sky Systems from Steyning Bowl, and paying for a site where all the rules seem to be intended to cease all aviation. Rules are changed frequently and arbitrarily, the Club is paying for "a pig in a poke!" and receiving very poor value.

On the question of site sovereignty, in the Spring of 1990 EB negotiated a deal for a bottom landing strip in the wheat crop below the Dyke.

The Committee were not consulted at any time. This was a Free Flight deal and carried out behind the Club's back.

At the AGM, EB handed the Club a "fait accompli" and a bill for £500, then painted himself as a saint.

Nothing could be further from the truth. This was just a cynical ploy to use Club funds for Free Flight's benefit. What is more, the agreement "sold!" to the club AGM was not the agreement made to the farmers! Both parties were misled and told what EB thought they would agree to.

On the strip, in its first day of full use, Janet broke her arm in the long crop and many had narrow escapes. No consultation on the size or position of the strip ever took place at club level.

In the early afternoon Gary Lee (farmer) came up to the Dyke takeoff area looking for EB and found me instead. He was pissed off at all the hang gliding landings, it soon transpired that he had agreed to paragliding landings only, with the occasional emergency hang gliding landing.

This was totally contrary to the deal sold to the club AGM by EB (ie free for all no strings).

Fortunately the Club was able to stop payment until the situation was clarified.

However the strip was dangerous for hang gliding use.

The effect of this inept and selfish action by EB will be with us for years to come. The talk amongst the farmers is that the "Hang gliders" are a soft touch.

The first effect was a demand for more money to use the top of the Dyke, £5000 was demanded and £1000 was agreed. This came about as a direct result of a conversation between the Lees and farmer Williams at the County Show.

Throughout his tenure as Club coach EB has shamelessly promoted his own business and nothing else.

"Training news" has been a thinly disguised propaganda sheet for Free Flight, no other schools or activities are ever mentioned and its content has little or nothing to do with Club coaching.

When confronted with the above facts EB tried to pretend that the AGM had voted to create the landing strip. In fact the AGM voted to pay £500 towards the cost, having been misled by EB.

At the time of the AGM the red flags were already fluttering below the Dyke and had nothing to do with either the Club or the Committee.

It seems ironic that members have been bleating about a "Sky Systems takeover" when all along EB of Free Flight has quietly been promoting his own commercial interest through a Committee position, poaching Club funds and upping the anti for everyone.

Mick Perrin

The following page contains a reply to a notice published in Windsock two issues ago, where some question was suggested over the validity of Harley chute's statement concerning their intention to only produce and sell canopies with a "X2" certification on their lines. It has been photoreduced rather than transcribed for the purposes of accurate reproduction.

14th December 1990

Dear Editor, Windsock,

I thank you for giving me the chance to answer a previous open letter from one of your members. Not having seen the letter in question, I can only work from the facts as I have been given them.

Firstly all previous models dating back to 1987 have received Gutesiegel, for example:

New Wave	DAEC 1,5,12,2
Magio	DAEC 1,5,13,3 TBH-11-5
Elite	01-110-89
Amigo	GS 02-014-90

In fact our New Wave 350P has full CAA, A1 Section 8 approval for powered flight with two people. Our design criteria has always followed the best standards available at the time, for instance, 6g x 1.3 safety factor. However, due to new fabrics and designs these figures cease to be high enough and hence have resulted in some line problems that we have solved by adding a X2 factor, effectively doubling the strength laid down by both Acipuls and Gutesiegel. I also understand that Acipuls are investigating an increase themselves. As to the lack of effective approval, by either the Gutesiegel or Acipuls, we simply backed the wrong horse. An article from Bernard Kane, Chairman of the B.A.P.C., Safety and Training Committee, explains this on page 23 of the December 90 issue of Skywings, a copy of which I have enclosed for your inclusion. This article also stated that both the Free Spirit and Contrail passed all in-flight and ground tests to a standard matching the Acipuls and that only administration and video problems prevented certification.

I must say that the B.A.P.C. will never again be allowed to be so irresponsible in effecting our business, and that come this new year our new range, to include the Free Spirit II and Contrail II, will have certification, probably the Acipuls.

May I finish by saying we all have problems and do things wrong from time to time, but at least we resolve our problems, free of charge, not like some manufacturers and importers I could mention.

Yours sincerely



John Harbutt
Managing Director
HARLEY CHUTES

SKY SYSTEMS Ltd
EDBURTON, NEAR HENFIELD,
WEST SUSSEX BN5 9LL
TEL: Brighton 0273 857700
FAX: 857722

* SKY SYSTEMS NEWS *

Have YOU missed the boat ?

Have you have missed the last boat to the I.O.W. for your free AIRWAVE winter hang glider/canopy check? Could you wait until next year's free check-over?.....NO.....If you are in any doubt as to the airworthiness of your canopy or glider, WHATEVER THE MAKE OR MODEL, take advantage of Sky Systems fixed price, INDOOR strip-down and inspection service for both hang gliders and canopies.

HANG GLIDER: Strip-down inspection, rebuild and rig. £50 inc. (repairs and spares extra)

PARAGLIDER: Canopy and line inspection, comprehensive report on condition of canopy and test inflation (if necessary). £15 inc. (repairs and spares extra)

5 minutes from Devil's Dyke... uprights etc on hand!

The new Sky Systems flying centre at Edburton is just a few minutes from the SHGC's prime site, so if, for example, you need a new upright before you can fly, just drop in or give a ring on (0273)857700, and perhaps one of the lads could bring one along for you. We have uprights in stock to suit Magics, Kisses, Rumours, Aces, Clubmans; but that's not all, we are also on hand for instruments, Ozee suits, gloves, parachutes etc. and of course FREE ADVICE from some of the most experienced paraglider and hang glider pilots in the area.

Towing...

Sky Systems have arranged for the use of several fields around the new Flying Centre at Edburton and fields close to Devil's Dyke. So as the weather improves and the wind drops after the January gales, we will have the Koch winch out for paraglider and hang glider launchingwatch Windsock for more details.

ALL S.H.G.C MEMBERS ARE INVITED
TO VISIT THE NEW SKY SYSTEMS
FLYING CENTRE
AT TRULEIGH SANDS,
TRULEIGH MANOR FARM,
EDBURTON, Near HENFIELD,
WEST SUSSEX, BN5 9LL.
Tel (0273) 857700.

Sky Systems have completed their move to Truleigh Manor Farm and the new Flying Centre is fully operational, however those of you paying us a visit in the near future may be asked if you have any painting, plumbing, wiring or building skills that you may wish to exchange? So when you next visit Sky Systems don't forget your overalls paint brush and tools!

The carpets haven't been laid yet but the shelving is up, smothered with goodies from books to footwear, from flying suits to headgear, from calendars to pip pins, from instruments to gloves...Our guides Natasha or Liz will give you a conducted tour, as long as you promise not to feed the animals.

Most of our special offers or superdeals are not advertised and are available in the shop only, so come in and see it for

yourself if you are after a bargain, but preference will be given to tradesmen ie. electricians, plumbers, builders etc.

Lecture Room:

One of the main features of the new flying centre is the large classroom with audio-visual facilities which is intended to be used for the paragliding school. We are also intending to use this room for meetings and lectures covering any aspect of the sport. We are at present putting together a calendar of events and lectures such as CPC, XCPC, Airlaw, Meteorology, Parachute packing, and also lectures for the new BAPC Rating System: Student Pilot, Club Pilot, Pilot and Advanced Pilot.

AIRWAVE K2 & K3: Now an advanced glider to suit all pilot weights.

The K2 an advanced easy to fly hang glider for the more experienced pilot, a small/medium glider that is fast getting a reputation for being the ideal blend of handling coupled with real performance. It now has a stable mate the K3 offering the same qualities, with a sail area of 160 sq ft, a medium/large glider for the heavier pilot.

The K3 is not just a scaled up K2, the K2 and K3 are different gliders. Airwave have found that it is not possible to stick to one design for all sizes and that a specific design is required for a specific weight range, if compromises were not to be made ..PS.. it's rumoured they are working on a K9 for Eddie's dog!

Solar Wings Rumour - 13.5 & 14.5 :

The Rumour has been the glider to beat for the last two seasons, the new rumour for 1991 will be available soon, with improvements designed to keep it at the top. WATCH THIS SPACE.

£100 Special Offer

BUY A NEW HANG GLIDER FROM "SKY SYSTEMS" AND SAVE £100 on your next purchase of a new VARIO, PARACHUTE or HARNESS. A one-hundred pound voucher will be issued with each new hang glider redeemable against any new vario, parachute or harness from Sky Systems. Now is the time to buy a new Hang Glider.

Glider/ Canopy Mart...

The second/hand glider and canopy notice board at Sky Systems (as mentioned in Nov Windsock) is working well, so if you have a glider or canopy to sell give us the details.

We also have many inquiries asking for s/h harnesses and varios, and these you can leave at Sky Systems to be sold on your behalf if you wish. So dig out that old Pod or Supp and drop by the new flying centre at Edburton.

*** SPECIAL OFFERS OF THE MONTH ***

TREKKING CAMARGUE, CORVETTE,
CORNICHE EQ & AERO
-20% DISCOUNT WHILE STOCKS LAST

1991 PARAGLIDING COLOUR
CALENDARS: £7.50

CUSTOM SAIL ALIEN: -15%
DISCOUNT

BUY,SELL,EXCHANGE.....

ITV SAPHIR 100 Latest fabric. Lovely Apex eater. Good condition. Low airtime £1600; and

FALHAWK ATHLETE Medium and Sky Systems harness £1000

For the above two items, phone Andy Booth 0622 859 255

LARGE FALHAWK for sale, including harness. £900. Mark Chick, 081 953 1378

CALYPSO excellent condition, speed bar and wheels, 1 and a half hours airtime, Blue L/E, rainbow coloured underside. Peter Bruce 081 689 2813

AIRMAN ACE/TREKKING CORNICHE (Medium) safe, stable and high performance. Excellent condition with harness £750 Stuart Carter 081 997 8734

MAGIC III 60 hours from new (stored in a sports hall for 3 years). 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

MAGIC IV FR166 Good condition. All the usuals, aerofoils etc. With free pitchy!! CofA £700 Noel Venn 0737 221023

MAGIC III 166 Aerofoil KP and uprights. VB. 4.4 oz sail. Dark Blue. Mylar LE. Sky Blue undersurface. White main body. Ball tips. Aiwaver service last 3 years. C of A. Good condition. £600 ono. Pete Robinson 081 874 9522

HELP!!

Would any SHGC members (London based) be willing to give a lift to a poor transport-less paraglider pilot??? Share costs..... Thanks!

Paul Lambert 071 733 5937 (East Dulwich)

KISS 154

Yellow and pink; garaged. Sky Systems logo (just like John C's...ed) a bargain at £1150 ono; also

ACE 160

Red and White £300 ono

For both these, phone Craig Dolwin on Camberley 0276 20220

Au Secours!!!!

My name is Christophe Pradon; I am a French Student with a canopy and no wheels! Can you help me get to the Coast for some flying? I live in Kennington, London.. 071 793 0847

Did you know???

That one of Eddie's paragliding students filled his pants during a ground handling exercise recently??

"mmmmmmmmmf fffffnhrrr
rrrrrhmmmmhmmhmmmm
mmmmmmmm nmmmhfhfhrherrer
eeeen" means "wind calm"????

How a blind paraglider pilot knows when to flare??? When the dog's lead goes slack!!!!

SITS . VAC.

Safety Officer required

At the January committee meeting Rod Lees resigned as Safety Officer for the S.H.G.C. He was thanked by the committee for the time and effort he has put into the job.

If anyone would like to stand for the position, on the committee, of Safety Officer and is prepared to give up the first Wednesday evening of each month to attend the meetings would they please contact me as soon as possible (Phone now to avoid disappointment!).

Dave Matthews,
Secretary.

PHILATELISTS CORNER

with 'Postman Pat'.

If you have recently received any mail from the land of Brian Webb down under(Australia) you may have noticed that the hang gliding world has been honoured on the \$1.20 stamp pictured below.



Perhaps, one day, we shall see a British stamp with the Queen pictured paragliding on it!
(That's enough about queens paragliding. Ed.)

THE SUSSEX COLLEGE OF HANG GLIDING
AND PARAGLIDING,
now have a new workshop centre.
The address in Brighton is:
16 Scarborough Rd.
phone: 0273 609925

LATE AD.

GOLDMARQUE GYR 174
Good intermediate glider
which has been fully modified
& BHGA registered. Red & White
Good condition.
Tel. Pete Burden on;
0306 740123 x3499 (day)
0306 889722 (evenings)

BUY, SELL, EXCHANGE.....

"From the toilet, to the sewer,
to you",
it's.....

MUCKRAKER

The cross country running award of the year goes to NEIL KINNEAR for failing to leave the ground, on a take off run, all the way from the top of the Dyke until he reached the fence halfway down where he succeeded in converting..... his 'A' frame into a 'Z' frame.

'RAMBO' MARK CHICK delighted the biggest weekend crowd of onlookers of the year at the Dyke by performing two consecutive loops, but turned the volume of his vario down "...in case it annoys anyone."
Such a sensitive lad!

Anyone wanting a sites guide produced for £1500 could try contacting STEVE 'I'll do you a favor' PUGH.

COLIN 'TIGHTS' JOBEY was advised to recalibrate his vario by taking readings whilst steadily walking upstairs. "But", he replied with dismay, "I live in a bungalow!"

NOEL VENN tempted fate by boasting that he hadn't broken so much as an upright since his training days and entered the scrap aluminium market two weeks later when he piled in in Wales.

Who is the defender of truth, justice, and the socialist way of life that left to the defence of a travelling person, refused service in the Devil's Dyke Inn, and launched into an argument with the Caledonian chef?

He was backed up by his stunning sidekick who fearlessly tried to intimidate the chef by smiling politely at him. (GARY MITCHELL and HILARY are currently appearing in another pub!).

If you find that you cannot damage an expensive pair of sunglasses by crushing them between your crash helmet and the bridge of your nose during a heavy landing then DAVE MATTHEWS suggests that putting them in the boot of your harness, taking off, and kicking into prone works a treat!

It has been suggested, most unkindly, that the name for DECLON DOYLE'S 'Speed Bar' watering hole in Ager should more fittingly be 'The Base Bar'.

DAPHNE FREEDMAN, reclining on the grass at Beachy Head, idly suggested that, now winter was here, a complete strip down and thorough servicing might be in order. Police were later called to control the large crowd.

I recently bumped into my old friend PETE MYERS walking across the paddock field with a large wood saw that he had collected from his car boot. When I enquired where his glider was he pointed to the back of the field and said "Do you see that large tree over there?" When I replied "Yes," he said, "Well I didn't!"

In the new sites guide you will notice mention of the dangers of sinking out along the cliffs from Beachy Head and having to land on the beach/rocks. 'SLAPHEAD' DAVE MATTHEWS says that there should be a warning about the dangers of lending your glider to a sites guide compiler who then sinks out, flying the cliffs, lands on the beach/rocks and takes until the end of the day's flying to return it.

Where Were You When.... ?

Although it may well seem, at the moment, like nothing much seems to happen during the winter, flying wise, it was a very different story 4 years ago.

There had been five accidents at Devils Dyke in the period leading up to January '87 including one which involved a visiting pilot who took off in a West/North Westerly wind and, after climbing about 100 feet, went into a series of involuntary 360° turns culminating in him hitting the pub roof. After a few seconds standing on the apex of the roof, and despite calls from the ground to pull the bar in, he pushed the bar out, became airborne again, and did a further involuntary 360° turn before crashing into a tree. The fire brigade had to be called to get him down.

Another accident involved an unattended glider being blown into the air and heading straight for the upstairs window of the pub. A gust of wind carried it just over the window, hitting the roof, where it became lodged, damaging one of the aerial wires and several roof tiles.

So, although the current run of bad weather may frustrate your flying plans, do take extra care to judge the conditions sensibly when things improve and you get a chance to "blow away the cobwebs". Do talk to other pilots on the hill before flying and do take into account the probability that our flying techniques may be a little rusty after we've had a long lay-off.

Good flying and let's be careful out there.

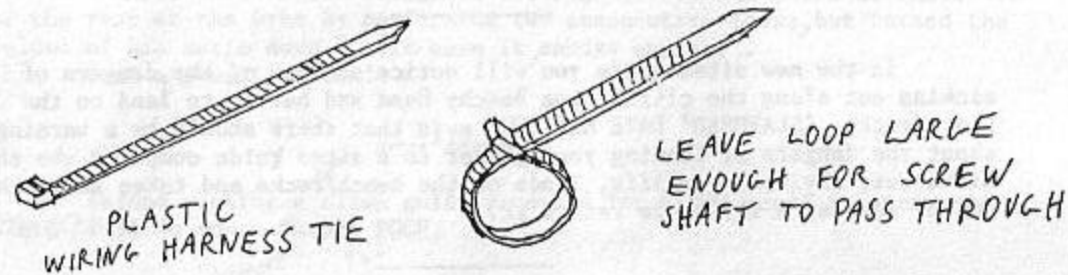
D.W.

USEFULL TIPS #1

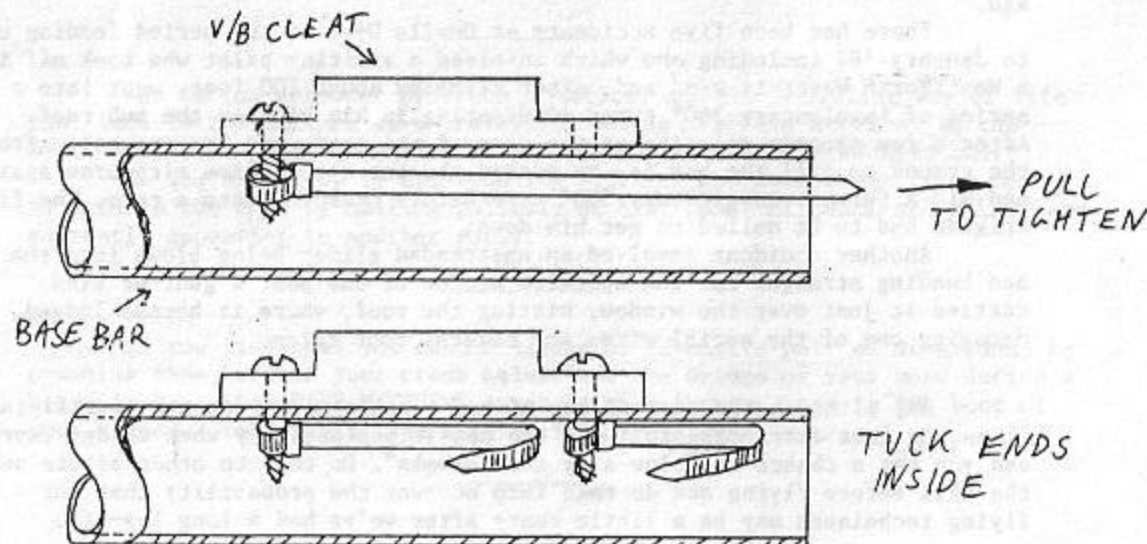
If you find that your V/B cleat becomes loose due to the self tapping screws stripping the holes in your basebar then attempts to replace them with nuts and bolts will prove extremely difficult. Using oversize screws may not be satisfactory as that would necessitate drilling out the holes in the cleat to a larger size and if the basebar holes stripped again you would be left with even more of a problem.

Dave Keepax has come up with a simple (well it would be, wouldn't it?) and effective solution. Using a couple of self-locking plastic wiring harness ties as self tapping nuts is both quick and easy.

Thread each tie back on itself and pull them tight until the loop size is slightly larger than the diameter of the screws. You will be left with a stem long enough to feed the loops inside the basebar to the screw holes.



Insert one loop into the basebar, by the stem, and position it under the hole furthest from the end of the basebar. Insert the screw through the cleat and the hole fully so that it protrudes through the loop. Now pull tight on the stem and the loop will tighten and lock around the screw. Fully tighten the screw into this. Repeat with the other tie and screw and then simply fold the protruding stems into the basebar, out of the way.



D.W.

Irwyn Jehu makes the Black Magic chocolates man look like a bit of a wimpy guy in this article concerning how to find out whether paragliding backups are worth the candle...

J'ATTACK

Joslin and I had been sponsored by the BAPC to attend the first ACFPULS college for test pilots at Annecy. Making up the complement of Brits were Mark Elliston for Harley, Barny Barnes for Airwave and Geoff Curtain. Our mentor and inspiration throughout was the indomitable Walter Neumark.

The week demanded flying to the very highest standard. We were briefed to perform valid and objective tests on a wide range of canopies. The precision of our executions was observed critically by Walter who would thoroughly debrief each of us on landing. The ACFPULS team made a close video record of the flights of each pilot and this was used to bring to attention the minutest flaw in any *pilotage*...

As well as having to present each test manoeuvre accurately to camera, we were also expected to give a Kate Adie-like commentary whilst a veritable sack of laundry was spinning in one direction, yourself in another, the brakes tangling uselessly with you plucking energetically at lines like a demented harpist.

Thursday's opportunity to test our reserves came as a little light relief at the end of a hard day. Jocky, Barny and myself were driven up to the Col de la Forclaz takeoff with a couple of like minded pilots.

Geoff was otherwise engaged with some nurses in Annecy and Mark Elliston's joy on discovering what we had volunteered him for was Musketeerial if not ecstatic... The brief was simple:

Out over the Lake at 700 meters. Spiral down and establish a radical spiral dive. Collapse the inner wing by pulling the front riser. With the canopy thus destroyed deploy the reserve. Gather the main and await an early bath.

I'm not sure of the order of flight as I was quite preoccupied with my own endeavours, but the following is a brief *resume* of the other's experience.

Mark Elliston was flying a borrowed harness and reserve as he was at takeoff when the decision to test deployment was taken. The reserve was mounted behind his shoulder rather like a drunken parrot. He had little difficulty following the script but having deformed his main canopy, he found he had to draw his reserve with one hand before passing it to the other ready for throwing. During this time the main began to reform and stabilise. The reserve once thrown performed well giving a reasonable rate of descent.

Barny was able to do exactly as asked. He did not gather his main but noted the interaction between the two canopies. He found that a violent pendulum action developed. He observed that had he not been over water then serious injury would have resulted.

Jocky also examined the interaction between the two canopies. He had held good height after take off and executed the spin, collapse and throw as briefed. With the reserve fully open and most of his main defunct, he gathered this in by the slack lines. When these lines were

seen as threat to "the ordinary flying member". That threat is perceived to be a potential loss of access by SHGC members to their sites, because some Schools are attempting to deal directly with farmers. If this is true, it is of no consequence whatever. It is of no consequence because no School in their right mind would want to be sole owner of an SHGC site. What would they do with it? How could they possibly operate at a profit on those sites? I know of no commercial organisation on the South Coast who feels that - rather like an artificial ski slope or a Water Palace - once they have bought a site, they would recoup their investment by charging access to that site - the problems of liability, insurance, and policing are simply too big. The BAPC or the BHGA would never in their right minds be willing to support such a venture anyway. There is however a problem of overcrowding on "postgraduate" sites, such as the Dyke, when "undergraduate" flying by School students occurs. The problem is one of safety (first and foremost) and the potential threat to the "flying freedom" of the experienced Club member. The answer to this is for the schools to find for themselves dedicated nursery slopes for beginners - and this is exactly what one school has already done. I further believe that the next - potentially dangerous - stage in the student's development has to take place on SHGC sites, like the Dyke. I cannot believe that we - the "flying members" - and we - the Committee - cannot get our acts together to provide, by site marshalling, a "low airtime window", even on the busiest summer days on the Dyke, for these pilots. Perhaps we should spend less time worrying about the spectre of commercial enterprise takeover and "disciplining", and more time making sure that such a "low airtime window" is enforced - if we the Committee

could do this, then surely everybody would be happy? This is an urgent issue: a midair collision at the Dyke this summer will lose all of us the site.

What of the other faction? Maybe this doesn't exist - other than as direct negotiation between Schools and farmers, because the Schools have no confidence whatever in the SHGC's ability to present themselves as a responsible, professional body to the landowners, and therefore feel that they must act before the sites are COMPLETELY lost to us all...

All of us were beginners once. Just let's remember that all 366 of us went through a school at some time. It's not a question of US and THEM. They ARE us. If the bickering goes on, we will all lose. There is no doubt in my mind how to resolve this problem. What do you think? Write to me and I shall publish your views in the next issue. Alternatively, write to the Chairman, as he has asked at the bottom of his questionnaire. I am sure he will pass your letters on to me as he receives them. And I assure you that I shall for my part strive for a sense of democratic balance on the Committee, and encourage my colleagues to think more about issues of safety and effective site management and MAKE SOME DECISIONS, and less about "US" and "THEM".

And incidentally, I a) have no commercial interests in the sport, b) have no reason whatever to represent any other party in the SHGC apart from the members as a whole, c) can fly (badly) hang gliders as well as paragliders, and d) know of no SHGC member who has got their license to fly, or indeed their flying kit, without the assistance of a "commercial organisation".

Comments anyone??

Vanya Gant



Observatory

Solar Wings
Main Agent
Hang gliders & Paragliders

STOCK CLEARANCE

New 14.5 Rumour in mauve, turquoise and pink
 Beautiful colour scheme. **£100 off list price.**

14.5 Rumour demonstrator. **£1450**

Magic IV 166 blue & white
 2 Hours since overhaul. **£750**

We offer a range of paragliders & hang gliders to suit all grades of pilot.
 Choose from Flight Design, Parasail, Falhawk, ITV, Trekking, Alien; Rumour, Kiss, Calypso, Clubman.....

Of course we hold a comprehensive range of accessories such as boots, helmets, Anabatix and Ozee suits, Parasail & Metamorfoosi reserves, books, harnesses, instruments....

Call for a price list.

65 Hyde Vale, Greenwich,
 London, SE10 8QQ
 Telephone: 081-692 8554
 Mobile: 0831 171107

NEW YEAR SALE!

Southern Hang Gliding Club Constitution Sub-committee

The first meeting of this sub-committee occurred on Monday 17th December 1990. The members were Tim Cox (Schools), Kevin Pickering (SHGC Committee member), Johnny Carr (SHGC President) and Mark Woodhams (chair).

We identified the Constitutional issues under the following categories:

- 1) Changes needed to include paragliders.
- 2) Changes needed to regularise schools operation within the SHGC area.
- 3) Changes needed to improve flying safety on SHGC sites.
- 4) Voting rights of BAPC members at SHGC meetings.

Taking the last point first, we found that a constitutional anomaly existed in that the present constitution states "... flying members shall be members of the British Hang Gliding Association..." However the Club has quite happily been accepting BAPC members for the last couple of years. In fact we have some figures which say that about 50% of the SHGC members fly Paragliders or Paragliders and Hang Gliders together. A very strict reading of the rules might mean that all SHGC members who were not BHGA members would have no vote at any SHGC meeting. This is quite clearly unfair - particularly as the Club has accepted their money and also their votes on other issues. Additionally the BHGA Constitution states that member Clubs are those that require their members "... to be flying members of the BHGA..". This was written like this originally to protect the committee members from possible prosecution following damage by a non-BHGA member - and long before Paragliders were developed for foot launch soaring.

The insurance angle has now been ironed out by the BAPC paying a sum of money to the BHGA as a corporate member. This means that the BHGA master policy will accept BAPC member's liability without them individually being flying members of the BHGA, and thus committee members are protected. (See October 1990 Skywings page 7). Recent discussions with Angela Morris and Tom Hardie have also given us to believe that this corporate membership could be interpreted that "BAPC members are an obscure form of BHGA Flying member". At our next AGM this may allow us to make a very benevolent reading of the existing Constitution, but this is really the only route out of a very untidy administrative problem.

As for the three other issues, the sub-committee have agreed that the following changes would form the basis of the new SHGC Constitution Proposals:


- a) Wherever Hang Gliding is mentioned in the existing constitution, save for the Club name, the words "and Paragliding" should be inserted.
- b) All ordinary, flying and temporary members of the SHGC shall be BHGA or BAPC

members, or belong to the association that is formed by the merging of these two organisations, if and when that happens.

c) SHGC AGMs are to be held in March every year.

d) Apart from the usual committee officers, the SHGC Committee shall appoint a technical/safety Officer, Sites Officer, Flying Safety Officer (site marshalling) and a Schools liaison Officer. Additionally the Schools liaison Officer must have no financial interest in Hang Gliding or Paragliding.

When ready, a full draft Constitution will be published in Windsock. Any SHGC member having something constructive to say about the Constitution, please write to Mark Woodhams, at 60 Compton Road, Brighton BN1 5AN.



CALL FOR
A QUOTATION

PRINTING

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

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

Correspondence various....

"US"

Dear Vanya,

Well I've seen some fairly bad things happen when people of differing points of view get together but that meeting, yes THAT meeting on 28th November really took some beating. I had never attended a SHGC meeting before, and so was a little unsure as to what to expect from the biggest club in the country, especially when such emotive issues are discussed. Nothing could have prepared me for what was to follow.

All started well enough, I couldn't believe the turnout for the meeting (I belong to three other clubs and even the Dales can't generate this level of interest). At first everything seemed reasonably calm, unfortunately it didn't last very long. There was a vociferous minority amongst the audience who were determined that only one point of view should be heard.

The conduct of certain people that evening was a disgrace. I would normally refrain from passing comment but I was incensed that people who give up enormous amounts of their time for the Club as a whole could be abused and maligned in such a way. Some of what was said must verge on slander and whatever the facts behind the issue, I believe that a profound and public apology is due to the chairman from M Carnet. It is to the chairman's credit that he maintained a calm attitude under such extreme provocation.

So, for the very few Club members who were not present, what was all the furore

about? Well, it seemed that the meeting was called as an extraordinary General Meeting by certain financially interested parties who wanted to dispose of the established Committee, alter the constitution of the Club and replace the Committee with "a wise and fully representative committee mandated to the task" who would amongst other things get rid of a "THEM and US" attitude.

It seem the way they intended to do this was to get rid of "THEM" from the Committee so that they could control the sites for "US". I assume that this was to be achieved by increasing the democratic processe of the committee as the current committee do not appear to carry on the affairs of the Club using "normal Committee procedure".

Let me tell you, if the meeting on Nov28th was an example of the way people want to democratically run a Club in the interests of all the members watch out!! It won't be a Club for Long.

Rik Ware, Twickenham

and "THEM"....

Dear Vanya

I am a new member to your Club, having just learnt to fly this summer. So far I have been impressed with your sites and the friendliness of your Club members. However I was shocked at the bickering and lack of organisation concerning the EGM last night.

I understand that being a voluntary organisation, you have a lack of time and resources, but I feel that if there is not time to research accusations properly, they should not be made.

I am referring to various claims your Chairman had against various individuals which their defence rendered ineffective or incorrect, even to the point where he was called a liar on two occasions. I can sympathise that he was the only man prepared to offer his services for this job, but he must get his facts right. All those people accused were willing to submit, apologise and reassure the Committee and I feel maybe the Chairman was not listening to them properly. I refer to Irwyn Jehu who apologised for his breach and retracted his application, Andy Shaw who discontinued his breach when he discovered he was violating Club rules and Michel Carnet who was not trying to do anything underhand in the first place and assured us at least three times he would not in the future before his statement was accepted. Similarly (not mentioned at this meeting but in the club meeting minutes), a friend of mine was accused of breaking flying rules when 1) it was not him at all and 2) the Chairman and safety officer were on site at the time and saw it was not him and advised against but did not stop the offender.

This brings me to another important matter. I am a new member with no knowledge of club/site rules. So if I breach one tomorrow without knowing I have done so, I may like Andy and Irwyn have my membership suspended. So why are Club/site rules not sent to me when I joined? Also I would like to know where all your sites are. Come to think of it, my

friends who have been in your Club for years don't know the rules for all the sites. Perhaps they should be sent out once a year. I asked for some at your meeting but the new ones are not done yet and no-one had the old ones.

Furthermore I would like to know some information regarding the debate between schools and Club members' use of the Club sites. Firstly, does your sites officer look for sites specifically for training, as a shallow training slope could be used solely for training leaving the Dyke etc. free for Club members and intermediate coaching. Granted more good flying sites must be hard to find, but potential training sites must be more plentiful. How about further north of Brighton, e.g. Kent? The same can apply to paragliding where sites can be flown which would be unsuitable for hang gliding and therefore reduce the overcrowding on other sites. I am sure many inexperienced pilots would be happy to go to alternative if not so fantastic sites if they know they have more airspace to practice in.

Tammy Cooper

p.s. I liked the proposal that if the Committee has a complaint against the member, then they should have an openforum in Windsock rather than bickering at the EGM.

Tammy would appreciate replies at c/o 7 Croft Close, Tonbridge TN10 4ET.

The editor considers the issue of the EGM closed and will only publish letters relating to this topic in exceptional circumstances; more important issues, such as what to do with safety at the Dyke, are at stake...

In other words - let's cut the crap and get on with the flying .VG

drawn tight, one tip of the canopy remained inflated and viciously carved the sky. The resulting descent rate was quick but safe. On this occasion, the brief had not been too tight, thereby giving each pilot the opportunity to explore his interest with reasonable freedom.

I was flying with a Gutesiegel standard Metamorphosi rig. This specifies that the reserve with no bridle is worn at the hip, and is attached to the hang point where the riser and harness are linked.

Could the resulting asymmetric support tip me out of the harness? Is a single hang point on a Sky Systems flightstyle harness strong enough??? The lack of a bridle means earlier opening but greater shock. What about whiplash to the neck?

In theory the system was safe. For a satisfactory demonstration of this I was determined for the fastest descent rate, and late deployment. It was a beautiful mellow evening and the subtle restitution lift from the wooded slopes lifted me into the rosy sky. I was about 1000 meters over water by the time I was in position over the rescue boat. I swung around, made a few steep 360s to check the drift and then wound a steep spiral dive. The anticlockwise spin, which I held with deep left brake allowed me to rehearse the draw and throw with my free right hand: look and locate handle, push down opening the container, withdraw the deployment bag, throw with vigour into clear space.

I kept checking my height and locating the reserve. This is not easy in a sustained violent spin. I was pulling a lot of g but the real difficulty was assessing height over the featureless lake. I lost height very rapidly then:

Two handed I snatched the left front riser to my waist.

The canopy accelerated but didn't collapse. I swiftly climbed the front lines - success!! Right arm - grab - tear down then draw the little red bag onto my chest.

Free fall - find space - THROW. A LONG TIME WENT BY...

Having thrown I grabbed my head to prevent whiplash. As my hand closed on the back of my helmet the reserve opened and the world stopped. I checked my reserve, height and main in that order. Then splash, quite a gentle entry into water which was only a few feet away. The lake was as warm and soothing as the evening sky. I used the metamorphosi as a spinnaker to tow the rescue boat to the shore as Andre dragged my main on board. Eventually I heaved myself onto the dinghy and we headed back for dinner.

Irwy's Amazing technicolor Acfpuls Adventure concluded:

FINDINGS

In that position the reserve is quickly located and deployed.

The violent spinning descent was abruptly stopped.

The canopy opens very fast and could save from low down. (I was photographed throwing at 30 meters).

The only part showing signs of stress was me - one broken rib as a result of leaving the large lifejacket buckle behind my hang point quick link.

The final descent rate is largely dependent upon you collapsing the main effectively! This is best done by gathering the central lines attaching the rear risers to the canopy. I bought a Metamorphosi and never fly without it. I don't expect it to save my life, ubutbut it might wisdom is the better insurance, but it might just give me a second chance.

I gather that Andy Napolitan was also asked to go, and that he thought it was completely mad to do such things without being paid a lot for it... which is exactly the opposite of what Irwyn did....VG.

A NOTE FROM YOUR EDITOR.....

First of all, I would like to apologise for not getting Windsock out on a more regular basis. I spent a lot of time setting up desktop publishing facilities, more time attempting and failing to scrounge photocopying facilities in my hospital, saw my co-editor-to-be killed in a flying accident in France, waited a long time for YOU out there to write to me with other things but advertisements, and so it went on... My personal thanks go to Michel Carnet and our mutual flying friends who spent a whole Saturday until about 10pm (and MC the next day) photocopying 8000 sheets for the last issue. Incidentally I don't think he made a financial profit on that one. At last it seems that I have got a system going: my thanks to Mark Woodhams who has sorted out a cheap printing deal, as well as Nigel Ward, Dave Williamson and Dave Molineaux who all have been willing to put their time and effort where their mouths are. I suppose I have only myself to blame when I took on the job of editor, which until recently also encompassed all the other aspects of issuing a magazine, which - believe me- take up a lot more time than the editing.

It is not my intention to talk about the awful political state of the Club - although I feel it necessary now to make my position clear, especially in view of the patently biased views I am publishing this month, whose vitriolic contents are in some cases not even thinly veiled.

The Club is in dire straights, and the Committee (if not the Subcommittee) is in disarray, quite simply because two opposing factions have formed. On the one hand there is a view that commercial enterprises are at all costs to be controlled, as they are