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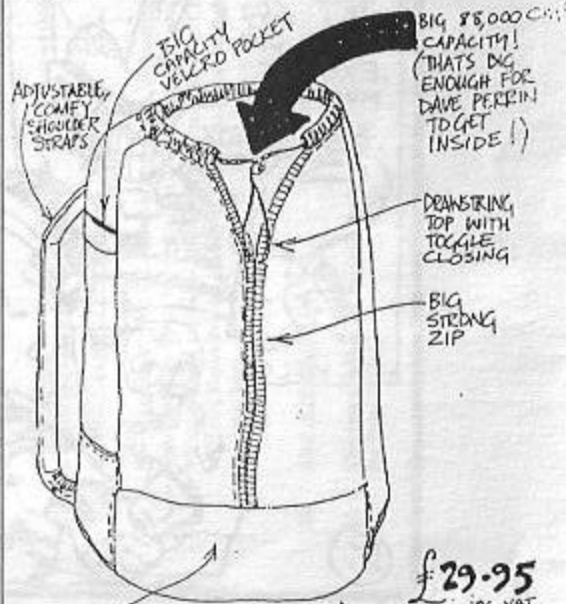
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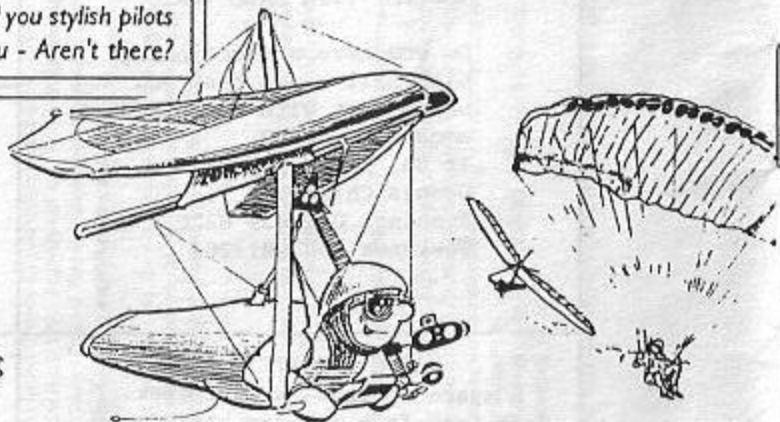
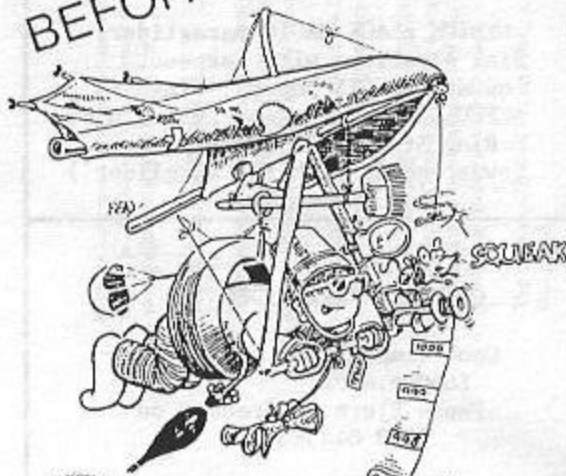
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# SUPER SACK!

BEFORE



AFTER  
 A VISIT TO SKY SYSTEMS

# WINDSOCK

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

JULY 1991

## Midsummer World Climatic Conference Held at the Dyke.



ANYONE FOR TENNIS?

LONG MYND SENSATION!  
 (SEE PAGES 10, 11, 12 AND 13)

# THE SOUTHERN HANG GLIDING CLUB

P.O.Box 36, Burgess Hill, West Sussex, RH15 9YD  
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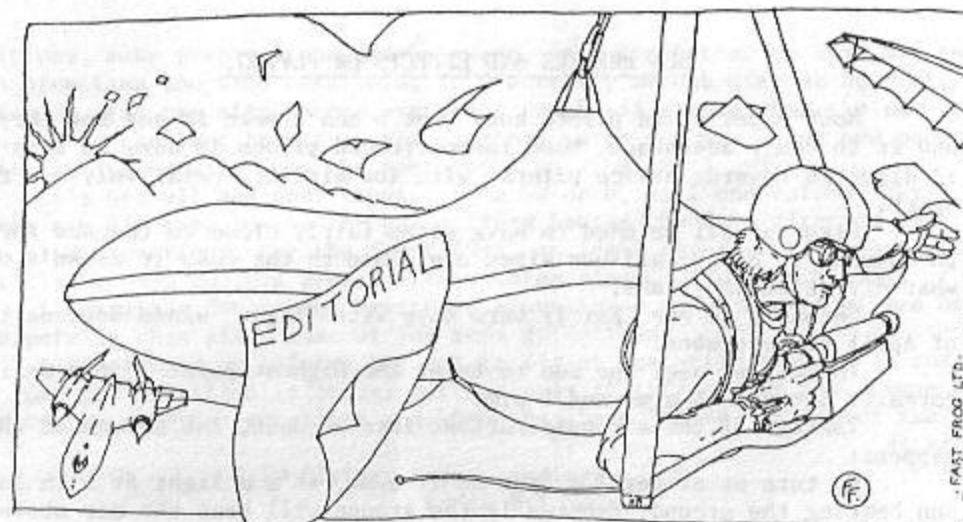
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### Readers please note

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#### Contributors:

E. Bilous, El Muck,  
Noel Venn



On Sat. 29th June at Devil's Dyke an aeromodeller complained that he had been so concerned about the volume of air traffic over the modellers bowl that he landed to avoid confrontation. When I informed him that the current agreement allows overflying of the bowl by hang/paragliders at a height greater than 250 ft a.g.l. he said that one paraglider had flown across at ridge height. He could not identify which canopy it was so I must stress to EVERYONE that, if the agreement is to work, we must stick to the rules; this is also in the interests of your own safety!

Alan Mortimer went in for the towing competition in Norfolk recently and came first overall, beating many local pilots who had far more experience than him.

In the club competition at the Long Mynd, Dave Williamson (who he?Ed) came joint first with a local pilot, but the Southern Club only came joint second out of four teams. The Avon team came first even though all four of their pilots, thinking they had landed at the goal, had, in fact, landed at the wrong village!

The new sites guide has been very professionally laid out by Mark Woodhams from the text of Kirran Patel and Nigel Gibson and the maps of Dave Matthews. When it has been printed one copy will be sent free to each member.

The management at the Devil's Dyke Inn have said that we can use a shelf of the bookcase in the pub for a club REFERENCE library. The idea is that books, maps and newsletters from other clubs will be left on the bottom left shelf for people to peruse on those rare occasions when it's raining outside. If you have any such material that you NO LONGER NEED (there's no guarantee that they won't "walk") then mark it up as belonging to the S.H.G.C. and "please do not remove" and send it to a committee member or place it on the shelf sometime when you're in the pub.

It seems that some of the problems with farmers stem from the fact that they think that we land in their fields on purpose. If a farmer approaches you, have £10 ready to pay for any damage done and politely stress that your landing was made in error.

The Sky Systems lectures have been usefully enjoyed by many pilots so far, but there is a date change to one of them (see below).

Safe flying,  
D.W.

#### SKY SYSTEMS LECTURES

The lecture on Airlaw and navigation by Mark Chick originally scheduled for Friday 19th July is now THURSDAY 18th JULY at 7p.m.

It's still free and members are asked to rebook to show that they are aware of the change of date as they will not be contacted direct.

## SEA BREEZES AND EFFECTS ON FLYING.

Most experienced pilots know what a sea breeze is and how they can use it to their advantage. Most inexperienced pilots do not, so this article is directed towards novice pilots, with low airtime, relatively new to the sport.

First of all we need to have sites fairly close to the sea for this phenomenon to occur; all our sites are close to the sea. It doesn't matter what direction they take.

Secondly we need fairly warm days with "light" winds between the months of April to September.

Thirdly we need the sun to be at the highest point in the meridian - normally between 11 a.m. and 1 p.m.

Taking all these considerations into account, let's look at what happens:

We turn up at Devil's Dyke at 11 a.m., it's a light NW with lots of sun heating the ground. Eventually the ground will heat the air above it and the air, therefore, becomes less dense and rises. Something has to replace this rising air: cold air which pushes in like a wedge from the sea. The sea breeze can sometimes push as far inland as 15 miles, depending mainly on pressure differences and heat exchange. Bearing these in mind our sea breeze can be a gentle SE (usually associated with a NE land breeze) or a very rough and strong WSW (usually associated with a NW land breeze). Believe it or not it also has a lot to do with the tide being in or out at that particular time due to adiabatic heating of the air above the sand. Having high pressure or low pressure dominant can also have an enormous effect on whether a sea breeze will be rough or smooth. There are many books to read on the subject which go into great detail; I suggest you read as much as you can as this particular effect will, in fact, affect you all through the summer months.

So, why do we need to know about it, how do we use it to our advantage, and should we stay at home?

The main point about a sea breeze is that it will change the prominent direction of the wind very rapidly. If it's a light NW during summer months you can almost always count on it sea breezing in a very turbulent SW or W direction; not much good for low airtime pilots as we only have Caburn and Newhaven to take these directions, and these sites are for experienced pilots only. If we start the day with a light N or NE wind then it's a lot better. We normally end up with an E or SE direction; great for Steyning or High and Over, but watch the latter site as it's very tricky indeed.

Indications of the onset of a sea breeze are ragged grey convergence clouds, lower than the cumulus cloudbase, approaching from the south, the windsock going limp with a general stillness of the air, and sometimes large flocks of swifts flying from low over the back of the ridge to head out over the front of the ridge. When the sea breeze hits the hill it very suddenly gets cooler, the windsock will reverse in direction and it gets very bumpy. (Before attempting a take off when the air appears to be still and if there is no windsock in sight, turn your face to the rear to check the wind direction as you don't always notice a breeze on the back of your head and may be attempting to take off with a following wind! Ed.) After a while the sea breeze settles in, the wind direction stays constant and if you are lucky enough to be on a site that faces into the sea breeze you can have a very pleasant afternoons flying.

As an inexperienced pilot - particularly on a paraglider - you most certainly do not want to be caught in the midst of changing air temperatures and directions. It's extremely rough on a hanglider; on a paraglider you will scare yourself shitless and have many deflations. So before you fly check

conditions, make preparations and be aware. It's far better to wait and see which direction the wind sets into; it's normally smooth after an hour of sea breeze. (It can also become extremely rough and strong when the sea breeze gives way to the land breeze in the evening; watch out for cloud and poorer visibility approaching from the north as a warning. Ed.)

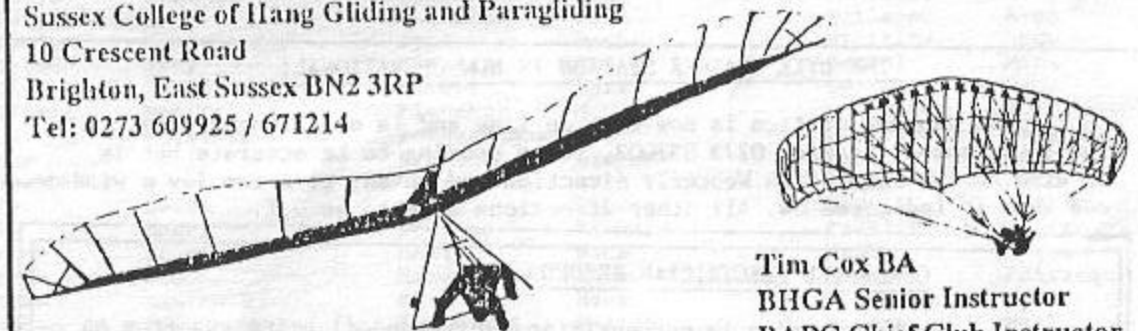
It's not all bad news though. In a SW or W, as I understand, Sky Systems are offering towing for paragliders behind the Dyke directly into these wind directions. For the first time, an ideal opportunity to actually start flying when the sea breeze effect takes place. Give them a call.

I certainly don't know everything about the complex matter of sea breeze but hopefully this gives some of you some guidelines.

A final word on safety: try not to fly at lunchtime between 12 and 2 as it can get horrifically bumpy, particularly if it's a warm day. Leave these times to the experienced pilots and when they have landed, ask about the experience.

Safe flying, happy landings,  
Eddie Bilous.

Sussex College of Hang Gliding and Paragliding  
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Tim Cox BA  
BHGA Senior Instructor  
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We sell harnesses, helmets, uprights, paragliders etc. all at the best rates available.

Clive Betts can repair anything that can be sewn. Pop in to the workshop at 16 Scarborough Rd. (near Preston Manor).

### WIND SHEAR? (see June Windssock)

It has been pointed out to me that the terminology for the GRADUAL changes in windspeed from the surface should be called WIND GRADIENT as wind shear is a SUDDEN change of wind speed/direction which can occur at any level.

Also gliders do not fly with a tailwind as the airflow is always from front to back, whatever direction they are facing, they fly with an increased groundspeed due to the downwind component or a decreased groundspeed due to the upwind component.

I do hope that my vaguary of terms has not confused anyone as I wrote the article in language that people seem to understand on the hill.

D.W.

COMPETITION DATES.

3rd/4th August (provisionally)

Home hangliding comp. with Dunstable, Isle of Wight and Sky Surfers. Yet to be confirmed.

31st August/1st September (provisionally)

Home hangliding comp. hosting the Airwave Challenge semi-final. To be confirmed.

The Thames Valley club are anxious to contact a pilot, believed to be a Southern Club member and possibly with a foreign accent, who was flying at Pilot Hill prior to 9/7/91. The pilot was male and flying a white, or light coloured, Kiss with a yellow leading edge.

If you think this is you, or think you know who this is, then please let me know as soon as possible.

D.R.WILLIAMSON (Windsock editor)

THE DYKE WEATHER STATION IS NOW OPERATIONAL!

The weather station is now back on line and is on a longer pole. The phone number remains 0273 857002. It is proving to be accurate but is in wind shadow in a South Westerly direction and so may give too low a wind speed when it indicates SW. All other directions seem to be O.K.

QUALIFIED ELECTRICIAN NEEDED

The weather station is currently (no pun intended) being run from an extension lead to the pub kitchen as Whitbread's will only allow a 13 amp socket to be fitted in the loft space by a qualified electrician. This would only take a few minutes as there is plenty of wiring to tap into so if anyone would be willing to take proof of qualifications to the Dyke pub and do it please contact John Charlton on 0342 716006.

WINDSOCK DEADLINE

The copy deadline for Windsock is now the first Wednesday of the month. This coincides with the committee meetings. Please send all articles/adverts to the editor. I haven't been getting much from the paragliding fraternity lately. If anyone wants to dish the dirt on P/G gossip anonymity is assured!

CONGRATULATIONS!

To Oriole and Eddie, a daughter, Sophie. Mother and baby doing well despite the Bilous midwifery technique of rushing to the kitchen to pour himself a large brandy.

AIRSPACE MAPS

To legally fly cross-country you must be carrying a current airspace map. For the South of England this is now edition 17. They are available, at cost price, from Jo Cattlin on: 0273 818016 or 0883 344941 or see him on the hill.

ANYONE INTERESTED?

There is to be a competition for 'birdmen' flying from the pier at Saltburn, Cleveland on Sunday 11th August 1991. First prize for serious entries is £100. If interested contact the club secretary for details.

\*\*\*\*\* MUCKRAKER \*\*\*\*\*  
(Revisited)

The individuals listed below have not renewed their membership of the SHGC. Without doubt, the reason for this in most cases is not that they are no longer flying on our sites: rather that they think they can use our sites free of charge.

Do you want to support these free-loaders?

If not, then help us all by persuading these people to pay up (the method you use is up to you!).

You might also like to collect a £2 site fee from them when you see them on the hill (and hopefully pass it on to the Club treasurer).

It doesn't require too much brain power to realise that the Club would soon cease to exist if everyone took the attitude that they could get away without paying for the use of Club facilities.

Ackroyd	Trevor	Edwards	John	Nancarrow	Tony
Allwright	R	Elliston	Mark	Neilson	Alan
Amman	Monique	Eyre	Michael	Nikitits	Andy
Anderson	Tony	Finney	Keith	Oestel	Mark
Ashley	David	Fisher	Mark	Owers	Paul
Attfield	Martin	Fletcher	J	O'Donovan	P
Auld	Alistair	Fotheringham	Ian	Partridge	Calvin
Baker	Chris	French	Steve	Pearson	Max
Baldwin	R	Gausden	AJ	Perrin	Mick
Bale	Derek	Gould	Jeremy	Powell	Darrin
Ball	Roger	Greaves	Richard	Ractliffe	Stefan
Barton	Roger	Hall	Nick	Ragg	Nigel
Bastin	Rob	Harding	F Paul	Reyes	Patricio
Batten	Laurence	Hart	Nick	Robertson	Mike
Bingham	Mervyn	Henderson	Ellice	Rogers	Mark
Booth	Andy	Hewitt	John	Roman	Stefan
Boreham	Richard	Higham	Mark	Rothwell	Timothy
Bourne	Laurence	Horsfield	Eddie	Scrase	Alan
Bramhill	Kevin	Hughes	Roland	Sedgwick	Ray
Brierre	Philippe	Humphries	Anna-Zoe	Seeley	Philip
Bull	Kim	Hutchinson	John	Sharma	Pradeep
Burden	Peter	Janes	Clintyn	Siddle	Jerry
Butler	Jay	Jehu	Irwyn	Slough	Steve
Callow	Tony	Johnson	Peter	Smith	Leonard
Carstairs	James	Johnston	Ken	Smith	Graham
Carter	Stuart	Jones	Nick	Smyth	Aidan
Chapman	Mark	Jones	Dave	Southgate	Miles
Chick	Mark	Jones	Chris	Steadman	Jane
Clark	Beverley	Kemp	Ian	Steven	Marion
Coates	Samantha	Kent	Phil	Sturmer	Corinna
Collin	Jean	Kinlan	Dave	Swallow	Nick
Conroy	Liam	Lambert	Brian	Taylor	Paul Stanley
Cook	Steven	Lane	Tony	Thompson	Duncan
Cook	PDT	Lavender	Mark	Tingey	Mark
Cooper	Tammy	Lawson	Jonathan	Travers	Howard
Cowling	Steve	Leach	Christopher	Turner	Neil
Crocombe	Alfred	Leatham	Ed	Vickers	Dave
Cross	Andrew	Leavis	Peter	Watson	Graham
Currell	James	Liddard	Don	Westbury	Stephen
Davis	Terry	Lovell	Chris	Whittall	Matthew
de Barros	J.O.	Mackay	C	Whittington	Tony
Dearden	Andy	Maledy	Dave	Williams	Bleddyn
Dent	Bill	Maynard	Doug	Willis	Steve
Devereux	Sonia	McDonald	Colin	Wilton	Brian
Dix	Ian	McKinstry	Nola	Woodhams	Mark R
Drewery	Cliff	Miles	Sharon	Wynn Jones	David
		Mortimer	Alan	Young	John
		Mulford	Robert	Zimmermann	Pete

#### MUCKRAKER

People started queuing the day before to get centre court tickets to witness the spectacle of JOE "HAS ANYBODY HERE SEEN ELKIE?" HAYLER trying to break international language barriers by interviewing Soviet pilot SERGEY "AND THE RUSSIAN JUDGE DIDN'T LIKE THAT ONE!" DROBYCHEV. Spanish Joe went through to the interview after conversationally confusing several Southern Club members, despite the use of an interpreter, in the semi-final.

JOHN "MY POLE GETS LONGER EVERY MONTH" CHARLTON recently test flew the new AMOUR and says that he is particularly impressed by the easy handling and the way the uprights break when you stuff it in!

A visiting pilot recently said that he had been down to Woolacombe the day before and despite checking with the local club in advance, found the site inhabited by a portly gentleman who acted "as if he owned the place". I feel that we should offer a prize to anyone who CANNOT identify said gent!

TIM "GOT A FAG?" ROTHWELL says that the main advantage of slope landing at the foot of the hill, in the midst of the bushes, is that it only takes four people twice as long to get your glider back up to the top as it would take you on your own, to get it back up, if you bottom landed.

ALAN "READ THE SMALL PRINT" MORTIMER did his bit to help with the running of the Ladies Comp. by offering free accommodation to any competitor who wanted to share his tent with him. No one was hurt in the rush.

At the same competition DAPHNE "FLYING ON RADAR" FREEDMAN refused to share a room in the Bradwell Gliding Club with DAVE "TRIVIAL HIRSUTE" MATTHEWS. Perhaps he and Alan Mortimer would make a wonderful couple?

STEVE "FOOT AND MOUTH" UZOCHUKWU found that the best way to please a Northern farmer is not to land on his farm and then kick his dog in front of him.

Why did MIKE "GOLLY" ROBERTSON recently try to take 400 sheep home with him from the Dyke (even the ugly ones)?

JOHNNY "AERIAL ERECTION" CARR says that you can tell who your mateys are by the way they fly over you on a paraglider, while you're waiting to take off, shouting: "Johne! Johnee! 'urry up! Ze sea-breeze eet is coming!" and prompt you to take to the air only to go down to the bottom when, in fact, it does not sea breeze all day.



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SKY SYSTEMS LECTURES : Call (0273) 857700 to book your place now, or for a copy of our full calendar.

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JUDY LEDEN MBE presents a seminar on XC and competition flying : 7pm, July 17th : FREE

The new combination lock at the Firle car park is a four figure one, so the combination is:  
0360

From 'Hot Air', the S.W.Wales mag.

## WAS THIS YOU? by Dr. Tom Scott

Down here in sunny old Cornwall we have lovely cliffs and beaches and winds but, would you believe it, precious few satisfactory flying sites? Most BHGA members who come down here for their holidays call the local club and find out where to fly and, more importantly, where not to fly. And they usually end up joining us in a glass of beer at our monthly meeting in a local pub.

But what happens one lovely windy day in August, but some flyer from Sussex who is down here with his kite, takes a peek at our coastline and finds, lo and behold, a beautiful looking bonk of a hill right on the edge of the great Atlantic Ocean. Now this bonk has a magnificent cliff frontage on to the sea which is open to all winds from West through to Nor'east, but is it safe or flyable? Not on your nelly!

Now this Sussex geezer takes a great fancy to our bonk and decides to do a hop or two from it. So does he contact the local club - the Kernow Sail Wing Association? Not a bit of it. Perhaps he thought we were a lot of old yokels down here. Anyway he decides to have a go, and he does. Oh boy, and how! What happens is this. When he is a little way out from the cliff and lost a little bit of height and floating above a precious narrow bit of beach, he starts to gather a bit of sternway in the breeze. Back he goes inexorably nearer to the cliff. The inevitable happens. He lands (if you can call it that) half way up (or is it half way down?). He is now stuck, his rigging wires caught on a couple of twigs, and to the everlasting credit of his guardian angel, there is also sufficient wind pressure on his sail to help the twigs hold him up.

Anyway, after 'hanging' around for an hour or more twixt sea and sky, he gets hauled up again by the expert ministrations of the cliff rescue service at great and unnecessary expense to the Cornish ratepayers, and to the detriment of hang gliding as a respectable sport in general and to the BHGA and our Club in particular.

I hesitate to give the flyer's name, but it is known to both the Editor of 'Wings' and the Secretary of the BHGA and possibly unofficially also to many others by now.

Fortunately for him his injuries were minimal.

T.S.

(Well, I don't know who this was but I don't think I've ever taken a fancy to a bonk in Cornwall ! Ed.)

## CAPTION COMPETITION

Would you like to put words into Oriole's mouth? Even if you wouldn't you can always retain the following photograph, which was anonymously donated, as a pin-up!



Send entries to 'WINDSOCK' editor as soon as possible.

1st prize:

A night out with Eddie Bilous.

2nd prize:

Two nights out with Eddie Bilous .....

### HARDCORE STILL NEEDED!

Hardcore is still needed to fill in holes in the road to our car park at Firle. If you know of any sites where it is available then please contact Kevin Pickering on: 0273 846319.

Feel free to volunteer to help him shift it as well!

IS THERE ANY CONNECTION BETWEEN THE JOINT

WINNER OF THE LONG MYND COMPETITION AND THE EDITOR OF

"The Zoo Goes West..... er..... or was that East?"

A light hearted look at life with Noël Venn.

It was a typical rain sodden, windswept afternoon in the back of a van, surrounded by foetid (has someone had the thesaurus out here? Ed.) mattresses and Chernobyl sheep, on Merthyr Common when Craig Dolwin's mood finally snapped.

"I can't take any more, I need some nil wind days in foreign mountains with 10 up thermals and 11,000 ft. cloudbases every day. It's all very well these international pilots coming back with fantastic tales of derring-do but what about us? What about Bassano last year? Not only was there a full British team entered, but Robin Hamilton entered as an independant Scottish team."

"Did you say Scottish team?"

"Yes!"

"Well, if a Scottish team, why not a Welsh team....."

And that was all it took to set Craig Dolwin thinking.

The next three weeks saw some creative letter writing, international phone calls and a bit of grovelling to the Welsh H.G.F. and, ultimately, the birth of the Welsh Hang Gliding Team, er..... namely Craig Dolwin and Noël Venn. Well it started off as two, but we had to fax our entry for the 1991 Mt. Grappa competition at Bassano using Ron Richardson's fax machine and you know how it is,

"It's my fax machine, and if I can't play.....!"

Then we were three.

So off we set, the official Welsh Hang Gliding Team, a.k.a. the Cardiff Zoo, for Italy, with a full tank of gas, the glories of the international arena, and some rather sketchy arrangements to meet a retrieve driver (Elaine) in Venice in the early hours after the first day of the competition.

When we got to Bassano it was raining and cloudbase was a grand balow the top. The shorts and sun tan lotion went straight to the bottom of the bag, but flying started.

Practice days went like this:-

- 1) Top to bottom
- 2) Imbedded Cu-Nims, rain and wind direction switching by 180° on a regular basis. Some still chose to fly.
- 3) Top to bottom, taking off in cloud and flying in rain.
- 4) Actually achieved 2½ hours flying with cloudbase 500-1000 ft. below the top.

During the practise days, it became apparent that several of the British team members from Brazil were entered only as individuals to allow more Brits to enter as the British Team (trés sporting, n'est pas?) which obviously meant that one or two respectable pilots were without a team. It was at this point that we managed to convince the Italian authorities that Mr A. Ringer was, still is, and shall always be Welsh (we shall refer to Mr A.Ringer as Jess to maintain his anonymity!)

So then we were four.

And then the competition.

Suffice it to say that it was rather busy. With over 150 gliders maneuvering for the best launch slot things got exciting even before taking to the air. Turbulent lee side thermals were further broken by the sheer number of gliders wrestling for each core.

cont....

Perhaps at this point I ought to describe the site a little. Basically it is a very long ridge facing S, SSE with a few large gaps, some stretches being virtually without landing areas (or at least very limited).

The weather conditions improved throughout the competition but were dominated by cold North Easterlies, making for strong, often turbulent, lee side thermals. Take, for example, the forecast for day two. (see end of article) Check out those temperatures and the turbulence warnings. Four inches of snow had fallen overnight, which surprised the hell out of me, and I was only wearing trainers (and my flying gear!) which were promptly soaked before I took off.

In fairness I can say that it was an accurate forecast. The thermals, whilst far from warm, were particularly easy to find; they were where it wasn't snowing! After ½ hour of these temperatures at 6500 ft. I thought I was going to get frost bitten toes, I didn't of course, but I thought it all the same. When I landed later that day I had to remove the ice from my leading edges before packing away.

The tasks throughout the competition were races between two turn points and then to the goal field, with the last day being a straight race from an alternative launch site to the goal field. Depending on the forecast, tasks were anything up to 124 km. in length, with only a handful of pilots making goal on any day, with the exception of the last day when the majority of the field made goal.

I never made goal. This upset me, but it did mean that I practised my out-landings — a lot! Out-landing could often be described as interesting in the limited areas available. At least when landing out you were seldom alone, chances being that you'd chosen the only spot, and I do mean spot, in the near vicinity so any other pilot unlucky enough to go down in the same area soon joined you. Activity in any one field was often quite intense. The only time I did land by myself was on a slope surrounded by trees, halfway up a ravine. I wonder why no one joined me?

And the results:

Well we didn't scoop any prizes, the independant Brits (and Scots) coming 1st, 2nd and 3rd with the French taking the team prize, but we did okay. Mr A. Ringer came a creditable 13th, Ron Richardson 41st, Craig Dolwin 91st and Noël Venn listed as \*\*. I thought this meant "highly commendable", but it seems it really meant "also ran".

Fortunately only the top three scores counted from any team, so the net result was that the Welsh team came 7th, just ahead of the British in 8th, out of 19 nations. Even if you substitute Jess's score with mine we would still have come a respectable 11th.

Individual Results		Team Results	
1) J. Pendry	21513	1) France	55989
2) B. Goldsmith	21399	2) Austria	53039
3) R. Hamilton	20472	3) Italy	51191
13) Jess	16356	7) Wales	35322
41) R. Richardson	12050	8) Inglaterra	34880
91) C. Dolwin	6916		
** ) N. Venn	3540		

(SEE OVER FOR MAP)

THIS MAGAZINE ————— DOES ROSE KENNEDY NEED A

BLACK DRESS?

Weather situation : UPPER LOW N-ITALY MOV SE  
 Fronts : BORA SITUATION, BEGINNING HIGH PRESSURE SURFACE

Clouds : 4-6 18 CU

base : 1200-1500 ⇒ 1600-1800 m NN  
 middle spread out layers, overdeveloped  
 high Ci-fields 18

Rain : SNOWSHOWERS OVER MOUNTAINS

Visibility : 20-30KM, in 500-1000m

Thermals : poor / moderate / good / ~~very good~~ ragged!  
 quality but very bumpy  
 Bluethermals up to m NN reduced snow field

Thermals beginning : 12 o'clock MEZ at 8 Degree

Thermals end : 17 o'clock in 1000m at 2°

Inversions : from ground to m NN  
 end at o'clock

further Inversions beginning  
 from 2500 to 3000 m NN

Zero degree centigrade at 1000 m NN



Wind :	direction/Degree	Speed km/h	Temp. Degree C
ground	NE-SE	15-20/gusts 30-35	
1000m NN	NNE	30-35	0°
2000m NN	NE	40-45	-8°
3000m NN	ENE	45	-13
5000m NN	E	50-55	-27

Special advise : heavy turbulences southside of the crests due to Bora-situation

QNH : 1020 Sunset : ~18.15 o'clock MEZ  
 VERONA forecast for to-morrow :

increasing high pressure, NE-winds,  
 upper low has moved against greece

Weather Forecast ----- day 2

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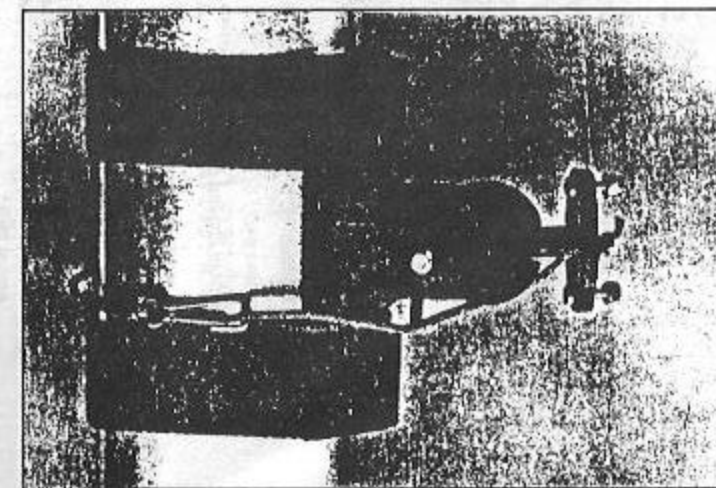
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MINUTES OF THE SHGC COMMITTEE MEETING, 3RD JUNE 1991

Present : J.Carr, M.Brady, M.Carnet, A.Turner, D.Williamson, N.Ward, N.Gibson, A.Shaw, M.Woodhams, K.Pickering, M.Johns, J.Cattlin

Apologies : E.Bilous

1. Minutes from Previous Meeting

The following amendments were agreed :-

Section

1. Add "R.Crowley had sent a cheque to J.Carr to cover fines incurred when pilots under his supervision landed in the crop at Firle".
- 3.1 All site rules published in French and German will state that no bottom landings are permitted at any site and that visiting pilots must always consult a member for upto date rules before flying.
- 3.5 (para 1) "right of refusal at price originally paid" should be "right of refusal at the price originally paid or current market price, whichever is greater".
6. (para 4) "the Club should similarly take over the lease of the S.W. field at the Dyke...." should be "the Club should similarly take over the lease of the S.W. field at the Dyke for the Club to use for towing ...."
7. (para 1) "LJehu" should be "LJehu, present at M.Woodhams request to report on the use of the site for training...."

8. (last para) Delete "and represents a relaxation of existing site rules".

11. (para 1) The dates of the paragliding competition should be "6th/7th July".

2. Matters Arising

2.1 Visiting Flyers

M.Carnet is preparing statements for Vol Libre and Drachenfleiger magazines and for display on club sites, that Club sites may not be used for training by foreign schools and that all visiting pilots must be insured.

2.2 Dyke Lease

M.Carnet said that he has now received a lease document for the S.W. (towing) field at the Dyke but that it contains repeated references to Firle.

2.3 Firle Car Park

A.Turner has taken some hardcore to the car park at Firle.

J.Carr mentioned that members with smaller cars are experiencing problems with grounding.

K.Pickering reminded the committee that the only permissible alternative to using the Club's car park is to park at the bottom the hill. He also said that no response had been received to the request for hardcore published in Windsock.

2.4 Replacement Chain at the Dyke

A.Turner reported that, following an accident at the Dyke where the ambulance crew had to cut through a lock to gain access to a field, the landowner had requested £12 for the cost of its replacement.

2.5 Wording of the Club's Dyke Lease Document

M.Woodhams had obtained advice on the wording of the Dyke lease document and recommended a number of changes. In particular :-

- all references to hang gliding should be extended to include paragliding.
- any reference to rates (i.e. local govt. tax) should be removed.
- the Club's insurance responsibilities should be limited only to Club activities. M.Brady will write to Reggie Spooner to clarify the extent of the Club's cover under the BHGA policy with regard to overseas pilots.

2.6 VAT on Site Rent

Having made some enquiries at the Customs & Excise, M.Woodhams said he had received conflicting information on whether VAT was payable on the Club's site leasing arrangements but felt it was likely to be due.

M.Carnet said that it may be possible to avoid paying VAT if the BHGA, which is VAT registered, takes over the leases on the Club's behalf.

A.Turner will obtain a cheque from Peter Day for payment to Farmer Williams of rent for the current quarter, net of VAT. Before paying the VAT element, the Club will require a VAT invoice.

2.7 Lock on Firle Car Park

A.Turner said the farmer at Firle insists that the gate to the Club car park is kept locked. A.Turner will purchase a very heavy duty chain with combination lock.

2.8 Payments Due For Xmas Bash

Payment for Christmas Party tickets has still not been received from Mark Elison and Tim Mac Donald.

2.9 Sites Guide

Mark Woodhams reported he is now in possession of all artwork, maps and text. The maps, produced by Dave Matthews, are of high quality. However, some work is still required, particularly with regard to the text.

In the interests of preparing the guide for publication as soon as possible, M.Woodhams suggested allocating each site to one member

of the committee to be vetted for accuracy and completeness. Apart from Pleasant Rise Farm and Chanetonbury/Sullington Hill which will not be included, sites were allocated as follows :-

High and Over	A. Shaw (who will monitor the situation regarding the possible sale of the site).
Düchling	J.Carr
Newhaven	N.Gibson
Steyning Bowl	E Bilous
Dyke	M Johns
Firle	A Turner
Caburn	M Carnet
Beachy Head	J Cattlin

Sites to be vetted and completed by the next committee meeting.

M.Carnet said he is prepared to open to the Club, a bottom landing field at Springs, Edburton.

2.10 SHGC Membership of the BAPC

M.Brady said that a letter had been sent to Angela Morris 2 weeks previously but as yet, no response had been received. M.Brady to contact J.Carr if no reply received by JC's return from the Bleriot Cup.

3. Sites, Fines etc

J.Carr to make contact with an alternative landowner at Düchling regarding bottom landings.

J.Carr handed over a cheque for £20 to cover crop landings at Firle. Will anybody else who has done likewise please pay their fines?

The chairman is aiming to open up Firle as a complete hang gliding site (i.e. with a dedicated bottom landing) before the next AGM.

CONT...

(small) north bowl at the Dyke. M.Gibson will progress this issue.

M.Johns expressed the opinion that not enough pilots elected to overshoot when they should do.

K.Pickering suggested that low airtime pilots should be given more encouragement to use the Club Coach system especially if flying a new site for the first time. A full list of Club Coaches will be published regularly in Windsock.

6. **Competitions**  
K.Pickering is attempting to arrange a competition with the Sheffield Club. He is also planning to hold the Airwave semi's (13-15 Sept) on SHCC sites. This may require contacting the farmer.  
*Andy Neapolitan Trophy*

7. A number of suggestions were made:  
Best tow Cross-country  
Best performance in Club Competitions  
Best paragliding performance  
All round trophy for pilots who fly both types of aircraft  
Due to time constraints, this will be discussed further at a later date. Sue Brooks was asked to provide a list of all current Club trophies.

8. **Membership**  
256 members have renewed. Site fees will be collected from defaulters and non-members.

9. **Personal Comments In Windsock**  
The Committee does not wish to act as censors, preventing the opinions of members being published in Windsock. However, in cases where opinions expressed may cause offence to another Club member, the individual concerned should be given the right of reply in the same issue.

10. **Date of Next Meeting**  
The next meeting will be held on Wednesday 3rd July at 8.00 p.m in the Dyke Hotel.

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4. Farmers have been approached and are co-operative. They will look at crop production this year to assess the likely financial impact of leaving space available for landing.

**Meeting With Paul Milmore**  
J.Carr reported on a meeting with Paul Milmore, Conservation Officer of the East Sussex County Council who made the following points with regard to the Club's relationship with other bodies:-  
-Should the proposed purchase of the Dyke go ahead, planning permission may subsequently become a problem.

- Regarding the proposed sale of Beachy Head, the Club should write to Eastbourne Council requesting a copy of the tender document and asking for representation, or if that is not possible, notification, when hang gliding is to be discussed.

- The Club should seek a sponsorship arrangement, possibly with Whitbread.

- A Sussex Downs Conservation Board is due to be established on the 1st April 1992. M.Brady will write to the W.Sussex and E.Sussex County Council Planning Departments requesting representation for the Club as a major interest group.

- At Beachy Head, the ornithological society's ringing station has recently been very badly vandalised. The Club could gain very good publicity by raising funds to help restore it.

5. **Safety**  
M.Johns commented that many problems when top landing seem to arise from pilots performing low approaches fully downwind rather than crabbing in.  
K.Pickering will make a blackboard to display information on site.

M.Johns said he had received a telephone call from Club pilots complaining about modelers' flying behaviour at Mount Caburn resulting in Club members having to abandon flying because it was too dangerous.  
(M.Carnet pointed out that the landowner has an interest in modelling.)

The issue was raised of pilots flying low (i.e. below 250 feet) in the