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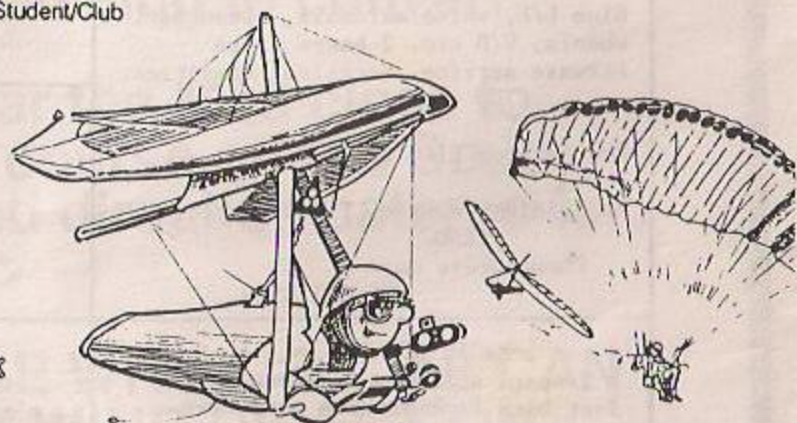
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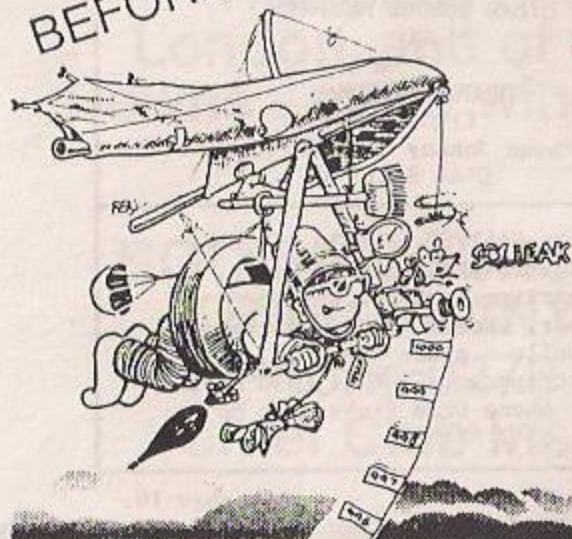
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BEFORE



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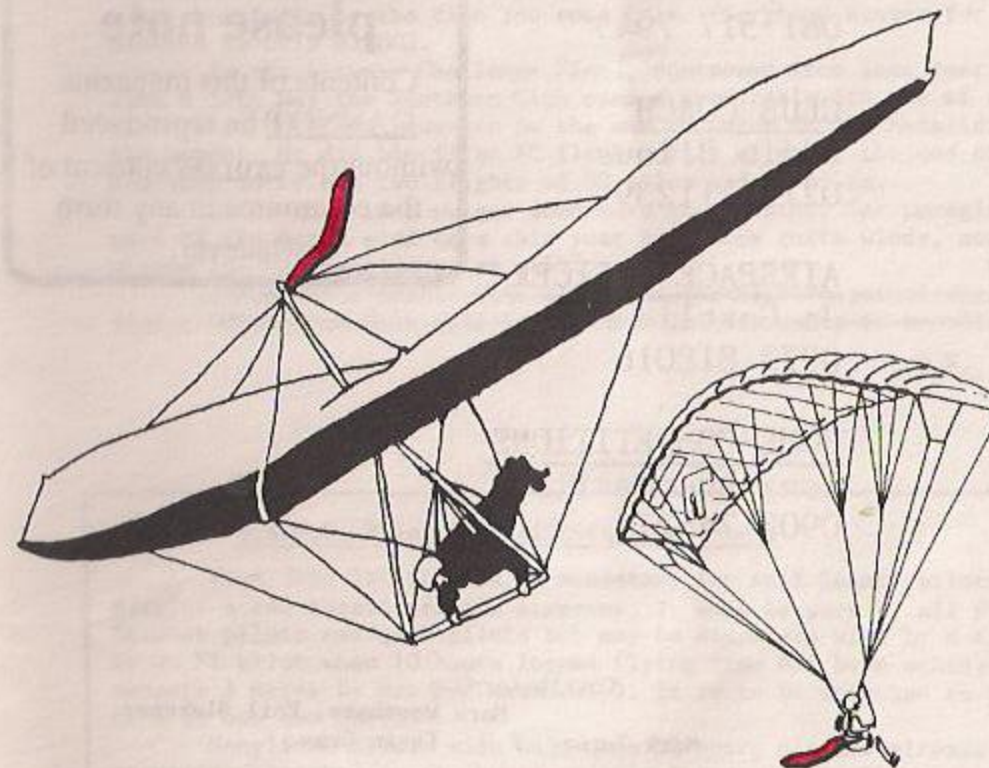
WINDSOCK

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

MAY 1991

How To Recognise Novice Pilots At A Distance.

NUMBER 1 - THE RED STREAMER.



FROM JUNE 1st HANGLIDERS AND PARAGLIDERS WITH LESS THAN 10 HOURS SHALL DISPLAY RED STREAMERS.

THE SOUTHERN HANG GLIDING CLUB

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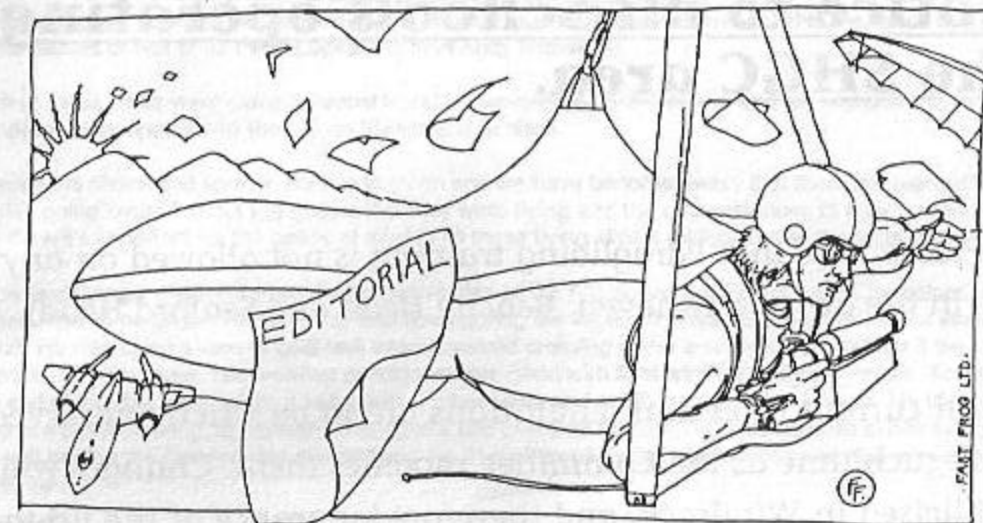
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Readers please note

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Cotributors:

Mark Woodhams, Phil Blakeney,
Mark Turner, P.W., Kevin Grey.



The season of rough weather is still upon us and there has been another accident where a pilot got turned downwind whilst top landing at the Dyke, suffering a dislocated shoulder. Although the rough thermals may be good for rapid climbs to 3,000 ft. they also mean that you need to keep more speed on for take offs and landings to be sure of maintaining control authority. If this causes you to overshoot a top landing it's still better than crashing!

We must apologise for the weather station not being in service recently. This is due to the kitchen at the pub, where the computer is located, being refurbished and necessitating it's temporary removal. This will be finished soon; hopefully by the time you read this. The phone number for the weather station is 0273 857002.

In the Airwave Challenge Final, postponed from last year, held 11th & 12th May the Southern Club came a creditable 4th out of eight teams. Alan Mortimer seems to be the man to watch on the hangliding front at the moment. He did his first XC flight, of 12 miles, at the end of April and one week later did two flights of 50 miles and 35 miles.

Let's hope that we get some more good weather for paragliding as most of the North wind days this year have been quite windy, sometimes too strong for the hanggliders as well!

I hear that Robbie Whittall broke the British paragliding record by flying 90km from Milk Hill in mid May. Is this going to be official? *Yes!*

D.W.

B.A.P.C. Pilot Identification Streamers

From June 1st it will be mandatory for self launch pilots only to display a red identification streamer. It must be worn by all F1 pilots, Student pilots and club pilots but may be dispensed with by a club pilot or an F1 pilot when 10 hours logged flying time has been achieved. It is to measure 1 metre by 8cm (approximately). It is to be attached to the rear seat area by one end only.

Hanglider pilots with less than 10 hours airtime already display red streamers attached to the kingpost (see front cover). These streamers give no special rights to the pilot displaying them, they still have to follow the rules of the air, but they act as a warning to others to give them due consideration in the air.

Notice to all Schools operating in the SHGC area.

- 1) Please note that Paragliding training is not allowed on any cliff site in the area. (Newhaven, Beachy Head and Seaford Head).
- 2) All current rules and regulations are to be strictly observed until such time as the Committee modifies them. Changes will be publicised in Windsock, and therefore ignorance of the up-to-date rules cannot be claimed as defence.
- 3) All Schools should formally register with the SHGC Schools Liaison Officer: Mark Woodhams, 60 Compton Road, Brighton BN1 5AN. This includes the well-known Schools (Sky Systems, Tim Cox, Eddie Bilous etc), but also freelance teachers and small seasonal operators. All registrations should be submitted within one month of this notice appearing in Windsock. (Just because I may know you does not mean that you need not put in a formal request for registration).
- 4) All Schools should pay the SHGC £2 per day per student when training on SHGC sites. Schools should enclose photocopies of their official training log as support for the payments. Cheques should be made payable to The Southern Hang Gliding Club and sent to Mark Woodhams at the above address, who will forward them onto the Treasurer and maintain a record of payments.

08 05 91

LETTER FROM AIRWAVE ----- 14/5/91.

It was with great sadness and a good deal of shock that we at Airwave learned within the space of a week of the deaths of first of all Pepe Lopes and then Andy Napolitan.

Both of these pilots were close personal friends to several of us at Airwave and we would like to extend our deepest sympathies to their close friends and families.

Despite the shock and sorrow, life has to go on and we have become aware that there are many different stories going around about the gliders that they were flying and the circumstances of their accidents. We think it's important for the peace of mind of all those flying similar gliders that all the facts are known.

Pepe was flying a mylar K2 (the competition version of the K2) during the Shima Selki Championships in Japan. The same glider which he had also flown during the World Championships a few weeks earlier in Brazil. He was flying a race to goal task which involved crossing some areas without landings if the most direct route was taken. The weather conditions were good with light winds and light thermals. Towards the end of the day he flew into a valley with 3 other pilots and could not get out of it again. He tried to land in a small clearing, apparently misjudged it and overshot the landing. This resulted in him flying into the cliff behind the clearing. He crashed heavily. The other pilots flying with him all landed unhurt in trees close-by.

Andy Napolitan was flying a Composite K2 during the first round of the British League at Milk Hill in Wiltshire. This is another competition version of the K2 and the sail is made of a combination of a mylar scrim cloth and a rip stop dacron. It's equivalent in performance to the mylar K2. He was flying a pylon race task which involved racing around several different turn points on a fairly short course on the Marlborough Downs. The weather conditions were not good with a strong 20 - 25mph wind and cloudbase that varied from level with the top of the 400ft. hills to 250ft. above it. Due to the low cloudbase it was necessary to cross a spur into a bowl beyond the first turn-point in order to be able to take the required photo. Andy was trying to do this and was low in the lee of the spur when his glider hit some lee rotor and was thrown with some force into the hill from about 70ft.

When accidents such as these happen it makes us all question the causes and look at the possible lessons to be learnt.

Andy's accident in particular led us to question the structural and pitch characteristics of the glider and since his accident we have had the K2 back on our own test rig as well as the BHGA test rig.

We have reconfirmed the results from the tests that we had originally performed (as have the BHGA) and established to our and the BHGA's satisfaction that the Composite K2 passes all the tests required to British certification standards. We are happy with these results and feel reassured and confident in the qualities and standards of the K2.

The judgements on other aspects of competition flying that these accidents bring to mind we'll call on other people to examine, but feel that there are many points that should be questioned.

Dear fellow aviator,

I would like to express my unreserved apologies for any embarrassment I may have caused on the Monday Bank Holiday at the Dyke.

As I was overshooting for the second time whilst trying to top land in the paddock I'm afraid that, in a fit of pique, I verbally vented my frustration on a member of the public who, at the time, was running backwards and forwards in front of me with arms outstretched in an apparent attempt to embrace my rapidly approaching glider.

Divine retribution was swift, however, as I was immediately and horrendously thrashed by some inexplicable turbulence (which I later discovered, from another pilot, was due to a fire that had been lit over the road.)

(are you sure?!! Ed.)

To make things worse I then got mugged by a treacherous O up, giving me the idea that I might get back up, which fizzled out forcing me to land in the crop field for a tenner. (Oh alright! Yes I did drop the nose as well!)

Anyway, I do appreciate site-sensitivity and the need for diplomatic relations with other members of the public who have as much right to be there. Won't happen again.

guttedly yours,
KEVIN GREY.

MOLDAVIA, USSR FLYING HOLIDAY JULY 1991

How about a flying holiday with a difference this year? I have been keen to try some of the excellent Soviet sites for some time now, but have been discouraged in previous years because of the apparently poor local organisation and far-from-timely advance exchange of correspondence with Interaero Moscow regarding costs and arrangements. Things are somewhat better these days (at least, as far as hang gliding is concerned), with a lot of state money (?) having been put into developing the sport, setting up glider manufacturing cooperatives and assisting competition teams and individuals. And so, I have every intention of going there this summer, whether any of you low-life out there care to join me or not!

The event? The "2nd Peace Cup International Open Hang Gliding Championship", from 19th to 25th July inclusive. The sites? Yampol, Moldavia. The Moldavian Republic is one of the fifteen Soviet Republics (until further notice) and contains the beautiful Carpathian Mountain foothills and much thermic flying territory. Moldavian wine is famous in the Eastern bloc. The people of Moldavia have a common language and heritage with the peoples of North Eastern Romania, and like other Soviet republics are currently in the throes of moving towards independence from the Russian-dominated USSR.

The flying conditions in Yampol? There are take-offs of 330' AGL for every wind direction. There are many villages in the region, with good roads allowing XC retrievals. 130 pilots participated in the Peace Cup last year. One of the most interesting outcomes was that visiting US pilot Howard Osterlund met and subsequently married a Russian girl, Irina Matreenko. Incidentally, Howard was the first foreigner to fly in the USSR, and came 4th out of 70 places in another Soviet competition.

Howard wrote recently in "Cross Country" magazine, "...Many people inside the country knew sufficient English, so that my inability to speak Russian was not a problem. I feel a strong personal friendship with many of the pilots I met, and hope to fly with them again."

Please have a good think about flying in Eastern bloc events and so cementing East-West flying friendship, as it is unlikely that for the foreseeable future the majority of amateur pilots over there will be able to both afford and obtain exit visas for flying holidays outside their countries.

Having been given several angative pieces of advice from Intourist about attempting to travel by road to Moldavia (petrol shortages, mandatory stop-overs, certain routes closed to foreigners, etc.), I have decided to go by air and take the broken-down glider as excess baggage. I have been offered a special return flights package by Aeroflot at £280 London-Moscow, plus £75 return Moscow-Kishinev (Moldavia's capital), total £355 plus excess baggage. Onward transport from Kishinev airport to Yampol has been arranged via the competition organisers, Interaero Moscow. The cost of entering the competition is \$US 500 (£300) per pilot. This covers all food and hotel accomodation, all transport to and from the take-off, all XC retrievals, first aid insurance and a "cultural programme". Your own privately arranged accident and repatriation insurance is advised in addition; BHGA insurance already covers you for third party risks while having an overseas flying holiday. Non-flying guests who come along for the holiday only need to pay \$300 (around £175). Pilot standard should be XCPC minimum.

I am planning to fly out on Wednesday 17th and return Sunday 28th July in order to do some sight-seeing and have some relaxation.

If all this sounds tempting, please get in touch with me very VERY SOON; I need early confirmations in order to secure the necessary visas and arrange the paperwork.

PHIL BLAKENEY (DALES HGC)

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Combe Gibbet Revisited

By Mark Turner

The Easter holiday had arrived with the first decent cross country weather of the year. Friday was windy so thinking Firlie would be blown out we went to Steyning Bowl and got trashed instead.

The evening forecast showed that the wind would be lighter and more northerly for the Saturday so we agreed to drive to the Gibbet for a crack at the Island.

It was quite foggy as I loaded the Mylar Kiss onto the roof rack but the radio forecast promised it would burn off. I met the others at Mike's place in Brighton and we transferred to Nigel's passion wagon. After weeks of roaring up & down motorways on business it was nice to sit back and enjoy the view. Or rather study the airmap. Andover, Middle Wallop MATZ, Southampton SRA, it all slowly came back to me. I had flown to the Island two years earlier on my Magic IV 155 FR and it would be nice to repeat the performance, preferably with a bit more height. It IS possible to reach the Island from 2400' over Lymington, but I don't recommend it - those M&S Y-fronts never did recover.

As is customary we took a few wrong turnings between Newbury and the hill and eventually arrived just before Tony and the boys. The wind was a little light, and slightly off to the West but with a few paragliders scratching around rapid rigging and mapfolding followed. It looked like being another hot and sweaty morning.

Despite it being totally blue, thermals were popping through quite regularly and it was surprisingly easy to climb in the small cores to about 2000' before slowly sinking out back onto the hill. It wasn't until about 12.30 that the lift became reliable; Neville Almond had been skied out on his K3 for sometime. It was time to go.

I followed Mike off the hill and once again we were soon circling in a smooth 6 up. Neville, who had had the sky to himself for sometime nosed over and circled us like an inquisitive shark. Buffeted by his wake turbulence I continued climbing and slowly we drifted over the back. The sky was still completely blue and the haze was restricting visibility to about 5 miles, it was going to be a hard slog. The core was small and seeing other gliders and paragliders climbing well out in front, Neville cut back towards the hill. I elected to stay with the lift and was soon level with the inversion at about 3000'. The landscape below was familiar from the island trip and I set off on a 4 down glide towards Andover. It was a great feeling to be over the back on a lovely day far away from the petty club politics back home.

The lack of clouds and poor visibility meant that ground sources were a priority if I was to stay in the air and with one eye on the vario needle I headed towards a large ploughed field. Glancing behind me I could see Mike and Neville climbing well over the hill. As I crossed the field the vario twitched hesitantly and settled down on a very welcome 2 up. Climbing steadily I managed to tighten on the core and was amazed to see the needle swing to 8 up. With lift like this maybe the island was a possibility after all. Spat out over the falls a few minutes later the smug expression on my face soon disappeared. With all hands on deck I wrestled to relocate the thermal as the altimeter reading dropped steadily. Upwind I could see Mike about a mile away in similar difficulties, there was no point in heading in that direction. I cut slightly crosswind and was relieved to connect with another weak thermal which I worked back to 2800' before losing it again. Feeling rather out of practice I set off towards a village a few miles downwind which would hopefully be pumping something off. Above the ominous sound of the sink alarm I could hear the traffic on the main road leading into the village and by watching a bus estimated my ground speed at about 30 miles an hour.

The 4 down sink left me with about 1000' over the village and with the sink alarm still ringing in my ears I realised the island was not to be. Downwind of the village were large water meadows and I flicked through the half forgotten check list as I selected a field; slope, crop, livestock, obstructions, wires, wind. The thrill of landing in an unknown field always gives me a buzz and this flight was no exception. With a big grin on my face I managed to glide about another mile down the valley before yanking on the left brake and turning back into wind at the last minute at the side of the field. A motorbike skidded to a halt as the wing crumpled to the ground, but was going in the wrong direction for a lift back to the hill.

A quick check of the map showed I had managed about 11 kms, at worst I could walk back. I packed up and trudged back along my route. Despite a lot of thumb waving nobody seemed interested in giving me a lift. That's the big problem with paragliding, wearing the obligatory fluorescent clothing everyone thinks you're a poof. Perhaps I'd have been better off on my hang glider after all.



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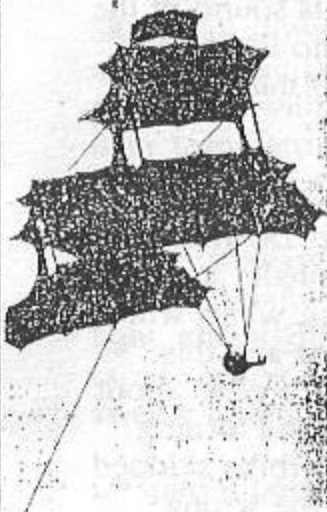
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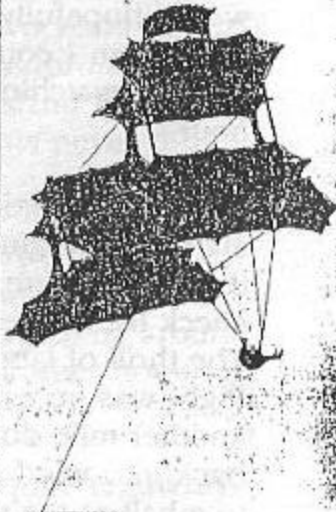
Aerobatics on a Codykite.



Soaring on a Codykite.



A mad Welshman tries to tuck a Codykite.



A Codykite takes rapid avoiding action.

Once refined to remove the inherent stability characteristics (such as the tether) a performance as good as early paragliders could be achieved.

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If you can keep the thing in the air for 2 mins. then you're on, pops!

SO FAST TO RIG AND DE-RIG!

Can be packed away in less than 2 hours as it never gets tangled in bushes due to the fact that it never moves from one spot.

Current hang/paraglider pilots can easily convert onto a Codykite and, similarly, Codykite pilots will, we are confident, progress to hang/paragliding but, with an initial equipment outlay of £3000 and a resale value of zero, it seems unlikely that many will be able to afford to.

TOP COMPETITION PILOTS LOVE 'EM

"O.K., so hang/paraglider pilots will have to steer around the tether lines, but there's no reason why we can't have fun sharing the same sites in safety because WE ARE ALL PILOTS after all!"

"I wouldn't touch one with a barge pole. Pardon.....? How much lucre? Are they made in Germany?"

"This is where the future lies in sport aviation. (Can we knock them out from the island?)"

"'Ang on, 'ang on. I will fly one eef eet means I can make enough francs to buy zat luxury yacht!"

For details complete the form.

INCREDIBLE WITS CORNER

Conchita she say,
"I like-a a man
with a long-a
tether, no?"

GEDDITT ?!!

Please send more information on Codykites
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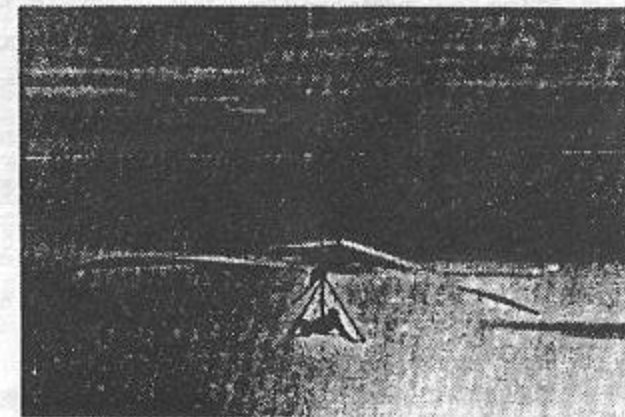
(I am over eighteen and am completely mad.)

Yours, in fun,

Exakta

AIRWAVE EUROPEAN CHALLENGE 1991 - 25th August - 1st September
Ager, Spain - Hang Gliding and Paragliding
For further information please contact Debi at Airwave on 0983 78611 or Declan Doyle in Ager on 010 34 73 455170.

Please remember all makes of wing are allowed to be flown in Airwave Challenge competitions.



ANDY NAPOLITAN --- WORLD CLASS.

It was a great shock to the whole of the flying fraternity to learn of the tragic death of Andy Napolitan. It is difficult to believe that we will no longer see that cheeky boyish grin beneath a mane of black curly hair clamped underneath a helmet as he takes off from Devil's Dyke.

So many of us owe so much to Andy. His infectious enthusiasm for flying instilled in other pilots the belief that we could be like him. He was a mentor, a teacher and a friend who had the knack of sharing so that you felt a part of his flying and success. Even when he shouted at you for doing something stupid you always knew it was for your own good. He always cajoled, pushed, challenged you to do that little bit better, showing you how to reach your potential. He gave away his knowledge and experience freely and unassumingly, wanting paragliding and hanggliding to progress together safely and for the betterment of all.

Andy was a pilots pilot, an ambassador for free flight. To him flying was freedom, even a spiritual expression of the joy of being alive. He was made for the air, truly fulfilled when flying, relishing the ecstasy and adventure of being released from the ground.

Andy was fiercely competitive, a wily contestant who so deservedly won recognition and, eventually, sponsorship. I remember in Verbier, at the last leg of the Paragliding Nationals, how many of the pilots wanted him to win, not only because he deserved it but because we knew how much it meant to him. When he won the competition for the second time he was typically magnanimous, using the victory as inspiration for others.

His struggle to the top had been hard yet determined. He didn't really know where he was going in life until he discovered flying. He had studied philosophy at University before dropping out and going into the roofing trade. Flying gave him purpose, meaning and goals to aim for. I watched him become happier, more fulfilled and even funnier as success led to success and it is a tragedy that he should be taken from us, when everything was going so well for him, by the sport he loved.

We will all miss Andy's sense of fun and his boyish, even bashful, way of telling jokes. His wit was quick, strangely inventive and playfully acerbic. There are many stories of when Andy made us laugh which we will always remember with affection. Even writing this I find myself smiling when thinking of him trying to mime a joke to a foreign competitor, something about bananas....

This is a particularly hard time for his family and girlfriend, Liz, who Andy taught to fly. It is difficult to imagine how to fill the gap he has left.

I hope a little of Andy has rubbed off on me. It was a privilege to have known him. I know that when I fly, like many others, I will be taking a part of Andy up there with me where he belongs, in the sky and in our hearts.

P.W.

AIRWAVE CHALLENGE 1990 FINAL

The 1990 Airwave Challenge final, postponed from last year due to bad weather, took place in the Peak District 11/12 May 1991. Eight teams of 5 pilots competed for the title; Aberdeen, Derbyshire Soaring Club, Isle of Wight, Lanarkshire, Kernow, Pennine, Southern and Wessex.

Team results

- 1st Derbyshire Soaring Club
- 2nd Kernow
- 3rd Pennine

Individual Results

- 1st Angus Pinkerton
- 2nd Donnie Carson
- 3rd John Pearson



*Restful or Active
Breaks at-*

Pleasant Rise Farm
(AA LISTED)

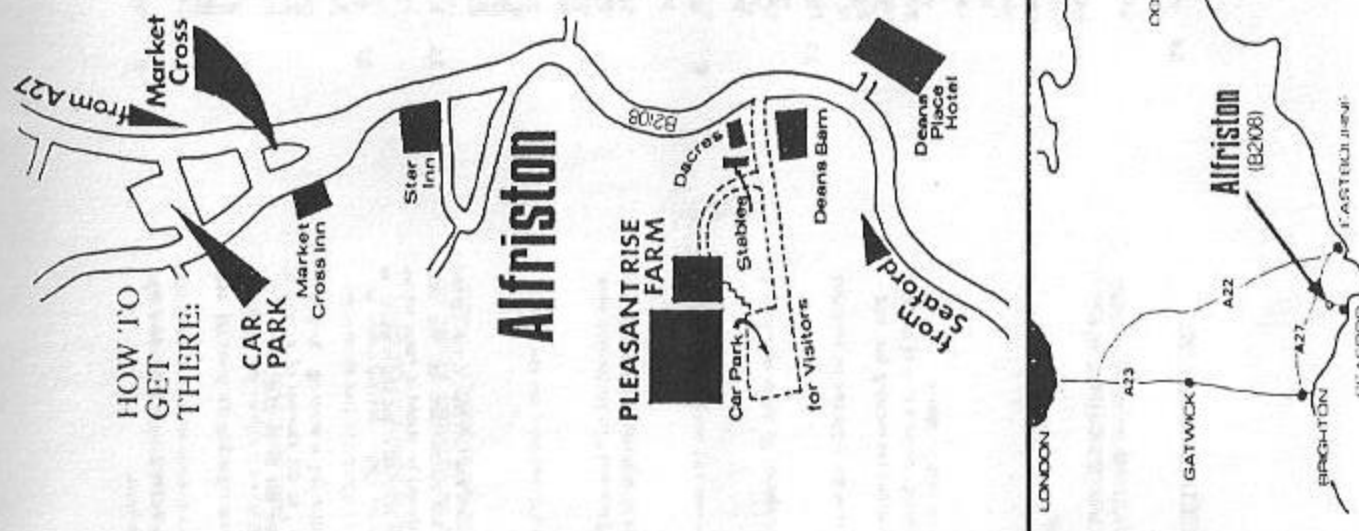
Situated half way between Firle and Beachy Head, Pleasant Rise Farm affords excellent facilities (including indoor & outdoor tennis) and access to S.H.C.C. sites.

It adjoins the South Downs Way and is four minutes walk from the village of Alfriston.

Although it has its own private SW flying site this has not yet been fully evaluated and is only suitable for very experienced pilots, at best.

Accommodation for S.H.C.C. and friends at £15 per person, per night.

Enquiries to:
Mr Roy Savage
Tel: 0323 870560 or 0323 870545.



Leisure Pursuits

RIDING

Your own horse or pony can be accommodated at Pleasant Rise Farm or one suitable for any standard can be hired from local stables. There are many pleasant bridle paths on the Downs and in Friston Forest nearby in addition to the South Downs Way. It is unnecessary to use any public roads.

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Excellent and beautiful walks in all directions.

FISHING

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WATER SPORTS

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GOLF

Two 18 hole courses at Seaford and others at Eastbourne and Lewes.

TENNIS

Badminton and Cricket ...

MINUTES OF THE SHGC COMMITTEE MEETING, 1st MAY 1991

Present : J.Carr, M.Brady, N.Ward, A.Turner, J.Catlin, D.Williamson, A.Lucchesi, N.Gibson, K. Pickering, M.Woodhams, M.Carnet, E.Bilous, O.Goepel

Apologies : M.Johns, A.Shaw

Absent : P.Day

1. Introduction

J.Carr said that Russ Crowley had been invited to attend the meeting but had been unable to attend.

2. Minutes from Previous Meeting

The following amendments were agreed :-

11. "D.Pickering" should be "K.Pickering".

22. "J.Carr" should be "A.Turner and J.Charlton".
"Bullo" should be "Buller".

28. "Robinson" should be "Rolinson".

3. Matters Arising

3.1 With regard to the translation of site rules into French and German, it was agreed that they should first be checked for accuracy and permanence, i.e. the most restrictive situation, e.g. "no bottom landings", should be stated in cases where rules may change. Overseas visiting pilots should be referred to the site marshal as a matter of course.

3.2 A.Turner read out a letter received by him regarding a meeting held with Eastbourne Council. He expressed the view that, in the absence of a suitable alternative, the Council would be unlikely to close the site to the Club.

A.Lucchesi said a report had appeared in the press regarding the potential sale of Beachy Head to a commercial enterprise.

3.3 J.Carr and M.Carnet will place an appropriate notice in Vol Libre and Drachenflieger magazines prohibiting the use of the Dyke by foreign schools.

3.4 A.Turner has received the lease document for the paddock at the Dyke, to be returned to the site agent, agreed or otherwise. M.Carnet had not yet received such a document.

On inspection, a number of anomalies were found regarding insurance, airworthiness and pilot qualifications. The wording of the lease did not allow for use of the site by BAPC members. VAT was stated as payable over and above the basic ground rent. No VAT is paid on any other Club sites. It was unclear whether it represents zero-rated VAT. Since the document is taken from the the Firie agreement, that may require alteration also.

N.Ward will consult the VAT office.

M.Woodhams will consult a legal advisor and give a briefing at the next committee meeting.

3.5 Regarding the sale of the Dyke, J.Carr has assured farmer Williams that he will retain use of the land for grazing. Also, in the event of its subsequent sale by the Club, he would be given first right of refusal at the price originally paid. This would provide him with security in his continued right to use the land.

A.Turner would expect Sports Council funding to be upto 33.33% of the purchase price.

N.Gibson pointed out that it could take 9 months to obtain the funds from the Council, from the time of application. A.Turner said the application had already been lodged.

Following the Sports Council valuation of £35,000, a valuation is awaited from the land agents. It was agreed that no action be taken in terms of a revised offer until this has been received.

3.6 K.Pickering has been unable to arrange for scrub clearance at the Dyke. Because of bird nesting at the moment, this will be progressed further in the autumn.

3.7 A notice will be placed in Windsock reminding members that hardcore is still needed for the car park at Firie.

If the Committee are notified of any demolition sites offering free hardcore then transportation arrangements can be made.

3.8 It was reported that the chain/lock on the gate at Firie is repeatedly being cut through. It was decided not to repair it for the time being.

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3.9 A.Lucchesi said that there is now no bottom landing at Chantry Hill (other than on the slope). Consequently, the Committee felt it was not worth retaining it as Club site.

3.10 J.Carr reported that, following the death of Chris Bartram's wife, he had donated £20 on behalf of the Club to the Hospice Day Centre she had attended. This was in accordance with Chris' wishes.

A.Lucchesi suggested that, since the proceeds of the Alexandra Day sponsorship will be allocated to various charities as requested by the Club, a portion should be donated to the Day Centre. This suggestion gained the approval of the Committee.

3.11 A new south of England half mil. air map was due out imminently. J.Catlin was requested to purchase 5 for sale to Club members. A note will be placed in Windsock advertising this.

M.Carnet pointed out that, if the old version were purchased now, the new version can be obtained free of charge when it is available.

3.12 M.Johns will be contacted to find out whether Mark Elison and Tim Mc Donald have yet paid for their Christmas Party tickets. The names of anybody who has still not paid will be published in Windsock.

3.13 J.Carr will contact Trevor Ackroyd to obtain the artwork and text for the new sites guide.

N.Gibson will check the guide from a paragliding viewpoint. M. Johns will check it from a hang gliding viewpoint.

M.Woodhams will examine the artwork to establish how the guide can be published most cost-effectively.

It was unanimously agreed that all Club members should receive a copy of the new Sites Guide. To minimise costs, they will be distributed with Windsock.

4. AGM Minutes

These should be ratified at the next General meeting.

However, regarding section 2, para. 9 it was pointed out that £35,000 is the Sports Council's valuation of the land for sale and not the funding they are prepared to provide.

5. SHGC Registration with the BAPC

J.Carr read a letter from Angela Morris, Chairman of the BAPC, thanking him for the invitation to the AGM. She also registered her intention to contact him regarding the SHGC becoming a BAPC member club.

M. Woodhams proposed a motion that the SHGC should register as BAPC member club.

In principal, the committee were in favour of membership. However, J.Catlin expressed concern over the annual fee and, in particular, justifying the cost to the BHGA-only members (the Club's membership of the BHGA is free).

I.Jchu expressed the view that the Club should support all the needs of its BAPC members. If the Club does not register, members will have to get their flying capabilities confirmed elsewhere before they are able to renew their membership of the BAPC.

M.Woodhams withdrew the proposal on the basis that M.Brady writes to A.Morris requesting that the Club be registered free of charge emphasising that we are not a commercial organisation and that over 200 members of the Club are BAPC members.

6. Payment by Schools for the use of Club Sites

M.Woodhams suggested that schools submit monthly pay cheques with a copy of their training log.

M.Carnet queried whether schools should pay the daily fee to the Club for the use of sites for which they already make payment direct to the landowner, e.g. Sky Systems pays separately for the right to train at Ditchling. It was agreed that the farmer should receive a single payment from the Club which will recover the additional cost by charging schools the daily fee.

J.Carr will approach the farmer to revise the payment arrangements.

M.Carnet suggested that the Club should similarly take over the lease of the S.W. field at the Dyke (used by Sky Systems for towing). It was decided to retain the existing arrangements and review them after a year since it was uncertain whether the Club would be able to recover the additional annual cost of £1,000.

A.Turner will pay a courtesy visit to Farmer Lee.

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7. Use of Newhaven for Training

I.Jehu made a request that the site rules at Newhaven be relaxed to allow an initial paragliding to take place when conditions were suitable. Having discussed the request, the Committee felt it could not support it since there were too many risks associated with the site. If there were an accident involving a novice the Committee would be in an indefensible position.

N.Gibson proposed the following rules for the flying of paragliders at Newhaven :-

- No flying below Club Pilot level.
- Club pilots may fly under supervision by suitably qualified pilots.
- Unsupervised flying only at Pilot level.

This was supported by the Committee and represents a relaxation of existing site rules.

8. BAPC Red Ribbon Scheme

A scheme for identifying low-airtime pilots is due to be introduced for paragliding on 1st June.

D.Williamson will obtain permission from the BAPC and publish details in Windsock.

9. Andy Napolitan Memorial Competition

J.Carr requested all committee members to think of a suitable basis for a memorial competition. Ideally hang gliders and paragliders should have an equal chance of winning.

10. Safety

When conditions are very crowded a whiteboard will be used to display the rules of the day. To facilitate marshalling, hang glider pilots may be requested to rig in and launch from the paddock only.

11. Club Competitions

A paragliding competition will be taking place on Club sites on 4th/5th July.

The Airwave Challenge Final, postponed from last year, has been scheduled for the 11th/12th May and will be hosted by the Sheffield Club.

This coincides with the Comp. in S.E. Wales which will still go ahead if there is sufficient interest.

12. Letter From Tim Cox

J.Carr had received a letter from Tim Cox notifying the Club that he had negotiated an agreement with the landowner for the use of bowls between Firl and the Beacon for training. The Committee gave their full support for this arrangement which is for a trial period of one year and only permits use of the site by T.Cox's school.

IMPORTANT NOTE

The date of the next meeting has been brought forward to Monday 3rd June. Otherwise, 8.00 p.m. at the Dyke as usual.



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