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October 1st - December 19th 1991.  
Once again, Sky Systems, as main Airwave dealer for London and the South East, will be offering this FREE STRIP DOWN service to Airwave pilots. This means that the hang glider pilot will save £80 and the paraglider pilot £20. All parts replaced and repairs WILL BE CHARGED FOR. Although carriage expenses ARE NOT INCLUDED, we will try to send several gliders to the Isle of Wight together and share the cost of transport, so please BOOK EARLY!  
Please note that a "strip down" on "crashed" wings will be charged for at the standard rate, ie. no saving!  
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SKY SYSTEMS "FLIGHTSTYLE" PARAGLIDING HARNESS: £105.00  
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FLY HELMET FOR HANG GLIDING or PARAGLIDING: £45.98  
PICK-UP HELMET. Recommended, includes visor and closable vents. £47.00  
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SKY SYSTEMS FLYING SUIT. Designed and made by the Sky Systems Team to be the best available! Breathable, windproof, waterproof cloth in latest colours. For hang or paraglider pilots. Worn by British Paragliding Team 1991. £89.00  
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ONE-SPORT "TURBULENCE" BOOTS. £86.99 LINE 7 ADG BOOTS. £76.99  
BOLLE EDGE SUNGLASSES. Amazing protection system for all sports. £54.95  
SKYWATCH electronic airspeed/wind speed indicator £62.50  
SILVA COMPASS including wonderclamp. The ultimate compass. £55.00

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ABC OF PARAGLIDING by Hubert Aupetit - was £12.00 now £9.99  
PARAGLIDING FLIGHT by Dennis Pagen - was £12.00 now £9.99  
WIND-SOCK brightly coloured. £10.00 BUMBAG waist pouch. £7.75  
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1992 CALENDARS: HANG GLIDING or PARAGLIDING - please state which. Full colour photos printed onto quality paper. A3 format - all new. £9.75 plus £1.75 post and packing  
PARAGLIDER ENAMEL BADGE. £4.50 plus 50p post and packing  
HANG GLIDER ENAMEL BADGE. £4.50 plus 50p post and packing

# WINDSOCK

THE JOURNAL OF THE SOUTHERN HANG GLIDING CLUB

NOV. 1991

S.H.G.C.

**Christmas BANQUET**

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# THE SOUTHERN HANG GLIDING CLUB

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

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### Readers please note

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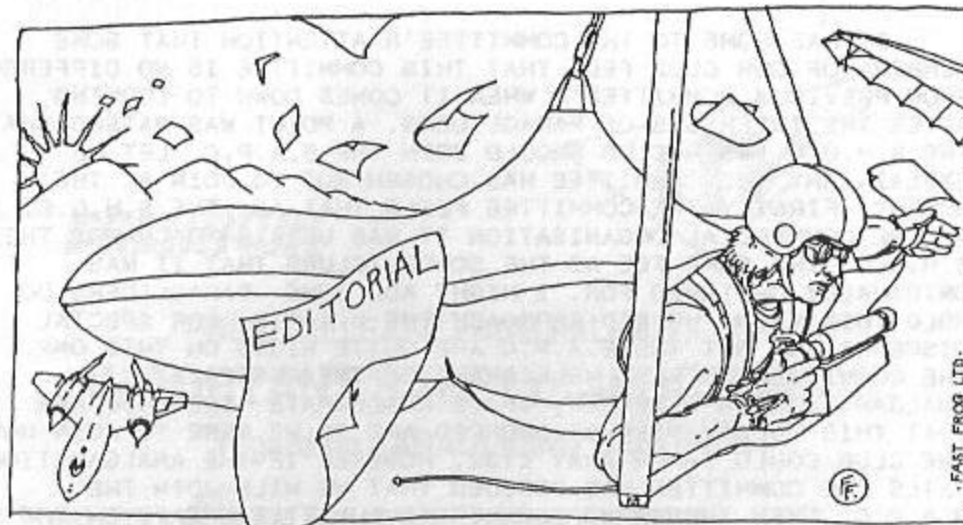
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#### ADVERTISING RATES.

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Small Ads. are free to members, £2 for non-members, and are placed for three months.



Happy days are here again! Now that the weather is less conducive to flying we can get down to some real bureaucracy. Not only do we have an independent BAPC member club operating in our locality, but now there are moves to set up an independent BHGA member club as well. Presumably this leaves the S.H.G.C., with both hanggliding and paragliding members, somewhere in the middle! Still, anything that genuinely relieves pressure on our sites cannot be a bad thing.

At a national level, the Mercian Club have a new committee ready to take over posts on the BHGA council if it still exists after its A.G.M. If you want to support them, then send your voting card to them (see pp 9-11.) There have been some good flying days when it's been a bit less stormy, but do watch out for katabatic winds when bottom landing in the evening! Wrap up warm, fly safe, see you at the Xmas bash.

D.W.

#### Marshalling at the Dyke.

As of now there will be a signal, in the form of a fluorescent cross displayed laid out on the ground in the paddock, which will require all NON-novice pilots to land immediately or clear the area to allow low airtime pilots half an hours uncrowded soaring/top landing.



HI. MEMBERS THIS IS YOUR CHAIRMAN GREETING YOU. IN CASE YOU ARE WONDERING MORE ABOUT THE REFERENCE TO MY ITSY BITSY LITTLE MISHAP ON SUNDAY THE 6th OF OCTOBER. ITS A FAIR COP. YES I DID CRASH INTO A BUSH AT THE BOTTOM OF THE DYKE, YES IT WAS A MOTHER OF A BUSH, YES I DID SMASH BOTH UPRIGHTS, YES MY FACE AND ARMS WERE A HUMAN PIN CUSHION FOR SOME HUGE BLACKTHORN SPLINTERS AND YES I DID COMPLETELY BLOW A FLY ON THE WALL AND YES I WILL FILL OUT AN ACCIDENT REPORT WHEN GIVEN ONE. CONFESSION OVER NOW DOWN TO CLUB BUSINESS, READ ON.

(cont.)

IT HAS COME TO THE COMMITTEE'S ATTENTION THAT SOME MEMBERS OF OUR CLUB FELT THAT THIS COMMITTEE IS NO DIFFERENT FROM PREVIOUS COMMITTEE'S WHEN IT COMES DOWN TO LOOKING AFTER THE INTERESTS OF PARAGLIDERS. A POINT WAS RAISED THAT THE S.H.G.C. AS A CLUB SHOULD JOIN THE B.A.P.C. LET ME EXPLAIN WHY THE COMMITTEE HAS CHOSEN NOT TO JOIN AT THE MOMENT. FIRSTLY THE COMMITTEE FEELS THAT AS THE S.H.G.C. IS A NONE COMMERCIAL ORGANISATION IT WAS UNFAIR TO CHARGE THE S.H.G.C. THE SAME FEE AS THE SCHOOL/CLUBS THAT IT WAS ORIGINALLY DESIGNED FOR. I MIGHT ADD SOME PARAGLIDERS DO HOLD THIS VIEW. WE DID APPROACH THE B.A.P.C. FOR SPECIAL DISPENSATION BUT THE B.A.P.C ARE QUITE RIGID ON THIS ONE. THE COMMITTEE IS ALSO WELL AWARE OF THE POSSIBLE AMALGAMATION IN DECEMBER, IF WE AMALGAMATE THE ODDS ARE THAT THIS POLICY WILL BE DROPPED AND IF WE WERE TO JOIN NOW THE CLUB COULD THROW AWAY £132. HOWEVER IF THE AMALGAMATION FAILS THE COMMITTEE HAS DECIDED THAT WE WILL JOIN THE B.A.P.C. EVEN THOUGH WE FEEL IT IS A LITTLE UNFAIR ON THE NONE COMMERCIAL CLUBS. WE DO RECOGNIZE IT WOULD MAKE LIFE A LITTLE EASIER TO GET YOUR B.A.P.C. RATINGS MARKED BUT PLEASE BE PATIENT A LITTLE LONGER AND WE WILL SORT IT OUT. I HOPE THIS CLARIFIES THE SITUATION. LET ME ASSURE ALL THE PARAGLIDER PILOTS IN THE CLUB THAT THIS COMMITTEE IS NOT WORKING AGAINST YOUR INTERESTS, FAR FROM IT THE COMMITTEE IS DEDICATED TO FULL COOPERATION WITH BOTH THE HANG GLIDER AND PARAGLIDER PILOTS AND THEIR INTERESTS WITHIN OUR CLUB.

IN THE JUNE MINUTES REFERENCE WAS MADE THAT DAVE VICKERS MAY HAVE BEEN TEACHING AT BEACHY HEAD, BECAUSE OF THE OPENNESS OF THIS COMMITTEE MINUTES ARE PUBLISHED IN WINDSOCK THE FOLLOWING MONTH. I WOULD LIKE TO MAKE IT PERFECTLY CLEAR THAT THE COMMITTEE DID NOT TAKE THIS ALLEGATION SERIOUSLY BECAUSE AS YOU CAN SEE THE ONLY ACTION THE COMMITTEE TOOK WAS TO CHECK TO SEE IF DAVE HAD RENEWED HIS MEMBERSHIP. I HAVE SPOKEN TO DAVE (WHO WAS NOT IMPRESSED ABOUT THE ACCUSATION) AND HE ASSURED ME THAT HE WAS ONLY HELPING A FELLOW PARAGLIDER WHO WAS GETTING INTO A SPOT OF BOTHER. DAVE IS AWARE OF THE CLUB RULES REGARDING TEACHING AT BEACHY HEAD AND WILL RESPECT THEM. REGARDING HIS MEMBERSHIP DAVE HAS BEEN OUT OF ACTION DUE TO INJURY BUT SHOULD BE FLYING AGAIN BY THE TIME THIS GOES TO PRESS. DAVE ASSURES ME HE WILL SUPPORT AND JOIN THE CLUB. WE WISH HIM WELL AND APOLOGISE FOR ANY MISUNDERSTANDING.

MOUNT CABURN IS STILL BEING SLOPE LANDED BY PARAGLIDERS DESPITE ALL THE PUBLICITY AGAINST IT. MAYBE THESE PILOTS DO NOT READ THE CLUB RULES, MAYBE THEY DEAF, ONE THING IS SURE, THEY WILL LOOSE THE SITE FOR ALL OF US. I AM UNDER PRESSURE TO MAKE CABURN A HANG GLIDING SITE ONLY BECAUSE OF THE EXTRA RISK THE FLAGRANT RULE BREAKING PUTS ON THIS DELICATE SITE. THERE IS A SMALL CHANCE WE MAY BE ABLE TO NEGOTIATE AN AREA FOR SLOPE LANDING BUT IN THE MEANTIME IF YOU SEE A PARAGLIDER PILOT WHO IS BLIND AND DEAF WALKING UP CABURN PLEASE BUT HIM OR HER RIGHT. YOU COULD SAVE THE SITE. ONCE AGAIN DO NOT SLOPE LAND.

FLY SAFE, SEE YOU ON THE HILL

JOHNNY.

**FOR SALE**

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

**FALHAWK**



PRESS RELEASE FROM FALHAWK / ITV:  
**IMPORTANT SAFETY INFORMATION**  
regarding PARAGLIDING CANOPIES

**1. THE POROSITY PROBLEM WITH TEIJIN T9600 POLYESTER**

Teijin Corporation, Osaka, Japan, are one of the world's biggest suppliers of spinnaker cloth. They currently supply 40% of the cloth used in paragliding world-wide. Their current production is split approximately 40% paragliding, 10% spinnaker, 50% windsurfing. Teijin are, or have been at various times, supplying cloth to the following paragliding manufacturers: Advance, Airwave, Atelier de la Glisse (ADG), Edel, Falhawk, Flight Design, ITV, LISI, Nova, Paradelta, Parasail, Paratech, Poliant, Pro Design and US Voiles.

Teijin introduced Power-Rip T9600 in 1987. ITV made over 5,000 of their classic Asterion using this material. Falhawk introduced the famous Athlete in 1988, and made approximately 5,000 of them from T9600. In those days, porosity was an unknown factor, as a porous Asterion-style canopy would simply lose performance or become hard to inflate, but would carry on flying. T9600 was chosen for its very durable strength characteristics. It was only when the finely tuned high performance designs - such as the Athlete or Saphir - arrived on the market that the symptoms of porosity became apparent. As these wings accumulated airtime and exposure their flying characteristics changed, possibly taking them outside of their certified flight envelope. The most serious consequence of porosity is that the canopy becomes likely to enter "deep stall" configuration, resulting in a fast vertical descent with difficult recovery.

As a result of this, Falhawk and ITV have eventually arrived at a scheme where they are able to financially help owners of canopies manufactured from Teijin Power-Rip T9600 to upgrade to new models. Both manufacturers hope that by guaranteeing a minimum resale value that most canopies made from T9600 will be removed from the marketplace eventually.

Since December 1989, Teijin Power-Rip T9600 has been superseded by a new Power-Rip T9600-8, which DOES NOT suffer the same porosity problem. Apart from a few very early models, the Falhawk NEO and the original Falhawk APEX are made from the new Power-Rip T9600-8 (see list of serial numbers attached). The Falhawk APEX MR is made of Toray Polyester (Toray is a different cloth manufacturer), which DOES NOT suffer the same porosity problem.

Some ITV canopies were manufactured from Toray or Asaki cloth rather than Teijin Power-Rip T9600 (see list of serial numbers attached), and these are NOT AFFECTED. Since January 1990, all ITV canopies have been manufactured from either Toray or the new Teijin cloth.

In the United Kingdom, the exchange of eligible Falhawk and ITV paragliders is to be coordinated by Sky Systems who have always been the UK importers of Falhawk canopies. They were also the UK importers of ITV canopies until October '89, when Parapente Services took over the importership. Elan Leisure in turn took it over from Parapente Services in Spring 1991, but have since pulled out. Customers with canopies eligible for exchange may either contact their original dealer or come direct to Sky Systems.

If you still have any doubts about the integrity of your Falhawk or ITV canopy, please call with details of the make, model, serial number and size.

SKY SYSTEMS LTD - EDBURTON - NEAR HENFIELD - WEST SUSSEX BN5 9LL

(cont.)

Please note: The exchange scheme is ONLY for canopies made of TEIJIN T9600 CLOTH. Other types of cloth manufactured by Teijin or used by ITV or Falhawk are unaffected and do not suffer from the problem.

## 2. SERIAL NUMBERS OF CANOPIES ELIGIBLE FOR EXCHANGE

### a. FALHAWK

For serial Numbers prefixed with Z or no prefix:

ATHLETE: all sizes including tandem - up to and including no. 3123 are T9600 / eligible

NEO: all sizes - up to and including no. 729 are T9600 / eligible

ORIGINAL APEX (NOT MR): all sizes - up to and including no. 349 are T9600 / eligible

All Serial Numbers prefixed with Y are OK.

### b. ITV

All ITV canopies up to serial number 8762 were manufactured from T9600 and thus eligible for exchange - EXCEPT THE FOLLOWING SERIAL NUMBERS (Inclusive):

AFTER SERIAL NUMBER 8762, ALL ITV CANOPIES ARE OK.

#### ITV CANOPIES MADE FROM TORAY CLOTH (NOT AFFECTED):

SAPHIR:	8777 to 8779			
SAPHIR 97:	8139 to 8141.	8148 to 8150	8274 to 8276	8367
SAPHIR 100:	8133 to 8138	8142 to 8147	8187 to 8193	8208 to 8209
	8611 to 8616	8658 to 8663	8949 to 8954	
METEOR 97	8502	8780 to 8785	8818	8848 to 8853
	8977	9019 to 9024		
METEOR 100	8288	8605 to 8610	8646 to 8651	8716
	8765 to 8770	8801 to 8808	8956	8978
	8511 to 8516			
METEOR 103:	8503			
TITAN	8289	8317 to 8322	8353	8399 to 8404
	8434 to 8439	8591 to 8596	8624 to 8629	8786 to 8788
	8841			
VEGA 10	8420	8579 to 8584	8632 to 8637	8824 to 8829
	9006 to 9011	8504 to 8509		
VEGA 11	8372	8455 to 8458	8460	8479 to 8490
	8496 to 8501	8585 to 8590	8680 to 8685	8771 to 8776
	8789 to 8791	8795 to 8800	8812 to 8817	8835 to 8840
	8943 to 8948	9012		
ASTERION	8379 to 8384			
ASTERION 923	8449 to 8454			
ASTERION 927	8617			

#### ITV CANOPIES MADE FROM ASAKI CLOTH - NOT AFFECTED:

8151 to 8158	8169 to 8167	8169 to 8179	8194 to 8197
8262 to 8270	8283 to 8286	8329 to 8334	8345 to 8346
8369 to 8371	8405 to 8407	8753 to 8758	

## 3. PART EXCHANGE SCHEME

Only canopies which are still airworthy, or canopies which would be airworthy if they were not porous, are eligible for the exchange scheme. Part exchange deals will be given on a sliding scale depending on the physical condition of the canopy, regardless of the porosity problem (in other words, a well-used canopy covered in dirt and patches will be worth less than an immaculate canopy).

Each eligible canopy will have to be returned to Sky Systems for assessment, together with a copy of the original invoice or full history if second-hand. The part-exchange amount agreed will be given to the owner in the form of a voucher to be used against the purchase of a new glider from the Falhawk or ITV range before March 1st 1992.

This purchase may be made through your local Falhawk or ITV dealer. The original canopies will eventually be returned to their respective manufacturers.

The discount scales have been set as follows:

### a. FALHAWK

	Min. Discount	Max. Discount
ATHLETE 8.5	£200.00	£700.00
ATHLETE 9.5	£200.00	£750.00
ATHLETE 10.5	£200.00	£800.00
ATHLETE 11.5	£200.00	£850.00

For the few early Neos and Original Apexes affected, please enquire.

The part-exchange scheme for FALHAWK CANOPIES does not include a rucksack. When you are issued with your credit voucher, you will have the option of ordering a new bag (£50) or keeping the old one.

### b. ITV

	Min. Discount	Max. Discount
ASTERION	£315.00	£385.00
ALNAIR	£360.00	£440.00
DIADEM	£360.00	£440.00
ARIES	£450.00	£550.00
GEMMA	£540.00	£660.00
VEGA	£540.00	£660.00
METEOR	£630.00	£770.00
SAPHIR	£720.00	£880.00
TITAN	£540.00	£660.00
ATLAS	£450.00	£550.00

The part exchange scheme will remain in operation until March 1st 1992 and is offered by Falhawk and ITV without prejudice with the consent and approval of Bernard Kane, Chairman of The BAPC Safety and Training Committee.

#### LATE AD.

For Sale. AVIAN CLUBMAN CFX 160.  
C of A, pink and yellow chevron, only 1½ years old, with 8" dia. safety wheels. Stored inside, batten profile and manual. Waiting for eager E.P.C. pilot. £850.

Phone Pete Myres on:

Brighton (0273) 687336.



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## MERCIAN HANG GLIDING CLUB

17 October 1991

TO ALL BHGA CLUB SECRETARIES

WE respectfully ask you to convey the contents of this letter to your Members

Chairman  
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77 Aylesbury Road  
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0905 775313 (Work)  
Secretary  
Phil Hadley  
25 Chaucer Drive  
Gally Common, Nuneaton  
West Midlands, CV10 9FB  
tele. 0203 394600

Fax 0905 775635

Dear Members

As you all know, we have been forced to endure at least two years debate as to the merits of winding-up the B H G A and forming another organization, with our friends and fellow fliers of the B A P C. We the MERCIAN HANG GLIDING CLUB held a poll of our members who attended our A G M on Monday 06 October 1991. The vote was 31 against - 3 for, with 6 abstentions, when asked if they wanted amalgamation to go ahead. The message is very clear when you consider that our members have been in receipt of all the information, debate and publicity via Skywings, THEY DO NOT WANT AMALGAMATION IN THE WAY ITS BEING PRESENTED. Our members have requested that we contact all BHGA Clubs in order to inform them and their members as to our feelings on the Amalgamation issue.

We believe that it would be most unlikely that this letter would be published in Skywings, in time for the coming BHGA A G M and we apologise for having to present our views in this way. We hope you will understand and at least reflect a little on the following passages

#### 1. BHGA WINDING-UP

We do not want to see our organisation, that is world renowned and respected, that has fostered, encouraged and promoted the safe development of our sport from its shaky beginnings to its present international status, just be wound up like a failed company

#### 2. PRESENT BHGA COUNCIL

Your present council has been pursuing amalgamation since the E G M where it was constitutionally decided by the membership that their permission to proceed be withdrawn. They have therefore been undertaking "unauthorized activities".

2.1 To our knowledge two council members have resigned and one has left under strange circumstances, during the last year

2.2 The amalgamation issue has consumed the time that council members should have used for normal BHGA activities.

Financial matters have been neglected (see October Skywings). Accident reporting has been neglected (see October Skywings) Have we promoted Hang Gliding? Have we attended to safety matters? Who can answer?

(cont.)

### 3. SKYWINGS

It appears to many of us that the council has little control over our Official Publication and that the Editor is not impartial. Its embarrassing to see the scathing reply or intellectually abusive comments that are published by OUR Editor to letters from the members, members who have taken the trouble to put forward their point of view and who are put down in no uncertain manner. You don't even get that in the SUN newspaper!

### 4. B A P C to B H G A RELATIONSHIP

As Hang Glider pilots and footlaunch experts we have a duty of care to perform to advise the members of the BAPC as to our views regarding flying and general safety, as well as use of established flying sites, as their sport develops. We will fail our fellow aviators if we do not pass on information that is critical to them. In turn we must hope that they will respond in the same way. We need contact and liaison with them as we do with other groups such as the BGA and the BMMA to name just two, we are all members of the Royal Aero Club. The BAPC has now approximately double the membership as the BHGA. BAPC membership is rising while BHGA membership is falling.

- 4.1 As far as we know both BAPC and BHGA councils have joint meetings and the relationship is very cordial and mutually rewarding. It is not true that if we do not amalgamate all contact would be lost. Its not likely the present relationship will be damaged.
- 4.2 There is no doubt that if we amalgamate, hang glider pilots will be a minority group within the new body. No-one can give any guarantees or assurances as to our future status within such an organization, we could be OUTVOTED every time
- 4.3 The original BAPC members were a minority group that "broke away" from the parachuting body the BPC. We do not need to ask them why!

### 5. FUTURE BHGA

We are told that all members of the present council are in favour of amalgamation and its been hinted that many of them will either resign their posts, or not seek re-election should the amalgamation process be halted or delayed yet again. The BHG AGM in December will be a critical point in time. DO NOT BE SWAYED BY SUCH THREATS there is a CARETAKER COUNCIL STANDING IN RESERVE which has the backing of more than one past chairman of the BHGA

- 5.1 It is clear that there are some financial problems that will have to be addressed. A falling membership does not help and combined with rising overheads and expensive colour Skywings there is no doubt that "the suit must be cut to match the cloth" but DO NOT PANIC we must not sell ourselves out to our big brothers. We must find the confidence that our original members had when the BHGA was formed, we have a unique sport and an excellent Organization in the BHGA that is internationally respected, we won the freedom to fly, we developed the test rig, training and coaching schemes, hang glider C of A, and much more. we developed something that works, works very well. We should not allow the control of Hang Gliding to pass into the hands of others, whoever they might be, even if their sport does "use the same air as ours does" We must KEEP CONTROL of all facets of Hang Gliding and amalgamation with BAPC cannot guarantee anything but to be OUTNUMBERED by paraglider pilots

### 6. LIAISON

We can keep the BHGA intact and still have very close contact with the BAPC and other such bodies (BGA, BMMA, etc.) by liaison at both national and club level, in fact that is what we are presently doing. It just needs a little streamlining at national level and we would have a secure relationship. Liaison at club level has been very successful over the past two years why change it?

### 7. BHGA A G M December 1991

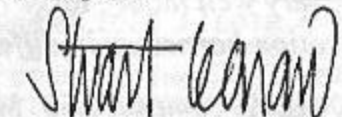
As a Hang Glider enthusiast who belongs to the BHGA, and who wishes to KEEP CONTROL of your sport, you have the right to vote at the A G M. If you do not exercise this right then others will have the opportunity to WIND UP YOUR ORGANIZATION without taking your view into consideration. If you do not attend, or make arrangements for your vote to be cast, be VERY SURE, they will WIND-UP the BHGA and put your future interests in the hands of a group consisting of SIXTY PER CENT Paraglider Pilots

We in the MHGC were the first and at the time the only club to vote against amalgamation and over the years have seen an increasing number of members offer their support. We do not feel that the BHGA membership has been given all the facts and we also feel that Council and Skywings, even with every advantage at their call, have failed to convince the "grassroots" of our membership, one way or the other, on this monumental step they wish to take.

We would appreciate your support to delay the amalgamation and look for other alternatives.

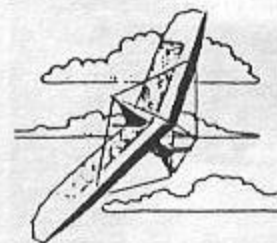
For those of you who cannot attend the December BHGA A.G.M., or are unsure how your representative will vote, don't take any chances, give us your vote.

Safe and enjoyable flying



Stuart Leonard  
Chairman M H G C

(If you want to support the anti amalgamation views of the Mercian club then send your BHGA voting cards IMMEDIATELY to Phil Hadley, Secretary, at the address at the head of their letter. Ed.)



## FREE FLIGHT HANG GLIDING SCHOOL AND CLUB

Dave Whymark Chief Flying Instructor



Free Flight Hang Gliding School situated off Junction 30/31 on the M25 now offers towing, the alternative to flying the hills, whether you want to learn to fly; having trouble completing your C.P.C. tasks; want a tow conversion or an experienced pilot wanting to go cross country or just wanting a pleasant evening in the air. Telephone 0277 372650 for information.

# DAVRON

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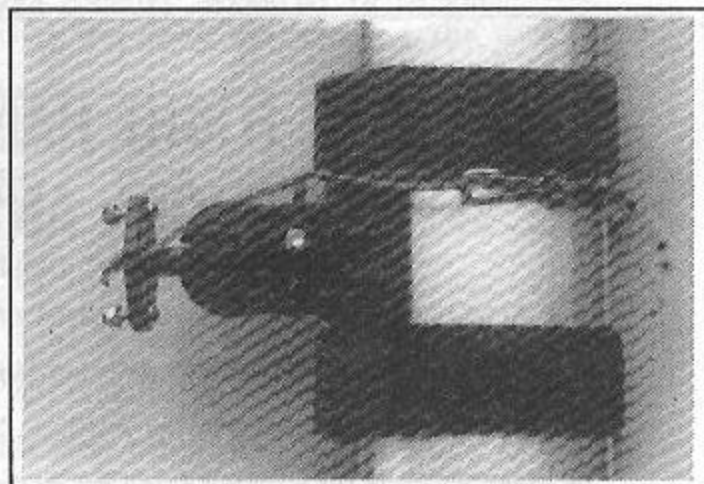
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REPLY TO MERCIAN CLUB LETTER RE- BHGA/BAPC MERGER.

THERE ARE SOME PILOTS IN THE CLUB WHO ARE AGAINST THE MERGER AND THE MERCIAN ACTIVITIES REPRESENT THIS VIEW AT ITS MOST VOCAL. THERE IS NO DOUBTING THE SINCERITY OF THESE PEOPLE, BUT I BELIEVE THAT HISTORY WILL SHOW THAT THEIR FEARS ARE GROUNDLESS. MY FEAR IS THAT IF YOU REJECT THE MERGER IT WILL BACKFIRE ON THE HANG GLIDER PILOTS THEMSELVES. CONSIDER THIS. IF THE MERGER DOESN'T GO THROUGH:

A. THE BHGA WILL ALMOST CERTAINLY HAVE TO SHED SOME STAFF AND THE EFFICIENCY OF THAT ORGANISATION WILL BE FURTHER IMPAIRED.

B. THE FINANCIAL PROBLEMS THE BHGA ARE FACING MAY BECOME WORSE.

C. THE INDEPENDENCE OF THE BHGA WILL BE PRESERVED, BUT PRESERVED FOR A SHRINKING NUMBER OF PILOTS. THEY WILL CERTAINLY HAVE AN EXCLUSIVE VOICE, BUT NOT PLATFORM TO EXPRESS IT FROM. IF YOU WANT TO INFLUENCE EVENTS IT MUST BE DONE FROM WITHIN NOT FROM OUTSIDE.

D. A REJECTION OF THE MERGER, MAY LEAD TO UNHEALTHY COMPETITION FOR SITES AND RESOURCES. LOCAL AUTHORITIES, SPORTS COUNCILS AND GOVERNMENT BODIES MAY NOT WANT TO DEAL WITH TWO COMPETING BODIES FOR THE SAME SLICE AND MAY WITHDRAW ASSISTANCE TO BOTH GROUPS. ALL THE ABOVE ARE NOT THREATS BUT POSSIBILITIES. ON THE OTHER HAND LOOK WHAT AMALGAMATION COULD OFFER IF IT GOES THROUGH.

A. BHGA STAFF AND A NEW MANAGEMENT STRUCTURE SHOULD CREATE A VITAL AND EFFICIENT ORGANISATION WELL ABLE TO DEAL WITH ALL THE NEEDS OF THE PILOTS.

B. FINANCES OF THE BHGA WILL UNDOUBTEDLY BE BETTER MANAGED, AND THEY WOULD REALLY NEED TO BE IF ANY OF THE RUMOURS WE HAVE HEARD ARE TRUE!!

C. IT DOES SEEM LIKELY THAT THE NUMBERS IN THE BHGA WILL BE SLANTED TOWARDS PARAGLIDER PILOTS AND LIKELY TO GROW MORE. THIS IS ONLY A BAD THING IF YOU SEE THE NEEDS OF BOTH GROUPS AS ETERNALLY CONFLICTING. IN FACT OUR NEEDS ARE SO SIMILAR THERE IS LITTLE POINT IN KEEPING THEM SEPARATE. WE FLY THE SAME SITES (MOSTLY), READ THE SAME MAGAZINES AND SHARE THE SAME FLYING DREAMS. OUR APPROACH TO THE SPORTS COUNCIL SHOULD BE UNIFIED, ALL OUR CONTACTS WITH GOVERNMENT BODIES SUCH AS THE CAA SHOULD BE CO-CO-ORDINATED AND ABOVE ALL WE NEED TO BE FRIENDS. ALL WE NEED TO DO IS BE AWARE OF EACH OTHERS OPERATING PROCEDURES. IN MY VIEW IT SEEMS CRAZY TO TURN YOUR BACK ON AN OPPORTUNITY LIKE THIS. I SHALL BE VOTING FOR THE AMALGAMATION ON 1/12/91 AND I STRONGLY URGE ALL SHGC PILOTS TO DO SO AS WELL.

FLY SAFE

Johnny Carr.

#### LANZAROTE.

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

For more information phone Colin on:  
081 657 4958 (evenings.)

#### Coming Attractions.

Watch out for articles from 'the voice of paragliding': Pete Bernon; coming soon in Windsock!

# SKID'S

DANGER PAGE.

It's been a few months since I put pen to paper, so here goes. Most of my info. regarding safety is passed on since I can't seem to make the wind hit the hill when I'm there. We have had a reasonable crop of uprights, a couple of half decent prangs and one or two spectacular write-offs. The funny thing is that Firle Beacon is responsible for most of it. I have always reckoned Firle's take off to be a touch tricky. The base of the hill has got a line of trees that kicks off a bit of turbulence. This is helped by the slightly uneven face of the hill so that the airflow over the top (especially in a stronger breeze) is quite choppy. Add to this the psychological effect of having to clear the fence, and you have a jolly interesting place to sit and have your flask of cocoa and Hobnobs. I don't know what techniques most of you use on take off at Firle, but one problem could be a lack of airspeed just after lift off, caused by the pilot trying to clear the fence by a decent margin. Keeping a bit of speed on gives better control should you need to correct a wing drop or convert speed for height. The same applies at the back of the hill when top landing. I recently came to grief whilst attempting an ambitious spot landing. Ignore the fact that I was being a prat for a moment and think about the gust that took my airspeed from 30 kts. to less than 10 kts. The glider quite naturally stalled and recovery was only partially successful. The airflow over the back of the hill is still choppy, but there is also a marked wind gradient. "Wind gradient" is the term used to describe the reduction in wind speed as you get closer to the ground, caused by surface friction. A good tip is to increase your airspeed slightly as you descend through the last 50 feet or so, and be ready for the glider to lunge for the deck. You now have some speed in hand to flare with and avoid the indignity of a belly landing, which seems to be a trade mark of Firle's. **SPEED IS SAFETY!**

Here's something that I think every safety officer has probably said: "Now the winter is coming and the stronger winds are with us etc. etc. burble dribble blah blah ...." and so on. O.K. so it's boring, but the gentle art of gale dangling is coming and I have already watched with fascination as the red streamer brigade, and those of you on lower performance gliders/canopies, sit pinned motionless in bowls, knuckles shining white in the sun. It's the feeling of being out of control that normally puts most people off, but I believe that getting blown over the back into countless rotors and brilliant turbulence comes a close second.

If you've read enough of this crud to exceed your attention span, then I don't blame you, but remember what your mum said: "Wrap up warm, luv; it's nippy out today."

See you up there (I hope).

SKID.

Sussex College of Hang Gliding and Paragliding  
10 Crescent Road  
Brighton, East Sussex BN2 3RP  
Tel: 0273 609925 / 671214



Tim Cox BA  
BHGA Senior Instructor  
BAPC Chief Club Instructor



(PLEASE PASS THIS FORM ON TO  
ANYONE YOU MAY KNOW WHO IS  
FLYING WITHOUT BEING A MEMBER)

## MEMBERSHIP APPLICATION FORM

First name: \_\_\_\_\_ Age: \_\_\_\_\_

Last name: \_\_\_\_\_ Home Tel: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_ Work Tel: \_\_\_\_\_

Postcode: \_\_\_\_\_

Occupation: \_\_\_\_\_

Please complete as appropriate:

BHGA Membership Number: \_\_\_\_\_ Hang Glider Pilot Qualification: \_\_\_\_\_

Hang Glider Airtime/Over Years: \_\_\_\_\_

Present Hang Glider: \_\_\_\_\_

BAPC Membership Number: \_\_\_\_\_ Paraglider Pilot Qualification: \_\_\_\_\_

Paraglider Airtime/Over Years: \_\_\_\_\_

Present Paraglider: \_\_\_\_\_

Training School Attended: \_\_\_\_\_

Now read and sign the following declaration:

In applying for membership of the Southern Hang Gliding Club, I agree to abide by its rules and regulations and any amendments and/or additions to these as might be made by the committee and/or General Meeting of the Club. I understand that contravention of these rules and regulations may lead to my suspension as a member, in which case I will not be permitted to use Club sites or facilities.

Signed \_\_\_\_\_ Date: \_\_\_\_\_

Please send this completed form with a cheque or Postal Order (no cash) for £35 payable to "SOUTHERN HANG GLIDING CLUB" to:

THE MEMBERSHIP SECRETARY,  
SHGC,  
P.O. BOX 36,  
BURGESS HILL,  
WEST SUSSEX,  
RH15 9YD

# STOP THE FREELOADERS!

A large section of this Windsock is given over to an up-to-date list of all flying members of the SHGC.

Look around you on the hill and you'll find quite a few non-renewals flying beside you - at your expense.

This must stop. The SHGC membership can no longer afford to subsidise this group of pilots.

## Visiting flyers.

Overseas flyers on holiday are allowed to fly free of charge as long as they obey the site rules. Visiting flyers from other clubs in the UK may pay £2 per day on the same basis. This arrangement is **not** for local flyers who reckon it's cheaper to pay daily rather than join the Club properly. If you know people who do this - persuade them to do the decent thing and join.

## Now.

To those pilots who complain that they can't afford to pay SHGC membership fees we should point out that if they can afford to buy a hang glider or a paraglider, they can't afford not to be members. SHGC membership is ridiculously cheap when compared to sailing, gliding or riding clubs - or even two broken uprights come to that!

Every person who doesn't pay for their flying is in reality, paid for by the SHGC members who do.

***It's not clever to avoid paying  
- it's mean!***

## SHGC paid-up members as at 7th November 1991

Laurence Adey	0424 434093	David Clayton	0883 346614
Mike Allen	0444 450892	John Clements	0227 70803
M Allwright	0444 248026	Marc Cleriot	
Richard Arthur	081 891 5836	Bernard Clifford	081 948 5536
Marc Atkinson	081 995 3863	Richard Coates	071 241 1508
Mike Backhouse	0279 506896	Eric Cockain	0903 203376
Ralph Bacon	0992 468429	Patrick Coghill	071 350 1355
Robert Banfield	0323 20872	David Cole	081 868 0905
Peter Banner	0306 884588	Richard Collar	071 498 1554
I Barnes		Richard Collie	071 924 3194
Nigel Barrett	0273 583698	Steven Cook	0903 725724
Paul Beasley	081 979 5956	Gary Cook	
Mark Begg	081 680 4377	Liz Cook	
Guy Belcher	0243 376353	Jerry Cooper	081 674 9427
John Benfield	081 857 5351	Clive Cope	071 226 5781
Peter Bernon	0903 750027	Brett Cormick	071 729 2736
Ken Besfor	081 651 4573	Geoff Cotton	081 546 6834
Eddie Bilous	0273 411239	Rob Couper	071 354 0461
Kenton Birch	0621 893047	Allen Cox	0923 779037
Jet Black	081 847 3010	Tim Cox	0273 671214
Charles Blackburn	081 840 1875	Francis Cracknell	081 568 4184
Jason Blackiston	0323 870118	Rob Croad	081 641 6193
Bill Blunt	0342 810928	Russel Crowley	06898 73873
Stephen Boalch	0304 374901	Robert Dalley	081 542 7732
Richard Bonwick	0892 655754	Michael Davies	0273 621793
Martin Brady	0444 233346	Richard Davies	0689 853017
Stephen Brewer	0403 710739	Colin Davison	081 761 9565
Lisa Brewer	0403 710739	Susan Day	0883 349845
David Brickwood	081 743 0929	Tim Day	071 701 9313
Richard Britton	071 431 1661	Peter Day	0734 421481
Miyoko Britton	071 431 1661	Ian Dehaan	0737 762895
Michael Broadbent	0424 210951	Craig Dolwin	0276 20220
Charles Brockis	04834 27218	Amanda Elias	0483 755101
Arthur Brooker		Oriole Elliot-Webb	0273 419645
Susan Brooks	0273 834984	M Ellis	081 579 8936
Chris Brough	081 671 0663	Andrew Elphinston	0737 240719
Roger Brown	0273 557414	Steen Eriksen	071 281 7975
Peter Bruce	081 689 2813	David Evans	081 303 7828
Chris Bryson	0425 272535	Derek Evans	0892 884132
Nigel Bucknell	081 398 6396	Gus Filgate	081 741 7174
Andrew Budd	081 840 6504	Philip Flower	081 651 4937
Peter Burden	0306 889722	Ben Forrester	0903 692589
Graham Burton	0323 767814	Peter Forward	042 43 4367
Barry Busby	0628 24788	Mark Fowler	081 674 4010
Mike Butler	081 783 0419	Rob Fox	071 586 8407
Peter Butt	081 751 3644	Dafne Freedman	048 65 2366
Tony Callow	0621 891761	Nick Funnell	071 405 8287
Peter Campbell-Burns	0252 625631	Charles Galbraith	071 735 6263
Adrian Caple	081 660 0824	Vanya Gant	081 677 2610
Michel Carnet	0860 667874	Paul Gardiner	0444 881 387
Johnny Carr	044484 217	Robert Gastman	081 722 8855
Gavin Caspersz	0296 86873	N Gerard	081 981 4912
Jonathan Cattlin	0273 818016	Nigel Gibson	081 890 7476
Malcolm Chance	0322 438682	Nigel Gilbert	071 281 1886
John Charlton	0342 716006	Hugh Ginty	081 906 1640
Dennis Childs	071 639 8286	Charles Godfrey	081 994 5740
Clive Chippendale	081 878 1081	David Goepel	0273 419645
Paul Chislett	0322 330299	Frank Golding	0273 305636
Matthew Clarke	081 767 6869		

Paul Goodyear 0444 450741  
 Damian Gordon  
 Kim Gouldstone 081 773 0495  
 Keith Gransby 081 801 7765  
 Harry Greene 071 482 4927  
 Richard Greenslade 0273 620073  
 Kevin Grey 081 767 7897  
 Paul Gurling 081 764 8301  
 James Gurney 0483 740958  
 Vince H Hallam 0271 870261  
 Neil Hallsworth 081 395 6046  
 Bernard Hanning 081 908 1549  
 Philip Hansford 081 854 3248  
 Jim Hardiman 081 311 0683  
 John Harmon 0825 890248  
 Anthony Harradine  
 Simon Harris 081 650 3657  
 Gordon Harris 081 546 0411  
 David Haydock 071 281 4344  
 Jose Hayler 0732 357413  
 Andrew Hebb 0703 642838  
 Leslie Hedges 081 847 1815  
 James Henderson 0293 783683  
 Bernie Hewing 071 737 4849  
 Steve Hilbourne 0444 416832  
 Andy Hirst 0734 402465  
 Anthony Hobden 0273 478863  
 Albert Holder 0273 514383  
 David Hollingsworth 0293 519008  
 Robin Hooper 071 978 8664  
 Patrick Houston 0323 440331  
 Rob Howe 081 748 0735  
 David Hurn 0895 630666  
 Andrew Jackson 081 524 4944  
 Mark Jackson 081 648 0763  
 Colin James 081 399 6278  
 Inike Jansen 081 390 3076  
 Nigel Jarvis 0883 349845  
 Ian Jenkins  
 Colin Jobey 0273 430167  
 Mark Johns 0273 834984  
 Liz Johnston 0273 556160  
 Christopher Jones 081 579 2830  
 Vicky Jones 0424 222630  
 Bill Jongeneel 081 761 8013  
 Marek Kanievska 071 437 7426  
 David Keenan 0273 725430  
 David Keepax 04442 45233  
 Finn Kennedy 0273 858221  
 Richard Kenyon  
 Andrew Keyte 081-464-3355  
 Graham King 0932 841619  
 Tim King 0273 500190  
 Neil Kinneer 081 697 1363  
 Robert Klee 081 543 2646  
 Paul Lambert  
 Marshall Lambert 081 597 4479  
 Nick Langford 081 541 1376  
 Stephen Langridge 0444 811731  
 Mark Lavender 0753 654631

Tony Leader 04024 54913  
 Judy Leden 0276 28649  
 Kiera Leeming  
 Daniel Lees 0903 874179  
 Rodney Lees 0273 300328  
 John Leigh 081 946 2552  
 Richard Lever 0628 824926  
 Gregory Leveredge 0923 264686  
 David Lewis 0634 718695  
 Simon Lewis 0372 363009  
 Richard Lewis 0273 417465  
 Steven Lloyd 081 949 6812  
 Edward Lockhart 071 673 6827  
 David Lockie 081 458 9873  
 P Lovell 081 689 0926  
 D.J. Lovell 081 689 0926  
 John Lovell 081 689 0926  
 Antony Lucchesi 0903 745277  
 Simon Lyon 081 693 2366  
 Ian Macadam 0273 747055  
 Alison Maddock 081 341 3383  
 Philip Maillardet 09592 3742  
 Nicholas Mair 071 736 5016  
 John Manlow 0634 666111  
 Don Mapp 081 521 3064  
 Robert Mardell 081 464 8416  
 Stephen Marnier 0273 770166  
 John Marshall 081 965 5826  
 David Matthews 0273 604752  
 Tim McDonald 071 286 5603  
 Janet McGill 0279 876327  
 Giselle McLachlan 071 586 6169  
 David McLeod 0732 840815  
 Andrew Meldrum 081-644-9897  
 Jonathan Melville-Brown 0273 748167  
 Bob Middleton 0843 596126  
 Dejan Mihailovic 081 751 3421  
 Mike Millwood 0273 400372  
 David Molyneaux 0424 752615  
 Sarah Monaghan 0273 453609  
 Christopher Morley 0273 588578  
 David Morrison 0342 716701  
 Alan Mortimer 0424 434879  
 Mark Mortimore 0737 642997  
 G Moss 081 689 0411  
 John Moss 081 644 6504  
 Steven Murray 081 977 9907  
 Peter Myers 0273 687336  
 D.A. Neill 081 977 2634  
 Lance Nelson 081 579 7634  
 P Newman 0233 638896  
 Catherine Newnes-Smith 0483 766044  
 Mac Nicol 0486 73524  
 Hugo Nottidge 081 891 2170  
 Tim Oakley 081 868 3824  
 Don Oliver 0689 854379  
 Paul Osborn 081 462 2833  
 John O'Neill 0273 541451  
 Colin Paine 0903 60468  
 John Pakulskic 0883 341633

Stewart Park 081 644 0300  
 Steve Parker 081 656 3017  
 Graham Parker 0992 812910  
 Graham Parslow 0737 243834  
 Tony Parsons 0737 760435  
 Kiran Patel 010 39 721 825903  
 John Pendry 0273 733883  
 David Perrin 0273 600450  
 Peter Perry 0293 537580  
 RJ Philips 0726 082015  
 Kevin Phillips 081 767 0553  
 Simon Phipps 09323 41912  
 Roy Phipers 081 527 7510  
 Michael Pickering 0305 860604  
 Kevin Pickering 0273 846319  
 Kenneth Pickering 0424 754797  
 John Prendergast 081 653 9065  
 Nicolas Preston 081 871 1858  
 Jonathan Pritchard 081 698 8942  
 Herbert Prohl 0273 685689  
 Nicholas Przybylski 081 467 4980  
 Barry Puckey 081 693 8722  
 Stephen Pugh 01 692 8554  
 Clifford Punmell 0689 854027  
 Graham Rankin 0327 77247  
 Paul Rankin 0293 775021  
 W Rawley  
 Bernard Reed 0323 639429  
 Bridget Reeve 071 735 6263  
 Duncan Reeves 0424 722805  
 Jon Reid  
 Ian Reid 01 427 9053  
 John Relph 01 977 9670  
 Howard Rhind 071 585 2445  
 Drummond Richardson 0342 87459  
 Ronald Richardson 06898 56723  
 Russell Richings 0375 674282  
 Mike Robertson 0273 772784  
 David Robinson 0375 372069  
 Paul Robinson 0279 429270  
 Mark Robinson 0428 651418  
 Peter Rolinson 081 874 9522  
 Simon Rose 0860 326916  
 Paul Rowland 07982 3338  
 Neil Russ 071 586 6169  
 Steve Ryan 01 546 6834  
 Martin Ryder  
 Claire Sanders 071 354 0461  
 Paul Sanders 081 390 3076  
 Peter Shand 01 663 3372  
 Peter Sharman 0342 892554  
 Andy Shaw 081 517 7945  
 Shane Siggins 081 764 3594  
 Warren Simonsen 0344 844852  
 David Slater 01 660 0991  
 Jerry Small 0420 22719  
 Brian Smith 0304 372920

Simon Smith 0233 84494  
 Chris Smith 01 651 1743  
 Mark Snow 0903 745277  
 Henrik Sode 071 386 8385  
 Simon Spear 042 878237  
 Keith Stainer 0825 765316  
 Michael Stevens 0273 515341  
 Ben Stevens 0825 890461  
 Chris Stockbridge 081 399 6141  
 Malcolm Stoodley 0728 831040  
 Jackie Stowell 081 840 1875  
 Lyndon Sutcliffe 0252 549083  
 Andrew Sutehall 081 330 5350  
 Stewart Swanton 0273 732219  
 Alison Syrett 0273 556160  
 Stewart Tanner 081 506 0259  
 Paul Toms 0442 44091  
 Mark Tooby 0689 70125  
 Warren Travers 09323 46879  
 Jane Tucker 081 874 7793  
 Hugh Turlington  
 Anthony Turner 0825 2969  
 Mark Turner 0903 812 504  
 Stephen Uzochukwu 0622 36219  
 Martin van Willingham 081 874 6367  
 Noel Venn 07372 21023  
 Susan Walker 081 686 5898  
 Nigel Ward 07982 2069  
 Stephen Westbury 0923 770930  
 Peter Whichello 081 546 5619  
 Adrian Whitmarsh 0403 55761  
 Robbie Whittall 0532 504683  
 Chris Whitwell 0703 650284  
 David Whymark 0277 372650  
 Elizabeth Wild 01 674 9427  
 Colin Williams 081 657 4958  
 Peter Williams 0705 467334  
 David Williamson 0273 604752  
 Kelvin Wilson 0903 814173  
 Mark Windus 0753 862874  
 Peter Winsor 0705 461125  
 Philip Wood 081 671 9257  
 Mike Woodcock 0342 317260  
 Mark Woodhams 0273 501043  
 Richard Wragg 0689 853732  
 Gordon Wuest 081 943 0259  
 Stewart Yates 081 979 1942

PARAGLIDING CLUB COACHES.

In the absence of any official Club Coaching scheme from the BAPC the following instructors and trainee instructors have agreed to be listed so that lower airtime pilots can contact them for help and advice:

Andy Shaw	S. London	081 517 7945	Eddie Bilous	Brighton	0273 411239
Michel Carnet	Brighton	0273 857700	Gary Cook	Brighton	0273 857700
Tim Cox	Brighton	0273 671 214	Susan Day	Caterham	0883 349845
Mark Mortimore	Reigate, but often flies in Wales	0737 642997	Dave Perrin	Brighton	0273 600450
Rob Couper	London	071 354 0461	Nigel Barrett	Brighton	0273 583698
Robin Hooper	London	071 978 8664	Liz Cook	Brighton	0273 857700
Liz Johnston	Brighton	0273 556160	Nigel Gibson	S.London	081 890 7476
Mike Millwood	Brighton	0273 857700	Nigel Jarvis	Caterham	0883 349845
			Mark Turner	Steyping	0903 812504
			Tim King	Brighton	0273 857700

'ello, 'ello, 'ello!

Brighton police have in their possession one hanglider. They have not issued a description as they want anyone who has lost one to tell them what it looks like, however it seems that it is rather old and possibly obsolete. They can be contacted on Brighton(0273) 606744.

STOLEN!

A hanglider was stolen from Federation Rd., Abbey Wood. London from the roof of a car on 24/9/91. It is a Kiss 154 with a double overdrive speed bar. The U/S zip is broken near the nose. The right hand L/E is damaged 1 meter from the nose. There is also some internal cloth damage patched up with stitched Dacron. There are a few tears on the U/S. The colour is white with a yellow L/E and red and purple U/S. If you have any knowledge of it then please contact Sky Systems on 0273 857700

FINAL S.H.G.C. LEAGUE TABLES.

Name	Flights	Total Miles	Glider
	<u>Martini League</u>		
A.Luccesi	45,24,22,13,10	114	Mylar K2
S.Cook	33,22,20,19,12	106	Santana SRC
D.Mattews	28,25,37	90	Ace RX
J.Carr	20.5,14.7,14.5,10,28	87.7	Rumour/K3
D.Keepax	16.5,5.4,8.8	30.7	Rumour
P.Rankin	13,6	19	Rumour
M.Snow	16.2	16.2	Magic IV
C.Jobey	15.2	15.2	Rumour
K.Grey	8.5,5.5	14	K2
D.Perrin	12	12	K2
D.Freedman	11.5	11.5	Rumour
	<u>Sussex League</u>		
J.Carr	20.5,14.7,14.5,10,28	87.7	Rumour/K3
S.Cook	33,20,12,10,7.5	82.5	Santana SRC
A.Luccesi	10,10,5,6	31	Mylar K2
D.Keepax	16.5,5.4,8.8	30.7	Rumour
M.Snow	16.2	16.2	Magic IV
K.Grey	8.5,5.5	14	K2
D.Freedman	11.5	11.5	Rumour
	<u>Paragliding</u>		
S.Swanton	12.8	12.8	Neo

Dear members,

You may have heard rumours of a new hangliding club, so I hope the following will clarify things.

Dave Keepax, Rod Lees and myself have applied to the BHGA for the registration of the Downs Hang Gliding Club.

We have two sites so far with several others under negotiation.

One is at Plumpton, using land managed by the agricultural college. The other is Ditchling East, close to the S.H.G.C. site but with a much safer take off and nearer bottom landing.

The Plumpton site has two roads to the top, adequate top parking, good top landing, excellent take off areas and acres of flat bottom landing. Dave and I have already done a ridge run of nearly six miles from this site, from Jack and Jill windmills to the East end of the ridge at Offham, near Lewes. It is also the only part of the downs with two sites on the same ridge - you can fly from one to the other. The ridge works in very light winds.

NOTE: THE CONSTITUTION OF THE DOWNS CLUB EXCLUDES PARAGLIDER PILOTS. THE SITE RULES DO NOT PERMIT PARAGLIDERS ON THESE SITES.

Please, paraglider pilots, don't get uptight about this, GO AND FIND YOUR OWN. All we are seeking is somewhere to fly, and provide somewhere that low airtime pilots who are afraid to fly S.H.G.C. congested sites can improve their skill on, hanggliders in safety. I still maintain that hang/paragliders on the same site is dangerous and unnecessary.

I hope that all S.H.G.C. members will consider the following:

1.

As chairman last year I did more work for the club than any recent chairman, including re-negotiating Mt. Caburn, yet you threw me out. Had you not done so Plumpton would now be a S.H.G.C. site. (I have since been badly let down by paragliders regularly slope landing at Caburn, contrary to the agreement that I worked so hard for.)

2.

Ask yourself if you are satisfied with J.Carr and friends on the committee. How many sites has he found? (Plumpton is about 3 miles from his house.) Even after my treatment at the A.G.M. I offered to re-join the committee as assistant sites officer; J.Carr and friends voted against me. Had I been accepted, Plumpton would be a club site. Whose interests, therefore, are your committee serving? In any case the attendance at committee meetings is pitiful, the Dyke purchase scheme has stalled, the Dyke marshalling plan remains unimplemented and the Dyke is unusable by low airtime pilots due to paraglider congestion.

3.

Why did you hanglider pilots give away your prime sites to paragliders when they themselves do nothing? No B.A.P.C. club pilot has yet found a site! (How many times have they been asked?) Dave and I have shown that it can be done. For every good hangliding site there are four or five good paragliding sites. They do not need the good road access. They do not need large bottom landing areas. Why, oh why, are they clogging up the few sites suitable for hanggliders?

4.

Look at the result of J.Carr's attack on my chairmanship. We have a split now in the south east and the paragliders have the prime sites. My scheme for hanglider control of S.H.G.C. with paragliders using our sites where space permitted would have prevented this split; yet he sold you his ideas based on "unity". You were conned.

5.

There are powerful moves afoot to prevent amalgamation at national level. Do you want to be a minority in a paragliding body? Who is going to defend our interests? Can you imagine a BHGA/BAPC with M.Carnet as chairman? This is not a joke. It is a real possibility, in fact it now looks likely. VOTE AGAINST AMALGAMATION. It is the first step in getting back our club and our sites.

(cont.)

The Downs Club sites take a northerly wind. Any hanglider pilots wishing to fly them must contact a Downs Club committee member first. Membership is not yet open and will be at the discretion of the committee. I hope that a lot of you will enjoy these sites. It is just a pity that you did not give me more support. These would then have been your sites.

JOHN CHARLTON.

THE MASKED MAN IN ASSOCIATION WITH TURN BACK THE CLOCK PRODUCTIONS

PRESENTS:

THAT MERCIAN LETTER IN FULL

We, the Mercian Club have decided, in view of the errors made by the BHGA to remove the old and retrogressive council and to substitute a new and progressive one. Here below is our manifesto which we feel is the only way to get the BHGA back on the right tracks.

1. Skywings to become a black and white magazine published six times a year, always one month late.
2. All BHGA members to get free membership of the "Flat Earth Society" and complementary Mercian membership if they vote for us.
3. Tim Williams, that Quisling of the BAPC to be sacked forwith, and Michel Carnet, the Paragliding AntiChrist, to be imprisoned under the Prevention of Terrorism Act.
4. Paragliding to be banned from all hang gliding sites and only to be allowed over water on round canopies in force nine gales if they ask nicely.
5. All paraglider pilots to wear black robes, ring bells and go around shouting: "UNCLEAN! UNCLEAN!"
6. John Pendry and Robbie Whittall to be sent away to corrective institutions.
7. Re-introduction of flogging for persons found guilty of associating with paraglider pilots, and cessation of all dialogue with the BAPC.

With the adoption of this forward looking plan the de-invention of the paraglider is dead cert. A return to the golden days of hang gliding with the rejuvenation of class two and the return of the bog rog to our slopes is assured. The best days of the seventies will be relived, Mark Bolan will come back to life and we will all be allowed to wear flares without being ridiculed.

Join us, and if you do we offer incentives, not bribes as has been alleged by the totally ignorant in the old BHGA, but incentives that will attract the modern pilot. These include vouchers exchangeable at Ann Summers' or Cynthia Paynes' establishments, free membership of the Mercian Club (the dinosaurs of the hang gliding world), discount on flares at Oxfam, and the knowledge that retrogressives have been exorcised.

E Strobes,  
PP Lord Gnome of Mercia,  
Drachen unt Gleitschirmflieger House,  
Gondwanaland.

SOUTHERN GLIDING SERVICES.

For all your hang+paragliding needs.

\*GLIDERS\*

We are dealers for Airwave, Apco, Solar Wings, Avian and La Mouette.

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We stock Harley, Advance and Edel gliders and are agents for many more. Test fly the amazing new ZX from Edel ; a revelation in high performance, yet safe, paragliding. We have demo K2, Calypso, Santana SRC, Rumour and M4 hang gliders and the new Edel range of paragliders.

\*EQUIPMENT\*

We have a massive range of varicos, helmets, harnesses, suits, reserves etc. Also some used equipment. Phone for details.

ATTENTION PARAGLIDER PILOTS!!

Moroccan holidays (as seen in Skywings!)  
We are offering 1 wk. + 2 wk. holidays in January 1992 from beginners to advanced thermal and X/C pilots.

Phone for details:  
0903 745277  
0831 276309

Tow Endorsements with Sky Systems.

The hangliding tow endorsement course at Sky Systems is to take place on the 22nd/23rd/24th Nov. 1991. It will commence with a lecture, at the Sky Systems Centre, Edburton, near Henfield, at 7.30 p.m. on Fri 22nd Nov.

The cost of the course will be about £50 and Sky Systems have asked for a £10 deposit from anyone registering to be sent as soon as possible.

If anyone else is interested they can contact Sky Systems on 0273 857700

Wot, no weather machine?

The weather machine blew down at the Dyke and was badly damaged. John Charlton says that it will be operational again in a few weeks time.

S.H.G.C. X/C LEAGUES.

In future no flights will be accepted for the leagues from pilots who are not current members at the time flights are made. There will be no exceptions!

BE  
LEGAL  
FOR X/C!

AIRSPACE MAPS

Tim Cox, Airspace Officer, has got some current 1/4 mill. airmaps available at cost price of £8.50 for the South of England, laminated. Send cheque and large s.a.e. to:  
Tim Cox,  
10 Crescent Rd.,  
Brighton,  
East Sussex,  
BN2 3RP.

GET  
ONE  
NOW!

MINUTES OF THE SHGC COMMITTEE MEETING, 2ND OCTOBER 1991

Present : J.Carr, M.Brady, D.Williamson, M.Carnet, N.Gibson, N.Ward,  
A.Luchessi, M.Woodhams, T. Cox

Apologies : A.Turner, M.Johns, A.Shaw

1. Minutes From Previous Meeting

The minutes of the previous meeting were accepted.

2. Matters Arising

2.1 Club Coach

*D.Keepax has been approached and is considering the matter.*  
J.Carr said D.Keepax was an ideal candidate for hang gliding coach and that he would appreciate him taking the position.

N.Ward has provided A.Shaw with a list of members. *It is not known whether A.Shaw has identified those with BAPC instructor ratings.*

N.Gibson pointed out that the BAPC are introducing a Club Coaching scheme and that, as a result, instructor ratings may not need to be a prerequisite.

2.2 Visiting Flyers

*M.Carnet is preparing statements in French and German for Vol Libre and Drachenflieger magazines and for display at club sites.*

2.3 Dyke Purchase

*A.Turner to liaise with the Club Treasurer/Alison Butler to establish what the Club can afford.*

2.4 Sites Guide

M.Woodhams said that the covers included in the quote of £805 are not robust enough for periodic changes of the contents and has paid an extra £60 for weightier board.

The Guide had already been sent to the printers when the request for landowners' addresses/telephone numbers was received. They could be included as changes are made, however.

M.Woodhams expects to receive the printed Guides no later than Tuesday 8th October which will enable them to be sent out with the next issue of Windsock.

*N.Ward requested a supply of 20 for new members.*

2.5 Doug Maynard

J.Carr read out a letter from Douggie which stated he has now joined the BHGA.

2.6 Flags For Beachy Head

A.Shaw has said that these can be provided at no cost to the Club.

2.7 Non-Renewals

N.Ward had sent a renewal form to Dave Vickers but, as yet, no reply has been received.

Steve Cook is now a paid up member. Mike Robertson has promised to pay.

M.Carnet suggested that more regular payment might be achieved by using direct debit, possibly credit card-based. This would involve payment by the Club of 3.5% commission. This should be investigated once a new membership secretary has been appointed.

It was pointed out that some pilots fail to join or renew because facilities are not available on the hill. M.Brady suggested placing some application/renewal forms in the bookshelf in the Dyke Hotel.

2.14 Position of Membership Secretary

A note has been placed in Windsock. As yet, no replies have been received. Although membership records have in the past, been maintained using a card file, N.Ward said that use of a PC would significantly reduce the amount of effort involved.

*D.Williamson was asked to approach Chris Bartram.*

3. SHGC Membership of the BAPC

N.Gibson had spoken to Angela Morris and Tom Beardsley. In summary, his conclusions were that:

- The constitution, adopted at the last AGM says that the Club should be a member of the BAPC. We are currently at odds with this.
- Numerous paragliding members have expressed disappointment to N.Gibson that the Club has not joined. Some feel that the committee is not looking after the interests of the paragliding members.
- The BAPC is introducing a Club coaching scheme which many members would like to see adopted. This must take place under the control of a BAPC Club - necessary to comply with conditions required for BAPC insurance.
- BAPC membership renewal forms require the signature of a CCI form the same Club. Therefore, paragliding members of the SHGC must also belong to another Club in order that they can renew their BAPC membership.
- Club membership of the BAPC is £132 p.a., i.e. less than £1 per head.

In response to point b), J.Carr emphasised that the Committee is certainly not acting against the interests of paragliding members but simply ensuring that the Club is receiving something in return for any financial outlay. *J.Carr will write to Windsock explaining the situation to the members.*

There is shortly to be another BHGA/BAPC amalgamation vote after which Club membership fees may be discontinued, in which case the Club will have paid a full year's subscription for less than two months membership. Consequently, it was agreed that, pending the result of the ballot, the Club will join the BAPC if the merger fails to go ahead.

N.Ward proposed that, as a token of thanks for the considerable amount of hard work put in over a number of years, particularly considering how little he flies, Tony Turner should be granted honorary membership, effective from the next renewal date. This was seconded by everybody.

2.8 St John's Ambulance

A cheque has been paid.

2.9 Hang gliding Tow Endorsements

M.Brady has obtained information from Sky Systems. Details have been published in Windsock. Seven people have expressed an interest so far. *Specific dates will be arranged some time during the following week.*

2.10 Reshaping of the Newhaven Launch

D.Keepax has given photographs to J.Carr.

Paul Milmore is currently reviewing guidelines regarding hang gliding, produced by him for councils and other organisations (e.g. National Trust). J.Carr will be helping him to bring them upto date and will pass the Newhaven photographs to him then.

P.Milmore is attempting to find out who owns the land. M.Carnet had been informed it belonged to SNCF.

2.11 High & Over

*A.Shaw will seek permission from the existing owner to trim the bushes.*

2.12 Socials

*Russ Crowley is looking for a suitable venue in the Croydon area.*

N.Gibson said he may be able to obtain facilities in the Reigate area.

2.13 Steyning Bowl

Eddie Bilous has been contacted and is happy to leave the arrangements as they currently stand, i.e. Club pays £200 per quarter.

4. **Club Finances**

M. Woodhams circulated details of the Club's financial situation provided by P. Day. He expressed the view that the ongoing situation should be monitored more closely and offered to liaise regularly with P. Day, reporting any significant developments to the Committee.

A number of other points arose.

The Southern and Thames Valley Clubs have jointly funded the purchase of a trophy. The SHGC currently owns the Thames Valley Club £44.

N. Ward was asked to send a statement to Ian Grayland detailing the membership amount due.

The weather machine is costing the Club £500 per year. Dissatisfaction was expressed because the device frequently fails to reply and gives incorrect wind directions.

M. Brady was asked to write to J. Charlton stating that the Club would terminate the arrangement unless its levels of availability and accuracy were improved.

It is suspected that some schools are not paying the full amount due to the Club for the use of Club sites. M. Woodhams will write to the Schools stating that if any are found to be avoiding payment, they will be deregistered and, therefore, no longer able to use Club sites.

5. **BHGA Questionnaire**

A questionnaire was discussed and completed.

6. **XMAS Bath**

J. Carr has identified a suitable pub in Cuckfield with 2 Saturdays available during December. It was decided to go for the 7th December. There will be a meal and disco. Tickets will be a maximum of £15 per head.

The pub can accommodate a maximum of 80 people. All tickets will be purchased through J. Carr to prevent over-booking. Priority will be given to those who normally support Club socials.

D. Williamson will get the tickets printed and send them to J. Carr.

The subject of Club trophies must be placed on the agenda for the next committee meeting. A request for nominations will be placed in Windbook.

7. **Sites**

J. Carr wished to register the fact that the National Trust have stated that the Downs are under its protection and that this could have implications for the Club in the future.

8. **Outlets Reports**

Robbie Whittall, a Club member is the world paragliding champion. Other Club members, John Pendery and Mark Turner came 14th and 16th respectively. Alison Symet is the British Champion. Mark Turner came second. Congratulations to all concerned.

Tim Cox has 20 current airspace maps (laminated/0.5 mil) available at cost price from his workshop.

7. **Any Other Business**

Dave Whymark has raised concerns about the insurance aspects of the Club charging for winching. This will be borne in mind should the Club move closer to that position.

Monique Amman has objected to being listed in the Hall of Shame as a recent user of Club sites. Due to injury, she has been unable to fly.


The barbecue was a great success. Johnny Carr and Diane wish to thank Peggy and Tony Turner for cooking the food. The Club has made an approximate £60 profit.

J. Carr is unhappy with the regular non-attendance at committee meetings of some Committee members, particularly where apologies are not given. M. Brady will send a note to all members of the Committee with the minutes of the current meeting.

8. **Date of Next Meeting**

Wednesday 6th November 1991, 7.30 p.m. at the Dyke Hotel.

Small ads. free to members, otherwise £2.00; Ads. placed for 3 months.

SMALL ADS	
<p><b>JOHNNY ROTOR LTD</b> THIS MONTH: JET 699 £ OMO EXOCET MINT CON. 499 £ MARIA 383 £</p> 	<p><b>DEFINITION OF "WELL UNHAPPY"!</b> I've got a LARGE BLACK MAGIC in yellow/black that I can't fly due to a CYCLING injury! Max. 1 hour airtime from new( pukka condition). Worth £1050 ish? Then give me a bell: Simon 081 650 3657</p>
	<p>FOR SALE — K2 Blue L/E, Pink/blue U/S, v.g.c. 11 months old, 35 hrs. airtime. £1900. call Dave on: 0273 600450 eve. 0273 857700 day.</p>
	<p>ACE 160. V/B, aerofoils etc. Excellent condition. £490. Phone David Slater on: 081 660 0991</p>
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<p>MAGIC IV 155 FR. Good condition. White/pink. £750 o.n.o. Phone Richard on: 0892 655754 anytime.</p>	<p>LOST AT FIRLE 24/8/91, BLUE GORE-TEX OZEE SUIT. Left briefly at the top of the east bowl and then disappeared. Did anyone pick it up along with their gear? Phone Dave on: 0273 604752</p>
<p>NO SWEAT- Gig Guide Venue: Rodney's Head, Herne Bay. Time: 9:00 p.m. onwards Dates: 20th Sept., 8th Nov., 29th Nov.</p>	<p>"CITROEN" FULL RACE AIRWAVE. Stripdown, superb handling. £800. Phone Daphne on: 04865 2366</p>
<p>AIRWAVE K3. Good condition. Suit 13 st.+ pilot. £1995. Phone Johnny Carr on: 0444 84217</p>	<p>MYLAR RUMOUR £1095. Phone Johnny Carr on: 0444 84217</p>
<p>VISION 5 Dec. 1990. Spare uprights, pneumatic wheels, garaged, loved and never damaged. £900 o.n.o. Phone Andy Keyte on: 081 464 3355.</p>	<p>CLUBMAN 160. Excellent condition. T. plus, CALYPSO. 1 hr. airtime. £1150. T. call Tim on: 0273 609925.</p>
<p>BLACK MAGIC (LARGE) with Paradise harness. Excellent condition, 8 hours flying time. Only £750. Phone Peter on: (0252) 625631 after 6p.m.</p>	