

TOP  
PARAGLIDING  
PERFORMANCE  
WITH ALL  
ACPUL A's!

With performance close to top competition machines such as the Apex MR and the Voodoo, the ATOLL from Falhawk brings "hot ship" performance within reach of every club pilot.

Manufactured from top quality polyester for dimensional stability, the ATOLL uses a clever line arrangement to considerably cut the drag acting on the canopy. This gives the ATOLL a very fast top speed, allowing easy penetration on the ridge and fast glides between thermals. At the same time, the ATOLL retains an excellent speed range. The aspect ratio of the ATOLL is lower than has become usual, moving away from the recent design trend which has resulted in many canopies becoming prone to asymmetric tuck/spin problems. The ATOLL is available in four sizes to suit all pilot weights. The fast and easy inflation of the ATOLL, plus the availability of the extra-large size makes it the ideal canopy for use with the Paramotor. The advanced design of the ATOLL, which incorporates the same MESH RIB technology as the APEX MR for spanwise stability, really will deliver performance while retaining security. Call us to arrange a test flight today.

# The Next Generation... ATOLL

Glider News - Glider News -

**Airwave VOODOO:** Find out why everyone's talking about this top performing paragliding canopy. Free Sky Systems SAS Harness (excluding backplate) worth £199 with every Voodoo purchased.

**La Mouette COBRA:** We now have a demonstrator available for this advanced, reasonably priced hang glider. Call Dave Perrin to arrange a test flight, and compare it to the competition...

**Ultralight Products FLASH:** This European XC-favourite paraglider first appeared last year to great acclaim... have a look at one today, and experience the cutting edge of paragliding performance - *STILL THE FASTEST TOP PERFORMING WING...* We have demo K2's and K3's in stock...

## SHOCK ABSORBER SYSTEM S.A.S. HARNESS

Safety and comfort, designed with the demanding pilot in mind - The premier paragliding harness in the new generation of back protecting modular systems, the Shock Absorber System is second to none. Designed and built by Sky Systems, the harness incorporates:

- Fully padded back and shoulder straps
  - Integral container to fit most reserves
  - Concealed reserve bridles with shoulder attachment points
  - Integral Tow Loops
  - Lots of storage space
  - Chest strap combines a cross-brace and conventional chest strap in one
  - Option of kevlar or carbon/kevlar back plate as an add-on for rib, spine and kidney protection.
- SAS Harness: £199. Kevlar plate: £100. Carbon/ Kevlar plate: £140

## SKY SYSTEMS FLYING SUIT:

A superb, practical lightweight suit. Made from breathable softex cloth, this suit is designed by us to be worn by all pilots. Vario loops on leg, map pocket. As worn by the British Paragliding Team 1991. Try one on today... £89.00

Drop into our showroom and have a good old rummage, or send now for our free mail order price list, which gives details of every requirement for hang gliding or paragliding

**SKY SYSTEMS LTD**  
Edburton, Nr. Henfield, West Sussex BN5 9LL  
Tel: Brighton (0273) 857700  
Fax: (0273) 857722

Magazine of the  
unprejudice,  
unrestricted  
membership  
Southern  
Hang Gliding  
Club.



Ancient foot launched proverb say: Look Before You Leap

January '92

# THE SOUTHERN HANG GLIDING CLUB

P.O.Box 36, Burgess Hill, West Sussex, RH15 9YD  
COMMITTEE SUMMER 1991

## PRESIDENT AND CHAIRMAN

Johnny Carr  
0444 84217

## SECRETARY

Martin Brady  
0444 233346

## TREASURER

Peter Day  
0734 421481

## MEMBERSHIP SEC.

Chris Bartram  
0273 682499

## SAFETY/PRESS OFFICER

Michel Carnet  
0273 846319

## SITES LIAISON OFFICER

Tony Turner  
0825 762969

## SITES CONTROL OFFICER

Nigel Gibson  
081 890 7476

## SCHOOLS LIAISON OFFICER

Mark Woodhams  
0273 501043

## WINDSOCK EDITOR

CHRIS BARTRAM  
UNITS G & H  
21 CAMPBELL RD  
BRIGHTON BN1 4QD  
0273 682499

## BAPC LIAISON OFFICER

Andy Shaw  
081 517 7945

## CLUB COACH

Adrian Caple  
081 660 0824

## AIRSPACE OFFICER

Tim Cox  
0273 671214

## HOME COMPETITIONS

Tony Lucchesi  
0903 745277

## AWAY COMPETITIONS

Kevin Pickering  
0273 846319

## TOWING REP.

Michel Carnet  
0273 505892

## SOCIAL SECRETARY

Oriole Elliot-Webb  
0273 419645

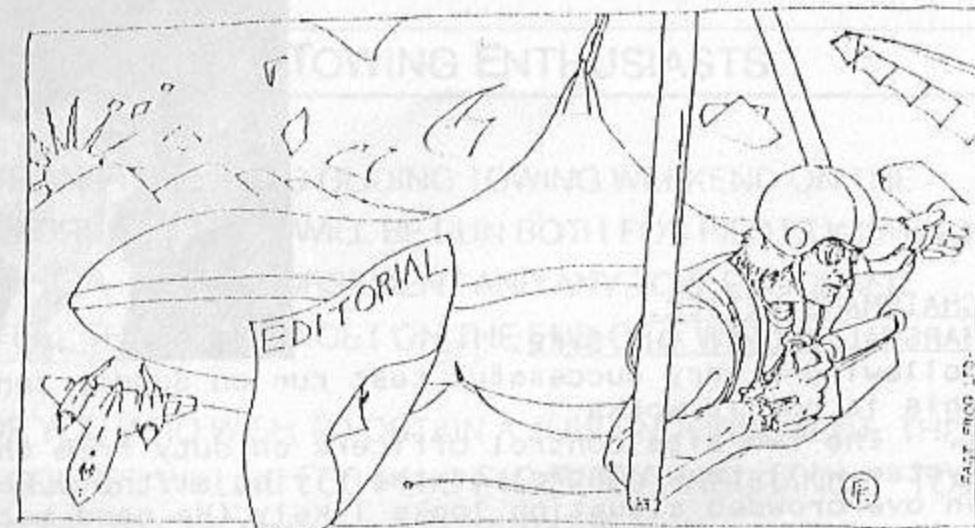
### Readers please note

Contents of this magazine **CANNOT** be reproduced without the **express** consent of the committee in any form whatever.

#### ADVERTISING RATES.

Number of issues	1	3	6	12
1/4 page	£7	£13	£24	£42
1/2 page	£12	£21	£37	£65
1 page	£21	£37	£66	£105
back cover	£31	£48	£75	£125

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



#### DAVE WILLIAMSON RESIGNS AS EDITOR OF WINDSOCK

DAVE RESIGNED AT THE LAST COMMITTEE MEETING AS A PROTEST. HE EXPRESSED HIS DISAGREEMENT WITH THE COMMITTEE'S STAND ON THE SET-UP OF THE HANGLIDING ONLY DOWNSCUB. HE ALSO FELT THAT AS HE WAS NOW ON THE COMMITTEE OF THE DOWNSCUB THAT THERE WAS A CONFLICT OF INTEREST. MOST OF THE COMMITTEE WERE SORRY TO SEE DAVE GO AND WOULD LIKE TO EXPRESS THEIR GRATITUDE FOR ALL THE WORK DAVE HAS PUT INTO THE MAGAZINE. THE JOB OF PRODUCING WINDSOCK HAS FALLEN BACK TO ME. WINDSOCK WORK IS NOT UNFAMILIAR TO ME AS MOST OF YOU WILL KNOW. I DID HELP DAVE IN PRODUCING WINDSOCK. I WELCOME ANY HELP IN PUTTING IT TOGETHER BUT I WARN ANYONE THAT IT IS HARD GRAFT, ITS WORK I WANT AND NOT WORDS OF HELP. MY PLAN IS TO TRY AND PRODUCE AN INFORMATIVE NEWSLETTER WITH GOOD ARTICLES FROM OUR TOP FLYING PEOPLE. I MAY ALSO BRING BACK THE "BLAST FROM THE PAST" ARTICLES WHICH MAY AMUSE SOME OF THE NEWER PILOTS (FOR ME THAT MEANS ANYONE THAT HAS NOT BEEN IN FLYING FOR MORE THAN 16 YEARS). I WOULD LIKE TO SEE ALSO SOME GOOD CARTOONS. THE COMMUTER CONTRIBUTES THIS MONTH. SO KEEP ON SENDING IN THOSE ARTICLES. THIS WINDSOCK HAS BEEN A SLIGHT RUSH JOB AND I HAVE NOT HAD ALL THE OLD MATERIAL TO WORK WITH. THIS WILL CHANGE AS I GET TO GRIPS WITH THE TASK, BEAR WITH IT.

CHRIS BARTRAM

SORRY IF WE COULD NOT PUT IN YOUR ARTICLE THIS MONTH BUT IT HAS BEEN A BIT OF A BOMBHELL, DOING ALL THIS EXTRA WORK.



#### BRAWL IN PUBLIC !!

TWO HANGLIDER PILOTS AT THE DYKE FIGHT OVER A LANDING DISPUTE. JOHNNY CARR INTERVENED TO STOP IT. BUT WHAT MUST THE PUBLIC THINK? THIS INCIDENT IS SOMETHING THE CLUB COULD WELL DO WITHOUT.



#### CHAIRMAN'S LETTER.

#### MARSHALLING AT THE DYKE.

Following a very successful test run on Sunday January 19th this is how it works.

1. The two site control officers on duty from the rotor system will take control of the flying at the Dyke whenever an overcrowded situation looks likely (We need more volunteers). Site control will be in operation every weekend.
2. The first marshal to arrive at the Dyke will put out the flags to form the launch gates. One in front of the Dyke pub and one in the north bowl for hang gliders and paragliders, and the other in the paddock for hang gliders only. We must ask all pilots to only take off between the flags.
3. If the sky is getting crowded the officers of the day and their helpers will put a daglo strip across each of the gates. This will mean no further take offs until someone has landed. (if you have been up for some time and you see the launch gate closing please be courteous and land allowing other pilots some airtime). Anyone may be asked to supervise this.
4. At least twice a day (sea breezes permitting) a double cross symbol will be put in the paddock, visible to all pilots. This will mean please land in good order to allow our low airtime pilots some time in the air to improve their skills. It will also mean no further take offs by anyone other than low airtime pilots. Make sure you are ready and in your harness as happy hour approaches in order to maximise your airtime. Ask for help because anyone still on the ground 5 minutes before the novice hour begins has little point in taking off. Suggested times will be 10 till 11 in the morning and if the sea breezes in the summer permit 1300 till 1400 hours. These times can be flexible and will be put on the blackboard by the site officers of the day. The hour sessions will be split in half between the novice hang gliders and the novice paragliders. Look at the blackboard to see who goes first. The times and the order will be put on the blackboard. Please get used to looking at the blackboard as it will be used for other relevant information. The marshalling system is to come into operation immediately.

This was one of my projects during my year as chairman and it is important for the future of our sport. We must show that we have a plan to control the number of pilots in the air at our busy sites or we could lose them. We also owe it to our low airtime pilots who do not want to mix it with 30 or 40 other pilots. If you could help please phone me.

Fly safe Johnny Carr.

## CALLING ALL TOWING ENTHUSIASTS

THERE WILL BE ANOTHER HANG GLIDING TOWING WEEKEND ON THE 22ND/23RD FEBRUARY. THIS WILL BE RUN BOTH FOR PILOTS WISHING TO OBTAIN A BHGA TOW ENDORSEMENT AND ANY TOW-ENDORSED PILOTS WHO FEEL THE NEED TO GET ON THE END OF A WINCH.

FOR THOSE OF YOU WHO WISH TO OBTAIN A TOW ENDORSEMENT, THE COST OF THE COURSE WILL BE £50 PLUS £12 BHGA INSURANCE. TOW RELEASE SYSTEMS WILL BE PROVIDED BY SKY SYSTEMS FOR THE DURATION OF THE COURSE.

ANYBODY WITH A BHGA TOW ENDORSEMENT MAY TAKE PART. THE COST OF EACH TOW IS £4. ALTERNATIVELY, YOU MAY JOIN THE SKY SYSTEMS TOWING SYNDICATE, COSTING £19 (FOR FEBRUARY AND MARCH); IN WHICH CASE EACH TOW WILL COST £2. BHGA INSURANCE WILL ALSO BE REQUIRED IF YOU ARE NOT PRESENTLY COVERED (ANYBODY WHO ATTENDED THE LAST TOW WEEKEND WILL BE INSURED FOR A YEAR). RELEASE SYSTEMS CAN BE HIRED FROM SKY SYSTEMS AT £5 PER DAY.

WHEELS, WHICH ARE A BHGA MANDATORY REQUIREMENT, CAN ALSO BE HIRED AT £5 PER DAY.

INTERESTED? RING ME, MARTIN BRADY, ON 0444-233346 AND I'LL BOOK YOU IN.

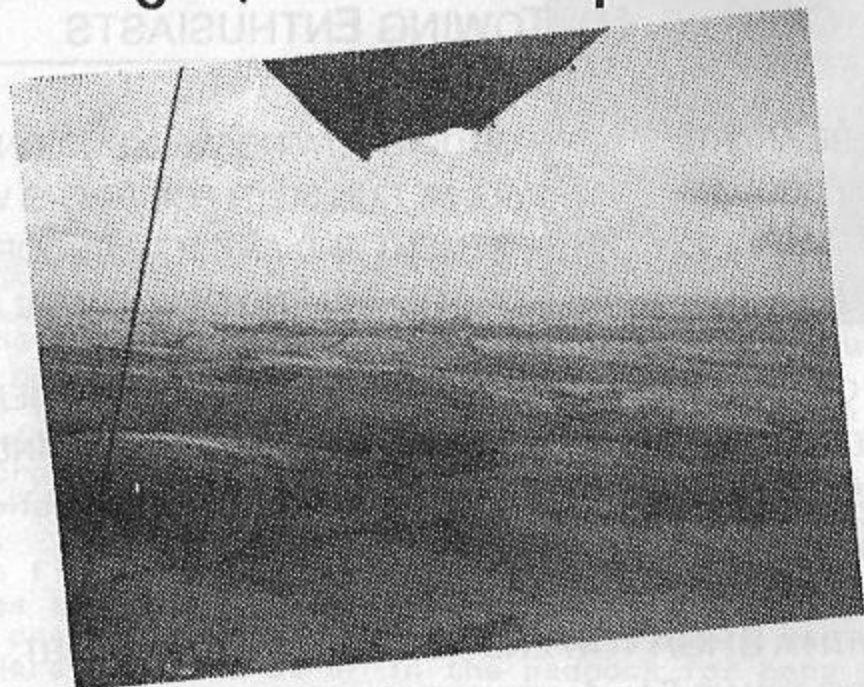
ALSO, IF YOU'RE INTERESTED IN BECOMING A WINCHMAN, GIVE ME A CALL.

TAKE CARE,

*Martin*

MARTIN

## X.C League, Home Competitions *Tony Lucchesi*



Well, the X.C season will hopefully start soon and this year I'm hoping for a better year than last.

If you are an X.C pilot then please send me details of your flights for reistration in the Southern Club leagues which are; Martini League, Sussex League, Sussex Weekend League and Sussex Longest X.C, for both Hang and para gliders.

I have had cards similar to the BHGA National X.C cards printed (courtesy of Davron), which makes life easier for everyone, but they are not compulsory and a piece of paper with the correct details is acceptable. I require:-

- 1) Name of Pilot
- 2) Club membership number
- 3) Date of flight
- 4) Flight type- Open Distance, Triangle etc
- 5) Glider type
- 6) Approx Distance
- 7) Take off and Landing grid references
- 8) Witnesses for take off and landing

I must receive the details within one month of the flight, not a big pile of details at the end of the year. I am not able to guess about flights, if you do a good distance and don't send any details in, don't expect to win any cups.

With the massive improvements in hang and para glider performance I feel that the days of fairly easy ridge runs are over, even though a lot of you may winge and say that the national X.C league accepts them. You know in your heart that a ridge run on a Kiss/Rumour/Apex MR/Voodoo etc is very easy and is more a question of whether the wind is on the hill than pilot skill, so to encourage true X.C flights I am not accepting any ridge runs in 1992.

So on those S.S.W summer days sod Newhaven, go to Mount Caburn and float over the back for some real X.C flying.

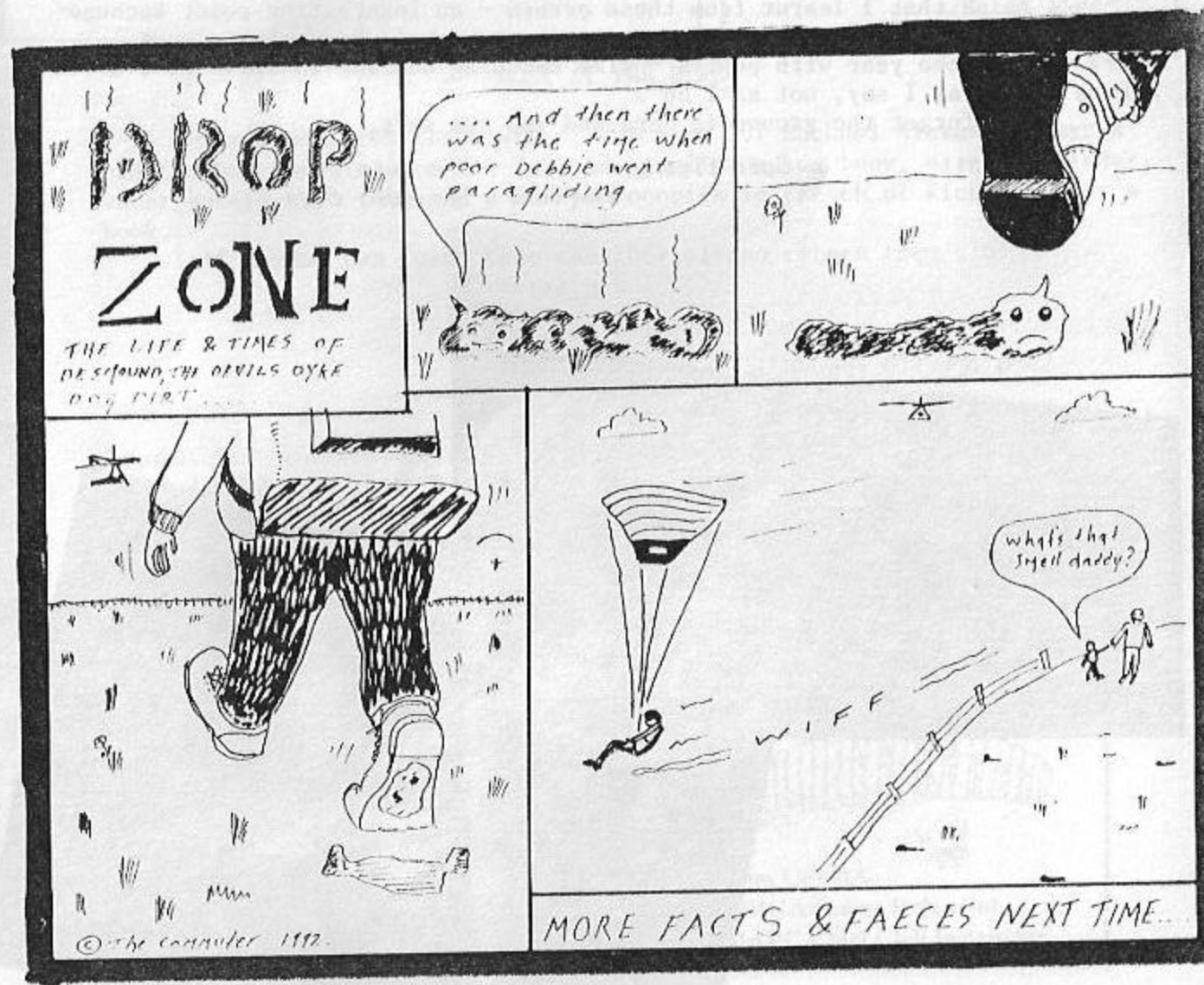
### Competitions

Home competitions will start around April when the weather is moderately predictable, these will be friendly affairs, the accent being on fun. Any pilot can take part; CPC-APC, SP- AP.

Kevin and I would like to build up a pool of hang and paraglider pilots for home and away comps, we already have a few hang glider pilots but few paragliders, so if you're interested in some fun flying and a bit of competition then give me a ring (no. on inside cover) and I'll put your name on the list.

Fly Safe,

Tony Lucchesi



## BAD LANDINGS.

I recall reacing a couple of years ago an article by a pilot with over 1000 hrs. describing how he stalled and crashed on a landing approach. Crazy, I thought, he should know how to land a hanglider after 1000 hrs. But then on Christmas Eve I made an approach slightly slow, dropped a wing on touchdown, over-flared and gently blew over backwards. I must have made over 2000 flights on a hanglider now, and this is the first time I've ever flipped over. I didn't break anything but it reminded me - don't get over confident!

I've been flying paragliders a lot recently and although I try and change my flying instincts when I get back into a hanglider there are some aspects which seem to mistsanslate, i.e. a paraglider approach is different to a hanglider approach for landing. A hanglider always demands a decent (i.e. above cruise) airspeed on approach - the rougher the air and the steeper the wind gradient, then the faster the approach speed.

Obviously a paraglider requires a similarly sensible approach speed but you have to also attend to retaining an inflated wing above you!

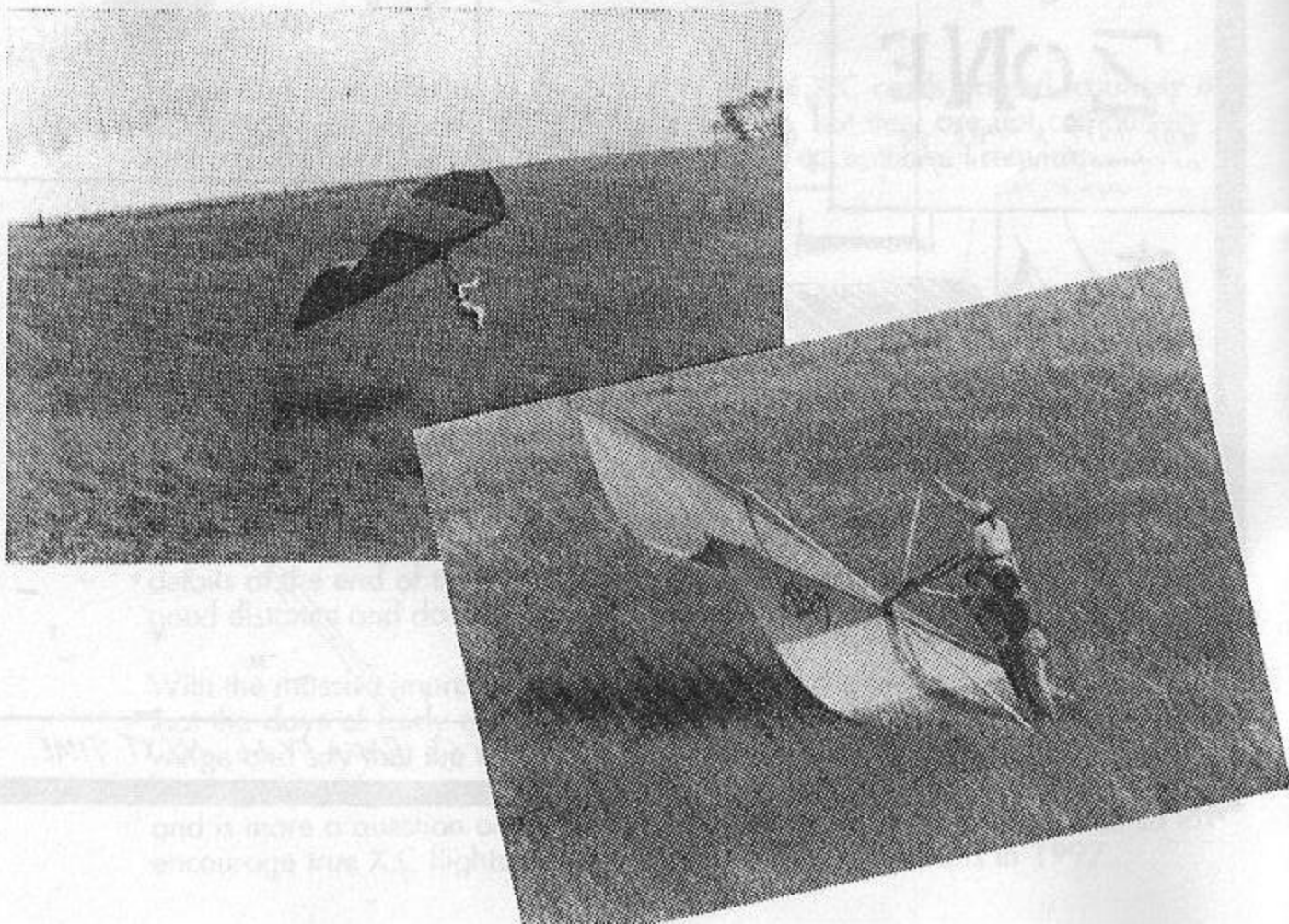
Whatever you're flying keep your wits about you - don't ever divide your attention. On my poor approach referred to earlier on I had previously noted some students of mine mis-rigging a glider; my mind was only 90% on flying.

I think that I learnt from these errors - an interesting point because I go through these very points about concentration, airspeed etc. almost every week of the year with pupils - like teaching someone to drive it's often a case of: do as I say, not as I do.

Don't forget the ground is hard and you are soft.

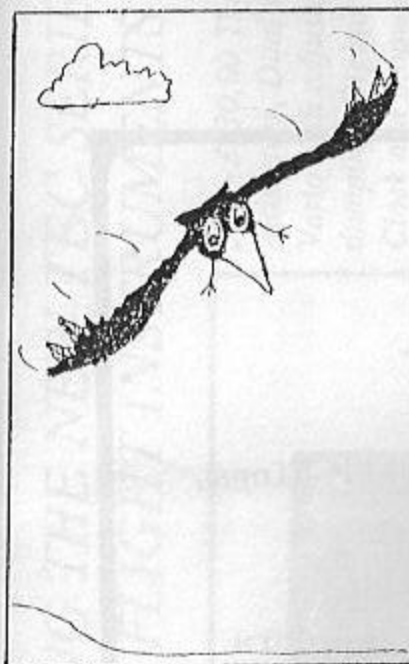
Safe flying,

Tim Cox.



## SCARE CROWS

AN EVERY DAY STORY  
OF FLYING FOLK....



### LOST AT THE DYKE.

Sometime about the start of November '91 Rachael Alexander lost a plastic bag containing a New Zealand hangliding log book, oxygen cylinder, water bottle with tube and a few photocopies in French of Rich Pfeiffer's book.

If anyone has found them can they please return them c/o:

85 Pursers Rd.  
Fulham,  
London,  
SW6 4QZ.

phone: 071 731 6362

Found

On 3.12.91. Yellow T-shirt with "Parapente No Mercy" logo.  
Please enquire at Staff Welfare Office, Brighton Post Office.

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

SOUTHERN GLIDING SERVICES.

For all your hang+paragliding needs.

\*GLIDERS\*

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

\*PARAGLIDERS\*

We stock Harley, Airwave 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 varios, 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 1993 from beginners to advanced thermal and X/C pilots.

Phone for details:  
0903 745277  
0831 276309

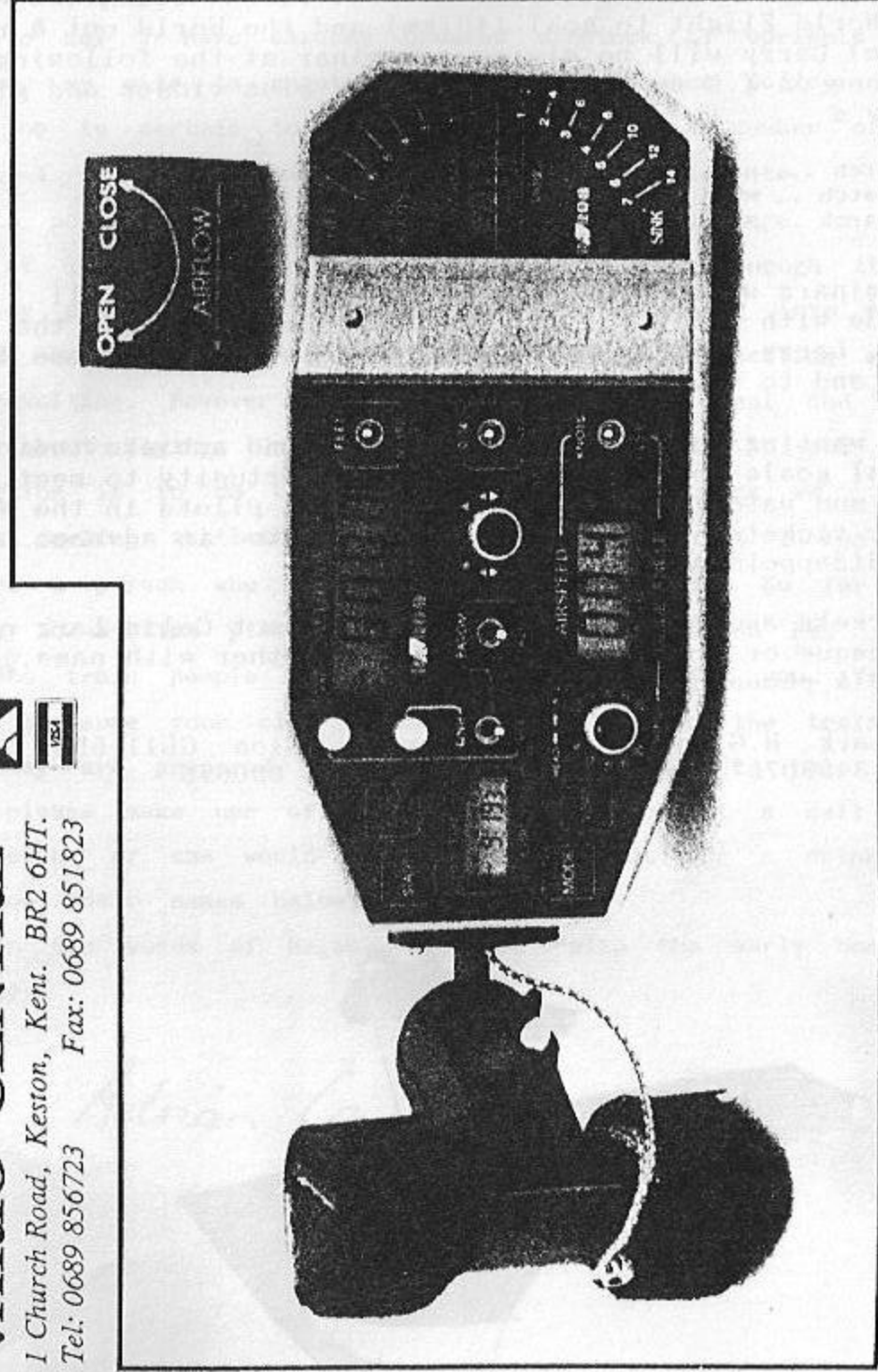
**DAVRON**  
**VARIO CENTRE**  
1 Church Road, Keston, Kent. BR2 6HT.  
Tel: 0689 856723 Fax: 0689 851823



**INTRODUCING THE NEW TEC SERIES  
RANGE OF FLIGHT INSTRUMENTS**

**500:- £330.00** Three Altimeters, Dual scale Vario with adjustable damping, Digital Clock and Stopwatch, RFI Suppression, Low battery indication, Programmable audio with adjustable thresholds, New style extremely tough injection molded case, Aeroball clamp, Protective bag.

**600:- £430.00** All the 500 Features plus, Digital Air Speed Indicator, Glide Angle indicator with programmable head/tail wind adjustment, Imperial and Metric Altimeter switch, Barometer readout, Adjustable Electronic Total Energy compensation.



*NEW 700:-£470 All the 600 features plus, Digital Averager with adjustable time weighted average from 10 to 30 seconds.*

*Phone for Information pack now available for the complete DAVRON range*

## SEMINAR ON XC AND AEROBATIC FLYING

BY

LARRY TUDOR  
WORLD DISTANCE RECORD HOLDER

Larry Tudor & Randy Haney (the first Pilot to fly over 200 miles) will be visiting our shores in March, Larry has many World Records to his credit, the most recent being the World open, World Flight to goal (487km) and the World out & return (320 km) Larry will be giving a Seminar at the following locations on X.C and Aerobatic flying plus videos and glider display's.

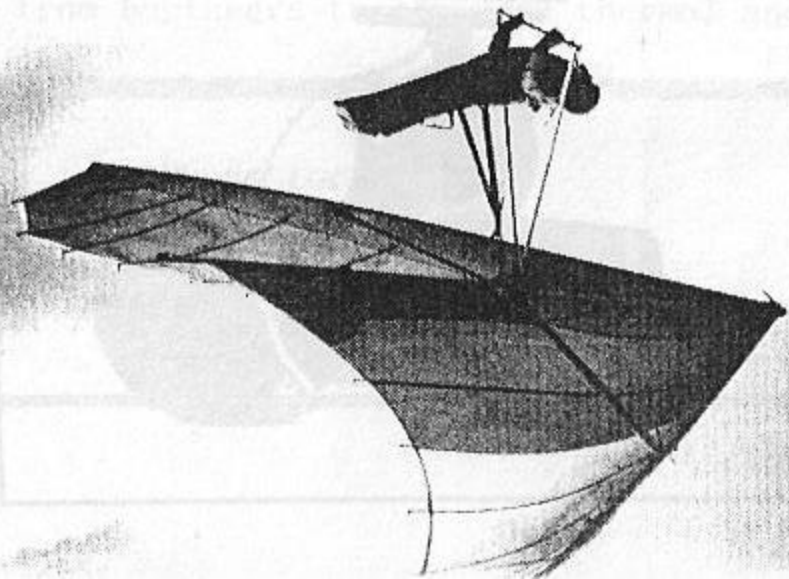
7th March ... Martlets Hall , Burgess Hill  
14th March .. Main Village Hall Hawes.  
21st March .. Manor Hotel , Crickhowell

The Seminars will take place in the evenings and will coincide with a Fly in over the week end at each of the above venues, Larry & Randy invite you to join them for some fun flying and to try there equipment.

Pilots wanting to improve there skills and achieve their personal goals should not miss this opportunity to meet, listen and watch fly one of the greatest pilots in the World. Seminar tickets are £5 and should be booked in advance to avoid disappointment.

For Tickets and further information contact Colin Lark or send cheque or credit card details to-gether with name, address & phone number to;

Colin Lark. H.G Hut, West End, Coaley, Glos. GL11 5DZ.  
Tel 0453 890767 / 0860 670605 Fax 0453 890075



### A Need For Help.

When I received my December copy of windssock I finally knew my last remaining brain cell had ceased to function as I discovered my offer to take on the role of club coach had been accepted. After 10 years assiduously maintaining a low profile I have been forced out by my own careless tongue. Needless to say I have already ordered a stock of uprights and advised my wife to negotiate a large insurance policy as this job is certain to result in my having a number of accidents. I can still remember Mark Dale attempting to convert to pole vaulting after giving a lengthy lecture on the art of landing. If however I do survive long enough it will be my pleasure to attempt to put back something into a sport that has given me so many experiences some exciting and some overexciting. However I have learned a great deal and not just about flying. One lesson I still struggle to put into practice is to do with seeking help as I think we have this feeling that it is somehow not macho. But I for one admire a person who is prepared to seek advice. So for all those low airtime pilots remember your organisation has troubled to train people in the best way to assist you. You can also be sure your club coaches have undertaken the training because they are prepared to go out of their way to help you. So please make use of them, give your nearest a call I am sure he or she would be glad to go out for a drink I give you their names below. Finally in the words of Magee, may you "slip the surly bonds" but safely.

*Adrian Caple*

DEAR CLUB MEMBERS

NIGEL WARD (EX) HARD WORKING MEMBERSHIP SECRETARY HAS DECIDED TO DISAPPEAR TO CANADA . WORK OPPORTUNITIES AND HIS YOUNG LADY CALLED . SO ONE DAY WHILST I WAS AT WORK DAVE WILLIAMSON POPPED IN ENLISTING MY HELP FOR WINDSOCK AND HAPPENED TO MENTIONED THAT CERTAIN MEMBERS OF OUR ILLUSTRIOUS COMMITTEE WONDERED IF I MAY TAKE ON THIS TASK . IT WAS ONE OF THOSE , " THINGS GOING WELL " TYPE OF DAYS AT WORK , SO I SAID YES . FOR THOSE THAT DON,T KNOW I HAVE BEEN ON THE CLUBS COMMITTEE BEFORE . I USED TO EDIT,PRINT,COLLATE,FOLD ,STAPLE AND POST WINDSOCK , FOR 7 YEARS (IT SEEMED LIKE 70 YRS) AND ON TOP OF THAT WAS SITES OFFICER . I HAVE SO FAR FOUND THE TASK OF MEMBERSHIP SECRETARY INTERESTING BUT HARD WORK . THE MOST IMPORTANT TASK IS GETTING ALL THE CORRECT DETAILS FROM EACH OF ALL THE MEMBERS(AND BEING ABLE TO READ IT) THEN GETTING ALL THAT INFO CORRECTLY ORGANIZED TO GIVE A GOOD SERVICE . SENDING OUT THE MEMBERSHIP PACKS AND MEMBERSHIP RENEWALS , PRINTING OUT THE LABELS ETC KEEPS ONE BUSY . CONTACT ME IF YOU NEED A MEMBERSHIP FORM OR IF YOU REQUIRE ANY FURTHER INFORMATION ABOUT YOUR RENEWAL ETC . SIGNED YOUR NEW MEMBERSHIP SECRETARY

CHRIS BARTRAM

(This letter was received after a redirected membership application turned up on Nigel's doorstep in Toronto).

486 Castlefield Avenue  
Toronto  
Ontario  
Canada  
M5N 1L6

6 Jan 92

Dear Chris

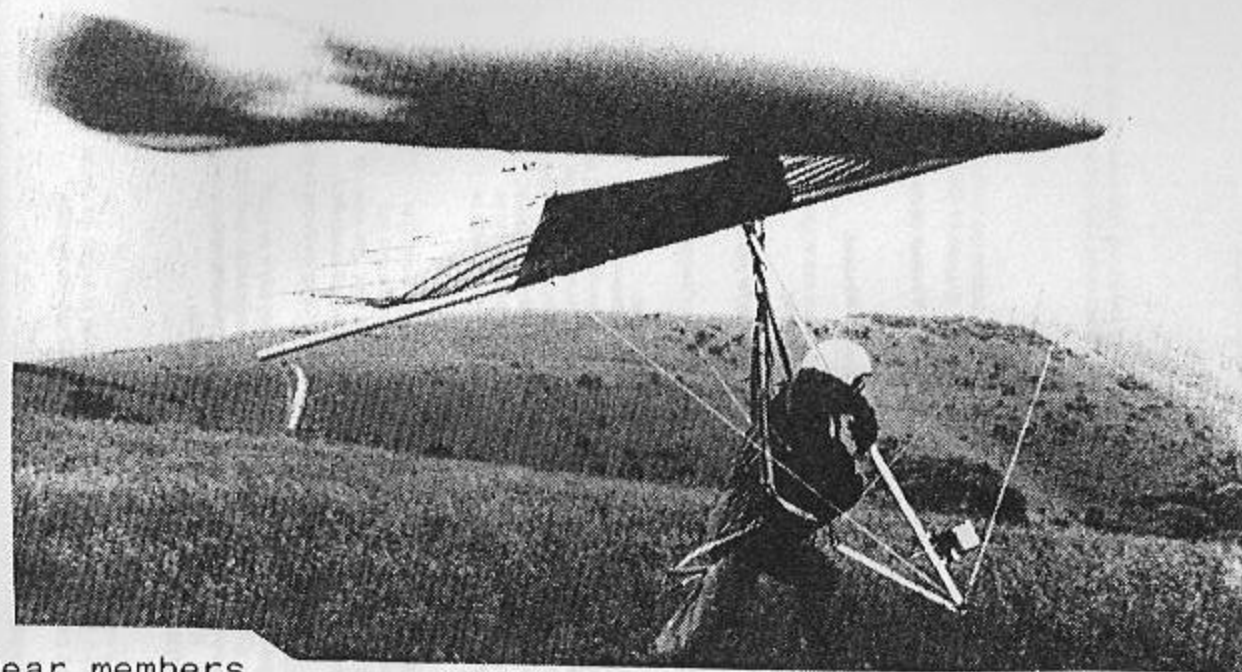
Well I guess it had to happen. The first transatlantic membership application. Am I ever going to finally finish being membership secretary? (Judging by the note I wrote at the top of the membership form, I sent it out to Mr Green sometime in July last year.).

Hope all is going well and the membership haven't all left to join the Downs Club. The land is depressingly flat around here and no one's ever heard of paragliding.

all the best,

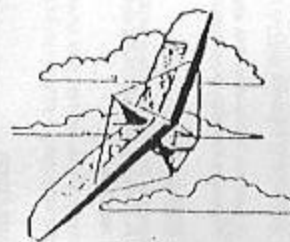
Nigel

P.S I am going on an extended holiday on about 20 June for six weeks or more so it will be a long wait for any membership forms that get sent over here in that period.



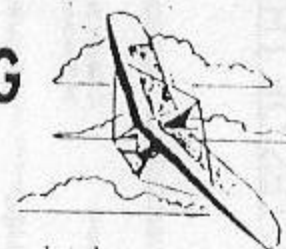
Dear members

Some time ago Mark Johns requested volunteers to go on a rotor system to help with marshalling at the Dyke. We have had 14 pilots respond. I am very grateful to those who have volunteered but it is not enough. The idea is that we will be paired up with another pilot, this means that 2 of the 14 marshals will be on duty every 7 weeks. The system works on the more numbers there are the less you have to do. For example we have over 300 members in our club. If 100 came forward to help, two of us would be on duty once a year. If it's not on the Dyke that weekend then we would not be called upon for another year. I am asking you to please come forward and do your bit for the club. If we share the workload we will all have less to do. The system will start with what we have got but as you can see it is not fair on the 14 to take this job on without more assistance. Ring me now JOHNNY CARR 044484 217.



## FREE FLIGHT HANG GLIDING SCHOOL AND CLUB

Dave Whymark Chief Flying Instructor



Don't stop flying just because it's winter. Keep your hand in and take advantage of our 'out of season' offers at our tow site.

Just off Junction 30/31 on the M25.

Up to Elementary Pilot Certificate - Normal rate:

Elementary Pilot Certificate to Club Pilot Certificate £45 per day;

If you have your own equipment then it's £35 per day;

Tow Conversions £40 inclusive of hire of tow release and wheels;

Experienced Pilots - £15 per day ( min. 2 pilots) Exclusive of tow release and wheels.

BOOK NOW BY PHONING 0277 372650

# MINUTES OF THE SHGC COMMITTEE MEETING, 4TH DECEMBER 1991

## MINUTES OF THE SHGC COMMITTEE MEETING, 4TH DECEMBER 1991

Present : J.Carr, M.Brady, D.Williamson, M.Carnet, N.Gibson,  
M.Woodhams, A.Turner, M.Johns, A.Shaw, C.Bartram

Apologies : O. Elliott-Webb, K.Pickering

In Attendance: Dave Keepax, John Charlton, Dave Goepel, Nigel Ward

### 1. Minutes From Previous Monthly Meeting (6th November)

The minutes of this meeting were accepted.

### 2. Matters Arising From Previous Monthly Meeting

#### 2.1 Visiting Flyers

French translation half complete. J.Carr to ask friend to get German translation performed.

#### 2.2 Dyke Purchase

M.Woodhams and J.Carr have met regarding the lease document. M.Woodhams will discuss outstanding points with M.Brady.

Reply still awaited from P.Day regarding what the Club can afford. Careful analysis needs to be performed before providing an answer.

#### 2.3 Flags for Beachy Head

D.Williamson to put a note of thanks in Windsock, to Harley for providing the flags.

#### 2.4 Non-Renewals

A note on freeloaders has appeared in Windsock. A list of current members has also been published.

#### 2.5 High & Over

A.Turner has made initial contact with the National Trust. Is awaiting a response.

### 2.6 Socials

The Market pub in Reigate is currently undergoing refurbishing. This will be finished in January and will be available to the Club mid-week and can accommodate 40 - 60 people.

N.Gibson to follow up after Xmas.

### 2.7 Non-Renewals

M.Woodhams will write an introduction to Windsock on the subject of free loaders.

A list of current members will be printed in Windsock.

### 2.8 Thames Valley/SHGC Competition Trophy

A.Luchessi will obtain a cheque from P.Day for payment to the TVTIG Club.

### 2.9 Ian Grayland Letter

N.Ward will ask C.Bartram to write the letter.

### 2.10 Weather Station

M.Brady to write to John Charlton requesting refund.

### 2.11 Xmas Bash

Over 50 tickets had been sold.

### 2.12 Club Trophies

There will also be a bent upright award. Congratulations to the winner: Steve Uzochukwu.

The majority of trophies have now been retrieved. 1 or 2 are out of the country, however. All winners will receive tankards and scrolls. Dave Keepax has kindly agreed to do the scrolls.

### 2.13 Safety/Press Officer

Mark Johns expressed a wish to resign from the committee due to work commitments. J.Carr will take over marshalling at the Dyke until the post is filled.

The position will be advertised in Windsock. Michel Carnet volunteered to stand.

### 2.14 Club Coach

Adrian Capel, who is a Senior BHGA Club Coach is willing to fill the hang gliding vacancy and was unanimously accepted.

A Shaw repeated that he is willing to stand in as paragliding Club Coach until that post is filled. He can be contacted on 081-660-0824.

### 3. Minutes From the Additional Meeting (20th November)

John Charlton wished to register that he considers section 2, para 5 to be inaccurate as he has since retracted his comment regarding Lord Hampden. He will not report pilots slope landing at Mount Caburn.

### 4. Matters Arising From Additional Meeting

#### 4.1 Downs Club

A letter had been sent to Dave Keepax outlining the Club's position.

#### 4.2 Marshalling System

J.Carr has obtained storage facilities at the Dyke for marshalling equipment, in the boiler room next to the toilets. J.Carr/M.Carnet will work out a rota and pass an article to D.Williamson for publication in Windsock.

The proposed 'X' signal already has a meaning. It was agreed to change this to one horizontal line and two verticals ( ↔ ).

J.Carr has rewritten the rules for the Sites Guide.

### 4.3 Use of Ditchling

Following the report from A.Shaw that a shooting club was unhappy about flying taking place in the north bowl, attempts to contact the farmer have been unsuccessful.

### 5. Downe Hang Gliding Club

J.Carr read a letter received from Dave Keepax. Dave had received a response from the BHGA to the DHGC application for registration, requesting some changes. The DHGC has responded and is awaiting notification from the BHGA.

John Charlton emphasised that he believes strongly in site sovereignty and will, in no way, jeopardise the SHGC's tenure of sites. The view was expressed that in spite of the Committee's assurances, it would not guarantee to protect the sites in question for hang gliding-only (i.e. Plumpton and Ditchling East).

There was a discussion to establish how the DHGC's needs could be satisfied within the SHGC. It was suggested that an arrangement be proposed whereby the sites are under the direct control of the DHGC which would be a private rather than BHGA-registered Club, but under the overall control of the SHGC as is the case with Steyning Bowl. The arrangement would be renewed on a periodic basis, giving the DHGC the opportunity to withdraw if it was felt that the agreed protection was at risk.

M.Brady will write to Dave Keepax explaining the Club's position.

### 6. Break-Ins At Frie

John O'Neil reported that three cars had been broken into at Frie. Bricks had been thrown through the window.

### 7. Membership Renewals

A.Shaw has chased up some members for renewals. D.Vickers is joining the BAPC and wants to pay day membership. It was pointed out that he had promised to join the SHGC.

8. Safety

In the absence of a Safety Officer, J. Carr will organise marshalling at the Dyke at weekends.

D. Williamson will out a request in *Windsock* for a Safety Officer and BAPC Coach. In the meantime, A. Shaw will stand in as coach.

9. Clubhouse Reports

9.1. Towing

The hang gliding tow endorsement weekend was a great success. There were 78 tows and 8 endorsements were gained. The first day was light wind and the second was strong. J. O'Neil will be writing an article for *Windsock*.

The back of the Dyke has now been proven as a site suitable for hang gliding towing.

M. Brady registered his thanks to Dave Perrin and Michel Carnet for making the facilities available.

9.2. Sites Control

N. Gibson questioned whether all Club sites were registered and suggested that codes should be included in the Sites Guide.

N. Gibson will call Tom Harvie to find out what the codes are.

N. Gibson felt that, although the AGM vote was in favour of pursuing amalgamation, nothing would happen for at least a year and that the Club should join the BAPC. This was agreed. N. Gibson will obtain the necessary forms.

It was suggested that a letter should be written to Skyways! expressing the Club's dissatisfaction with the principle of genuine Club's paying the same membership fee as commercial organisations.

9.3. Schools Liaison

M. Woodhams reported steady income from the schools and will publish what they have contributed to Club funds.

9.4. Chairman's Report

The chairman proposed that "Any person identified by name or committee post in a letter or article intended for publication in *Windsock* that could be considered defamatory or offensive must be given right of reply by the editor in the same issue of the Club magazine".

Seconded by M. Woodhams. Carried unanimously.

The chairman expressed his view that *Windsock* should be kept for flying and not used as a platform for personal attacks.

A. Turner proposed that "The committee requires that D. Williamson exercises impartiality in expressing the views of hang gliding and paragliding in *Windsock*".

Seconded by M. Brady. Carried unanimously.

10. Airfield Business

2 school proprietors are considering opening private sites to the Club on a trial basis.

The subject of low sites will be discussed at a specific issue at the next Committee meeting.

11. Date of Next Meeting

Wednesday 3th January 1992, 7.30 p.m. at the Dyke Hotel.

9.

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

SMALL ADS

JOHNNY ROTOR LTD  
THIS MONTH:  
JET 699£  
ON0  
EXOLET  
MINT CON. 499£  
MARIA 389£

E.P.C. WELCO

FF.

£200 OFF A NEW FALHAWK!  
Nigel Gibson has a voucher for £200 off the purchase price of a brand new Falhawk canopy which he does not want to use. If you want it then phone him for details on :  
081 890 7476



FOR SALE  
MAGIC KISS, RED WHITE & BLUE. L/E.  
£1,200 Phone 0959 71706  
Now only £1,000  
Thank You.  
Ricky Young.

AVIAN CLUBMAN CFX 160.  
C of A, pink and yellow chevron, only 1½ years old, with 8" dia. safety wheels. Stored indoors, batten profile and manual. Waiting for eager E.P.C. pilot. £850.  
Phone Pete Myres on:  
Brighton (0273) 687336.

CLUBMAN 160. Excellent condition. T.  
plus,  
CALYPSO, 1 hr. airtime. £1150. T.  
call Tim on:  
0273 609925.

RUMOUR, SMALL.  
Pink L/E, black U/S. Less than 1 hour airtime, as new. Selling due to cash crisis. Bargain £1500, no offers.  
Also,

Magic IV 177FR, CoA, Orange Mylar L/E, Garaged, Used but not abused, I want £399 but lets haggle, Phone John 0737 776085 (work), 0825 890248 (home).

ACE 160.  
Pink L/E, airofoils, wheels, excellent condition. Flies beautifully. Must be seen! Only £495 o.n.o.  
Phone Ian on:  
071 254 5831.

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