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JUNE 92

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Devil's Dyke  
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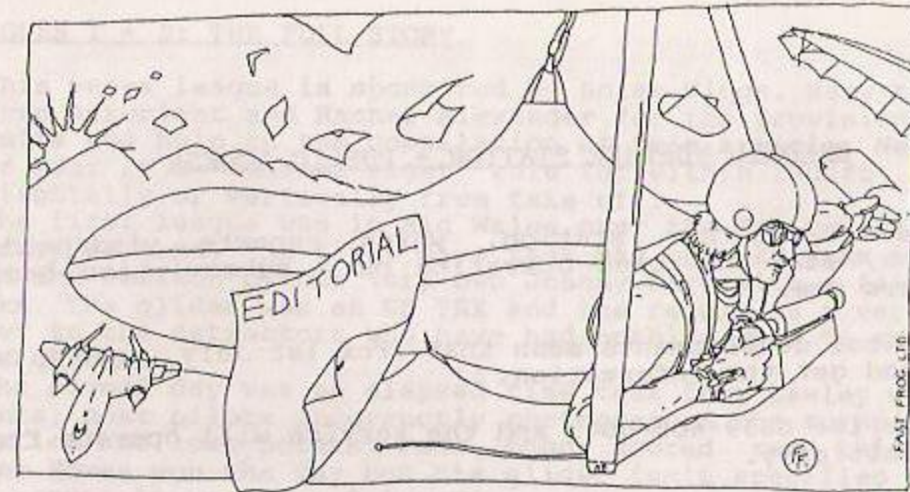
**Advertising Rates:**

No. issues	1	3	6	12
quarter pg.	£7	£13	£24	£42
half pg.	£12	£21	£37	£65
full pg.	£21	£37	£66	£105
back pg.	£31	£48	£75	£125

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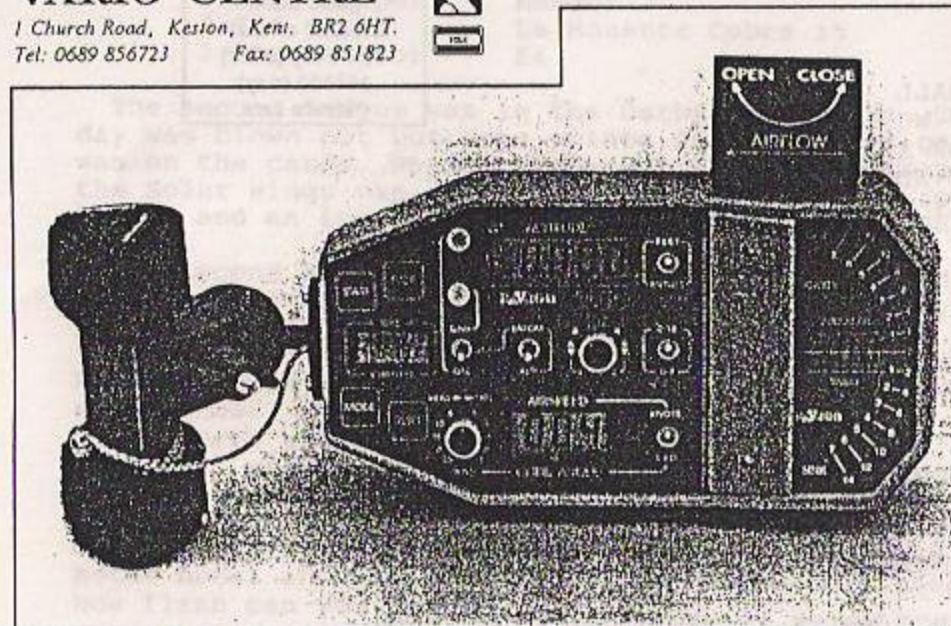
TIME FOR CHANGE !! SO THERE I WAS DOING ALL THE MEMBERSHIP RENEWALS AND PUTTING OUT WINDSOCK GETTING PROMISES OF HELP BUT PEOPLE NOT TURNING UP OR JUST LOSING INTEREST , WHEN GARY COOK LEAPS FORWARD AND VOLUNTEERS TO DO THE MEMBERSHIP . WELL , NO IT WAS NOT QUITE LIKE THAT . MARK WOODHAMS WENT ROUND WITH A BLUNT INSTRUMENT ! , ACTUALLY GARY WAS ASKED AND DID SAY HE WOULD HELP . I THINK THE CLUB SHOULD BE GRATEFUL TO GARY FOR GIVING UP HIS TIME TO DO THE MEMBERSHIP RENEWALS BECAUSE IT IS A LOT OF WORK ALL FOCUSED INTO THREE MONTHS . PLEASE GIVE GARY YOUR SUPPORT AND SEND IN YOUR MEMBERSHIP FEES NOW . DELAY ONLY COSTS MORE TIME AND YOU MORE MONEY . SO IF YOU HAVE NOT YET PAID YOUR MEMBERSHIP DO IT NOW .

NO CHAIRMANS LETTER THIS MONTH DUE TO THE FACT THAT OUR ILLUSTRIOUS CHAIRMAN HAS FLOWN OFF TO AMERICA TO COMPETE FOR 5 WEEKS . RUMOUR HAS IT THAT HE HAS BEEN INVITED TO THE QUEENS GARDEN PARTY . LETS HOPE THAT HE DOES WELL OVER IN OWENS VALLEY . I AM TOLD THAT DAVE PERRIN DID FAIRLY WELL IN THE PARAGLIDING COMPETITION THE OTHER WEEK , BUT SO FAR NO GOOD ARTICLES HAVE YET COME IN (HINT,HINT) .

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BRADWELL WEATHER STATION - PUBLIC ACCESS

The Bradwell weather station, which reports windspeeds, directions, etc, has been operating on a subscription basis for 3 years now.

New technical developments mean that from 1st July, anyone can call in and get the information.

The number is: 0839-600-604, and the service will operate from 8am-7pm initially.

There are over 60 lines in parallel on this number, so you should never get the engaged tone!

Of interest to ~~some~~ Southern Club members, we also have coastal stations (primarily for Windsurfers) running as follows:

Shoreham Beach.....0839-800-868  
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Any clubs wishing to have a similar service on their sites without major cash outlay, contact Rod Buck, on 0742-620363/620039.

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LEAGUES 1 + 2: THE FULL STORY

This years league is sponsored by Solar Wings. Many thanks to Darren Arkwright and Rachel Alexander for the provision of results and help in the compilation of this article. New for this year is a "thermal right" rule for within 1000ft horizontally or vertically from take off.

The first league was in Mid Wales over the May Day bank holiday weekend. The first days task was open XC from the Long Mynd and was won by our very own Johnny Carr with a flight of 111km. The glider was an UP TRX and the result is a very good answr to the detractors who have had nothing good to say about this glider.

The second day was an elapsed time task from Lawley with turn points; most pilots incorrectly photographed the turnpoint in question and lost points. Poor Johnny scored zero this day. Peter Howes won the day but his glider isn't specified so you may assume it wasn't a Solar Wings one.

Day three opened with a 35 mile task from Clatter in a SW wind with low cloudbase, poor thermals and some cross wind flying needed to complete the task. Jes Flynn won the day on the Cobra test flown in last months Windsock with a flight of 98km. There was a fair amount of debate about the validity of the task give that the ATC at the newly created Welshpool ATZ reported over forty hang gliders in their airspace. A number of pilots claimed to have been over 2,000ft agl but indepedent pilots dispute this. Given that the airspace was only three weeks old and not known to the tasksetters nobody was penalised but given the alleged amount of "fibbing" that went on some pilots argued for the whole task to be scrapped.

The fourth day was even worse with cloudbase 1200 ato, overcast and drizzly. Bruce Goldsmith made 44km.

At the end of the first league the results were:

- Women:
- |                  |                         |
|------------------|-------------------------|
| 1.Kathleen Rigg  | Rumour 2 (New 12m size) |
| 2.Jenny Auckland | Rumour 2                |
| 3.Judy Leden     | Wills Wing HP AT        |
- Men:
- |               |                     |
|---------------|---------------------|
| 1.Dave Draper | Rumour 2            |
| 2.Jes Flynn   | La Mouette Cobra 15 |
| 3.Jason Prior | K4                  |

The second league was in the Derbyshire peaks. The first day was blown out but some pilots felt a bit of gale dangling was on the cards. Rachel Alexander's harness disappeared from the Solar Wings van. There has been an increase in thefts lately and an increase in the exclusions in the BHGA insurance policy.

The second day saw a valid task from Bradwell Edge towards Gainsborough then open distance to the coast. Many didn't get past Sheffield and had to run the quantlet of the Hope Valley farmers. Mark "Rambo" Chick won the day with a distance of 83 km. The Airwave van blew up and Rachel's harness was found by mountaineer.

Day three was a triangle from Mam Tor. The usual Pendry /Whittall wind-up went on with them flying round the triangle course once before others had even launched. Some pilots had tried to get Robbie restrained from flying with an injured arm which he felt didn't affect his ability. He landed beside his hotel hotel and radio'ed back that he wouldn't need a retrieve-how flash can you get.

The day was won by Bruce Goldsmith with a total of 85 km and over two times round the course.

At this point controversy reared its ugly head with a 20% point penalty to those pilots found to be without C of A stickers on their keels. The check was random and those not caught got away with it. A great many stickers were applied the next day and the check was felt to encourage silence and not honesty - contrary to the spirit of the league. The spot check was to avoid BHGA third party liability in the event of any damage or claim.

Day four was very stable so a spot landing tas was set. Seven Rumour 2's made the spot. Does this mean that they're attracted to earth????

At the end of the second league the results were:

Women:

- 1. Judy Leden                      Wills Wing HP AT
- 2. Kath Rigg                       Rumour 2 (New 12 m Size)
- 3. Jenny Auckland               Rumour 2

Men:

- 1. John Pendry                    Airwave K4
- 2. Bruce Goldsmith              Airwave K4
- 3. Mark Chick                    Airwave K3

Final comment from Robbie "The flash barsteward" Whittall on seeing Johnny Carr's UP TRX covered in flies: "Your glider's covered in flies, Johnny and we all know what they usually land on, don't we?????"

*El Bandito © 1992*

ECOLOGY AND HANG GLIDING OR THE BIGGEST BUMMER OF 1992

Have you ever wondered about the way hang gliding leads you to squander resources? Have you ever wondered why the days you spend running around chasing the wind result in the biggest bummers?? The damage to the ecology way be summed up by this little story of ecological destruction on a mass scale.

Paragliding open weekend!!! screamed the advert. Come and try loads of canopies. The Yorkshire Dales beckons etc, etc. So I rang up. The forecast for the weekend was crap, and they were going to be crowded out so the chap at the Northern Hang gliding and Paragliding Centre told me. Best to come Monday and Tuesday. So armed with my road map and a B&B address I set off. 375 miles to the Yorkshire Dales. 1 1/2 tanks full of petrol expended. Arrive Hawes at 10.45. Travel to Semerwater. No wind. After half an hour we have a five mile an hour wind. Complete with drizzle. Canopies are wet. We all retire to the Centre to watch videos. By one o'clock the showers have ended and the wind has whipped up to the point where the whole day is blown out. Spend the day in the centre 'phoning the wind machine. Blown out.

Leave the centre at five. Retire to pub for consolation. Spend loads of money on beer and food. Get the piss taken out of me by Geordie punters. Retire to B&B. Forecast for very light winds tomorrow.

Go to the centre next morning. Wind strong South Westerly. Travel to Tailbridge. Wind strong and off to South. Watch one guy fly his glider. Dodgy!!! Geordies go home. Retire to cafe in the centre of Kirby Stephen. Spend more money. Go back to site. Still blown out.

Leave and drive 375 miles home. Total of 3 tanks full of petrol wasted. £60 at least. The Earth conference is about to start in Rio. More Carbon Dioxide, Unburnt Hydro carbons and Oxides of Nitrogen pumped into the atmosphere. Not to forget lead in the petrol as well. Total airtime zero!!! Planet destroyed even more. Severe conscience damage!?

IS THAT A BUMMER OR WHAT????????????????????????????????

El Bandito (c)1992

Danger - RAKER OF MUCK!!!!!!!

The stakes are hotting up in the glider destruction awards and there are some very worthwhile nominations for the Southern Club Upright Award 1992. And the incidents for nomination are:

A brand new K4 was reduced to scrap aluminium in the Rushup top landing field, complete with expensive sail repair job.

A Rumour was delivered to the fence at Plumpton, and yet more beer vouchers were headed in the direction of the sail repairers.

A Rumour descended into the trees at the Dyke, and two uprights were turned into bent nail puzzles...

An Avian Amour was seen flying in a howling gale, and slightly later the pilot was seen with a bloody nose coming back from the bowl at the Dyke where low airtime pilots were debating whether the pile of mangled aluminium had ever been a glider.

A Magic was seen performing involuntary aerobatics whilst attempting to soar in the bowl in a westerly. It was then seen landing downwind on the small strip.....

A Rumour 2 flew under a CU NIM and finding no lift was forced to bottom land in the accompanying switching winds. Fortunately only two uprights, a keel and the sail were trashed.....

An Ace went flying without a pilot, who felt clipping in was an unnecessary technicality. It soared brilliantly, but lacked the airmanship to turn into wind when top landing and landed downwind. For a description phone.....

However the favourite is none other than Dave "Postman Pat" Williamson for trashing not one but two gliders at the same time at Firle. Please contact him if you have spares for a large Typhoon or a sure method of removing footprints from a Calypso sail.....

Insurance Premiums

On renewing ones insurance one notes that premiums have gone up quite a bit. Unfortunately this reflects claims but one wonders if theres any way to sort out the items most stolen to make them less attractive and more difficult to sell. I note that the insurance now requires that all items be "indelibly marked" which is not exactly easy for some harness material.

One or two thoughts occur like the serial number for a glider on the sail and not on a small panel that may easily removed. Harnesses may need to be marked with serial numbers and all items lost or stolen to be notified to Skywings for publication when a claim against their loss is made. Insurers may require photos of the equipment at renewal time. The association(s) need to also press for longer sentences when individuals are caught, if anyone is ever caught.

Reading in between the lines, it appears that hang gliders are a better risk than paragliders, and equipment is the worst risk of all. Obviously the portability of paragliders provides the answer to the increased level of theft relative to hang gliders. Down the same old path, tonneau covers for estates, glider alarms, car alarms, dead locks on doors.....Anybody got ideas that don't involve compulsory registration of all aircraft???????

El Bandito (c) 1992

### HOT POOP

A little bird tells me of a nameless manufacturer, who submitted one of his canopies to the DHV, for testing leading to a Guteseigel. Unfortunately, it is alleged, the medium of the canopy type failed the tests. The manufacturer, however is in no hurry to tell people about this, and even claims in an American magazine that the canopy received high marks from the Guteseigel test panel. But unfortunately, no certificate....Hmumumum

Maybe the BAPC should have access to the results of tests, and where the canopy has already been sold to the public, publish them. This manufacturer is at least, a lot better than another manufacturer who appears to have forgotten about certification altogether, and hasn't noticed the new BAPC rating scheme....Ooeeer

The marvellous Teijin Canopy material series of articles....Don't yer just love it!!! Why don't they run a series of articles on alternative uses for canopies made of of T9600?? Like strangling the AD manager at Teijin Europe or extracting a better deal for your Falhawk/ITV by threatening to smother the agent??? Why isn't Power Rip 1st generation included in the comparison? Whilst nylon and T9600/8 are still degrading in tests where the specific nylon isn't named the original T9600 is totally porous. They should have had a "Banned from flying" marker in amongst the ageing process!!!!

I am also reminded about an MSR concerning life jackets whilst flying overwater. It is alleged that these are a requirement for para pilots flying Newhaven. Mr safety officer, comments please!!!

Ever wanted a vario that can double as a moisture detector/measurer? Next month we'll be telling you where you can buy one. Shame it won't work as a vario!!!!

El Bandito(c)1992

Fax number : 0273 696021

2nd July 1992

Dear Chris

As I explained in my phone call to you, I would be grateful if the following explanation could be put in Windsack.

Chris Bartram has been under considerable pressure recently trying to combine the jobs of Membership Secretary and Windsack Editor. At the last SHGC Committee meeting the Committee voted that I should approach Gary Cook to see if he would take over the post of Membership Secretary. Happily he has agreed and membership matters are now back to speed. All membership enquiries will reach Gary at P.O. BOX 1359, BRIGHTON, EAST SUSSEX BN1 4QX, and not through Sky Systems as indicated on the Membership renewal form.

Mark Woodhams (School Liaison Officer)

02 07 92

MINUTES OF THE SHGC COMMITTEE MEETING, 1ST APRIL 1992

Present : J.Carr, M.Brady, A. Caple, M. Carnet, T. Cox, K. Pickering,  
N.Gibson, I.Jehu

Apologies : A. Shaw, A. Turner

In Attendance: D. Williamson

1. Minutes From Previous Meeting

Section 2.4 "Milward" should be spelt "Milwood"

Section 2.10 "M. Carnet (in his capacity as towing officer)"

2. Matters Arising From Previous Meeting

2.1 Visiting Flyers

The currently held German version of the site rules will be displayed at the Dyke.

*M. Carnet to reprint the French version which will also be put on display.*

2.2 Dyke Lease Document

A letter of acceptance of the lease document has been sent to the solicitor. A bill for £235.50 has been received. *M. Brady to send bill to Peter Day for payment.*

2.3 Socials

The Market pub in Reigate will be opening in 2 weeks.

M. Carnet has an hour long video of parachute deployments, also some repacking videos. *Will try to make available for the parachute packing evening.*

A. Caple has spoken to some instructors re. helping out at the parachute packing evening.

2.5 Thames Valley/SHGC Competition Trophy

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

2.6 Club Notice Board in Dyke Hotel

Some mould has appeared. *K. Pickering will investigate.*

2.7 Towing At Firle

*A. Shaw to contact farmer regarding the placement of B&B adverts in Windsock.*

2.8 Purchase of Club Winch

A letter has been sent to the Sports Council. As yet no reply has been received.

2.9 Beachy Head

*C. Bartram to give A. Turner an up to date membership list to pass on to the ranger.*

2.10 Thames Valley Competition

Dates were provided at the AGM

[Secretary's Note : 11/12 July on TVHGC sites or later if weather not permitting].

2.11 Membership Applications

J. Carr had membership application forms to be put in the bookcase at the Dyke Hotel after the meeting.

2.12 High & Over

A. Turner has notified the National Trust of the need to land behind the fence and carry gliders back over.

*A. Turner to request a cheque for £100 from P. Day to be sent to the Trust.*

T. Cox reported that the Club may use the bottom landing on the rear side of High & Over but need to buy/gain access to land on the hill and clear the scrub.

2.13 Cuckmere Haven

A letter has been written to Paul Milmore. As yet, no reply has been received.

2.14 Countryside Commission

A letter has been written the Countryside Commission expressing continued interest in the Conservation Board.

2.15. PO Box

Unfortunately, there was insufficient time to discuss the issue at the AGM. *C. Bartram to arrange permanent transfer of P.O Box to the Brighton sorting office.*

2.16. AGM Signing-In Book

This was purchased and subsequently passed round at the meeting.

2.17 Weather Station

A second letter has been written to John Charlton requesting a refund. Although the AGM voted to continue the weather station for another year, the committee does not consider that this waives the Club's right to a refund for the period over which the weather station was inoperative.

N. Gibson reported that on the morning of the meeting, the weather station had been giving an erroneous wind direction.

*M. Carnet will investigate the possibility of obtaining a telephone number to provide income for the Club.*

3. AGM Review

- a) 82 members were present.
- b) *J. Carr will contact the National Trust to attempt to come to an arrangement regarding the NE launch at Ditchling*
- c) 39 people volunteered for marshalling at the Dyke. M. Carnet suggested publishing the rota in Windsock. A marshalling guide will be produced.
- d) *C. Bartram will publish details in Windsock of the theft of Larry Tudor's computer and flying equipment.*
- e) Most of the scrub clearance at Ditchling has now been completed. Volunteers will be requested if needed.
- f) Following some discussion regarding qualifications required for flying paragliders at Newhaven, it was agreed that Club Pilots with a minimum of 10 logged hours may fly there subject to the following restrictions :-
  - (i) Each day before flying, a briefing must be obtained from a Pilot level pilot.

(ii) No flying beyond the headland to the west of launch.

*N. Gibson will write an article for Windsock regarding the hazards of flying at Newhaven.*

N. Gibson stated that the BAPC coaching scheme is being developed on the back of the BHGA scheme. M. Carnet said that the requirements for performing stalls and spins are being relaxed and will reduce the difficulty of advancing to Pilot level.

g) The means of schools reporting site usage to the Club was discussed. M. Carnet asked if a form could be provided. It was pointed out that the object of producing copies of the training log is to ensure that accurate information is supplied. *The subject will be deferred to the next meeting when M. Woodhams is present.*

*C. Bartram to calculate income to the Club obtained from members joining after training with the schools.*

h) The Club is now registered with the BAPC as the 'Southern Hang Gliding Club'. *C. Bartram will place details in Windsock, notifying members of the Club's number (201) and giving them the opportunity to register under the SHGC at their next renewal.*

i) P. Day to investigate the possibility of reducing the Club's bank account charges.

j) M. Woodhams will be asked for details of the implications of revising the Club's financial year to coincide with the AGM.

Following some discussion on the payment of membership renewals, the following were agreed :-

*M. Carnet will explore the possibility of membership renewals being paid by credit card/direct debit.*

*C. Bartram will provide the proportion of hang glider and paraglider renewals.*

*To facilitate collection of day membership subscriptions, members will be asked to wear their helmet stickers.*

k) Regarding the following up of non-renewals, N. Gibson suggested that telephoning would be more effective than mail.

l) *The incident report regarding the mid-air collision will be published in Windsock.*

[N.B. It was agreed that accident reports should be publicised anonymously so as not to deter pilots from reporting them.]

m) *C. Bartram will publish details of the new bottom landing at the Dyke in Windsock.*

n) *A report from K.Pickering, who was unable to attend the AGM, will appear in the next Windsock.*

o) Regarding the establishment of the Downs Club, J. Carr restated that the Club wished to continue the dialogue.

#### 4. Mount Caburn Agreement

J. Carr read a letter from Lord Hampden agreeing to the Club's proposals for allowing slope landings in three designated areas. The agreement had been reached through Fin Kennedy who had been liaising with Lord Hampden on behalf of the Club under the Committee's control.

*N. Gibson to rewrite the text portion of the Sites Guide. M. Woodhams to update map/provide map for update.*

*C. Bartram to pass Sites Guides to schools as a matter of priority.*

#### 5. Officers' Reports

##### 5.1 Hang Gliding Coach (A.Caple)

As mentioned the AGM, *A.Caple will be looking to arrange a club coaching course (jointly for hang gliding and paragliding) to be run by Bob Harrison.*

*A. Caple to investigate the possibility of finding an advertiser to sponsor production and distribution of Windsock.*

A. Caple suggested allowing members to sit XCPC exams during committee meetings since it is a regular occurrence. This was approved.

##### 5.2 Away Comps (K.Pickering)

K. Pickering hopes to put together a dual discipline club team. However, last year no interest was shown by paraglider pilots.

Unfortunately only one host Club (SE Wales) is prepared to run a competition involving paragliders and this is dependant upon the home Club managing to raise some paragliding team members.

### MINUTES OF THE SHGC COMMITTEE MEETING, 6th MAY 1992

Present : J. Carr, M.Brady, A. Caple, N. Gibson, M. Woodhams, A. Turner, O. Elliott-Webb, T. Cox

Apologies : A. Luchessi, K. Pickering

Absent : I. Jehu, A. Shaw, M. Carnet

#### 1. Minutes From Previous Meeting

Section 2.12 Should be "A. Turner to request a cheque for £42 from P. Day to be sent to the Woodland Management."

#### 2. Matters Arising From Previous Meeting

##### 2.1 Visiting Flyers

*M.Carnet to reprint the French version of the Dyke site rules will also be put on display.*

##### 2.2 Dyke Lease Document

The solicitor's and surveyor's bills have been paid.

##### 2.3 Socials

The parachute packing evening took place but was very poorly attended.

##### 2.4 Thames Valley/SHGC Competition Trophy

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

##### 2.5 Club Notice Board in Dyke Hotel

The board is now OK.

##### 2.6 Beachy Head

*C.Bartram to send an up to date membership list to the ranger.*

##### 2.7 PO Box

*M. Brady to arrange permanent transfer of P.O Box to the Brighton sorting office.*

##### 2.8 Weather Station

*M. Carnet will investigate the possibility of obtaining a telephone number to provide income for the Club.*

##### 2.9 Ditchling

*J. Carr will report progress on alternative launch point at the next meeting and will contact the National Trust to attempt to come to an arrangement regarding the fenced off NE launch.*

Comps :-

- April 25/26 SE Wales
- May 30/31 Norfolk Tow Comp.
- June 20/21 Long Mynd (Airwave)
- June 27/28 Thames Valley Convergence Cup

Despite pushing very hard, K.Pickering was unable to persuade the Norfolk Club to open their competition to paragliders even on a one for one basis.

A local tow competition was suggested for early September. *Dave Wymark will be contacted to see if would be prepared to make his winch available.*

It was also pointed out that Sky Surfers have tow facilities available at Middle Wallop.

K. Pickering is also organising a Southern Zoo Team for the Airwave Challenge in Laragne (23-29 Aug). It was suggested that the entrance fee be increased over the basic Airwave charge to finance the purchase of club sweat shirts.

5.3 Safety (M. Carnet)

*M. Carnet will write an article for Windsock on paragliders and hang gliders flying together safely.*

M. Carnet also reported that he had been contacted by Air Traffic Control, very concerned about hang gliders under a CuNb at Truleigh, evidently in difficulties. It was also rumoured that hang gliding tuition was taking place on this day, and considered to be highly irresponsible.

6. Any Other Business

It is the wish of the Committee that Windsock be principally devoted to education and flying.

*In view of its personal nature, J. Carr stated that there were to be no more appearances of Captain Rat in the magazine.*

To deal with pilots regularly flying Club sites without paying membership or day membership fees, it was suggested that there be a 'Parasite of the Month' slot in Windsock to alert Club members to who the persistent free loaders are.

9. Date of Next Meeting

Wednesday 6May 1992, 7.30 p.m. at the Dyke Hotel.

2.10 Newhaven Article

N. Gibson was complimented on his excellent article published in Windsock.

2.11 Use of Club Sites by Schools

*M. Woodhams stated that he requires photocopies of schools' training logs to support payment for use of Club sites.*

2.12 BAPC Registration

*Notification has not yet appeared in Windsock.* However, due to an error by the BAPC, the Club's number is now 202.

*N. Gibson will write an article for Windsock encouraging members to transfer.*

2.13 Club Membership Income

*M. Carnet will explore the possibility of membership renewals being paid by credit card / direct debit.*

*C. Bartram will provide the proportion of hang glider and paraglider renewals.*

*To facilitate collection of day membership subscriptions, members will be asked to wear their helmet stickers.*

2.14 Mid-Air Accident Report

*The incident report regarding the mid-air collision will be published in Windsock.* [N.B. It was agreed that accident reports should be publicised anonymously so as not to deter pilots from reporting them.]

2.15 Dyke Bottom Landing

*C. Bartram will publish details of the new bottom landing at the Dyke in Windsock.*

2.16 Coaching Course

A coaching course is scheduled for 9.30 on 9th May at Sky Systems. It will be run by Mark Dale. Another will be arranged later in the year.

2.17 Sponsorship of Windsock

*A. Caple to investigate the possibility of finding an advertiser to sponsor production and distribution of Windsock.*

2.18 Towing Comp.

*O. Elliott-Webb will contact Dave Whymark to see if he is prepared to make his winch available.*

2.19 Safety Article

An article has been written on hang gliders and paragliders flying together. *It still needs to be published in Windsock.*

3.1 Sites Control Officer (N. Gibson)

Complaints had been received regarding pilots swooping over the take-off area.

*N. Gibson will check the current status of the Market pub.*

3.2 Schools Liaison (M. Woodhams)

Schools are starting to submit training logs with payments for the usage of sites.

At this point, Mark Lee arrived to pass some letters to the chairman. He mentioned that paraglider pilots had been landing and packing up their canopies in the crop. It was agreed that this was not acceptable.

*A notice will appear in Windsock emphasising that landings in the bottom field are only permitted in the turnip patch.*

3.3 Social (O. Elliot-Webb)

The XC lecture was a great success. Another lecture will be arranged. A video night will be arranged for the 11th or 18th July.

3.4 Sites (A. Turner)

Both armbands and the windsock are missing from Beachy Head. It was suggested that Club windsocks are marked "Property of the Southern Hang Gliding Club".

*A. Turner will ask M. Carnet if he will make new armbands.*

3.5 Secretary (M. Brady)

There have been instances of a lack of courtesy to the public by pilots. There was also an incident where a car with a glider on the roof hit Gary Lee's wife with the wing mirror. This is clearly unacceptable and is the kind of behaviour that is likely to cause serious problems for the Club. *J. Carr will write on the subject in Windsock.*

There would be a number of benefits if the Club were to purchase airbans radios. This subject will be discussed at the next meeting.

N. Gibson suggested having a regular raffle to help raise funds for this kind of purchase.

Progressing towing will also be discussed at the next meeting.

*J. Carr and M. Woodhams to liaise on membership forms and receipt books.*

*M. Brady will ask P. Day to send a cheque for £50 to the Chris Beasty fund. A note will also go in Windsock.*

3.6 Chairman (J. Carr)

J. Carr requested SHGC-headed notepaper. *M. Woodhams to arrange for J. Carr and M. Brady.*

4. Any Other Business

M. Woodhams wished to have funds raised for a potential land purchase to be invested and accounted for separately, possibly in a high interest account. *M. Brady to write to P. Day on the matter.*

J. Carr read out the letters brought to the meeting by Mark Lee. The letters were complaints about the Club's flying activities which seemed to have arisen simultaneously from local organisations and landowners and seemed to be co-ordinated by Fulking Parish Council. *J. Carr and M. Brady will write to the people in question.*

5. Date of Next Meeting

Wednesday 3rd June 1992, 7.30 p.m. at the Dyke Hotel.

MINUTES OF THE SHGC COMMITTEE MEETING, 3rd June 1992

Present : J. Carr, M. Brady, A. Caple, N. Gibson, M. Woodhams, A. Turner, O. Elliot-Webb, T. Cox, A. Luchessi, I. Jehu, M. Carnet

Apologies : C. Bartram, K. Pickering, A. Shaw

DUE TO A SHORTAGE OF TIME AND THE PRESSING URGENCY OF CERTAIN ISSUES, THE NORMAL MEETING FORMAT WAS ALTERED.

1. Membership Secretary

Concern was expressed that membership renewal forms had not yet been despatched. It was felt that the primary factor was that the responsibilities of Membership Secretary and Windsock editor were simply too much for one person to cope with. As well as the problems with membership, the regular issue of the Club magazine was also being impacted. In view of the high quality of Windsock, the committee wished to retain C. Bartram in the post of editor.

It was suggested that Gary Cook be approached and asked if he would be willing to take over as Membership Secretary, considering his excellent work when he last held the position. *M. Woodhams will contact Gary. If he is unable to oblige, M. Woodhams will contact T. Cox who may be able to find a volunteer.*

2. Sites

2.1 Steyning

It was reported that Eddie Bilous had stopped Sky Systems from using Steyning for ongoing training after pilots had achieved their initial qualification with the school. Everybody trained under this scheme is a Club member. However, they are paying for the tuition which conflicts with the rules in the Sites Guide and these should pertain.

M. Woodhams felt that the basic problem was one of overcrowding of the site. *M. Woodhams will talk to Eddie re. the overall problem of students after school but before attaining club status.*

2.2 Dyke

A letter had been sent to Bob Harrison from the Mid-Sussex District Council saying that a meeting was to be held with Fulking District Council, and other local users of the Downs including the Mid-Sussex Bridleways Group to discuss complaints about the Club's activities at the Dyke. The letter had been forwarded to the Club and J. Carr had been in touch to arrange for Club representation at the meeting.

*A. Turner will attend the meeting, scheduled for 12th June.*

3. Emergency Meeting

Actions arising from the Emergency Meeting held after the fatal accident were then discussed :-

a) *K. Pickering will adapt BGA Emergency Gliding Procedures for issue to Club members.*

b) *A request for further reports from witnesses will be placed in Windsock.*

- c) J. Carr has written to the members, in particular communicating the Committee's disgust that pilots were continuing to fly when the rescue helicopter was attempting to land.
- d) K. Pickering will provide M. Carnet with a report on the results of his analysis of the glider and equipment.
- e) M. Carnet is collating reports received to send to the BHGA.
- A. Luchessi will provide M. Carnet with a photograph of the site from the air.
- f) A cheque for £25 payable to the Friends of the Earth has been requested from P. Day.

4. Red Streamers

Concern was expressed at the conditions some red ribbon pilots are prepared to fly in. Some had been flying on the day on which the fatal accident had occurred. To help avoid an accident due to an inexperienced pilot flying beyond their capability to handle prevailing conditions, it was agreed that before flying on any day, they should obtain a briefing from a Club Coach. A. Caple will draft a statement for Windsock.

M. Woodhams suggested inserting a safety section in the Sites Guide which would include details of coaches, emergency procedures, first aid and briefing rules for red ribbon pilots, or 'Ten Commandments' for new pilots.

5. Newhaven Jamboree

A letter from Ian Dehaan was read out. Ian had been approached by a Brain Parkhurst who is planning a jamboree at Newhaven next year and expressed an interest in involving the Club.

A. Luchessi will look into organising a competition.

6. Closing of Club Sites To Non-Members

Considerable concern was expressed by O. Elliot-Webb at the degree of overcrowding of Club sites at weekends particularly at the Dyke in spite of the marshalling system.

To deal with the problem, it was suggested that the Dyke should be closed to non-members at weekends and bank holidays. During the considerable amount of discussion which followed, the following suggestions were put forward :-

- to endeavour to marshal and control all Club sites at which flying is taking place on any day
- to pay somebody to enforce site rules
- to give authority to Club coaches to marshal and control sites every flying day.

O. Elliot-Webb then proposed the motion that at weekends and bank holidays, Devil's Dyke should only be open to full members and foreign visiting pilots.

This was seconded by A. Luchessi.

M. Carnet proposed an amendment that imposition of the rule should be at the discretion of the marshal of the day.

There were 3 votes supporting the amendment and 5 against.

A vote was then held for the original motion which was defeated by 2 votes to 5.

7. Date Of Next Meeting

Wednesday 15th July, Devil's Dyke Hotel

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