

NOTICE OF SOUTHERN HANG GLIDING CLUB ANNUAL GENERAL MEETING.

The 1994 AGM will be held upstairs at Devil's Dyke pub on Saturday 12th March, starting at 7:30pm. Come one, come all. Make yourself handy and take one of the Committee positions - the Club urgently needs new blood and help with the running of things.

AGENDA: 1. Introduction. 2. Approval of 1993 minutes. 3. Matters Arising. 4. Officer's Reports. 5. Election of Committee. 6. Proposals. 7. Any Other Business.

PROPOSALS: Proposals and nominations for Committee Positions should be received by the Secretary before 8th March. Proposals will not be taken from the floor on the night.

PROPOSAL RECEIVED SO FAR:

1. I propose that the SHGC should provide £75 per week as expenses for a member to work as Club Coordinator. This person's duties would be to liaise with farmers, collect site fees, coordinate coaching, organise Windsock etc. - Tim Cox.

URGENT SAFETY NOTICE

Airwave Magic IV

The preliminary results of the investigation into the fatal accident on 16 January 1994 indicate that the flight failure of the Magic IV 166 may have been precipitated by the failure of the keel at the rear rigging attachment bolt.

The mode of failure at this point was unusual, and it is being urgently researched by the BHPA in conjunction with Airwave Gliders and, through the AAIB, metallurgists at the Defence Research Agency. However, at the moment there is nothing to suggest that there was anything non-standard about this glider or its history, which means that the problem could extend to all gliders of that design (i.e. all sizes and variants of the Magic IV).

FOR THIS REASON THE BHPA FSC RECOMMEND THAT THESE GLIDERS ARE NOT FLOWN UNTIL THIS IS RESOLVED.

We would ask the owners of such machines to inspect the area around the rear rigging attachment bolt very thoroughly for cracks, using a magnifying glass, and to report their findings to the BHPA (in writing). However, as there is no certainty at this stage that failure would be preceded by visible cracking, please do NOT assume that the absence of cracks means that any particular glider is safe to fly. An update to this Safety Notice will be issued as soon as possible through the Club Bulletin and Skywings.

-ends-

This Windsock has been produced to fill the gap between now and the AGM - rest assured that the new editorial incumbent will be able to produce the magazine you know and love - including all your wacky favourites and more thrilling episodes of Kidd's Kite and so on.

PARAGLIDING PROTIP.

Always put quicklinks and especially karabiners with the gate inboard. This means that if, for any reason they come undone, there is little likelihood that the risers will slip out; perhaps more importantly, any sharp edges on your metal-work will not catch and fray the risers. This can be especially the case on the new "shorter" karabiners like the superb Sup-Air jobbies. - G.C.

All Correspondence should be addressed to the Southern Hang Gliding Club at: P.O. Box 1359, Brighton, East Sussex BN1 4QX

Poor Air Law (specifically the Collision Avoidance Regulations) and SHGC Members.

N.Gibson, Sites Control Officer - 3-2-94.

During the past year's Committee Meetings the subject of poor air law has arisen with almost boring regularity. I therefore felt that it was about time we did something more positive about the situation, than just articles in Windsock ect.

What I think is at the heart of the problem is:-

Our new paraglider pilot leaves school with his Club Pilot certificate and has passed an exam which tests his theoretical knowledge of the regulations, but as yet has had little chance to put theory into practice. He's had enough of Instructors telling him what to do, so once he's brought his shiny new canopy he's off to one of our sites on a busy weekend to fly it on his own. Unless he's sensible enough to realise that this could be a recipe for disaster, nothing else is there to stop him.

One of the exercises he will have to complete before taking the next level of qualification (Pilot) is to demonstrate that he can "Fly with due regard to Air Law and other Air Users" - Pilot Exercise 5. My own personal opinion is that this exercise belongs well and truly in the Club Pilot syllabus (as is the case with the Hang Glider training)! The problem is that there is not really a great deal of incentive for him to go on and complete his Pilot level training since he can fly all but one of our sites without restriction, with his Club Pilot qualification.

Once he has clocked up his first 10 hours flying, the red ribbon gets discarded (often well before this I suspect!) and then no-one can identify this pilot as any different to anyone else flying around. Until he crashes into someone that is!

While low airtime Club Pilots must have access to our sites in order to learn how to turn the theory into practice, and also what to do when the theory can't cope with the situation, the rest of us must know that this is what they are doing and be able to identify them. The repeated complaints about poor Air Law, that we are getting at every committee meeting, suggests that a lot of pilots flying our sites have not sorted out their Air Law sufficiently to allow them to fly safely in crowded conditions by the time they have discarded their Red Ribbons. It's interesting to note that we have never had a complaint about

meeting on 2-2-94, and were passed unanimously:-

1) All Club Pilots (whether SHGC members or not) flying any SHGC site, must display a Red Streamer until they have completed Exercise 5 of the Pilot syllabus, either signed off by an Instructor or have satisfied one of our Club Coaches (despite the fact that they may already have completed 10 hours air time). The Exercise should be completed on a day when a significant number of other air users are present.

2) The SHGC will take steps to encourage Recognised Schools to provide their students with a list of Club Coaches and encourage them to contact a Club Coach when first flying any Club Site. The Club will also provide free copies of Windsock to schools, for distribution to their students.

3) An instructor, present on one of our sites expressly for the purpose of observing a pilot completing Exercise 5 of the Pilot syllabus, and no other purpose, will not be regarded as undertaking a teaching activity. This activity would not therefore be governed by any Club rules regarding the use of particular sites by recognised schools.

Well thats it! I can almost hear the collective groans of all you long established Club Pilots who probably feel the last thing you are going to do is go back to wearing a red ribbon. Well that is not really our intention. I'm sure most of you who fit this category know a Club Coach or Instructor who has seen you fly often enough to sign you off without further ado. You now should have the benefit of being able to identify all those who have not yet been signed off and will be able to treat them accordingly. We do intend this rule to apply to any visiting pilots as well, a letter will be sent for publication in Skywings so that non-members will be aware of our requirements. We hope all of you will also help to make sure that members and visiting pilots comply.

a Red Ribbon Pilot's Air Law! Why? Because we can identify them, make allowances for them, and do not expect them to get it right all the time.

As our sites are bound to become increasingly used in future, I feel it is important that we as a Club address this problem. As far as complaints about overcrowding are concerned, we should also remember that a site used by 20 pilots who have all sorted out their Air Law, and it's sensible application, will seem far less crowded than the same site with 5 pilots who haven't.

What we therefore need to do, as a Club, is to achieve the following:-

- 1) Encourage new paraglider Club Pilots to pass Exercise 5 of the Pilot Tasks, and to seek Coaching to help them pass it.
- 2) Clearly identify all those Club Pilots flying our sites, who have not yet completed this task.
- 3) Provide a number of means which facilitate, and encourage, the completion of Exercise 5 to our satisfaction.

It would seem that the most sensible way of achieving both 1) and 2) above, would be to insist that all Club Pilots (whether members or not) who fly our sites must display a Red Streamer until they have passed Exercise 5 of the Pilot syllabus (**despite the fact that they may already have completed more than 10 hours air time**). Most pilots do not really like the "L Plate" stigma attached to Red Ribbons, hence it would provide both the incentive and identification we are looking for.

In order to facilitate the completion of Exercise 5, we would have to make it clear that the exercise could be completed in front of any of the Club's Coaches (Hang Glider or Paraglider) or an Instructor from any of the Club's recognised Schools. An instructor, present on one of our sites for expressly this, and no other purpose, should not be regarded as a teaching activity in this case. It should be noted that while the BHPA does not recognise that a Club Coach could sign off this activity in the pilots logbook, the Club would recognise it's own Coach's recommendation. This would also help to provide an incentive for new pilots to get in touch with Club Coaches from the offset of their association with the Club.

The following proposed new rules were put to the committee at a