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The Probe paragliding harness reaches new dimensions of design, function and protection. Its unique ergonomic bucket seat with rigid back gives the ultimate in upper body support, with luxurious padding throughout. A simple adjustment system allows easy fine-tuning of your flying position. The integral protection system offers what is widely regarded as the best body-protecting configuration available. Come to our showroom and have a dangle! Probe £475, Probe Lite now available at £399!!

PARAMOTORS are COMING...
The CAA are currently considering the proposals for the de-regulation of Paramotor operation to the joint control of the BHPA and BMAA. Sky Systems are offering "pre-licence" paramotor training (does not include powered flying) for those qualified pilots who want to be among the first to hold the new rating...
WATCH THIS SPACE FOR A BREATH OF ADVENTURE...

Garmin GPS45/90 - a breakthrough in hand-held GPS. Less than 10 ounces! Waterproof! 250 user-definable waypoints! Ground speed! OS or lat/long references! Moving map! PC compatible! Carrying case! Reversible 30-waypoint routes! Backlit LCD Screen! 1 year warranty! And much more!
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GPS
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WE SELL EDEL, ITV, AIRWAVE, SOLAR WINGS, AVIAN, FIREBIRD, FLIGHT DESIGN etc. WE SPECIALISE IN PART-EXCHANGE - CALL US FOR DEALS! WE ALSO PART EXCHANGE HARNESES, INSTRUMENTS, ETC.

SECOND-HAND PARAGLIDERS:

FALHAWK NEO (small), excellent condition, hardly used. Complete with SASI harness. £1,500
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e-mail garyc@mistral.co.uk OS Ref: TQ 227 128

WINDSOCK

MAY, 1995

Saturday 10th June

An evening on XC planning, routes, weather etc.
by
**Ian Blackmore, Mike Millwood
and Dave Williamson**

at
Devil's Dyke Hotel
7.30pm

LOOK!

**New membership
sticker inside this issue.**

THE SOUTHERN HANG GLIDING CLUB

P.O. BOX 1359
BRIGHTON
EAST SUSSEX BN1 4QX

COMMITTEE - Updated April 1995

President

Johnny Carr 01444 471667

Chairman

Martin Brady 01444 233346
(W) 01273 745513

Secretary

Alison Chisholm 01273 703501

Treasurer

Peter Day 01734 421481
(W) 01734-579740

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Trevor Ackroyd 01903-505889

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Steve Brewer 01403-710739
Mob. 0378-434929

Sites Liaison Officer (1)

Fionn Kennedy 01273 858221

Sites Liaison Officer (2)

Sue Brooks 01273-834984
Wk 01444-441881 X4859

Sites Control Officer

Nigel Gibson 0181 890 7476

Schools Liaison Officer

Irwyn Jehu 01903-723884

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Adrian Caple 0181 660 0824

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Tim Cox 01273 888113
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Mike Millwood 01273-624188
01273-857700 (wk) PG

Social Secretary

Ian Blackmore 01825-762473
Mob.0589-240815
Wk 01273-857700

Windsock

Gail Hopkins 01273 771327

**THE SHGC supports the aims
and ideals of the British Hang
Gliding & Paragliding Assocn.**

Chairman's Letter

Dear Members,

Just a few notes this month :-

You may have noticed in Skywings that a number of aerotowing Clubs are setting up around the country. It looks as though what is needed to make it happen is a small, committed syndicate. We ought to be able to establish something locally so, any hang glider pilots wishing to get involved give me a call and, if there is sufficient interest, we'll organise a follow-up to the last aerotowing meeting to discuss what we need to do next. Depending on the number of people involved, the initial cost is likely to be in the order of £500. Considering what we are prepared to pay for our equipment and what aerotowing could do for our flying I believe this represents a good investment.

A point was raised at the AGM about people flying kites which have brought down a hang glider on at least one occasion. If you see somebody flying a kite somewhere that might be hazardous to us, politely explain the problem to the person concerned and direct them to a safe area.

The hero of the month award goes to Jerry Hansen who has volunteered to collect site fees for the Club while, unfortunately, out of action with an injured ankle and who also did a splendid job marshalling on the May 8th bank holiday. Well done Jerry.

See you on the hill.

Martin Brady

9/5/95

CLUB COACHES - Updated April 1995

Steve Uzochukwu HG/PG	Maidstone	0622 736219
Steve Pugh HG	Greenwich	081 692 8554
Reg Richardson HG	Eastbourne	0323 416366
Ron Richardson HG	Keston	06898 56723
Stewart Swanton PG	Hove	0273 732219
Dave Williamson HG	Brighton	0273 604752
Steve Brewer PG	Henfield	0403 710739
John O'Neil HG	Brighton	0273 541451
Mike Broadbent HG	Bexhill	0424 210951
Steve Cook HG	Littlehampton	0903 725724
Francis Cracknell PG	Isleworth	081 568 4184
Nigel Gibson PG	Feltham	081 890 7476
Harry Greene PG	Orpington	071 482 4927
Chris Jones HG	Ealing	081 579 2830
Dave Keepax HG	Burgess Hill	0444 245233
Dave Matthews HG	Brighton	0273 604752
James Hardiman PG	London	0181-311-0683
David Massey PG	Horsham	01403-268601
Barry Phillpot PG	Lindfield	01444-482225
Jerry Hanson PG	Shoreham	01273-461783

THE ABOVE COACHES ARE HERE TO GIVE HELP AND ASSISTANCE TO NEW MEMBERS AND THOSE NEW TO OUR SITES - SO USE THEIR EXPERIENCE.

IF THEY ARE NOT READILY IDENTIFIABLE BY A 'CLUB COACH' ARMBAND, ASK SOMEONE ON THE HILL TO POINT THEM OUT TO YOU - THEY ARE THERE SOMEWHERE.

PARAGLIDING PILOTS!

FOR THOSE BUMBY LANDINGS on days when you just can't get it right.

- Completely natural-looking

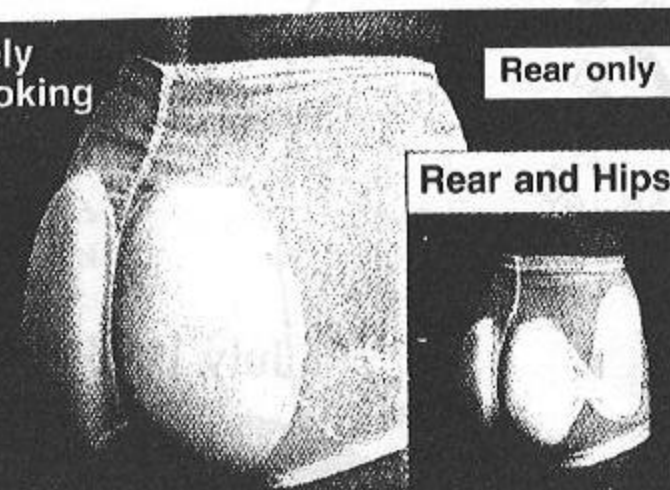
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SAVE MORE → 2 only £26.88

competitions

We now have a few dates already finalized for Hang Gliding comps. Remember that these competitions are open to everyone so if you are interested in taking part in any of the following comps then please give me a ring or catch me out on the hill.

WESSEX
S.E. WALES

17/18 JUNE
24/25 JUNE

SAFE FLYING - KENTON

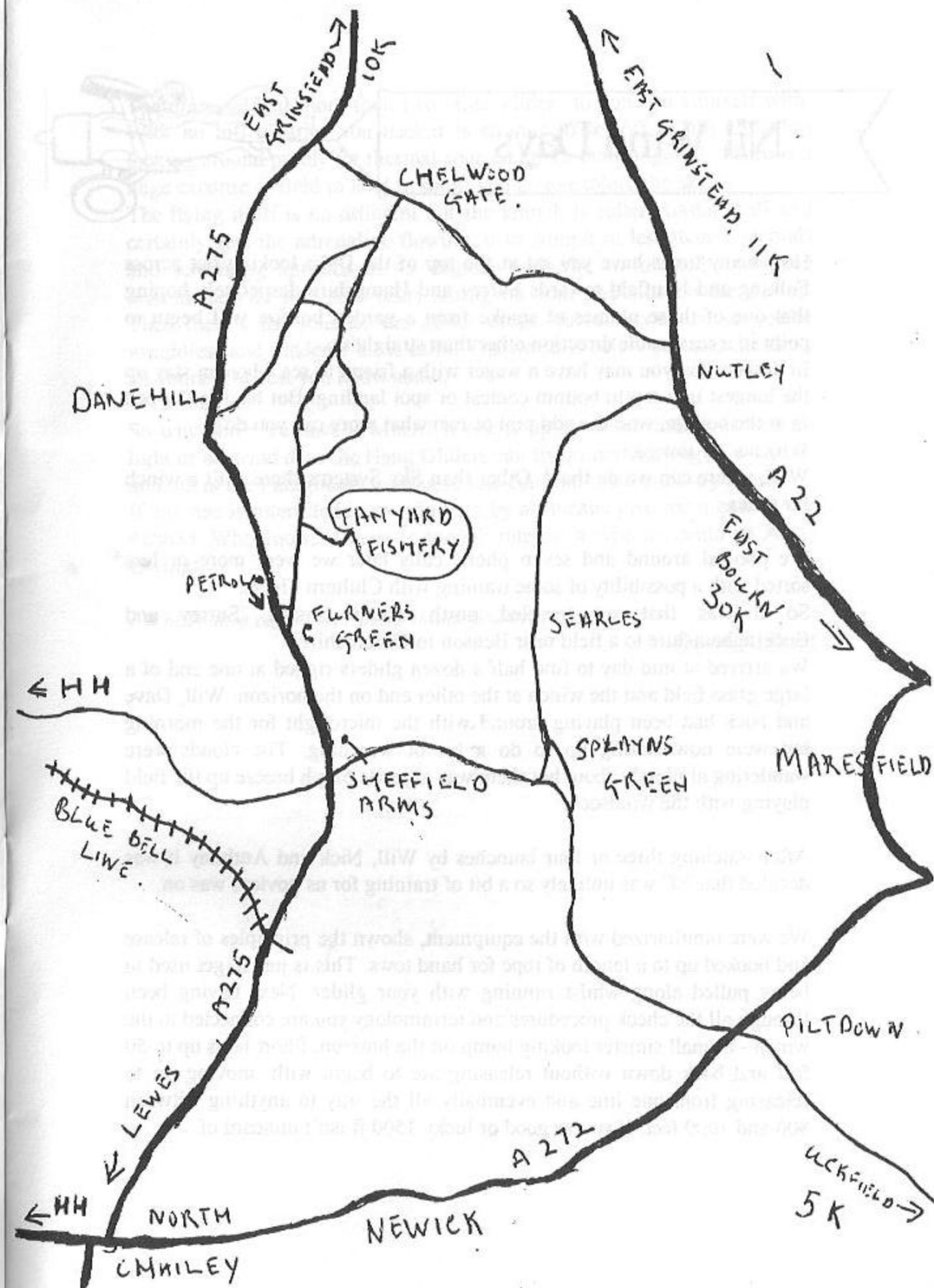
1 July 1995

Bi-wingual Party

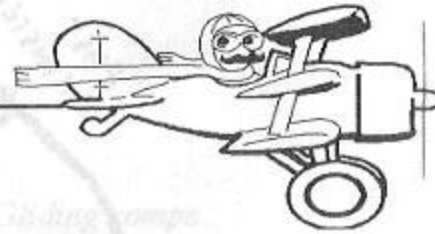
All Bi-wingual pilots are invited.
Bring, Bottle, Burger, Bird, Bedding.



Tanyard Fishery
Tanyard Lane
Danehill
OS Ref 410,267



Nil Wind Days



How many times have you sat at the top of the Dyke looking out across Fulking and Henfield towards Surrey and Hampshire desperately hoping that one of those plumes of smoke from a garden bonfire will begin to point in a reasonable direction other than straight up.

In desperation you may have a wager with a friend to see who can stay up the longest in a top to bottom contest or spot landing. But having flopped in at the bottom, won the odd pint or two what more can you do?

Why not try towing?

Well, where can we do that? Other than Sky Systems there isn't a winch for miles.

We phoned around and seven phone calls later we were more or less sorted with a possibility of some training with Chiltern Flyers.

So it was that we traveled north across Sussex, Surrey and Buckinghamshire to a field near Benson in Oxfordshire.

We arrived at mid day to find half a dozen gliders rigged at one end of a large grass field and the winch at the other end on the horizon. Will, Dave and Nick had been playing around with the microlight for the morning but were now setting up to do a bit of winching. The clouds were wandering aimlessly about but there was a gentle 5mph breeze up the field playing with the windsock.

After watching three or four launches by Will, Nick and Anthony it was decided that XC was unlikely so a bit of training for us novices was on.

We were familiarized with the equipment, shown the principles of release and hooked up to a length of rope for hand tows. This is just to get used to being pulled along whilst running with your glider. Next having been through all the check procedures and terminology you are connected to the winch - a small sinister looking bump on the horizon. Short hops up to 50 feet and back down without releasing are to begin with, moving on to releasing from one line and eventually all the way to anything between 800 and 1000 feet. If you're good or lucky 1500 ft isn't unheard of.

There are seldom more than two other gliders to concern yourself with. With no hill to draw you back, it is strange to set off in any direction looking around purely for thermal sources rather than ridge lift. There is a huge expanse of field to land in so off you go to explore the sky.

The flying itself is no different but the launch is roller coaster stuff and certainly gets the adrenaline flowing. 0 to 30mph in less than 2 seconds and screaming upwards at 45 degrees with the vario needle wrapped around the end stop sure beats sitting on your backside on the downs. Then there's the release, the glider drops, for a second or so you're weightless and suddenly all is calm. The world is below you and the sky's all yours. The rest you know about.

So why don't we have a winch? It opens up all wind directions and on light or nil wind days the Hang Gliders can fly without having to weave in and out of the Paragliders leading to less congestion on our busy sites. If any one is interested in towing then by all means give me a call 01483 428653. Who knows if there is enough interest maybe we could go Aero-towing!

I'll have that cloud over there thank you very much.

Kelvin Kinkaid

Man frozen in Ribena ! Licks his way out.

Now I could have entitled this article "Andy's look at GPS, a normal persons view" but no chompy chap or cheeky chick would read it.

GPS in the old days, was Graduated Pension Scheme, but now that's all changed. (GPS = Global Positioning System)

You may remember that Andy is the author of " Wind control ! Do we have a problem ? ", " HELP ! I can Fly " and " Fly ! into a Tree " plus many more. -

So there I was, handing over me wonga and feeling lost as I had found GPS. Was this one more battery eating monster to worry about dropping ? I just didn't care ! I had to make a reason to get one.

So I convinced myself that I was the new Ian Blackmore and that 80km was a normal day out from the Dyke.

I rushed home, with and after my flying lesson on the GPS from my friendly sales person, whipped out my Southern Hang Gliding sights guide and started to program in all the sights positions. I used the British Grid scale as used in the Ordnance Survey Landranger maps.

Next most important thing is to mark my home on the map page - Action run into garden wait 3 or 4 min's for the GPS to find out where it is and bingo I did it. Now for the real test, a strong feeling came over me unlike any other night I had known, it was ice cold yet damp and eerie, it was like I was standing in front of an open freezer door, worse still the light was out. It was dark, so very, very dark and I had to

(see next page)

Continued:-

run down to the bottom of the garden and press the button marked mark, to my utmost relief it worked. - Without my Garmin GPS45 how I would have found my way back to my house through the immense undergrowth of daffodils I will never know ! The truth is I almost fell over a bag of garden rubbish as I stared at the screen telling me I was approaching Home. GPS one: Andy Nil.

The first thing I found surprising when I had programmed in all the flying sights and my home, etc, etc, was, the as the crow flies distances, were so very low and when I used the GPS in the car, I asked it to guide me to a way point, the amount of time I was off track, was almost all the time. It made the car feels so restrictive and I couldn't wait to get airborne, yet this will be no better, as we all know we are restricted by the wind, the only answer is to get a boat. Hold on just a min, I was starting to feel like I had wasted my money "get a boat". I had to come to terms with the limitations of the system and most of all what had I got the unit for. So I made a list with a reason or an answer, of a sort:-

1. Looking cool with my GPS - yes ! It is a cool bit of kit and yes I do look, "well ok", I feel cool with it.
2. when flying XC (When ! ?) having a record of my track over the ground.
3. My Ordnance Survey grid position for recovery when I land.
4. To workout distances before I fly, during maybe ! and after definitely.
5. When I flying in Turkey, It will make me feel better about landing out and knowing which way to walk back to the hotel if I land out in the middle of "where am I land".

6. Sunset calculations is a bonus when slowly walking carrying your heavy bit of kit under the Turkish Sun. Bonus ! Why ? see 7.

7. Marking the position where you left your glider hidden, when you can't walk one more step with it is a must for all of us.

8. Surprisingly, in the car when going to a new site, turn points on OS maps for example on a main road can look all the same, but program in a waypoint and call it (eg TURNHI = Turn for Hi & Over) and at a point just before the lane turning, the GPS will bleep at you, giving you that extra navigational edge. You can also setup a larger number of routes in this way and invert them to get you back again.

9. Snail trail is the best way I found of getting my self back to a known route again. Simply drive to the site using the GPS to guide you, or as in my case, I asked a chap on a horse where so-and-so valley was:- well you know how it goes: 1st left, 2nd right, 3rd left, down the lane, past the farmyard, etc, etc. Well, having got to so-and-so valley. (Took off, landed, Nice day, Time for home !) I was very pleased to look on my GPS screen and see a nice snail trail, so I just zoom in on it and as I drove back, then just turned left when the line went left and so on, bloody marvellous, I was back on a known route again and heading for home. This time it was a true test for the unit, as I didn't look at any signposts or the map once and it worked the first time.

10. Simple to use. Yes it is. Its the old axiom with GPS :- The more you put in to it, the more you get out of it.

So am I happy with it ? Well ! sure it would be helpful to have Danger areas able to be marked in it eg:- the Riffle range behind Styning bowl or the ATZ's of any local area's. I sometimes wonder how big the GPS, that would do everything we ask of it would be ? and how hard to use in flight !

There must be more uses for GPS, but for me, I was pretty happy with it.

Extra note: Since I got my GPS 45 the ever moving forward Co. GARMIN have introduced a new model the GPS 90, which has Danger areas and ATZ's on screen. Mind you at some £580.00 it has to be good, my first look at the speck sheet on it confirms that it is. There is however a update sentence with any GPS with field data logged in its memory, that will cost you to keep it bang up to date. The last known cost was \$125.00, so let us hope they don't change airspace to often. Do go and have a look at a GPS system, but be warned their very tempting and the price is getting cheaper all the time.

Tip of the month: Make contact or even friends with, a pilot who fly's a different aircraft to you, ie: a Handglider pilot if your a Paraglider and vice-versa, for the benefit of our sport of flying we must grow together, learn together and keep our sites happy and good one's - "End of my plea thank you".

Disclaimer foot note: Any and all remarks in this article are purely my own misunderstanding about the subject matter pertained within, so please feel free to walk up to me on the hill and have a chat about anything you feel I missed, or just have a friendly chat about anything. You can't miss me - I'm the chap walking around looking lost, with a GPS in one hand and the Instruction book in the other.

Even Safer Flying to you all and don't forget your Sun Cream.

Andy Chipling.

SAFETY ADVICE

It has been my unfortunate duty since being elected to this position, to have to deal with several accidents, thankfully only one involving major injury.

However, several aspects have come to light which ought to be digested by each and every member of the club.

- 1) A recent mid-air collision occurred because a pilot was doing a left hand 360 at ridge height. Although he was the only pilot in the air, the other pilot taking off did not expect him to come from that direction. **Right hand 360's only please.**
- 2) When approaching on-coming craft, please be sure to break right in plenty of time, thereby not forcing people into the hill.
- 3) A surprising number of pilots seem to be flying in totally inappropriate foot-wear. Remember, your feet and ankles are the first point of impact in any stand-up landing. Good flying boots are as important as any piece of safety equipment and be prepared to PLF!
- 4) Please don't forget that flying conditions at this time of year can be very changeable and very strong. Always fly with a good margin of safety; if you require assistance to take off, then conditions are probably too strong. Also beware of overcrowding; misjudgements are more likely to happen when there are lots of pilots in the air.

Finally, I'm sure everybody in the club would like to wish Bob Kelly a speedy recovery after his recent accident at Beachy Head, and look forward to seeing him out and about again soon.

Fly safely, considerately and enjoy yourself!

Steve Brewer, Safety Officer

N.B. It would be useful if Incident Report Forms are forwarded to me for analysis, I will then send them on to the B.H.P.A. for you
S.B.



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Paragliding Harnesses

For the best protection available check out our top of the range Sandwich Pro by Scorpio. The Pro has a unique protection system that has been proven in controlled test's. Ask for the new Scorpio Brochure, it's got lots to choose from.

Thief Alarm

We have some outrageous alarms for Hang Gliders & Paragliders, these are the best kit protectors that we have seen. from £26

Solar Wings

The Scandal with the World patented Active Pressure System is now available in all three sizes, we won't pressurize you to fly one but we do have three demos here ready and waiting for you, pick up the phone now and book a test flight.

The HG & PG Hut is an aladdins cave for pilots, it's crammed with all sorts of goodies. Call in or phone for an up to date list & brochures. It's a great place to do your shopping.

Colin Lark's H.G & P.G Hut. West End, Coaley, Glos. GL11 5DX
Tel 01453 890767 - 0860 670605 - Fax 01453 890075 - Just off M5 Jun 13.

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Broken or bent Glider ?
We keep the largest stock
of spare parts in the U.K.
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REGIONAL CONTACTS.

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LAKES ED CLEASBY
SNOWDONIA JOHN GLADSTONE



AIMS:- CHARITY BASED EVENT. ALL PROCEEDS TO BE ALLOCATED TO ONE OR MORE CHOSEN CHARITIES. MONIES TO BE RAISED BY INDIVIDUAL/TEAM SPONSORSHIP, NOMINAL ENTRY DONNATION, RAFFLE, AUCTION PLEDGES OR OTHER.

CHALLENGE:- TO ASCEND ON FOOT BEN NEVIS, SCAPELL PIKE & SNOWDON TO DESCEND BY PARAGLIDER MINIMUM 2000' FROM EACH MOUNTAIN. TRAVEL BETWEEN BY LAND TRANSPORT. COMPLETE WITHIN 24 HOURS. ADDITIONAL COMPTASKS MAY BE SET ON EACH LOCATION.

PARTICIPENTS:- TEAMS CONSISTING OF TWO OR MORE FLIERS PLUS SUPPORT /RETRIEVE DRIVER. OPEN TO ALL PARAGLIDER PILOTS RATED CP OR OVER WITH CURRENT BHPA MEMBERSHIP. MAX ENTRY 20No. TEAMS. ENTRY BY TEAM REGISTRATION. DONATION OF £5.00 PER FLIER FIRST COME BASIS.

EVENT DATE(S):- TO BE SET OVER A WEEKEND (SAT THRU' SUN). PERIOD OF AVAILABILITY FROM 20/05/95 TO 24/06/95 (6 POSSIBLE DATES).
THE EVENT REQUIRES STABLE LOW WIND CONDITIONS FOR DURATION THEREFORE THE DATE WILL BE FIXED ON THE WEDNESDAY PRECEEDING THE EVENT DATE.
ALL TEAM LEADERS WILL BE NOTIFIED BY PHONE ASAP WITH START DATE.

EVENT TIMING:-

SAT 1400 MEET LOG IN & BRIEFING. PICNIC AREA 500m Nth GLEN NEVIS YHA.
SAT 1700 ASCEND TO SUMMIT BEN NEVIS @3.5 Hrs. LOCATE SUITABLE LAUNCH SITE, FLIGHT & DECENT TO VALLEY. INFORM LOCAL MARSHAL COMPLETION & LOG OUT (PHONE)
SAT 2200 RETRIEVE & DRIVE TO LAKES @5Hrs
SUN 0400 ARRIVAL WASDALE HEAD.
INFORM LOCAL MARSHAL OF ARRIVAL, LOG IN (PHONE)
ASCEND TO SUMMIT SCAPELL PIKE @3 Hrs. LOCATE SUITABLE LAUNCH SITE, FLIGHT & DECENT TO VALLEY. INFORM LOCAL MARSHAL COMPLETION & LOG OUT (PHONE)
SUN 0900 RETIEVE & DRIVE TO SNOWDONIA.
SUN 1200 ARRIVAL PEN-Y-PASS YHA CAR PARK
INFORM LOCAL MARSHAL OF ARRIVAL, LOG IN (PHONE)
ASCEND TO SUMMIT SNOWDON @3 Hrs. LOCATE SUITABLE LAUNCH SITE, FLIGHT & DECENT TO VALLEY. INFORM LOCAL MARSHAL COMPLETION & LOG OUT (PHONE)
SUN 1700 RETIEVE & DRIVE TO LLANBERIS FOR LIGHT REFRESHMENTS, AUCTION, RAFFLE, CREAM ETC

APPLICATION FORMS

REGITSER IN WRITING TO DAVE SNOWDEN AT ABOVE ADDRESS.
DETAILS REQUIRED:- NAME, ADDRESS, CONTACT PHONE NOS
TEAM NAME, No FLIERS, ANY DATES YOU ARE NOT AVAILABLE.
AN ADDITIONAL GENERAL INFORMATION PACK (SPONSOR FORMS, LOCATION MAPS, B&B LIST ETC. WILL THEN BE SENT. THE REGISTRATION DONNATION WILL ONLY BE PAID ON ATTENDANCE.

ADDITIONAL SAFETY

CONTACT WITH LOCAL MARSHAL BY MOBILE PHONE/RADIO.(NUMBERS, FREQUENCIES TO BE ISSUED).
QUALIFIED FIRST AIDERS AVAILABLE ON EACH LOCATION.
LOCAL MOUNTAIN RESCUE TEAMS TO BE INFORMED/INVOLVED.
FINAL DECISION TO FLY IS RESPONSIBILITY OF 'TEAM LEADER'
REMINDERS ON MOUNTAIN FLYING CONDITIONS & HAZARDS, FATIGUE DE-HYDRATION, IF IN DOUBT DON'T.

MINUTES OF THE SHGC COMMITTEE MEETING 4.4.95

PRESENT: M.Brady, A.Chisholm, F.Kennedy, D.Williamson, T.Cox, M. Millwood, I.Blackmore, G.Hopkins, K.Birch, I.Jehu, T.Ackroyd, S.Brookes, A.Caple, S. Howes, D.Watts, S.Brewer
APOLOGIES: P.Day, J.Carr, N.Gibson,

1.0 MINUTES OF PREVIOUS MEETING(7.3.95)

1.1 CARRIED OVER:

6.0 RECEIPT BOOKS: Ex-committee members will be contacted to see if they still wish to carry receipt books.
M.Brady

1.2 ON-GOING:

5.0 HORSE ENDURANCE TRAILS will take place on the following dates:

- May 28th - from Plumpton College.
- July 2nd - from Jack and Jill to Lewes.
- August 3rd - Firle.

NEW DATE: April 23rd - Pyecombe to Lewes and back - a.m.
- Pyecombe to Findon and back - p.m.

The organisers are to be contacted to explain our situation in the case of a northerly wind. A notice will also be placed in Windsock, nearer the date, to notify club members
M. Brady/ F. Kennedy

2.0 MINUTES FROM 10.1.95

2.1 CARRIED OVER:

7.0 Sites Guide references- Beachy Head N.G

2.2 ON-GOING:

6.0 Sponsorship S.B

3.0 MINUTES FROM 6.12.94:

3.2 ON-GOING:

9.0. Marshalling Guidelines -to be reviewed A.C

4.0 MINUTES FROM 6.10.94

4.1 CARRIED OVER:

8.0 D.Fletcher- to be contacted. D.Williamson

5.0 SITES GUIDE: SKYWINGS sent the club a copy of a proposed article, outlining all the sites in the South of England, for our approval. It has been approved subject to

Beachy Head, Firle, W.Firle
Caburn, Truleigh Hill
High and Over
Steyping Bowl
Newhaven
Ditchling

F.Kennedy
I.Blackmore
K.Birch
I.Jehu
M.Millwood
S.Brookes

13.0 SOUTHERN CLUB EMPLOYEE:

13.1 An advertisement is to be placed in Skywings and Windsock. T.Cox

13.2 The agreed job description and a covering letter is to be written up and sent to A.Chisholm. M.Brady

13.3 I.Jehu proposed that the employee should be free to work as a dealer. FOR: 3 AGAINST: 9 ABSTENTIONS: 0

13.4 The club soliciter is to be contacted concerning the payment of the employee. M.Brady

14.0 CONVERSION COURSES:

14.1 A letter will be sent out to schools asking for suggestions and/or proposals offering Southern Club members conversion courses. I.Jehu

14.2 Tim Cox has already offered to arranged a free fun day for members to try hang gliding.

15.0 LANDING SITES: The rules concerning the landing sites at Mount Caburn and the bowl between Devil's Dyke and Truleigh Hill are to be placed in Windsock, as a number of pilots have been seen disregarding them. G.Hopkins

15.0 NEXT MEETING: 3RD May 1995 at 7.30 p.m. at Devil's Dyke Hotel

the addition of certain club rules, and some specific site rules.

6.0 COMPETITIONS:

6.1 PARAGLIDING: The first of the Airwave competitions has been held, and the club competed against five other teams and is therefore through to the semi-finals.

6.2 HANG GLIDING: The teams are coming together, but Kenton would welcome anyone else interested in competition flying. Details are to be placed in Windsock.

7.0 LANDING AT NEW TIMBER: Further to a recent landing in a field of pregnant sheep club members are being asked to avoid this field for the next few weeks. The Farmer concerned was very understanding, and as a token of our appreciation a bottle of Whisky will be delivered.

F. Kennedy

8.0 MEMBERSHIP DETAILS:

8.1 Insurance for the membersip computer is to be looked into.

T.Ackroyd

8.2 Sites Guides can be sold to non-members

8.3 Associate membership, can be arranged at £2.00 a day by specific arrangement for certain clubs..

8.4 A list of current members is to be sent to N.Gibson as soon as possible so that next years' marshalling can be arranged.

T.Ackroyd

9.0 SCHOOLS: A letter to all new pilots is to be drafted.

I. Jehu

10.0 MOUNT CABURN:

10.1 The new "No Public Access" sign is to be looked into.

F.Kennedy

11.0 SAFETY:

11.1 Due to the amount of recent accidents, an article is to be placed in Windsock.

S.Brewer

11.2 A summary of the nature and causes of the accidents is to be produced for the next meeting.

S.Brewer

12.0 SITE GUIDE REVIEW: Before producing the new sites guide, the current details will be checked and, if necessary, updated.

Devil's Dyke

M.Brady

NOTICEBOARD

Solar Wings Typhoon S4 Medium. Good condition. Speed bar and wheels. 2 spare uprights. Red and grey.
Needs new bag. £275 ono
Tel: 01732-353777 Nigel (Tonbridge)

Zoot Chute £60
Tel: 0181-657-0725 (eve) John Leggett

VACANCY

Club Officer for Southern Hang Gliding and Paragliding Club (SHGC).

A unique opportunity for the right person to help run Britain's premier club.

Apply for further details to:
PO Box 1359
Brighton
East Sussex. BN1 4QX
or telephone 01273-703501

NATIONAL TRUST

Wednesday 21st June, 1995
Fundraising event.

The NT would like us to be involved in a fundraising event which will be held at Devil's Dyke. Providing the weather is suitable, there will be some sort of competition.

Anyone with ideas for other activities on the same day, please contact the Chairman.

SPACE 24 (75-95kg). Excellent condition. Beg/intermediate canopy. 12 A's. Only 25hrs airtime. Canopy (+ speed system) and rucksack. Colour yellow, excellent condition £1250 Tel: 0883-653445 Paul

OWNER MOVING ABROAD - FULL KIT FOR SALE.

RAINBOW 26 white, 1 yr old, immaculate.

AIRBULLE MODULAR HARNESS + PLATE.

AEROLITE RESERVE

DAVRON 300+

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HARLEY MISTRAL MEDIUM, 2.5 yrs old, good nick.

Could swap some or barter for Super Space/Space 24.

OFFERS?

Call Alex 0444-461-522

AVIAN ELAN 160 vgc, 45hrs, speed bar and pneumatic wheels, garaged £1150 ono Tel: 01273-771327

AAAAGH!!

THERE HAS BEEN AN ERROR WITH THE P.O. BOX NUMBER

IT'S PROVED A BIT TRICKY AS THIS IS THE TIME OF YEAR WHEN WE ARE RECEIVING YOUR MEMBERSHIP RENEWALS AND A FEW OF YOU HAVE HAD THEM RETURNED 'GONE AWAY'!

THE P.O. BOX SHOULD NOW BE BACK IN ACTION, BUT TO BE SAFE, PLEASE SEND YOUR RENEWALS TO TREVOR ACKROYD DIRECT:

**FLAT 16
PRINCES GATE
GEORGE V AVENUE
WORTHING
W. SUSSEX**

WINDSOCK

Send contributions, gossip etc,
etc, to:

WINDSOCK

c/o P.O. Box 1359

Brighton

East Sussex BN1 4QX

(This is your mag - help to make it
interesting)

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- The views expressed in articles, letters, etc herein are not necessarily those of the SHGC, its Committee or the Editor.

WEATHER MACHINE

Devil's Dyke:

0273 857002

See notices in Windssock for
updated services.

COPY FOR WINDSOCK

- Handwritten clearly (my eyesight's fading)
 - Typed - onto A4 (if poss., reduced to A5 size - I'm as lazy as you are)
 - On a floppy (disk), readable by WORD
- Thanks!

All and any (well, most) contributions welcome - Any ideas you have are welcome - they may be ignored, but they are welcome. Give yourselves something more interesting to read than the minutes of the last committee meeting. Overseas trips, memorable XC's, ideas for Club events, advice etc, etc, etc,

ADVERTISING DISPLAY RATES

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