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Windsock

AUGUST 96



Chairman's Letter

Crop Landings: an update from the SHGC complaints Dept.

Gary Lee the farmer who together with his brother farms the Dyke bottom landing fields has contacted the Club to complain about Crop landings. He is, quite rightly I should say, pissed off.

There have been far too many crop landings lately and very few crop landing fines paid. He watched five pilots land in the crop on one day recently and none of them coughed up. There were more the week before.

We have an arrangement with the Lees. They let us use all the bottom field when the crop is out and they've set aside the strip by the barn for our use when the rest is cropped. We in turn pay them a lump sum for this use and also we have agreed that anyone who lands in the crop pays £10.00. It is not a case of "if you are caught" - it is simply "if you land in the crop you pay £10.00.

Gary's brother lives in the cottage next to the barn over the road from the strip. If you miss the strip you will be seen.

Furthermore the Lees do not want anyone landing in the crop at all, they see the £10.00 as a deterrent not as a source of income. If this deterrent is not enough they do have the ultimate sanction, ie stuff your money and find somewhere else to land.

So the situation is this. If you are not 100% sure of landing on top or on the strip - do not fly until the crop is out. In case you are not as good as you think you are, have £10.00 in your pocket, walk over the road to the cottage, apologise and pay up.

Those of you who just take the freedom to fly the Southern sites for granted take note - if we are to keep the use of the sites we have let alone have any hope of gaining new sites then we must maintain good relations with the farmers/land-owners in the area, particularly those upon whose land we operate.

TA



Windsock



Magazine of the Southern Hang Gliding Club

August 1996

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Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 23rd August 1996. Sent to my address or to PO Box:

PO BOX 1359

Brighton

East Sussex BN2 4AS

Contributors

Russ Brown, Paul Cashman, Dave Keepax,

Cover

Nova Xyon at West Firle 1996

Airwave Challenge Avon 22nd/23rd June

Again a good turn out from the club; enough for two teams. Well done lads. The site on both days was Westbury. The weather was largely uncooperative.

On Saturday Ian Ferguson was the only one to get away but he didn't quite make the 5Km opening distance. He is receiving coaching in the art of downwind landing and glider reconstruction necessary to achieve the extra 1/2 Km.

On Sunday two unsociable Avon pilots who weren't participating in the nil wind hill top banter but who were unsportingly clipped in ready to leap off into the only worthwhile thermal of the day and disappear into the blue, actually did just that.

Hence the score Avon 1st - everyone else last.

Manx Challenge

Congratulations to Ozzie Haines, 2nd place and new I of M height record holder and to Darren Blackman - 8th.

Competition is hotting up for the Southern metal bending trophy. I've got a couple of uprights in the bin (as everyone will no doubt have heard.) Claims to this trophy to be sent in the usual manner; by your mates.

Heard on the hill "it's quite like old times...no paragliders and Trevor bending uprights"

TA

Club Coaches

PARAGLIDING

Steve Brewer	Henfield	(M) 0378 434929
Adam Goodsell	Hove	01273 749412
Jerry Hansen	Shoreham	01273 461783
James Hardiman	London	0181 311 0683
David Massie	Horsham	01403 268601
Peter Perry	Crawley	01293 402908
Barry Phillipot	Lindfield	01444 482225
Stroller		
Stewart Swanton	Hove	01273 732219
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650
Trevor White	Ottershaw, Surrey	01932 872722
Colin Williams	Sanderstead	0181 6574958

HANG GLIDING

Adrian Caple	Purley	0181 660 0824
Steve Cook	Littlehampton	01903 725724
Eddie Horsfield	Croydon	0181 657 9307 (M) 0850 088173
Dave Keepax	Burgess Hill	01444 245233
Dave Matthews	Brighton	01273 857163 / 0171 240 9872
Peter Perry	Crawley	01293 402908
Ron Richardson	Keston	016898 56723 / 016898 51823
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650
Dave Williamson	Brighton	01273 604752

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.

Aerodynamics

STOP PRESS STOP PRESS!!!
Yet again the Firle record is smashed
on a Topless, this time by Steve Cook.
See Last Month's Article

Harness

We also have the new Silhouette Hang Gliding harness from La Mouette - high quality, low drag, angle of dangle, radio pocket etc. Because of its single sliding hang point system we have developed a new clip in system which will be the lowest drag hang point available.

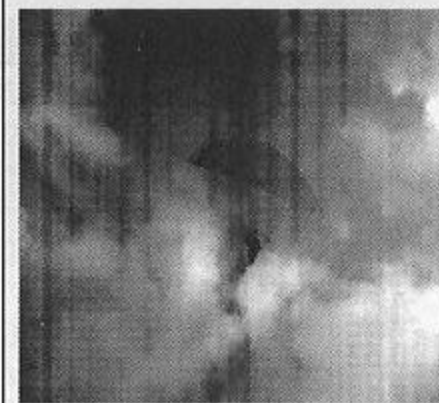
Used Equipment

We have a good selection of used quality equipment inc: Moyes, Solar and Airwave gliders and much more - phone for details

Reserves

We sell, repack & fit all types of reserve - Meta, Apco, La Mouette, Airwave & Junkers, from small PDAs to big floaters.

Do you know the descent rate of your canopy with your all up flying weight?



Holidays

We will be organizing winter holidays for both HG & PG in Southern Spain and adventure flying holidays in the Atlas Mts. of Morocco - a real cultural experience and some great flying!

For advice, information or just a chat, ring
Johnny Carr : 01444 471137
Tony Lucchesi: 01474 815239

Paraqliding XC Leagues ~ 96

Martini League

	1	2	3	4	5	6	total
1 David Newns	68.03	61.18	45.74	34.48	28.3	26.7	264.4
2 Dave Watts	35.4	28.2	25.8	24.9	17.8	12.4	144.6
3 Mike Millwood	49.76	27.67	15.2				92.6
4 Steve Purdie	28.7	23.1	15.8				67.6
5 Ian Blackmore	45.9	13.7					59.5
6 Adam Goodsell	25.4	23.4					48.8
7 Stuart Swanton	24.91	11.30					36.2
8 Nico Preston	22.58	10.34					32.9
9 Kaz Harland	14.6	13.7					28.2
10 Steve Uzochukwu	14.99	10.60					25.6
11 Carlo Borsattino	25.1						25.1
12 Stroller	20.62						20.6
13 Graham Hutton	17.18						17.2

Sussex League

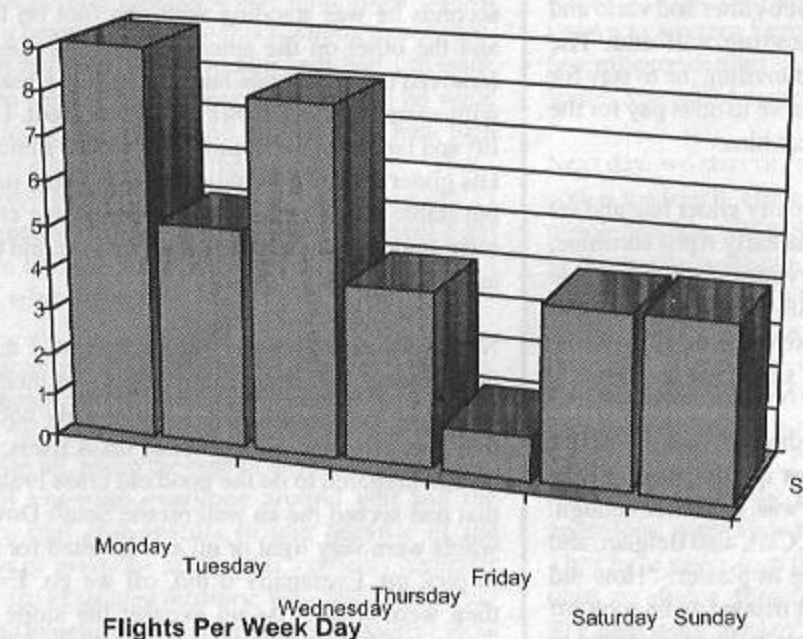
	1	2	3	4	5	6	total
1 David Newns	68.03	45.74	34.48	28.3	26.7	25.1	228.4
2 Dave Watts	35.4	28.2	25.8	24.9	17.8	12.4	144.6
3 Steve Purdie	28.7	23.1					51.8
4 Mike Millwood	27.67	15.2					42.9
5 Stuart Swanton	24.91	11.30					36.2
6 Carlo Borsattino	25.1						25.1
7 Stroller	20.62						20.6
8 Graham Hutton	17.18						17.2
9 Steve Uzochukwu	10.60						10.6

Sussex Weekend League

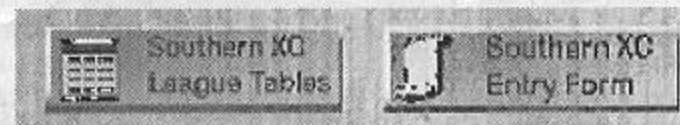
	1	2	3	4	5	6	total
1 David Newns	28.30						28.3
2 Dave Watts	24.95						24.9

Mike Millwood

19th July 96



The XC Leagues are now On-Line....



See WWW.FASTNET.CO.UK/AIRWORKS

High & Over, West Sussex, England to Herradura, Grenada, Spain

By Paul Cashman

One day, as a newly qualified Club Pilot with two hours accumulated flying time, and still a complete tyro, I sat back and reflected on my experiences since qualifying. It is middle of March and the flying this year has been limited to a twenty minute soar at High and Over at the beginning of February, and two soars at the Dyke two weeks later and four soaring flights spread over two weekends at Firle. I've just agreed to do the SIV course with Jocky Sanderson in Turkey and bought my reserve parachute, web cutter and vario and I'm wondering when the spending will end. The telephone rings and it is a friend inviting me to stay for a week in Spain, for free! All I have to do is pay for the flight and chip in towards the car hire.

I eagerly packed my clothes into my glider bag and set off for the Costa Del Sol and the early April sunshine, armed with my December Skywings. I quickly made contact with Tracy at Hotel California, Almunecar, and arranged to meet there the next day and go with the guide and the others who were staying at the Hotel.

I met one of the paragliders and showed them my BHPA membership and my Club Pilot qualification. Being Belgian, he didn't know what it was, but it was enough. I met the other two paragliders, Carl, also Belgian, and Sven, a Swiss, who had his leg in plaster! "How did that happen?", I asked. He had tripped as he took off on a rather rocky forward launch, but had managed to keep going. During the night he saw his left ankle swell and started to panic about the landing! The tendons had been stretched and you could tell he was looking forward to getting back to Switzerland and some doctors whose opinion he could trust. I was just starting to feel nervous, despite my Airsports insurance.

After a lovely buffet breakfast, we set off to Ortiva, in the mountains, south of the Sierra Nevada. This was in a beautiful valley, that is green, apparently for the first time in ten years due to unusually high rainfall. We climb up the winding roads for three quarters of an hour and finally reach the landing site, a small car park with three trees on its edge. "If you miss this, you're in trouble. There's no landing spot in the valley".

We reached the take off ten minutes later. An antenna on top of a small spur marked the spot. The take off was going to be the steepest I had experienced but not too bad.

Having set my vario at the landing site, I noted with apprehension that it was an eleven hundred and ninety foot top to bottom. "This beats the s**t out of Firle", I thought, ever so slightly more nervous.

The guide was flying a few hundred feet above us. Having spotted us, he spiraled and top landed, dropping his canopy onto the antenna enclosing fence, which had, of course, barbed wire on top. In two seconds he was standing with one foot on the fence and the other on the antenna base. The canopy was removed a few seconds later. Sven was already there, with some others and Dirk set up and went. He got no lift and landed at the required spot a few minutes later. His glider was a UP Boogie, and was a low performer, but stable. On the radio we learned that the conditions were smooth. Carl said he would retrieve and the guide said, "Okay Paul, let's go."

Not really very nervously at all, honest, I did all my daily checks and some more, just to let them know I had been trained properly. I had already noticed that the other pilot had only checked his A risers. I got set up and prepared to do the good old cross brake launch that had served me so well on the South Downs. The winds were very light or nil and I waited for the wind to pick up. Eventually it did, off we go. Everything then went wrong. As an excuse: the slope was not square onto the wind and was too rocky further around. I had also slipped on the loose scree, and wished that it was much flatter, like Firle, as my canopy went everywhere around me. Preparing again, I waited, and oops. Too slow getting forward and I lost it. Third attempt, now there are more paragliders waiting their turn. Again, I was not quick enough. Bright red with embarrassment I hear the guide say, "Try a forward launch".

Finally airborne and armed with Carl's radio, I flew into the valley - "This is really high. I've never been this high before", and try not to think about it. I drift towards the landing place, trying to remember all the areas that I had been told to avoid, working out my approach path. "Paul turn left", comes over the radio. Always ready to obey instructions, I do. "Keep going left. Left. Left". This continues for a while. I look at my vario, and realise that I had forgotten to turn on the speaker. Too late now, my hands are rather busy. "More left", instructs the guide and I somehow manage to lean even further. The vario says two hundred feet. "More left, more left".

I keep going, finally realising that I must be thermalling. I notice that the thumb on my left hand has instinctively locked itself about the A riser webbing! Another look at the vario. Five hundred feet! The antenna is now well forward from where I started. "More left, more left", insists the guide. "Okay Paul, It's up to you now", and the guide signs off. Another glance at my vario, seven hundred and twenty feet! Whoa! I decide that this is enough thank you very much and go forward towards the landing site.

I finally have a go at taking stock of the view. The Sierra Nevada has sprung into view and their snow topped peaks add a beautiful touch to this stunning experience. I get about halfway to the landing spot and I'm quite high. "Turn right, Paul". I obey as usual and do some more full turns. The vario says one hundred feet, then one fifty and a few turns later, three hundred feet. "That's enough, now Paul, come straight to the landing site". I suddenly realise that the heights were negative! I get some more lift and I am guided in by Dirk. Finally I land wow, what a flight!

The post mortem reveals some pretty horrible defects. Why do launch attempts in front of complete strangers always sc**w up? Why didn't I just forward launch when the wind was nil, given the type of terrain I was on? The comfort of knowing everyone around you and the confidence that club instills in you because of the helpfulness of everyone at the sites, certainly contrasts when you are in strange territory. Why didn't I operate my new and expensive beeping machine properly? How did I fail to notice that I was going up? How did I fail to notice that I was going down? Why are negative numbers harder to spot? Why didn't I get out of my harness more convincingly when I landed? All that training, and I forgot so much!

Still, I'd done it and the only thing that had really concerned me was the height. Next time I promised to actually do that ground handling practice I always managed to find an excuse to avoid when the site was too windy. Next time, next time.

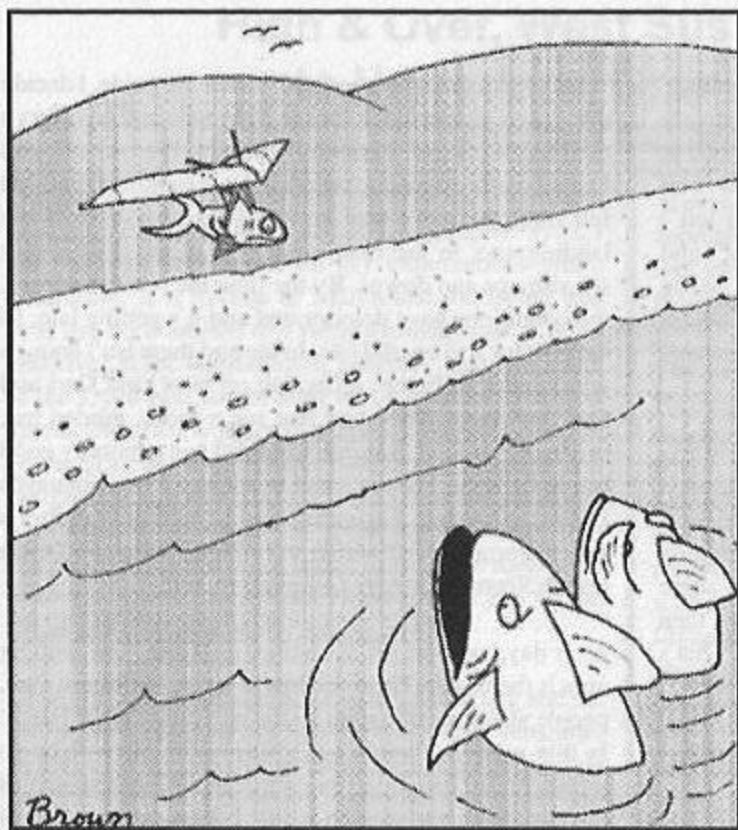
The retrieve finally arrives, and we go back to the top. There are lots of paragliders there now. Three of them take off quite happily. Then one demonstrates terrible ground handling skills, and yes, you've guessed it, manages to get the glider caught on the barbed wire. A few others go out; some land and a couple manage to go up. They all look as if they are wearing training harnesses. I pity the men, they must be so uncomfortable. The wind has picked up and is quite variable now.

"Okay Paul, ready to go again?", asks the guide. I decide that it was all too much for me right now and he offers a dual flight instead. I gratefully accept. We take off, and I now I really do remember what those training harnesses felt like! We can't stay up and land just short of the landing site, in the road, after five minutes of lovely smooth ups and downs. By the time the retrieve comes, the conditions have deteriorated and it's getting late, so we go back to a coastal site. In the end there isn't enough wind and I go home, reflecting on how kind Carl and Dirk had been. They had lent me a radio, guided me, driven me around, been very helpful and generally good fun to be with. They seemed to speak all the languages known to western Europeans and I could only mutter a few mispronounced words in broken French and even less in Spanish, despite O-Levels in both.

Next day, we start off at another cliff site. The landing area is the beach. There are lots of trees, buildings, cars, people and other obstacles all the way down to the beach. Is this really a flyable site? Surely the air will be so turbulent that I wouldn't enjoy it at all? Everyone assures me that the air is as smooth as silk. I skeptically remember the effect of a couple of bushes in the bowls at Firle, Beddingham, High and Over, etc. I watch two pilots have no trouble in flying and then bottom landing.

My fiends are on the beach with my camera, with its zoom lens, some slide film and they are waiting for me. They have never seen me fly before, so, I go for it. This time, no choice, forward launch, good practice for the SIV next week. Mustn't think about that now. I go. The canopy comes too far forward, I held on too long. I brake a bit and really commit. All is well, I'm flying. They were right, as smooth as silk! I lose some height with some nicely executed turns and finally buzz my mates on the beach, wow, really cool. I buzz some others on the beach too, I glide too far, now there are others nearby too. I finally land having managed to avoid most of the people on the beach it seems, phew! The post mortem again reveals mistakes that I just shouldn't make. I landed cross-wind okay, it was smooth, but if there was a gust.... and the locals must be really pleased with me. I chastise myself and apologize to the locals, and pack up my gear. Next time, I'll get it right, I promise myself. My retrieve comes and Dirk points out my poor landing. I ask for the Spanish for emergency and promise to myself that I would not show up the British any more. We go back up to the top. The Police arrive....

Continued next month



"He's too low to make it to the surf! Oh my God! He's going to land on the sand!"

PRESS COMPLAINTS COMMISSION - GLENDA SLAG

An item appeared in last months Glenda Slag column in which allegations were made about a certain person (who for legal reasons cannot be named) and their activities on the Internet. This person (who shall be referred to as Adult C) was alleged to have participated in activities on the 'net which would have, if true, called in question certain areas of their character integrity. It must therefore be made clear that:

Adult C has no connection with "Spanker", the low airtime PG guy,

Never subscribed to
alt.binaries.erotica.donkey

Does have a life outside his/her terminal.

Is not a complete prat like the article suggested.

Glenda Slag accepts these allegations were untrue but that's the whole point of her column and if anybody thinks it's a serious column, can they get help, FAST!
Glenda Slag apologises to this punter for any grief he/she has been caused and hopes that a sense of humour will ease the untold psychological grief they've suffered.



The question begs... is Mr Tony Lucchesi related to Charlie Brown?

Sussex Hang Gliding & Paragliding



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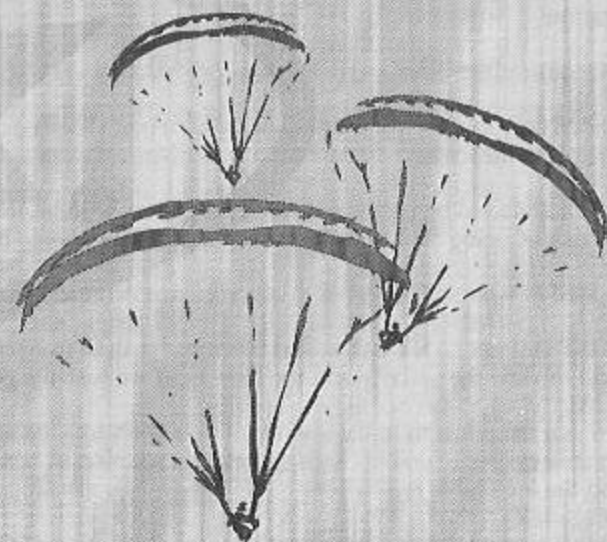
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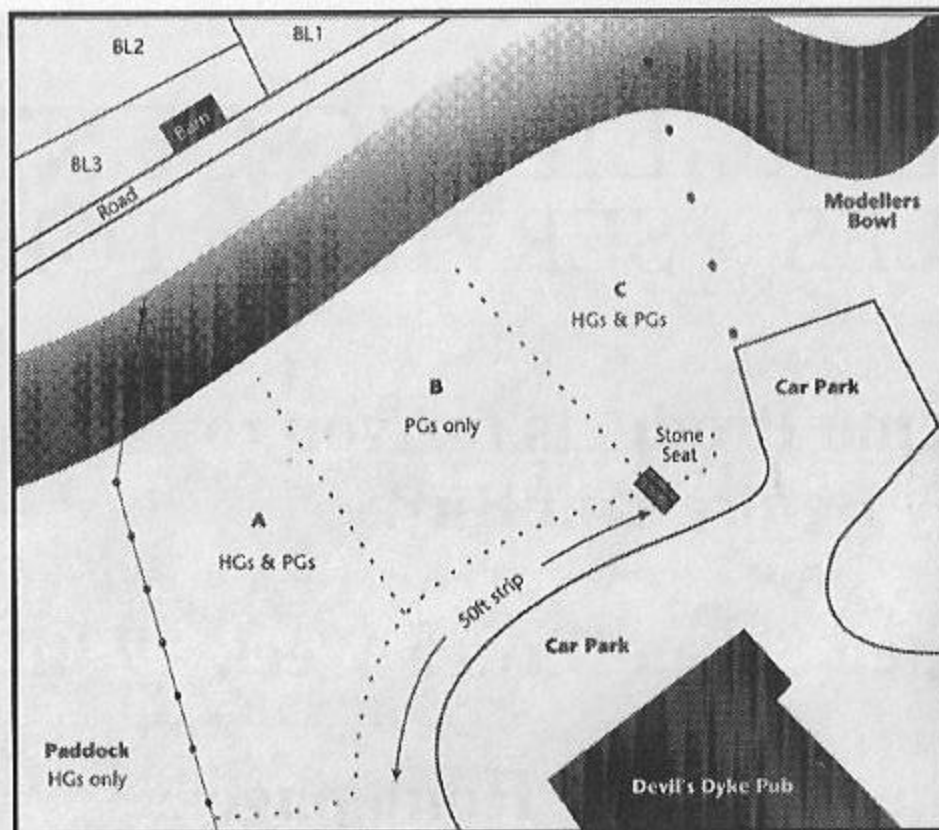
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SITES CONTROL

During the May Committee meeting it was decided to change the segregated area at the Dyke to Area A exclusively Paraglider, Area C exclusively Hang glider, this was in response to a Hang glider pilots protest.

The matter was more fully debated at the July Committee meeting and was resolved as follows = As area A is at present used by quite a lot of Hang glider pilots but not many Paraglider pilots, (because of the barbed wire fence) AREA A WILL REMAIN MIXED HG and PG but will be priority Paraglider on busy days (that means the Marshall may require the HG pilots to leave the area).

As area C is at present used by the schools but not many HG pilots, (yet) AREA C WILL REMAIN MIXED HG and PG but will be priority Hangglider (that again means the Marshall may require the Paragliders to leave the area).

If you have a problem on the day explain it to the Marshall , most things can be resolved by compromise , but not by confrontation.

Now to be quite clear

It is intended that area C with the help of the turn point Idea be used to give the Hang glider pilots a better chance of taking off when they want to , without a wall of paragliders getting in the way.

Area B is intended to be a safe area for Paragliders without the risk of being hit by a Hang glider taking off over them , or risk of being blown back on to Hang gliders parked behind

It is intended to wait and see what evolves in area A rather than impose a stupid rule on you.

THE MOST IMPORTANT BIT = The 50ft clear strip in front of the car park , is intended to keep it clear for public access and to view the activity and the Downs. If we lose the goodwill of the public we will lose the site.

It is up to you the pilots to make it work, if you don't like the arrangement then have a chat with me , it is intended to let the area evolve to end up with a workable solution to benefit all pilots , not to lead us into senseless confrontation and the inevitable retaliation.

As the above changes have come about after the re printing of the sites guide it is intended that you note the changes on your copy of the guide , and on your copy of the Marshaling guidelines.

Jerry Hansen Sites Control Officer

Firle (Bo-Peep Bostal) Landing Approach

By Dave Keepax

Your approach should be to fly past take off, over the quarry and to the first bowl. This gives an excellent view of the landing area and other crafts.

Take your time setting up your approach, if it takes 10-15 minutes that's OK get it right.

Fly along the hill, and with extra speed By over the quarry. On a line that will take you just in front of the corner post of the fencing, opposite the flyer's car park. Do not go behind the path !!.

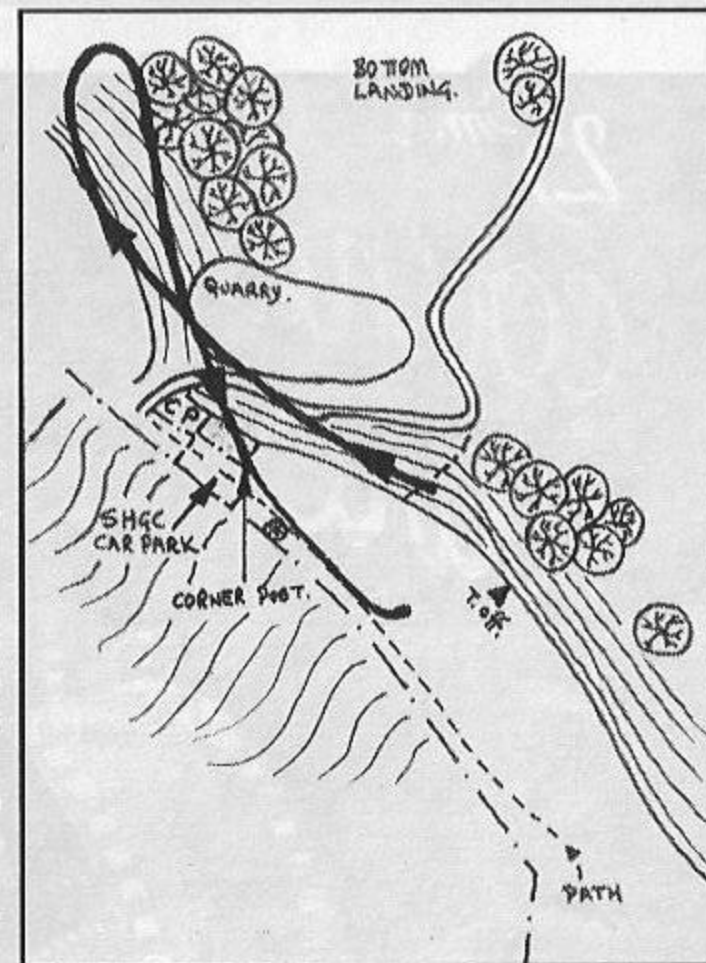
NOT THE CORNER POST OF THE S.H.G.C. CAR PARK.

On your approach put a very small turn in towards the front of the hill. The approach should be a gentle arc. You can correct as you go. Now only a very small turn is required to land.

The landing field slopes down towards the car park. Landing is easier in this direction as the hill is coming up to meet you.

Do not attempt a 270 landing approach. In strong winds you will get blown back behind the fence. Behind the barbed wire fence at Firle is a field that drops away steeply. The airflow follows this depression and will suck you out of the sky if you go too far back. A very easy mistake to make in strong winds. So make sure you do not go behind the path.

The public car park; S.H.G.C. car park; and beyond the scrub bush East of the S.H.G.C. car park is all Rotor.



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19-22
Sept. 96

St. Hilaire
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Salon du vol libre
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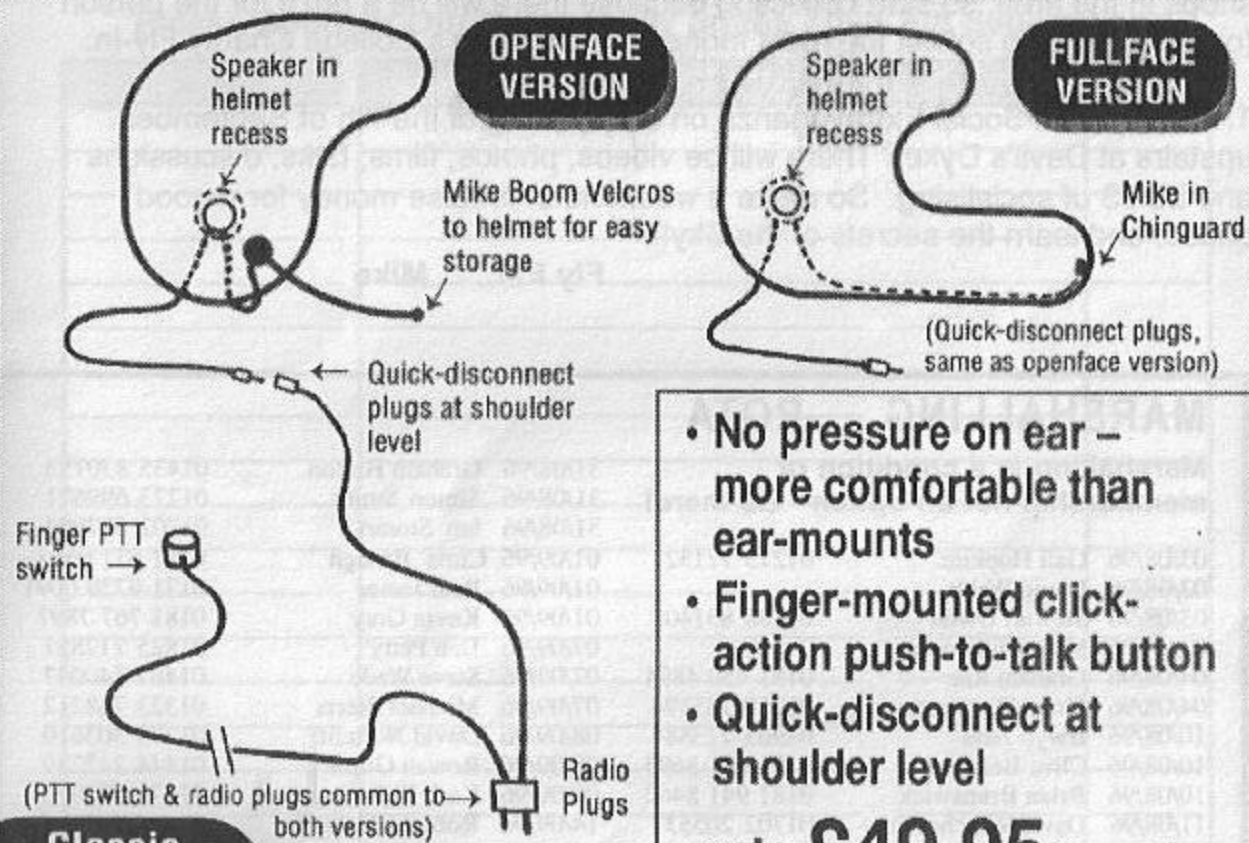
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SHGC Committee Meeting

Minutes of 1 May 1996

Date: 15th May 1996

Present: Johnny Carr, Trevor Ackroyd, Dave Matthews, Steve Brewer, Fionn Kennedy, Sue Brooks, Jerry Hansen, Adam Goodsell, Mike Millwood, Tim Cox, Julia Gibbs, Kristin Hansen, Dave Williamson, Adrian Caple.

Apologies: Tony Turner, Dan Petty,

OFFICERS REPORTS:

1.0 President - Johnny Carr

1.1 Devils Dyke A-B-C Areas (XRef 6.2) - Area C was not working out as hoped. Put a counter proposal forward that Paragliders should have sole use of Area A, and that Hanggliders should have sole use of Area C, when Hanggliders are using it. Motion carried. Johnny Carr to liaise with Mark Woodhams on change of Devils Dyke details in the new sites Guide. **Actioned.**

1.1 10th January 1996

2.2.10 - National Trust Devil's Dyke Licence - The sub-committee to present another draft licence to the Natural Trust. Johnny Carr to talk to John Clarke, BHPA Sites Officer. **Carried Over.**

2.0 Chairman - Trevor Ackroyd

2.1 No Outstanding Actions.

3.0 Membership Secretary - Dave Matthews

3.1 Membership stands at 392 with 103 renewals to date.

3.2 No Outstanding Actions.

4.0 Safety Officer - Steve Brewer

4.1 An Incident at Mount Caburn's landing field highlighted concerns about the safety of the site for very low airtime pilots. It was proposed that only Student Pilot or above should be allowed to fly there. **Motion carried.**

No incident form received from Mount Caburn. Steve to talk to Pilot concerned. **Actioned.**

4.2 (XRef 7.4, 12.1) Another incident occurred at Mount Caburn involving a Mid-air with a model plane. Again pilots are asked to Give the modellers room. Adam to do an Item to be put in Windsock Highlighting the problem, and Kristin to talk to modellers to apologise and ask them to give us room too.

4.3 3rd April 1996

3.1 - New Club Coaches - Dave Matthews has passed on the addresses of the new Trainee Club Coaches to Steve. Steve to talk to them about new Trainee Club Coach scheme. **Carried over.**

4.4 3rd April 1996

3.3 - Safety Issues - New 'Southern Club Incident Form' went out with membership packs. As a result many "New" incidents are being reported to the club. Steve Brewer to do an item for Windsock on this. **Carried over.**

4.5 6th December 1995

2.3.9 - Advanced Pilot Rating - Steve will contact the BHPA to discuss the possibility of arranging for pilots to take their advanced pilot exams. It appears there is a lot of support within the club for taking the advanced pilot exam. The possibility was raised of including the pilot exam in this scheme too. **Carried Over.**

5.0 Sites Liaisons Officers - Fionn Kennedy & Sue Brooks

5.1 Beach Head Flying (XRef 10.3) - Eastbourne Council expressed a need to draw up a licence agreement to protect our and their interests regarding flying Beachy Head.

5.2 Horses at West Firl - Fionn asked everyone to be careful of horses along the Downs, especially West Firl because the Land Owner runs a riding school that frequently uses the path across the top of the take off field. An item to be put in Windsock to emphasise this. **Carried Over.**

5.2 First Aid box at Firl - A first aid box is being provided at Firl. It will be in the Car park and the code for it will be 0360. **Carried Over.**

5.3 7th February 1996

2.1.18 - Beachy Head Take-off Area - The new take off will be adopted by Paragliders but most probably not Hanggliders. There will be provision for improved area markings and signs to inform the public as to what is going on and contain some information on Hanggliding and Paragliding. Storage for the Markers and signs to be arranged. **Carried Over.**

5.4 6th March 1996

1.11.2 - Beachy Head for Schools Use - There will be no schools use at present.

1.11.3 - Firl - There are no problems regarding more schools use of Firl as a teaching site, as schools to contribute to Firl Estate.

6.0 Sites Control Officer - Jerry Hansen

6.1 Enforcement of Club Rules - It was decided that enforcement would be predominantly through fellow pilots unless more severe action was required and then the problem would be brought to the committee. The rules are to be highlighted in windsock. **Actioned.**

6.2 Devils Dyke A-B-C Areas (XRef 1.1) - Area C was not working out as hoped. A counter proposal was put forward that Paragliders should have sole use of Area A, and that Hanggliders should have sole use of Area C, when Hanggliders are using it. **Motion carried.**

An updated version of the A-B-C to be printed in windsock. **Actioned.**

6.4 (XRef 7.3) It was noted that some Student Pilots have been flying club sites without an Instructor or Club Coach present. This is to be mentioned to the schools. **T.B.D.**

6.3 3rd April 1996

3.2 - Article for windsock on the Beachy Head Landing arrangements to be held over until new sites guide is published. **Carried Over.**

7.0 Schools Liaisons Officer - Adam Goodsell

7.1 Schools use of SHGC Sites - A new system of "Licensing" sites to schools for teaching use was suggested as an improvement over the existing system. A trial period of 1 year would be looked into, possibly on a site by site basis. Adam to meet with the schools to discuss this arrangement and propose an Equitable agreement(!). N.B. Sites excluded from teaching are Newhaven Cliffs and Beachy. **Actioned.**

7.2 Schools Use of Firl (XRef 5.4) - A Donation to be made to Firl Estate. **T.B.D.**

7.3 (XRef 6.4) - It was noted that some Student Pilots have been flying club sites without an Instructor or Club Coach present. This is to be mentioned to the schools. **Carried Over.**

7.4 (XRef 4.2, 12.1) Another incident occurred at Mount Caburn involving a Mid-air with a model plane. Again pilots are asked to Give the modellers room. Adam to do an Item to be put in Windsock Highlighting the problem. **Actioned.**

7.4 3rd April 1996

3.6 - Schools Liaison - Only one schools still to formally re-apply for access to Southern Club sites. Membership forms now available in all schools. **Carried Over.**

8.0 Competitions Secretaries - Mike Millwood & Trevor Ackroyd

8.1 Kenton Birch is standing down from Competitions Secretary for Hanggliding and Trevor Ackroyd has taken over.

8.2 10th January 1996

2.2.13 - Charity Fly-In for Kings College Hospital - A one day event will be held on the 7th/8th September. Mike and Trevor will agree further details. **Carried Over.**

8.3 3rd April 1996

3.5 - Paragliding Airwave Challenge - Competition held against Dover and Folkestone and FreeFlight. The results to be published in Windsock. **Actioned.**

9.0 Air Space Officer - Tim Cox

9.1 No Outstanding Actions.

10.0 Club Officer - Julia Gibbs

10.1 For interest and reference monthly Job / Time accounts to be given.

10.2 Mobile Phone (XRef 12.2) - little use at present. To be "Re-Advertised" in Windsock as the Club Contact Number.

10.3 Beach Head Flying (XRef 5.1) - Eastbourne Council expressed a need to draw up a licence agreement to protect our and their interests regarding flying Beachy Head. **Actioned.**

10.3 10th January 1996

2.2.9 - Sites - Julia to attend a meeting with David Flemming on 17th April with a view to the possible acquisition of premises for a lottery application. **Carried Over.**

2.2.10 - National Trust Devil's Dyke Licence - The draft licence to the N. Trust - Progressing SLOWLY. **Carried over.**

10.4 4th October 1995

2.4.8 - Devil's Dyke Notice Board - Julia to approach schools and other potential advertisers to see if they wish to contribute to the cost of the leaflet in return for advertising space. Julia to contact the BHPA for advertisements on hang gliding and Paragliding. **Carried Over.**

10.5 7th June 1995

2.7.17 - High & Over - Licence fee is currently under negotiation as well as other details of agreement. **Carried Over.**

11.0 Windsock Editor - Dan Petty

11.1 3rd April 1996

The new Trainee Club Coach scheme is to be explained in Windsock. **Actioned.**

12.0 Secretary - Kristin Hansen

12.1 (XRef 4.2, 7.4) Another incident occurred at Mount Caburn involving a Mid-air with a model plane. Again pilots are asked to Give the modellers room. Kristin to talk to modellers to apologise and ask them to give us room too. **Actioned.**

12.2 Mobile Phone (XRef 10.2) - little use at present. To be "Re-Advertised" in Windsock as the Club Contact Number.

ANY OTHER BUSINESS:

Flyability Representative for SHGC - Steve Purdie has offered to take this post.

PO Box Renewed - All working again for Membership renewals

Venture Soaring Club - The Venture soaring Club has been started by Tim Cox on a non profit and non teaching basis to allow Red Ribbon Club Pilots to be supervised on their first flights with other people. All Pilots to be members of the Southern Club.

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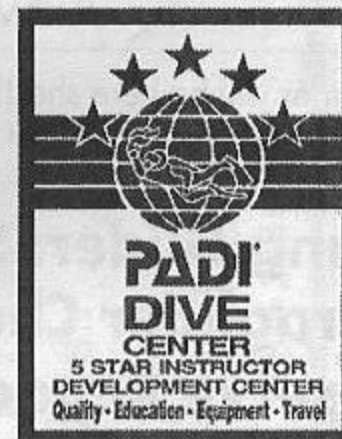
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**For further details contact Margaret
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