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Windsock

SEPT 96



Windsock



Magazine of the Southern Hang Gliding Club

September 1996

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Copy

Written clearly, typed, or PC disk (Word or plain text). Deadline for next issue 20th Sept 1996. Sent to my address or to:

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Brighton

East Sussex BN2 4AS

Contributors:

Russ Brown, Paul Cashman, Kristin Hansen, Dave Keepax, Clive Pritchard, Gary Claud Stokor, Steve Uzochukwu.

Cover: Xtralite takes off at the Dyke

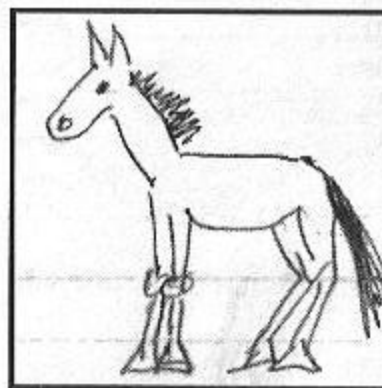
Chairman's Letter

This month its another horsey complaint, crop landing at the Dyke again, buzzing and folk flying without helmets.

For those of you who don't know what a horse looks like and there are obviously some who don't... they have a barrel cum sausage shaped body with a longish, thinnish leg at each corner (totaling four in all) knobby knees and hooves (sort of upturned flower pot shaped) at the bottom. At the front there's a longish, thickish, hairy neck and at the back there's a longish, thickish, hairy tail. On top of the neck there's a head with two pointy ears (watch it when these are swiveled rearwards) and a longish, horsey face (like Margaret Thatcher with a Sandie Shaw hairdo.) At the other end (and this is the giveaway) there is usually a pile of manure.

In all sort of like a zebra but without the stripes.

Some of the time horses are by themselves either singly or in multiples of one, and at other times they are accompanied by a person of on gender or another...sometimes riding, sometimes not.



artwork: Trevor Ackroyd

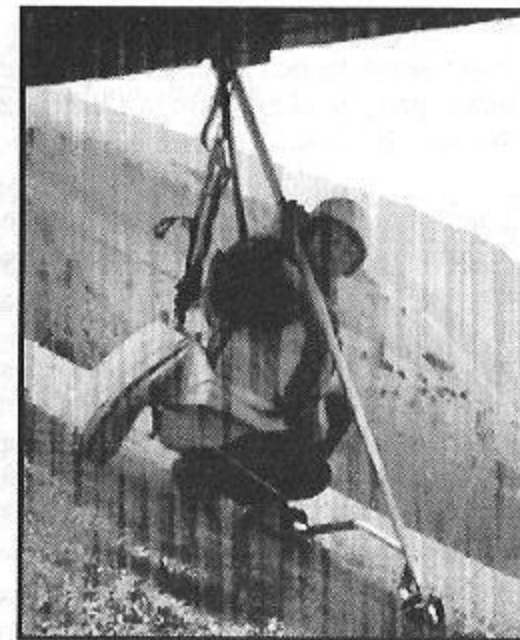
At all times whether alone or otherwise horses should be given a wide berth by you when you are taking off, flying or landing etc...

"SHGC Health Warning"

Horses are hazardous to rider, others and you/us ie. the latest complaint was the wife of the landowner of a field that Fionn is trying to negotiate for us/you. So if you were the chap/chapess who overflow that gesticulating lady on the zebra thing (without the stripes) at Caburn, give yourself a pat on the back matey.

Believe it or not there are people still crop landing at the Dyke and not only are they "sloping off" without paying, they are refusing to pay when asked to do so! Just who do they think they are. Do they indeed think that it is OK to trample someone's livelihood into the dirt beneath their designer jackboots and make off without offering recompense. The fact that it could seriously inhibit the club's, ie your, use of the Dyke is obviously no concern to them either.

Well in future anyone refusing to pay will have their name published in Windsock, then you can tell them just what you think of them. Maybe a bit of peer pressure will sort them out.



OK "thin ice time". Before anyone with a long memory chimes in I'll admit that I have in the past buzzed the odd ground borne friend or two dozen, so all I feel able to say is make sure no one is going to object. Not just the buzzer but anyone else around. CAA National Trust Warden, Eastbourne Ranger etc...

I was once upon a time suitably chastened when a visiting American pilot loudly informed all and sundry that I would have been banned from their sites had I buzzed anyone there, friend or no.

NB It is not unknown for such activities to lead to a severe trouncing of the buzzer.

Apart from the Mad Farmer who has, apparently, a special dispensation (from the BHPA not the Pope) no one should be seen ground handling, let alone flying our sites without a helmet.

OK so there's merely a danger to ourselves and perhaps a condom would suit them better but one day when you're lying injured in the middle of a ploughed field or an M23 pile up, wouldn't you prefer to have that helicopter attending you rather than that dickhead with a fractured skull who wasn't wearing a helmet when they piled in, groundlooped - whatever.

TA

PARAGLIDING

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James Hardiman	London	0181 311 0683
David Massie	Horsham	01403 268601
Peter Perry	Crawley	01293 402908
Barry Phillpot	Lindfield	01444 482225
Stroller		
Stewart Swanton	Hove	01273 732219
Steve Uzochukwu	Maidstone	01622 736219 / 01622 684650
Colin Williams	Sanderstead	0181 6574958

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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
Trevor White	Ottershaw, Surrey	01932 872722 / 0171 437 8676
Dave Williamson	Brighton	01273 604752

CLUB COACHES

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.

ADRIAN CAPLE

On the 29th July we lost a friend. Adrian Caple crashed into the sea just off Calais whilst flying his home built Kis aircraft.

Adrian had wanted to fly since he was four. In 1979 he had realised his ambition when he started hang gliding at Woldingham. A quiet man, he never went in for competition flying, but never the less was a very good pilot. On the occasions that I went flying with him he made the most of the conditions, and often cruised around at cloud base whilst others struggled to get away from the hill.

He was S.H.G.C. club coach for a number of years and in this capacity had helped many up and coming pilots. He normally ran some of the lectures for the XCPC exams, where he became known to most of the members of the S.H.G.C. He and his wife Brenda traveled to many European sites for flying holidays, where he flew and Brenda happily drove retrieve for him.

In 1984 he took up power flying and gained his PPL, this way he could enjoy flying and so could Brenda. She also gained her PPL, and they spent much of their spare time going on flying trips.

In 1994 after retiring early and then building his own house, he started to build his own aircraft. The number of awards he won with this aeroplane are testament to the superb quality of his workmanship. He completed it in a little over a year, and then set about conducting his own flight test programme. He won the respect of the flying community at Biggin Hill for the manner in which he carried this out. He took part in the Royal Aero Club Schneider Trophy race but was disqualified for going too fast!

Our condolences go out to his family, who will greatly miss the old charmer.



The 5th Portugese Open: Competition Report

Steve Uzochukwu

The 5th Portugese Open was held in the same village as all its' predecessors, Linhares da Beira. This small village at the foot of the Serra da Estrela Mountain range in Portugal is famous as the spot from which John Silvester took the European record in 1994. This year for the first time the competition concentrated on fixed objective tasks like races to goal. In the past the competition has been run on an "Open Distance XC" format. The competition was run over the week from the 4th to the 10th of August.

The weather allowed only three tasks to be set. Strong winds were the main problem, and low cloudbase on one day. The first day was blown out and the first task on the second day was won by Pedro Moreira (POR) overall winner of last year's event. The next two days were also blown out, and the second task was set on the fourth day of the competition. That task was won by Eduardo Lagoa (POR). The final task went to Samuel Lopes (POR) and Raul Fernandez (SP) but points on the last task were low because the task had a low validity. Scoring was done on the Crapanzano system.

The last day had to be called off again because of strong winds. The winner of the competition was Orlando Lima, who had done very well, especially seeing as he spun in from 50ft on the first day but escaped with a sore back. Second placed was Pedro Moreira and in third was Raul Fernandez (SPAIN) with his distinctive Ben-Hur canopy. Best British pilot was David Massie in 11th place, followed by Ian Corder (13th) and Steve Uzochukwu (16th). Best woman pilot was Liz Addy (GB), defending her crown from last year. Second placed woman pilot was Anna Markey (GB).

This year the the change of format surprised some of us slightly, but as with all well run competitions turn point photographs and top quality maps were supplied. The prizes were excellent, (first prize was a new paraglider) and the hospitality excelent as only the Portugese know how. The Portugese pilots are now a very serious force to be reckoned with, and there were only two non Portugese pilots in the top ten. Lastly, a big "Thank you" to INATEL and the FPVL for organising the event.

Aerodynamics

Yet again the Firlé record is smashed on a Topless, this time by Steve Cook. See Last July'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?



Paramotors

Aerodynamics are sole importers for the superb range of La Mouette paramotors, consisting of a small, medium, large & even a dual!! All are top quality & competitively priced. We will also be running ab-initio and paragliding conversion courses for experienced paraglider pilots. Videos available.

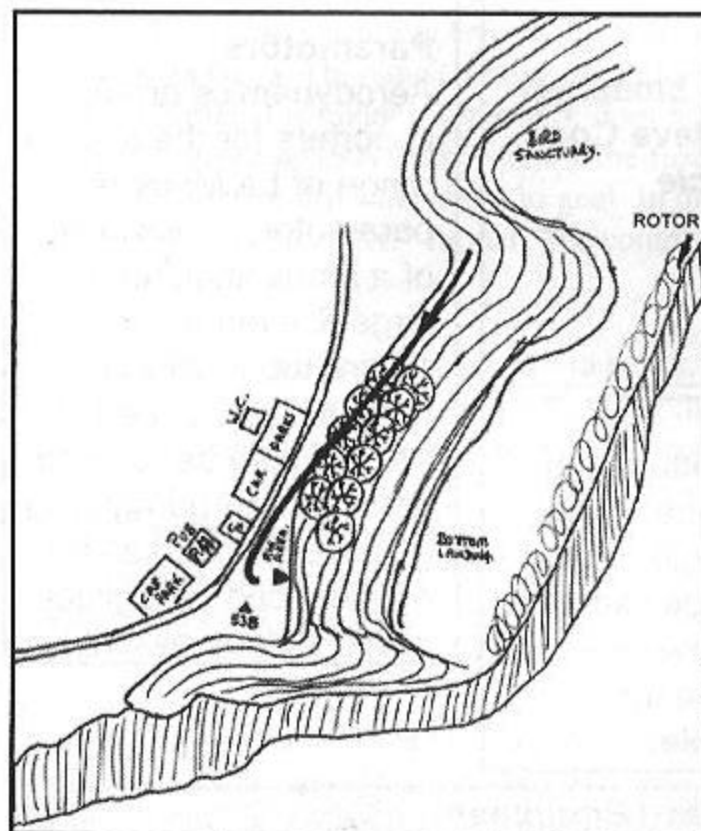
Holidays

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**

Beachy Head Landing Approach

Dave Keepax



Approach from the Bird Sanctuary end.

You need extra speed as the rigging area is on a raised piece that creates rotor behind it and is capable of sucking a glider out of the sky.

The approach takes you behind or at the back of the rigging area. Do not fly behind or over the road.

You need to fly with speed and well above the landing area.

If the wind is strong; the air will be quite smooth and you will come down almost vertically.

Overshooting is not a problem go around and try again.

Under no circumstances fly low and slow behind the rigging area.

It is now possible to land either side of the trig point. What was a brick built hazard complete with 25ft. aerial, has now been demolished making the landing area twice the size that it was.

IF YOU GET YOUR WINDSOCK BEFORE SATURDAY 7th SEPT DON'T FORGET ABOUT THE KINGS COLLEGE CHARITY FLY IN & SOCIAL EXTRAVAGANZA ALL DAY & EVENING

IF YOU GOT IT AFTER THE 7TH - I HOPE YOU ENJOYED IT!

Sussex Hang Gliding & Paragliding



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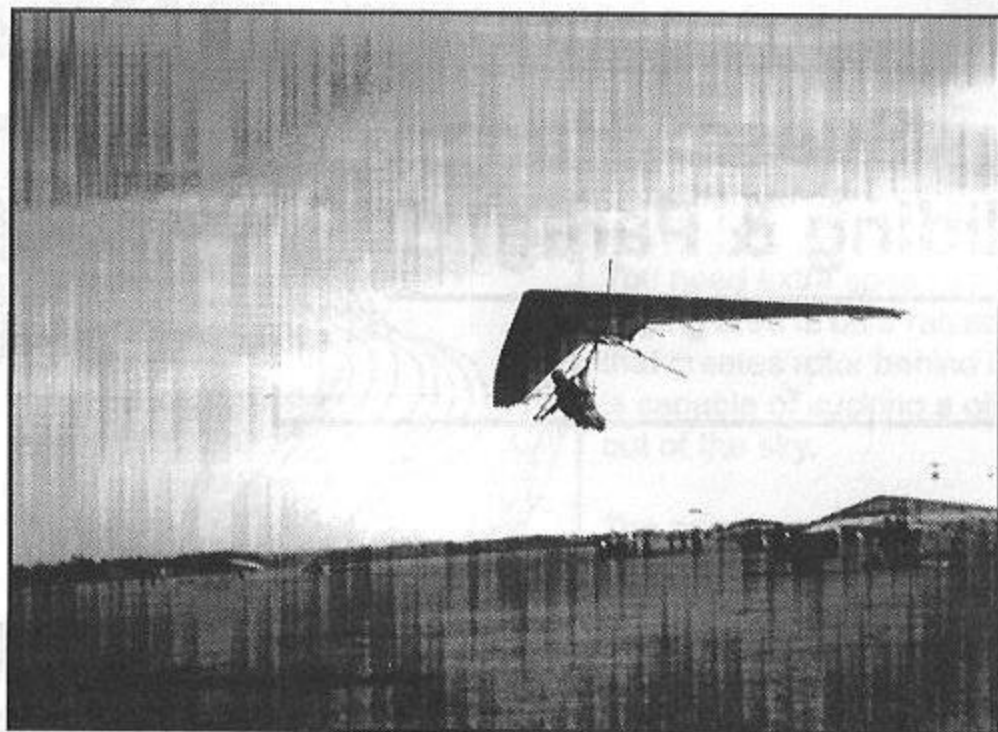
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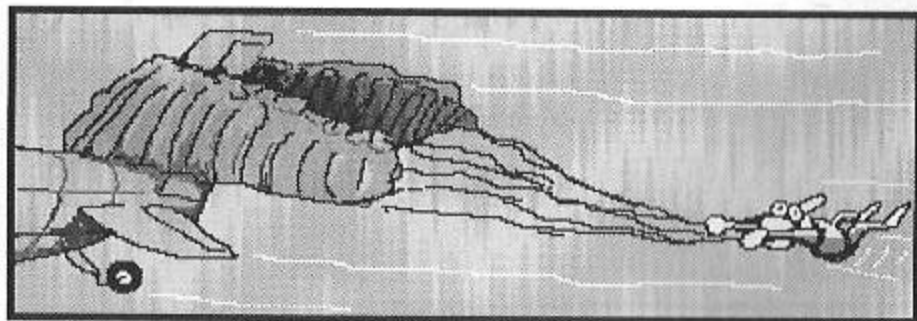
<http://www.sussexhgpg.co.uk/sussexhgpg/>



Winching Update

Hopefully by the time you read this we will have had another couple of weekends winching at the Boships and we will continue this principally on SW days.

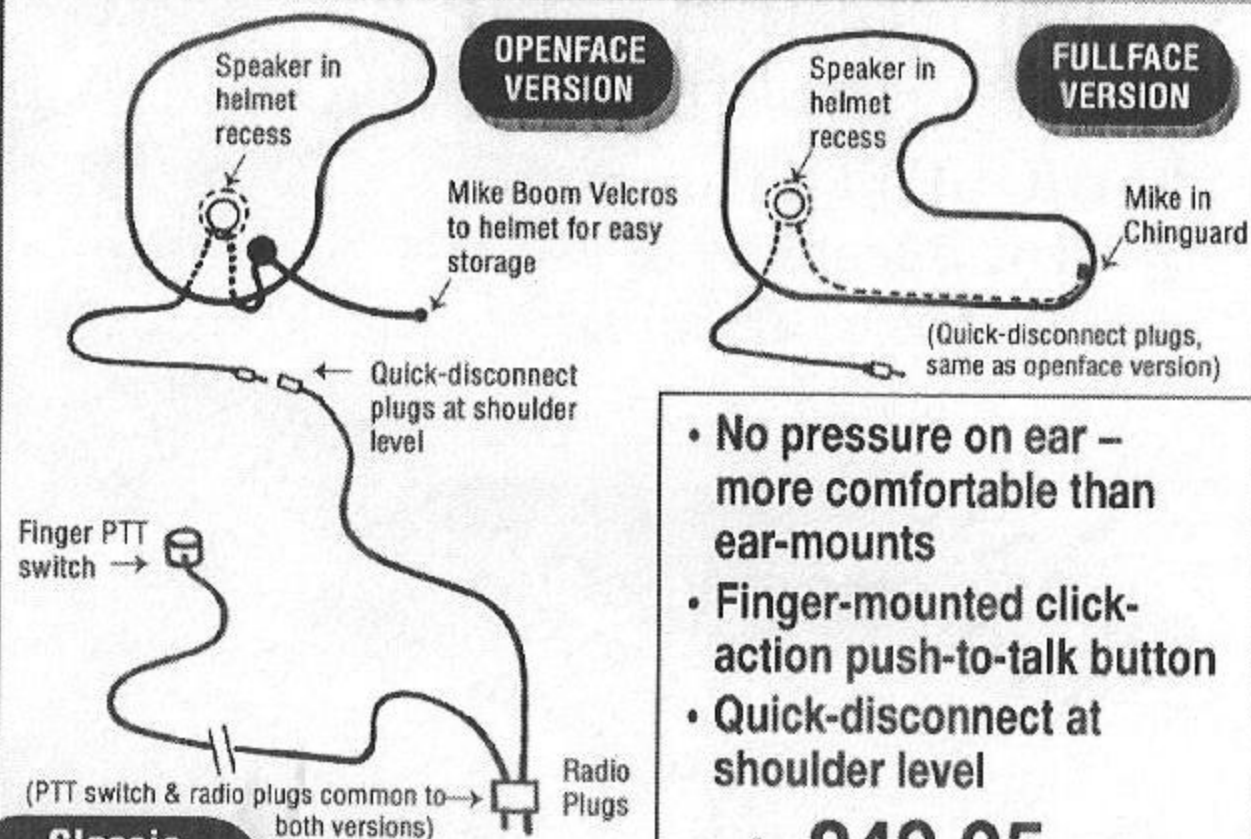
If you are interested in winching please contact me, Kelvin Kincaid on 01483 428653 or Mobile on 0973 222921



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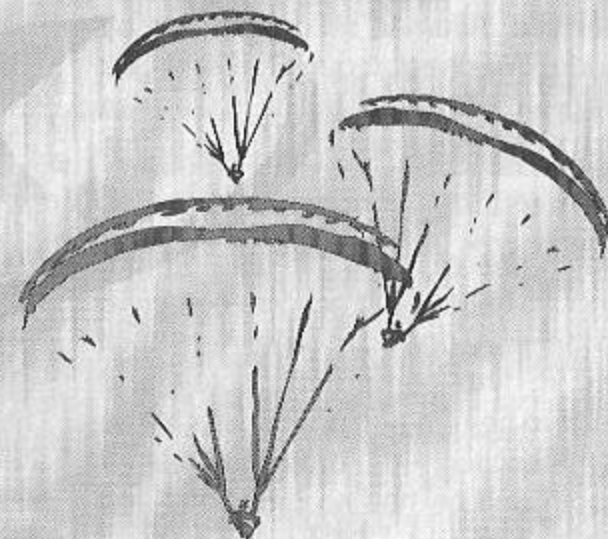
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High & Over, West Sussex, England to Herradura, Grenada, Spain

Paul Cashman continues from where he left off last month

Oops. A previous pilot had landed very near to a young girl and has said something nasty to her. The father knew the local Chief of Police and wanted blood. We were banned from landing on the beach, which effectively blew the site, top landing was going to be difficult. We leave for a drink. We eventually decide to go to the training ground and I go with them, desperate to make amends for my poor performance so far. I think Dirk wants to see if I can actually handle a glider and whether I have been bulls**tting them or not. Once there, I can't do anything wrong. I cross brake launch, without pulling the risers, just leaning back, and even deal with two deflations, no problemo! How was Murphy anyway?

Carl and Dirk are impressed by the launch without pulling on the risers and we talk about other techniques and I describe the A-line stall for collapsing the canopy after landing in high winds, later on in the car. They like the idea and decide to give it a go at the next opportunity. We go to another site, Alfamar, recommended by the guide. We check it out. Carl and Dirk have a great site guide, but it's in German I realize that there are a lot of sites in this area.

We watch one of the locals take off and fly without a helmet and acting a complete idiot in the air. At one point he spins himself around in two complete circles and pretends to be hanging on for dear life as all his mates laughed. Fortunately, the air is smooth and he has no deflations and top lands okay.

Suddenly cars and campers appear like locusts and the site is swarming with paragliders. I recognize the one who wrapped his glider on the barbed wire the day before. I decide not to fly at all now. Sitting back I watched quite a spectacle really. There were a few pilots being taught, I think, they only had very limited supervision, used the control lines too much and too harshly and they all did top to bottoms.

Looking at the beach landing site, there was this massive spur going into the sea that must have meant rotor when landing. The landing was south west, but the wind was west. Dangerous, definitely not for me. Six or seven had gone down and had seemed to land okay. I watch as two or three pilots show no ground handling skills and end up being dragged into the car park in the increasing wind. I then discover the one who likes barbed wire being dragged straight towards me, and I just get out of the way in time. Finally they give up and the earlier top to bottomers arrive, some with wet canopies.

The wind picks up and the three people left soaring all sink a bit. Weird. They manage to scratch around a bit and just as the wind drops off, they all pop up again! I had heard about lifty and non-lifty wind, but this was really weird.

Eventually they all top land. The wind picks up even more and someone takes off. He's bounced around everywhere and gets three or four deflations. He hardly seems to even twitch as he pumps them out. In the end he decides to bottom land.

I am confused, he appeared to be a really good pilot. He uses his speed bar to get down, and really starts to be chucked about as he gets lower. In the end he turns towards the sea, after his canopy is thrown all over the place, to get out of rotor. He lands in it. We see him gradually come ashore. I think of all of the electronic gear he had.

Getting back to the car I check out the site guide. My German is good enough to read that the site is a south to south westerly one. Umm.

The next day, we're off to Alicun, a two hour drive, but really stunning views again. Really high and steep. The wind is all over the place and I decide not to fly, but to retrieve for a change. The first hill launch is really committed, it had to be. Dirk takes off and has a great flight, spiral diving to burn off some height. Carl's launch starts well, as he has a good wind. I tell him his lines are caught up and he looks up. Then he takes off! He starts turning left, into the mountain, and has to counter. Eventually one part pops free but another doesn't. It looks okay a few hundred feet later. I've got his radio and I talk to Dirk.

He thinks all is okay now. I start to drive down. It takes me ages to get there and I find that Carl is okay I ask about the caught lines and how he got rid of them. He braked to counter the drift, then weight shifted a bit too, so that not too much brake was used and then reached up with his other hand and gently pulled on the lines. If they had been knotted, he was stuck with it, but they were just caught

up by a small twig or something and had popped free. He also had a deflation five metres from landing and managed to pump it out. He explains to me how dangerous it would have been if he hadn't had been able to free his tangled lines. He hadn't heard me call out and hadn't noticed himself and admitted full responsibility. Now I had experienced why you check your glider before you take off: I then thought about the hill start Dirk had done and the fact there was no choice in going with it in his case. "Do you want to fly Paul?", they asked. "No thanks", and we returned home.

Having finally realised that not every day is flyable here, I spend the remaining two days of my holiday driving around and sitting at the top of ridges. The only difference compared with the South Downs at this time of year is the fact that I'm sunbathing whilst waiting. I recount a story about a pilot who was flying over some birds, and how the younger birds were less skilled than the older ones. Carl tells me about the time when paragliders used to watch the birds and if they could stay up, maybe they had a chance. Now the birds watch the paragliders and if they stay up, they go too!

On the way home, I reflect on the lessons that I have learned. Firstly, practice whenever you can. Next learn to use the equipment properly, learn to read it or whatever, at a glance. Pay attention to whether you are in lift or in sink, and try and feel it rather than relying on instruments. Remember to look for the signs telling the wind direction at the landing site and plan the whole of the flight, not just the start and end bits! A radio has been really crucial over here. As the pilots

land they describe the wind conditions and direction and they can also describe the flight and where they encountered thermals. Also useful for guiding in the beginners! All rather necessary when the flights start becoming cross country and when the landings are in a different part of the valley, where the winds are different.

On my last evening, we go and visit a paraglider who makes and sells paramotors. They use two engines and the whole lot weighed less than my harness with reserve. There appeared to be little, if any, safety features, but it actually looked practical. Especially compared to those in the Sky Systems shop. The maker wanted DM 4000, which I thought was bit much, in sterling terms anyway, considering its cheap, flimsy and unsafe look. Still, I wish I'd seen one fly.

Still, upon final reflection, reviewing my performance, I felt that my ground handling was better than a lot that I saw. My site assessment erred on the cautious side, which had been proved for the best. I had learned to appreciate all the work put in by the Southern Hang Gliding Club in describing and maintaining the club sites, and that my coaching had been very good, thanks to all at Sussex HG and PG. I learnt that there are some really good people in the Southern Hang Gliding Club, and abroad too. Thank you Dirk and Carl for all the driving, the retrieves, your patience and helpfulness. If you're a vegetarian and want to visit Grenada, I hope you like tortilla (omelette), get a self-catering place and a good cook. Check out Hotel California, they do the whole package for you, see December Skywings, just before the Spanish trip.

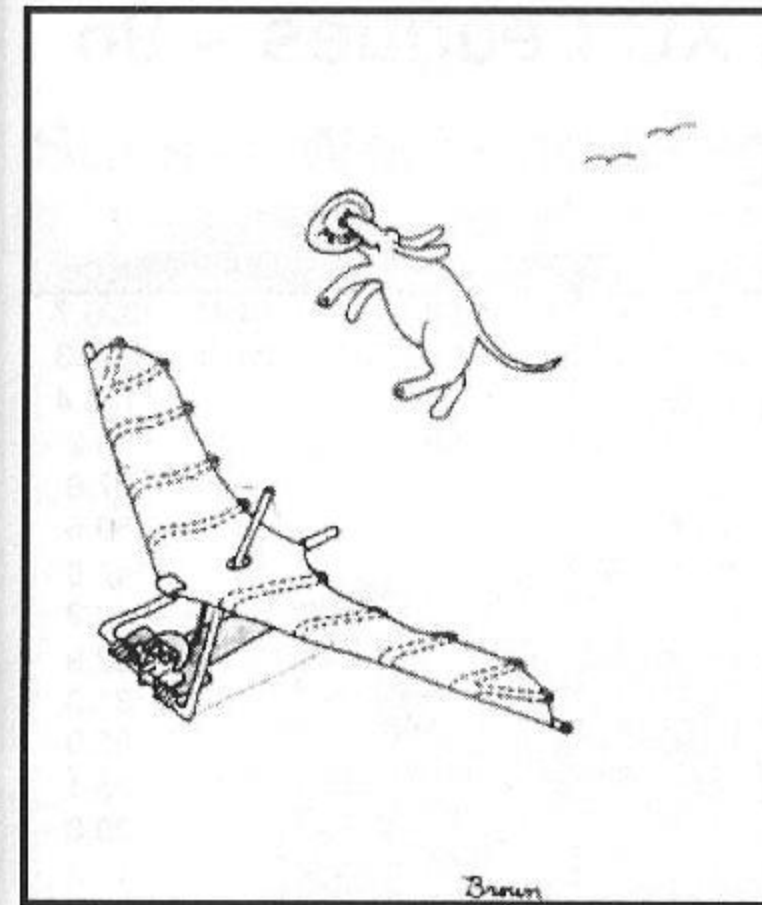
I am constantly asked what paragliding is, by my colleagues, and I often just describe the inflated canopy and why it stays up, and no, its not a hang glider. But paragliding is a lot more than just flying the glider. It's watching the weather forecasts, taking time of work, driving to different parts of the country, sitting on hills talking to gradually more and more familiar faces and much, much more that I have yet to learn.

As a final footnote, the baggage handlers at Gatwick managed to tear the glider bag! Thank goodness my canopy was wrapped up in three other bags and surrounded by my clothes. The carrier will sort out the repairs etc., but I think a new one is in order. Happy traveling.

Paul Cashman, April 1996

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CHARITY FLY IN & SOCIAL EXTRAVAGANZA ALL DAY &
EVENING**

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Low Save!

Impressions of a Pilot

by Gary Claud Stokor

*Flight is freedom in its purest form,
To dance with the clouds which follow a storm;
To roll and glide, to wheel and spin,
To feel the joy that swells within;
To leave the earth with its troubles and fly,
And know the warmth of a clear spring sky;
Then back to earth at the end of a day,
Released from the tensions which melted away.
Should my end come while I am in flight,
Whether brightest day or darkest night;
Spare me your pity and shrug off the pain,
Secure in the knowledge that I'd do it again;
For each of us is created to die,
And within me I know, I was born to fly.*

Paragliding XC Leagues ~ 96

Martini League

	1	2	3	4	5	6	total
1 David Newns	68.03	64.78	61.18	54.53	45.74	34.48	328.7
2 Dave Watts	54.00	35.40	31.91	28.17	25.84	24.95	200.3
3 Mike Millwood	49.76	37.73	27.67	15.2			130.4
4 Kaz Harland	36.28	19.51	14.57	13.68	10.16		94.2
5 Steve Purdie	28.7	23.1	15.8				67.6
6 Ian Blackmore	45.9	13.7					59.5
7 Adam Goodsell	25.4	23.4					48.8
8 Stuart Swanton	24.91	11.30					36.2
9 Nico Preston	22.58	10.34					32.9
10 Mark Watts	31.00						31.0
11 Steve Uzochukwu	14.99	10.60					25.6
12 Carlo Borsattino	25.1						25.1
13 Stroller	20.62						20.6
14 Graham Hutton	17.18						17.2

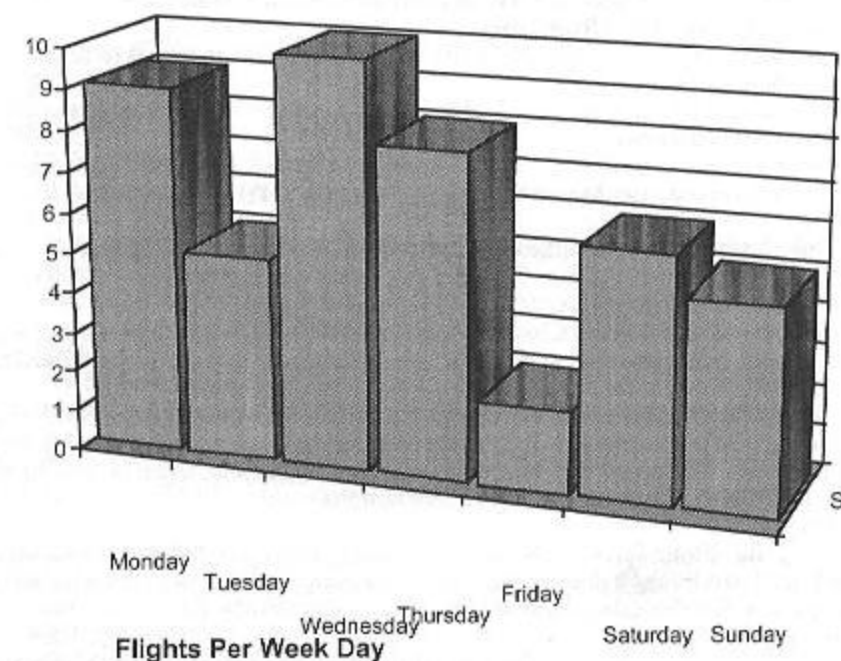
Sussex League

	1	2	3	4	5	6	total
1 David Newns	68.03	54.53	45.74	34.48	28.30	28.06	259.1
2 Dave Watts	54.00	35.40	31.91	28.17	25.84	24.95	200.3
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
10 Kaz Harland	10.16						10.2

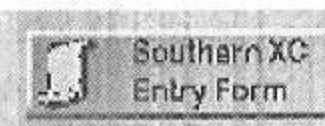
Sussex Weekend League

	1	2	3	4	5	6	total
1 Dave Watts	31.91	24.95					56.9
2 David Newns	28.30						28.3

Mike Millwood 19th August 90



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



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SHGC COMMITTEE MEETING MINUTES OF 5 JUNE 1996

Date: 25th June 1996

Present: Trevor Ackroyd, Johnny Carr, Kristin Hansen, Dan Petty, Fionn Kennedy, Adam Goodsell, Tony Turner, Mike Millwood, Dave Williamson, Dave Matthews, Stroller, Kelvin Kinkaid, Martin Brady, Dave Keepax, Nick

Apologies: Steve Brewer, Sue Brooks, Jerry Hansen, Tim Cox, Julia Gibbs, Adrian Caple.

OFFICERS REPORTS:

1.0 President/Social Secretary - Johnny Carr

1.1 1st May 1996 Johnny Carr to liaise with Dan Petty on change of Devils Dyke details in the new sites Guide. *Carried Over.*

1.2 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 The North Weld Bridle Way Group sent a letter to the CAA which was forwarded to us via the BHPA about problems with Paragliders and horses. A letter apologising and explaining is to be sent to the South Downs Bridal Way Group. *Actioned.*

2.2 Thames Valley Club sites are now ALL Members Only, please note that associate membership is only £8.

2.3 A copy of the Devil's Dyke Agreement is to be made for Committee members. *Carried Over.*

3.0 Membership Secretary - Dave Matthews

3.1 Membership stands at 407, (102 HGs, 261 PGs, 44 Both) with 272 renewals to date (72 HGs, 168 PGs, 32 Both)

3.2 All members to have a new updated Sites Guide. *Actioned.*

4.0 Safety Officer - Steve Brewer

4.1 1st May 1996

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

4.2 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.*

4.3 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. *CO.*

4.4 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. *CO.*

5.0 Sites Liaisons Officers - Fionn Kennedy & Sue Brooks

5.1 1st May 1996

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 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.*

5.3 6th March 1996

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. The schools are to report to the SHGC and not the landowner. Fionn to talk to Richard about landing field. *Carried Over.*

6.0 Sites Control Officer - Jerry Hansen

6.1 1st May 1996

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. *Carried Over.*

6.2 1st May 1996

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

6.3 1st May 1996

(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. *Carried Over.*

6.4 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 1st May 1996

Schools Use of Firl (XRef 5.4) - A Donation to be made to Firl Estate. *Done.*

7.2 1st May 1996

(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. *Done.*

7.3 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 The Hangglider Airwave challenge was finally held despite the Uncooperative weather and Southern club Won on a Spot landing!

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 to agree further details. Cups for Charity event to be decided. Winner and Best Fund-Raiser suggested. The Southern Club to contribute. *Actioned.*

Mike Millwood to put sponsor form into Windsock. *Actioned.*

8.3 3rd April 1996

3.5 - Paragliding Airwave Challenge - Competition held against Dover and Folkestone and FreeFlight. Results to be published in Windsock. *Carried Over.*

9.0 Air Space Officer - Tim Cox

9.1 No Outstanding Actions.

10.0 Club Officer - Julia Gibbs

10.1 1st May 1996

For interest and reference monthly Job / Time accounts to be given. *Carried Over.*

10.3 1st May 1996

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. *Carried Over.*

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 Natural 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 and Over - The Licence fee is currently under negotiation as well as other details of the 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. *Carried Over.*

12.0 Secretary - Kristin Hansen

12.1 No Outstanding Actions.

ANY OTHER BUSINESS:

1. LOG OF DECISIONS - Key decisions agreed.

2. NEW PROPOSAL FOR PROPOSALS - That any major decisions should be submitted as a proposal before the meeting so that they can be put on the agenda and prepared for. Motion Carried.

3. POTENTIAL TOW SITES - Kelvin, Dave K, Nick - After the successful tow events organised at Bow Slips it was proposed to the committee that potential tow sites, for Multi-discipline Southern Club use, be investigated. A number of suitable sites were identified but as to who to talk to and at what level were still unsure.

Proposal: That the Southern Club take an interest in the possible Tow Sites and that Julia, with her knowledge of who to talk to - at what level, should make enquires on the potential sites identified, at a feasibility level only at this stage. Motion Carried.

4. SCHOOLS SITE FEES - After further investigation into the problems of school fees for Southern Club Sites used for training, two possibilities of "Per Head" or "Per School" billing were identified. It was decided that generally the schools seem to be honest and that the current "Per Head" system was fairest.

Proposal: In order to keep better track of which sites were used when it was decided that the schools, who have to keep the student records anyhow, should send in a copy of their daily flight logs, with each return for the "Per Head" system. Motion Carried.

The possibility that the student numbers for each school would be published in Windsock is to be discussed further. Actioned.

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