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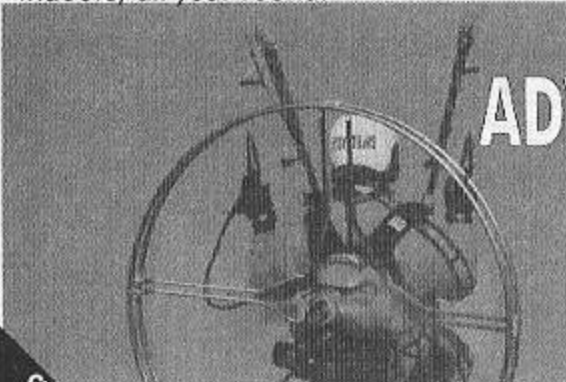
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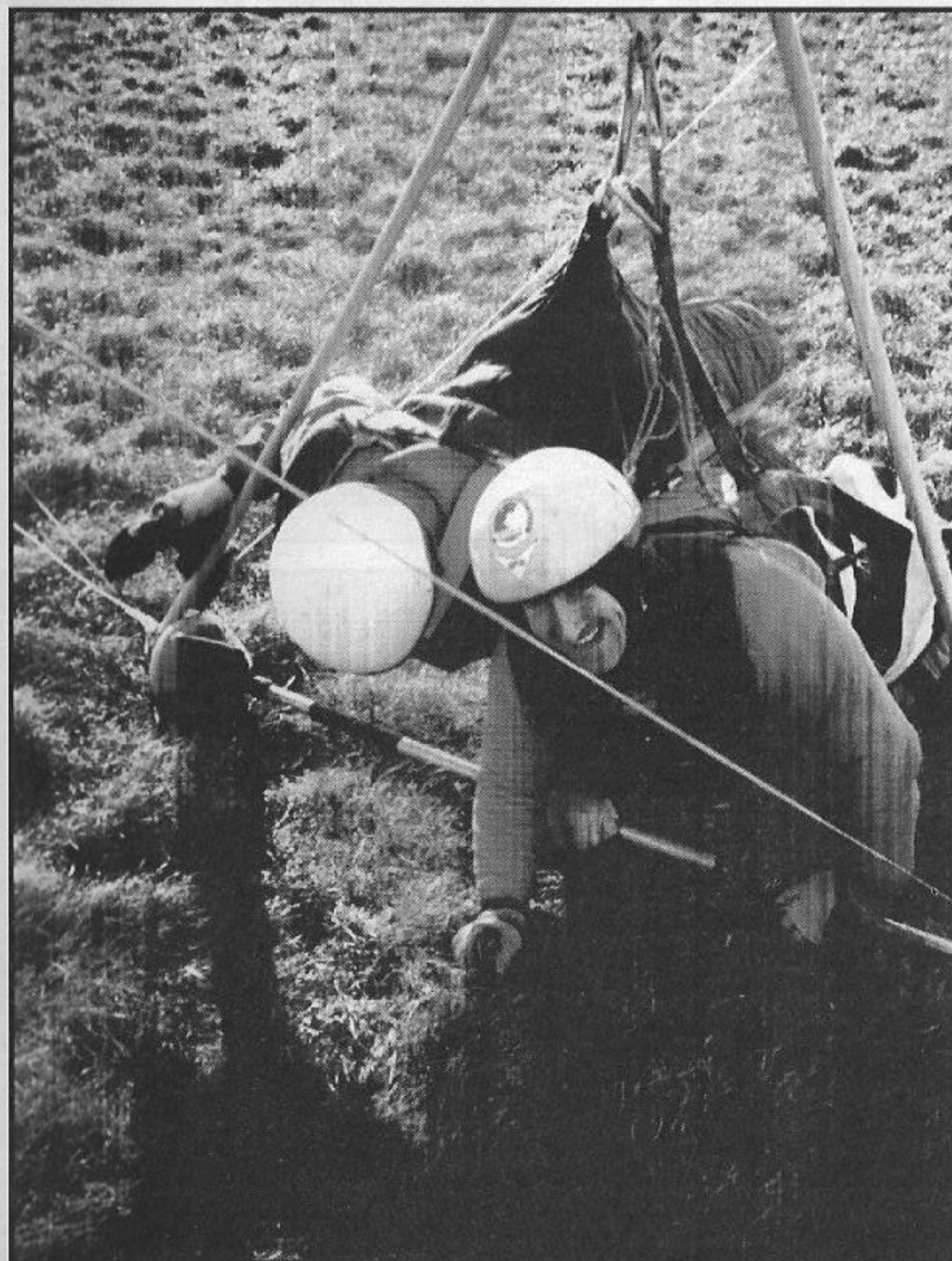
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our web pages include course details xc league details price list/catalogue

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Windsock

March 97



Chairman's Letter

The recent parachute repacking session proved very successful in uncovering some very unsuccessful attempts at repacking. There were faults found in several set ups that would have led to difficulty or even made it impossible to deploy the reserve in time. In other words a few possible fatalities have been averted. So if you weren't there and haven't had your 'chute repacked recently - get it done.

PS The AGM is upon us once again. So if you want to know what's afoot or have something to say or even think you can help out on the committee - be there.

TA



Windsock



Magazine of the Southern Hang Gliding Club

March 1997

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Copy

Written clearly, typed, or PC disk (Word, Plain text, RTF - most types). Deadline for next issue 21st March 1997. Sent to my address or to:

PO BOX 1359

Brighton

East Sussex BN2 4AS

Cover

Johnny Carr Hang Checks in Tandem (Firle 1996)

IMPORTANT ANNOUNCEMENT

SHGC ANNUAL GENERAL MEETING

(DUE TO EASTER BEING IN MARCH)

APRIL 5TH - DEVIL'S DYKE PUB

7.30pm

It's YOUR Club - please attend!

(All proposals to reach Club Secretary
1 week before meeting at latest.)

RESERVE PARACHUTE UPDATE

One of the most successful reserve repacking evenings I can remember was held at Broadbridge Heath Sports Centre on the 15th Feb. 97. The evening sponsored by Airworks was a great eye opener for most who attended and a revelation to some. The reason I consider it such a success is that it probably saved the lives of at least four pilots had they needed to deploy their reserves in anger. Sitting in and in the case of hang glider pilots lying in their harness's suspended from an overhead beam, club members were invited to pull their reserves after being given a forceful swing and spin by Kristin Hansen the pilot pulled his reserve and did his best to throw it, even this some pilots found more difficult than they thought, and in the case of two pilots completely impossible, both these pilots were in Junkers harness's they both gave the reserve handle several very forceful pulls but to no avail. The handle separated from their harness OK and even the flap retaining pin was extracted, but the inner bag stubbornly refused to leave the outer container.

On closer inspection it was found that a small piece of Velcro about two centimetre's square was holding the outer container closed. The reserve was refitted and the deployment process repeated. It was observed that if the handle was pulled and pushed out to the side it required the surfaces of this square of Velcro to shear sideways, which requires a greater force than a peeling action, and if the Velcro has become compacted the force required to separate the two halves may be greater than some pilots can exert, and I may say the two pilots concerned were no six stone weaklings. The reserve was re-stowed once more and the pilot asked to repeat the exercise only this time pulling the handle and keeping it close to his side whilst pushing it forward in the direction of his knees which caused the top flap to peel back, thus peeling the Velcro rather than shearing it. I would therefore suggest that part of the pre-flight checks on this harness should be the releasing of the top flap several times to fluff up the pile of the Velcro and re-attaching it with just enough pressure to hold it.

I would be interested to hear from anyone who has had a similar experience to the one described, perhaps on an S.I.V. Course? Several hang glider pilots also had some difficulty deploying their reserves and in at least two cases it required the use of both hands to release it from its container, there again it was due to compacted Velcro and again I would suggest that you release the retaining Velcro and replace it with just enough force to hold the reserve in place but loose enough for easy deployment.

In the next two malfunctions after extraction from the outer container the pilots threw their reserves OK and thought all was well, but on closer inspection one was found to have a loose rubber band tangled in the rigging lines at the top near the canopy's periphery which held it closed preventing air from entering and inflating the canopy. The fourth malfunction of the evening would also have prevented the canopy from inflating, this was caused by the rigging lines passing through the bungee that retains the lines in the inner bag.

When Mike Millwood and I saw this we both looked at each other in disbelief and could find no explanation as to how the canopy and lines had passed through the bungee, but there they were for all to see. Instead of falling free after deployment the inner bag would have traveled up the lines and prevented a successful deployment. From what I can gather these last two incidents are carbon copies of what probably cost the life of a hang glider pilot in November 96.

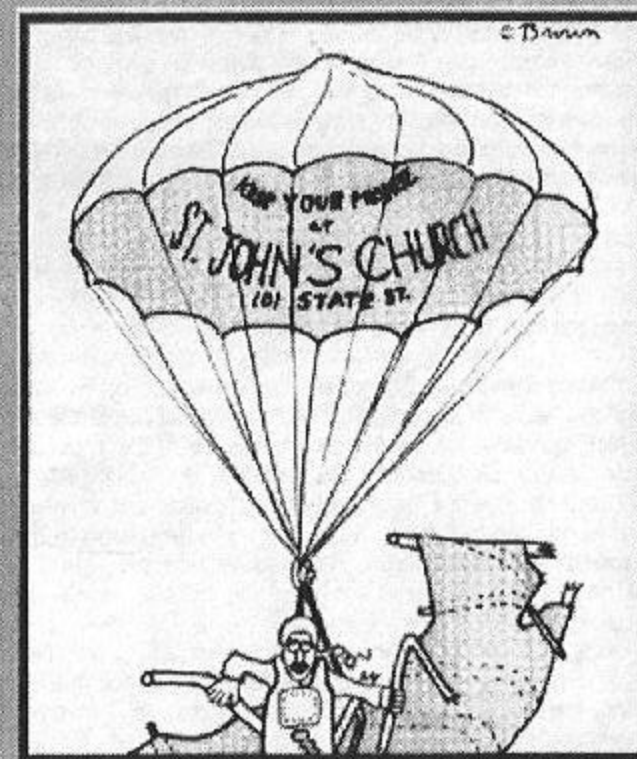
Needless to say all four pilots had their faith in a successful emergency deployment severely dented. These four malfunctions represented nearly a third of those canopies re-packed that evening which I find totally unacceptable, bearing in mind that the pilots who attended that night were a random selection of club members. Just think for a moment there could be upward of a hundred club members flying with a defective reserve for one reason or another.

There is one question I am often asked when talking about parachutes and that is what is the lowest you can expect a reserve to open. A parachute that is dry and freshly re-packed will probably open fully in one to two seconds but there is no straight forward answer to this question. It depends on many factors, the speed that you are traveling at the time of deployment, your flight attitude, the height of the ground above sea level, the air temperature, the weight of the pilot and the delay in pulling the handle, all these things influence distance the pilot falls before his or her parachute fully opens. So you can see the time it takes to deploy and open your parachute will vary, if you are 150ft above the Dyke on a damp winter's day it would probably open far quicker than if you were 150ft above take-off 4000ft up in the mountains on a hot day.

So please take care of your reserve and have it re-packed regularly and treat it with respect.

On behalf of all those who attended on the 15th I would like to thank Mike Millwood and Kristin Hansen for all their hard work and advice, and Airworks for their sponsorship

Jim Hardiman.



1996 Pre World Air Games - Turkey

Ian Blackmore tells of the warm up to this year's big international comp.

Once again it had come to the end of the paragliding season and I decided to put pen to paper and muse over some things I've observed especially during the past 9 weeks in Turkey.

The first two and a half weeks were spent at the pre world air games in Denizli as part of the British Team consisting of: Myself, Jocky, Hugh, Howard and Hamish. After the usual nightmare 24 hours of travel we finally arrived at a place called Pamukalle to discover the 4 star hotel were supposed to be staying in with all the other pilots is full. Minor panic, however this is Turkey and in no time flat were in the 5 star hotel across the road at no extra cost. The big worry we all had about the Pre World Air Games was that since this was to be the first proper competition Turkey had ever organized or competed in, it would be a complete and total nightmare. As things progressed I discovered myself in one of the best organised comps I've been in yet. There were obviously a few teething troubles but nothing that wasn't or can't be sorted for the big event next year.

I'd better explain a little about the Air Games as its something most of us have only just heard about. For many years various air sports have been trying to get their own discipline accepted as an Olympic sport for the obvious reasons. All unsuccessful. In the end the FIA decided to set up its own "Air Olympics". These world air games are planned to take place in one country and include 17 separate air sports. The main ones are Hang Gliding, Paragliding, Gliding, Microlights, Balloons, Parachuting, Model Aircraft and Powered aircraft aerobatics. The whole thing to be run over a short period of time in various locations in a particular country. For a country to be eligible to hold the air games they had to submit some sort of proposal to the FAI on the logistics of holding such a huge event. They also have to put up a huge amount of money and hold a trial event the year before in order for the FAI officials to test the organization. The money involved is massive compared to anything we've seen in our sport so far. The cost of holding the trial event was way beyond the BHPA's budget and the cost of the real thing is apparently going to be between 4 and 7 million pounds. I'm not quite sure of the exact set up but I believe that a large part of the money is to pay for the promotion of the event and get the organization and publicity machine into gear.

Well how did it go? The trial event was a resounding success although poorly attended. There were two reasons for this. 1. The three main paragliding teams, France, Switzerland and Austria sort of boycotted the event, possibly because of doubts over the organization and partly because they weren't hosting it themselves. France apparently wanted to host it but couldn't come up with the money. Greece also wanted to host it but also had problems. Turkey went for it because Turkey believe it or not is heavily into air sports. Ataturk the prime minister who brought Turkey into the 21st century (*who, in fact was a repressive dictator but, hey, he was into airsports so he couldn't have been that bad -Ed!*), had as motto which was "Reach for the sky." In Turkey the THK (Turkish Aeronautical Association) is government funded with THK instructors and centres being paid by the government in a full time job to teach anyone under a certain age to Paraglide, Hang glide, Skydive etc. All heavily subsidized by the Turkish government. As in a 15 year old wanting to learn gliding gets paid about 3 pounds and has a bus to and from the school, money for food, accommodation, equipment and tuition paid during their course. If only we had that here!

Anyway, Reason 2. The other reason the comp was poorly attended was the entry fee. Seven hundred dollars plus the air fare. Ouch! As usual at the British Nationals anyone who wants to be on the British team is given a form and asked to tick which competitions they want to and are able to enter as regards time. A team is then selected roughly by picking the top ranked pilots of the availability list. They then find out the cost of the event and lots drop out. If we can't field a decent team we don't go. The comps panel has a small amount of money to help fund the team but this is usually tied up for prestigious but expensive comps like the Worlds and the Europeans. New comps like the Air Games only get a tiny part of the budget.

During the nationals final in Spain a meeting was held on one of the non flying days for all pilots still interested in going to Turkey. The details were still very sketchy and everyone had doubts about the likely organization. Howard Travers and Jocky however felt rightly I believe that although many countries were likely to not attend Britain should field a team and support the event whatever simply because if the

World Air Games did succeed it would give our sport the biggest boost yet in terms of Media coverage and recognition. In the end we managed to field a team of 5 males out of a possible team of 5 males and two female. Kaz was selected but unable to go due to finances. I only managed to just go when Green Dragons paid most of my air fare. Cheers Andy. I did however have to work there for another 5 weeks. Howard Travers managed to do a bit of last minute shuffling and get us a small amount of money from the comps panel. As always though it cost us personally a small fortune.

As a comparison a look at the other teams is worthwhile. Poland fielded a full team fully sponsored and all with brand new UP gliders, Harnesses, GPS etc. Turkey funded a full team with new gliders etc and even paid for Jockey to train them for the preceding week. Sweden fielded a full team but stayed in cheap accommodation and all got ill.

Other countries with self funded pilots were; Russia, 2 pilots I think, Khazakstahn, 2 pilots, and Norway 1 pilot staying with the Swedes. The accommodation we stayed in was all part of the entry fee and actually worked out as the best option. The Swedes although saving a fair amount on their entry fee by going for the no accommodation option ended up getting eaten alive by mosquitoes and spending the difference by having to eat out. After that any remaining seemed to go on toilet roll to deal with the effects of eating out on the cheap. As a point of warning for anyone who decides to visit the area, when we arrived even the Turkish team had fallen very ill in the 4 star hotel.

The competition.

After the usual rigmarole of sorting out accommodation, registration insurance details etc we finally got to fly at Denizli. The flying site is a place called Mt Honaz and is about one hours drive from Pamukalle. On the way you drive through the delightful industrial town of Denizli which although very friendly is a bit religious and a bit devoid of beer. Our day of practice flying introduced us to the site which is extremely friendly with 2 dusty but extremely clear take offs and no nasty steep launches or major obstacles. The practice day was the only day we used the 8200 ft Northerly launch which takes you out into a huge open bowl with trees in most of it. The bowl didn't appear to be working so one by one we did a low dive over the spine on the left side of the bowl and managed to climb out from the sunny lee side of the spine. We then split up with most of the team going NW to explore towards Denizli and myself crossing onto another range of hills to the SW. Back at the hotel we then went through the usual process of debriefing and passing on everything we had learned about the different routes we had taken in preparation for the competition.

Once the competition started properly we used the bigger Westerly launch every day and virtually all tasks were set in approximately the same direction. The individual tasks have all blended into a bit of a blur now and to be quite honest I couldn't accurately tell you which incidents happened on which day so I'll just relate a general picture. Climbing out was always very difficult on launch and as all tasks were elapsed time it became obvious to simply take off, turn left and go on a suicide glide to the south and hope to find something on the lower ridge to the south or out in the flatlands. The problem with this was that even though the mountain could be working the lower ground often wasn't and various pilots were simply sacrificed to find out if things were working or not. This is not so drastic as it seems as the way the scoring system works only 3 pilots out of each team score for each individual day. We were fairly confident that at least 3 of our team would get a decent place each day so we could afford to take a few gambles with some people racing, some going slowly and some being cautious and consistent. This works fine provided everyone has a radio set up which allows easy communication of information. Having talked about radio procedure and decided that most of us recognized each others voices and couldn't be bothered with "overs and rogers" etc we quickly degenerated into a humorous and highly slanderous banter with few rules other than no "Monty Python" - Jocky's pet hate. A few quotes are in order as it was definitely one of the fun parts of the comp.

HM That Xenon's going awfully slowly.
JS Miller, Its old. (short pause) Miller don't even consider using big ears to come down here, get them out right now, we'll have none of that in my squadron. Overtake me and you'll never be on the team again.
IB B52 to wing commander, (sadly) Flatlands aren't working.
JS My, we are low aren't we.

HM I'm at the inversion at 9,5 and its f*****g rough!
 ?? Stone him ! Stone him!
 JS Who was that?
 HT Down and safe.
 HP Ha ha Someone's in a tree!
 HT I'm not in a tree, my glider's in the tree, I landed next to it.
 JS Oh Howie.
 HT Is that the B52 above me. You're low.
 IB Thank you, just the encouragement I needed.
 JS That orange gliders climbing well.
 JS Sorry, its the cameraman on the paramotor.
 ?? Stone him, Stone him
 JS Any more Monty Python and you're all off the team.
 ?? Hello (with young Turkish accent), then burst of Turkish with the sound of breaking branches and Howies voice in the background.)
 JS Howie. Oh Howie! Can you get the radio off the kids please.
 ?? (More Turkish.)
 HT Sorry, the kids picked up the radio.
 IB Can I have some peace please I'm rather low?
 (short period of calm)
 ?? (English with a Turkish accent.) Jocky I can't find the turnpoint.

And so it went on, Extremely humorous and kept everyone relaxed. We had Turkish and Swedish teams monitoring our frequency with occasional requests and comments from our friends in the Turkish team and the Swedes simply spying although I doubt they would have made much sense of it. As for the rankings, well day 1 Jocky and I hurtled off and went down early and then had to watch Russians and various others swarm past us.

Day 2; Jocky and Hugh settled down to going slow and consistent, Hamish followed, I went even faster and went down even sooner and Howie went very slowly and consistently.

Days 3 and 4 were much the same with Jocky not quite making up the lost ground of the first day to catch Hugh and Hugh staying calmly at the top. My only hope now was simply to blitz a day and get high points by coming in much quicker than anyone else and gain some points through elapsed time. Since I didn't make goal it didn't work. What we did learn was an awful lot about flying in Denizli. By the end of the competition and through trying a variety of styles we had discovered where and when we can race and where we have to go slowly. This knowledge will hopefully stand us in good stead for the real thing next year.

Even for the trial event this year there was a huge amount of publicity with the competition being filmed for Eurosport, Turkish national television and also a proper paragliding film of the event. There was an awful lot of faffing around with parades in team uniform with people carrying the Union Jack and welcome ceremony in a huge amphitheater. Speeches by mayors, politicians and heads of THK and various people. Skydivers over the stadium trailing huge flags and a French paramotor cameraman crashing into power lines in the middle of the street just over our heads outside the stadium. All very spectacular and quite exciting but you dont want to sit through an hour of Turkish folk music. As for the uniforms, we were about the only team without one. Surprise surprise, money again. As always we managed to get by, this time by using the awful t shirt in our entry pack and sewing our British Team badges on the opposite side to the air games badge. All part of the game but a bit sad to feel like a third rate team on a meager budget. However the whole thing was a resounding success and in the prizegiving the head of the FIA announced that they were happy with the organization and Turkey will be the host country for the 1st World Air Games in 1997. Better start saving now.

Ian Blackmore.

AeroDynamics

RESULTS 96/97

WHGS 1st & 2nd	
Australian Pre-Worlds	1st Gerard Thevenot
Speed Gliding World Cup	1st 2nd 3rd
WHGS Manufacturer's	1st
Italian National Champs	1st
Finnish National Champs	1st
Bassano	2nd 5th
British League	3rd 13th 17th
Monaco Aerobatics Cup	2nd
Peugot Race & Rally	1st



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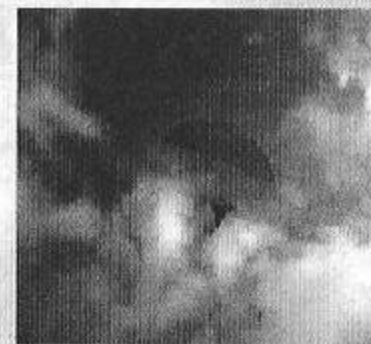
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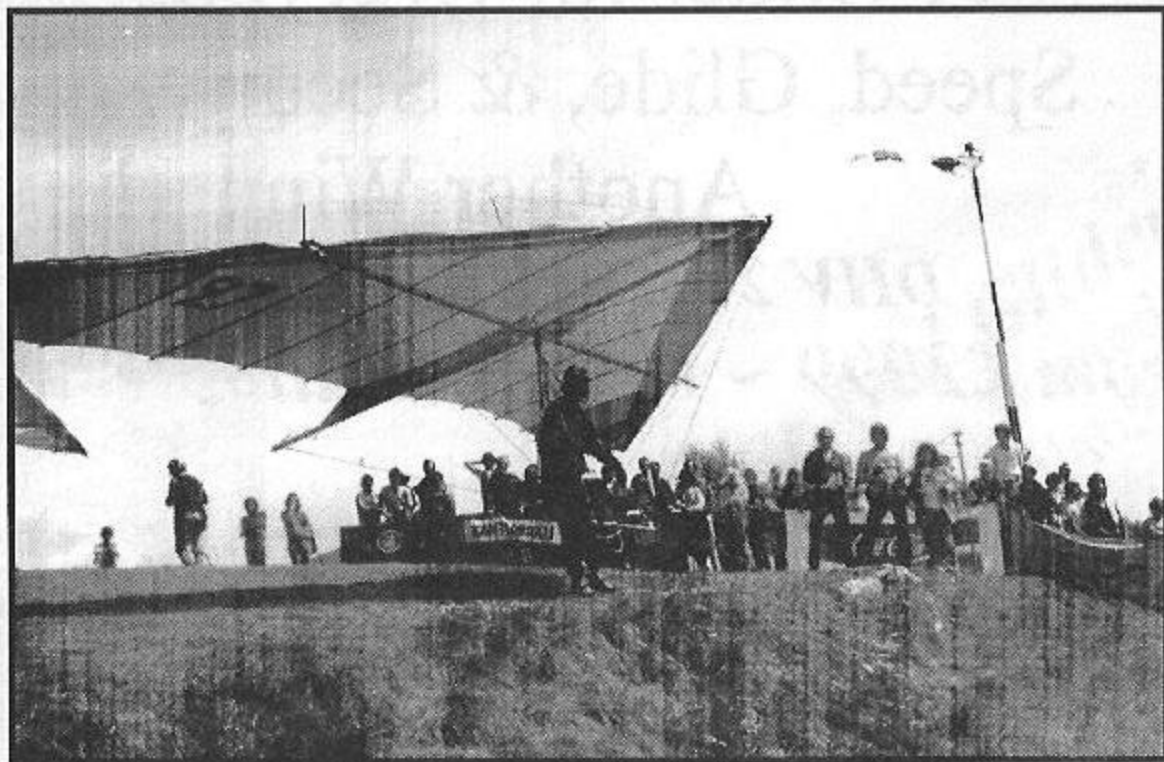
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The Early Years - From Derek Evans' Photo Album



1979 World Championships, France



1979 World Championships, France: Robert Bailey on Wills Wing

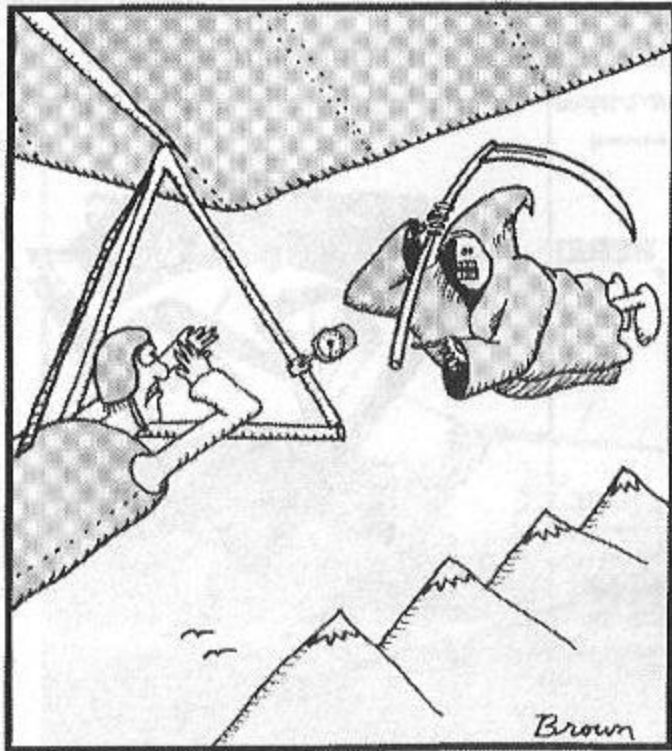


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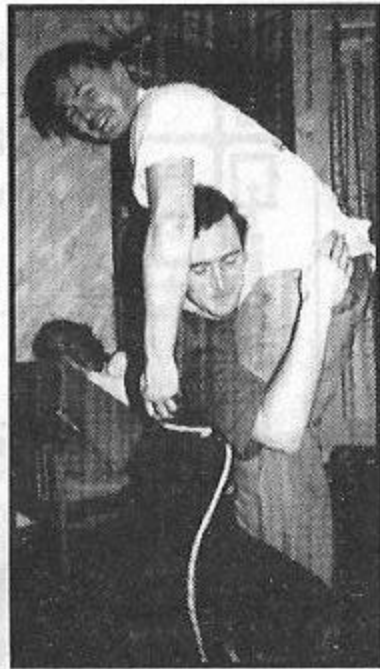
Nova Xyon (24)	£2500 -	Test Flown Only
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Flight Design A4 (M)	£949 -	Great Intermediate Glider
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Trekking Ritmo (M)	£899 -	Still Guaranteed
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"Relax, I'm just here for the dead batteries."

ANNOUNCEMENT



Windsock is Pleased to announce the marriage of Mr Kenton Birch & Mr. Simon Forbes pictured here on their honeymoon and if Kenton & Rob don't pay up there will be more pics next month

MARSHALLINGROUN

Keys to cupboard behind bar, ask nicely!

01/03/97 Nigel Dawson	01243 263085	30/03/97 Simon Boswell	01384 295753
01/03/97 Eddie Horsefield	0181 657 9307	30/03/97 Robert Clarke	0171 286 9103
01/03/97 Andrew Sutchall	0181 330 5350	05/04/97 Simon Davies	0171 706 1467
02/03/97 Andy Chad		05/04/97 Nick Dolan	0181 986 0404
02/03/97 Peter Impey	01825 722896	05/04/97 Andrew Keyte	
02/03/97 Steve Tuck	0181 303 0135	06/04/97 Maximillian Cox	0171 385 1421
08/03/97 Ernest Bayliss		06/04/97 Michael Eldergill	01444 416687
08/03/97 Graham Cooper	01634 842853	06/04/97 Don Mapp	0181 5201565
08/03/97 Roger Johnson	0181 992 2195	12/04/97 Kenton Evans	01843 848462
09/03/97 Pete Greenslade	01293 431544	12/04/97 Ben Gates	01273 600258
09/03/97 Brian Kendall	01705 640869	12/04/97 Chris Lovell	0171 627 3194
09/03/97 Dennis Thorpe	01273 298412	13/04/97 Jim Glass	0113 2870404
15/03/97 John Connell	01702 258391	13/04/97 Matthew Grimes	
15/03/97 Heather Cordrey	01342 832985	13/04/97 Alan Mortimer	01424 434879
15/03/97 Graham Simons	01903 783830	19/04/97 Lucy Harknett	01273 505295
16/03/97 Martin Ryder	01223 369315	19/04/97 Kaz Harland	01825 762 473
16/03/97 Paul Taylor	01932 848848	19/04/97 Russell Ogden	01273 327084
16/03/97 John Welch	0181 789 0956	20/04/97 Daniel Hay	01273 325209
22/03/97 Brian Gent	01732 841531	20/04/97 David Higgs	0181 675 3635
22/03/97 Stuart Huntingford	01883 742285	20/04/97 John Perry	0181 813 0325
22/03/97 Craig Nicholas	01903 879516	26/04/97 Philip Hill	0181 340 9941
23/03/97 Jennifer Iles	0181 241 0857	26/04/97 Alan Jackson	
23/03/97 Nick Mumford	0171 267 6149	26/04/97 Alan Jackson	
23/03/97 Steve Purdie	01273 858314	26/04/97 Iain Storer	0181 330 6228
29/03/97 Jean-Marc Berteaux	0171 385 4979	27/04/97 Mae Johnson	
29/03/97 Michael Byfield	0181 509 0058	27/04/97 Stewart Jones	0171 586 9142
29/03/97 Giuseppe Cardillo Zallo	01932 887229	27/04/97 Michael Lockerbie	0181 295 1724
30/03/97 Felix Alcock	01252 815062		

".....I drove all the way out, and when I got there, the wind was too strong and the cloud was on the deck.....!"

How many times has this happened to YOU?

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SHGC ANNUAL GENERAL MEETING

16TH MARCH 1994

DEVILS DYKE

PRESENT: J. Carr, M. Brady, P. Day, M. Millwood, T. Cox, J. Gibbs, P. Day, S. Brooks,
T. Ackroyd, J. Hansen, D. Petty, R. Williams, K. Birch

APOLOGIES: S. Brewer, F. Kennedy, A. Caple

1.0 MINUTES FROM 1995 SHGC AGM - approved.

- 2.1.5 Weather machine - Martin contacted Rod regarding suggestions from SHGC members. A letter sent by Rod concerning these suggestions was read out at the AGM.
- 7.0 Hang gliding conversion training - Advertisements were placed in Windsock by various hang gliding schools offering reduced rates for paraglider pilots to learn hang gliding.
- 9.0 Kites - Please be polite to kite users on SHGC sites. If possible offer them an alternative area.

2.0 OFFICERS REPORTS:

2.1 M. BRADY - CHAIRMAN:

- 2.1.1 Congratulations to Michel Carnet and Judy Leden who received awards from the Royal Aero Club in relations to their substantial services over the years for paragliding in the UK.
- 2.1.2 The Club Officer position was advertised with Julia Gibbs being employed in that capacity.
- 2.1.3 Ownership of Devils Dyke passed to the National Trust at the end of March. The NT wanted to clear scrub down to the tree line in the front of the pub. SHGC members have initiated this clearance over the year.
- 2.1.4 The NT have asked SHGC to sign a Licence Agreement. Julia has been in touch with Brighton Council who have offered free legal advice. Johnny has been in touch with BHPA regarding our position.

J. Carr/J. Gibbs

- 2.1.5 New segregation rules at the Dyke have been implemented. Please cooperate as they are for the advantage of both disciplines.
- 2.1.6 It has been noted that members are not carrying out their marshalling duties. Would members please ensure they organise for someone else to take their place if they are unable to marshal on the allotted day.
- 2.1.7 Radios have been purchased from Tim which may be of use for marshalling duty as well as coaching.
- 2.1.8 Kelvin's towing day was a big success. More towing events are planned in the future with the possibility that aerotowing may soon be available in the area.
- 2.1.9 Martin thanked everyone who has served on the Committee.
- 2.2.0 Thank you to those members who helped organise social events such as the newcomer's evening, parachute packing evening and the Christmas dinner.
- 2.2.1 The Safety Officer needs to be notified of accidents/incidents when they arise and will send details on to the BHPA if necessary.
- 2.2.2 The last committee meeting was attended by Vic Powell, the ex President of the USHGA. Vic presented the Club with a limited edition print signed by Francis Rogallo which Johnny will look after until such time as the Club has its own premises.

2.3 J. CARR - PRESIDENT:

- 2.3.1 Johnny thanked Martin for being a "superb Chairman".
- 2.3.2 Good cross country records had been achieved for both hang gliding and paragliding.
- 2.3.3 It was noted that hang gliding pilots and paragliding pilots appear to be more compatible.
- 2.3.4 Johnny acknowledged Jerry's good work with marshalling and suggested members support Jerry.

2.4 J. GIBBS - CLUB OFFICER

- 2.4.1 Julia thanked Jerry and Sue for their help in collecting site fees which have generated £1,700 in day fees and annual membership fees.
- 2.4.2 Julia thanked Jerry for his help in marshalling.
- 2.4.3 The NT own Devils Dyke and High & Over therefore Julia is endeavouring to cultivate a harmonious working relationship.
- 2.4.4 Julia is looking into applying for a lottery application to expand the Club.

2.5 P. DAY - TREASURER

- 2.5.1 The accounts for the period 1 March 1995 to 1 March 1996 were noted.
- 2.5.1 It was suggested that the Committee set up a stock book to make notes of registration numbers of equipment.
- 2.5.2 It was suggested there should be a figure in the deposit account which is the bare minimum set aside for the purchase of land.
- 2.5.3 The question arose as to how realistic the amount in the deposit account would be for purchase of land. The general consensus was that the deposit would be a good mortgage. In addition, the Club needs to have 35% of their own funds for a lottery application.

2.6 F. KENNEDY & S. BROOKS - SITES LIAISON OFFICERS

- 2.6.1 Both Fionn and Sue have built up good relations with the farmers.
- 2.6.2 Many thanks for the hard work in arranging the scrub clearance from various sites.

2.7 J. HANSEN - SITES CONTROL

- 2.7.1 Jerry mentioned that there are few flyers who do not pay site fees now.
- 2.7.2 The turn point area C for Devils Dyke appears to be working well for hang gliders.
- 2.7.3 Top landing at Beachy Head is now allowed for club pilots.
- 2.7.4 Would members please note that our public image at Devils Dyke and Beachy is important.
- 2.7.5 New sites guide is currently being organised.

2.8 D. PETTY - EDITOR

- 2.8.1 Dan thanked regular contributors.
- 2.8.2 Dan wished to remind members who do not normally contribute that any pictures or holiday stories are welcome additions to Windsock.

2.9 T. ACKROYD - MEMBERSHIP SECRETARY

- 2.9.1 There are 370 members to date. 72 hang gliding; 266 paragliding; 42 of both disciplines.
- 2.9.2 A point was raised that members are unaware of the amount of membership funds that are provided to farmers. Dan to put a note in Windsock. Dan Petty

3.0 I. JEHU - SCHOOLS LIAISON OFFICER

- 3.0.1 Irwyn pointed out that membership is decreasing and suggested we look at the reasons why.
- 3.0.2 There was a gap in publication of a cross training advertisement placed in Windsock. It was suggested advertisements of this nature should run every month.
- 3.0.3 Sky Systems should be commended as they return everything on time, fully paid up. Other schools are a bit lax.
- 3.0.4 Schools wishing to register should meet the Committee to ascertain any concerns.
- 3.0.5 It was mentioned there should be a "Code of Action" for schools.

3.1 M. MILLWOOD - COMPETITION OFFICER (PARAGLIDING)

- 3.1.1 Excellent flights from Matt Watts, Ian Blackmore and Mike Millwood were recorded on the XC league.
- 3.1.2 The Airwave Club competition starts at Easter
- 3.1.3 First flight for the XC league has been recorded from Dave Watts.

3.2 K. BIRCH - COMPETITION OFFICER (HANG GLIDING)

- 3.2.1 Kenton congratulated Martin on his XC competition flight.

3.3 A. CAPLE - CLUB COACH

- 3.3.1 A club coaching course has been booked in March.

3.4 T. COX - AIRSPACE OFFICER

- 3.4.1 A new airspace map will be available next month. No major changes are expected.

4.0 CLUB OFFICER POSITION

Martin spoke about Julia's position and her role in liaising with local bodies and representing the Club in acquisition of funding. It was agreed to narrow her duties.

5.0 ELECTION OF NEW COMMITTEE:

CHAIRMAN: Trevor Ackroyd	AIRSPACE OFFICER: Tim Cox
SECRETARY: Kristin Hansen	SITES CONTROL OFFICER: Jerry Hansen
TREASURER: Peter Day	SCHOOLS LIAISON OFF: Adam Goodsell
M' SHIP SECRETARY: Dave Matthews	WINDSOCK EDITOR: Dan Petty
SAFETY OFFICER: Steve Brewer	CLUB COACH: Adrian Caple
SITES LIAISON 1: Fionn Kennedy	COMPETITIONS HG: Trevor Ackroyd
SITES LIAISON 2: Sue Brooks	COMPETITIONS PG: Mike Millwood
SOCIAL SECRETARY: Johnny Carr	CLUB OFFICER: Julia Gibbs

6.0 PROPOSAL FROM MARTIN BRADY:

It was proposed that pilots must be fully paid up members of SHGC to be eligible for club competitions at the time of the flight.

MAJORITY VOTE 1 ABSTENTION

7.0 PROPOSAL FROM MARTIN BRADY:

It was proposed that Rod Buck be given free Club membership until the year 2000.
Seconded by Stewart Swanton.

8.0 PROPOSAL FROM JERRY HANSEN:

Jerry proposed collecting site fees for members who are rigged and ready to fly.
Seconded by Trevor Ackroyd
AMENDMENT: Trevor proposed collecting site fees but giving credits for those pilots whom do not fly.
FOR: 19 AGAINST: 13

- 9.0 Thank you to all club members who attended this year's AGM. It is only due to members participation that the Club is able to develop.

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