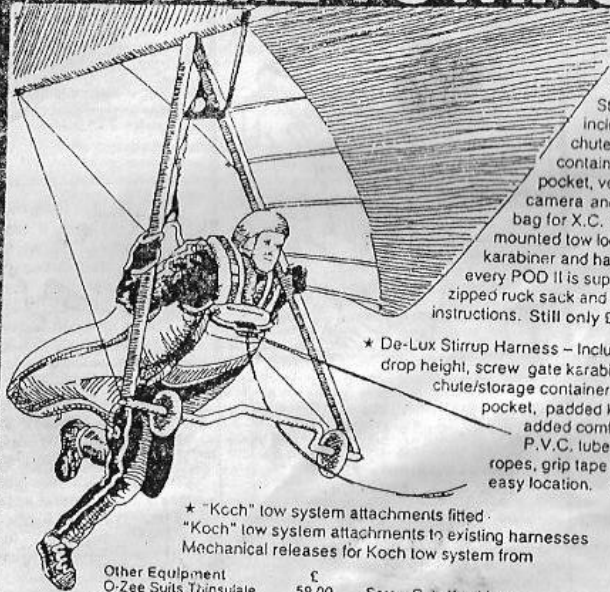


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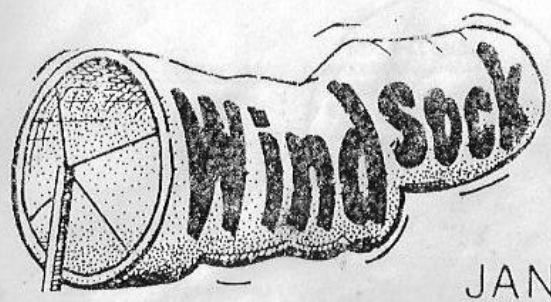
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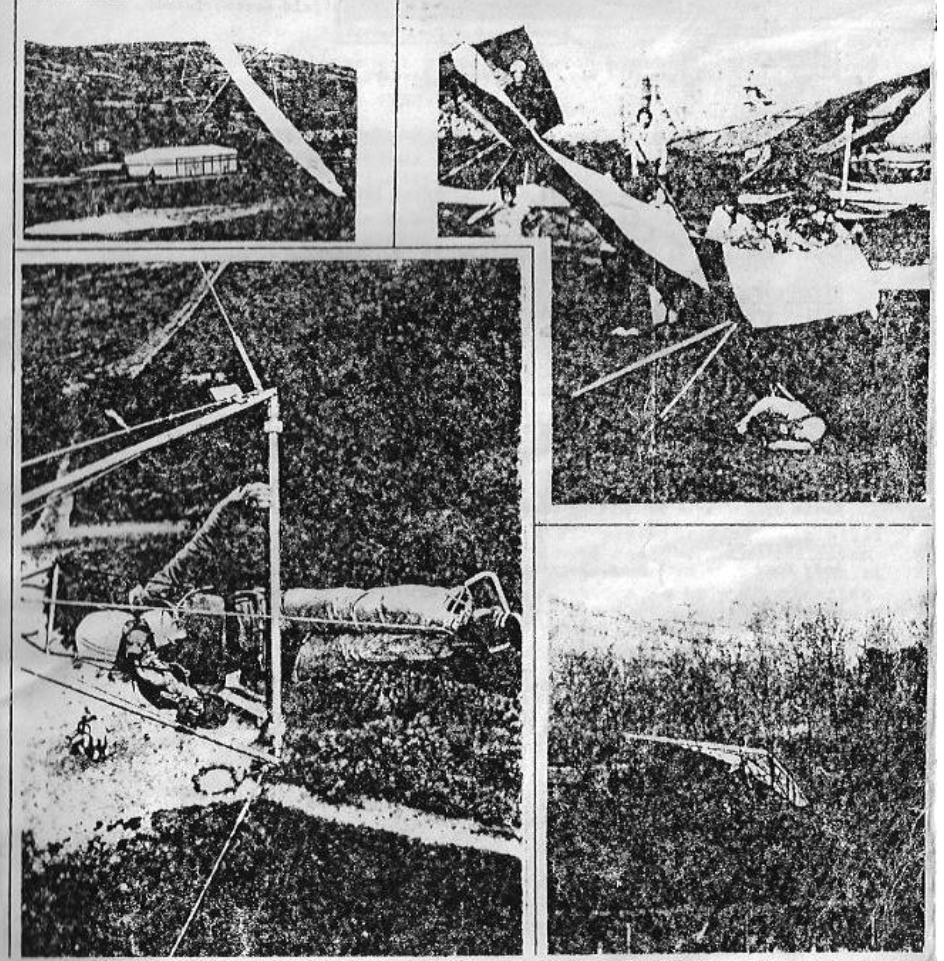
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JAN 1987

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SHGC COMMITTEE 1986/87

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Johnny Carr - 'Tillershaw', North Common Road, Wivelsfield Green, Sussex.
(0444 84) 217

TREASURER

Peter Day - 112 Cotswold Way, Tileshurst, Reading, Berks. H - (0734) 21481

SECRETARY

Joe Cattlin - 48c Broad Green Avenue, West Croydon, Surrey. H - 01 683 2986

MEMBERSHIP

Simon Cattlin - 59 Sussex Road, South Croydon, Surrey. 01 680 2644

MEMBERSHIP ASSISTANT

Pepe Martello - 73 St. Andrew's Road, Worthing, Sussex.

SITES OFFICERS

Martin Young - 20 Pembroke Road, Pound Hill, Crawley, Sussex. (0293) 883158

Chris Bartram - 21 C&H Campbell Road, Brighton BN1 4QD (0273) 682499

CLUB COACH

Dave Rusbridge - 9 Allington Road, Worthing, Sussex. (0903) 31204

SAFETY OFFICER / ACCIDENT INVESTIGATOR

Paul Ray - 166 Royal George Road, Burgess Hill, Sussex. (04446) 47262

AIRSPACE OFFICER

Kevin Pickering - 53 Matthey Place, Pound Hill, Crawley, Sx. (0293) 885757

COMPETITIONS

Andy Wood - 52 Noel Rise, Burgess Hill, Sx. (04446) 6636

PUBLIC RELATIONS

Jo Wood - 52 Noel Rise, Burgess Hill, Sussex. (04446) 6636

SOCIAL SECRETARY

Sharon Linskill - 36 Furze Croft, Furze Hill, Hove, BN3 1PB (0273) 775114

TOWING CO-ORDINATOR

Ray Swinfield - c/o 21 Poynter Road, Hove, Sussex (0273) 773461

WINDSOCK EDITORS

Ian Carrington-Smith - 36 Furze Croft, Furze Hill, Hove, BN3 1PB (0273) 775114

Chris Bartram - see Sites Officer

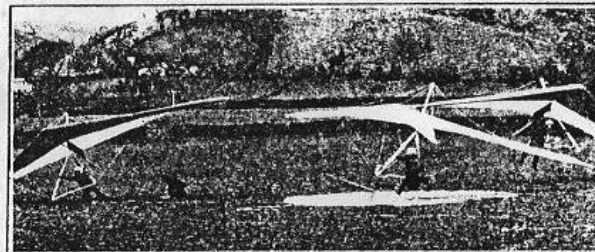
CLUB SOLICITOR

Tony McLaren - Thomas Eggar & Son, 5 East Pallant, Chichester, Sx.

H - (0243) 786111 W - (0243) 773457

MINUTES OF THE SHGC COMMITTEE MEETING HELD ON TUESDAY 6TH JANUARY '87

AT DEVIL'S DYKE

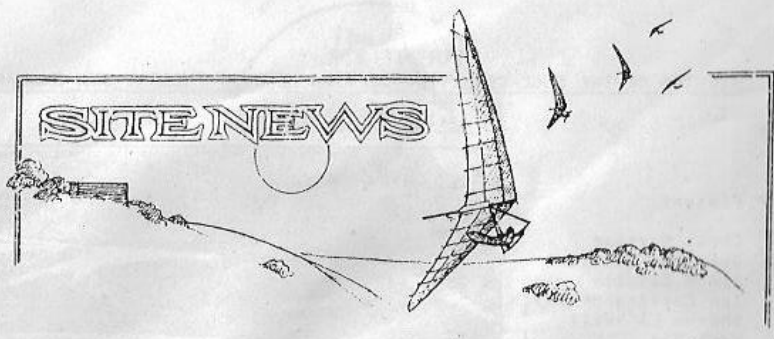


Run for it! Conflicting approach paths!

Present:

Chris Bartram
Jonathan Cattlin
Simon Cattlin
Ian Carrington-Smith
Sharon Linskill
Paul Ray
Andy Wood
Ray Swinfield

1. A round of applause was given to Sharon Linskill for organising the club Xmas party which was enjoyed by all who attended. £85 was raised for club funds.
2. Paul Ray reported that during the last two weeks there had been five potentially serious accidents at Devil's Dyke. These included: a pilot landing in a tree behind the pub; a pilot landing on the roof of the pub, taking off again and then landing in a tree beside the pub (the Fire Brigade had to rescue him); and finally a glider ground looping from the rigging area, flying over the car park and smashing into the roof of the pub (the pilot was not attached to it).
3. The committee agreed that if any of these accidents had resulted in serious or fatal injuries to pilots or passers-by, then the ensuing bad publicity would revive calls for hang gliding to be banned or strictly controlled at Devil's Dyke.
4. It was further agreed that in order to prevent this, Windsock would concentrate on safety reminders for the next two months, and an article would be written for Wings magazine by Jonathan Cattlin, instructing all visiting pilots to contact a senior club pilot before flying at Devil's Dyke.
5. Chris Bartram reported that the new car park for Firlie was still in the planning stages and the club were waiting for permission from the farmer and land owners to go ahead. When permission is finally given the club will need volunteers to help in clearing some rough ground at Firlie where the car park will be situated.
6. It was proposed that the next club social evening be a lecture on first aid and resuscitation. This would be looked into by Sharon Linskill.
7. The next committee meeting will be held on Tuesday 24th February at Devil's Dyke.
8. The meeting was closed.



WELL BEFORE I WOFFLE ON ABOUT SITES, I WOULD LIKE TO SAY THANKS TO ALL THE PEOPLE WHO SENT CARDS, "GET WELL" HAPPY NEW YEAR ETC. AND ALSO WHO VISITED ME IN HOSPITAL JUST BEFORE CHRISTMAS. FOR THOSE THAT ARE NOT AWARE I WAS INVOLVED IN A ROAD ACCIDENT ie. I WENT THROUGH GREEN LIGHTS, BUT UNFORTUNATLY FROM MY RIGHT THROUGH LIGHTS THE OPPOSITE WAY CAME A 2 TON VAN TRAVELING LIKE AN EXPRESS. IT WIPED OUT MY V.W. CAMPER AND ALMOST ME AT THE SAME TIME. THANKFULLY NOW I AM BETTER.

STEYNING..

NOTE THE TOP CAR PARK CLOSES DURING WINTER BUT WE CAN STILL FLY THERE O.K. BUT PLEASE MAKE POSITIVE YOU DO NOT BLOCK ANY OF FARMERS FIELD EXITS.

SITES CONDITIONS.

IT WOULD APPEAR THAT WE ARE RAPIDLY APPROACHING THE "SILLY SEASON" SOMETHING I WROTE ABOUT MORE THAN 3 years AGO. FROM NOW UNTIL APRIL THE WEATHER IS VERY UNPREDICTABLE. PLEASE ESPECIALLY IF YOUR AIRTIME IS LOW DONT TAKE MORE RISK JUST BECAUSE " YOU" MUST FLY COME WHAT MAY. C.B.

AIRTIME NEWS AIRTIME NEWS

New from AIRTIME a lightweight harness that packs into a small back pack. Weighing only 2.5 Kilos.

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NO Tubes. NO Boards. NO Foam.

A fully enclosed low drag harness that gives excellent support & comfort.

For more details of the "FOD lite" see the next issue of Windsock, or ring AIRTIME (0273) 424861

ACCIDENT REPORT

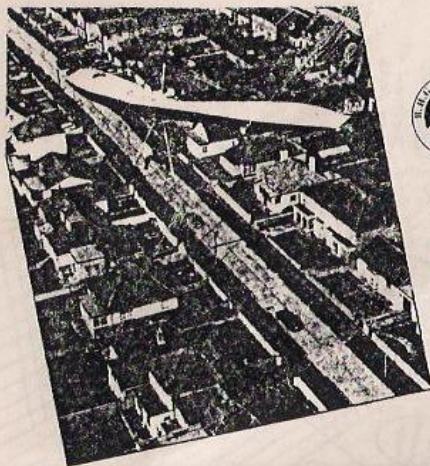
Right! Here we go again, a new year, and with any luck fewer accidents, but I don't think so. Already, since 20th December, there have been seven accidents at the Dyke alone. For example:

1. Wind Westerly, pilot made normal landing approach, turned too late and landed behind the cafe, broke two uprights, no injury to pilot.
2. Wind Westerly, pilot made normal landing approach, turned too late and landed in the trees by the road. Damage: broken uprights, bottom bar, bent cross tube and leading edge. Injuries to pilot: broken nose, broken finger and stitches for cuts to face.
3. Wind westerly, pilot made normal landing approach, turned too late and landed in trees by the road, no damage, no injury.
4. Wind West/North West, pilot very inexperienced, took off, got to about 100 feet above take-off and did three involuntary 360° turns, he then hit the pub roof, became airborne again and crashed in the top of the trees next to the pub. Injuries: none. Damage to glider: broken uprights and bent battens. The fire brigade had to be called to get him out of the trees.
5. Wind Westerly, pilot made normal landing approach, turned too late, landed heavily and broke upright. No injuries.

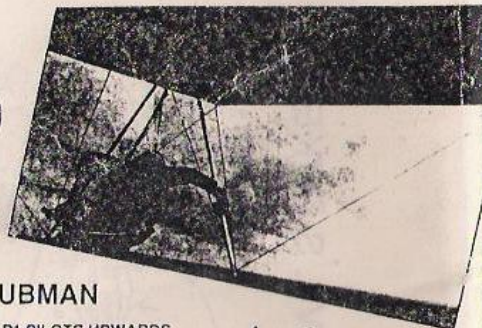
In reading these reports, does anything spring to mind as to what is going wrong? If you can't figure it out, I will tell you:

If you come in to land as you would in a Northwest when the wind is off to the West, you are virtually flying downwind. Your ground speed is greatly increased and this can cause you to push out the bar (sometimes without you realising) so that when you come to turn into wind you just carry on sideways and then BANG!, you've hit the ground. AIRSPEED - NOT GROUND SPEED - IS SAFETY.

Far better, in as Westerly, to land by the gravel car park. (See map over)



The CLUBMAN
FOR P1 PILOTS UPWARDS

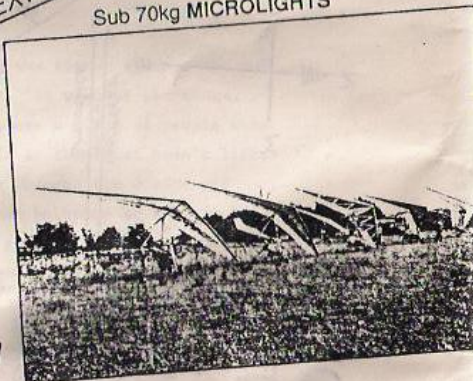
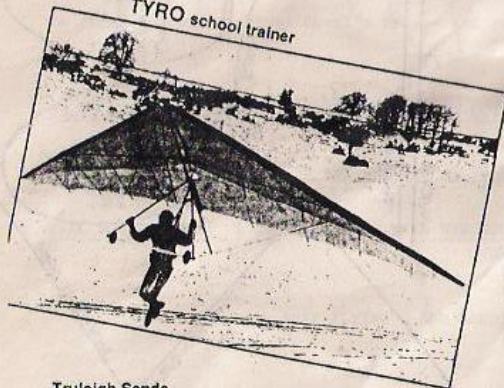


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Aerial Arts

And the forecast tonight..

Beryl Dixon

Weather, and the many problems it can cause, are international. The climate is one of the few areas where there is real cooperation between nations.

One of the few areas of true international cooperation

sources: automatic weather stations, manned land stations, four thunderstorms tracking centres and ocean weather ships.

The Merchant Navy, coastguard service, civil and military aircraft too, relay information to the Met Office. Then there are radiosondes (packages of instruments carried to a height of 20 or 30 kilometres by balloon). All the data is sent to Bracknell for analysis and interpretation.

Our Met Office college has students from all over the world, and one Chinese meteorologist is on secondment at Bracknell.

Who is all this information for? A surprisingly wide range of customers use the UK Met Office. It is the state meteorological service and as such is responsible for providing a service to government departments.

The RAF has remained one of its leading users, as is the Army, although the Navy has its own meteorologists, using Met Office-supplied information. It is fairly well known that the BBC weather men and women are Met Office staff.

ITV companies in contrast employ their own forecasters, but many of the presenters seen daily on the screen have Met office backgrounds. Though the Met Office has remained part of the MoD, it has been under orders from a parliamentary committee to become more commercial.

As a result it is no longer simply a spending department but recoups a proportion of its budget in fees. Tailor-made services are provided for industries for which long and short range weather forecasts are crucial: aviation, shipping, building, agriculture and gas and electricity.

They could have arranged better weather for my visit. It was pouring with rain when I arrived at the Meteorological Office in Bracknell, Berkshire.

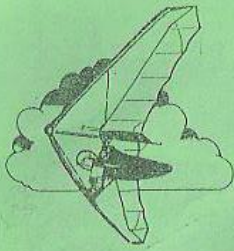
The Met Office is a Ministry of Defence establishment, part of the Air Force Department — not because it does work for the Armed Forces — but for historic reasons. As the RAF expanded immediately prior to the Second World War, a bigger meteorological service was required.

Bracknell is the headquarters, employing about 1,000 staff, with a further 1,500 scattered throughout the UK, as far afield as the Shetlands and Cornwall. Most people think of the Met Office in terms of weather forecasting, but it has two roles: forecasting and research — in meteorology, geophysics and into better methods of retrieving and interpreting information.

One example I was given was that of the much improved pictures now available on TV weather forecasts, due to computer enhancement of pictures.

Weather — and the problems it can cause are international. It must be one of the few topics on which international cooperation is readily given and one area of research to which several countries contribute expertise and expense rather than duplicating effort.

To provide forecasts, accurate observations at both ground and atmospheric levels are essential. Some are made by eye: others by the latest technology. The Met Office has varied



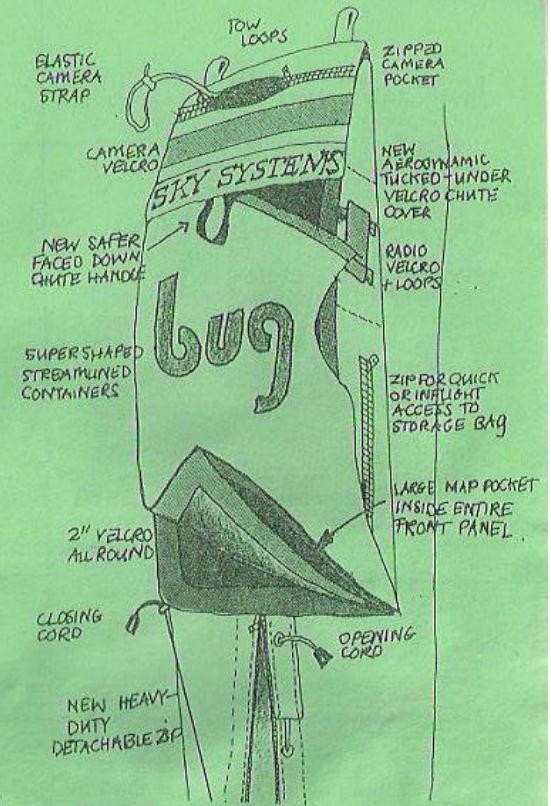
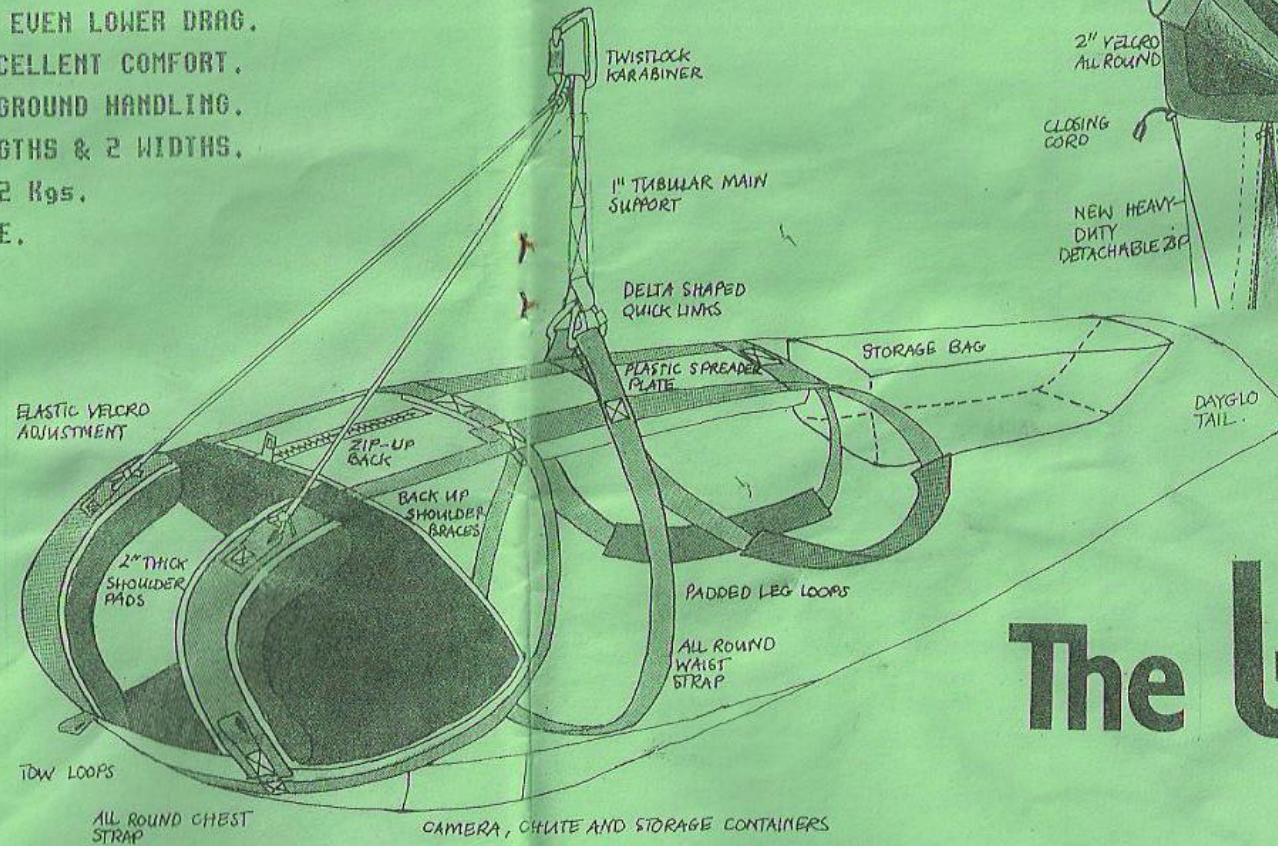
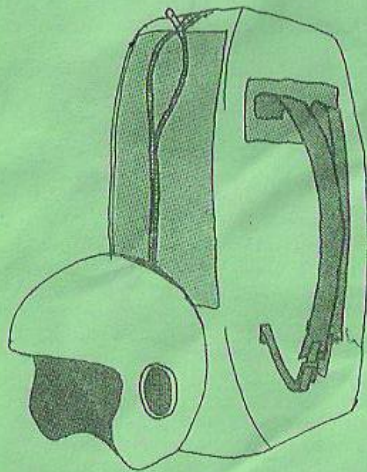
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The Bug

As a special offer to SHGC members, SKY SYSTEMS welcome part exchanges on SUPP and SUPP PLUS harnesses for new BUGs. SKY SYSTEMS are therefore stocking a wide range of used SUPP harnesses, factory checked, at budget prices to suit all wallets

From 'The Times' 27.1.87.

You might not consider gas as a particularly weather sensitive industry until you think of the operation and safety of off shore platforms in the North Sea or the advance information needed to coordinate gas supplies in cold weather.

Other clients include local authorities who need to know when to grit roads, farmers whose entire livelihood is affected by weather, builders with scheduling problems and the transport industries.

The public, of course, has access to general forecasts through radio, TV, Press and now Teletext. The weather people, incidentally, are proud of their record. They know they are remembered for the occasions when they get it wrong, when it did rain on the day of the fete, *but* they claim an 85 per cent success rate in short-term forecasting, so good in fact that some American airlines use the British Met Office in preference to their own services.

The Met Office has to be competitive. It doesn't have a monopoly. There are a few commercial competitors, particularly in providing forecasts for the off-shore industries, and one recently started national newspaper buys its weather charts from another organization. In view of this, the Met Office now has a marketing department charged with expanding existing services and developing new ones.

That is in the UK. Cooperation is truly international. In the World Meteorological Organization, Washington, Melbourne and Moscow are the primary data centres. Bracknell and Washington are the primary forecasting centres.

Bracknell, as an "important regional hub on the main trunk circuit of the meteorological system" is also responsible for coordinating data from several European countries and weather ships and for relaying information between the USA and other European "hubs."

Information is exchanged in a standard international code - and very quickly. An observation taken at Heathrow can be round the world in minutes. Costs are spread. Satellites - polar orbiting or geostationary (at fixed points 36,000 kilometres above the equator) are paid for largely by the American and European space agencies.

HANG-GLIDING

Strong field for Masters

Britain's John Pendry, the World, European and British champion, is among 150 of the world's top pilots representing a total of 14 countries who start their challenge for the Mount Buffalo World Masters title in Australia today (a Special Correspondent writes).

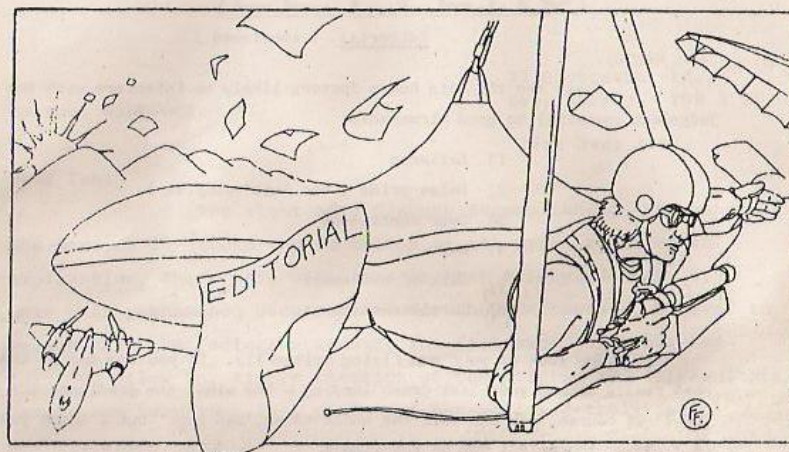
This year the two-week event has a particular significance because the world championships will take place here in January 1988 and therefore it is viewed as a full dress rehearsal. Pendry will be looking to reassert his dominance of the sport but is faced with stiff competition from the Australians, Steve Moyes and Rick Duncan, Randy Haney, of Canada, and a fellow-Briton, Jeff Flynn.

As well as John Pendry, other SHCC pilots competing include Johnny Carr and Brian Webb, plus, no doubt, Tim Bardon.

FLY WALES

XC/Soaring weekends, transport from Sussex to sites, accommodation & food. £45 all in. Start 1st weekend in March. Phone Crawley (0293) 510267.

FOR SALE: Medium Atlas White, new bottom rigging. £350. Ideal machine for P1+. Speak to Gary on Poynings 235.



Accidents are beginning to dominate Club issues once again.

How do we go about preventing more this year? Believe it or not, about 95% of ALL flying accidents are caused by pilot error - that means YOU THE PILOT have caused your own accident! Daft, isn't it? And you've just crashed into those trees (or where ever) because "the wind was off to the west" or "the wind gradient was very strong" or "the glider refused to turn" or some other excuse..... WRONG! (in 95% of cases). You crashed because you didn't anticipate / realise / predict / expect / THINK it would happen to you, that you could fly downwind at low level through a wind gradient and STILL expect to turn into wind as normal, or that you could take-off at an unfamiliar site on an unfamiliar glider with the wind 'off' and NOT expect SEVERE control problems!

When your feet leave the ground you take your life into your hands, literally in hang gliding. You cannot suddenly say "Stop! I want to get off, " YOU ARE FLYING! It is a calculated risk that you've just taken and now you have got to land sometime.....SAFELY. How are you going to go about that? By preparing properly for your flight, keeping your wits about you in the air and by continually reading the conditions during your landing approach - in two words - GOOD AIRMANSHIP. Not a phrase you hear very often in hang gliding but which is more highly stressed in powered flying and in sailplanes. It applies equally, at all times, to all forms of flying from tyro to test pilot. It starts from the moment you arrive on site and unzip your glider bag and ends when you zip up the bag again and leave. It all boils down to human judgement and decision-making ability.

(continued over)

LETTERS

Editorial (continued)

These are the main human factors likely to interfere with the sound judgement essential to good airmanship:

- 1) Laziness
- 2) False pride (the 'ace' complex)
- 3) Over confidence
- 4) Haste
- 5) Lack of awareness
- 6) Carelessness.

Now look at your own flying critically. Do you see any of these factors ? What really caused your last crash landing - the wind, the gradient, the glider or YOU ? Of course, you can call the whole thing 'bad luck' but I think you would be fooling yourself (95% of the time).

Apart from these factors, there is one persistent cause of accidents which is difficult to overcome, that is, plain inexperience. We all have to go through the same initial learning phase and the only way I know to get through it as safely as possible is to learn as much as you can about how air behaves and to talk to more experienced pilots before you take to the air.

FOR SALE: Clubman CFX 180 Yellow with blue l/e and chevron. Speedbar + spare upright. 1 yr old, extremely good cond., very low airtime, £800 with blue 'Airtime' stirrup harness thrown in! Phone Chris Waggett on 01-629-8171 (work). Going to Aussie, will buy new Moyes GTR!

Above all, take some EXTRA care!

FOR SALE: CLUBMAN 164 Better performance than any standard Clubman. High Aspect Ratio, mylar l/e, speedbar, u/s battens Excellent cond., stored inside, suitable for Pl. £850. Andy Hebb (034282)-3102 or (0892)-704415.

Ian CS.

ACCOMMODATION: Cheap accommodation at Truleigh Sands Cottage, available beginning of March. If you are interested ring Gary on Poynings 235.

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CLUB NIGHTS

The next official Club Night will be an Emergency First Aid evening course run by the Red Cross in Burgess Hill. Negotiations are still under way as WINDSOCK goes to copy but the date is likely to be sometime in early/mid March. Full details in the next issue.

Meanwhile, if anybody has any good ideas for future Club Nights will they please telephone the Social Secretary on 0273-775114. Come on, there must be some good ideas out there!

27 Gloucester-rd.,
Kew, Surrey. TW9 3 BS.

Editor, WINDSOCK.

13th Jan, 1987.

Dear Ian:

The sight of a Clubman accomplishing, if that is the word, a 30-second top to bottom at the Dyke, requires an explanation. There were witnesses on that Friday, January 2, when this phenomenon occurred and for those witnesses, I have to relate that the factors preceding the fact were (a) boots too thick to allow for timely location of the stirrup and (b) resultant exertions resulting in a prolonged bar-well-and-truly-in configuration.

The Clubman itself must be dissociated from any complicity in the manoeuvre and ^{seen} to have exhibited, not for the first time, a truly forgiving characteristic.

Best wishes
B. L. Clifford
(B.Clifford)

As you may have noticed, PHOTOS are a bit scarce in WINDSOCK. If you want more pictures you will have to send them in. Remember that colour shots do not photocopy as well as black & white, and far away subjects will not show very much after being photocopied and/or reduced. Especially needed are good front cover photos.

CONTRIBUTIONS

If you have an interesting story to tell or a comment to make, just write it down clearly and send or give, with any photos, to either of the editors. Please send a SAE if material is to be returned. Incident reports should be sent to the Safety Officer.

ADVERTISING: Private advertisements for members (to sell gliders, lost and found etc.) are free. All commercial advertisements are charged as follows: 1/6th page: £12 per year (in advance); 1/3rd page: £22 per year (in advance); full page: £5 per month, or £45 per year (in advance).

Note: Views expressed in WINDSOCK are not necessarily those of the SHGC, its Committee, or the Editors.

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VINCE HALLAM: SUSSEX COLLEGE OF HANG GLIDING

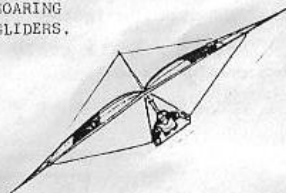
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21 / 11 / 82

Greenacre,
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Derbyshire SK17 8RJ
Tel: (0298) 871982

Dear *adnan*

I'm running a Bed and Breakfast service from my home, which is in the heart of the Peak District National Park and close to several superb hang gliding sites (Sheffield club). There are special reduced rates for hang glider pilots and lots of information about sites and local conditions is available, courtesy of my husband who flies around here. There is a large garden and a play room; child minding for under fives can be organised by special arrangement.

I'm enclosing a couple of cards; any chance of one being printed in your newsletter, or at least the relevant info being passed on to your members?

Thanks for your help and I hope to see some of you sometime!

Yours sincerely,

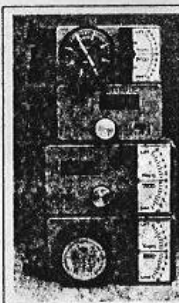
Sue Yeoman

Sue Yeoman.

Answers To Xmas Prize Quiz by ICS

- | | |
|---|---|
| 1) National Aeronautics & Space Administration, | (11) Two of: Glenn, Shepard, Carpenter, |
| 2) Charles 'Chuck' Yeager | Schirra, Grissom, Cooper & Slayton. |
| 3) Bell X-1 | (12) 21st July 1969 |
| 4) October 1957 | (13) Neil Armstrong, The Eagle |
| 5) Sputnik 1 | (14) Sea of Tranquillity |
| 6) Yuri Gagarin | (15) John Young |
| 7) Valentina Tereshkova | (16) 25 |
| 8) Lt. Col Alexei A. Leonov (Voskhod 2) | (17) Kennedy Space Center |
| 9) John F Kennedy | (18) Francis Rogallo |
| 10) Apollo space program | (19) Bill Bennett |
| | (20) Richard Noble |

Congratulations go to Mark Fisher whose winning entry scored 18 out of 20. A copy of 'The Right Stuff' by Tom Wolfe will be winging it's way to him shortly. Thanks to all those of you who took part, better luck next time!



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10
UP

First Aid PLEASE READ

A basic guide to First Aid

1. Prevention is better than cure. Every pilot should do the utmost to advise new pilots flying new sites to ensure that they progress safely. Remember that the major cause of injury is stalling on take-off. Remember this before YOU take-off and remind new pilots directly before they take off. The primary requirement if you wish to be a good pilot is discretion. Do not fly if you are not sure of the conditions. It is the responsibility of rated pilots to:

ADVISE where ignorance is apparent
ASSIST where necessary
EDUCATE where possible

any pilots requiring individual attention;

2. If the casualty is attached to a hang glider, detach him/her before he/she blows away, but without moving his/her head back, or limbs if there is any chance of bone damage. Avoid rotating or bending forward the neck or back.

3. People must breathe. CHECK THIS FIRST. Loosen clothes around the neck, and if unconscious, see that nothing obstructs the nose and throat, including the tongue. If breathing has stopped, start artificial respiration by mouth-to-mouth or mouth-to-nose. Every pilot should attend a course on artificial respiration. These are often run at local swimming baths.

4. Send for medical help as soon as possible if even partly unconscious; if there is bad bleeding; any broken bones; internal pain; difficulty in breathing; or if for any other reason you feel all is not well. Get to a telephone, dial 999, and ask for an ambulance; describe the injuries, and say where you are. Use the address in the telephone box. Wait for the ambulance there and guide them to the site.

5. Where there are symptoms of shock such as cold or pale skin, sickness, semi-consciousness, shallow breathing etc., keep the casualty warm. Do not give anything to drink, and do NOT apply artificial heat. Do not make him/her too hot, and keep the sun of his/her face and head. Loosen the waistbelt and other tight clothing. If ankles are damaged, loosen boots but do not remove them. If the casualty is unconscious but is breathing, and injuries allow, lay on one side in the recovery position, i.e. Turn casualty on to one side to prevent blood or vomit being inhaled. Straighten under-vent leg. Bend upper leg to prevent casualty rolling onto back. Monitor breathing continuously and get the casualty to hospital as soon as possible. If the casualty vomits you must clear his/her mouth to ensure a clear airway for breathing. If he vomits on his back he will choke to death. If consciousness returns, the casualty should still go to hospital for 24-hours observation, since unconsciousness often recurs. Remember that a crash helmet makes a good splint for head injuries.

6. Reassure the casualty and be relaxed yourself. Observe carefully for signs of back injury and limb

movement. Where SPINAL INJURIES are suspected, DO NOT MOVE THE CASUALTY. Drive away spectators and agitated friends. Give artificial respiration if breathing fails.

7. If bleeding badly raise the affected limb, if it is not broken, and apply pressure with fingers on the heart side of the injury. If a first aid kit is available, put a sterile pad on or around the wound, and press that, also pushing the sides of the wound together. Use a tourniquet only as a last resort, and even then slacken it every 20 minutes. Heads bleed readily, so try to stop the bleeding with the casualty horizontal.

8. Do not give the casualty anything to eat or drink, if there is any possibility of head or internal injuries, otherwise he/she can be given a LITTLE water if he/she is thirsty.

9. If no pulse is detected, it will be necessary to give artificial respiration and external cardiac massage simultaneously. Give mouth-to-mouth artificial respiration at a normal breathing rate and pump the chest depressing the breast bone a couple of inches every second. If the casualty starts to breathe on his own, turn him on his side into the recovery position, and watch him. He may be sick or he may stop breathing again. During this time, cover the casualty with protective clothing to keep him warm.

10. Your observations will be helpful to the doctor. Note the time of the accident and time any change in the condition of the casualty. Note the pulse rate and breathing rate, and monitor this every 10 to 15 minutes.

11. Never attempt to move the casualty with a broken bone or suspected broken bone, without first immobilising the injured part. Secure arms to body with slings. Tie an injured leg to the sound leg, or use a down tube or king-post as a splint with plenty of soft padding, provided by sweaters, vests etc. Check every 15 minutes to ensure that the tight bandaging has not affected the circulation.

Remember these essentials

- Restore and maintain breathing.
- Arrest severe bleeding.
- Immobilise and support any injured limb.
- Keep casualty warm and comfortable. Loosen any tight clothing.
- Give nothing to eat or drink by mouth to a person who is bleeding, unconscious, semi-conscious, shows signs of internal injury, or who is badly shocked. You may moisten the lips with water.
- Immediate treatment is necessary for every casualty, but the heat treatment for shock alone is to let him/her rest undisturbed and comfortable.

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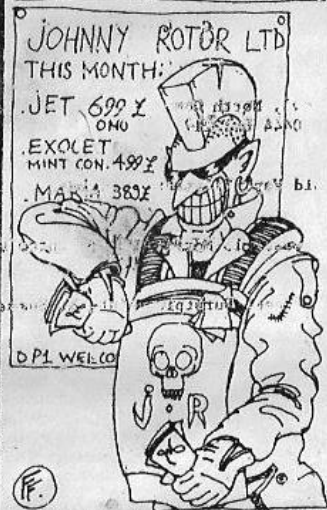
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