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# WINDSOCK

AUGUST 1994

The Magazine of the Southern Hang Gliding Club

**STOP PRESS!!**

## RESERVES

Andy Cowley will be discussing all types of reserves at this month's social night.

Andy is BHPA Vice Chairman, Flying Safety Committee and will talk on the subject and answer your questions upstairs at the Devil Dyke Hotel on

Saturday, 3rd September,  
7.30pm



**THE SOUTHERN  
HANG GLIDING CLUB**  
P.O. BOX 1359  
BRIGHTON  
EAST SUSSEX BN1 4QX

**COMMITTEE - Updated June 1994**

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

**Chairman's Letter**

Dear Members,

It's all over. The last day of August and that's it - the big four oh. How on earth am I supposed to attach a Zimmer frame to my harness? Answer me that. Still, not a bad innings so mustn't grumble I suppose.

It's nineteen years since I first hurtled over the edge of Steyning Bowl in a mixed state of severe fright and ecstasy on a kite (*I haven't heard that term in a long while*) with a princely glide angle of 4:1, affectionately known as a 'Bog Rog'. A minute later, down at the bottom, it was just ecstasy and I was hooked. Since then, I consider myself fortunate to have witnessed what must surely be some of the most phenomenal progress to take place in any sport.

In the latter half of the seventies there seemed to be quantum leaps forward in hang glider design every year as we waited in eager anticipation for the next new breakthrough. Pilot ability and ambition grew in line with the capabilities of the equipment. Within a few years expectations rose from top to bottoms offering a rewarding day's flying to soaring, from soaring to thermalling and from thermalling to the first XC's. Just imagine the excitement when Dave Roberts first flew to Peacehaven from the Dyke - in hardly any wind, and then Geoff Lowry flying all the way to Shoreham airport from Ditchling - all of seven miles, if I remember correctly (*mind you, at the moment I would be delighted with a seven miler*). In the years following, barriers were continually being pushed back and the possibilities just grew and grew. I imagine that those of you involved in paragliding during its corresponding stage of development must have experienced the same excitement of discovery.

These days the direction of progress has changed. Instrumentation is getting more and more sophisticated, heading towards providing

specialised decision support capability. It can't be long before the ideas Ron Richardson spoke about in his recent talk become reality. Aerotowing now offers the potential to increase dramatically the quality and quantity of our flying, for those prepared to accept the discipline it requires.

It's impossible in a single page to do justice to what has been achieved over the years but, yes, I really am lucky to have been involved in hang gliding during such an exciting period.

Of course, alongside all this, there's the characters. Needless to say, many have come and gone over the years, from the hot shots to the not-so-able enthusiasts, known disparagingly as 'nonks' (hence Nonk's Paddock at the Dyke which is now the regular landing area for hang gliders!). Some pursued the sport steadily for a while then to be seen less and less on the hills, and eventually no more. Some arrived on the scene living and breathing it and probably earning their livelihoods from it, for a few intense years only to vanish as suddenly as they appeared, maybe to become involved in other branches of aviation. Quite a few went to microlighting when it evolved out of hang gliding. A few 'prodigal' pilots have re-entered the sport after many years. Lastly, there's the lifers. Many were around during the sport's infancy, when the SHGC was formed in 1974, have stayed around ever since and, I expect, will remain around for many more years.

Come to think of it, a lot of these long termers have kicked the 40 barrier into touch and still get as much enjoyment as ever from their flying so there's hope for me yet. Just hand me the Phillisan and Grecian 2000 and I'll be fine!

Safe and fulfilling flying,  
Martin Brady

## CLUB COACHES - Updated June 1994

Steve Uzochukwu HG/PG	Maidstone	0622 736219
Steve Pugh HG	Greenwich	081 692 8554
Reg Richardson HG	Eastbourne	0323 416366
Ron Richardson HG	Keston	06898 56723
Stewart Swanton PG	Hove	0273 732219
Noel Venn HG	Reigate	07372 21023
Dave Williamson HG	Brighton	0273 604752
Steve Brewer PG	Henfield	0403 710739
John O'Neil HG	Brighton	0273 541451
Mike Broadbent HG	Bexhill	0424 210951
Steve Cook HG	Littlehampton	0903 725724
Francis Cracknell PG	Isleworth	081 568 4184
Nigel Gibson PG	Feltham	081 890 7476
Harry Greene PG	Orpington	071 482 4927
John Hutcherson HG	Wandsworth	081 810 5050
Chris Jones HG	Ealing	081 579 2830
Dave Keepax HG	Burgess Hill	0444 245233
Rodney Lees HG	Brighton	0273 300328
Tony Lucchesi HG	Harvel, Kent	0474 812106
Ali Maddock PG	London	081 341 3383
Dave Matthews HG	Brighton	0273 604752

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

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



# MARSHALLING ROTA

**Lest You Forget.....**

03/09/94	Simon	Lewis	-	-
03/09/94	Nigel	Duckworth	081 947 0709	0246 328111 x 3032
03/09/94	Norman	Bristow	0252 312326	0252 345119
04/09/94	Andrew	Sutehall	081 330 5350	071 230 8383
04/09/94	Matthew	Ogden	0273 328994	0273 681177
04/09/94	Paul	Williams	0992 465340	071 587 3051
10/09/94	Richard	Perkes	081 977 3838	-
10/09/94	David	Nortcliff	0273 303610	0273 771666
10/09/94	Martin	Young	0273 844279	0293 502471
11/09/94	Martin	Sales	0825 764613	-
11/09/94	Malcolm	Cheese	0424 848237	0860 203890
11/09/94	Denis	Dell	0236 373051	-
17/09/94	Dave	Watts	082571 2049	-
17/09/94	Tad	Taberer	-	-
17/09/94	Ann	Whitcombe	0273 720503	0323 443308
18/09/94	Alexander	Hammond	0444 461 522	-
18/09/94	Barry	Busby	0628 24788	081 997 2663
18/09/94	Owen	Brown	0954 210841	-
24/09/94	Edwin	Dootson	081 459 3596	071 973 6270
24/09/94	Mark	Williams	-	-
24/09/94	Satomi	Suzuki	071 373 0235	071 779 3444
25/09/94	Sara	Smith	-	071 822 6335
25/09/94	J.M.	Rankin	-	-
25/09/94	Neil	Turner	0273 600492	-
01/10/94	Stephen	Millson	081 675 7062	0860 236470
01/10/94	Ralph	Coulam	0243 829467	0243 829467
01/10/94	David	Stroud	071 497 3746	071 438 1851
02/10/94	Peter	Williamson	0273 302267	0896 547622
02/10/94	Richard	Coates	071 4748941	071 832 6493
02/10/94	Andrew	Wilczur	081 788 5301	081 979 7755 x 249
08/10/94	Irwyn	Jehu	0903 723884	-
08/10/94	Theo	Visser	081 992 6020	0895 232077
08/10/94	Ian	Bennetts	081 687 1092	081 672 9922
09/10/94	Warwick	Dufour	081 677 5858	-
09/10/94	David	Neill	-	0850 910 895
09/10/94	Anders	Erlend	0293 561538	-
15/10/94	Kevin	Lilley	-	0371 874521
15/10/94	Darren	Yeates	0903 245062	-
15/10/94	Dewald	Fourie	081 986 5717	081 986 5717
16/10/94	Martin	Pepper	0732 454424	071 425 8167
16/10/94	Brian	Duffell	0322 222425	-
16/10/94	William	Hilton	0323 764663	0273 606766

**SWAPS ARE OK** - Just plan it in advance.

**TELEPHONE** other marshalls of the day to make arrangements



## GET YOUR DIARIES OUT

- 3 Sep Social Night Talk by Andy Cowley, BHPA Vice Chairman Flying Safety Committee  
A leading authority on all types of parachutes, Andy will be discussing all aspects of reserves.
- 1 Oct Social Night Members' Night  
A chance to stand up and tell everyone about your latest flying holiday - competition for best short video - the prize for winner will be one year's free club membership.
- 5 Nov Social Night Unfortunately, Judy Leden has had to postpone her talk until February due to commitments in Jordan re Flight for Life.  
We are hoping to organise a major manufacturer to come along and talk about glider design and construction. See next month for more details.
- 3 Dec Xmas Dinner Currently looking at venues - will keep you posted.
- 7 Jan Social Night Parachute repacking evening. Make the most of this opportunity during non-flying weather to deploy and repack your reserve. We will endeavour to arrange for proficient people to be there to help and supervise. Miss this at your peril!
- 4 Feb Social Night Talk by Judy Leden  
Judy has kindly agreed to spare us some time from her busy schedule to tell us about her most recent projects and generally share her wealth of knowledge.

Southern Club Sussex League as at				03/08/94					
Position	Pilot	Total	H or P	All Distances in KM					
				Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	D Williamson	310.9	h	119.5	16.6	72.3	32.6	36.8	33.1
1	S Cook	185.9	h	24.6	51.7	46.6	42.2	20.8	
2	W Simonsen	99.6	h	22	22	6.8	48.8		
3	D Matthews	85.3	h	42.9	42.4				
4	D Walls	47.1	p	8	14.8	5.1	7.4	7.1	4.7
5	S Purdie	40.5	p	20.2	5.3	6.5	8.5		
6	J Carr	30.8	Swift	30.8					
7	R Richardson	26.1	h	26.1					
8	R Carter	24.6	p	24.6					
9	M Watts	20.8	p	20.8					
10	I Lewis	6.8	p	6.8					
11	J Hardiman	4.1	p	4.1					

Southern Club Sussex Weekend League as at				03/08/94					
Position	Pilot	Total	H or P	All Distances in KM					
				Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	D Williamson	156.3	h	119.5	36.8				
2	W Simonsen	99.6	h	22	22	6.8	48.8		
1	S Cook	89.8	h	46.6	43.2				
2	D Matthews	85.3	h	42.9	42.4				
3	I Lewis	6.8	p	6.8					
4	J Hardiman	4.1	p	4.1					

Southern Club Martini League as at				03/08/94					
Position	Pilot	Total	H or P	All Distances in KM					
				Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	R Carter	386.4	p	100.1	32.1	55.9	46.3	45.9	106.1
2	W Simonsen	331.6	h	50.0	42.0	48.8	50.1	51.2	89.5
3	D Williamson	310.9	h	119.5	16.6	72.3	32.6	36.8	33.1
1	S Cook	291.7	h	24.6	51.7	46.6	70.1	55.5	43.2
2	M Turner	190.8	p	36.6	32.1	22.8	74.1	25.2	
3	M Milwood	153.8	p	47.6	32.1	74.1			
4	D Matthews	125.3	h	42.9	40.0	42.4			
5	M Allen	66.0	p	36.3	29.7				
6	D Walls	47.1	p	8.0	14.8	5.1	7.4	7.1	4.7
7	S Purdie	40.5	p	20.2	5.3	6.5	8.5		
8	K Grey	36.4	h	36.4					
9	J Carr	30.8	Swift	30.8					
10	R Richardson	26.1	h	26.1					
11	K Harland	14.1	p	8.8	5.3				
12	J Gurney	11.9	p	11.9					
13	S Oliphant	8.8	p	8.8					
14	I Lewis	6.8	p	6.8					
15	J Hardiman	4.1	p	4.1					

As entries in the X.C leagues show, this year has been a good cross country year with a number of exceptional flights having been made. What is surprising is how few pilots have been bothered to enter flights in our leagues. As I mentioned previously a number of Southern Club pilots have entered flights from our sites in the National league, but not in the Sussex leagues. Hopefully these pilots (I have a list) will correct this oversight!

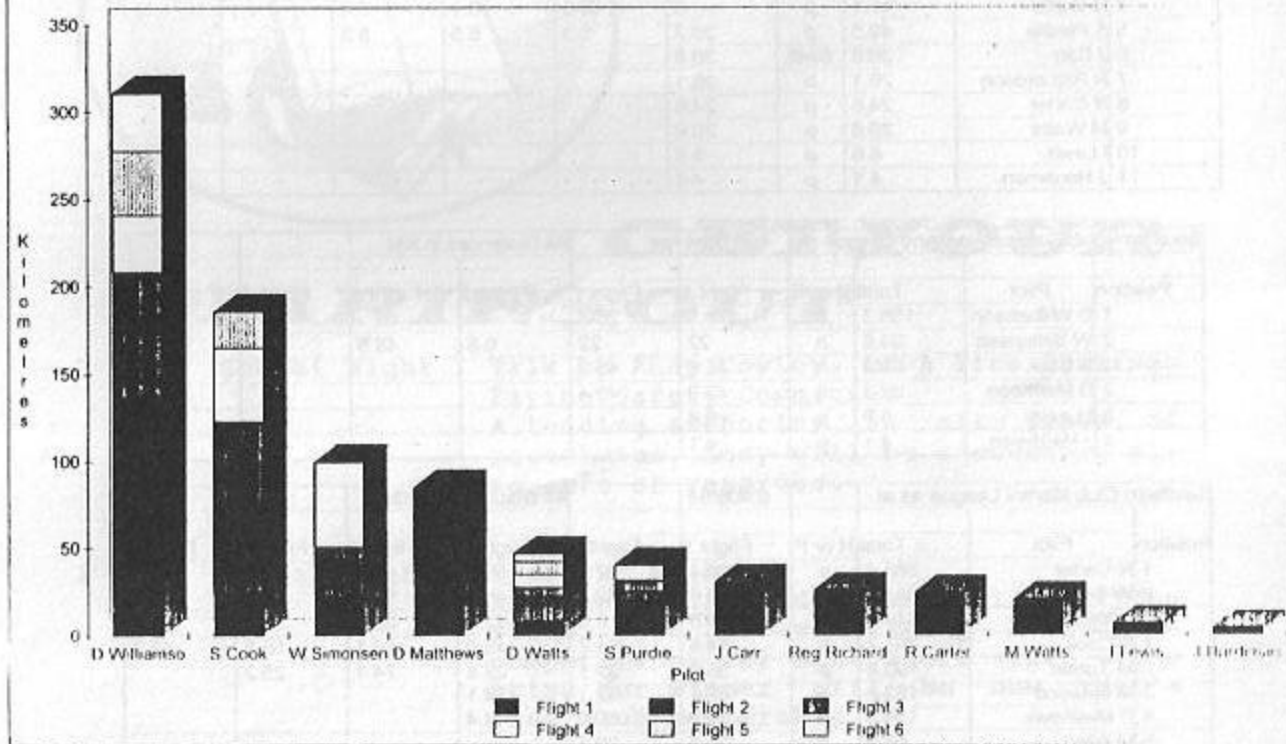
A few very well known names are missing from the league tables because they have not renewed their membership, despite various follow up letters from the committee. The fact that they continue to use our sites and enter x.c's from our sites in the National League as members of our club is disappointing to say the least. Oh how the Mighty Southern Club has fallen.

Congratulations are due to Warren Simonsen who has entered a total of 17 X.C flights this year. Postman Pat for his trip to the seaside at Deal and Dave Matthews for his flight from Fittle to Storrington.

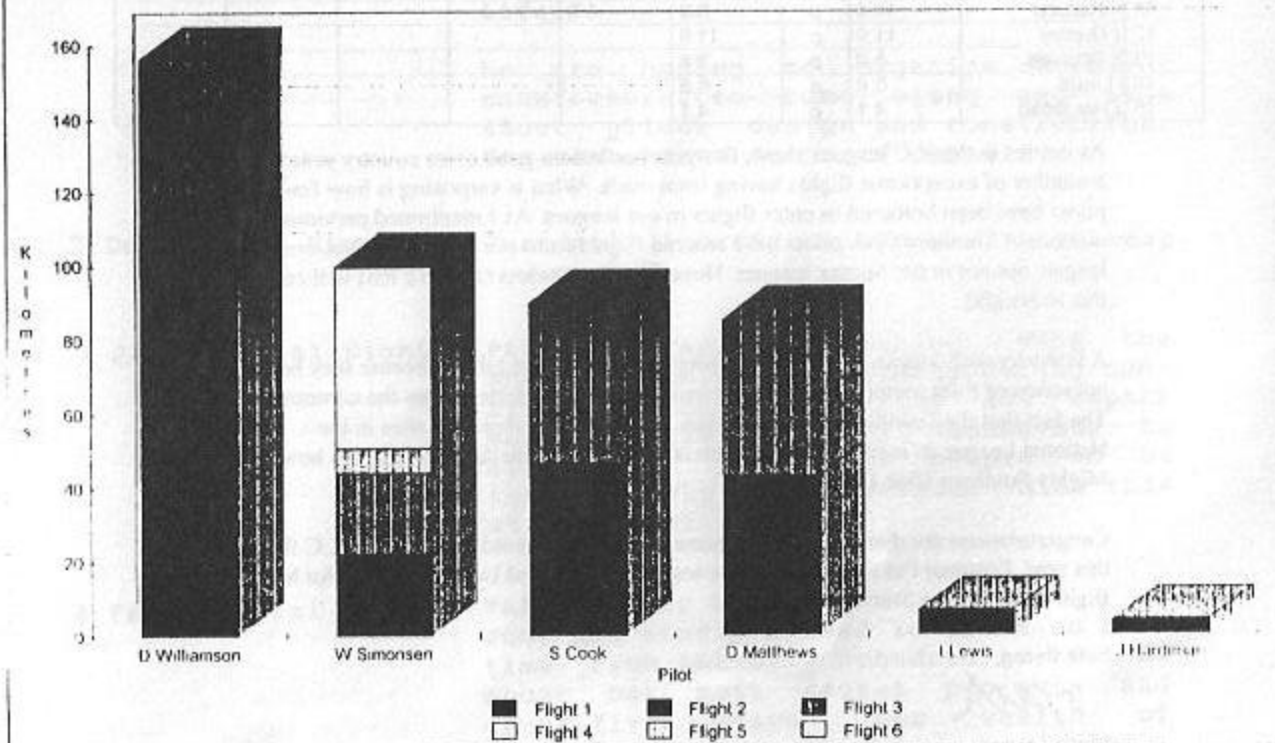
Safe flying,

*Mark*  
Mark Turner

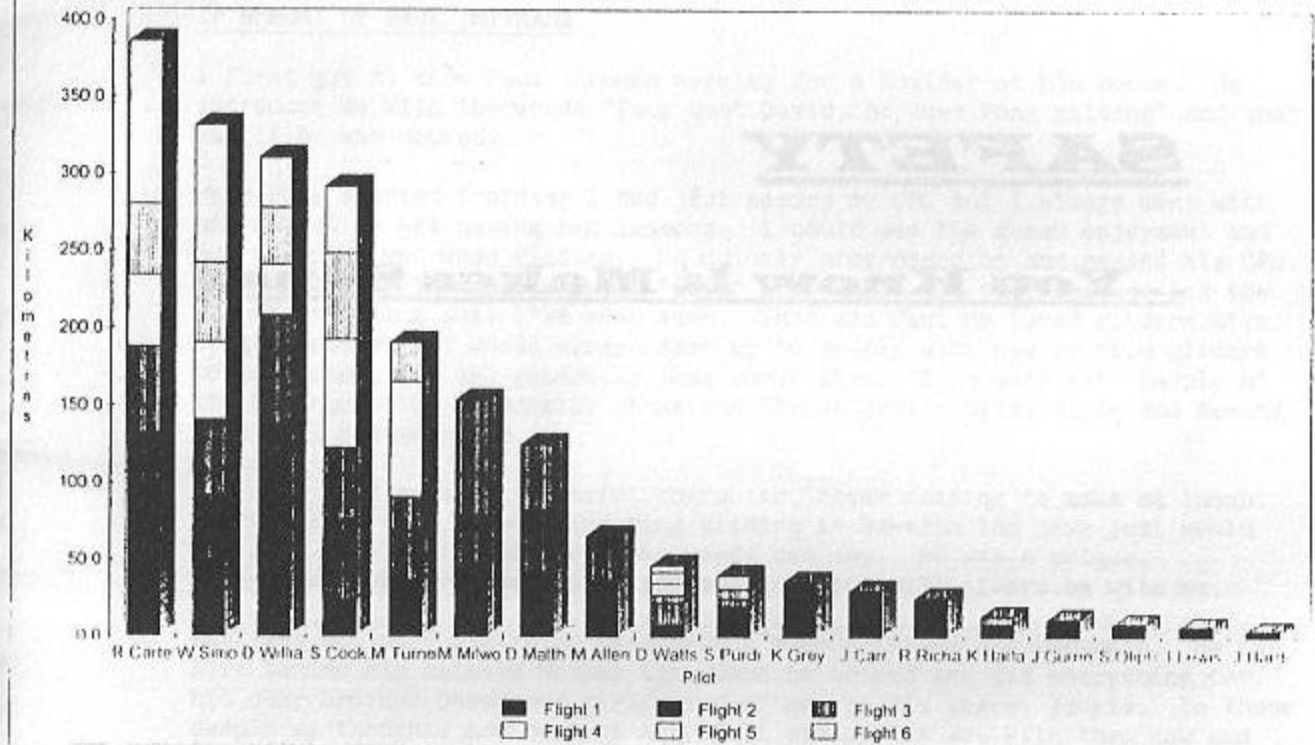
Sussex League as at 3.8.94



Sussex Weekend League as at 3.8.94



Martini league as at 3.8.94



SEA BREEZES.

Having read last months article on 'When is it Going to Sea Breeze?', containing the statement: "Basically, an unstable airmass is required for a sea breeze," I would like to pose a few questions concerning how stability affects this phenomenon.

- 1) At ground level what temperature rise of the air is needed to cause it to lift as a thermal on an unstable day and what temperature rise is needed on a stable day?
- 2) As a thermal lifts on the sea breeze front on an unstable day what is the temperature difference between the cold sinking air reaching ground level on the landward side of the thermal and cold sea air at ground level on the seaward side? What is the temperature difference on a stable day?
- 3) Is the sea breeze caused by upward convection currents? On a totally stable sunny day, with no wind and no thermal activity, what will the temperature difference, and eventually the pressure difference, be between the air over the hot land and the air over the cold sea?
- 4) How far inland will cold sea air travel before it gets warm enough at ground level to rise in a thermal on a stable day, and how far on an unstable day?
- 5) Why, in a southerly wind, can you fly in strong thermals all day at Mount Caburn when it is very unstable, even though the air is coming from over the sea?

My answers to these, and hence to 'When will it sea breeze?' will appear next month. One thing you can say for certain is that there are no hard and fast rules governing the weather: every day is different.

DAVE WILLIAMSON.

# **SAFETY**

## **...You Know It Makes Sense**

### **OUT TO LUNCH - Some people seem to be**

**Mount Caburn bottom landings** - there seems to be a competitive spirit developing, with pilots landing in (or very near) the car park, as near to their cars as possible. Skilful as this may be when the result is achieved, when it is not, it may be tragic. Landing in the river - drowning can seriously damage your flying. Or frying tonight on the wires? What's next? Leaving the top down on the car and landing - ignition keys at the ready - in the drivers seat, and roaring off to the glorious sounds of your latest hot CD purchase? What's the hurry? So you'll be home five minutes later if you land further from the car - you've been out all day already! Apart from the danger (those of you who have had this part of your brain removed will have to pretend), it sets a bad example to other less skilled pilots and puts **them** in danger.  
**SERIOUS REQUEST - Don't do it.**

**Similarly**, take-off from the car park at Firle can take you into turbulent air and (yes its that word again) Danger. If low airtime or visiting pilots see this, they may follow the example and trash both glider and him/herself.  
**SERIOUS REQUEST - Don't do it.**

### **IN MEMORY OF PAUL DMYTRASZ**

I first got to know Paul through working for a builder at his house. He introduced me with the words "Paul meet David, he does hang gliding" and that was it he was hooked.

When Paul started training I had just passed my CPC but I always went with him whilst he was having his lessons. I could see the sheer enjoyment and how happy he was when gliding. He quickly progressed on and passed his CPC. He bought a Magic 3 glider with "LOOK" written on the undersurface and the brightest flying suit I've ever seen. That was Paul he loved gliders with bright colours and would always dash up to people with new or nice gliders to look them over and generally chat about them. I am sure many people at the Southern Club especially those who fly at Devils Dyke, Firle and Beechy Head will remember him.

Paul was such a happy, cheerful character, never ceasing to make me laugh. When I heard that he had died hang gliding in Bavaria the news just would not sink in. I miss him more than words can say. He was a unique, infectious person whose spirit and smiling face will always be with me.

Paul was not only a gliding partner but a good friend and workmate. He has left behind his beloved Mother Liz, whom he adored and did everything for, his dear brother Derek and girlfriend of nearly six years, Jackie. To these people my thoughts and deepest heartfelt sympathies are with them now and always.

Paul had a circle of extremely good mates - all of whom were devastated by the loss of a great true friend.

Paul "may your spirit fly free."

DAVID DIDCOTT

#### **NOTE:**

I have set up a memorial fund to help raise money for Paul's mother. The costs for the rescue and repatriation were £5,000 and so can I ask people to dig deep in their pockets and send whatever you can, no matter how small.

Please send any donations to:-

David & Michelle Didcott  
19a Lodge Drive  
Palmers Green  
LONDON N13 5LA

Please make cheques payable to Michelle Didcott re; Paul Dmytrasz.

For any further information, please telephone 081 882 9161 (evening)  
Michelle 071 609 2277 (daytime)

## ACCIDENT REPORT FROM BERNARD CLIFFORD

It was not my intention to fly alone; it occurred without sufficient self-discipline one fine Monday in June, when I was sharing Steyning with paragliders.

It was hot and I couldn't be bothered with lunch. I had a bit of a struggle rigging (losing and having to find a quick release ring among other things). Meanwhile the paras were packing up for the day.

Eventually, hot, tired and a bit low on sustenance I performed a sketchy DIY hang check and set up at the lob-off point. The wind was less than 10 mph and slightly west of south.

"Have a nice flight," said a passing para, on his way home. He and I were the last sportsmen at the bowl and at this point I should have asked him to see me off or put down the Clubman and de-rigged, I did neither.

All I wanted was a launch and a landing. The launch was OK and I drifted down the bowl into the still air at the far end. This is where the fatigue of the day without food or drink claimed its dues. My judgment was off and concentration poor. I failed to put on speed required for a dead air approach and flared too high. The glider dropped vertically from six feet or more and there was no forward movement for the wheels to take up.

I swung forward in the harness and the leading edge clobbered my left upper arm. To add insult to injury I received a mouthful of finest Sussex soil and my specs got bent.

Eventually I disentangled and stood up. No one around; left arm hanging like a banana. I could only disengage the nose catch before walking out. Well, at least I could walk out.

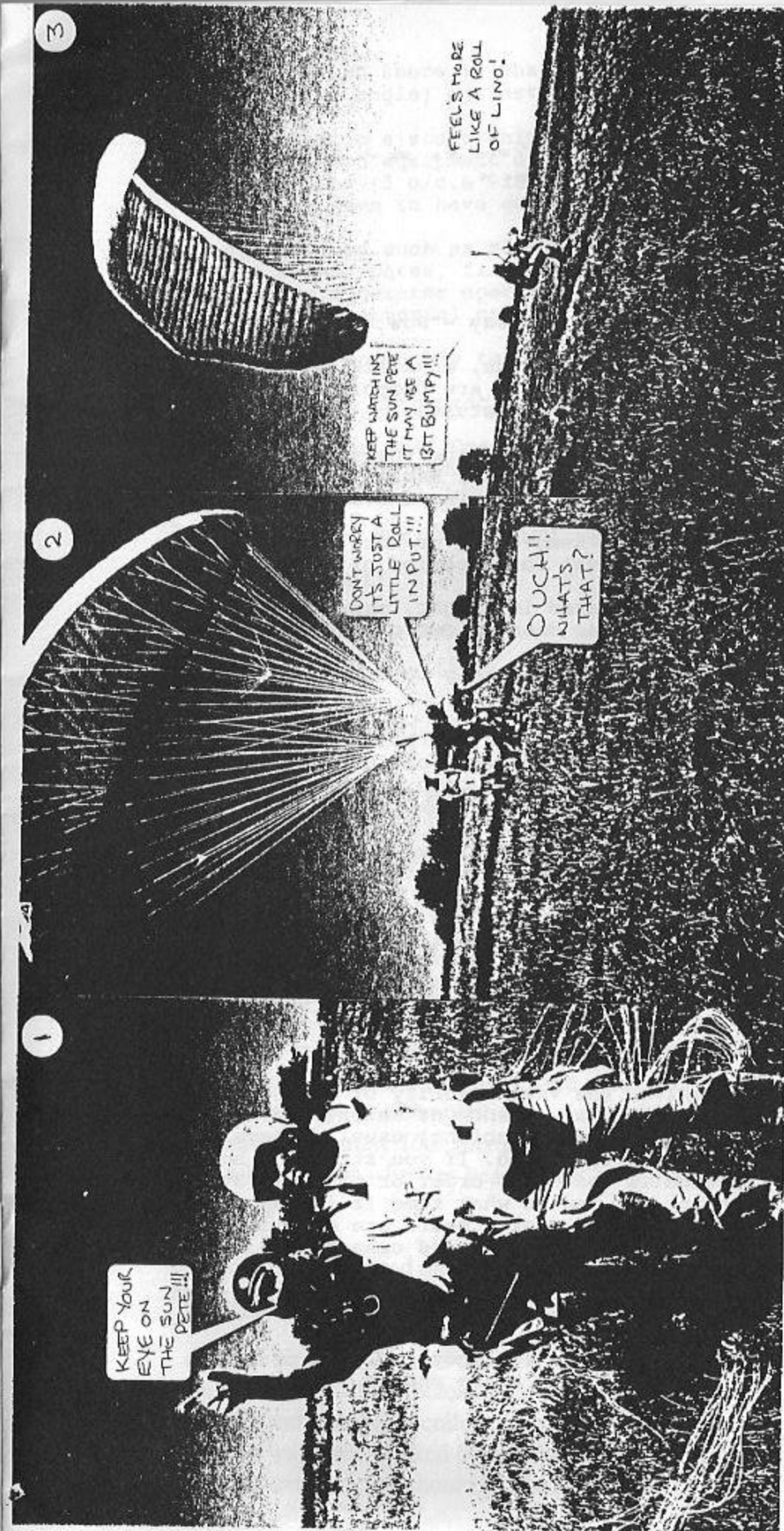
I must have looked a really sorry specimen for the young lady about to walk her dogs enquired about my all-rightness as I pottered round my car hunched after the manner of the dwarfish incumbent of Notre Dame, doing things and immediately forgetting what I had done.

No, she said, there was no medical aid to be had in the area when it became obvious that I was unable to drive - or do anything much but try and deal with pain. But I had friends living in Steyning and she drove me there and things looked up.

The friends drove me to Worthing hospital where the magnificent casualty department put my lights out and straightened the arm almost before I had been booked in. A father and two teenaged sons who were staying with my friends brought back my glider and the car and explained things to the farmer, who apparently was more concerned about the glider being given the jackboot treatment by militant sheep than annoyed.

I feel I was luckier than I might have been or deserved to be. I have learned about hang gliding from this - never fly alone.

And the arm? It was a dislocation. The shoulder is receiving therapy and its owner is grounded.



SAFETY OFFICER  
CARRIES OUT  
IN FLIGHT TRIALS

DEAR EDITOR, HEALTHY OPTION TO FLYING ARTICLES  
29-7-94. FOR WINDSOCK.

## LOOK NO HANDS

Do you remember what Mother used to say - "Now Wash Your Hands", after playtime and before eating.

Nowdays, as we covault about in fields, on hillsides, up mountains, all of which you may agree are Dropping Zones for wildlife at least, and many other creatures.

As article Two on what could be called the "Unseen and Touchable", yes you may have guessed it, Bacteria. There is so to describe it Four Links in the chain of events for Bacteria to survive, - Food, Moisture, Temperature, and Time, yes the same as is required by human life. Remove one or more links and you restrict at least their survival for a period of time.

Bacteria from birds when released in flight, make much the same sort of impact on earth as does an out of control Hang or Para-gliding pilot, a messy one.

The difference being they are more likely to survive with or without full backplate protection.

There are now numerous places to go to for holidays either flying or not, Skywings has many adverts for just this event and it would appear to range from self catering to full board accommodation.

As the media takes more interest in Holiday Food related illnesses, the vast majority of which are preventable, we must be more vigilant of conditions at places we stay. During the last few years there has been a lot of publicity about food poisoning, we have had Salmonella in eggs, Listeria in pates, chilled foods and soft cheeses. These Reports of people suffering from food poisoning has resulted in accusing fingers (more than likely, dirty ones) being pointed at food manufacturers, distributors, retailers, caterers and even Consumers.

How serious is the problem, the vast majority of cases occur when food is prepared too far in advance of eating and is stored at unsuitable temperatures (ambient) usually where large numbers of people are to be fed. If you stay in a hotel observe whether the food is cooked to order or when the buffet food is first put out and at what time it is replaced (4hr. rule), especially if cold cooked meats are provided. If food is displayed is it covered so as flies cannot land on it.

You can't tell by looking or smelling alone, although the five senses of smell, taste, touch, sound and sight can be useful as indicators of the wholesomeness of food.

You can ofcourse ask how the food was prepared, and to have a look around their kitchen, if your brave enough.

If self catering there is what is called Four Lines of attack (not angle) against food poisoning these being:-

- 1) Buy food from a store which is clean and has clean refrigeration equipment operating at appropriate temperatures (5 o/c. & -18 o/c. frozen) and where staff are seen to have good personal habits.
- 2) Keep all food such as milk, cheeses, cooked and fresh meats, pates, fish and ready-made dishes, in the refrigerator operating at 5 o/c. or colder to inhibit bacterial growth.
- 3) Cook food thoroughly to destroy bacteria cells (+63 o/c.)
- 4) Read and put into practice cooking details on packaging.

Whether Hotel or Self Catering these are good rules, and remember WASH YOUR HANDS before handling or consuming any FOOD after Flying.

Good Food means Healthy Flying.

Eat Well Fly Well.

Andy Sutehall.

## HOW I GOT A FREE RIDE IN A HELICOPTER

In the 3 years I have been paragliding I have heard about and witnessed a few accidents related to our sport but never experienced anything of note for myself - thank God. However, these stories do tend to keep my overconfidence in check ensuring I always check my canopy and harness pre-flight. I don't fly if I consider it too windy for me. I keep away from other pilots in the air. I've done my SIV course, wear a reserve which is regularly re-packed and have a back protector and an extra layer of foam in my harness. Consequently, I have never been too enthusiastic about going in for serious competition in the sport. So as I headed for Gatwick airport on Saturday 16th July it was to deep off on of my fellow paraglider pilots who was heading for he Nationals in Spain and not to go there myself.

Instead, I would head on down to the good old Sussex Downs where light north-easterly winds were forcast and sunny skies with occasional cloud.

On reaching Firle, it was overcast. Hang gliders were setting up hoping that the wind would increase and paragliders were sitting on the hill having just watched a colleague go down. I unpacked my windsock and sat and watched. I asked other pilots on the hill about conditions and in fact did everything I should by the book.

CONT. →

The sun popped out from a cloud and I noticed swifts begin to dart about the sky. My windsock fluttered and I know it was time to unpack my glider. A few minutes later with all checks done I was ready for take-off.

A pilot had launched before me and was sustaining height by ridge soaring. I noted from his flight path that small thermals were working. Just then I saw a flock of swifts on the edge of the ridge and I knew this was the moment I had waited for. Within seconds I was 70 feet over take-off. I saw the swifts move to my right as my vario told me I was losing lift. I followed them - more lift - then it turned off. I headed back to the ridge and noticed the long grass fluttering on take-off. As I reached the hill - BINGO - another thermal and I turned away from the hill and circled it. Too close to the hill and insufficient height to 360, I did another beat away from the hill. As I turned I was back in the core so I decided on a 360. THAT WAS MY MISTAKE.

On the downwind part of the turn I must have fallen out the back of the thermal. I was committed to the turn but saw the ridge leaping up towards me. I remember thinking if I tighten the turn I might just clip the top of the long grass - so, lift feet up, lie back in my harness and hope.

The ground was hard and I immediately felt a shock wave go up my spine. I yelped out in pain and shock as I rolled over in the grass and saw my glider gently come to rest. Back injury, I thought - lie still and wait for someone to come to the rescue. I could move my legs, arms, etc - just the pain in my back and I was winded, gasping for air.

Within seconds, I was surrounded by people. One called the helicopter with his mobile phone, others bundled my glider and without moving me released what they could of my harness and covered me with blankets. In retrospect, I feel sorry for them in that situation. Five people asked if I could wiggle my toes and one told me he was doing a survey of back protectors and asked me for details! I'd like to apologise to the female(s) present as I believe my expressions when describing my mistakes and the pain may have been a little Anglo Saxon!

Minutes later I heard the helicopter's rotor blades and felt the wind. I gather the pilots had made a cross with canopies on the hillside.

The crew ably assisted by the gathering released my harness fully, got me into a collar to immobilize my neck and taped me to a board to immobilize my body. Then it was into the helicopter for a gentle trip to Eastbourne General - believe me there's no better way to travel! No sooner had we taken off, we had landed - right outside casualty. Unfortunately, I couldn't see much due to my predicament.

From that moment on it was like watching the opening credits for 'CASUALTY'. All I could see was the ceiling and doors opening in front of me as I was wheeled in on a stretcher.

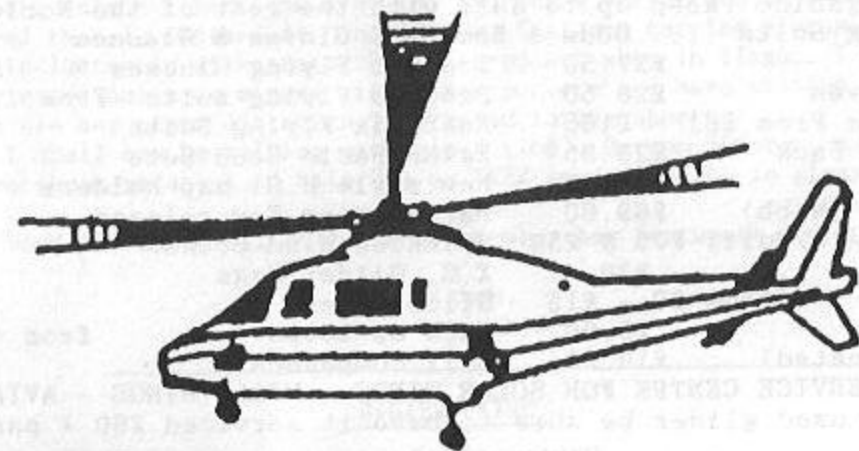
A few x-rays and back examination later, and I'm lying flat on my back in a room, with back ache by lots of paragliding visitors and phone calls and sympathy. The Doc says I should be paragliding within 3 months with a full recovery.

I was lucky and will be more cautious next time. Many thanks to all those involved in my rescue.

To the paragliders on Firle, to Pete for looking after my glider, equipment and car, to the crew and all staff at Eastbourne General. It's not very nice when it happens but it's good to know if it does, then there are people and systems on which one can count.

Nigel B. Wood

P.S. If you happen to see me on 'Scroungers' on ITV - this was filmed before the accident. If I can't fly then I definitely couldn't do what I did on that show!





## HANG GLIDING & PARAGLIDING HUT

NEW & USED HANG GLIDERS - PARAGLIDERS - FLYING ACCESSORIES

Solar Wings Fever Mk 2	£2966	Rumour 3 13 & 14mtr	£2966
Solar Wings 15mtr Rush	£2966	Avian Amour Large (159)	£2350
Harley Sirocco's		From £1745 - £1945	
Polaris Small	£250	Med S4	£200
Wills Wing Spectrum	£1250	Vision 5 Large (as New)	£999
Calypso	£1150	Whisper	£1450
Ace 160's	from...£375	Ace 150	£400
M4 155 FR	£550	M4 166's	from £400 - £750
M4 177	£400	Santana	£600
Rumour One 14.5's	from...£600	Kiss	£750
HP AT 158	£1100	K2	£1000
K2 Composite	£1200	K3	£1000
<b>Used Paragliders</b>			
Harley Typhoon	£500	Hot Dream Small	£800
<b>New Harnesses</b>			
Flylight	£295	Hi-Life	£360
The Design by Scorpio	£464	The Edge by Solar Wings	£465
<b>Used Harnesses</b>			
Skysystems pods	From £125	Airtime Pods	From £125
Scorpio 90 5'7"-8"	£180	Bullett Side chute 5'7"	£160
Keller Mk 1 5' 5"	£180	Scorpio Design 5'8 - 5'10	£375
<b>New Parachutes</b>			
Apco Mayday Pulled Apex 16'	£337	Metamorfoosi P/A H.G & P.G	£359
PARACHUTE REPACKING	£15	Apco Mayday Pulled Apex 18'	£352
<b>New Instruments</b>			
Mini Vario Worlds smallest	£115	Fairhaven AV10 vario/alti	£199
Davron 200/600 Range From	£99	Davron 801/808 Range from	£385
Skywatch A.S.I.	£49.95 & £79.95	Wind Wizard A.S.I.	£33
<b>Weather Monitor Wizard Mk 3 £188</b>			
Cross Country Magazine (keep up to date with the rest of the World) £24			
<b>Flying Suits .....Odds &amp; Ends.... Gloves &amp; Glasses</b>			
Scorpio Gloves	£27.50	Scorpio Flying Glasses	£32.50
Scorpio Aerosleeves	£26.50	Scorpio Flying suits From..	£143
Ozee Flying Suits From £61 -	£165	Anabatix Flying Suits	£205
In Flight Liquid Pack	£23.95	Eglar Radio Head Sets	£105
Padded Bar mits	£23.00	New style H.G. map holders	£12
Tow Release H.G. (Webb)	£69.00	Paragliding Tow release	£36
Glider Rider Single/Multi	£35 & £50	Spinning Wind Socks	£12
Airspeed Wheels	£30	X.C. Glider Bags	£33
Karabiners	from £9 - £12	Glider Ties	£3
Roof Rack Ties	£3.00	Back up loops	from £5
Air Maps (laminated)	£10.50	Ball Compasses	£30

AUTHORISED SERVICE CENTRE FOR SOLAR WINGS - WILLS WINGS - AVIAN

If your buying a used glider be sure to have it serviced £60 + parts

Members of B.H.P.A.  
An authorised service centre



The Hang Gliding Hut, West End, Coaley  
Nr. Dursley, Gloucestershire, GL11 5DX  
Tel: 0453 890767/0860 670605  
Fax: 0453 890075

V.A.T. No. 484 6742 08

## OLD HABITS.....

Habits die hard - particularly after 20 years of hang gliding. All the time, I still find myself watching the clouds go by telling me where some of you lucky buggers may be flying at perhaps the Dyke, Firle or maybe Beachy Head on a peachy afternoon. Sad to say, I shan't be joining you in the air anymore.

I had a cardiac arrest some months ago when my ticker actually stopped for four minutes. Thanks to the paramedics from the hospital across the road, they cheated the gates of Heaven or Hell and landed me in the Royal Sussex. Although I have fully recovered now, I am currently unable to drive a motor vehicle and in any case would not endanger the lives of other pilots by flying any more.

Actually I had an ordinary heart attack whilst at Sussex University in 1984 but this did not prevent me pursuing a normal life including flying and motoring. To me, it's only when you are no longer able to fly that you appreciate how much you miss it. You realise you will never again be able to share that thrill of togetherness and anticipation with other pilots before take-off on the hill.

Basically, hang-gliding is essentially a loner-sport where your own judgement, skill and responsibility is yours alone when you're in the air. When you return to terra ferma, you once again experience the comradeship, friendliness and help available from other pilots.

In approximately 2,500 hours of flying over 20 years, I cannot recall an occasion when any colleague refused to lend a hand with rigging or retrieval problems. Despite the very individualistic and competitive nature of the sport I have always been amazed at the empathy that exists between pilots when the chips have been down.

I recall that over the years, whilst I have remained an also ran as far as achievement is concerned, Southern Club pilots such as Johnny Carr, Judy Leden, Michel Carnet, Dave Keepax, Dave Williamson, Steve Cook and others have always made time to offer help and advice when I asked for it. I recall the last time I had advice from Tony Lucchesi was at Devil's Dyke when with no other gliders in the vicinity, I screamed in to land at an altitude of 15 feet and performed a 180 degree turn into wind and landed behind other parked gliders. Tony just looked slightly dazed and whispered: "That's ambulance stuff, Peter." At least I won't be doing that again.

I don't believe anyone knew over the years that I was an insulin taking diabetic (since I left the army in '49) but a strict and balanced programme ensured that I remained fit and active. I always carried glucose where ever I went including in my harness chest zip-pocket when in flight. I never experienced any near misses with other punters and have written this in case there are any other diabetics interested in the sport.

I shall now be selling my Magic 4 (166), Davron 500-tec, harness and Metamorfoosi parachute to help buy my TREK mountain bike so please refer to the advertising space.

Good flying to all of you and remember how fortunate you are to be airborne.

Best Wishes,  
Peter Myers.

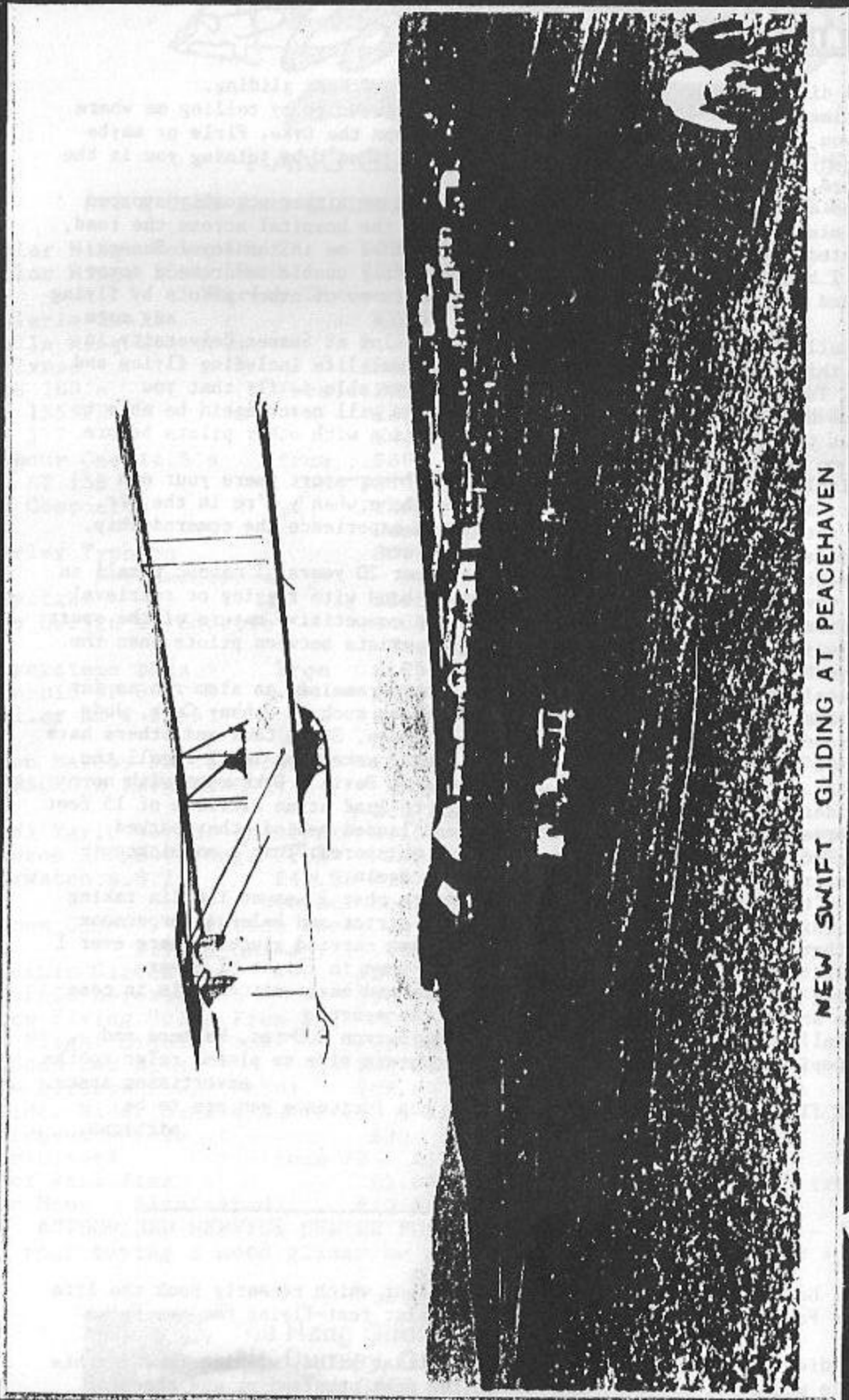
DIDIER FAVRE.

I have just heard of the tragic accident which recently took the life of Didier Favre. It seems that he crashed whilst test-flying the new Delka rigid wing.

Didier was the greatest Alpine hang glider pilot, winning fame for his incredible migration flights, and one of the most outstanding and cheerful personalities in the sport.

He will be very sadly missed.

DAVE WILLIAMSON.



NEW SWIFT GLIDING AT PEACEHAVEN

JOHNNY CARR LINKED TO SECRET TESTS OF NEW SWIFT

EXCLUSIVE!

*and now for something completely different.....*

**REFLECTING ICARUS**

The blue rush quickens the blood.  
Below the long glide,

Dark ground. Drifting days,  
A forgotten daliance...

The weight of the wind  
Breaks the old cast

We made for ourselves.

Mesmerized by Evolution:  
Lanterns in a floating world,  
We descend  
Through our lives

Infiltrated  
By an oblique illumination,

Guiding our lasers:  
Searchlights in a blitzkrieg

Toward Faith and Hope  
In the waxen  
River of the setting  
Sun.

James Gurney 1994

MINUTES OF THE SHGC COMMITTEE MEETING 6TH JULY 1994

**PRESENT:** C. Bere, M. Brady, A. Chisholm, T. Cox, M. Turner, G. Hopkins,  
M. Woodhams, S. Brewer, S. Purdie.

**APOLOGIES:** F. Kennedy, N. Gibson, P. Day, A. Turner, G. Cook, A. Caple.

**1.0 MINUTES OF LAST MEETINGS:**

- 1.1 8.4.94 - Carried over : 2.5, 9.0 F. Kennedy  
1.2 4.5.94 - Carried over : 4.1 M. Brady  
1.3 7.6.94 - Carried over : 2.1.3, 2.1.6, 2.1.7, 2.1.9, 3.0, 5.0, 12.3,  
15.2, 17.1, 17.2, 19.0,  
1.4 7.6.94 - Responses and amendments:  
2.0 - Equipment at Beachy Head to be kept in managers office.  
4.0 - New air horn to be sourced. J. Carr  
6.0 - One stile in place, one to go. F. Kennedy  
7.1 - Full face helmets - raised as an item on the BHPA safety  
committee agenda, at the request of M. Woodhams, on behalf of  
the club. Club to publicise concerns re: full face helmets. They  
are not currently banned by the BHPA. NB. Motor cycle  
helmets are banned.  
8.1 - Committee could put proposal to council at some time in  
the future. No further action at this stage.  
8.3 - Sponsorship proposal to be drafted and discussed at next  
meeting. M. Brady  
8.4 - As 8.3.  
9.2 - Carried over - reply received, not yet passed to  
A. Chisholm  
9.3 - Green Dragons, still unpaid. They will be approached  
again, if remained unpaid they will be de-registered.  
M. Woodhams  
12.2 - Ian de Haan has not got the receipt books. The paying-  
in books have been mislaid. M. Brady  
14.1 - Many thanks to Martin Brady and Dave Williamson who  
moved half the hard core. Another session will be planned.  
15.4 The log book appears to be missing. Location to be  
ascertained.  
N. Gibson

20.1 - Wind talker was made available by Rod Buck on the old  
number. Unfortunately it was struck by lightning and put out  
of service. It will be mended and put on a taller pole.

**2.0 WINDSOCK ENTRIES:**

- |     |   |            |
|-----|---|------------|
| 2.1 | Article and map re: farmer's land (1.3)               | G. Hopkins |
| 2.2 | Reminder to read site guide                           | G. Hopkins |
| 2.3 | Full face helmets                                     | G. Hopkins |
| 2.4 | Advice about not flying alone.                        | C. Bere    |
| 2.5 | Article about not flying in the Alps without a radio. | C. Bere    |

**2.1 INCIDENTS AT STEYNING BOWL:**

Further to recent accidents E. Bilous has contacted C. Bere to  
pass on the concerns of the landowner, and requesting that revised  
site instructions be sent to all club members.

**3.0 SOCIAL EVENTS:**

- 3.1 The first aid evening was attended by more than 50 people -  
thank you for supporting your club.  
3.2 C. Bere is to offer to take D. Fletcher on a dual flight to thank  
him for his talk.  
3.3 Christmas dinner - venues to be looked in to. S. Brewer  
3.4 BBQ - A raffle will be run on the night to cover basic costs.  
Southern club will buy gift for Diane Carr to thank her for her  
help in organising the BBQ.

**4.0 COMPLAINT:**

A farmer contacted the Southern Club concerning a paraglider who  
landed in a field of lambs. M. Brady wrote a letter apologising for the  
incident. A note is to be placed in windsock to restate part of the sites  
guide (see 2.2) M. Brady

**5.0 CLUB COACHES:**

Courses to be organised after the summer. A. Caple

**6.0 DATE OF NEXT MEETING:**

10th August 1994.

# NOTICEBOARD

## SITS VACANT

**Site Fee Collector** - suitable for someone who is on the hill whenever it is flyable. To entice new site users to join the club and previous members to re-join. Discuss in detail (inc. small re-imburement) with the club secretary - (see front).

**150 (?) shopping days until the club Christmas do! This year, the venue has changed, but tickets will be limited. Watch this space.....**



## ALL OUT

Winch Towing --- Aerotowing --- Vehicle Towing

### THE BHPA TOW EXTRAVAGANZA IS BACK

Described last year as *Simply the best*  
*If you weren't there you missed something rather fine.*

*This year we aim to make it bigger and better!*

- Round & Square Canopy Paragliding
- High Performance Tow Paragliding
- Hang Gliding Towing
- Hang Gliding Aerotowing
- Hang Gliding Class II-The Swift
- Invitations Also To Our Over Water Operators!

To all intents and purposes, ALL OUT will have sole use of Swansea Airport. The site has acres and acres of flat grass and tarmac, room enough for us and our air space needs.

Also only a stones throw away are a number of renowned Welsh hills for free flying. Rhossili and Bryn Caws are but two.

The trade will be there in strength. Catch up with the widgets peruse and purr over all the goodies. Meet again old flying colleagues; make new friends and see how the other half live. Drink and dance Saturday night away!

The airport is on the Gower Peninsular, popular for holidays and its nature reserve. Swansea is only a few miles away, thus making the event family friendly.

ALL OUT is going to have something for every one - no matter the weather or how far you travel. The event will be **Something Special**.

ALL OUT  
Saturday and Sunday  
10th & 11th September  
Swansea Airport

DETAILS FROM BHPA OFFICE - TELEPHONE (0533) 611322

# NOTICEBOARD

## RUMOUR 1, 14.5M

Excellent handling. Buying new glider forces sale. £600.

Tel: Dave 0444-245233/0836-560368

## SOLAR WINGS EDGE HARNESS.

Brand new, suits 6ft person. Cost £465, sell £400 ono

**DAVRON 200 VARIO.** One year old. £50.

Tel: Jack 0323-490371 (Home)  
0323-898660 (Work)

**MAGIC 4 166 (C of A)**, maroon and white. Sail in good condition with speedbar. Suit pilot around 11.5 -12 stone. £700.

**METAMORPHOSI H/G**

**PARACHUTE** £250

**DAVRON 500 tec alti/vario** £250

**FLYING GLOVES**, typhoon (unused) £18

**STIRRUP HARNESS**, Hiway, adjustable £40

Tel: Peter Myers 0273-687336

Fly thefastest, meanest glider around - **SEGA** skull & crossbone emblazoned **RAM-AIRS 154 & 146.** Both brand new and fully modified - test flown only. £2900 each (worth £3600)

**RAVE 30** Red & purple. 3 months old, 30 hours only and still crisp! Available with either competition lines and risers or brand new standard lines and risers. £1800 For both, Tel: Judy 0276-28649

**KISS** in very tidy condition. Orange leading edge and clean sail £950.  
**EDEL FLYING SUIT.** Brand new, Red/purple, unwanted prize. Large. £130 (new £170)  
**METAMORPHOSI 16.** Never used. Re-packed regularly. Can fit HG bridle if needed. Carries German Gutesiegel. (I need a larger one now with all my ballast)  
Tel: Richard Carter 0909-770729

**SHUT GATES** behind you - not just when flying, but always. Animals escape.

# EVERYONE'S TALKING ABOUT IT!

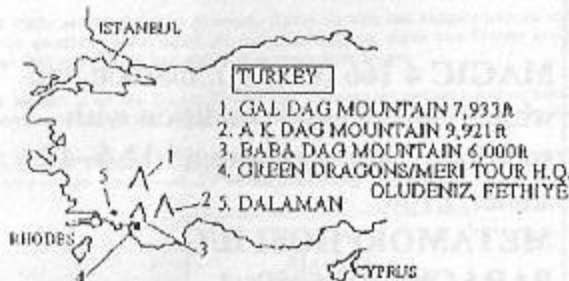
## OUR HISTORY IN TUKEY, SO FAR .....

Andy Shaw and The Green Dragons were approached by a Turkish Travel Agency, a few years ago, to assist with the development of Paragliding and Hang Gliding in Turkey. Since then Andy has spent most of his time building the safety regulations and knowledge of the sport to the local pilots and authorities including the Turk Hava Kurumu (THK). THK is the national airports authority that controls all airports across Turkey. Andy has also been responsible for finding various mountain launch points, endeavouring to develop the 2 sports further. With the above knowledge being shared, 'Oludeniz' (the most beautiful location in Turkey), is becoming a safer spot to fly and great results are being achieved. Green Dragons have now been established as the first full time school, club, and information bureau, in Turkey, in association with Megri Tours, which is a grade 'A' tour agency. With our combined knowledge of flying and the Turkish Business system we are confident that our services is the best for you.

## NEW IDEA - NEW IDEA - NEW IDEA \* 1995 - PARAGLIDING SAFARI \*

We are already planning for next year with a great new venture, Paragliding Safaris! The format of these trips will be as follows: There will be base camps at small villages in the surrounding areas. Flying tasks will be set daily to add to the challenge! The tasks are to fly to the next camp with the ground crew following as back up, in vehicles. Once we arrive we will then set up camp, ready for the evening. Next morning we repeat the exercise as with different scenery beneath our feet! By the end of the week the flying distance covered should be 100km! + The individual's aim of the safari is to cover all distances by air, only sleeping bags in the vehicle.

## WHERE ARE WE SITUATED?



## COMPETITION - COMPETITION JUNE 1995

The first official Turkish Paragliding and Hang Gliding competition is to be held in '95. It will be organised by The Green Dragons and Megri Tour. CONTACT UK OFFICE FOR BOOKING FORM- NOW.

Although we are not the cheapest we pride ourselves on the fact that we are a legal operation with full work permits and visas coupled with the mandatory back up procedures. Our aim is to ensure that you have a SAFE and enjoyable holiday with us.

## SOMETHING FOR EVERYONE .....

### Hang Gliding & Paragliding Transport

To the mountain tops, very little walking required.

### Experienced and Advanced pilots welcome

Do your own thing or we'll be on standby to help you

### Personal goals can be easily achieved:

20km triangles & 30 km X.C.

### SIV (Simulated Voluntary Incident procedures)

4,000ft above sea level. Safety boats, life jackets and radios are available. SIV training is co-ordinated by Andy Shaw, who has been a test pilot since the beginning of paragliding manufacturing.

### Intermediate Coaching Courses

SP,CP, low airtime pilots can polish up or learn how to thermal. Distances of 15km can be easily achieved.

### Winch Launching From the Beach

A good confidence booster, towing over water.

## DON'T FORGET THE FAMILY ON THIS ONE .

Our business partners are a bi-lingual tour agency 'Megri Tour' and they will arrange any of the following:

- \* Diving
- \* Watersports
- \* Horse Riding
- \* Boat Trips
- \* Tandem flights with our instructors
- \* Mountain Biking
- \* Historical Trips
- \* Turkish Baths
- \* Night Life

Although this is a Paragliding holiday there is no reason why you cannot partake in the above activities with your family and friends as and when you feel like it !!!

Green Dragons Paragliding - Turkey  
c/o Megri Tour  
Hotel Meri  
Oludeniz, Fethiye  
Turkey



Green Dragons Paragliding Centre  
633 Rainham Road South  
Dagenham  
Essex  
RM10 8AH  
Tel: 081-517-7945  
Fax: 081-593-5271

## COPY FOR WINDSOCK

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

## WINDSOCK

Send contributions, gossip etc,  
etc, to:

WINDSOCK  
c/o P.O. Box 1359  
Brighton  
East Sussex BN1 4QX

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

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

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No. Issues	1	3	6	12
quarter page	£7	£13	£24	£42
half page	£12	£21	£37	£65
full page	£21	£37	£66	£105
back page	£31	£48	£75	£125

## SMALL ADS:

Small Ads are free to members or £2 each to non-members. They will appear for 3 issues of Windsock before being removed

## PAYMENT FOR AD

Cheques and postal orders (no cash) should be made payable to The Southern Hang Gliding Club and sent in with your copy.

## WEATHER MACHINES

### Devil's Dyke:

New: 0839 600603 (36p/min  
w/ends & 48p/min week)

Old: 0273 857002

Shoreham: 0839 800868

(rates as 0839 above)