



SKY SYSTEMS

PARAGLIDING & HANG GLIDING

EDBURTON - NEAR HENFIELD - WEST SUSSEX BN5 9LL
Tel: Brighton (0273) 857700. Fax: (0273) 857722

Part Exchange - Second Hand - Spares
Repairs - Tuition - Showroom - Mail Order
Manufacturing - Clothing - Accessories

SKY SYSTEMS HARNESSSES

Like all Sky Systems products, our harnesses are carefully designed to work efficiently and safely. The "modular" concept of our harnesses means that there are many add-on options available to the customer. Often such upgrades are undertaken after the initial purchase, sometimes using third-party products or materials. Please bear in mind that Sky Systems do not recommend the fitting of third-party or non-standard safety equipment to their harnesses, nor do we recommend DIY alterations or modifications.

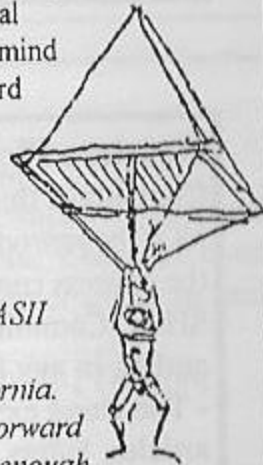
In the meantime, here's a heartening testimonial letter from someone who's used their SAS harness in anger...

"Dear Gary,
... I am pleased to report a very successful reserve deployment from my SASII harness.

The incident was on 17 May 1994 at Marshal Peak, San Bernadino, California. On exiting a B-line stall with too much brake applied, causing it to surge forward and enter a rapid spin with end tip tangled at 500ft. I decided enough was enough and deployed the reserve. This has of course instilled even more confidence in the SAS and its safety features (you always wonder about the time you have to throw the reserve. What if?).

... Thank you,
Dave Anthony."

(the original of this letter is on file at Sky Systems, and may be viewed on request)



DEMOS? DEMOS!



Paragliders: We now have demonstrators available for the complete ITV range - the TOPAZE (a realistic performance all-round intermediate), the AGENA (performance & stability - a real dream intermediate), the ATIKS (high-performance/competition. Just watch Mark Watts go!). Phone today to arrange a demo on any of them, or catch Chris Bere on the hill - he's currently got our demo ATIKS and he'll be pleased to give you a go (experts only).

Hang Gliders: Our hang gliding team are currently raving about the Airborne range of hang gliders. Have a go and you will be too. Choose a go on the posh intermediate STING, or the high-performance BLADE. From the sex, sea and sunshine of Oz to the overcast cowpat-strewn South Downs, Airborne stands for "serious recreation"

WINDSOCK

JUNE 1994

The Magazine of the Southern Hang Gliding Club

STOP PRESS!!

Saturday, 2nd July

David Fletcher of the Sussex Ambulance Brigade has agreed to return and give his First Aid lecture, specifically geared to our sport.

This subject is a must for every pilot - heaven forbid, but it might be you one day who needs help or you may be the only other person around when an accident occurs. Please try to attend this one.

Saturday, 9th July

Tickets are now available for the **SUMMER BARBECUE** at Johnny & Diane Carr's house.

Full details inside



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

COMMITTEE - Updated June 1994

President

Johnny Carr 0444 84667
(W) 0444 84217

Chairman

Martin Brady 0444 233346
(W) 0273 745513

Secretary

Alison Chisholm 0273 703501

Treasurer

Peter Day 0734 421481
(W) 071 928 5151 (x30193)

Membership Sec

Gary Cook 0273 857700

Safety Officer

Chris Bere 0273 452370
(W) 0860 400747

Sites Liaison Officer (1)

Fionn Kennedy 0273 858221

Sites Liaison Officer (2)

Anthony Turner 0825 2969

Sites Control Officer

Nigel Gibson 081 890 7476

Schools Liaison Officer

Mark Woodhams 0273 501043

Club Coach

Adrian Caple 081 660 0824

Airspace Officer

Tim Cox 0273 888113
(W) 0273 609925/507794

Competitions Officer

Mark Turner 0273 857700
(W) 0903 812504

Social Secretary

Steve Brewer 0403 710739

Windsock

Gail Hopkins 0444 242239

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

Chairman's Letter

Dear Members,

What a tremendous result, Southern Hang Gliding Club members Ron Richardson, Steve Cook, and Dave Matthews coming 2nd, 4th and 5th respectively in the British Open. And that's not all. For icing on the cake, the Southern Club also took the top team position. Congratulations to the Sussex Sluts, alias Johnny Carr, Tony Lucchesi (*the only man I know of to have slope landed at Beachy Head - by the lighthouse!*), Steve Cook and Dave Matthews. Well done to all those who took part. Following Club competition successes last year, could it be that we are experiencing a renaissance in this field? I understand that competition prospects on the paragliding front also look very promising.

It has been pointed out on more than one occasion that we lack a true club atmosphere, which I believe is due more than anything to our geographical spread. To address this, Steve Brewer has been putting in a lot of effort organising Club social evenings one Saturday a month. The dates were published in the last Windsock. Steve has provided the vehicle but it is in your hands to cultivate the social side of the Club. Unfortunately, interest in the first two events has been lukewarm to say the least. Admittedly, we weren't able to notify everybody about the first one in time. Not so with the last evening though. Provision of these social evenings depends on the goodwill of both the Dyke Hotel and speakers good enough to give up their time. They are only viable if there is sufficient interest. Following the next evening in July, we will be reviewing whether it is worth continuing with the programme of events so, if you want them then make a note of the dates in your diaries and turn up.

Thanks to Oriole for stepping in at short notice to give a chat on First Aid essentials and to Ron Richardson for his excellent talk on variometers and for testing our instruments. Now I know how accurate my altimeter is at 20 grand - dream on.....

By the way, don't forget that we have a notice board outside the Dyke Hotel which we probably haven't been making full use of. Get in the habit of looking at it whenever you're at the Dyke for the latest news, details of events etc.

Thanks to Carl Cobb for helping out with Windsock when nobody else had volunteered, even though he had a lot of other very pressing commitments. We now have a new editor - welcome to Gail Hopkins.

Alas, it seems that my hopes regarding the weather may have been premature. Anyway, here's to the rest of the summer - after all, you've got to be an optimist in this game.

Safe and fulfilling flying,

Martin Brady

CLUB COACHES - Updated June 1994

Steve Uzochukwu HG/PG	Maidstone	0622 36219
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

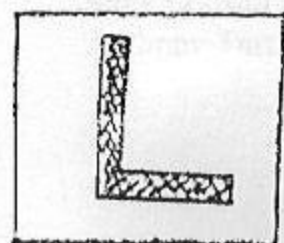
ROTA

Lest You Forget.....

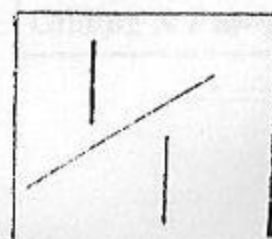
09/07/94 Stephen	Marnier	0273 770166	0293 654749
09/07/94 Lee	Donoghue	081 657 4230	0272 404979
09/07/94 Ian	Penson	0279 655259	0821 869558
10/07/94 Adrian	Whitmarsh	0403 55761	0825 765055
10/07/94 Kevin	Neal	0243 830091	-
10/07/94 Paul	Martin	081 675 4153	081 643 9429
16/07/94 Janet	McGill	0279 876327	07 248 4444 ex 2083
16/07/94 Anthony	Woodley	0784 254362	-
16/07/94 David	Horne	0634 362639	0892 835237
17/07/94 Lisa	Brewer	0403 710739	-
17/07/94 Mark	Perrell	0903 261014	-
17/07/94 Thomas	Wood	0303 813665	-
23/07/94 Mike	Millwood	0273 733883	0273 857700
23/07/94 Simon	Neave	081 543 5404	081 874 3949
23/07/94 Peter	Burfield	0903 813004	0903 755881
24/07/94 Bernard	Reed	0323 639429	-
24/07/94 Simon	Long	081 649 8326	081 786 7997
24/07/94 Henrik	Paulsen	071 538 8879	-
30/07/94 David	Evans	081 303 7828	-
30/07/94 Stephen	Bruce	0483 572988	081 675 8548
30/07/94 Patricia	James	0705 599482	-
31/07/94 Paul	Gardiner	0444 881 387	-
31/07/94 Alastair	Owen	0354 53278	071 538 5227
31/07/94 Alasdair	Denton-Miller	0306 621425	0483 451122
06/08/94 Steven	Murray	081 977 9907	071 934 3531
06/08/94 Amanda	Woods	081 761 8013	-
06/08/94 Ian	Hughes	0223 327432	0223 420651
07/08/94 Stephen	Westbury	0923 770930	-
07/08/94 Rob	Shimmin	081 341 6253	071 631 4547
07/08/94 Robert	Darby	0784 242425	-
13/08/94 David	Whymark	0277 372650	-
13/08/94 Alan	Mortimer	0424 434879	0424 853481
13/08/94 Celia	Persaud	081 543 7113	071 248 4499
14/08/94 Peter	Sharman	0342 892554	-
14/08/94 Robin	Johnstone	071 371 0956	071 371 0956
14/08/94 Paul	Frawley	0883 653084	081 940 0762
20/08/94 Paul	Newman	0233 638896	081 681 0846
20/08/94 Guy	Belcher	0243 376353	0243 377231
20/08/94 Peter	McHugh	081 675 9469	081 675 9469

SWAPS ARE OK - Just plan it in advance.
TELEPHONE other marshalls of the day to make arrangements

MARSHALLING FLARS



= RED RIBBON ONLY



= 20 MIN RULE



GET YOUR DIARIES OUT

- 6th August Social Night An XC social evening with Martin Brady and other well known Southern Club XC faces, e.g. Johnny Carr.
- 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 - prize for winner will be one year's free club membership.
- 5 Nov Social Night Talk by Judy Leden Judy has kindly agreed to spare us some time from her busy schedule to tell us about her projects this summer and generally share her wealth of knowledge.
- 3 Dec Xmas Dinner Currently looking at venues - will keep you posted.

As I mentioned last time, the social nights are all at the Inn at Devils Dyke, starting at 7.30pm on the first Saturday in each month. There is time to have a drink and a chat, buy your raffle tickets, check the notice boards etc before the speaker starts, so come along and SUPPORT YOUR CLUB.

The above speakers are all booked, but they do depend on your continued support.

Hope to see you next month

STEVE BREWER

THE SOCIAL CALENDAR

Firstly, I would like to say what an interesting evening we had at the June social night. Despite a low attendance, those who were there enjoyed a very informative talk and discussion by Ron Richardson of Davron on all aspects of vario design and use. On behalf of those present, I would like to thank Ron for the time and trouble he took explaining the intricacies of varios and checking those which were brought along by members in his pressure chamber. What a shame the rest of you missed it!

THIS
OR NEXT MONTH

Saturday, 2nd July

- David Fletcher of the Sussex Ambulance Brigade has agreed to return and give his First Aid lecture, specifically geared to our sport.
- This subject is a must for every pilot - heaven forbid, but it might be you one day who needs help or you may be the only other person around when an accident occurs. Please try to attend this one.
- This therefore means that Andy Cowley's talk has now been postponed until 3rd September - see programme below.

Saturday, 9th July

- Tickets are now available for the SUMMER BARBECUE at Johnny & Diane Carr's house, priced at a very reasonable £4.00 to cover the cost of food etc. Please bring your own drink, glasses will be provided.
- Tickets can be obtained through Gary Cook at Sky Systems, Chris Bere (on the hill every single day, flyable or not!), or send a cheque and a stamped addressed envelope to me at:-
- Tanglewood
Brighton Road
Shermanbury
West Sussex RH13 8HQ
- There are only 100 tickets on a first come, first served basis (because if it rains Johnny can't fit many more than that in his lounge!)

THE DEAD GOAT TOUR

Its now quite some time since returning to this wet and windswept isle from the other windswept yet eminently more flyable island of Lanzarote.

Of the near on two years I have been flying. I have only managed a measly 4 hours airtime post-CPC. Admittedly, I am one of those ultra cautious pilots who has to have an opinion from at least 3, preferably 4, other flyers before I take to the skies and then its too crowded so I just go down. It is not surprisint therefore that my airtime is low and my flying is of the nervous kind.

Picture the scene as you find me clipped into my trusty Clubman 160 on the ramp on top of Famara having just witnessed my first launch off the 1000' plus cliff.

"F.....g Stupid" were my exact thoughts. On the nose though was the Infamous Ray Cooper. There was no way I was going to chicken out now. "Come further forward" said Ray. "Shit I hate this!" said I, as I stepped down the 40 degree rough concrete ramp. I must be out of my tiny mind to be doing this. OK. Release. God knows how I got off the ramp but there I was 900' above the bottom landing field - a small patch of sand next to the road. Nothing to it, just a tall Beachy Head I thought. A few turns and S's later and I was down. Looking up at the 12Km ridge that runs into the Atlantic, two paragliders had followed me off and were soaring alone in the evening sky. A far cry from Firlé and the Dyke.

The next day we were back. No problems this time all I had to do was imagine a bench seat at the end of the concrete slope with 2 pensioners on it. OK - Release - 3 steps and there you have it, 1000' - easy in't it. A few beats up and down the ridge and I'm 400' above take off. Well I might as well try one of these 360's I suppose. A good look around for other traffic and blow me the nearest glider must be quarter of a mile away! Here goes, Pah - nothing to this. I suppose I'd better try the other way now. Of my God what's that on the alti - 950' above take opp. The best I've

had till now was 420 over Firlé. As I went past 1000' there was a friend coming back from the cliffs that run into the Atlantic. Not for me I thought I'm happy to stay over good old terra firma.

It wasn't till an hour and a half later and a max. Height gain of 1500' above take opp that we met up again. He had done the whole ridge run to Mirador and back! A feat which many people have been coming year after year to do (He's now known as 'Man With Head In Clouds')

Well the next few days had us running back and forth across the island in much the same manner as you find pilots on the A27 when the wind always seems as if it should be better on the other sites. Only instead of decent main roads this was more like the Paris-Dakar rally. A convoy of white Opel Corsas hareing along in a dirt cloud behind Ray's Land Rover across the barren plains and lava fields.

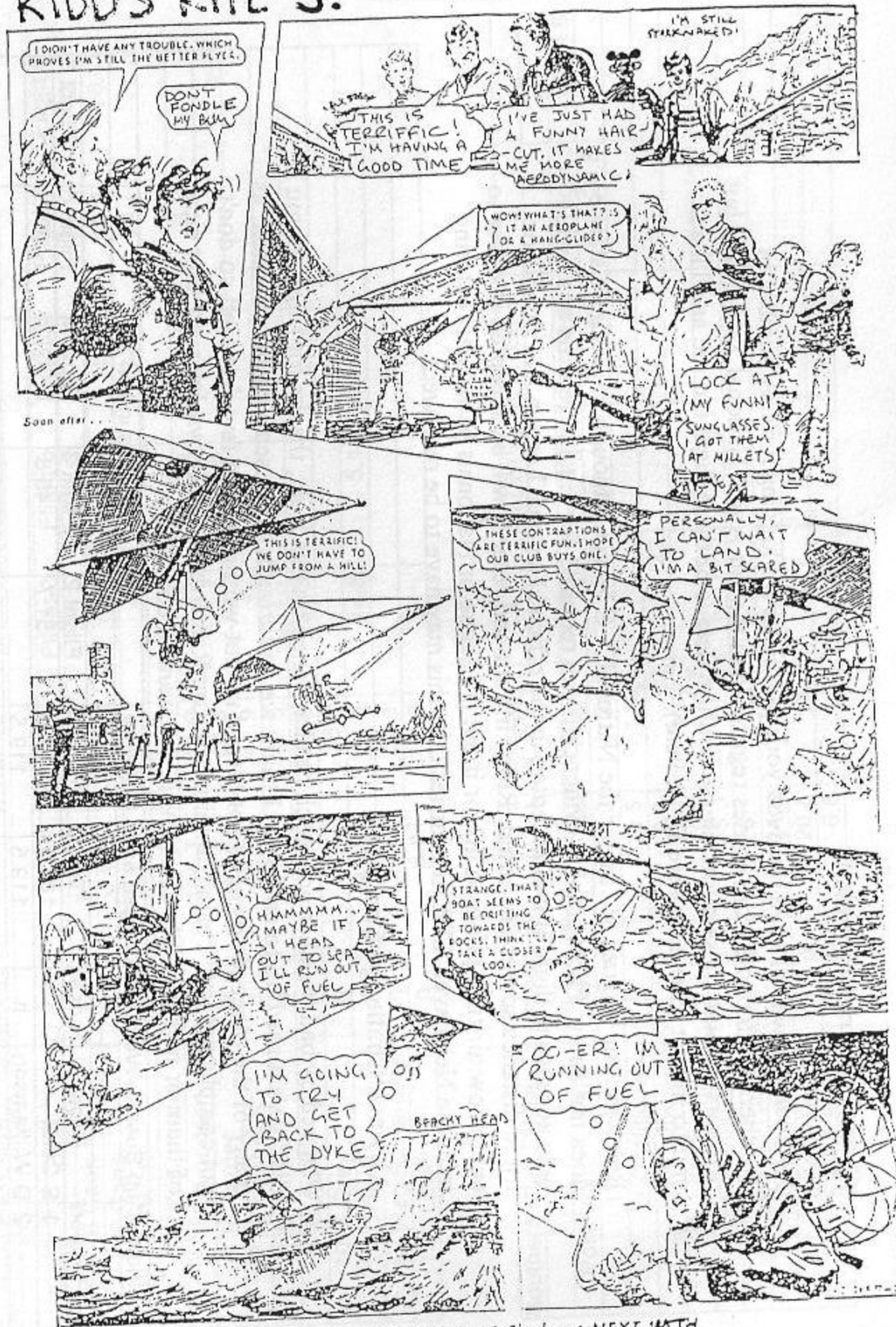
Ray seemed to know of a site somewhere for each wind direction and every speed. Out of the total 14 days we only had 3 non-flying days, although due to a rather good last night out in Puerto del Carmen I declined the last day's flying.

Of the pilots we met, near on half of them were English, most from the Southern Club. We didn't have any mishaps, although we did leave one of them up to his own devices at El Cuchillo (renamed Dead Goat Pass due to the number of dead goats littering the cliffside). It was his last day but with his nose man clinging on begging for 2 extra wire men and the wind gusting at over 33 mph, we decided it would be better to leave them rather than help send him to almost certain peril. He soon concluded that perhaps the wind was a bit too strong.

A few days later at Mala the lift was so strong it was difficult to get down. I took off and went straight to 900' on my first beat. I'm sure you've experienced the bar past your knees and still going 5 up but when you should be on the Boeing that passes you at cloudbase its a bit annoying. I went to Lanzarote with only 4 hours flying time. I came back with over 14. I could now take off my red ribbon but since the skies over here are more crowded I think I'll keep it on till I've flown more.

K. KINKAID

KIDD'S KITE 3: "This is terrific!"



What can Alan do now? Find out NEXT WITH

Cross Country Leagues

By now you will all have received your postcards for logging x.c's. A number of Southern Club pilots have entries registered in the Par Avion National X.C league but not ours! Would these pilots please confirm details of these flights to me and I'll add you to the list (Steve T, Pete B, liz l etc).

Rules for our leagues are as per the National X.C league although minimum distance does not apply. Photographic evidence is not required for out and returns but I will only accept the flight if it is accepted in the official National League. No double or triple distance scores I'm afraid. Ridge lift out and returns will be accepted in order to entice low air time pilots to go for it but if League or Nationals pilots start entering multiple Newhaven Cliff run entries then this may have to be reviewed!

Airwave Challenge Comps

Plagued by bad weather not much has happened on this front, thanks for those of you that have turned up to compete. I think we go through to the semi finals by default, as many of the other teams have not turned up but we still have a few dates left so don't get complacent yet. Team Captains are Ron Richardson and Irywn Jehu, contact either of them or myself at Skv Systems if you want to compete.

Southern Club Sussex Weekend League as at 07/06/94				All Distances in KM					
Position	Pilot	H or P	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	S Cook	h	185.9	24.6	51.7	46.6	42.2	20.8	
2	D Williamson	h	119.5	119.5					
3	W Simonsen	h	50.8	22	22	6.8			
4	D Matthews	h	42.9	42.9					

Southern Club Martini League as at 07/06/94				All Distances in KM					
Position	Pilot	H or P	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	S Cook	h	291.7	24.6	51.7	46.6	70.1	55.5	43.2
2	R Carter	p	278.7	25.8	32.1	22.5	46.3	45.9	106.1
3	M Watts	p	157.9	20.8	49	35.3	32.1	20.7	
4	D Williamson	h	119.5	119.5	42	22	22	6.8	
5	W Simonsen	h	104.7	11.9	32.1	22.8			
6	M Turner	p	91.5	36.6	40				
7	D Matthews	h	82.9	42.9	32.1				
8	M Milwood	p	79.7	47.6	29.7				
9	M Allen	p	66	36.3					
10	K Grey	h	36.4	36.4					
11	D Watts	p	35.3	8	14.8	5.1	7.4		
12	Reg Richardson	h	26.1	26.1					
13	I Lewis	p	6.8	6.8					

Southern Club Sussex League as at 07/06/94				All Distances in KM					
Position	Pilot	H or P	Total	Flight 1	Flight 2	Flight 3	Flight 4	Flight 5	Flight 6
1	S Cook	h	185.9	24.6	51.7	46.6	42.2	20.8	
2	D Williamson	h	119.5	119.5	22	6.8			
3	W Simonsen	h	50.8	22	14.8	5.1	7.4		
4	D Matthews	h	42.9	42.9					
5	D Watts	p	35.3	8					
6	Reg Richardson	h	26.1	26.1					
7	R Carter	p	24.6	24.6					
8	M Watts	p	20.8	20.8					
9	I Lewis	p	6.8	6.8					



Flight For Life

LONDON TO AMMAN BY MICROLIGHT
IN AID OF THE CANCER RESEARCH CAMPAIGN

Yasmin Saudi, the main figure behind 'Flight For Life' sadly died on the 23rd of February after bravely fighting against lung cancer.

1 in 3 people will suffer from cancer in their life time. That is the same as looking at 2 friends, knowing that 1 of you will probably be directly effected by this devastating disease.

90,000 people were successfully treated last year thanks to the invaluable work done by research. This work is expensive, but vital if we want to fight cancer.

Despite the tragic loss of Yasmin, Flight For Life will continue. It was her wish to do so and with your help it will be a huge success.

All proceeds raised by Flight For Life will go to The Cancer Research Campaign.

I would like to make a donation of:

£5	£10	£20	£30	£40	£50	£100
----	-----	-----	-----	-----	-----	------

Name:

Address:

Post Code:

Card Number

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Expiry Date

--	--	--	--

Or send a cheque, made payable to: 'Flight For Life'
and send to: Flight For Life,

Unit 8a,
Pury Hill Industrial Estate,
Alderton,
Northamptonshire. NN12 7LS



ALL PROCEEDS RAISED BY FLIGHT FOR LIFE WILL GO TO THE CANCER RESEARCH CAMPAIGN.

Flight For Life

If you read Ben Ashman's article (page 28 May issue of Skywings, copied here) I refuse to believe you won't be moved to do something to help. Please read it now, if you haven't already.

Like me you undoubtedly know of several friends, even family, who have been affected by cancer. A disease that will affect one in three of us. That's you, me, or the person next to you. Some forms of cancer are relatively easy to cure others have yet to be conquered.

I'm also sure you've probably had the dream of one day flying home, I have. Yasmin decided when she was diagnosed as having cancer that her flight home would not just be for her own pleasure but would be a positive move to raise money for Cancer Research. Sadly Yasmin wasn't able to take that flight.

The 'Flight For Life' set off for Yasmin's homeland of Jordan on 14 May and is determined to raise as much money as is possible amongst the flying fraternity. 100% of the money raised is going to Cancer Research.

The Southern Club will be organising events and competitions which we hope will help the 'Flight For Life' campaign.

Please help us, in whatever way you can to make Yasmin's dream worthwhile. If you would like to donate some money simply fill in the form and send it off to;

FLIGHT FOR LIFE
Unit 8A
Pury Hill
Alderton
Northants NN12 7LS

If you want some more forms then contact me, Kelvin Kinkaid on
0483 428653

Flight For Life

If you are tempted to ignore this request, as we all do with so many pleas from charities, remember that cancer directly affects one in three of us, that's you, me, or the person next to you.

I first met Yasmin Saudi two years ago. She told me of her ambition to fly hang gliders in her home country of Jordan and invited me to come along as a means of getting her and her friends in the air.

For my sins, I fly a microlight that has the ability to pull hang gliders. It was this talent of mine that she wanted, and when Yasmin wanted something she was going to get it come hell or high water.

Needless to say, I went to Jordan with Yasmin and a group of friends to tow hang gliders. After initial drags across Amman International's main runway, Yasmin was ready to try the real thing. We had to wait for the soft, flat sands of Wadi Rum before we could resume her training. There are not many students who are privileged with Lawrence of Arabia's favourite camp for their training ground. We were towing out of a natural avenue that pales anything that New York can offer. Towering 3000ft slabs of fiery sandstone thrusting from the red valley floor. After a couple of successful low tows we prepared for the day's final tow. The sun had settled behind the gothic cliffs and was magnifying the effect of the land of fire.

Yasmin towed straight with enormous effort but responded well to my commands. "Hold on. Hold on for just a few more feet." We reached the 1500ft mark and Yasmin was in control so I made the decision to release. She flew straight, hypnotised by the valley walls - she was lost to the space within. Still flying straight, I became worried that she would continue out into the darkening desert. My worry turned to joy as she turned 180% and flew back to a perfect landing at the end of a perfect day.

I particularly remember Yasmin's crowning glory as she had the last flight of the expedition. We had been training Yasmin during our tour but had not managed to devote enough time to her because of the extreme locations. She was a novice pilot with only five hours of airtime, but this meant nothing to her. She had come to Jordan to fly, and fly she was going to.

The last day in Amman was for Yasmin. Picture the setting;

Amman's international airport nestling in the hills with the metropolis pushed hard against the airport's boundaries. Yasmin was very tense. Her keenness was battling with her sense of preservation, and the latter lost. We connected the tow line to her and her glider and after a pre-flight check that seemed to last an eternity the signal for take-off was given.

Flight For Life

The tow was perfect. Yasmin obeyed every instruction and we sailed high above the sun-bleached city and into the clear blue air. I knew she had a grin from ear to ear.

At 3000ft I radioed her to release. She did, and I then asked her, "What do you think of this?" "Flipping, fantastic!" came the broadcast reply. I think she said flipping; the joyous hysteria distorted my memory of this moment. Yasmin was one happy girl!

A few weeks ago I was sitting with Yasmin in hospital and the reality hit me that she would never be able to fly again. Unless..... an idea was forming. "Would you like one more light?" I asked. Her ear-to-ear grin said, yes, please! far earlier than her reply.

So it happened. Yasmin, Nick, Yasmin's mum and dad, Judy and myself set off with large amounts of clothing and oxygen to RAF Halton where they had kindly allowed us the use of their two-seat microlight. God smiled on us all that day. He gave us beautifully warm spring sunshine and a sky studded with heavenly clouds.

We swooped in and out of these unworldly creations and I knew she was wearing that ear to ear grin on her face.

"Now I know what it feels like to be an angel." she told me.

We all had a wonderful day, but none more wonderful than Yasmin's. Her smile will always remain with me and accompany me wherever I fly. I am so proud that I have met such a wonderfully determined girl who never let the negative things in life dilute her drive.

When Yasmin was first diagnosed as having cancer, "Flight For Life" was devised as a means to raise money for the cancer research campaign. The flight was going to be from London to Amman with myself and Yasmin as pilots of the microlight.

King Hussein of Jordan has taken a personal interest in the project. He phoned Yasmin on more than one occasion and made a personal visit to Judy Leden, the project's organiser. He is now our patron. The flight will still happen and Yasmin's spirit will surely accompany us as our guiding light.

Yasmin died on 23rd February. She was 24 years old.

"Life is beautiful and flying is part of it."

SAFETY

...You Know It Makes Sense

It has been brought to the Committee's attention that there are a few pilots amongst our midst that have stated that they will not adhere to the right hand 360 rule. I must say to them: think very hard before you put into action your threats, you will only be endangering your lives as well as other people's. If it is good enough for a few notable pilots in the Southern Club namely Steve Cook, Johnny Carr, Michele Carnet, Richard Carter etc., just to mention a few, it is good enough for you. Please be considerate and help to make this rule work and the airways safer for us all.

PILOTS PLEASE NOTE:

If you are involved in an accident, however small you think the incident was, can you please contact me and give the facts in order for me to evaluate whether or not it needs to be reported to the BHPA.

Thanks

Chris Bere
Safety Officer

ANONYMOUS QUESTION TELEPHONED IN....

Q. Okay, okay.....are we supposed to turn right, when viewed from above or below or from our own perspective.....? The diagram on the cover of May Windsock seemed to indicate that we can turn in either direction. Round and round and round and.....

A. Right-hand is the rule - i.e. turn right. This is the rule.

SAFETY

...You Know It Makes Sense

FLYING CONDITIONS

As Safety Officer, I more than most should have been more aware of what was about to happen. I was flying on Devil's Dyke on Wednesday 9th June, the wind was 8 to 10 mph NW, we were all flying with small canopies over us all morning. On this particular time a slightly larger blacker one was looming towards us, I decided it looked OK so I took off and flew towards the Modellers bowl, within one minute preceding this cloud came a gust front pushing me back at the great rate of knots, collapsing my canopy many times. I managed to get within 20 ft off the ground then got blown back into severe rotor and my canopy disappeared between my legs. I knew at this moment I should be saying my prayers. I fell to the ground onto my back and thank God only bruised and winded myself, smashing my back plate in the process which undoubtedly saved my back.

The moral to this story is watch the conditions before take off carefully as they change very quickly. Also, if you are a paraglider pilot invest in a back plate as a precautionary measure.

Fly safely.

Chris Bere
Safety Officer

Minutes of the S.H.G.C. Committee Meeting - 8th April 1994

Present : C. Bere, F. Kennedy, M. Brady, N. Gibson, G. Cook, A. Chisholm, T. Cox, C. Cobb,
F. Vicars, M. Sortell, S. Brewer, M. Turner.

Apologies: M. Woodhams, J. Carr, A. Caple, P. Day, A. Turner

1.0 MINUTES OF THE LAST MEETING

- 1.1 2.2 Amended - G. Cook has been consulted by the BHPA.
- 1.2 2.1 and 2.2 carried over.

2.0 DAVID FLETCHER - EAST SUSSEX AMBULANCE BRIGADE

D. Fletcher attended the meeting to discuss recent incidents, and future procedures, with the aim of reducing the time taken to attend an accident.

- 2.1 Video detailing types of accident and photographs of accident sites to be sent to D. Fletcher.
C. Bere
F. Kennedy
- 2.2 List of local sites to be provided for D. Fletcher.
- 2.3 The owner of the gate at Devil's Dyke is to be contacted concerning an additional key to be placed at the Dyke Pub.
F. Kennedy
- 2.4 Air horn and flare trials to take place at Devil's Dyke, after the next issue of Windsock.
- 2.5 Letter detailing 2.4 to be sent to Inspector Paul and D. Fletcher.
C. Bere

3.0 1994 AGM

- 3.1 Steyning Bowl - the fee has been increased to £270 a quarter. - passed.
- 3.2 Site rule changes - (see 14.5.2).

4.0 IAN DE HAAN -

has been co-opted onto the committee as site fee collector.
For : 5 Against : 3 Abstentions : 1

5.0 ARMBANDS

- 5.1 Club coach armbands will be produced and passed to A. Caple.
- 5.2 Site marshall armbands also to be produced.
F. Kennedy

6.0 MODELLERS' BOWL

- 6.1 Complaints about hang gliders flying too low. Apology has been sent by C. Bere.
- 6.2 6.1 to be mentioned in site rule changes. (see 14.5.2)
N. Gibson

7.0 ANCHOR VALLEY

Article to be placed in Windsock to state that this is T. Cox's private teaching site, and therefore must not be used as a general flying site, as has happened recently.
T. Cox

8.0 MARSHALLING ATTENDANCE

In order to record marshalling attendance a record book is to be placed at the Devil's Dyke. This system will start the first weekend in May.
F. Kennedy

9.0 SITES AND FEES

New list to be provided for P. Day.
F. Kennedy

10.0 BEACHY HEAD

- 10.1 Flags and log book to be placed at Beachy Head.
F. Kennedy
- 10.2 The fence is to be moved at a cost of £70.00
F. Kennedy

11.0 MOUNT CABURN

The name of the owner of the landing site is to be checked.
F. Kennedy

12.0 SITE NOTICES

- 12.1 Contact phone number (N. Gibson) to be placed at all sites for use by visiting pilots. S. Brewer
- 12.2 Committee meeting time and date changes to be placed at Devil's Dyke.
Tuesday 3rd May, Tuesday 7th June, Wednesday 6th July '94 at Devil's Dyke Pub.
S. Brewer
- 12.3 New notice board / case to be placed at Devil's Dyke, to contain basic air law and additional information. Layout to be presented by M. Turner next meeting.
M. Turner

13.0 COMPETITIONS

- 13.1 Mailout and XC cards to be sent out with membership renewal. M. Turner/ G. Cook
- 13.2 Daily task and information board to be set up at Devil's Dyke. (see 12.3)

14.0 WINDSOCK

- 14.1 New editor - Carl Cobb.
- 14.2 Muck racker voted back - unanimous.
- 14.3 Production.
Edit and produce - C. Cobb
Print and copy - M. Woodhams
Send out - G. Cook.
- 14.5 Windsock entries:
 - 14.5.1 New committee members to be listed
G. Cook
 - 14.5.2 Spring Flying.
N. Gibson
 - 14.5.3 Emergency procedures.
C. Bere
 - 14.5.4 Club coach list.
N. Gibson
 - 14.5.5 Forthcoming social events
S. Brewer

15.0 SOCIAL

- 15.1 First aid evening to be organised for new club members
S. Brewer
- 15.2 Upstairs at Devil's Dyke is free for club use on the 1st Saturday of every month.
S. Brewer
- 15.3 Club coaches will be sent a letter concerning 15.2.
S. Brewer
- 15.4 There will be a short video competition with a prize of one year's free club membership.

16.0 DATE OF NEXT MEETING

Tuesday 3rd May 1994 - Devil's Dyke Pub at 7.30 p.m.

Minutes of the S.H.G.C. Committee Meeting - 4th May 1994

Present : C. Bere, F. Kennedy, M. Brady, N. Gibson, G. Cook, A. Chisholm,
M. Turner, M. Woodhams, A. Caple, R. Bunch, S. Purdie.

Apologies: P. Day, A. Turner, T. Cox, S. Brewer
Absent: C. Cobb

1.0 MINUTES OF THE LAST MEETING

- 1.1 2.2 Amended - sites guide to be sent to D. Fletcher
13.1 XC card to be sent out with windsock.
1.2 2.3, 2.5, 9.0, 12.1, 12.2, 15.3, carried over.

G. Cook

2.0 1994 AGM

Minutes to be checked before next committee meeting.

committee

3.0 MARSHALLING EQUIPMENT

- 3.1 The equipment at Devil's Dyke seems to have been mistaid. This situation is to be checked.
3.2 The equipment at Beachy Head is to be put in a more accessible place, and club members notified.

M. Brady

C. Bere

4.0 NOTICE BOARDS

- 4.1 The layout for the new notice board for Devil's Dyke has been approved. Final dimensions to be presented at the next meeting.
4.1 The possibility of providing a cupboard for the equipment at Devil's Dyke is to be looked into.

M. Turner

5.0 NEW COMMITTEE MEMBERS

Full list of committee members to be sent to the BHPA.

A. Chisholm

6.0 MEMBERSHIP

- 6.1 Some club members have sent back their renewal forms, stating that they will not letter to be sent quoting the 1993 AGM.
6.2 Membership reminders to be sent out during May.

marshall. A
N. Kennedy
G. Cook

7.0 AIRBORNE 1994 - AUGUST 18-21 1994

G. Cook has taken a copy of this letter for consideration.

8.0 WINDSOCK

C. Cobb is to be contacted concerning the production of Windsock.

M. Brady

9.0 INCIDENTS

- 9.1 A report detailing recent incidents is to be written for Windsock.
9.2 E. Bilous and P. Bernon would like to state that they were not connected to the accident at Steyning Bowl on 2.5.94.

C. Bere

10.0 SAFETY

The BHPA will be contacted concerning the wearing of full face helmets.

G. Cook

11.0 SITES

- 11.1 The possibility of building stiles at High and Over and Firtle is to be looked into.
11.2 Two pilots flying the cliffs at Beachy Head ignored the warden asking them to not to fly. This situation was dealt with by C. Bere. If this type of incident is repeated it will be brought officially before the committee.

F. Kennedy

12.0 TOUR DE FRANCE

A notice detailing the times and dates of the Tour de France will be placed in Windsock. To be discussed next meeting.

M. Brady

13.0 COACHING SESSIONS AND LECTURES

These will be organised once Windsock is up and running.

A. Caple/S. Brewer

14.0 FIRST AID

14.1 The details of first aid evening to be run on Saturday 7th May might be changed due to a lack of publicity. D. Fletcher will be asked to give his talk another evening.

S. Brewer

14.2 The possibility of running a recognised first aid course, for TIs is being looked into.

S. Brewer

15.0 DATE OF NEXT MEETING

Tuesday 7th June 1994 - Devil's Dyke Pub at 7.30 p.m.

MUCKRAKER

Rumour has it that Howard Rhind is to be offered a place as Mark Thatcher's navigator, after his recent detour in Wales, and was last seen talking to some very attractive sheep.

Sean Howells was seen last Bank Holiday Monday at Ditchling training to be a steeple-chase jockey. He cleared the first fence, but unfortunately fell at the second.

WHAT TO DO DO?

The May issue of WINDSOCK was most interesting to read, very informative on what is happening at the start of this new flying year. The jolly article by Ralph Conlan was most welcome, though these However 'HOW CLEAN IS CLEAN?' Ralph speaks of a visual clean appearance in fashionable colours or plain white, even colourless.

I am a supporter of the need for cowpats as a natural necessity and perhaps it is the wet weather that is making Ralph's experience messy.

Think of the benefits, every landing a spot landing, never getting it wrong, never a missed spot, what about trying TOUCH AND GO or even COUBLE SPOT (legs apart)?

Seriously though, messing about like this could stir up some nasties, which brings to mind, as Ralph puts it, a 'cheeky little number' called COXIELLA BURNETII (CB), a rickettsia-like microbe responsible for Q fever. Sheep, goats, cattle and other mammals are reservoirs of CB organism found in placental tissues and birth fluids as well as in the milk, urine and faeces of infected animals.

The disease is prevalent in most areas of the world where cattle, goats and sheep are bred. It is believed that infection in humans is caused by inhalation of infectious aerosols (splattered do do's). Infectious dose of CB is between 1 and 10 organisms and the symptoms vary depending on whether the illness is acute or chronic and may appear as a very bad case of influenza and include fever, chills, headache, loss of appetite, nausea, sweating and myalgia, also a slightly dry cough with chest pains possibly after 5 days.

cowpats are necessary as animals, humans and all other creatures, need to do it and it is healthy to dispense with waste products from the body.

Symptoms generally disappear after 7 to 10 days but a feeling of general malaise may persist for several weeks.

Two of the six advised control methods are 1. Wastes from animals must be sterilized and disposed of as biological hazards (clinical by incineration). 2. All surfaces in contact with such wastes should be disinfected.

So if Ralph is to continue cavorting about in cowpats I suggest for protection he purchases an inexpensive paper disposable over-suit with matching plastic overshoes and elasticated head (helmet) covering, in white or ble colours. At the end of the flying day put all overclothing into a yellow clinical waste bag, sealing aperture with health hazard tape and then deposit yellow bag with local authority for incineration.

Wash affected areas of kit with a mild soapy solution with a dash of Dettol or sponge areas with antiseptic wipes obtained from any chemist. Personal hygiene is important tooo, so a hot shower and gentle rub down with stiff nylon brush should eliminate possibility of any infection.

Any Local Authority Environmental Health Dept. Would provide further advice should Ralph require it.

Andy Sutehall

P.S. There is more to paragliding than what you put your boot into.
P.P.S. Sheep do do's are my favourite, collected in pockets to analyse later.

DEVILS DYKE WEATHER STATION

My apologies for the stations's erratic availability recently - I have had some problems with the premium-rate company that provides the phone number that the service runs on.

There were technical problems associated with a move to new premises, apparently - and they're not happy with the amount of calls made - so they may disconnect the number altogether in the near future.

So that's why you couldn't get through, it wasn't anything wrong with the station itself at the Dyke.

Anyway, as a temporary measure, and to make things up to you, I've restored service FREE OF CHARGE for the time being, on the old Dyke number.

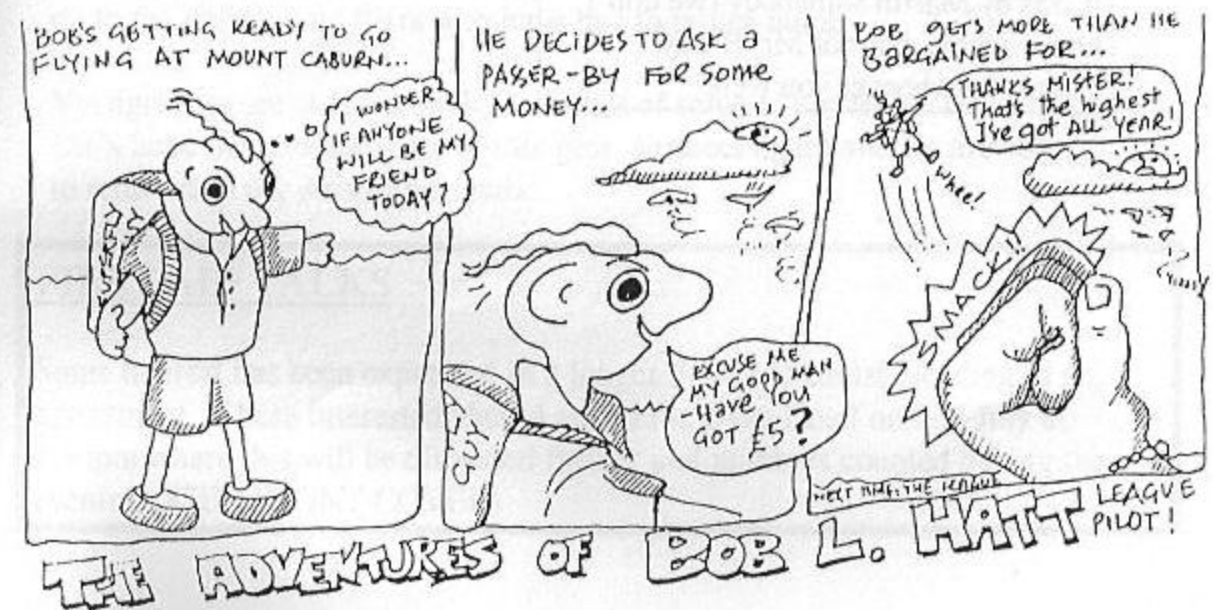
Just call 0273-857002. There's only one line, and it may be engaged, but keep trying, and you'll get the delectable tones of Wendy Windlows herself reading you the forecast.

This should only cost you 5p-10p for the BT call, depending on where you live, and how long you listen for.

If this is successful, and there are plenty of calls, I'll arrange a PIN code for each user, and make a small charge (probably around 10-15p) per call in future. This will be much cheaper for you, the user, than the 0839 number, and will still give me sufficient money to keep the station running.

Any complaints or suggestions welcome. Call me on 0742-548066 or 0836-284853.

Rod Buck



NOTICEBOARD

PLEASE NOTE - MILL HILL, RODMELL

It is with deep regret I have to stop SHGC members flying at Mill Hill, Rodmell. Since the incident where a club pilot landed in the power lines last year we have been under great pressure to strictly control the site, and regulate those who fly there.

If at any time in the future we feel able to re-open the site, we will do so.

In the meantime, if anyone wishes to fly there, they will need to join our club and abide by our Site Rules and daily operation guidance.

Over the past two years of SHGC members flying the site, there have been no major problems, and they have not previously been charged for use of the site.

Blue Skies

Andy Shaw
Chief Club Instructor
Green Dragons Paragliding Centre.

CORRECTION/APOLOGIES

p.17 May issue

'reply by Martin Brady' was in reply to a letter from Dave Massey on towing

p.8 May issue

Article 'The tech bit...Byte...' was attributed to Martin Brady.

It was by Martin somebody (we don't know who!), but not Mr. Brady.

Thankyou whoever you were!

NOTICEBOARD

AUSTRIAN VISITORS LATEST VICTIMS OF THEFT

YOU MAY HAVE SEEN THIS ALREADY IN THIS MONTH'S SKYWINGS, BUT AS IT'S ON OUR OWN TURF, HERE'S A REMINDER.....

A group of Austrian pilots on a visit to southern sites are the latest victims of the opportunist thieves who abound on our shores. The equipment stolen, from the Brighton area on the weekend on 18th/19th May is as follows:

Perche Aerologic 47 paraglider (1993). This is a very rare wing in this country and has a

distinctive colour scheme with yellow triangle patterns on a red and green background.

Pro-Design Challenger C paraglider (1993). Colour: Violet/Green

Pro-Design Compact medium paraglider. Colour: Violet/Pink

Flytec 3010 altimeter and two others

Yaesu FT23 radio and two AM walkie-talkie sets

Two helmets: one white with microphone

Fleece jacket

Anyone receiving information on the whereabouts of any of these items should contact Gary Cook at Sky Systems (0273 857700) who will pass it on to the unfortunate fliers who have had to return home.

Yet again we are shamed by the activities of some of our fellow citizens. Let's hope that at least some of this gear surfaces again and we are able to return it to our Austrian friends.

FIRST AID TALKS

Some interest has been expressed in a longer First Aid course, leading to an assessment. Those interested should attend the Dyke Hotel on 2nd July at 7.30pm where this will be discussed further and numbers counted during the evening. (SEE FRONT COVER)

NOTICEBOARD

FOUND

Bum-Bag on 16th April at Firle.

Possibly left some time before this date judging by the condition.

If you are the owner, please contact Warren Simonsen on 0344 844852

FOUND

Microphone and lead, on Devil's Dyke on Weds 15th June.

Contact Tim Cox at Sussex College.
0273 507794

6th JULY

THE ROAD TO DITCHLING WILL BE CUT OFF DUE TO THE TOUR DE FRANCE BETWEEN 1PM AND 5PM.

THERE WILL BE A LOT OF AERIAL ACTIVITY - SO IF YOU STILL DECIDE TO WALK IN AND FLY - TAKE EXTRA CARE.

EVERYONE WAS PLEASED TO SEE TONY TURNER RECOVERING FROM HIS HEART OP AND OUT & ABOUT AT THE LAST CLUB SOCIAL EVENING.

LOST

Dave Massey's flying suit!
Changed hands at the AGM, to be given to Dave - but no-one knows who took it away!

Whoever has it, would they hand it back to Dave ASAP
Thanks

FOR SALE

Clubman 180

Old but trustworthy. Ideal first glider. Stored indoors. Complete overhaul inc. new wires. Inner sleeve in keel. Offers

Tel: 0273 703501 (Alison)

Falhawk Neo Med (65kg - 85kg)

Ideal beginner/intermediate canopy. Very safe with performance. 16hrs air time. Complete with harness & rucksack.

Lovely purple colour with rainbow tips.

Offers around £800

Tel: 0483 799531 (David)

MARSHALLING FLAGS

Thank you to whoever had them made up.

We don't know who you are, but you did a good job!

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)

Readers Please Note:

Contents of this magazine may NOT be reproduced without the express consent of the SHGC Committee and/or the author, in any form whatever. - The views expressed in articles, letters, etc herein are not necessarily those of the SHGC, its Committee or the Editor.

WEATHER MACHINES

Devil's Dyke:

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

Old: 0273 857002

Shorcham: 0839 800868

(rates as 0839 above)

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!

All and any (well, most) contributions welcome - it's your mag., so give yourself something more to read than the minutes of the last committee meeting. Overseas trips, memorable XC's (did someone mention Deal?), ideas for Club events, etc, etc, etc,

ADVERTISING DISPLAY RATES

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 Club and sent in with your copy.