

May 6, 1994

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WINDSOCK

Free to Members

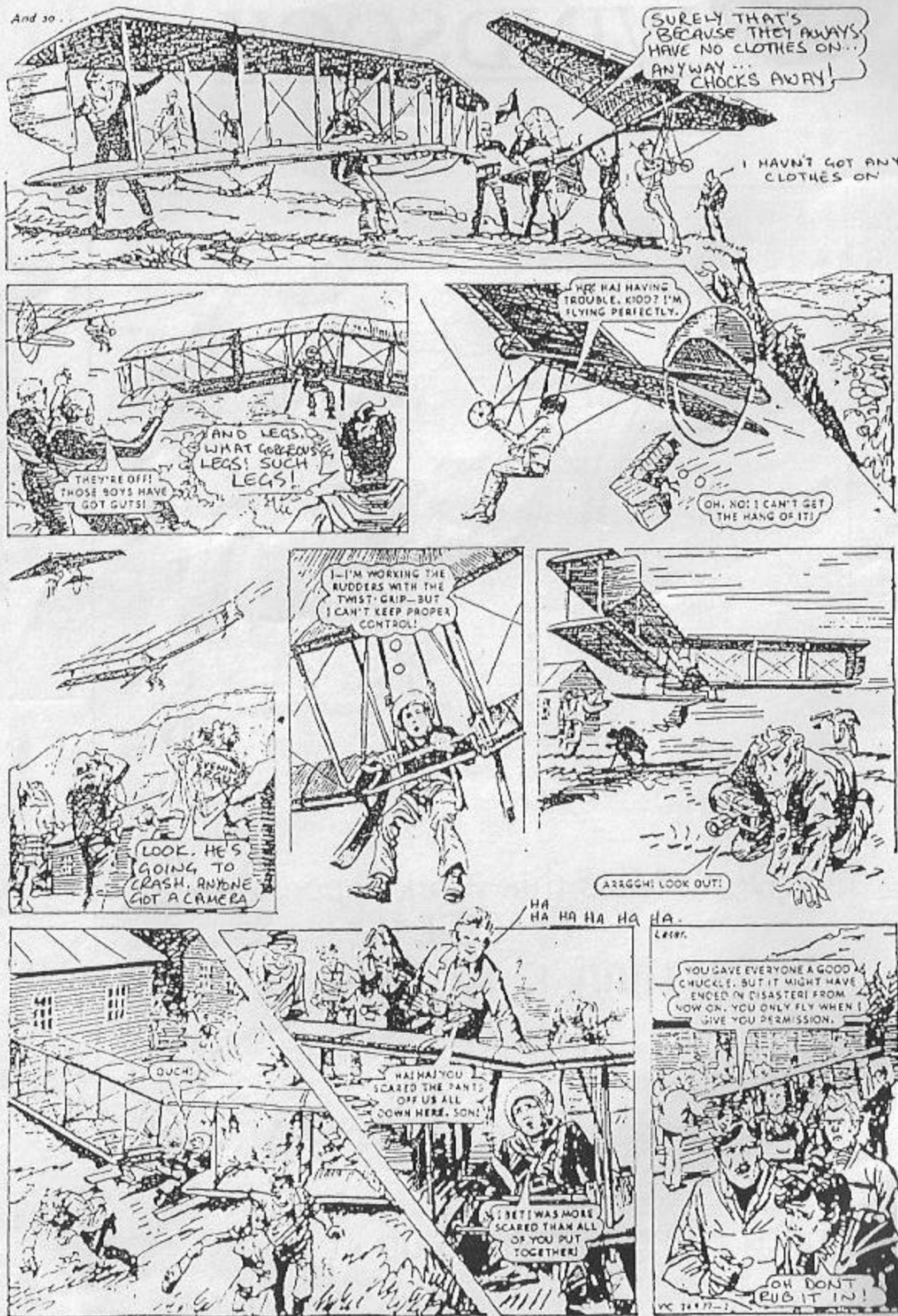
Don't Miss this weeks special offer
LIFE
Up to 1000 foot above T/O
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See inside for Details Don't Miss it!

Magazine of the

Southern Hang Gliding Club

KIDD'S KITE, EPISODE 2:

"I was more scared than all of you put together!"



Formality.....

Chairman's Letter

Dear Members,

My name is Martin Brady. As of the 1994 AGM I became your chairman. I have been a member of the Southern Hang Gliding Club since 1976. I fly a Kiss and you can probably recognise me on the hill by my black Ozee suit.

Firstly, on behalf of you, I would like to thank Johnny Carr for his efforts over the last three years. Thinking back to the state of the club when he took over as Chairman, he has turned things around so that we can now concentrate on moving ahead, and hopefully take full advantage of developments in the sport, rather than devoting all our energy to dealing with internal crises. On the other hand, he has given me something of an impossible act to follow!

Many of you will know that Tony Turner, our Sites Officer for many years, has recently undergone a major operation. He is on the mend though full recovery is likely to take some time. I'm sure you will all join me in wishing Tony well. All of us who have worked with him on the Committee look forward to seeing him back. In the meantime he would dearly love to receive visits from Club members. He will hopefully be back at home in Uckfield by the time you receive this.

The AGM was a relaxed and constructive event. Someone remarked that "nearly all the talk was about flying"! I would like to thank all those Committee members willing to stand again, and to extend a warm welcome to those who have joined. I've had to talk to them so far. Even so, I've been hearing some very positive ideas. Over and above the regular committee work, there is a lot more that could be done to improve the Club. If you would like to get involved but do not necessarily want to be on the Committee, please give me a call.

As you will be notified elsewhere, the AGM carried a number of changes to site control and site rules. These have all been introduced for safety reasons, mainly to reduce the risk of mid-air. Any incident like this is one too many but occurrences seem to be on the increase. On the basis that "if you do what you've always done, you'll get what you've always got", we have got to try something

new, over and above the marshalling. As with any new system, it is very unlikely to be perfect from day 1. If you have any suggestions for improvement then please let the Committee know.

On another safety issue, we had to call the emergency services to the Dyke on March 19. Pilots continued to fly after the helicopter arrived. Among the comments heard afterwards were "I didn't know a helicopter was going to come" and "I didn't think there was a problem after the helicopter had landed". How you can tell whether or not a helicopter is on the way if you're in the air eludes me. On this occasion, one was not explicitly requested so, in future, we really ought to err on the side of safety and assume one is going to arrive anyway. Regarding the second comment, having waited for some considerable time for the air to clear, the helicopter had to land in the northerly bowl - with the accident victim in the paddock. The chopper pilot said how frustrated he felt to see the victim but not be able to get near him because of hang gliders "milling about" in the air. Consequently, the Club is now waiting to receive a letter from the police. After the tragedy at Firle two years ago, we should know better. Some of us must have very short memories.

The pillock of the month award surely goes to the pilot who not only continued to soar in apparently blissful ignorance after the accident had occurred, the helicopter and every other pilot had landed, but then, following a bad example set earlier, appeared to encroach into the modellers' bowl. Yes, the modellers are also planning to write to us. Congratulations, on a double whammy!

To finish on a positive note, we've had a couple of good days already at the Dyke with Steve Cook (who else?) making it to Bexhill on Thursday March 10. I understand he got even further on Saturday March 19. Even as I write this, it looks as though it is absolutely mega at Firle. Let's hope this is setting the weather standard for 1994.

Regards,

Martin Brady.

MINUTES OF THE ANNUAL GENERAL MEETING OF THE

SOUTHERN HANG GLIDING CLUB

Date : 12th March 1994

Time : 7.30 pm

Venue : Devils Dyke Hotel

Committee :

J.Carr (Chairman/President)
A.Caple (Secretary/Coach)
G.Cook (Membership Secretary)
F.Kennedy (Sites)
P.Day (Treasurer)
M.Woodhams (Schools Liaison)
N.Gibson (Sites Control)

Apologies : I.Dehann (Social Secretary)
I.Jehu (Coach)
A.Turner (Sites)
J.Oniell (Safety)

1. INTRODUCTION

J.Carr opened the meeting by welcoming the members present.

2. APPROVAL OF MINUTES

The minutes of the 1993 A.G.M. were approved by the meeting.

3. OFFICERS REPORTS

3.1 Schools Liaison (M.Woodhams)

M.Woodhams presented a written report showing receipts from the schools over the last 3 years. Receipts for 1994 showed a further increase to £653 compared to £561 for 1993. He reminded all Schools that they must re-apply for the coming years membership following this A.G.M.

3.2 Sites Control (N.Gibson)

N.Gibson has endeavoured to keep site rules as simple as possible and asked all members to keep to the rules. During the year overcrowding has become more of a problem and it behoved all members to limit their flying time when necessary.

3.3 Sites (F.Kennedy)

F.Kennedy reported on a successful year on sites. We now had a permanent bottom landing at Firle, a new takeoff and top landing at Beachy Head, a new site at Truleigh Hill and a new site at west Firle. There were also current negotiations taking place for permission to fly Cuckmere.

Unfortunately we had been unsuccessful in negotiating 3 sites in the Willingdon area.

3.4 Towing (M.Brady)

M.Brady said the lack of success of towing during the year was due to a number of reasons, such as the lack of equipment belonging to the club which would be prohibitively expensive. He noted that aerotowing had been approved and hoped that it would prove more successful.

3.5 Membership (G.Cook)

G.Cook presented his written report showing current membership at 417 and a breakdown of their disciplines and the origins of new members.

3.6 Treasurer (P.Day)

The accounts for the year to the end of February showed an increase in club funds due to an increase in membership and a decrease in expenditure.

3.7 Airspace (T.Cox)

There had been a notable airspace infringement at Shoreham airport and members were requested to keep well clear. There had been some good P.R. associated with contacts with the Evening Argus.

3.8 Chairman (J.Carr)

The Chairman wished to thank the members for their support. He felt that the club had dealt well with its problems over the past 3 years. We still had difficulties with overcrowding and proposals have been put forward to deal with these. He was standing down as chairman but would continue to work on behalf of the club as its president.

4. ELECTION OF COMMITTEE

The following officers were elected unopposed :

Chairman : M.Brady
Secretary : A.Chisholm
Schools Liaison : M.Woodhams
Membership Secretary : G.Cook
Sites Control : N.Gibson
Sites : A.Turner / F.Kennedy
Safety : C.Bere
P.R. / Airspace : T.Cox
Treasurer : P.Day

These were the offices to be elected as specified in the constitution.

The following were elected as co-opted Officers :

Social Secretary : S.Brewer
Windsock Editor : C.Cobb.

M.Brady then took the chair and thanked J.Carr for his efforts as chairman particularly with regard to harmonisation, the marshalling system, and ensuring every member had a fair chance.

5. PROPOSALS

5.1 Club Coordinator

"I propose that the SHGC should provide £75 a week as expenses for a member to work as Club Coordinator."

Proposed by T.Cox, Seconded by A.Haynes.

Motion rejected. (16 for 19 against)

5.2 Steyning Bowl

"I propose that the SHGC no longer pay an annual fee for Steyning and that members pay a £5 daily fee."
Proposed by E.Bilous

Motion rejected. (19 for 21 against)

5.3 Marshalling at the Dyke.

"We propose that if the Dyke gets sufficiently crowded that in the opinion of the Marshals takeoffs, landings and flying is being made unduly difficult for either hang gliding or paragliding, then pilots can call for the first 20 minutes in the hour to be exclusively for hang gliding, the next 20 minutes exclusively for paragliding and the last 20 minutes can be available for both disciplines, always providing that the Marshals consider it safe. This rule will apply between 11.00 and 15.00 hours every day and a 'Lolly pop stick' stuck in the hill at the front of the pub will indicate that it has been activated by the Marshals."

Proposed by the Committee

Amendment :

The last 20 minutes should be available for red ribbon pilots.

Proposed by M.Carnet, seconded by J.Carr.

Amendment passed. (2 against)

Motion passed. (0 against)

5.4 Right Hand 360 Rule

"I propose that between and including both the north facing bowls at the Dyke, only right hand 360's are permitted."

Proposed by J.Carr

Amendment :

The right hand 360 rule shall apply to all sites

Amendment passed (3 against)

Proposal passed (1 against)

5.5 Maximum numbers at the Dyke

"I propose that when the wind is between 270° and 290°, the maximum number of gliders at the Dyke be limited to 20 below 300ft over the top."

Proposed by N.Gibson

Amendment :

This rule to be applied at the Marshals discretion.

Amendment passed (unanimous)

Proposal passed (unanimous)

6. A.O.B.

It was reported that the pub at Beachy had been supportive and were happy to look after the marshalling equipment.

Aerotowing was mentioned and there was strong support.

Meeting closed at 22.30

MINUTES OF S.I.L.G.C. COMMITTEE MEETING
8th MARCH 1994

Present M.Brady, A.Caple, J.Carr, G.Cook, T.Cox,
I.Dellam, N.Gibson, F.Kennedy,
M.Woodhams.

Apologies P.Day, A.Turner

Absent K.Birch, F.Kennedy.

1.0 MINUTES OF THE LAST MEETING

ACTION

Passed.

2.0 MATTERS ARISING

2.1 Airspace infringement at Shoreham.
Letter to be put in Windsock after
C.A.A. enquiry COX

2.2 N.Gibson has written to the B.H.P.A. and
Skywings re low airtime pilots.

G.Cook has been in contact with the
B.H.P.A. regarding pilots not wearing
helmets. The B.H.P.A. will make a note on
their membership records and restrict their
ratings accordingly.

2.3 An up to date list of sites and fees
is to be sent to P.Day.
KENNEDY

3.0 INCIDENTS

Mid air collision : both pilots involved in a
recent mid air collision reported to the
meeting. They were thanked for attending
and it was agreed that their contribution
could help to avoid future problems.

Tree landing : the pilot concerned reported to
the meeting again and it was agreed there
were lessons to be learned and the pilot will
write an article in Windsock.

4.0 A.TURNER.

J.Carr reported on Tony Turner progress and
everyone wished him a speedy recovery.

5.0 STEYNING BOWL

Free flight has suggested that the club
members should pay a daily fee for flying
instead of an annual lump sum. This
proposal will be put to the A.G.M.

6.0 A.G.M.

Proposals received were discussed. A list
will be prepared for the A.G.M.

7.0 BEACHY HEAD / CUCKMERE

J.Carr has received replies regarding both
sites. The new takeoff and landing site at
Beachy is to go ahead. The proposal to allow
flying at Cuckmere had been turned down.

8.0 OFFICERS REPORTS

8.1 Schools Liaison (M.Woodhams)

School reports had not been received from
Free Flight or Green Dragons.

8.2 Sites Control (N.Gibson)

A letter regarding club coaches has been sent
to the schools. Nigel expressed his continued
concern about overcrowding.

9.0 AEROTOWING

This has now been approved and was
discussed.

Date of next meeting 6th April.

A.Caple

HIGH TIMES

THE SOCIAL CALENDAR

As your newly elected Social Secretary, I am aware of
the need for more social gatherings in order to
generate an increase in club unity.

As a club with membership from a large geographic
area and obvious multi-site activities, I have decided
to organise a regular social evening on the first
Saturday in each month, to be held upstairs at
The Inn at Devils Dyke from 7.30pm (sorry to those
coming from London!).

Regular monthly events to include :

Parachute Repacking :
Help and advice will be on hand - when was yours
last done? (Experienced packers required to help those
less proficient.)

New Members :
Chance to meet the dinosaurs and find Club Coaches
available for a chat rather than flying.

Notice Boards :
Several notice boards will be on display to advertise
flying holidays, Exchange & Mart, new procedures,
current club issues.

Bring & Buy Corner :
Bring your old gear and try to find a buyer who has
"been looking for a second-hand one of those for
ages".

Competition Update :
Mark Turner will give a regular review on recent
victories and forthcoming events.

Talks :
These will not be heavy lectures, but interesting and
informative discussions.

Raffle :
With irresistible prizes.

Pxxx Up :
Come and have a drink and a laugh - bring your
partner or a friend and be sociable.

???

SUPPORT YOUR CLUB!

See next page for what I have arranged so far. There
will be a social gathering each month, and I will let
you know what the subject of each will be as
speakers agree to join us.

Steve Brewer

DIARY OF EVENTS

Date	Event
7 May	Social Night Talk by David Fletcher, Sussex Ambulance Brigade First Aid training with particular relevance to the type of injuries sustained by possible flying accidents
4 June	Social Night Talk by Ron Richardson (Mr Davron) Bring your varios and have them tested in a pressure chamber and learn what they're really meant to be used for!
2 July	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.
9 July	Bar-B-Q Johnny and Diane Carr have generously allowed the use of their home again - tickets will be available soon.
6 Aug	Social Night Talk by - TBA
3 Sep	Social Night Quiz Night - come along and test your flying knowledge.
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 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	Social Night Or possibly the Christmas dinner.
NB:	All Social Nights will be held at The Inn at Devils Dyke.

These dates are all confirmed and venue booked, but
are obviously dependent on your continued support. If
anyone has a particular subject they would like to see
covered in the talks, please let me know, and I will
try to organise a relevant speaker.

Club Coaching

Below is a letter recently sent out to all Schools registered with the Southern Hang Gliding Club, it's main intention is to encourage newly qualified pilots to contact our coaches before flying any of our sites for the first time. It is re-published here in Windsock for the benefit of those new members, or possibly some of the not so new ones, who wish to take advantage of the club's Coaching Scheme. Since the last AGM, Adrian Caple has taken over control of the Coaching Scheme so contact him or one of the coaches listed below.

Dear pilot, congratulations on your newly acquired qualification, we hope you will now consider the benefits of joining the Southern Hang Gliding Club.

The club will provide you not only with access to a large number of flying sites, collectively covering all wind directions, but also access to a wealth of experience amongst it's existing membership.

One of the main benefits to you, as a newly qualified pilot, lies in the club's Coaching Scheme. We would strongly recommend that you contact one of the Coaches on the list below (relevant to the type of aircraft you fly) and use their services to introduce you to our sites, site rules and the peculiarities of flying each site. A Coach will also be able to guide you in your choice about when to safely take your first flights at a new site, taking into account prevailing weather conditions and the number of other air users present.

Please take full advantage of our Coaches, all are experienced pilots who have voluntarily taken the time to attend Coaching Courses so that advice and assistance is there for you, particularly at this vulnerable stage of your flying career, when you need it most!

List of Coaches:-

Coach/Discipline	Location/Tele
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'Neill/HG	Brighton 0273 541451
Mike Broadbent/HG	Bexhill-on-sea 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 245 233
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 New Committee

Name	Tel Home/Work	Position
Chris Bere		
H	0273 452370	
W	0860 400747	Safety Officer
Martin Brady		
H	0444 233346	
W	0273 745513	Chairman
Steve Brewer		
H	0403 710739	Social Secretary
Adrian Caple		
H	081 6600824	Club Coach
Johnny Carr		
H	044484 667	
W	044484 217	President
Alison Chisholm		Secretary
Carl Cobb		
H	0323 833188	
W	0860 785445	Windsocker
Gary Cook		
H	0273 857700	Membership
Tim Cox		
H	0273 671214	
W	0273 609925/507794	Airspace
Peter Day		
H	0734 421481	
W	071 9285151 ex 30193	Treasurer
Nigel Gibson		
H	081 8907476	Site Control Officer
Fionn Kennedy		
H	0273 858221	Site Officer (1)
Anthony Turner		
H	0825 2969	Site Officer (2)
Mark Turner		
W	0903 812504	
H	0273 857700	Competitions
Mark Woodhams		
H	0273 501043	School Liaison Officer

AND THE NEWS

Get well Soon....

From: "brent (b.) harsh" <cnc291@bnr.ca>
Subject: David Kincheloe's condition update
Date: Thu, 13 Jan 1994 15:01:00 +0000

Well, now that I'm in pilot-mode here at work I might as well keep typing.

A few of us went over to Greensboro to visit David in the rehab center last night. He's the pilot that was pulled into the ground by a towline just before Thanksgiving, resulting in a hematoma, coma, and partial paralysis.

His physical condition is improving - he has no problem talking now; eating still goes slowly, but as long as he's careful he can have almost anything. He's very much aware of the challenges facing him in his recovery now, but maintains hope and faith that he will completely recover. It's hard to be faced with his friends who still walk and move quickly - he was proud to show us the movement he's worked to regain in his left fingers and hand, and then realized what that accomplishment seemed like compared to his previous achievements (like a good XC, etc.). Almost broke down, saying "Can you believe I'm saying this is a "major breakthrough!?" But we understand how tough that is, and you've got to be supportive and joyful at the achievements, no matter how small a step it is. The part that makes it especially hard for David is that he was never a person who took things in small steps - a "just do it" kind of type-A person.

So, right now he's getting stronger, working hard at getting the left side going again, and really trying to maintain a positive outlook. Also trying hard to keep things to small increments - Boy, it's tough.

Just thought I'd babble a bit... glad to have a group that understands-why- someone might want to fly; you can tell that most people at work think we're crazy, especially after this, no matter how many good examples you can put forth.

Did you know

A recent issue of Soaring contained an interesting table:

World Records for all Soaring Pilots (6/93)

	Sailplane+	HangGlider++	ParaGlider
open distance (km)	1460	488	228
goal distance	1383	488	146
out/return dist	1646	310	135
triangle dist	1380	196	**
height gain (m)	12894	4340	3671
speed triangles (km/h)			
25km	*	43	**
50km	*	34	**
100km	195	**	**
300km	176	**	***
500km	170	***	****
750km	165		****
1000km	160		
1250km	135		

+ = non-motorized, or motor sealed shut
++ = Class 1 (weight shift, no aerodynamic control surfaces)

* = no record available for this distance

** = no one has filed for this record

*** = distance exceeds current goal distance record

**** = only in your dreams!

Just think, you too could enter your name into FAI records for posterity by filing a PG flight for any triangle at all, much less a 25 or 50 km triangle! The HG triangle distance and 100km speed triangle also look very attainable. Another thing I noticed was that the Sailplane 100km triangle record of 195 kph means the flight took about 30 minutes! The article author says that with Sailplanes @ 55:1, HangGliders @ 12:1, and ParaGliders @ 7:1, the records appear to be in proportion to best glide values.

Maybe the FAI should add a distance danger/difficulty multiplier of 3 for HG's and 6 for PG's, to even things up.

The 'Tech bit...Byte...

The following article is to let you know about something I have discovered quite recently, the global hang-gliding and paragliding electronic mailing list accesible on internet.

Firstly, for those of you not "in the know" about this new techno mumbo-jumbo, I will briefly explain electronic mail, (E-Mail). E-Mail is a method for sending memos and other electronic messages around a computer network. Many companies use it, and it is becoming increasingly popular because it replaces paper, is instantaneous, the mails can be forwarded to others, filed away in the computer etc etc.

The basic principle is that each person is given a "mailid", which is nothing more than an address for correspondence. Once you know someones address then its a simple thing to go into the system, type in a message and send it to them. It then appears on their computer terminal the next time they log onto the system. Special mailids can be set up which represent groups of people, and a message sent to that group will mean that a separate copy of the message will go to everyone in the group. Just imagine how easy that would make sending out Windsock each month if everyone had access to the computer!

Well E-Mail is not new, but with the ever increasing improvement in communications between computer systems something really quite revolutionary is now going on. The brief history is that the US Department of Defence wanted something to speed up communication between different Universities and Research institutes on defence projects, Internet was born. The idea was to create a system which allowed separate computer systems to send electronic mail between one another. This of course means that it has become possible for individuals within companies to send electronic mail directly to one another. It has been such a phenomenal success that it is used for much more than just defence, and there are now over 5 million active users of Internet worldwide.

OK, so what has this got to do with Hang-Gliding and Paragliding? Well, the good news is that there is a mailgroup on Internet set-up solely to talk about these subjects. The way it works is that you can join the group completely free of charge, and every day, a nice little thing called the "Digestifier" bundles up all the mails sent to the group and spits it out to you in one long mailbox. There are tons of other groups you can join, everything from 17th century french drama,

to alternative sex and adult humour. Its really a bit like a computerised 0898 service really!

Well, I joined the group a while ago (the Hang-Gliding one I hasten to add!) and the following are a few samples of the sort of messages that get sent around. I will try to keep a regular contribution coming from this as it is extremely good for passing on major competition results, new flying records and so forth. Also, if you have difficult technical questions or want to ask something to a very wide audience then feel free to pass the question to me and I will send it out. Also, if you have electronic mail and want to know about how to join then give me a call, (it is even accesible from a PC at home linked to a Modem). I have edited the first two articles below to remove the senders name etc, but the third shows the full text. The last part is some technical information on how to join if you already have some computer knowledge.

Personally, it felt a bit strange when I joined. I was made to feel very welcome, it was a bit like walking into a party full of millions of people, with dozens of different conversations going on. I have really enjoyed listening and joining in these discussions between pilots from all over the world, and maybe one day I will get to meet them on the hill!

** FOR YOUR REFERENCE **

The service addresses, to which questions about the list itself and requests to be added to or deleted from it should be directed, are as follows:

Internet: hang-gliding-request@virginia.edu
BITNET: hg-req@virginia
UUCP: ...!uunet!virginia!hang-gliding-request

You can send mail to the entire list via one of these addresses:

Internet: hang-gliding@virginia.edu
BITNET: h-glide@virginia
UUCP: ...!uunet!virginia!hang-gliding

End of Hang-Gliding Digest

By Martin Brady's

Getting Serious After The CPC

Dave (Butterfly) Botha CFI has opened a unique school on the Isle of Wight. 'Butterfly Advanced Paragliding Centre' caters only for CPC pilots and above.

Based at Blackgang, on the South side of the Island, 'Butterfly Advanced Paragliding Centre' offers the opportunity to improve newly acquired skills and reach competition level, where Butterfly's skills as a League Pilot and past British Team member will be used to the fore.

Hang Glider pilots are also welcome and Butterfly offers conversion courses for both Hang Glider and Paraglider Pilots.

The centre includes a schoolroom, bar, restaurant and B&B, and a shop specialising in accessories is due to open shortly - watch this space!

Everything you could need under one roof and everything you could desire on one island. Our coastal sites are second to none and who knows, you may discover the next dinosaur - something to really impress people with in the pub - "there I was at 5 grand when lo and behold I spotted what looked like a dinosaur leg sticking out of the cliff".

And there's plenty to do for your family and non-flying friends e.g. riding, wind surfing, mountain biking, ice skating and endless beautiful walks - but why not buy a Butterfly Gift Voucher and give them a lesson on a dual paraglider instead!

Butterfly also runs trips abroad known as 'Far Adventure' T/A 'Butterfly Abroad'. He has organised trips to France, Spain, Madeira, Fuertaventura, Lanzarote and Turkey to name but a few, and this year is no exception.

For further information on both the centre and the foreign trips, call Butterfly or Miranda (The Boss) on:

tel (0983) 529884 fax (0983) 822116

Butterfly is offering three options and the Island offer a number of distractions for your family should you have one still.

- OPTION 1** to include collection and return from ferry transport to sites flying instruction with radios lectures with appropriate notes to keep refreshments and videos to watch
- OPTION 2** to include lectures with appropriate notes to keep refreshments and videos to watch possible ferry collection and return
- OPTION 3** to include collection and return from ferry transport to sites flying instruction with radios lectures with appropriate notes to keep refreshments and videos to watch task sheet & pilot's exam year's membership of Island Club

The Competitions

PORTUGUESE PARAGLIDING OPEN

I started paragliding three years ago while studying for a PhD at the University of Brighton, having left behind my home country, Portugal. When my interest for the sport grew, I wondered about the soaring conditions back home. I had no connections but met a few pilots who had been there and passed on very good moments. Hence, when the date for the 2nd "Serra da Estrela" open were advertised in Skywings, I decided to change my holidays plans to fit in that week. The competition takes place in the village "Linhares de Beira", one of the best preserved examples of medieval architecture with a castle dominating a valley. It is situated in the beginning of the "central system", a mountain range that extends up to Madrid with other well known sites such as Piedrahita and Bejar, Spain, in fact only 50 miles away.

At my arrival I was confronted with a lot of excitement in the air, party environment and a bigger and better than expected organisation, taking into account that the sport is relatively new to the country. The competition is organised by INATEL, a state organisation which appeared in the 1950's with the aim of providing holidays for the working classes and has for some time now been changing its image with slogans such as "INATEL is adventure", that are used for TV advertising together with paragliding pictures. Other meaningful supports include the local county and tourism office, yoghurt and mineral water brands as well as a string of voluntary workers with only expenses paid. This is why a mere £8 entry fee cost entitles the participant to lifts up to take off place, 3000ft above valley floor, as many times as requested during the seven days the event lasts; professional motorcyclists following your XC's and reporting your position to base and retrieves from wherever you land, Portugal or Spain if you get there; as many free yoghurts and bottled mineral water one can cope with; excellent prizes up to the 10th place and first three women for both competitions A and B, which include paragliders, barographs and varios as well as a prize money for an official Iberian FAI record. The competition also attracts all four national TV channels, national and local radio, main national newspapers and tons of spectators so one can feel a bit like a superstar.

It is possible to enter only one of the following three categories A, B or C.

Category A is an open distance task which takes into consideration only the best flight of the week. This means you only need a good day to win the competition. One of the reasons for this system is because some pilots only show up for the long weekend. A typical XC usually means a 5000ft height gain followed by a glide back towards the lee side of the mountain (10 Km away) and over a wooded high valley with nowhere to land. The site has good XC possibilities though that particular week a very persistent high pressure system made conditions a bit stable. Category B consists of an accuracy competition involving gates and a spot landing, usually starting at 7PM. The best three runs out of a total of five are considered. Category C is the leisure section for pilots not interested in competing (such as girl friends and other party people) and which gives them access to retrieves and lifts.

There were approximately 150 pilots in the three categories, competition A being dominated by Spanish entries but also with pilots from Brazil, Australia, New Zealand, Switzerland, England and the USA. The flying is for all levels. In the mornings up to 11AM it is good for the more experienced, but even better, from 7 to 10PM a combination of dynamic and restitution processes provide for long flights in silk smooth lift which extend far away from the ridge. In the early afternoon, flying conditions are usually strong, better suited for experienced pilots. Relative to accommodation you can choose from a list of hotels in nearby towns, provided by the organisation and at a discount price. The only problem being you need to get from there to Linhares (15 Km drive average). Other possibilities include village houses and/or rooms (very difficult to get) or free camping nearby the football ground (not very comfortable but rather popular option). Three course evening meals were available on the castle grounds at the cost of £4. Other points of interest could include sight seeing and an investigation into the local gastronomy, wine and culture. If you are considering going there this coming summer you might find helpful some local assistance (such as airport pick-up etc.). If this is the case you can give me a phone call. See you there,

Joao Carlos
0273-833735

PS : Dates out soon. They will probably tie in with events held nearby in Piedrahita (PWC, British League).

Club Competitions and XC Leagues

As you are no doubt aware the club competes in a number of club competitions each year. These are usually part of the Airwave Challenge series, with the aim of qualifying for the final round held usually in August or September.

Teams are usually of 4 scoring pilots of each discipline, although if the site is large enough then more pilots can compete and the highest 4 scores are taken from each team. As a club competition, rules tend to be very simple : tasks are usually open distance for xc rated pilots and ridge runs for soaring pilots. League and Nationals pilots can fly but not score (useful "mother hen" wind dummies).

Full details of the 1994 Airwave Challenge can be found on page 5 of February Skywings.

In the past the Southern club has had an enviable reputation in the competition scene and has been the breeding ground for many champion pilots (Carr, Carnet, Napolitan, Pendry, Whittal, Syrett). Each year the League and Nationals have a number of Southern pilots competing.

In the last year or so there has been considerable enthusiasm for club competition but little organisation or commitment. This year I intend to change that with a club night meeting dedicated to the art of competition flying (4 June), regular features in Windsock and daily fun comps organised on the hill. However much I promote and organise comps we are still reliant on pilots committing themselves and turning up when they have promised.

If you are interested in flying for your club please complete the competitions section of the membership renewal form which you will be receiving soon. You will then be flagged on the membership database and will be contacted further about dates and venues. Don't worry if you are only a red ribbon pilot, other teams will be fielding team of all abilities. Besides, a competition is a good place to make new friends and be inspired to push you and your flying abilities that little bit further.

The following Airwave Challenge dates are arranged with the other teams in "Group F" :

9/10 April (16/17), 7/8 May (14/15, 21/22),
11/12 June (18/19) (bad weather dates in brackets)

Contact me at Sky Systems the Friday afternoon before to find out where and when to meet.

I am also the coordinator for the three Southern Club XC competitions. The Martini league is for flights anywhere in the UK, the Sussex and Sussex Weekend leagues from club sites. Postcard entry forms will be sent with your membership renewal. Flight details MUST be confirmed using the cards. Whilst photographic evidence is not required for defined tasks, details of turn point coordinates are required and verification will be taken as acceptance by the BHPA National XC League coordinators.

I wish you a safe and successful flying and look forward to meeting you on the hill.

Mark Turner
Competitions Officer.

Safety Matters.....

Spring Flying (It's Silly Season Again!).

Nigel Gibson - 9-4-94 (extracts from Spring 93, 92, etc. etc.)

Despite all the warnings we get from Skywings, the last Windsock (Slimsock), Instructors and Coaches, this time of year always manages to box, hospitalise or bite a number of less wary pilots. It's the same old story every year at this time. Not flown much over the Winter: First nice day of the year: Just got my license and it was the first opportunity to get some soaring in: The weather had been crap for weeks etc. etc. Then off to the hills for serious Whoosh Splat!

Unless you have only just started flying, or have had your head in the sand for the last few years, you must be aware that the sort of accidents that repeatedly happen this time of year often involve fatalities or very severe, permanent nasty injuries. Don't think these accidents are restricted solely to less experienced pilots, they also happen to very experienced Competition pilots as well. Anyone out there who thinks it will never happen to them are just kidding themselves badly. That said, a certain amount of care, a solid understanding of weather conditions, and plenty of current flying practice can do a great deal to limit the chances of this type of accident happening to you. If you don't qualify in all these respects then you are exposing yourself to an unacceptably high risk of killing or maiming yourself. Ask yourself if the flight is really worth it, a number of ex-members over the years would advise you otherwise, if only they could!

Novice pilots need to be particularly careful at this time of year. What you are really looking for is a chance to increase your air time and get in some good smooth soaring. Spring conditions just do not allow you to do this unless you deliberately avoid the time of day when turbulent thermal conditions (caused by unstable air) exist, or you fly coastal sites. By flying early morning say up to about 10:30 or later on in the day say after 16:00 you will give yourselves a much better chance of a smooth flight. You just do not have the experience necessary to deal with the sort of turbulent conditions that you could find at around midday in Spring.

Before taking off during the Spring (thermic conditions) you should keep a close watch on the wind speed for at least 30 minutes to ensure you have detected the peak gust

strength of any thermal cycles (roughly 20 minute intervals). If during this period you have not detected a gust faster than you are happy to cope with, and the difference between maximum and minimum wind speeds is not too great (less than +/- 20% of the average wind speed for lower air time pilots) then maybe it's OK to fly, otherwise forget it. Always talk to and watch more experienced pilots, if they are not flying you can bet that there is a good reason for it.

If you should find yourself caught in these sort of conditions, get out of it! Get down as quickly and safely as possible, don't worry about going down to bottom landing fields as these are often far safer landing options than the top of the hill. In turbulence remember to keep your speed up, particularly on landing, to avoid being gust stalled. Wind gradients are also likely to be more pronounced in unstable conditions, the air wants to go up and will separate quickly at the top of the hill leaving turbulent air behind it just where you are likely to land. This is particularly true of cliff sites.

If you are a paraglider pilot and find yourself flying with little or no brake on your canopy, you must realise at this stage that you're potentially in deep do-do's. It only takes a further small increase in wind speed (almost inevitable in Spring) to send you on your way over the back, and there will be absolutely nothing you can do about it (Big Ears is your best chance but only increases your sink rate, not your horizontal air speed, B Lines make you go back even faster). Also while you have little or no brake applied to your canopy, you are a great deal more vulnerable to collapses (less internal pressure), just at the stage when the air will be more turbulent because of the increasing wind speed. If you recognize these conditions while flying it's time to make good your escape, if it's not already too late. A bottom landing is usually the safest option in these circumstances. Land on the top in high winds and you will almost certainly be dragged across it, until you (violently) meet something big enough to stop you. It's far better not to be up there at all! If you do get forced into a top landing in strong winds then try landing in a Reverse Launch position if you are going backwards, (ie. spin round to face backwards with the parachute still flying into wind) and pull in your C lines (four riser chute only, forget it otherwise since what ever you do must not create lift at this stage) when you are about a foot off the ground to pre-collapse your chute.

For some reason most pilots seem to go through a gale dangling stage during their development, I know I was no exception. As

a result, I was dragged through a Barbed Wire Fence at 30 mph and shredded myself, and I'm sure it's an experience the rest of you would not particularly want to share. I'm sure you can guess in which season of the year it happened.

From the above it should be obvious that a good wind speed meter is an essential piece of equipment for any less experienced pilot contemplating Spring flying. Differing air temperatures make it very difficult to accurately judge wind speed at this time of year and you do need an accurate idea of the maximum and minimum wind speeds to be able to judge the degree of turbulence you are likely to encounter.

I apologise to those of you who may feel this article is somewhat alarmist or possibly a bit too graphic, but if it manages to make one person make a more sensible decision about whether to fly, then it has served its purpose and hopefully prevented yet another Silly Season Splat.

FLY SAFE, LIVE TO FLY ANOTHER DAY.

AGM Changes to SHGC Site Rules.

N.Gibson - 9-4-94.

Those of you who could not attend the last AGM, or those that did and fell asleep, may not be aware that a number of new site rule changes were proposed. The result is the set of new rules detailed below, which were accepted by the membership either unanimously or with only a few votes against.

- 1) Only right hand 360's are allowed below 1000' Above Take Off, on all SHGC Sites.
Hopefully this rule ought to take some of the anarchy out of thermaling on a busy day and I hope you will all try to stick to it. As they say, "You know it makes sense!"
- 2) Overcrowding at the Dyke.
When the wind direction is between 270 - 290 degrees at the Dyke it soon becomes overcrowded, particularly in more stable or light wind conditions. Marshals will be expected to control take-offs to ensure that no more than a maximum of 20 gliders are flying below 300' ATO at any time. Operation of this rule is at the Marshals discretion and they may well decide that even this number is causing problems and

opt for a lower figure under these conditions. I can only ask all of you to be a bit more considerate under these conditions and limit your flying time to say 20 minutes so that others get a chance to have a go. A number of accidents at the Dyke have been directly attributable to overcrowding under these conditions.

3) 20 Minute Rule at the Dyke.

If the Dyke gets sufficiently crowded that, in the opinion of the Marshals, take-offs, landings and flying is being made unduly difficult for either hang gliding or paragliding, then after consultation with pilots, Marshals can, at their discretion, call a 20 Minute Rule into operation. This Rule allocates the first 20 minutes in the hour to be exclusively for hang gliding, and second 20 minutes exclusively for paragliding and the final 20 minutes available to both disciplines. The rule will only be applied between 11:00am and 3:00pm daily and the Gliding Activity Symbol, placed on the hill in front of the Pub will indicate when it has been activated by the Marshals.

This rule was passed on the proviso that it be tried for a trial period of 2 months initially, then re-assessed by the committee to decide whether to retain it.

Modellers

We have had complaints recently from modellers using both the Dyke and West Firle. At the Dyke the rules are perfectly clear, don't fly over the Modellers Bowl unless you are at least 350' ATO. We have had one fatality in the past as a result of a collision between a model and one of us, so please be careful. At West Firle the situation is less clear but we should remember that they were there flying before us and we should attempt to come to some compromise about our shared use of the site.

DUAL PARAGLIDER LICENCE

The BHPA Flying and Safety Committee has announced the introduction of a rating system for dual pilots, effective immediately.

Please note that dual flights are ONLY allowed to take place when the pilot in charge (PI):

1. Holds the BHPA's Dual Paraglider Pilot Licence
2. Is flying a made-for-purpose dual glider with recognised certification, and
3. Complies with all existing MSR's and any new rules relating to Dual flying.

The Dual rating is open to any Pilot-rated (or above) BHPA annual member. Before being assessed, the candidate will have to have completed a pre-requisite training scheme, the tasks of which may only be signed off by a Dual-rated Instructor.

The pre-requisite tasks will consist of:

1. A minimum of 2 flights in the P2 (passive) position.
2. A minimum of 10 flights acting as P1 (active) flier.
3. A proven ability to brief the P2 properly, clearly and concisely.
4. A proven theoretical knowledge of appropriate subjects.

After the tasks have been signed off to the satisfaction of your CFI, you may apply to the Flying and Safety Committee for assessment; you will be allocated an examiner and duly assessed. If successful you will be given the rating.

Once held, the Dual Paraglider Pilot rating will enable you to take aloft anyone who has an appropriate BHPA insurance (books of insurance certificates will, I am told, be available to rating holders from the BHPA office). Remember - the insurance will only be valid if you hold the Dual licence.

At present, dual fliers within the Southern Hang Gliding Club are:

Gary Cook (examiner)
D.Perrin, M.Turner, M.Millwood,
R.Carter.

As one of the 4 Dual Examiners, I shall be running courses to train dual pilots starting in March 1994. Anyone interested in these courses, please contact me at Sky Systems (0273) 857700.

G.Cook

MARSHALLING

A few of you will have received notification of marshalling duties at very short notice. I apologise for this but it was absolutely imperative that the bank holiday weekend was covered. Unfortunately, the marshalling rota expired shortly beforehand and took a while to organise. We'll time it differently next year.

If you feel hard done by, then spare a thought for the Committee members who have been landed with far more onerous and less appealing tasks at even less notice. In particular, within two weeks of taking up the position, our Safety Officer who has had to write no fewer than 13 letters - and there's still 50 weeks of the year to go!

Martin Brady.

The winter has been awful, and I hadn't flown since November and living in London doesn't help because you can't just poke your head out of the window to check the conditions. Last year my friend Peter and I got into a ritual (occasionally) of getting up at 6.00am on Saturday morning (keen hub) to be ready to fly at sunrise. This plan had rewarded us with several memorable sessions on beautiful mornings which were all over by breakfast time.

Well, by February this year, with frustration at all new heights, unlike the canopy, it looked as though we had a flying morning in the offing. Peter was unable to make it (needed (?) to stay in bed with his wife!) so I made a solo dash for the coast. It was a shame because we have both benefited from the "teamwork" on these expeditions and a second opinion on the weather conditions has always been invaluable.

It's funny how scientific you can try to be with the weather. I knew the conditions were a bit marginal and marginal means forget it and walk down but I convinced myself that I was suffering the usual butterflies after a long break and decided that I was capable of doing a top to bottom at least. I waited for someone else to arrive before I launched but we didn't really talk too much about the conditions because if I was going to go it would have to be soon. I think he also thought it was marginal but if I wanted to be wind dummy then that was fine with him. So I launched, quite tidily, and made reasonable progress out from the hill but I hadn't judged the wind velocity right, particularly the venturi effect, and after a short time that crucial "margin"

that I had so carefully considered and relied on had gone. Caburn is not the place for this kind of error but then again no site is "good" for backwards flying.

I thought about big earring but I wasn't sure how it would affect my forward speed so I rejected that (it's obviously worth knowing before you find yourself in this situation). Instead I slowly drifted back, low on options and high on hope that the wind would abate enough to allow me to land before the tree line to the east of Caburn. It didn't. So a tree landing became inevitable. I was lucky to fly through a small gap in the trees with the canopy collapsed over the top of a strong healthy tree. Even so, the canopy didn't feel very securely fixed and perched at 25 feet isn't a fun experience. My spectators thought it was scene worth capturing for posterity but a payoff was that one of them had a portable phone to call for help.

You can hear a fire engine from about five miles on a peaceful morning on Caburn. The police cars and the ambulance sounded slightly different (as did the Sussex Police helicopter). Luckily it was a quiet day for them so they weren't too upset but it still represents a lot of their time and effort and if I'd been injured it would have been a very difficult rescue. It has probably cost me a canopy and I'm bloody lucky that that was all it cost.

The lessons are all there, I don't have to summarise them. But as many of you are probably also frustrated by the continuing poor weather I recommend that you take an extra bit of care until you're back in the groove.

Angus Small
29 March 1994

SAFETY NOTICE CONCERNING EDEL SECURAMAX RESERVES

It has come to our attention that a few of these reserve parachutes may have the risers incorrectly labelled, i.e. that the right-hand riser may be labelled L and v.v.

While this would not affect the safe opening of the canopy or adversely affect the descent rate, the horizontal component of motion in this case would be backwards. The result could be some loss of directional control.

Although the numbers of parachutes involved may be very small, we feel obliged as responsible suppliers of paragliding

equipment to recommend that all Edel Securamax reserve parachutes sold prior to 1/4/94 be repacked immediately so that they can be checked. The check is very easy to carry out as part of the normal repack, after step 5 (refer to repacking manual) ensuring that the lines run from the risers to their respective sides of the canopy without twisting, the slots should be on top of the canopy. The drawing on page 4 of the repacking manual should make this clear. If the parachute has incorrectly labelled risers it should be returned to us.

If any Securamax owner is in doubt about this check or repack we advise them to contact a competent person locally for help. Most paragliding schools will offer help and advice on parachute repacking. If this is inconvenient, return the parachute to Lyon Equipment where we will inspect and repack it free of charge and return it with a minimum delay.

We would like to apologise for any inconvenience this may cause. We will continue to stock these parachutes as we are happy that they are a quality product and that our checking procedure will avoid any problems in the future. Any Edel Securamax reserves sold after the above date will have already been repacked and checked by us.

If you have any queries, please contact the paragliding department at Lyon Equipment on 05396 25493.

SAFETY PROCEDURES

Unfortunately there has been three accidents on the SHGC sites in the last month. Due to this I feel I must point out to Members what they can do to help in the event of another incident.

Safety Officer

For those who do not know I was voted on to the Committee as your new Safety Officer. I am as many of you are aware a Paraglider Pilot but I have a strong desire to fly the more rigid wing which I will be learning soon. Please contact me regarding any accidents or any safety concerns you feel should be included in this (hopefully) small column, be it equipment related, near miss, or anybody you feel is flying dangerously and needs a good slap.

The usual spate of accidents will occur in Spring if Pilots are not careful. Don't underestimate the strength of the Spring

thermal conditions. The smooth Winter ridge soaring, if any, coupled with months of talking about XC's, breeds contempt and impatience. I have already witnessed two accidents resulting in an unexpected arrival on the ground one of which resulting in the pilot being still very ill in Stoke Mandeville.

If you are not sure, don't fly. Keep your distance, you can easily be tipped into the path of another glider and be unable to correct. Be aware of differences in sink rate, a PG below an HG can easily catch up in a small thermal. Beware of gusty conditions.

There is a lot of talk about XC flying in the club - and so there should be. If you haven't done it before or are not sure, consider carefully. It is most definitely safer to be 5000ft over the back than 100ft on the ridge - but only if you know what you are doing and are happy that you want to for the right reason. Don't be pushed into it by peer pressure alone. Be sure you know your airlaw.

1. Alert Emergency Services

On the arrival of the emergency services, the following information would be useful to them :

- a. Exact location of accident
- b. Injuries sustained
- c. Is pilot conscious
- d. How high did he fall from
- e. Angle of impact.

Unless it is a life threatening situation i.e. Pilot has stopped breathing, do not remove helmet.

2. Find an experienced First Aider or Doctor to administer First Aid.

3. Alert Pilots in the area.

The SHGC having liaised with Police and Ambulance Services are currently experimenting with the use of air horns and flares for this purpose; details of which will follow and the location of such items in the next Windsock.

Please note : if you are flying anywhere near the accident site you must land immediately because we cannot assume in what direction the helicopter is coming.

4. Lay out Cross

Use hanglider bags or paragliders to alert helicopter services of position at site of accident (hold down or remove when helicopter approaches).

5. Jump up and down and wave to pin-point location of accident to helicopter Pilot - the more people the better.

Important Notice : All pilots must clear the area in the event of an accident because the helicopter will be coming within five minutes of notification. To quote a paragraph from a letter I have received from Inspector Chris Poole of the Sussex Police Helicopter Unit, on the recent accidents on the 19th and 26th March is as follows :

"The main problem was the large number of hanggliders in the air on our arrival. Out pilots will not fly into such an area where there is any possibility of causing danger to other people. This caused a delay of several minutes until some of the nearest flyers saw us and landed. Some of the more distant flyers either did not see us or believed they were far enough away not to be at risk. This necessitated us landing much further away from the scene than we wanted".

In the event of any serious accident on any of the SHGC sites incorporating the use of emergency services will any pilot near the scene with a camera please take a few photos and forward them to me as they will be very useful in the event of any investigation.

IF YOU ARE IN ANY DOUBT WHETHER TO FLY PLEASE CONTACT A CLUB COACH EITHER BY PHONING THEM THE NIGHT BEFORE (PHONE NUMBERS IN WINDSOCK) OR ON THE SITE BEFORE YOU FLY.

Safe Flying.

Chris Bere.

PARA GLEIT CLUB - STEIERMARK

Kuchar Erwin
(Schriftfuhrer)
Karl Morre Strasse 59
8020 Graz
Austria

With reference to your discussion with Walter in Graz be so kind and hand over this letter to other Clubs in the UK. We would prefer to come closer to clubs in the UK to exchange experience and to see other areas in which Paragliding is possible. You know Graz and Schockl too and therefore you are able to explain where we are. Interested Clubs should give us a short information.

Thank you for helping and best regards.

Der Obmann (Ing.Mag.Kurt Paier)
Der Schriftfuhrer
(Erwin Kuchar)
24/6/93

Dear Irwyn,

Further to Bernard Clifford's letter (Windsock November 1993) regarding Ford's use of a vintage hang glider in their ads. I came across both the enclosed ads in a single issue of a computer magazine.

Have the advertising industry just discovered hang gliding? Can we now expect to see the sky above the Dyke crowded with account executives in Armani flying suits with mobile phones? Will Rolex and Tag Heuer start making alti-varios? I think we should be told.

May your vario scream!

Bruce Argue

PS If there are any advertisers who wish to feature an Edel ZX paraglider and pilot in their future campaigns, large quantities of used, non-sequentially numbered notes should be forwarded to the above signed.....

Dear Editor,

Re : SLIM-SOCK AND POOR AIRLAW. A RESPONSE

"A RED RIBBON FOR LIFE" - 'I DONT BELIEVE IT'. OK a good point - theory needs to be put into practice and it is fair to say that this ASPECT comes into practice after CLUB PILOT (R) is achieved. This is now identified and also requiring special

attention. But let's be progressive about it, e.g. the BHPA RATING STICKER, the one that is affixed to the back of one's helmet shows (VISUALLY) the level you are at. Let's achieve 10 HOURS with RED RIBBON which shows the others to keep a good distance away, i.e. RED-LOW AIRTIME/DANGER. Then issue, say a yellow ribbon, this identifies those PILOTS over 10 HOURS and practicing their AIRLAW, unless EXERCISE P5 has been attained. This I feel is a more structured approach to determining the capabilities of other fliers one is sharing air space with. I am sure the schools have redundant canopies/material that could be cut into strips.

The following may also assist :

- 1. SHGC MEMBERSHIP NUMBERS TO BE PREFIXED S(SP), C(CP), P(P), A(ADV) on the second helmet sticker e.g. S.339.
- 2. '5' TO BE ADDED TO NAME(S) ON MARSHAL LISTING FOR THOSE ATTAINED EX-P5.

A.Sutehall.339
16/2/94

Reply by Martin Brady :-

Firstly, Dave was interested enough to put his views into writing. That is heartening. I would like to respond to some of his points, however.

Towing - I wrote to Windsock on more than one occasion, inviting anybody that was interested to contact me. I didn't see a lot of point in publishing everything to do with towing in Windsock. Firstly, I had concluded very early on in my attempts to establish towing that what was required was a small core of committed pilots rather than trying to organise it at a Club level all the time, and only a small number of SHGC members seem to be that interested. Secondly, when an event was arranged, I needed to let those who were interested know quickly - too quickly for Windsock publication timescales. So, I wrote personally to those who had expressed an interest, 26 pilots in all. If Dave had contacted me, he would have got a letter notifying him of the arrangements. I wouldn't really have arranged a tow weekend, not let anybody know and then be surprised at the lack of interest. Honest!

Dave is absolutely right when he says that there are additional problems when towing has to compete with good hill soaring

conditions. He is also right to say that towing can be invaluable. I would go further. I see it as being essential if the Club is to continue absorb the growing demand within our area and would be very keen to take advantage of any opportunities that arise.

I feel the experience gained last year, albeit unsuccessful in terms of actual towing events, still provided a valuable learning exercise in terms of what is actually needed to establish and run an operation. Also, the opportunities now offered by aerotowing definitely deserve serious investigation. As Chairman, I will not now be able to devote the necessary amount of time to pursuing towing. If anybody else wants to have a bash then they'll certainly have my full support.

Club Social Events - Steve Brewer has just joined the Committee as Social Secretary and has some very positive ideas. Once these have been put into practice, I expect a lot of Dave's comments will be addressed. In particular, there should be plenty of opportunities for newcomers to meet established Club members - assuming social events are supported of course.

Club Coaches - Yes we do require new members to contact club coaches. Given recent incidents, it is more important than ever that new members to the Club, and certainly to the sport, are given the guidance they need to adapt to flying our sites. I realise how tempting it is to get in the air come what may, but if you are unfamiliar with our sites and/or are inexperienced then please make sure make contact with a qualified coach first. Of course, the more coaches in the Club the better so if anybody is interested in obtaining a qualification then make yourselves known!

Club Video - Yes, love the idea. This could be used in all sorts of ways. Anybody fancy having a go??

Reply by Martin Brady :-

Firstly, Dave was interested enough to put his views into writing. That is heartening. I would like to Reply to Dave Massie

Martin Brady

Smalls (Hang Glider)

Want to fly long XC's, be at the top of the stack, fly all day without getting tired? Then you need the Red Mega Meanle Santana SRC, flown to deal in 3.5 hours probably the best handling glider ever made. Ideal for keen low airtime pilot with 30 hours plus. Good condition, stored indoors. Won all trophies in 1992. Phone Steve on 0903 725724 for details.

KISS 154 sound condition. All rigging renewed Dec93. Always stored indoors. Still a top performer for only £650. Phone Noel 0737 221023 (Reigate).

KISS 154 excellent condition orange L/E very very clean £1200. METAMORFOSI 16 with HG or PG bridle repacked £329. Call Richard Carter (H) 0909 770729 or (W) 0273 857700.

For Sale Pod Lite Harness, very good condition, suit pilot 5'6" - 5'10" £100.00 contact steve on 0622-736219.

Smalls (Paraglider)

COMET CX21 paraglider, very pleasant to fly, good First or Intermediate canopy. Has 'Big Ears' lines and speed trimmer, harness and bag. Orange and flown one season. "Come and fly it". Tel F.Kennedy 0273 858221 (£690 ono).

APEX MR 110 (Medium). Pilot weight 65-85 kg. Very stable, non frightener. Red/White with rainbow tips. Less than 2 years old with SAS harness. Tel Harry 071 4824927 (£1000).

ITV METEOR GOLD '26' (58-72kg) 3 yrs old but very low airtime. Crisp, clean. Soars beautifully. One careful lady owner - offers around £700.

Also
ITV ASTERION 927 - good med. weight 'starter' canopy. Safe, reliable and still crisp!! Complete with harness. Offers with above or £250 ono.

Call Carrie on 0424 442187

APCO SUPRA 28-Yellow/White. As yet never flown! Manufactured November 1993. Performance canopy with good certification. Genuine reason for sale. Rare opportunity to buy a new canopy at way below list price. £1750 - Call Stuart on 081 9591174.

TOWARDS A MORE ELEGANT SPORT

My limited experience of paragliding has convinced me that there is a definite need for a national organisation to promote a CAMPAIGN FOR CLEANER COWPATS (CCC) and I would like to use the columns of this magazine to canvass support for the new movement.

I know straightaway that there will be those people who will say things like: "If you're any good, you won't land in them", and "if you're eccentric enough to want to fly in a dinner suit (or ball gown!), then you deserve everything you get all over it".

I dare say that they are of the sort who would find it difficult to feel any great warmth towards cowpats. With them, perhaps, I should not enter into any argument.

Additionally, I must also remember that we are Southerners and that this problem may well be strictly limited geographically in its application. Those who leap from Celtic crags or seek height from Yorkshire heather may not even be aware of cowpats and the problems that they pose. Nonetheless, they ought to know that there is nothing to beat the colour and bouquet of genuine Sussex, vintage '93 - a cheeky little number.

I just hope that those who fall into either of these categories will perhaps understand my predicament. In the early days of paying for training, canopy, helmet and harness, I would gladly avoid to face unnecessary dry-cleaning bills as well.

And therefore, in practical terms, I must limit my approach to the rest of you who will be sympathetically aware that, to me at least, these deposits can present a real problem. You see, I live alone in a small flat and there are considerable difficulties in washing and drying not only clothes but also canopy and harness (and helmet too, if I really put my head, as well as my heart, into the sport).

So, from the more experienced, I ask for guidance. Where then shall we begin?

In my own humble way, I feel that the long-term solution lies in prevention rather than in cure. Therefore, we ought to rule out immediately the idea of some form of pat-resistant coating for ourselves and our equipment.

No, we must go straight to the root cause of the problem, to the producers themselves, and adopt a much more fundamental approach - down to earth, or back to basics, as it were. And here, several possible answers present themselves; we could, for example:

- a. treat all landing sites with a composite solidifier/bleach to

render the deposits colourless and less fluid,

- b. give to all cattle a food additive so that they produce solid white excrement (actually, it doesn't have to be white - perhaps a fashion shade that would match the most popular canopy/flying suit colours would do),

- c. fund a research programme to modify the genes in cattle that determine the nature and tint of their discharges,

- or
- d. fund a research programme to modify the genes in grasses with the same objective as in proposal c.

Can you see the way that I am thinking? Could you give the matter some more thought yourselves? I really would like to see forthcoming a veritable out-pouring of ideas and, of course, a flood of constructive comments on their practicality (or otherwise) and probable cost-effectiveness.

With a good following from among Southern Club members, I feel confident that the CCC could become a real force for purity and elegance. And this, if successful, would undoubtedly raise the sport to even greater heights.

PS Does anyone know if there is available an EC environmental grant to support our work?

Ralph Coulam.

FOR INFORMATION IF YOU NEED TO SWAP

Date	Forename	Surname	TelHome	TelWork
14/05/94	Peter	Myers	0273 687336	-
14/05/94	Jenny	Barton	0634 579939	-
14/05/94	K	Grey	081 767 7897	-
15/05/94	Paul	Osborn	081 462 2833	0689 827050 x 2365
15/05/94	David	Massie	0403 268601	0403 259551
15/05/94	Adam	Goodsell	0273 749412	0444 249558
21/05/94	Stewart	Park	081 644 0300	081 680 3655
21/05/94	Kenton	Birch	0621 893047	0245 401078
21/05/94	Christlian	Ruud	0273 774445	0444 234581
22/05/94	Tony	Parsons	0737 760435	-
22/05/94	Eliot	Simpson	071 226 9381	071 600 1000
22/05/94	Chris	Townsend	081 771 3486	071 388 2366 x 294
28/05/94	Peter	Perry	0293 402908	-
28/05/94	Daniel	Hay	0273 325209	-
28/05/94	Darren	Blackman	0273 733916	-
29/05/94	Jon	Reid	0737 363231	081 763 1010 x655
29/05/94	Nick	Pipe	071 792 2361	071 589 5111 x 7445
29/05/94	John	Anderson	0403 258944	-
30/05/94	Warren	Elias-Travers	0273 220850	-
30/05/94	Stephen	Purdie	0273 597077	0273 642256
30/05/94	Sean	Howes	0273 885412	-
04/06/94	Graham	Parslow	0737 243834	0372 222336
04/06/94	Stephen	Howard-Brown	0580 880494	0342 410210 x 241
04/06/94	Carl	Cobb	0323 833188	0323 833188
05/06/94	Stephen	Langridge	Balcombe 811731	0903 734500
05/06/94	John	O'Neill	0273 541451	-
05/06/94	Peter	Ovenden	0703 892490	0703 245210
11/06/94	Paul	Goodyear	-	-
11/06/94	Christopher	Stevens	0372 373756	-
11/06/94	Stewart	Yates	-	-
12/06/94	Vanya	Gant	081 693 8871	071 928 9292 x2861
12/06/94	Raghibir	Nunwa	0483 729946	071 481 7095
12/06/94	Martin	Richards	0444 239345	-
18/06/94	John	Moss	-	071 228 8551
18/06/94	Guy	Walker	08444 5258	-
18/06/94	Malcolm	Pound	0634 845553	0580 892102
19/06/94	Tim	Oakley	081 868 3824	0753 534655 ex 2249
19/06/94	Nigel	Barrett	0273 583698	-
19/06/94	Stephen	Palmer	081 769 9381	081 941 7575
25/06/94	Jonathan	Melville-Brown	0273 749520	0903 714361
25/06/94	David	Keepax	0444 245233	0836 560368
25/06/94	Graham	Cates	081 841 9172	081 965 0769
26/06/94	Robert	Gastman	081 722 8855	071 636 2294
26/06/94	Barry	Phillpot	0444 482225	-
26/06/94	Robert	Bunch	0850 697533	-
02/07/94	David	Cole	081 868 0905	-
02/07/94	Kevin	Stanley	0372 724979	0689 882267
02/07/94	Mark	Rosser	-	-
03/07/94	Dave	Perrin	0273 600450	0273 424861
03/07/94	Gail	Hopkins	0273 605791	-
03/07/94	Jeremy	Harvey	081 692 5453	071 633 9911
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	0621 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	-

THE MARSHALLING ROTA!

FOR INFORMATION IF YOU NEED TO SWAP

Date	Forename	Surname	TelHome	TelWork
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	Morlimer	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
21/08/94	Mike	Robertson	0273 772784	0273 504923
21/08/94	Lawrence	Batten	-	-
21/08/94	Simon	Mathewson	081 989 9341	081 534 5544 x2193
27/08/94	Paul	Gurling	081 764 8301	081 750 0380
27/08/94	Dan	Petty	0342 314397	0342 316200
27/08/94	Christopher	Buse	0442 66806	0442 230000 x3373
28/08/94	Colin	Paine	0903 60468	-
28/08/94	Ricky	Young	081 686 5947	-
28/08/94	David	Morrison	0342 716701	-
29/08/94	Andrew	Elphinston	0737 245184	0737 774155
29/08/94	David	Goepel	-	0273 524024
29/08/94	Paul	Martin	0276 475672	0483 440509
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

FOL INFORMATION IF YOU NEED TO SWAP

Date	Forename	Surname	TelHome	TelWork
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
22/10/94	Clive	Pritchard	081 671 5206	-
22/10/94	Annie	Thompson	071 381 8560	071 243 3141
22/10/94	David	Bradshaw	0243 860113	-
23/10/94	Mark	Heynen	0903 830447	-
23/10/94	David	Newns	-	-
23/10/94	Max	Hoskins	0737 643452	0957 81561
29/10/94	Maurice	Eaton	071 228 8022	071 887 2176
29/10/94	Ian	Ferguson	0273 692195	0273 574495
29/10/94	Stephen	Hampton	0273 453523	-
30/10/94	Victor	Shears	0622 686019	0860 544403
30/10/94	Peter	Viccari	0444 8819880	0444 881988
30/10/94	James	Ganderton	071 622 7321	071 721 2370
05/11/94	Rowan	Gilpin	0444 242239	0932 787895
05/11/94	Patricia	Harvey	081 692 5453	081 471 2415
05/11/94	Steve	Wade	081 466 5688	071 931 2588
06/11/94	Peter	Allen	081 789 8541	071 938 4711
06/11/94	Mike	Watkins	0908 55719	0908 260160
06/11/94	Ashley	Goddard	0634 715894	0322 222211
12/11/94	Clive	Oakes-Smith	0784 259056	-
12/11/94	Michael	Dempsey	0372 728616	-
12/11/94	Roy	Phypers	-	-
13/11/94	Stephen	Winkworth	071 937 7691	071 405 2237
13/11/94	David	Webb	04834 81320	071 739 9797
13/11/94	Steve	Britt	0424 892458	-
19/11/94	Michael	Lockerbie	081 295 1724	081 090 3638
19/11/94	Paul	Watts	0634 851360	0634 816186
19/11/94	Caroline	Markley	0293 519008	071 611 5799
20/11/94	EJ	Matthews	?	?
20/11/94	TJ	Spiers	?	?
20/11/94	John	Downie	0273 473492	0273 642334
26/11/94	Johnny	Carr	044484 667	044484 217
26/11/94	John	Young	0959 71706	0959 73221
26/11/94	Alan	English	0634 813986	081 654 2284
27/11/94	Anthony	Turner	0825 2969	-
27/11/94	Andrew	Holt	071 603 5569	081 667 0307
27/11/94	Salvatore	Marano	-	-
03/12/94	Martin	Brady	0444 233346	0273 745513
03/12/94	Martin	Stansby	081 564 7633	081 562 6307
03/12/94	Roy	Avis	081 856 0247	-
04/12/94	Nigel	Gibson	081 890 7476	-
04/12/94	Les	Hedges	081 847 1815	081 860 6373
04/12/94	Keith	Henson	071 431 2320	071 631 2140
10/12/94	Mark	Woodhams	0273 501043	-
10/12/94	Kelvin	Kincaid	0483 428653	0276 471617
10/12/94	David	Rushforth	0293 614102	-
11/12/94	Eddie	Bilous	0273 411239	-
11/12/94	Kevin	Baker	-	-

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Date	Forename	Surname	TelHome	TelWork
11/12/94	Laurence	Ying	081 672 8199	071 410 3347
17/12/94	Michel	Carnet	0850 504564	0273 857700
17/12/94	Terry	Sloper	0903 205714	0903 239219
17/12/94	Gordon	Chapman	081 767 7105	-
18/12/94	Laurence	Adey	0424 434093	-
18/12/94	Philip	Laidler	071 704 1259	071 334 0088
18/12/94	Jack	Hobbs	0323 490371	0323 898660
31/12/94	Mike	Backhouse	0279 506896	071 324 7176
31/12/94	Steven	Cook	0903 725724	-
31/12/94	Michael	Stevens	0273 515341	0800 592801
01/01/95	Robert	Banfield	0323 720872	-
01/01/95	Peter	Leaback	0923 854624	-
01/01/95	John	Upton	0705 269932	-
02/01/95	Nick	Ames	0959 574844	071 480 2400
02/01/95	Alastair	Auld	0483 417087	0483 463410
02/01/95	Martin	Pool	0444 892414	-
07/01/95	Richard	Carter	-	0273 857700
07/01/95	Chris	Crawley	0424 436769	0424 439145
07/01/95	David	Winchester	0702 205537	0702 354764
08/01/95	Robert	Harvey	0420 23986	0836 778467
08/01/95	Arthur	Williams	0702 541892	-
08/01/95	Carrie	Tillman	0424 444503	0424 720105
14/01/95	Edward	Knight	0322 270684	0322 272711
14/01/95	Steven	Bradley	0293 565461	0273 513177 x 157
14/01/95	Roy	Barton	0634 579939	-
15/01/95	Mark	Hastings	0234 273512	071 231 4474
15/01/95	Pamela	Hughes	0234 273512	071 231 4474
15/01/95	Noel	Venn	07372 21023	-
21/01/95	John	Hansen	0273 461783	0273 268500
21/01/95	David	Funnell	081 641 3283	-
21/01/95	Graham	Hutton	0435 830753	-
22/01/95	Peter	Banner	0306 884588	-
22/01/95	Tony	Shay	0892 667115	-
22/01/95	Jonathan	Lewis	081 546 0320	081 890 1111
28/01/95	Bill	Blunt	0342 810928	-
28/01/95	Richard	Britton	071 431 1661	071 638 1240
28/01/95	Peter	Bernon	0903 245447	0903 245447
29/01/95	Bernard	Clifford	081 948 5536	071 873 3000 ex 3601
29/01/95	Tim	Cox	0273 888113	0273 609925/507794
29/01/95	Francis	Cracknell	081 568 4184	-
04/02/95	Harry	Greene	071 482 4927	-
04/02/95	James	Gurney	0483 768719	0483 740958
04/02/95	John	Harmon	0825 890248	071 860 4758
05/02/95	Tony	Hobden	0273 721995	0273 203281
05/02/95	Albert	Holder	0273 514383	0273 513818
05/02/95	Patrick	Houston	081 994 8850	071 621 0011
11/02/95	Colin	James	081 399 6278	071 753 5881
11/02/95	Christopher	Jones	081 579 2830	0273 528755 ex 2611
11/02/95	Finn	Kennedy	0273 858221	-
12/02/95	Andrew	Keyte	081 7773495	081 697 9595
12/02/95	Alison	Maddock	081 341 3383	-
12/02/95	Philip	Maillardet	095992 3742	081 464 1111
18/02/95	Paul	Rankin	0293 775021	0293 785544
18/02/95	Howard	Rhind	071 585 2445	-
18/02/95	Andy	Shaw	081 517 7945	081 593 5217
19/02/95	Steve	Uzochukwu	0622 736219	081 827 7700
19/02/95	Peter	Whichello	081 546 5619	0483 272121 ex 5537
19/02/95	Peter	Buit	081 751 3644	-
25/02/95	Liz	Cook	-	-
25/02/95	Gary	Cook	-	0273 857700
25/02/95	Stewart	Owen	0798 831402	0403 261086
26/02/95	Ron	Richardson	06898 56723	06898 51823
26/02/95	Stephen	Boalch	0304 374901	0304 361396
26/02/95	Andrew	Jackson	081 542 4944	071 939 0267

FOR INFORMATION IF YOU NEED TO SWAP

Date	Forename	Surname	TelHome	TelWork
04/03/95	Adrian	Caple	081 660 0824	-
04/03/95	Warren	Simonsen	0344 844852	-
04/03/95	Hugh	Ginty	081 906 1640	-
05/03/95	Stewart	Swanton	0273 732219	0273 670583
05/03/95	Steve	Pugh	081 692 8554	0793 619999
05/03/95	Charles	Blackburn	081 840 1875	071 324 8325
11/03/95	Miyoko	Britton	071 431 1661	-
11/03/95	David	Williamson	0273 604752	-
11/03/95	Nigel	Jarvis	0883 349845	-
12/03/95	Barry	Puckey	081 693 8722	081 693 8722
12/03/95	David	Slater	01 660 0991	-
12/03/95	Ben	Stevens	0825 890461	0825 890461/0831 879613
18/03/95	Chris	Smith	0883 344792	0737 767006
18/03/95	Mark	Windus	0273 857235	-
18/03/95	Charles	Brockley	04834 27218	0483 292081
19/03/95	Russell	Crowley	0689 873873	0689 873873
19/03/95	Sue	Brooks	0273 834984	0444 441881 x 4859
19/03/95	Vicky	Jones	0424 222630	0424 32281 ex 320
25/03/95	Ian	Jenkins	0380 870193	0980 630351
25/03/95	Neil	Kinnear	081 697 1363	-
25/03/95	David	Matthews	0273 604752	071 240 9827
26/03/95	Peter	Rolinson	081 874 9522	-
26/03/95	Graham	Parker	0992 812910	-
26/03/95	Richard	Bonwick	0892 655754	0892 655754
01/04/95	Jerry	Cooper	081 674 9427	0831 180688
01/04/95	Bernie	Hewing	071 737 4849	081 986 3123
01/04/95	Robin	Hooper	071 794 6375	071 796 4664
02/04/95	Rob	Howe	081 748 0735	081 746 1700
02/04/95	Nick	Przybylski	081 467 4980	-
02/04/95	Elizabeth	Wild	01 674 9427	0831 180688
08/04/95	Mike	Allen	0444-450892	-
08/04/95	Mark	Turner	0903 812 504	0273 857700
08/04/95	Richard	Wragg	0689 853732	0322 287676
09/04/95	Steve	Brewer	0403 710739	-
09/04/95	Michael	Broadbent	0424 210951	-
09/04/95	Bernard	Hanning	081 908 1549	-
14/04/95	Edward	Lockhart	081 675 9889	-
14/04/95	Nicholas	Preston	081 871 1858	071 380 7571
14/04/95	Martin	van Willingham	081 546 6793	0895 431243
15/04/95	Ian	de Haan	0737 762895	-
15/04/95	Neil	Russ	071 586 6169	071 600 1000
15/04/95	Damian	Gordon	071 286 1937	-
16/04/95	John	Benfield	-	071 938 9498
16/04/95	Allen	Cox	0923 779037	-
16/04/95	Colin	Williams	081 657 4958	-
17/04/95	Sue	Day	0883 349845	-
17/04/95	Charles	Godfrey	081 994 5740	071 629 7666
17/04/95	Jonathan	Pritchard	081 698 8942	0322 863285
22/04/95	Paul	Sanders	081 390 3076	0784 245058
22/04/95	Inike	Jansen	081 390 3076	-
22/04/95	Neil	Hallsworth	081 401 2032	-
23/04/95	Jim	Hardiman	081 311 0683	-
23/04/95	David	Brown	0403 254469	0403 210345
23/04/95	Frank	Golding	0273 305636	081 669 9483
29/04/95	Ian	Barnes	0375 386289	071 987 2762
29/04/95	Clive	Chippendale	081 878 1081	-
29/04/95	Robert	Kelly	081 755 2592	0836 533410
30/04/95	Ron	Harrington	0252 625246	0420 86616
30/04/95	Steve	Tuck	081 303 0135	-
30/04/95	Graham	Cooper	0634 842 853	071 245 3420
01/05/95	Andy	Chad	-	071 712 6825
01/05/95	Ian	Gravatt	071 703 0849	071 924 1282
01/05/95	Howard	Travers	0256 769167	0256 817777
06/05/95	Chris	Williams	0403 731519	-

FOR INFORMATION IF YOU NEED TO SWAP

Date	Forename	Surname	TelHome	TelWork
06/05/95	Bruce	Argue	081 342 9595	081 342 9595
06/05/95	Reginald	Richardson	0323 416366	0323 639211
07/05/95	Stuart	Wilson	081 959 1174	081 540 8300
07/05/95	Denis	Aulier	071 402 7006	071 355 2000
07/05/95	Ian	Maskell	0273 540755	0273 778708
13/05/95	Philip	Wraight	0622 850258	-
13/05/95	John	Leggott	081 657 0725	081 318 7511
13/05/95	Ray	Edmonds	0435 873721	0273 475432 x44417
14/05/95	James	Spall	0705 370704	0705 321212
14/05/95	Jerry	Hansen	0273 461783	-
14/05/95	John	Elkins	07085 51310	081 507 4643
20/05/95	Tony	Wye	081 897 9369	081 479 3628
20/05/95	David	Drake	081 508 9019	081 529 3501
20/05/95	Jeff	Wagland	0628 474954	0494 459100
21/05/95	Robert	Archibald	0784 244605	0753 817242
21/05/95	Chris	Bere	0273 452370	0860 400747
21/05/95	Nigel	Barrington Wood	0825 768657	0342 325220
27/05/95	D Angus	Small	071 385 2414	-
27/05/95	Nancy	Christiansen	0444 450892	-
27/05/95	Paul	Hodson	0372 274691	0293 668232/282
28/05/95	Bernie	Cammell	0243 575684	0705 494291
28/05/95	Steve	Walsh	0279 730710	0279 654237
28/05/95	Tony	Crowley	0903 873924	0903 873924
29/05/95	John	Hart	08675 79581	-
29/05/95	Joao Carlos	Borges	0273 833735	0273 642256
29/05/95	Robert	Chisholm	0903 504759	-