

Southern Club

Windsock Winter 2005/06



Winter Safety Briefing

Written by Ian Grayland SHGC Safety Officer

It is beginning to feel like winter which usually means flying in somewhat stronger winds. Also, the air tends to be more laminar and hence stratified so the wind gradient near the ground can be more intense as can lee rotors behind almost any obstruction.

PG pilots should allow a good few yards extra clear space downwind of their intended launch spot. Basically, make sure you have enough room to get dragged and either recover the situation or collapse the canopy before you run into anything unpleasant.

When top landing don't get too far back (close to fences, car parks, buildings, roads etc). Aim to touch down around one third back in the landing area rather than the usual two thirds. This will give you the extra time and space required, as above.

HG pilots should be aware of the increased wind gradient on launch, being sure to take off into clean air with no chance of dropping one wing - even if it means walking a few yards to one side or the other. Also, be particularly fussy about your top landing approaches; make sure you can complete your final turn at good height leading to a straight, wings level final few feet.

With regard to lee rotors, try to be aware of where the air you are flying in is coming from. Line features at 90 degrees to the airflow are the worst offenders. Even a simple line of bushes on the lip of a soaring ridge can produce a tangible kick at 50 feet or more above and behind them. A line of full size trees (like the plantation at Firle) can have you right out of the air in a serious heap. So don't fly behind them.

When the wind is 'off' the hill, be aware that vertical features produce 'horizontal rotors' (axis vertical), so again, be aware of where your air is coming from and do not fly behind prominent obstructions such as large chunks of Beachy cliffs or wooded spurs. If the wind is a long way 'off', do not assume that the site will function anything like you are used to. The rotor over the Dyke take-off in a NNE wind is best left well alone, as is the rotor in the cliff bowl at Beachy in a SSW.

A useful indication of how much tendency the air has to generate rotors is how 'wakey' the air is. If you find unusually strong wake turbulence or it gets carried unusually long distances behind gliders then you will probably find a strong tendency to get lee rotors forming.

Also, don't forget to make due allowance for the low winter sun. With the sun behind you, the guy flying toward you may not be able quickly to see if you are flying toward or away from him! Give him plenty of room.

Finally, and on the positive side, this is the best time of year for novices to get things sorted. You can fly all day in reliable lift. You can carry out endless circuits and bumps. Sort your ground handling in strong non-gusty winds. You can fly in the same air as the best local pilots who are going nowhere away from the hill this time of year - and, once they get over the frustration of the last few weeks of unflyable weather, will have the time to help you out if you need it.

For the more experienced fliers, since there's obviously nothing wrong with your flying (!), it's a great time to get your kit sorted. Brake / flap adjustments. Trim speed. Harness set-up. Relative glider performance assessment. Speed range. Polar plots. Energy conversion. Flying other guy's gliders.

Blimey, almost got enthusiastic there. Nearly forgot. Make sure you have enough drinking water; you can get dried out really quickly in all that wind, even without the hot sun. Plus your blood sugar will drop faster in the cold and the wind will tire you, even just standing in it. Take a break now and then for a sandwich and hot tea or similar.

OK, boring even myself now.....

Windsock



Magazine for the members of the Southern Hang gliding

Editorial

I would like to thank all those who have contributed to Windsock, and thanks for who offered their help with the grammar and spell checks, this time I'm going to get a proof reading before going to print !!. I would like to stress that it is your mag and would like your opinions, stories and photos. If you make the effort to do a write up I will put it in, what you think is meaningless others may not, it could be about places you have been, theories experiences you may have had, it all makes up to your and our club magazine. I have set up an E mail address for articles and write up's neil.brennan-wright@virgin.net and may I thank you all for your pictures and articles for present and future readings again. Neil

Windsock Production Team !!

Many thanks to my Wife, knees bottom left, Kristian, Director of Envelope sticking, Katrina, bottom right magazine co-ordinator (puts them into boxes !)



Your Committee Members

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Aero Tow

Will Greenwood

Please remember that most of these members are workers and give their time freely for the benefit of the club, if there is a urgent situation and you need to contact these members please feel free, I would however to suggest do not use their number for weather checks !

The Start of the SHGC Tow group ?

Nigel Thomas and I qualified just over 2 ½ years ago. Since that time we've done a lot of our flying abroad, as we hate the crowds at local sites. One day, on the road to the Dyke we received the blinding light of a revelation that changed our para-life. The light manifested itself in the form of D'aviation's winch.

Nigel and I were the guinea pigs on whom Dave and Nigel of D'aviation, tested a borrowed winch. Possibly we were considered more expendable than real flyers. This would also account for why Chris Bere was also a guinea pig! We discovered that it was possible to free fly without crowds, by being dragged in to the air by an Austin Princess engine. I believe that Chris Joel is going to write about the experience in the next edition of Windssock.

Towing enables you to escape the crowds, but also it is an extremely sociable way of flying. Everyone on the tow field works together to get two people into the air. If you are lucky then you will catch a thermal, or the sea breeze convergence and be gone. If not, then at least you will have a flight without other people, and a good laugh while you wait for your next flight.



I believe that D'aviation has tow endorsed somewhere in the region of about 20 people so far, there are also quite a few tow endorsed people already in the club. So that left Nigel and I thinking - what next?

D'aviation need to earn a living, and the winch is only on loan. So clearly someone needs to organise a SHGC tow group. Nigel and I have taken the bull by the horns and started to organise a tow group. We would like to stress that this is not our tow group. If someone else wants to organise one instead of us, that's great.

We met with the SHGC committee in December, and subject to many over-riders and provisos, this is what we envisage:

Nigel and I are now trained as winch operators, and we have several people who are trained to be launch marshals. At present there are two things we urgently need. The first is a tow coach, and the second is a tow field. To be a tow coach you need to be a club coach and have done 100 tows. The committee suggested two people who could be trained fairly

quickly to be tow coaches.

The field is more problematic. However, at the committee meeting there were various leads and options suggested for us to investigate. The committee has provisionally backed us to get the two tow coaches trained, and to find a field. The committee has also said that, subject to us showing we have some kind of business plan, they will loan us the money for the winch.

The tow group would have to be economically viable. Whilst no one is in this to make money, we would have to repay the cost of the winch and also its running costs. Nigel and I foresee some kind of annual subscription from tow group members, which would repay the cost of the winch. There would also need to be a daily or per tow cost.

In order to provide a quick turn round of flights, we need 5 volunteers to launch two people. So far the quickest the turnaround has been 15 minutes. It is not viable for people to just turn up, pay a fee and be winched. The launch marshals, winch operators and tow coaches also like to fly. We therefore suspect, that in addition to a daily or per flight payment of money, there will also be a commitment of time. People will have to commit to doing a job on the tow site, in addition to paying for being towed. We haven't fully work this one out yet.



Anyway that's the provisional plans. If you're interested then get yourself tow endorsed. Contact Nigel or Dave of D'Aviation on 07769692951 or 07870394118. They have dates in the new year.

D-aviation.....Paragliding in Sussex:

tuition tandem flights Coaching foreign trips Sales

Tuition: Small groups, friendly personal service, expert instruction - vouchers and courses to all levels:

Coaching: Just got your CP or had a lay off - need a contact on the hill - call us now.

Tandem flights: Flight vouchers the ideal gift for those adventurous friends.

....deviate....aviate....



Famara ridge Lanzarote - photo Ian Stimpson.



Guided trips 2005/6: Thermal with vultures.....soar the 2000' Famara ridge.

Algodonales - Introduction to mountain flying and XC - Sept 24th to Oct 1st 2005:

Lanzarote - Winter sun, fun and soaring for all levels - Dec 1st to 8th and 8th to 15th 2005:

Algodonales - Introduction to thermal mountain flying - April 2006 (dates tbc.):

Equipment Sales: Gliders - harnesses - reserves - instruments - radios - books/DVD - Demos . P/X



www.d-aviation.co.uk

office@d-aviation.co.uk

07769692951

D-aviation will be running two day winch endorsement courses in the new year, weather permitting, the cost will be

£175.00 and the min requirements are CP + 10 hrs.

Contact Nigel or Dave on 07769692951 or 07870394118 for more details.

Nigel, Dave D-aviation

THE SEAFORD MEETING

Please note the Seaford Meeting has moved to.....

The Social Club, Glynde. (opposite the swings).

I guess it will now become the Monthly Coaching Meeting.

They are always on the last Thursday of the month excluding December.

Everyone is welcome, especially new members and red ribbons. Sky gods welcome too, if you pass on your experience perhaps you wont be (inadvertently) cut up as you try to climb out.

This months meeting, Jan 26:

GUEST SPEAKER: Michel Carnet

SUBJECT: Airmanship - How to spend more time in the air than on the ground.

After Michel's EXCELLENT air mass lecture last year this is probably not one to miss!

See you there 7:30 for an 8:00pm start.

Have you a suggestion for a Seaford Meeting? Do you wish to present something? Contact ChrisJoelHome@aol.com (<mailto:ChrisJoelHome@aol.com>) to arrange it.

Red Bull X Alps Race 2005

The Mission Fly off the Dachstein glacier in Austria. Fly as far as possible in the turbulent air high over the Alps, land safely, hike all night with a 20 kilo pack containing your glider, sleep as little as possible, climb a 1500m peak (always with the glider) before breakfast, take off... repeat this brutal regime



every day until either your body self destructs or you reach the beach in Monaco, 800kms distant, in two weeks !!!

Would you accept? Aidan Toase, 32, was one of seventeen of the world's top paragliding athletes who did. He was guaranteed the joy of flying and walking in the high Alps and some very dramatic scenery.

In reality, what stood in his way were Europe's most radical mountains with a weather forecast that was predicting storms and strong winds.

Who will win? The athlete who flies most or walks most? The strong field of competitors includes multiple world champions and represents the very boldest athletes to be found anywhere in the world.

Aidan had to plot a unique course across the entire mountain range, over Germany's Zugspitz, and around France's Mt. Blanc. The 2005 Red Bull X-Alps takes the concept of 'Adventure Racing' to a higher level. Comparisons to other races are pointless; no other race goes 24 hours a day, with no prepared course, no 'stages' no 'rest days' and only 3 check points.

The race is on. The first day started with a 7.45 am cable car ride up into stunning blue skies and the glacier sparkling in the strong early morning sunshine. With no time to lose, a Red Bull tent was erected, the sound system plugged in and gliders hastily prepared as helicopters flew up from the valley to shoot air-to-air footage. At 9.45 race director Steve Cox lit the smoke bomb.

From a windswept, icy cornice perched perilously over thousands of feet of granite wall, Aidan launched into an eerie atmosphere, sandwiched between a blanket of valley cloud and some scudding top level cumuli. The start was as dramatic as it could be.

From now on Aidan will be tracked by helicopters, paragliders, Land Rovers, and a cool new online tracking system updated by mobile from GPS. Aidan was also being tracked by his Mum, Jan.

She was his support team. Lets face it, who is going to look after you better than your Mum? He knew he'd be the best fed...



Battling the elements Aidan walked an incredible 800kms, very often in appalling conditions, in rain and driving snow, very late into the night, and climbing thousands of meters vertically over the course of the race. A particular challenge was the awesome Furka Pass at night in a snowstorm ! Day 2: Furthest hike..Aidan Toase 81kms at an average speed of 9km/h. Day 3: Furthest hike...Aidan Toase 75kms. Day 5: Furthest hike...Aidan Toase 46kms. Day 11: The two longest hikes in X-Alps history ...Aidan Toase and Toma the Romanian running man 90kms. Aidan did in fact hike about 120kms in one 24 hour period. Think about it for a moment. Hiking much more than two consecutive marathons in one day with your glider. Its no wonder he got blisters. Jan came to the rescue when they got really bad by cutting holes in his insoles to accommodate them. It worked a treat.



Battling the pain Those of you with bad knees will understand the real challenge. Searing knee pain when walking downhill. Many times Aidan went through the pain barrier, even walking backwards to make it easier. His stamina and perseverance should now be legendary.

All through his race Jan reported his fantastic positive attitude and humour. Aidan liked nothing better than running past other competitors who were only walking. He did like to rub it in !

The finish The great Alex Hofer finished first and Aidan concluded his epic adventure only 165 km from Monaco and in a brilliant 7th place. What a fantastic physical and mental achievement by this incredible Brit. who also raised at least £1300 for his supported charity Plan International which is a humanitarian development organization helping children in developing countries to realize their full potential. They certainly have a great role model in Aidan Toase.

If Aidan's story inspires you to support his charity in any way, please call me and I will tell you how to make a donation.

David Webb (07734470408)



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Have you checked out the new **Sky Cima** standard rated Glider out on the hill? It's the lightest regular material glider out there and the medium only weighs a mere 4kg!

Connoisseurs of performance have lately been blown away by the arrival of the new **Sky Ares**. This fast, high wing loading glider is blowing every thing away in its class – with it's 'on rails' handling & solid feel it's a real serious machine.

I will also be running an extensive calendar of overseas paragliding courses and expeditions through out the year to suit all abilities.

APRIL – SKI & FLY French Alps. Combine these 2 high octane sports, chuck in some snow, mountains and thermals along with a great traditional chalet, and you've got a week you wont forget. CP plus

JUNE- DUNE DU PYLA Skills clinic for ultimate control. CP plus

AUGUST – INTRO TO ALPINE flying. French Alps. Read the article in Nov. '05 Skywings, that's us. EP plus

SEPT – DUNE DU PYLA SKILLS CLINIC

NOV/DEC – LANZAROTE Summer in winter. EP plus

It's too Windy to fly in Lanzarote !

"There was some talk about where to go flying during the winter period, various suggestions were offered on our club forum such as:

"I have flown (and guided / instructed) a reasonable amount in Tenerife and Lanzarote. From my experience, Tenerife is by far the most reliable as far as paragliding is concerned, as it is often too windy to fly (safely) on a paraglider in Lanzarote, which it seems to me is generally much better for hang gliding, wind/kite surfing etc.

I mulled over the suggestions and thought I'd better go out and see for myself whether it's "too Windy to fly in Lanzarote !"

After making several calls to Tim King at Flight Culture, we got some cheap tickets to Lanzarote, when I say we I mean me and my mate Matthew who wanted a holiday and to learn to fly. (If you haven't met Mathew yet, it won't be long before you do and he will change your life !)

So, like many of our flying trips, we set off at an unreasonable hour of the morning and headed to the airport. After 3 and a half hours we arrived in Arifiti, we were picked up by Spanner and whisked to the Villa. This is no normal villa, all rooms are en suite, stunning views, gym, Jacuzzi, swimming pool and loads more. They even had a porn star room ! I was gutted when I found out I couldn't have it! After we had settled in, we thought we'd go for a drive. After having driven around the whole island, getting ourselves lost many times and ending up in some rather dubious areas (didn't find the porn star though) we eventually got back to the villa about 4 hours later.

Lanzarote is an island the size of the Isle of Wight and is full of old volcanoes, there are very few trees and not much greenery and my first impression was bleak. But, as the sun travels over the land it creates beautiful shades of yellow, orange and ochre, and it is then that the island then reveals its beauty.

We had a really good dinner the first night and woke the next day to a full English/ continental breakfast (in fact, we enjoyed this luxury all week). Then, after breakfast, we were given a full briefing about the island and its strange micro climates.. We all got in our 4x4 corsa's (well we drove them like a 4wheel drive), drove up and down mountains, and we headed to Marla, this looks like Mnt Caburn but loads bigger. After a site briefing we were ready to go! We all had loads of hours there flying, catching thermals and practicing speed bar control, when we fell out of the thermals we landed at the bottom and were helped to pack our gliders and driven back to the launch (absolutely no walking with gliders).

The other sites were Midiron, a huge cliff/volcano where you took off and flew in constant laminar sea air, everybody and I mean everybody was flying for over two hours soaring and catching sea thermals. Over the week we flew every day apart from one, and that day was flyable but a little strong. On the last day we got to fly the Farmer ridge, this is a really spectacular site, Beachy Head on steroids! But instead of sea you have a vast open desert. You can either fly out and catch thermals, practice your threading or go for the ridge run of over 30km. The other site we flew was Aloha, this was a sickle shaped old volcano with one part called cape Canaveral (when you flew there you went into orbit !). We flew there until dusk and we nearly needed torches to pack up !

Out of the 7 days we were there we flew 6, and Mr Swany Stanton was there the week before and also flew 6 out of the 7 days. "How did I like the holiday ?" I thought it was great ! Tremendous value for money, the flying was really good without the scare yourself silly conditions. The take offs were very English but instead of grass you had volcanic earth, landing fields were large with no technical hazards to negotiate, the weather was warm but not too hot and the beer was chilled ! This is a great place for either winter flying or low hour pilots wanting to gain experience. I would like to say a really big thank you to Tim king and Johnny Thighs and the rest of the flight culture instructor team and a really big thank you to Hanna (Spanner) who looked after us with fine home cooked, breakfast and evening meals.



LANZAROTE, FLIGHT CULTURE, LAG OMAR, and GONZO

Written by new pilot Matthew Parsons

Having done a 1 day course a couple of year ago, I eventually got round to going to do my CP. Thanks to encouragement to my friend I decided to go to the Canaries with Tim King and Jon thighs. With regard Neil (apparently he looks like me – I'm not sure who that's an insult to?) he was also renamed Gonzo....

What a nice climate to learn to fly in, good weather, good hills (volcanoes) and nice people. Even if they have a propensity towards drink.....excellent. The Flight culture team inc. Vicky and Hannah were fantastic, and Hannah had the best bum I have seen for a while.....lucky Tim. I always felt safe in their hands even when they were throwing me of 1300' Mirada a lovely 45 min top to bottom, with so much soaring. When we weren't flying we were knackered the hire cars by pretending to be rally drivers, or swimming. The evenings were always full, of Jacuzzis, stories, (Neil...sorry Gonzo should not share so much) and then visits to restaurants and Lag Omar, the best club I have been to for ages. Built into a volcanic cave, and run by an Italian who was a cross between Osama Bin Laden and Johnny Depp in Pirates of the Caribbean....and he made fantastic drinks. So Salsa drink, and good company....I lost a day of my life..... but it wasn't flying weather....so thank goodness.

It was a really good way to get into the sport and now I am hooked. So I am sure I will meet a lot of you soon and if I get in your way or screw up in a any way ...I apologise but blame Flight Culture ...they taught me.



Articles for Sale

Cheap introduction to DHV2 flying? Brontes 65-95Kg (though I usually fly it around 96-100).

I've done two summer seasons only on this one so it's still got plenty of life left. I reckon this would be a good option for a first DHV2 wing. It is light and agile with very good pitch stability. Yours for £400.

Ian Grayland 07977 910645.

Garmin GPSmap 96C as new hardly used and unmarked. Loaded with June Jeppesen Atlantic database.

Complete with trip & waypoint manager CD plus all its bits except the lanyard.

Full details at: [Garmin: GPSMAP 96C](http://www.garmin.com/products/gpsmap96c/) [http://www.garmin.com/products/gpsmap96c/].

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Simon 07990574109

Were you the person that found my GPS?



Apparently my GPS was picked up, but not recognised as belonging to me. So if you were that person, I would really appreciate call. 07802 640176

cheers, Tefal

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Events and News

PIlot Lectures

Our free pilot lecture series starts on most date: Friday 13th a newly qualified CP would benefit from the info and we can now send exams into the BHPA for marking before you have completed the flying tasks. Jan... You do not have to have done loads of flying to attend these lectures,

13 Jan 2005 - METEOROLOGY
20 Jan 2005 - PRINCIPLES OF FLIGHT
27 Jan 2005 - AIRMANSHIP
03 Feb 2005 - AIRLAW
10 Feb 2005 - EXAM

Please do let me know if you are planning to come by calling Airworks at 01273 858108

Hi All,

We are looking into running a first aid course here in the next month or so.

It would be the Rescue Emergency Care Level 2 course, which covers outdoor specific issues, such as hypothermia, in addition to the usual crap.

As it is primarily aimed at working paragliding instructors, it would be midweek - Most employers will give you the time off to get first aid training.

Please let me know if you are interested

All the best,
SteveP

Coaches Call

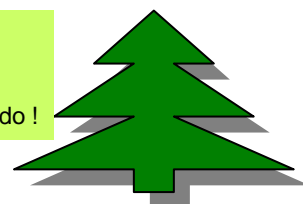
Attention all Coaches, there will be a coaches meeting Wednesday 1st of February at Glynde social club, to plan and organise for the spring season. Matt Pepper will be the coach organiser and liaising with Senior club coach Tim King to get all the club coaches briefed for the on coming season, as well as getting your new club coach fleece, there is also the opportunity to get on a first aid course relating to outdoor injuries and paragliding, please get there for 6.30 it will last for about 1 hour, your time will be greatly appreciated, for any problems you can contact either Matt Pepper on 0798 0291 965 or

Neil on 0797 081 4216.

A tree Planted

A small tree has been place where Paul's accident happened at Bo Peep.

Reverend Peter Owen Jones said a few words on Saturday, 3rd December, 11:30 a.m. there was just a private party of family and friends who attended it was literally just a few words at the spot. If you get the chance to say hello to Paul when you fly over please do!



2006 AGM

March 25th 7.30 start at the Jack and Jill Pub, Clayton, Hassocks.

Yes already the AGM is just around the corner, last year we had a really poor turn out, which means you really don't care what's happening in your club or that we, (the committee) are doing a really good job and you trust us to make decisions about what we do with the money or in which way the club takes it direction. We don't take hours for the meeting and we try our best not to bore the pants off you all, just take a couple of hours out and pop down (You might just enjoy it!) oh by the way, its at a really good pub!

West Firle

Sites officer Chris Bere, has been to the Firle estates manager, to see about having the trees cut down in front of launch, and also the scrubby hawthorns bushes cut down and burnt. We will be getting Mark watts to do the tree felling, but we are in need of volunteers to help with the bushes, of course refreshments will be on hand!! Watch the forum for update

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Windtech Quarx II size 25. DHV 2. 70-90kg all-up flying weight. Red-White. Test-inflated only. £1,900 (Retail £2,249)

Sup'Air Moovy Harness. Large. Blue-Cream. New. £220.

Sup'Air Bi-Evasion tandem paragliding pilot's harness. One size fits all. Brand new. £220 (Retail £300).

'Fresh Air' South African Sites Guide. 4th Edit. £16.00 each.

SECOND-HAND & EX-DEMO PARAGLIDERS...

We currently have the following second hand gliders in stock...

INTERMEDIATE PARAGLIDERS

Windtech Tonic size 25. DHV 1. 60-75 kg all-up weight. Gold-black-white. Ex-demo, as new. £1000 (Retail £1800)

Windtech Ambar size 29. DHV 1-2. 85-105kg all-up. Purple, 30 hours. Very good condition. £850 ono (Retail £1800)

Gradient Bright Classic size 28. DHV 1. 90-110 kg. Gold. Ex-demo, very nearly new condition. £1600 (Retail £1,800)

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Gradient Golden size 22. DHV 1-2. 55-70kg all-up. Gold. Ex-demo, as new. £1700 (Retail £2,150)

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C.F.I. **Carlo Borsattino**
British Paragliding Team 2004
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Up for a Jolly ?

I am thinking of organising a trip to Anney over Easter 2006, some of you might have previously read my ambitious plan for a friendly comp and the response to that was positive, except most people seemed to think that to do it just for a weekend would be a little ambitious. Easter would appear to be a better bet!

The easiest option would be if a few people drove cars I can take 3 in mine (can't fit more comfortably) and then just thrash down to Anney on the Wednesday night and then Return on the Tuesday morning heading straight to work (London)... the cost of that would be for those in my car £85 each, petrol, eurotunnel and tolls included.

One way and another we must be able to get at least 3 cars (10 pilots) going down to make it a really fun weekend and perhaps have an element of competition thrown in. With of us we might be able to persuade Irwyn to do a group deal on fly guiding costs...

Realistically I guess 20hrs+ or at least 5 - 10 hrs flying in thermic conditions in the not too distant past would be ideal as a minimum.

Hopefully a few of you will be up for it!
fly safe,
Richard

Christmas Party 2005



This is not an ad (for Come Dancing) but the Most Improved Paraglider pilot John Robbins. Receiving his trophy from close friend and fellow pilot John Templeton, John who missed the Xmas dinner and presentation thought he was safe by not attending

(how wrong!)



The Christmas party was held the at the White Hart hotel in Lewes, early in December, although numbers were not brilliant, about 50 tickets were sold and turned up, the same Christmas meals were served up, (nobody was ill) and the presentations were awarded, and there was a good load of dancing to end the evening, lets try to get the numbers up for this xmas bash!!



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Sussex Air Ambulance Appeal

saving time - saving life



Sussex Air Ambulance Appeal Launch

The Sussex Air Ambulance Appeal was officially launched at Beach Head, Eastbourne on Friday 3rd June 2005. The launch was attended by many of the local papers, radio and television stations including Southern FM and Meridian Television.

Local Sussex resident, Audrey Dickenson was invited to be the guest of honour at the launch as she was the first person to make a donation to the Sussex Air Ambulance Appeal. Audrey is pictured below with members of the Kent Air Ambulance crew, Chief

Executive of the Trust, David Philpot and members of the Sussex Coastguard who also came along to show their support for the new appeal.



If you would like to send a donation, please make your cheque or postal order payable to

Sussex Air Ambulance Appeal and send it to:

Tel: 01622 833833

Email:

FREEPOST, SUSSEX AIR AMBULANCE APPEAL

Mission to launch air ambulance

AIR ambulances have become a vital tool in saving hundreds of lives. Now a bid to extend the service into Sussex has been launched - but the charity behind the project needs your help.

DAVID JOHNS reports...

It is called "the golden hour" and all medics agree that the first 60 minutes following an accident or medical emergency are the most crucial.

Failure to respond quickly to a 999 call can mean the difference between life and death, which makes David Philpott's mission all the more important.

Although Sussex has access to the police helicopter based in Shoreham, which carries a paramedic on board, it is one of the few counties in the UK that has no dedicated air ambulance.

Mr Philpott said: "The Charity Commission has agreed we have the experience and expertise to develop the service in Sussex with the aim, ultimately, of Sussex having its own air ambulance within 12 months.

"We need to raise £50,000 in Sussex before we can start flying to emergency call-outs."

"The helicopter can take medical teams to incidents in remote places or on congested motorways within 10 minutes and transfer patients to A&E just a few minutes later.

"From September we will have a doctor on board for the first time.

"The idea is to take A&E to the patient, not the other way around, and do many things that the paramedics cannot do, such as refer patients to specialist hospitals.

I have been asked by various members of our club to mention this in our club's Windssock.

A sport like Hang and Paragliding our accidents happen away from the beaten track and we have relied on the use of Helicopters, but not only this, with traffic conditions getting busier there are more RTA's which the Helicopters are being used (and I bet most of you reading this are drivers or motorcyclists .) I have never been in a copter in anger and hopefully never will be but I am going to put my hand in my pocket and make a donation, please join me ! (neil Windssock ed)