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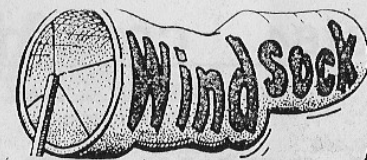
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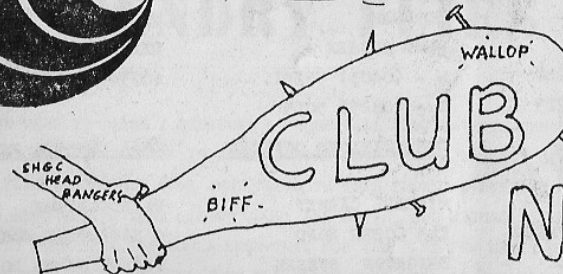
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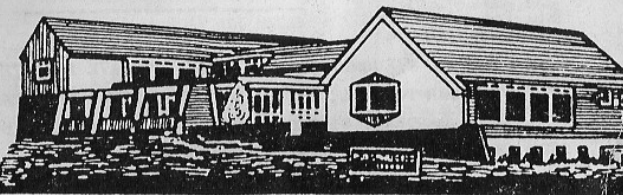


NIGHT

IS ON THIS

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ALL ITEMS MUST BE IN BY THE 25th. OF EACH MONTH FOR PUBLICATION IN THE FOLLOWING MONTH'S MAGAZINE. WINDSOCK IS NORMALLY POSTED ON THE 1st. OF EACH MONTH.

ADS

ADVERTISING FOR MEMBERS PRIVATE ADS (TO SELL GLIDERS, LOST & FOUND ETC) IS FREE. ALL COMMERCIAL ADS ARE CHARGED AT THE FOLLOWING RATES:
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EDITORIAL

JOHN PENDRY FLIES 130m1s

AS WINDSOCK WENT TO PRESS I RECEIVED A PHONE CALL SAYING THAT JOHN PENDRY HAD FLOWN 130 M1s TO COLYTON IN DEVON. BEFORE THIS NEWS I WAS TO PRINT JUST ABOUT THE FLIGHT JOHN HAD DONE JUST PRIOR TO THIS FROM THE DYKE TO ACROSS THE THAMES. ALSO BEFORE THAT FLIGHT JOHN, IAN SMITH, AND MICHAEL (SEE ARTICLE) HAD FLOWN TO TONBRIDGE. IT WOULD SEEM THAT FOR THE PAST FEW WEEKS SOUTHERN PILOTS HAVE BEEN SCATTERED ALL OVER THE PLACE, WERE WILL IT END?!!
ANYWAY NICE ONE JOHN (SUPERSTAR) PENDRY. BUT HOW LONG CAN JOHNS RECORD LAST WITH MOST OF THE CLUBS PILOTS WITH "XC FEVER" ??? TIME WILL TELL.

MEMBERSHIP Renewal

IF YOU HAVE NOT YET RENEWED YOUR MEMBERSHIP, DO IT NOW. IF YOU DO NOT RENEW BY END OF MAY (THIS MONTH) YOU WILL HAVE TO PAY £25 INSTEAD OF £20 FOR LATE RENEWAL.

SITES NEWS

STEYNING BOWL

AIRTIME AND FREE FLIGHT HANG GLIDING HAVE SIGNED A NEW AGREEMENT WITH THE OWNER OF STEYNING BOWL, AND THE FEE HAS BEEN RAISED TO £2,500. HOWEVER EVEN FACED WITH SUCH A DRASTIC RISE THE SCHOOLS HAVE AGREED WITH THE CLUB NOT TO PUT UP THE FLYING FEES WHICH REMAIN AT £2.00 DAILY OR £10 /annum. PLEASE ENSURE THE FUTURE OF THIS PRIVATE SITE, IT IS ESSENTIAL THAT ALL USERS "CHIP IN" TO THE STEYNING FUND. THE CLUB ITSELF DEPENDS ON A THE SCHOOLS TO PROVIDE NEW MEMBERS. MAKE SURE YOUR PAYMENT REACHS THE SCHOOL CONCERNED.

DITCHLING

PLEASE NOTE THAT THIS SITE IS IN JEOPARDY. REMEMBER THAT THE BOTTOM LANDING FIELD IS HILL SIDE OF THE ROAD. THE FIELD OVER THE ROAD IS " FOR EMERGENCY ONLY" THIS FIELD NORMALLY CONTAINS HORSES WHICH LOVE TO CREATE HAVOC IF YOU LAND NEAR THEM. PLUS THE OWNERS WILL PLAY HAVOC IF YOU DO.

DEVILS DYKE

SOME PILOTS RECENTLY HAVE BEEN CAUGHT OUT IN STRONG WESTERLYS REMEMBER TO LAND NEAR THE MONUMENT WHEN THE WIND IS OFF TO WEST.
THE IF IN ANY DOUBT ASK ABOUT WIND BEST TO LAND.

32—EVENING ARGUS, Thursday, May 3, 1984

Birdman breaks long-glide record

BIRDMAN John Pendry has smashed the British and European hang gliding distance record with a 130 mile flight from Sussex.

The marathon glide ended safely near Lyme Regis in Dorset five hours after take-off from Ditchling Beacon.

John, 26, of Gladstone Terrace, Brighton, is no stranger to long distance flying. He holds the world record of 230 miles in California.

"It feels great. It's more of an achievement than flying that distance in America because the clouds there can be at 18,000 feet.

"Here it's about 5,000 feet. When I landed I think I could have gone on further with a slightly different route," he said.

"At one stage I caught a really fast wind and I was overtaking cars! Conditions were ideal."

His route took him over Arundel, Chichester and past Portsmouth, Southampton and Bournemouth before skirting Lyme Regis and landing at Colyton in Devon.

Second League - Pennines - 20-23 April

SOUTHERN SUCCESS

After the washout of the Dales League, the venue for the second League was the Pennines. The League fly-off had been carried forward to be decided, as there were not enough tasks flown at the first League. The Southern Club's John Pendry and Dave Clayton were among the five fighting out for the two discretionary places.

Day 1: Parlick Fell, wind WSW 20-25 kt

The weather showed signs of clearing in the morning to clear skies by midday and XC potential was looking good. An XC to a goal 25 km away was set, and the open window started at 1300 h. Weak thermal activity made trying to make the best of the lift with 50 other gliders very exciting, and most pilots managed to get away in one of the three main cycles that came through. Only two actually made it to goal - Michel Carnet and Phil Huddleston. Michel made the best time to goal; the rest of the field were scattered between take-off and goal and were awarded points depending on their position and distance. Some ten pilots were left on the hill when conditions decayed.

Day 2

A strong WSW wind meant Parlick was again the site; despite being clear and sunny, stable conditions led to Mickey Mouse tasks being the order of the day. The first was a ridge race to a turnpoint and back twice. The big south-westerly bowl was providing good lift, so it was a bar-to-the-knees job, with as much ballast as you could stuff into your harness! The second task was a speed duration and spot to round off the day. Johnny Carr had a lot of bad luck when he deployed his ballast: the knot tying his ballast bag into the harness gave way and his bag full of sand plummeted to the ground in one solid lump. He was zeroed from the task, which he appealed against but it was upheld; it seemed a very harsh decision over something that was purely accidental.

Day 3: Parlick Fell, wind SE 25 kt

A blanket of high cloud cleared by mid-morning and another XC task was on the cards. An elapsed time race to goal was set, with the goal near Blackpool, 25 km away. Pilots went off in groups and were allowed 30 minutes to go for it or land, as there was not enough room on the ridge for 50 gliders. Thermals were small and powerful and pilots left the ridge in ones and twos, and in all six pilots made it to goal - Carnet, Carr, Pendry, Huddleston, Calvert and Harrison. Wind was increasing all the time, and conditions were getting slowly worse for those who stayed on the ridge; it also made landing out more dangerous, with a few broken gliders and damaged pilots - thankfully, nothing serious.

CONT'D

SOUTHERN SUCCESS

JOHNNY CARR



DAVE CLAYTON



Final day: Parlick Fell, wind SE 25 kt

Conditions were much the same as the day before, except the thermals were not so active and developed. An elapsed time race to goal was again the task, more difficult with a greater crosswind component. No-one made it to goal, but again Michel made the best of the conditions and did one of the best distances of the day.

The weather had been kind to us, and we had four good flying days, three of them XC. Michel was the deserving winner at the end of the day; he flew a real blinder scoring 1900 points out of a possible 1925, and he now leads the League overall.

It was success for the two Southern Club pilots in the fly-off: Dale Clayton and John Pendry got the two discretionary places and are now both in the League. There are now nine Southern Club pilots in the League but there should be more - so get off your bums and the ridge and GIVE IT A GO! Make '84 your XC season: you never know until you try.

Tim Bardon

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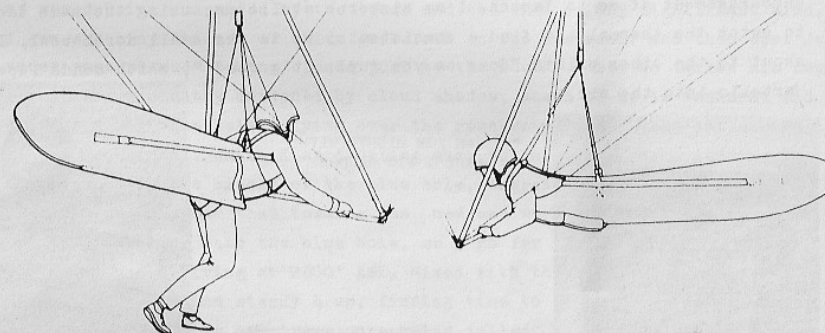


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DEC 89

A DAY AT THE DYKE.

At least eight pilots are rigged in various states of readiness when two sparrowhawks appear unexpectedly in front of the north launch at the Dyke. One stops to hover while the other glides on round the north spur and turns gently away from the hill. At first he rises in wide flat circles but suddenly steepens into tight upward spirals as he centres on the thermal. The wind has been very light and variable and is now blowing up the slope about 8 mph. This is the time to launch.

I move into my 'A' frame only to find that Michael Carnet is launching already. He follows the hawk's flight path and is soon 150' ATO, shouting encouragement at me to launch. I am airborne at 1.45pm, using the same tactics to enter the thermal, and find a consistent 3 up in the small north bowl. I shout to the other pilots "Come on you guys, it's good!", which sends Pepe Martello into the air.



← IAN (ON RIGHT) WITH
PEPE & TIM BARDON



MICHAEL CARNET →

As I settle down to work the lift I begin to outsink Michael, overtaking him around 2000' ASL, so he joins me for a few minutes hectic circling in the core before breaking away to look for another centre. We have zero drift. Directly below a fourth glider is circling. The long climb continues in 2-6 up as Michael overtakes me at 4000' ASL where the air is much cooler, but cloudbase is still a long way above. John Pendry is established and climbing whilst Pepe has landed out, having bitten off the rough end of the thermal. Finally I top out at 5600' ASL with Michael some 400' above at cloudbase. As we wheel around in this vast space the view is astounding: Chantonbury ring but a short hop away (so it seems), the North Downs clearly visible; while to the east and south the developing sea-breeze front is well defined by curtains of cloud stretching down in shreds 2000' below, obscuring Newhaven and Beachy Head. To the northeast the sky looks very good, with plenty of well formed cumulus based a round 5500 - 6000' ASL. Michael and I make for Ditchling while John is still climbing to cloudbase. There is more convergence with the sea-breeze on arrival at 4000' ASL but Michael pulls speed and heads further inland. As I work the intermittent lift here John catches up, and as soon as he sees Michael catch another thermal, pulls on a lot of speed, sinking alarmingly relative to me. This can't be a race, I say to myself, but a few minutes later notice the ragged cloud curtains drawing slowly closer, the only race being to avoid falling into the sea air. So I too head inland. (CONT'D)

A DAY AT THE DYKE

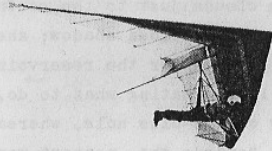
One mile in front I see Michael spiralling up fast under a big flat cloud while John is still losing altitude as he goes for the same one. Near Challey I am down as well to 1800' ASL but by now John has connected and is way above me. After a long search in zeroes and ones I locate a steady 4 up, jump to the next cloud easily to drift over Uckfield around 2500' ASL in continuous I-2 up. Beyond I can see Bewl Bridge reservoir (30 miles from the Dyke) and as the sky looks excellent there, decide to head in that direction.

And so on over Buxted and Mayfield, working the clouds enroute, speeding up in between to beat the sink; but still the ground only crawls by, the sense of speed being suspended by the space and the lack of any significant wind. Now I can see tiny flashes of white sailcloth on the reservoir and then spot John under some ragged-looking clouds just to the south of it. To follow his course I must cross country darkened by cloud shadow; ahead of me is Wadhurst and north of that a big blue hole (flying over the reservoir itself does not strike me as a very good idea). While I am debating what to do, I see smoke issuing vertically from a wood in the middle of the blue hole, whereas all around other fires are blowing this way and that towards the nearest working cloud. But my smoke is going straight up into the blue hole, so I go for it, passing over Wadhurst at 3200' ASL and arriving at 2600' ASL. Mixed with the smell of burning wood I find a core of smooth and steady 4 up, finding time to relax and enjoy the view. In the wood below large oak trees are being felled, keeling over one by one like so many matchsticks, the blue smoke from their burning branches curling up to lift me serenely to 5200' ASL. Cloudbase appears as wisps form above me at about 5600' ASL. The whole of the Weald has unfolded beneath me and I am suspended between the two in this amazing way, oblivious to the cold.

Northeast again over Lamberhurst where the landscape changes abruptly into orchards and hop gardens. There are large areas of dry ploughed fields clumped together amongst the usual greens, and reaching one of these 2800' ASL I find some consistent 3-4 up, climbing back up to 3600' ASL. But by now it is 4.30pm, the sky is starting to die, and so I press on without trying to reach cloudbase at 4200' ASL. To my right is broken line of cumulus with ragged bases down to 3000' ASL and on my left I can see the Thames and southeast London. Looking north I see the estuary and the Isle of Sheppey but not much cumulus. As I near the clouds on my right I am suddenly caught up in strong lift, 7, 8, then a constant 9 up, as smooth as silk! After an effortless climb from 2200' ASL I reach 6000' ASL, level with the tops of all the cumulus clouds in sight (and no camera with me!). Then as quickly as it appeared it is gone, dissipating near the inversion which is marked at this height by a distinct brown line. No cloud has formed anywhere around me; blue thermals may be elusive, but they bring a big smile to your face. (CONT'D)

A DAY AT THE DYKE

Crossing the Tonbridge - Ashford railway line (the longest dead straight track in Britain and therefore an excellent landmark) at 5500' ASL, I can see Canterbury and the cathedral in the distance. A decaying cloud looms up in my path and at 4000' ASL I pass under an archway formed by its tendrils which hangs down on either side at least 1000'. It is an eerie experience for at this height my groundspeed is imperceptible, the cloud seeming to come at me, stretching out grey wispy fingers to entangle me. The scale of things changes suddenly just before the cloud arrives, for I am minute as I pass under the huge arch with the cold clammy mists brushing by, their grasp but an illusion.



IAN ON HIS MAGIC 111

Now there is only steady 2-3 down as I float into warmer air at 3000' ASL and the circulation comes back into my fingers and toes. Below me houses appear as houses again instead of tiny models, trees like trees instead of matchsticks, and power cables spring from nowhere to clutter the landscape. I glide on down, selecting several possible landing fields, but pass them by when I find I have more than I thought, the air being quite buoyant near the ground. Several bonfires show the local wind direction and at last I must land. Turning over a house outside which three people stand talking, I shout to attract their attention as witnesses and laugh as their heads swivel round in all directions. "No, I'm up here!" I cry now directly overhead; they look suitably amazed. I turn onto finals in the southerly breeze, landing gently in the grass field in front of them. It's 5.30pm. Slowly I start to derig the glider and eat a crumbled cookie from my pocket, hardly believing this flight has happened, when it dawns on me that the low hills just behind me are the North Downs. During my landing field search I had not noticed them; it is a dream come true.

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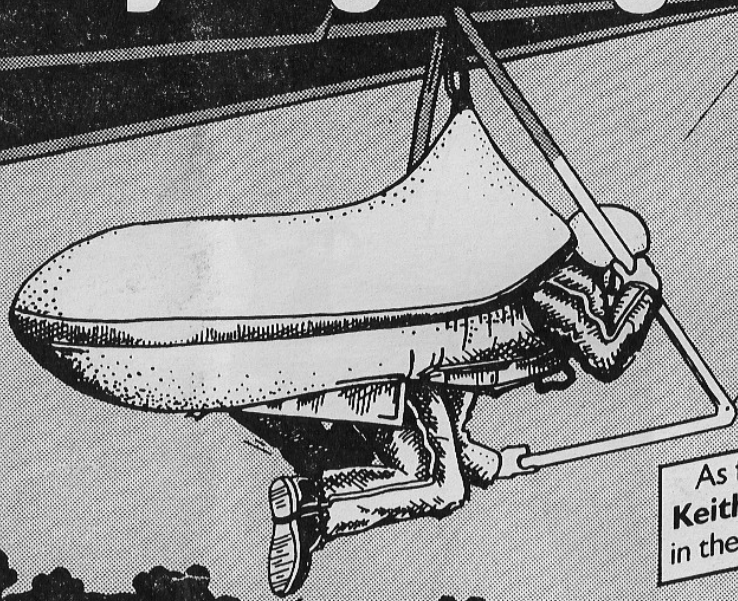
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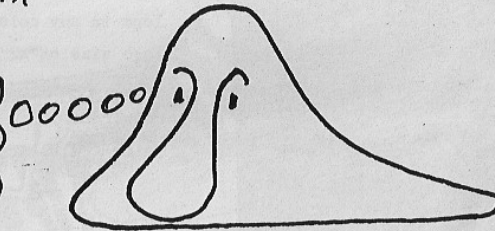
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BLOB

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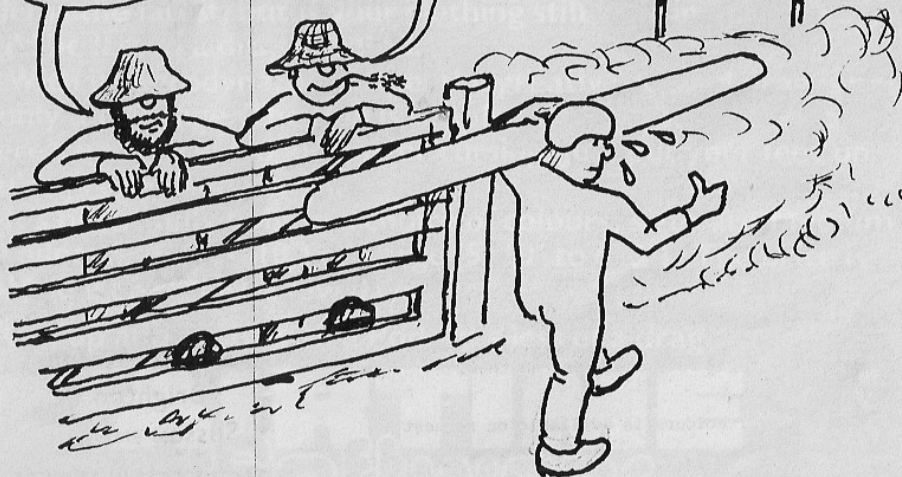
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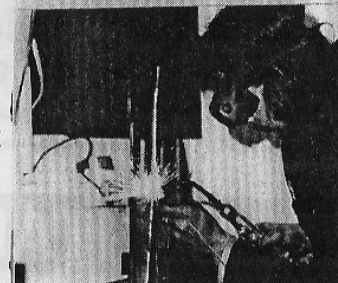
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EGER CUP

Eger Cup invite June 29 - July 8

BUDAPEST university flying club will organise this summer also the traditional hang gliding competition "Eger Cup". It will be the eighth meeting in the town of Eger and it will be the most significant hang gliding event in Eastern-Europe.

Last year 52 pilots of 5 nations were flying there making 30 flights which were longer than 50 km. Best results were 75,5 km take-off flown by a woman, 67 km XC flown by some pilots.

We would like to reach a higher level on this traditional meeting and we would be very happy to see more pilots from the west.

Only 25 Hungarian pilots will take part. We should like to invite teams with 3-5 members from Great Britain, France, West-Germany, Austria, Norway, Sweden, Sovietunion, Bulgaria and Czechoslovakia.

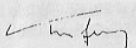
The tasks will be only cross-country flights with take-offs in the mountains near Eger.

Address - MMRK H-1368 Budapest Pf: 184.

The manager of the cup will be Ferenc Kiss and the price of participation is about 100 Dollars which includes the cost of board and lodging and transport. The quarters will be in a student hotel in rooms with 2-3 beds - address: Ho Shi Minh Tanárképző Főiskola H-3300 Eger, Leányka u.5.

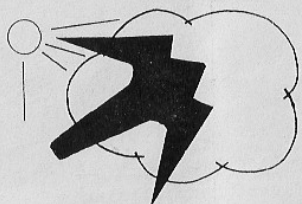
For more information, please write or phone at 17-22 hours Hungarian time any Thursday on Budapest 180-303.

INTERESTED PARTYS SHOULD CONTACT
RICHARD ENWHAVEN(0273) 516150

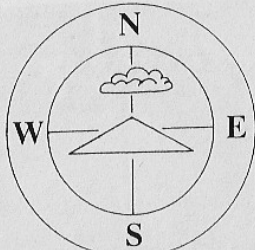

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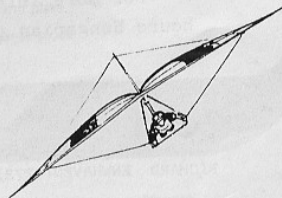
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DEC 84

A CHANCE TRIP TO MONTFAUCON. 25th/26th February.

It all started during a phone call to Michael Carnet when he mentioned he was taking part in the Montfaucou Manufacturer's Competition and there might be room in his car, although a little cramped. Two phone calls later I had arranged to travel with Chris. Bartram and Richard Halpin in his Land Rover (a lot more comfortable). I set my reliable alarm clock and she woke me at 4.30am with a cuppa. By 6am I'd arrived at Richard's and we were loading the Rover with gliders and our luggage to catch the 7am Ferry to Dieppe. Unfortunately the Ferry left Newhaven 1 hour late. As soon as we arrived we brought a map and headed in the right direction to a town called Blangy, then we found the site. It took about 40 minutes from the ferry. First impressions were , bloody hell isn't it small, not detered we parked the car and walked to the top of the hill. We saw on the otherside hoard of gliders being carried up the hill and one just rounding a pylon and continuing on to see how far he could glide. After saying hello to the people we knew we found out the man to beat was Mike De Glanville flying a Magic III. He had flown past everyone else over a fence and into the next field. The next person to do this was Johnny Carr also flying a Magic III, converting over the fence and landing in the next field. Closely followed by a French Pilot on a Profile. No-one else managed to get past the fence. So ending a good days competition. Our next problem was to find somewhere to stay the night. We set off towards Blangy just 5 minutes away. After trying four hotels we were lucky at our fifth attempt, Hotel Tivoli. A double room was 70 Francs (£6.50) and breakfast 16 Francs (£1.50) which we thought very good value. We had our evening meal at the hotel (£4.50) then propped up the bar for the rest of the evening.

Sunday morning we got up early, 9am (well, it felt early) had breakfast, paid the bill and we were heading for the hill by 10am. We arrived with about ten other cars and vans already there. We started to unload having decided to at least have a fly down. The weather was bright and sunny but freezing cold, with a heavy frost. When we arrived at the top we found it might be sourable. A quick rigging session took place, but first to launch was a French Pilot on a Vampire. He scratched the top for about 10 minutes and decided to land. Next off was Chris , he had about 10 minutes as well and decided to land at the bottom by the cars. I launched as soon as I saw him leave the ridge. I had a few beats of the ridge when I saw someone else launch. Now, on a 150' ridge that was just scratchable there is definately no room for two gliders so I headed out towards the cars in the bottom field. Having unclipped I turned around to watch him soaring, only to find he had landed 50' behind me (good). I then wished I had let him go before me. I started to de-rig when I saw some trikes being unloaded from a trailer and decided to have a look. I walked over and found out it was Mr Thevenot and friends. They were starting to get ready to tow launch some gliders

to the top of the hill. After careful inspection of the equipment and talking to them I enquired about having a go. They agreed as soon as the competition was over. I spent the next half hour watching six perfect take offs (it looked so easy). By now the competition was about to start so up the hill I went to watch and also take some photo's. The task was to launch from the top go round the pylon and head straight for the finishing line as fast as possible. The first dozen pilots went down the course in about 50 seconds with some falling short of the finish. After a bit of practice the times started to come down to about 42 seconds. They all found out that if you never crossed the finishing line in prone at full speed with more than 2 feet of ground clearance you were wasting your time.

continued.....

Then a French Pilot, Chayrou on a Pacific Wings Vampire decided he would try something different, by pulling maximum speed and following the shape of the hill downabout 3/4 of the way. Then headed straight for the pylon, convert the speed into a climbing turn and then dive at the finish line. It worked in an amazing 37 seconds. This had all the other pilots tuning there gliders and trying harder. The next fastest was Thevenot on a Profile. So, ended a good competition with ideal weather condition's (for the time of year) for the whole weekend. Unfortunately time had run out and we had to rush off to catch the Ferry home, so I missed my chance of being towed up by a trike. All in all it was an enjoyable weekend and quite inexpensive. Perhaps, next year we could get a club team together and compete.

The final results were:

1st Day - Glide Angle.

Mike De Glanville - Magic III Equal placed with Gerard Thevenot - Profil.
3rd-Michael Carnet & Johnny Carr-Magic III

2nd Day - Speed Event.

1st-Chayron - Vampire
2nd-Thevenot Profil
3rd-J.Carr & M.Carnet

Winning Pilot

1st-Gerard Thevenot
2nd-Chayrou
3rd-M.Carnet

Winning Manufacturer

1st-La Mauette
2nd-Airwave
3rd-Pacific Wings
4th-Solar Wings

RON RICHARDSON ON LEFT, CUT IN HALF
BY MY CAMERA (SORRY RON)



.... RON RICHARDSON.

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