

S.H.G.C.
SUMMER
BARBEQUE

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AT DEVIL'S DYKE

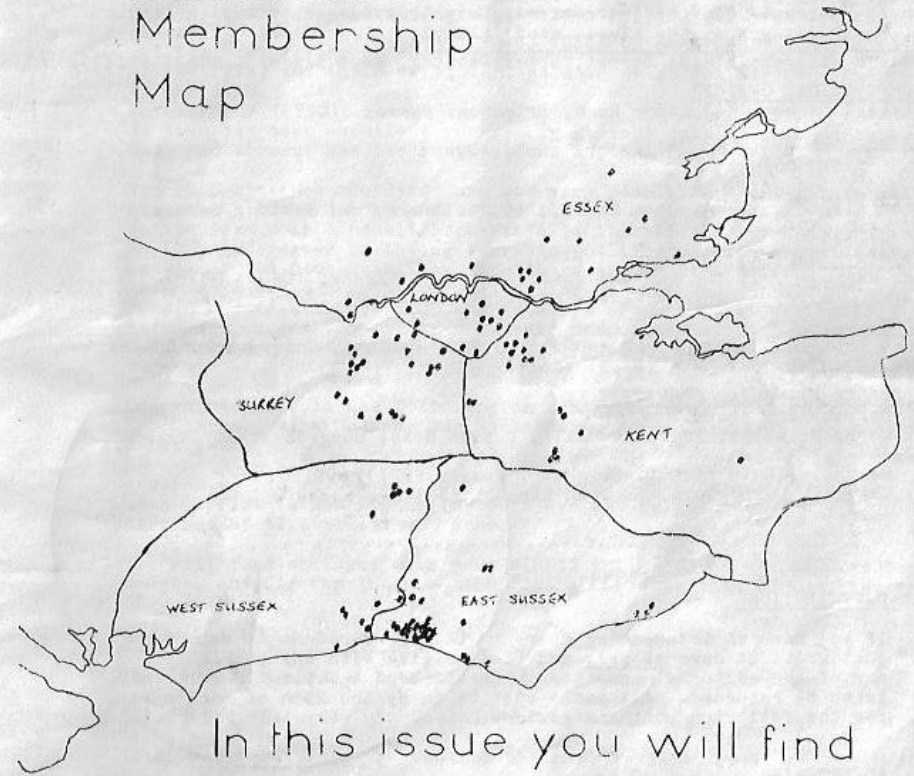
SAT 4TH AUG

7 P.M.



JULY 84

Membership
Map



In this issue you will find a list of all paid-up members, with addresses and telephonenumberes.

'84 COMMITTEE

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Dave Bluett, 17 Concorde Close, Paddock Wood, Tonbridge, Kent,
H - (089283) 4240 W - (0622) 831215.

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B.H.G.A. COUNCIL REP

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Peter Harris, 4 Burdett Place, Hastings, Sussex, (0424) 432042.

CLUB SOLICITOR

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WINDSOCK EDITORIAL COMMITTEE

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J. Carr, Highbank, Fairplace Hill, London Road, Burgess Hill, Sussex,
04446 - 42324.
T. Bardon, 3 Bute Street, Brighton, Sussex (0273) 609166.
I. Carrington, Brewers, Eastend Lane, Ditchling, Sussex.

.....

CONTRIBUTIONS

If you have an interesting story to tell or accident to report just write it down clearly and send or give with any photos to any of the editorial committee. Please send a S.A.E. if material is to be returned. All items must be in by the 25th of each month, for the following months magazine.

ADVERTISING

Private advertisements for members (to sell gliders lost and found etc.) is free.
All commercial advertisements are charged at the following rates:
1/6th of a page: £12 per year (in advance); 1/3 page: £22 per year (in advance); full page £5 per month, or £45 per year (in advance).

Editorial



After an exceptionally long spell of wind on the Dyke, Saturday 23rd June right through to Saturday 30th June, it is good to see that we have some new people going for it, some achieving their first real XC, and that on a weekend. Unheard-of-stuff! Well done you guys; let's see more of you give it a go, you may even surprise yourself. At this time of year those people who go for it often get the best flying of the day because the sea-breeze arrives early at the Dyke, and those still left go down or do not fly for the rest of the day.

We have had some excellent results in various competitions, both at home and abroad; see the competitions section for details.

The P1 Seminar on the 23rd June was very poorly attended with about six pilots bothering to arrive for it, and that after a flyable day on the Dyke. As a result Pepe Martello is resigning as Club Coach. Anybody interested in taking over his position please write immediately to any of the Club Committee. Are there so few P1's willing to learn more or go for their P2 exams, or do they know it all already? People complain in the club and in Wings about elitist attitudes focusing on the top pilots and their competitions, but when somebody does organise an event for Joe Bloggs, he and his mates don't turn up!

Congratulations to the following on achieving their first XC:
Les Chapman, Alan Hudson, Ron Richardson, John Young and Mike Robertson. (this year).

A new Dyke record was set by Michael Carnet on Wednesday 27th June when he flew to New Romney (between Rye and Folkestone) Kent, a distance of 51.1 miles; well done!

You will find enclosed with your WINDSOCK one of the new SHGC members' badges, and for the lucky ones, those going more than 20 kms, the new SHGC XC badge.

CALENDAR - make a note NOW!

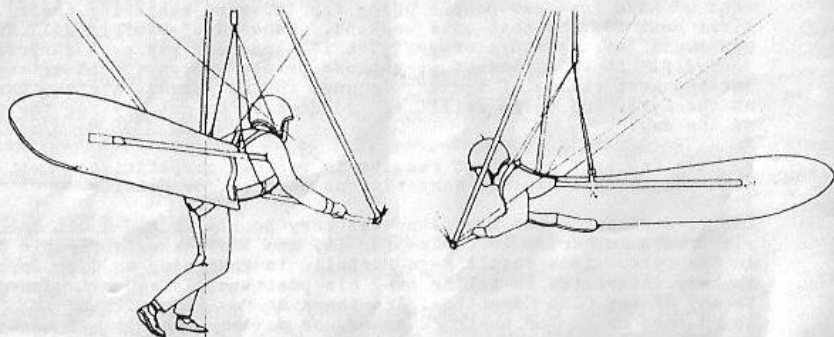
4th. August Saturday	Club Barbeque (+ host day for other clubs)
1st. Sept. Saturday	Social Evening at the Dyke.
20th. Oct. Saturday	Weather Seminar, Devil's Dyke.
3rd. Nov. Saturday	A.G.M.

1st. Dec. Saturday Christmas Banquet, Devil's Dyke.
Many thanks to the following contributors: Lesley Chapman, John Lee, Ian Carrington, Michael Carnet, Adrian Whitmarsh, Chris Bartram, Karen Stoner

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Don't forget us, we are at the bottom of the Dyke!
Visit our soft ware shop run by Big H and see our
stock of harnesses, have a dangle in a DART. Ozee
suits, Protec cotton and water proof gear, XL bags,
rucksacks etc.

Agents for Airwave, Solar Wings and Mainair. If you
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Used glider sale, Mylar Magic 111, Magic 168, Super
Scopion, Southdowns floater and many more. Buy
a glider for £50.
Phone us for a list.

"SECRETARY'S NOTES"

I should have said this in last month's issue but... sorry if some
of you had to wait a long time before getting your 1984/85 membership
cards and stickers. This was due to several reasons, not least
being late arrival of the cards from the printer. In addition,
having taken all the membership administration over from Peter Day
at the same time as renewals were due caused a lot of paperwork!
Still I think I'm now sorted out. If anybody is still missing their
new cards, stickers, are without a Sites Guide or Air Space Map then
excuse my omission but please write or call at once and I'll sort it
out for you.

All membership details are now on a computer listing to print Windsock
labels so things should all be easier in future. If anybody wants to
know where other pilots live (to share travelling to sites, etc.)
send Michael Carnet a letter and he'll send you a print-out.

Anyway, most people have renewed their membership by now - although
there are a number of exceptions, who I will accost when I see them
on the hill!

Adrian Whitmarsh

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HALPIN RICHARD	19 SECOND AVENUE	NEWHAVEN SUSSEX	0273.516150/513434
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SHARMAH COLIN	44 SYLVAN AVENUE	HORNCHURCH ESSEX	04024.47303
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PUCKEY BARRY	66 CRAWTHEN GROVE	E. DULWICH LONDON	01.6938722
ROLINSON PETER	24 CROMFORD ROAD	LONDON SW18 1NX	01.8749522
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WILLIAMS GARY	13 FREMANTLE ST	LONDON SE17 2JP	01.7037441

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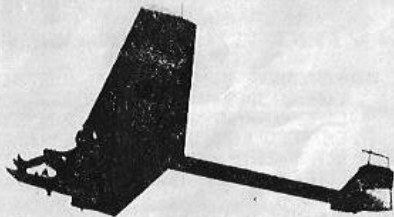
BUTCHER IAN	196 CHURCH ROAD	TEDDINGTON MDDX	01.9422756/9376576
BUTTON GREGORY	21 TUDOR GARDENS	TWICKENHAM TW1 4LE	01.8912336/4660222
JAMES COLIN	10 THAMESIDE	TEDDINGTON MIDDLESEX	01.9770094/8365454

FUELL TONY	AVE. T.ROOSEVELT 12 B-1320GENVAL	BELGIUM	010322.6540544
KWINDT HENDRIK	VECHTSTRAAT 1	1078 Re AMSTERDAM	NL20.717717
SCOTT R.	MANOR OF GROVES	Near SAUNBRIDGEWORTH	HERTS0279.722333

SOMETHING COMPLETELY NEW by JOHN LEE

Lightwing L6 Contender is a fully cantilever three axis foot-launchable sailplane. It has evolved over 15 years of very hard design and construction experience, and was ridge-soared at Devils Dyke for the very first time on Sunday 15th April this year for an hour and three quarters in a rather turbulent NW wind. Because of conditions, not much testing was carried out, but handling was well up to expectations. Much help was provided by the Southern Hang Gliding Club and was most appreciated, particularly of the vital kind relating to site conditions. As a glider pilot of over 200 hours (don't stop reading!) this flight proved emphatically to me the advances in hang gliding design since I met Ken Messenger soon after his first flight at Uffington so many short years ago. These machines are almost impossible for anything to beat in the climb. I came away profoundly impressed, and also by the piloting capabilities.

As a new member of the club, I hope that I shall gradually get to know people, and am very keen to meet any members with an interest in possibly flying my machine in the future when testing has been fully carried out. Chris Bartram has my number and I am pleased to hear from enthusiasts. Three axis training may soon be available so experience is not-vital. I hope to set up a small team of pilots, and already have other unique aircraft which will be flying soon.



Since the above was written John has flown the Contender on a couple of further occasions at the Dyke, both times successfully. He has now fitted wingtips to the mainplane and a faired cockpit leaving just his head exposed. Unfortunately, the last time he rigged the seabreeze invaded and stayed until sunset.

However, the whole project is progressing well and those who have seen the aircraft at firsthand have

been impressed by the skill and workmanship involved in its construction. John estimates the glide ratio in the region of 16:1, and though he is yet to fly thermals in it, the Contender should be capable of 100 mile cross countries and substantial out-and-returns. The best of luck John; if you need a bungee launch, just grab a couple of ridge-warmers - there are plenty about!

SITES NEWS

by Chris Bartram, Sites Officer.

DEVILS DYKE

There have recently been a number of landings in the crop field. The crop is now at its highest and is due for harvesting in a few weeks. Anyone who lands in the crop now will cause a great deal of damage. The farmer is up in arms about the recent crop landings. If you land in the crop now be prepared to pay the £10 fine and suffer the wrath of the farmer. Please leave the ridge with plenty of height and land in the field behind the barn.

BEACHY HEAD

Top landing at Beachy Head is difficult and should only be attempted by pilots with plenty of top landing experience. Recently novice pilots perhaps fooled by the ease with which Beachy's S.E. bowl can be soared have attempted to try their first top landings there. Please don't try to practice top landings at Beachy it's much easier at Firle or Devils Dyke. If you are at all unsure land at the bottom.

MOUNT CABURN

Mount Caburn is a south-south west site adjacent to the A27 just past Lewes. This site has in the past been used by club members unofficially as there had been a change of farmers. However, after recent discussions with the new farmer he has reconfirmed that he has no objection to club members flying from Caburn providing they follow the site rules. In this issue of Windsock there is a pullout site guide insert for Caburn. Please treat this site carefully and lets preserve the good will of the farmer and land owner.

NEW TRAINING SITE

Following lengthy negotiations a new training (possibly soarable) site could be available soon. This site will most likely be suitable for training in light winds and could be soarable in light S.W. winds (for very experienced pilots). Negotiations with the farmer at present are between the club only. However, as this site would probably be used mainly for training club member schools may be asked to contribute towards any possible costs/administration involved. All interested schools should contact me as soon as possible. Further details next month.



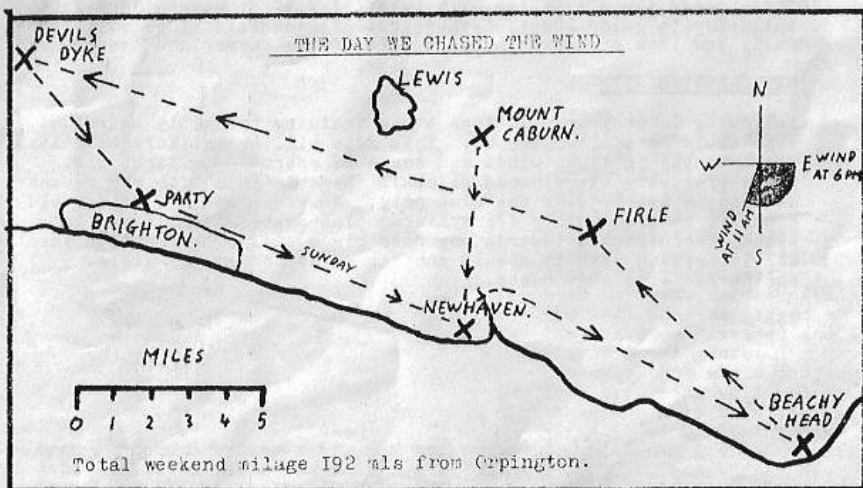
" I'm not going down!"

THE DAY WE CHASED THE WIND

Saturday 2nd June started with a phone call to Heathrow MET to be informed by a helpful forecaster to expect southerly winds going S.E. force 3-4. A second call to John Young and it was decided to take my camper van and make a week-end of it, as it was S.H.G.C. social at the Dyke and we did not fancy a 50 mile drive after a good drink. All that was left now was to obtain a 48hr pass from she who must be obeyed!

By 10.30 a.m. we were on our way and the sky was looking really good, with lots of nice puffy cumulus and even clouds streets beginning to form. We stopped at our usual wind check at a high point on Ashdown Forest and found that the wind was 10/12 knots S.S.W. Mt. Caburn was our choice as this site offered us our best chance of a cross country flight. On arriving at Caburn the sky looked ideal, and as we watched the shadows of the clouds going up the hill noticed that the wind was now due south.

With over 400 ft to climb we decided to carry our gear up first and then return for the gliders (incidentally did you know that from the top to the bottom landing field is 500 ft, it never looks that high from the road does it?) About half way up our hearts sank as John noticed that the wind was swinging round to S.S.E. Although still flyable we now had to decide whether to continue up and then return for the gliders. The walk was now even further as we would now have to go right across to the far side of the bowl. It would now be the best part of an hour before we could take off, by which time the wind may swing round even further, making take off impossible. Our option was for the cliffs at Newhaven, but this meant abandoning all hopes of an XC flight. So with reluctance we left Mt. Caburn and headed for the blue skies of Newhaven.



On arrival we were greeted by a 14 mph wind which was smack on. Two gliders had just landed after flying as far as Saltdean, and Dave Woolford was busy rigging his patchwork quilt. Great, we thought, at least we will get some flying in. Before I finished rigging Dave had taken off, and despite his glider being the large size he did not seem to be getting much height. John and I looked at each other as we both realized that the wind was dropping off. We frantically stuffed in the remaining battens but as usual John was clipped in and ready before me. They both scratched around for 10 minutes but there was certainly no room for three gliders. Eventually Dave went down and now was my chance. My only hope was that my trusty Gyr could stay up in what was virtually a nil wind take off. After I had made two beats along the cliff John also went down. I now took every advantage of being the only one aloft, keeping the glider directly over the edge and maintaining 30 ft above the cliff. Ten minutes later I joined the others on the beach for the wind had dropped even more and together with a high tide there was no room to take chances. As we de-rigged we were joined by Richard Halpin who suggested Beachy.

Back on the road on our way to Beachy we passed gliders going the other way with the drivers and occupants pulling strange faces and giving us the thumbs down, but undeterred us two self confessed lemmings carried on to find, yes, surprise surprise, nobody flying.

We were greeted by the same old stories, "Sorry mate, you just missed it", or "You're too late" and "Look at that feller in the bottom landing field, he went down." But still not deterred we walked up to the take off area and started the hang glider pilots' ritual of throwing grass into the air saying "It's on, it's on." At this point I think we may have over acted, because after our show of enthusiasm everyone stood back expecting us to fly, sniggering in the background, "Ha-Ha they're going to go down." But this time luck was on our side and by the time we rigged the wind had got up. I took off first followed by John. Height gained was only 200 ft at 6.00 and after an enjoyable 20 minutes flying I heard John's voice over the CB "OH NO, NOT AGAIN". Yes, you guessed it; the wind was swinging round again to the East. The flying became more uncomfortable and soon we both scraped in for a top landing.

Half an hour later with gliders on the camper, we were off again in convoy to Firle. We had thought about High and Over, but the way the wind was swinging round we thought we would get one step ahead and go to Firle. It was now 6.00 p.m. and due to insufficient sleep the previous night John crashed out on the grass after carrying his glider from the car park. (Poor old chap, we must remember John is not as young as he used to be!) Anyway, after much grass throwing although it was well off to the East, I thought I would give it a try. With wire assistance from Richard Halpin still insisting I should walk across to the bowl, the take off was good, I did reach the bowl, the only trouble being I was half way down. After much scratching to no avail I eventually landed safely at the bottom. **NOTE PL PILOTS** (if you attempt this stunt in similar conditions i.e. 18-20 mph east and gusting you will discover the colour of adrenalin (brown)).

(continued)

JUMPERS



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The Day We Chased the Wind. (continued)

With John now back in the land of the living after his snooze on the grass, thankfully he helps me back up the hill for a second and successful attempt at soaring the east face of the bowl. Ten minutes of this and I had had enough, being battered and thrown around and I soon came in for a top landing.

Resigned to the fact that flying was finished for the day (yes even I had had enough), we looked forward to a good drink and chat at the Dyke social. How disappointed we were to find only four other members there (COME ON LADS LETS SEE MORE EFFORT ON THESE CLUB NIGHTS). With the invitation, to a party from Michael Carnet we all trundled down to Joan Hunt's house where dancing, food and booze flowed until 3.00 p.m. P.S. Many thanks Joan.

LES CHAPMAN.

SMALL ADS.

FREE TO ALL FULLY PAID UP MEMBERS BUT FOR NON MEMBERS A FEE OF £1 PER ADVERT WILL BE REQUIRED

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For Sale: Conet 165, excellent glider for PI wanting more performance. Must sell only £420 ono. Demonstration/test flight available. Contact Chris Bartram on 0273-682499. Also Cocoon Harness plus integral parachute £180 ono

For Sale: Mainair Skydeck. Features Ball vario plus Thommen altimeter. Great XC equipment, only £200 ono. Phone Pepe Martello on Worthing 68780.

For Sale: Gyr 188, superb floater, mylar 1/e, speed bar or standard bottom bar + 2 spare uprights. £550 o. Contact Les Chapman on Orpington 70445.

For Sale: Shadow 180, orange sail with white mylar 1/e. Very good condition - £699. Phone 0273-505892.

FOR SALE:

Royal Enfield Crusader Sports 250cc motorbike 90% complete + space motor etc., good collectable item.

£170 o.n.o phone editor or 7 Sillwood Place, Brighton.

For Sale: Large Typhoon perfect condition, speed bar. £650 ono. American cocoon, fully faired, black & rainbow £70. Parachute £200. John Salmon Anaesthetics Dept. Royal Sussex County Hosp Eastern Road, Brighton.

For Sale: MAGIC 3 I66 DDR. Mylar yellow 1/e, lime green d/s, white main body. Excellent condition, 3 months old, £950 or better offer. Phone 0273 - 505892.

WEATHER WISE

Apart from the usual B.B.C. 1 forecasts with which we are all familiar, there are various other ways of obtaining information and in some cases it is more accurate than that found on T.V.

Firstly there are the shipping forecasts issued by The Meteorological Office roughly every six hours. These can be heard every day on B.B.C. Radio 4 Longwave Transmissions at 6.25 a.m., 1.55 p.m., 5.50 p.m. and 12.15 a.m. After any gale warnings there follows the General Synopsis which is very useful in forming a picture of the overall pattern of movement expected during the next 24 hours. The sea areas we are interested in are Thames, Dover and Wight. Information is given about expected local wind directions and strengths, weather conditions and visibility. Good visibility is often a sign of unstable air. Bear in mind also that winds blow slightly stronger over the sea than over adjacent land due to friction effects.

Secondly there is the British Telecom Area Forecasts which are recorded messages for the next 24 hours, giving much the same level of information as the B.B.C. T.V. forecast, and are useful as a crosscheck before setting out on your (long) journey to the site.

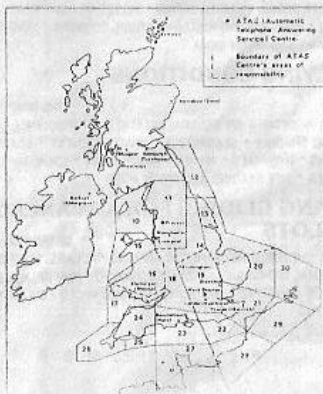
The Aviation Weather Forecasting Service:

Civil Aviation in the U.K. has a reliable and fast weather service set up by the Met. Office. This is a highly sophisticated weather reporting system through which actual and expected weather conditions over large areas and relayed in the Aviation Weather Service at Bracknell in Berkshire.

There are six methods by which U.K. air pilots can obtain weather information; four of these are useful to us:

- i) Area Forecasts: These are issued to all aerodromes with Air Traffic Control Units and can be obtained for other aerodromes on request. They are normally issued every six hours.
- ii) The U.K. General Aviation Visual Flight Forecast: This service is provided specifically for the private pilot flying under Visual Flight Rules (that includes us!). Areas of the U.K. are numbered as in the diagram and you ring West Drayton 42513 for areas 10 to 16, and West Drayton 49262/49263 for areas 17 to 30.

These recordings are three minutes long and are updated every three hours. Each forecast is valid for a period of six hours.



ATAS (Automatic Telephone Answering Service) Centre			
General Weather Station			
Name			
Address			
Telephone			
Fax			
E-mail			
Website			
Notes			
Forecast (V.O.)	Area	Forecast (V.O.)	Area
Weather Category	Area	Weather Category	Area
1		2	
3		4	
5		6	
7		8	
9		10	
11		12	
13		14	
15		16	
17		18	
19		20	
21		22	
23		24	
25		26	
27		28	
29		30	

IMPORTANT: When in operation, the ATAS system will provide a continuous stream of weather information to all ATAS centres. It is essential that all ATAS centres are kept operational at all times.

EXPLANATION OF THE WEATHER CATEGORIES USED IN THIS FORECAST			
Category	Visibility	Cloud Base (in ft)	Other Factors
1. Clear	> 10000 ft	> 10000 ft	No other weather factors present
2. Partly Cloudy	> 1000 ft	> 1000 ft	No other weather factors present
3. B. Show	> 1000 ft	> 1000 ft	No other weather factors present
4. B. Drizzle	> 1000 ft	> 1000 ft	No other weather factors present
5. B. Rain	> 1000 ft	> 1000 ft	No other weather factors present
6. T. Drizzle	> 1000 ft	> 1000 ft	No other weather factors present
7. T. Rain	> 1000 ft	> 1000 ft	No other weather factors present
8. T. Snow	> 1000 ft	> 1000 ft	No other weather factors present
9. T. Ice	> 1000 ft	> 1000 ft	No other weather factors present

DEFINITION OF ABBREVIATIONS USED:
C: Clouds
D: Drizzle
R: Rain
S: Snow
T: Thunder



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Weatherwise (continued)

- iii) Aerodrome Weather Reports: These are normally obtained by telephoning the particular aerodrome concerned and requesting an actual report of the weather together with any significant trends.
- iv) V.H.F. Weather Reports: These are continuous broadcasts on specific frequencies in the AFR (AB) band V.H.F. (108 to 145 MHz) which give actual weather reports at selected aerodromes, updated every half hour.

Two can be heard in our part of the world; London Volmet South (128.6 MHz) and London Volmet Main (136MHz).

The elements of each report are broadcast in the following order:

(a) Surface wind direction and strength, (b) Visibility, (c) Local Visibility (fog) (d) Present weather, (e) Cloud cover, expressed in oktas i.e. four oktas = 4/8 cloud cover, together with its associated cloudbase, (f) Temperature and Dew Point, (g) Atmospheric Pressures for altimeter settings (QNH and/or QFE).

When the term CAVOK is heard it implies three things:

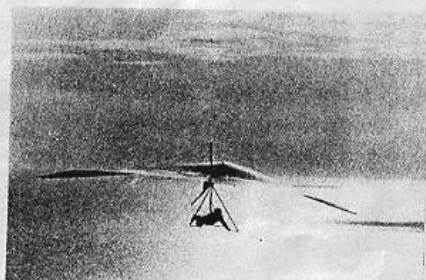
- i) Visibility of 10km or more;
- ii) No cloud below 5,000ft and no cumulonimbus;
- iii) No precipitation, thunder storm, shallow fog or low drifting snow. The term NOSIG means "no significant change".

Airband receivers can be bought for under £10.

Gliding Forecasts:

This forecast is very comprehensive and is more technical than we perhaps need, being geared for sailplane pilots. However, it is likely to be more accurate for XC flying than most of the other types of forecast. For our area you phone Upavon Met. Office, 098063 351 during weekdays and Odiham 025671-2134 during the weekends.

Although none of the above forecasts are ever 100% right, by using one or more of them together with an actual, i.e. Volmet, a much better idea of what is going on can be gained. For those of you who regularly make long and expensive trips to our sites only to find conditions not up to your expectations, why not use the Club listing to find someone willing to give you up-to-the-minute weather reporting nearer to the site?



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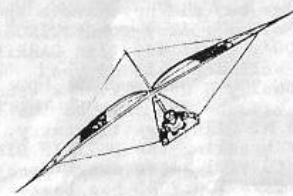


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16 , CIRCUS ST (WORKSHOP)



DEC 85

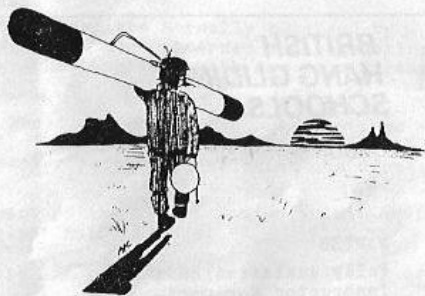
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OCT 84

THE SUSSEX XC LEAGUE



Summer has started rather well with an exceptional Saturday 23rd when 6 pilots went for it from the Dyke including J. YOUNG, R. RICHARDSON, L. CHAPMAN and M. ROBERTSON entering their first flight in this year's XC League and therefore getting the 20Ks CLUB XC Badge. Pepe MARTELLO and Tim BARDON flew 30 miles together to BEXHILL.

On the next day M. ROBERTSON did all the tasks for the PAI SILVER Badge but did not have a sporting license (£1.50 BHGA). He flew 35 miles (56ks) to HASTINGS for 5 1/2 hours with height gains of 4000'. That day, Ian CARRINGTON flew to IFORD Hill.

Well done all of you! Who said it's never good on weekends? Actually 3 days later, a Wednesday, it was looking pretty good but the sea breeze came on the Dyke too early with just Ian CARRINGTON and M. CARNET getting away. Ian landed in Ringmer while Michael was breaking the DEVIL'S DYKE Record by landing in NEW ROMNEY Kent, 51.1 miles away (formerly J. PENDRY 49.4 miles).

Dave WOOLFORD has beaten the new record of how high and how far over the back you can be before coming back to top land with about 1 mile and 5000'.

Abroad S.H.G.C. members have been flying very well in the following competitions:

* AUSTRIAN MASTERS: J. PENDRY 1st, D. CLAYTON 5th out of 70. Only five days were flown from the Zillertal Mountain, which is one of the best XC areas in Europe. The weather was fluctuating between very poor and excellent. The competition consisted of a number of scattered pylons and landing zones which were chosen by each pilot selecting his course, each pylon being graded for points.

* LARIANO TRIANGLE (COMO Italy): J. PENDRY 1st, out of 30. Brilliant weather with open distance only. Launch is at 5600 ft a.s.l. with cloudbase up to 13000 ft. After a very close battle with Gerard THEVENOT our resident peanut man Pendry was yet again covering 558 Ks in 4 flights, only 2Ks ahead of THEVENOT.

* BLERIOT CUP (France): 1st J. CARR and M. CARNET. Annual team event between Britain and France with this year no individual scoring. Michael CARNET was captaining the BRITISH TEAM who won by 980 points, out of 4000.

* EGER CUP (Hungary): T. BARDON finished 6th in his first international competition. Len Hull 1st and Judy Leden 3rd complete another British victory. Full report next month.

At the moment Johnny CARR is in the Spanish AGER CUP and John PENDRY is in the OWENS VALLEY Contest. Results next month!

The National XC League has got a few southern pilots in the top 30 with J. PENDRY 2nd, M. CARNET 7th, D. CLAYTON 13th, P. MARTELLO 19th, T. BARDON 22nd, J. CARR 27th and I. CARRINGTON 30th. It's better than last year but the season is not over yet and if every talented person in our club was trying, there would be a few more Southern names in the XC table.

As you can see on the SUSSEX XC table, there are 2 XCs done from SULLINGTON HILL near Storrington. It takes winds from NW to E and is twice as far from the sea as the Dyke, so the sea-breeze will reach it a couple of hours later. Big potential for cross country and possibly good fun for ridge soaring as the ridge extends to Amberley. There is a good road to the top with a large car park. The Sullington record belongs to I. CARRINGTON who landed in Hampshire past Midhurst and 3 miles past M. CARNET who landed in West Sussex.

More good site news is that MOUNT CABURN near Lewes is now an official Club site. It is obviously a very good site for XC as it is flyable from WSW to ESE. But it is well soarable in the sea-breeze which means that every light wind day in summer is flyable and what's more soarable. Yes I know, it is a walk up, but it's certainly worth it.

That is all for this month; if you want to see your name in this column just don't top land, and remember, you cannot go for it if: A. you don't come on the hill;

B. you don't rig;

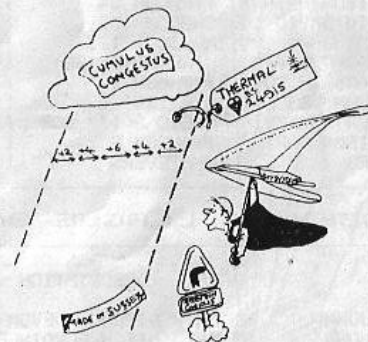
C. you don't take off.

See your next month.



THE 20 Ks XC BADGE

DARK BLUE ON LIGHT BLUE.



SUSSEX XC LEAGUE 84 FLIGHTS FROM THE 30 MAY TO 07 JUL 84

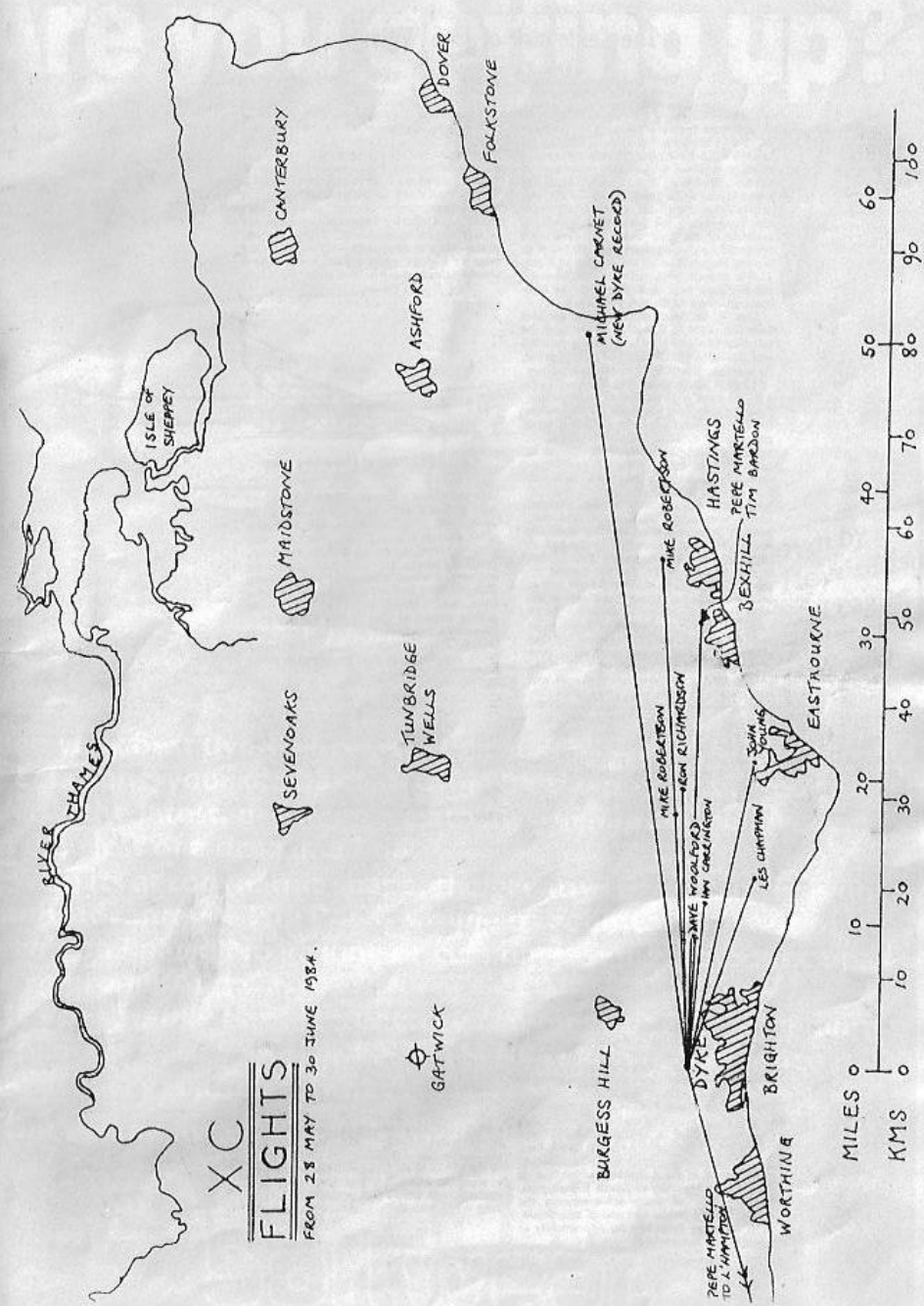
PILOT	DATE	DESCRIPTION	OS MAP References	DISTANCE
WOOLFORD DAVID	30 MAY	DYKE / LEWES	TQ257112 TQ396106	13.9 Ks 8.6 Mls
MARTELLO PEPE	04 JUN	DITCHL./L' HAMPTH	TQ332132 TQ021023	33.0 Ks 20.5 Mls
CARRINGTON IAN	04 JUN	DITCHL./STEYN.	TQ332132 TQ178092	15.9 Ks 9.9 Mls
MARTELLO PEPE	23 JUN	DYKE/BEXHILL	TQ257112 TQ746108	48.9 Ks 30.4 Mls
BARDON TIMOTHY	23 JUN	DYKE/BEXHILL	TQ257112 TQ746108	48.9 Ks 30.4 Mls
YOUNG JOHN	23 JUN	DYKE/EASTBOURNE	TQ257112 TQ594039	34.5 Ks 21.4 Mls
RICHARDSON RON	23 JUN	DYKE/N ^o HAILSHAM	TQ257112 TQ560125	30.3 Ks 18.8 Mls
ROBERTSON MIKE	23 JUN	DYKE/N ^o HAILSHAM	TQ257112 TQ536123	27.9 Ks 17.4 Mls
HARRISON BRIAN	23 JUN	DYKE/HALLAND	TQ257112 TQ529168	27.8 Ks 17.3 Mls
CHAPMAN LESLEY	23 JUN	DYKE/BEDDINGHAM	TQ257112 TQ472059	22.1 Ks 13.8 Mls
ROBERTSON MIKE	24 JUN	DYKE/N ^o HASTINGS	TQ257112 TQ819158	56.4 Ks 35.0 Mls
CARRINGTON IAN	24 JUN	DYKE/IFORD	TQ257112 TQ403074	15.1 Ks 9.4 Mls
CARNET MICHAEL	27 JUN	DYKE/NEW ROMNEY	TQ257112 TR067255	82.3 Ks 51.1 Mls
CARRINGTON IAN	27 JUN	DYKE/RINGMER	TQ257112 TQ442134	18.6 Ks 11.6 Mls
CARRINGTON IAN	04 JUL	SULLING/N/HILAND	TQ085125 SU848277	28.2 Ks 17.5 Mls
CARNET MICHAEL	04 JUL	SULLING/N/M/HURST	TQ085125 SU875238	23.8 Ks 14.8 Mls

SUSSEX XC LEAGUE 84 OVERALL POSITIONS AT JULY 7th 84

PILOT	GLIDER	1	2	3	4	TOTAL
01 PENDRY JOHN	MAGIC 3 166&177	209.5	118.2	79.4	74.1	481.2 Ks
02 CARNET MICHAEL	MAGIC 3 166 DDR	82.3	71.0	56.2	44.3	253.8 Ks
03 MARTELLO PEPE	MAGIC 3 166 DDR	59.5	48.9	37.9	33.0	179.3 Ks
04 BARDON TIMOTHY	MAGIC 3 177 DDR	71.3	48.9	22.6	19.6	162.4 Ks
05 CARR JOHNNY	MAGIC 3 166 DDR	55.5	39.1	32.1	27.6	154.3 Ks
06 CARRINGTON IAN	MAGIC 3 166 DDR	76.6	28.2	18.6	16.6	140.0 Ks
07 ROBERTSON MIKE	MAGIC 3 165 DDR	56.4	27.9	0.0	0.0	84.3 Ks
08 HARRISON BRIAN	TYPHOON 84	45.1	27.8	0.0	0.0	72.9 Ks
09 PERRIN DAVID	SHADOW 155	46.1	0.0	0.0	0.0	46.1 Ks
10 YOUNG JOHN	MAGIC 1 165	34.5	0.0	0.0	0.0	34.5 Ks
11 WOOLFORD DAVID	LIGHTNING 190	20.2	13.9	0.0	0.0	34.1 Ks
12 RICHARDSON RON	TYPHOON 8	30.3	0.0	0.0	0.0	30.3 Ks
13 CHAPMAN LESLEY	GYR 188	22.1	0.0	0.0	0.0	22.1 Ks
14 PICKERING KEVIN	MAGIC 3 177 DDR	15.3	0.0	0.0	0.0	15.3 Ks
15 WILLIAMS GARY	TYPHOON 8	12.2	0.0	0.0	0.0	12.2 Ks
16 OTHERS	WHATEVER	0.0	0.0	0.0	0.0	0.0 Ks

SUSSEX XC LEAGUE 84 LIST OF TOP 15 FLIGHTS AT 7/07/84

PILOT	DATE	DESCRIPTION	OS MAP References	DISTANCE
PENDRY JOHN	01 MAY	DITCHL./DEVON	TQ332132 SY246943	209.5 Ks 130.2 Mls
PENDRY JOHN	09 MAY	DITCH/FORDINGBRI	TQ332132 SU150138	118.2 Ks 73.5 Mls
CARNET MICHAEL	27 JUN	DYKE/NEW ROMNEY	TQ257112 TR067255	82.3 Ks 51.1 Mls
PENDRY JOHN	17 APR	DYKE/ORSETT	TQ257112 TQ634011	79.4 Ks 49.4 Mls
CARRINGTON IAN	12 APR	DYKE/EAST LENHAM	TQ257112 TQ908516	75.6 Ks 47.6 Mls
PENDRY JOHN	12 APR	DYKE/HARRIETSHAM	TQ257112 TQ872526	74.1 Ks 46.1 Mls
BARDON TIMOTHY	09 MAY	DITCH/MEONSTOKE	TQ332132 SU624205	71.3 Ks 44.3 Mls
CARNET MICHAEL	12 APR	DYKE/HEADCORN	TQ257112 TQ891431	71.0 Ks 44.1 Mls
MARTELLO PEPE	16 APR	DYKE/GUESTLING	TQ257112 TQ851144	59.5 Ks 37.0 Mls
ROBERTSON MIKE	24 JUN	DYKE/N ^o HASTINGS	TQ257112 TQ819158	56.4 Ks 35.0 Mls
CARNET MICHAEL	09 MAR	PLUMTON/EARNLEY	TQ362129 S2823971	56.2 Ks 34.9 Mls
CARR JOHNNY	16 APR	DYKE/HASTINGS	TQ257112 TQ812129	55.5 Ks 34.5 Mls
MARTELLO PEPE	23 JUN	DYKE/BEXHILL	TQ257112 TQ746108	48.9 Ks 30.4 Mls
BARDON TIMOTHY	23 JUN	DYKE/BEXHILL	TQ257112 TQ746108	48.9 Ks 30.4 Mls
PERRIN DAVID	16 APR	DYKE/BEXHILL	TQ257112 TQ717092	46.1 Ks 28.6 Mls



BLAST FROM THE PAST!

The Centenary of José Weiss

by B. Talbot-Weiss

Reprinted from the "West Sussex Gazette," *Arundel*

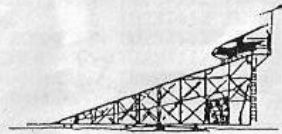
It is easy to forget the names of those to whom we are most indebted for the basis of our knowledge of the principles of heavier-than-air flight. Prominent among them was José Weiss, the centenary of whose birth fell on 21st January. In an age when faith in the conquest of the air was generally scorned and encountered every discouragement, his perseverance and the sacrifice of his time and his means were rewarded by discoveries which did much to lay the foundations of the science of flight. Those, at least, who derived profit from his labours may well rank him with the foremost pioneers of British aviation.

José Weiss was born in Paris on 21st January, 1859. Some 25 years later he adopted this country, becoming a naturalised British subject. An artist by profession, he soon came before the public as a painter of English landscapes. For 23 years from 1897 he lived in West Sussex at Houghton House, Houghton, and drew his inspiration from local Sussex scenes in all their diverse moods and aspects. His production was prolific. Examples of it can be found in collections in many parts of the world, especially in America where his style was held in high esteem.

Though, by the sale of his pictures, money was earned with comparative ease, all that remained after meeting domestic needs was entirely absorbed by the cost of his experiments in aeronautics. Recognition is due to José Weiss for his patient researches in the field of natural flight and in the application of natural principles to the wing and body design of aircraft. At an early age, in the mountains of Austria, he had speculated on the mystery of the effortless flight of eagles, and from then on he devoted himself to an intensive study of the problems of aerodynamics. It was perhaps the intuition of a great artist that enabled him to perceive solutions which conventional scientific approaches had failed to reveal. In particular he applied the knowledge gained by his researches to the achievement of natural stability, a quality so notably lacking in the aircraft of those days, and the result of his work has undoubtedly influenced many successful designs of inherently stable aeroplanes both in this country and abroad. The many other theories derived from his exhaustive study of birds are, for the most part, embodied in papers read by José Weiss before the Aeronautical Society (not then Royal) in 1907 and 1908.

His first experiments with dead birds—rooks, gulls and an albatross—were followed by experiments with model gliders. These models, ranging in weight from two to 100 pounds and extending in number to upwards of 200, were thrown from a tower standing 42 ft. from the ground on a slope of Houghton Hill. On attaining their normal flying speed, they would immediately right themselves and in favourable conditions would reach a gliding angle within three degrees or even two degrees from the horizontal. In ascending currents they would frequently rise to considerable heights, travelling against or circling in the wind in the manner of soaring birds. For one of these models he was awarded a special medal at the "Premier Concours d'Aviation de l'Aéro Club de France" in Paris in 1905. Another is preserved in the Aeronautical Section of the Science Museum at South Kensington. Yet in spite of these achievements the attitude of the public was one of scepticism. Indeed the lay Press lost no opportunity to ridicule the enterprise.

Later, and for larger models, launching was effected by means of an inclined slipway on a rigid structure of light steel joists. This structure was erected on Bury Hill about half a mile north of Whiteaways. It was mounted on four rollers running on a circular rail fixed to the ground. The last experiments, with piloted gliders, were made on Amberley Mount without the aid of any launching appliance. The glider was placed on a trolley which would run to the edge of a slope when a push from behind would launch the machine over the brink



A Weiss model on the launching ramp

into ascending currents. The craft differed only in size from the smaller models. In June, 1909, Eric Gordon England, who with great daring manned this machine, and who was later to become famous as a pilot, designer, works manager and consulting engineer, attained a height of 400 ft. above the valley and covered a distance of 1½ miles from his starting point—a remarkable gliding record at that time. These flights attracted a number of pupils and the group became known as the Polytechnic Gliding Club, probably the first gliding club to be created.

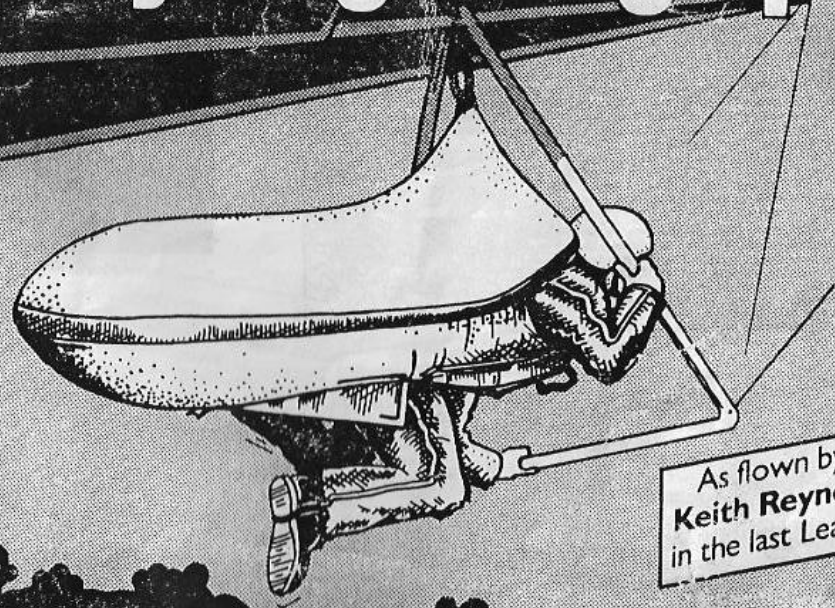
Successes with gliders led to the construction of power driven craft. Mr. (now Sir Frederick) Handley-Page, who was then conducting experimental work at Barking, had long been interested in the Weiss principles. A Weiss-Handley-Page monoplane was exhibited at the Aero Show at Olympia in 1909 and the first Handley-Page machines of 1911 and 1912 were still in general accordance with those principles. They owed their exceptional flying qualities to the design features of their wings. One, piloted by Edward Petre, was the first aeroplane to fly over London when it voyaged up the Thames from Fairlop in Essex to Brooklands.

Among the beliefs of José Weiss there were many that were far ahead of his time. Yet he spoke with confident authority and the path that he pointed has been proved to be right.

By nature José Weiss was endowed with the temperament of a philosopher. He visualised aerial communication as a means of promoting universal peace. He abhorred the cruelty of war and it grieved him deeply that the emergence of the aeroplane to which he had devoted so much of his energies should be seized upon for the purposes of war. Chagrin may well have contributed to failing health, ending in his death in 1919.

Above all his memory will linger as an object of singular veneration by students of aeronautical history. He had indeed a striking personality displaying a coalescence of the vision of an artist with the acumen of a scientific mind. It has been said, and perhaps with truth, that posterity will class José Weiss with the geniuses of his age.

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The World's First Soaring Flight

by Peier Brooks

At the time this flight in a Weiss glider was made, the Wright Brothers had already maintained height in their gliders for up to 2 minutes, but Mr. Brooks claims that the soaring flight here described was the world's first because it included a well-defined gain of height. The article first appeared in the "Red Bull Newsletter" for February 1951 and in *GLIDING* for Summer 1952.

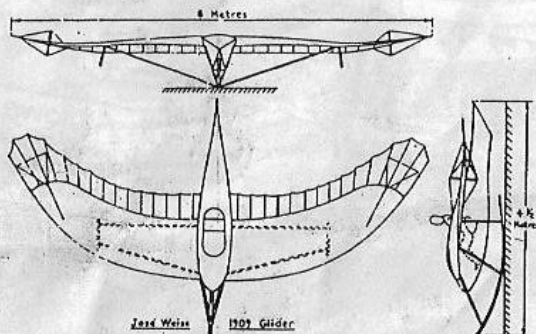
FIFTY years ago what was probably the World's first soaring flight was made by E. C. Gordon England over Amberley Mount near Arundel in Sussex. The date was 27th June 1909, and the aircraft, a Weiss glider. The following details of this little-known bit of history are largely taken from a French book—"L'Histoire du Vol à Voile", by Eric Nessler, although certain obvious inaccuracies in his account have been corrected.

The early Weiss designs were automatically stable, tail-less monoplanes with crescent-shaped wings. The characteristic Weiss wing was very thick at the root and tapered sharply in chord and thickness towards the tips, which were markedly swept back and "washed-out". From 1905 to 1908, Weiss made hundreds

of tests with model gliders built to this general layout, either on the western and northern slopes of Amberley Mount or on the flat ground nearby. For certain of his later experiments he launched the models



Josef Weiss



from a wooden tower nearly 100 ft. high. Some of the models weighed as much as 85 lbs. with a wing area of 40 sq. ft.

At the end of 1907, the trials at Amberley had progressed to the stage where a machine, large enough to carry a man, could be built. This full sized glider was very similar to the models that preceded it. Its 26 ft. span wings were braced to two pylons and had an area of 108 sq. ft. The fuselage was in the form of a nacelle immediately beneath the wing. There was no tail unit. A single long skid beneath the fuselage and two spring hoops at the wing tips served for the under-carriage. Empty it weighed about 100 lbs. Like the models, it was automatically stable. Fore and aft control was achieved by moving the pilot's weight backward and forward on a sliding seat. A transverse lever wrapped the trailing edges of the wing tips for lateral directional control. There was no rudder. This glider was flown on brief hops, first by Weiss, then by Gerald Leake, Dr. Alexander Keith and E. C. Gordon England, all three of whom were helping Weiss with his experiments.

Gordon England quickly progressed beyond the stages of short hops. For launching the glider would be placed, facing the wind, on a crest of the hill and the pilot would then wait for a gust which, aided by a good push from a helper, would lift him

into the air. He then usually glided down into the valley. However, on 27th June 1909, Gordon England by getting into the slope lift over the western face of Amberley Mount succeeded in gaining about 40 ft. above the launching point and then achieving a glide lasting about a minute and covering half a mile. As far as is known, this was the first soaring flight with clearly defined gain in height ever made. Lilienthal, the famous German pioneer, probably attained a brief moment of sustained flight in August 1893. However, as he does not appear to have gained any height above the launching point, he can hardly be considered to have made anything more than a delayed descent.

Returning to the Weiss experiments, although numerous other glides were made with the same aircraft, none matched this effort of Gordon England's, apparently because the full significance of holding the position in the best lift over the hill's crest was not appreciated. The pilot of a Weiss glider, it is true, had little say in the matter, because the machine seems to have been so stable as to be almost uncontrollable. Nevertheless, Gordon England, by a combination of luck and good judgment in launching himself from the right part of the hilltop, certainly flew for an appreciable time in the best lift on his historic flight.

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