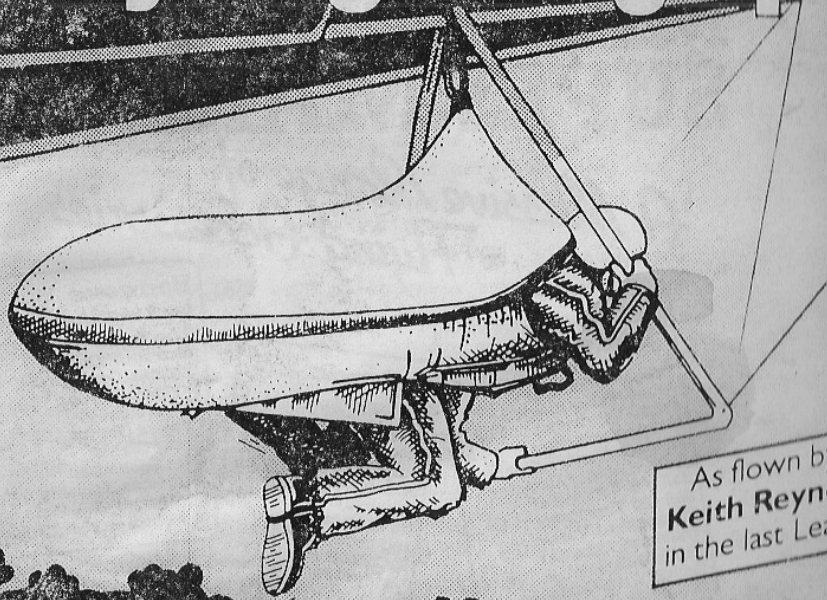


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in the last League.

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JUNE 84



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.....

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. WINDSOCK is normally posted on the first of each month.

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

This issue of WINDSOCK has been put together by a new WINDSOCK Editorial Committee. The idea is to spread the workload and so lead to more and better articles over a wider range of subjects. The Committee consists of Johnny Carr, Tim Bardon, Ian Carrington and Michael Carnet. We hope you will send in any comments and letters about what you see happening on the hill and in the air, especially if you achieve a personal best, or have any unusual experiences. Yes, we can all learn something from reading other pilots' accident reports!

Congratulations to John Pendry on his magnificent flight to Devon which must point the way to all aspiring pilots.

Congratulations also to Dave Goepel for winning the £20 SKY SYSTEMS voucher in the B.H.G.A. voting slips raffle. This out of about 50 entries.

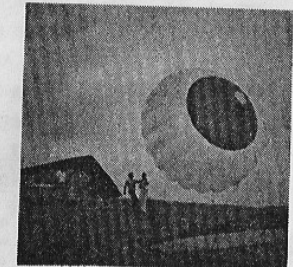
Until now the image of the Southern Hang Gliding Club has been poor in the eyes of the rest of the hang gliding community and the general public, although we have a lot of talent in the Club. We are determined to change all that by emphasising coaching, competitions and public relations. Southern Sound are following the exploits of our competition pilots, and T.V.S. have recently filmed a five minute sequence about hang gliding in Sussex. This showed the state of the art, latest equipment and pilot interviews.

The parachute repacking evening on 7th of April was poorly attended with only about 15 pilots turning up for this important aspect of flight safety, but this may have been due to its rather late announcement. So there will be another chance to learn about repacking parachutes which will be posted in WINDSOCK well in advance.

It was a pity that there were so few people attending as it was a very successful evening with four pilots deploying their parachutes experimentally on the ground and a total of ten chutes being repacked. However, our image did suffer when Den, the owner of the Dyke Pub, discovered that a dozen chocolate biscuits had gone missing from the cafeteria, which he had very kindly let us use for the evening. So already we have lost some credibility with someone who is keen to support us. Let's make sure this doesn't happen again.

Thanks to John Pendry, Tim Bardon, Adrian Whitmarsh, Michael Carnet and Chris Bartram for this month's articles. Ian Carrington for maps. Bill Newton for Blob. Karen Stoner for typing, Johnny Carr for advertising and Chris Bartram for printing.

.....
COVER PHOTO: John Pendry in Australia winning the Nationals.





CLUB NIGHTS ARE HELD ON THE FIRST SATURDAY OF EACH MONTH AT THE DYKE AND PROPOSED DATES FOR THE REST OF THIS YEAR ARE AS FOLLOWS:

2nd June Sat.	Social Evening.
23rd June Sat.	PI Seminar with Club Coach Pepe Martello, (a chance for PI's to do their P2 exams and discuss any problems they may be having with their flying).
7th July Sat.	Social Evening.
4th August Sat.	Barbeque (plus host day for visiting clubs).
1st September Sat.	Social Evening.
20th October Sat.	(Is not the first Saturday) Weather Seminar.
3rd November Sat.	A.G.M.
1st December Sat.	Christmas Banquet at the Dyke.

It is intended that we obtain more good video films which of course will also be shown at Club Night. The evenings are for the members and their guests, it is up to you therefore to say what you may wish to see or do on the nights; social nights have so far been pilots coming together to talk about the last 10 up thermal etc., and some PI pilots doing the P2 theory exam. Anyway, see you at the next Club night.

SITES NEWS

DITCHLING... RECENTLY SOME PILOTS HAVE LANDED OUT IN THE FIELD AT THE BOTTOM WHICH IS ACROSS THE ROAD. THIS FIELD AS EXPLAINED IN THE SITES GUIDE IS FOR EMERGENCY ONLY. THE FARMER HAS FINED ONE PILOT AND LOOKS SET TO CONTINUE THE PRACTICE. PLEASE LAND IN THE "L" SHAPED FIELD HILLSIDE OF THE ROAD. LANDING HERE IS OK PROVIDING YOU PLAN YOUR APPROACH WELL.

MILL HILL... THE BOTTOM FIELD HAS CHANGED OWNERSHIP. IT IS NOW IN THE HANDS OF A MR PLUMBSTEAD. MR PLUMBSTEAD HAS ALWAYS BEEN AGAINST HANG GLIDING SO IF YOU LAND OUT IN HIS FIELD, GET OUT QUICK. *C. B.*

Offer of Donation to SHGC

We have been approached by Mike Brayne from Abbey Life Assurance Co in Brighton, who is prepared to make a donation of £100 to SHGC for in return for a copy of members' names and addresses.

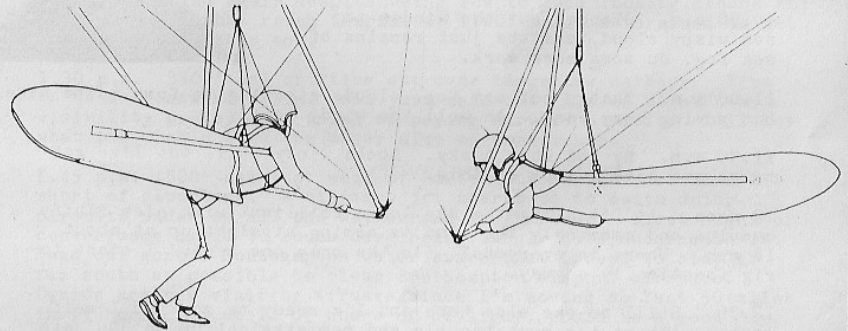
Mike Brayne is in the Life Assurance, Pensions, Savings & Investment business & has already provided policies for some of our members. We would therefore like to approach other members in the near future. Please take the opportunity to ask him for details of the services & policies Abbey Life offer.

Obviously some of you may not wish to have your contact details passed on, which is understandable. If anyone wants their name & address removed from the list passed to Mr. Brayne, please call

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Agents for Airwave, Solar Wings and Mainair. If you want something unusual contact us.

Used glider sale, Mylar Magic 111, Magic 168, Super Scorpion, Southdowns floater and many more. Buy a glider for £50. Phone us for a list.

A DAY TRIP TO DEVON

9.00 a.m. in Brighton and the day looks blue and stable with a strong NE wind, much as it has for the last few days. Ring the forecast which gives a possibility of showers in the afternoon, hmm.. something must be changing. Ah well do a bit of work and see what happens later.

10.00 a.m. Glanced out the window to see wispy cloud, must be just remains of sea fog, do some more work.

11.00 a.m. That's not sea fog, clouds starting to form quite nicely but moving very fast. Ah well too windy to fly.

11.30 a.m. My god what a sky. Looks windy still but I've got to go and have a look at this.

12 noon. At Ditchling the sky looks brilliant with nice fluffy cumulus and amazingly the wind is coming straight up at about 18 mph. Where is everyone? I'm the only one here. I start to rig frantically anyway.

12.30. Still no-one else here and I'm ready to go, so I self launch without too much trouble and pop straight up to 300' ato in smooth ridge lift. I cruise out front for a way then 360 back over launch and cruise out again. This time I hit a reasonable thermal and work it back until I'm just behind launch at 1000' ato. Winds stronger up here so have to commit myself to going. Seems a bit of a sausage shaped thermal but it's going up quite well and the cloud it's going to looks good.

12.50 I'm at 3600' asl just south of the Dyke and this funny thermal that I only gain height in pointing into wind is fizzling out. What a drift though, wind only a bit north of east here. I start gliding slightly crosswind heading for the Chanctonbury ridge which should be soarable if I need it. Wow it's like flying a sailplane. I know this Magic's good but I think it must be windy. As I start crossing the Steyning gap I spot a glider rigged at Steyning bowl, wonder who that is? Down to 2000' asl now but should make it across the gap easily. Then I hit a boomer.

1.00 p.m. 3800' asl over Steyning Bowl and this one leaves me short of cloudbase as well, despite being 10 up for a while. I yell down to Pepe to go to Ditchling and start cutting crosswind again to stop myself from getting to the coast too soon. Decide to forget about using the Downs since the sky looks as good and it's a long way crosswind to get to them now anyway. Start getting a bit low so I head due downwind which is heading me just south of Arundel, the castle and river making beautiful landmarks.



1.10 p.m. Hit a good thermal just east of Arundel and work it to 4200' asl still short of cloudbase. Same procedure, crosswind glide and then downwind as I get lower, overtaking cars on the dual carriageway by Tangmere. Sky O.D.'d a bit now, only one patch of sunlight over the town of Chichester, head straight for it and turn into wind after the vario blips at 900' asl over the cathedral. Not a very good one this and I lose it at 2200' asl. Glide crosswind again despite being low to good looking clouds and contact a good but rough thermal at 1100' asl, determined to get some height in this one.

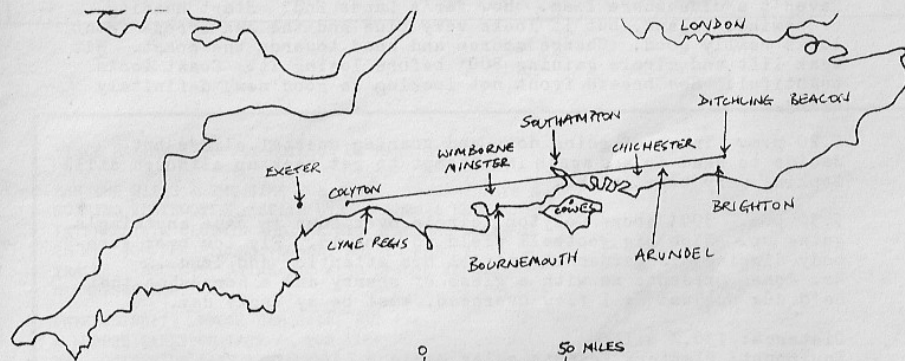
1.30 p.m. 3500' asl drifting out over Langstone harbour. Time to head crosswind again. Can just make out Isle of Wight now, visibility pretty bad, think of paying Airwave a visit. I'll see what the wind's like the other side of Portsmouth.

1.45 p.m. 4500' asl just west of Portsmouth harbour, still a bit short of cloudbase. A military jet scares me to death doing circuits under me all the way across the harbour. First signs of convergence cloud to south developing dangly bits underneath it. Head out across Southampton water aware that I need to stay as far south as possible to clear Southampton airport airspace. Decide against visiting Airwave since I'm moving so fast 50 miles in 1 1/2 hours and still 6 1/2 hours of daylight, could be a good day.

2.15 p.m. Just south of Beaulieu, down to 1000' asl and sky not looking good in front. Very blue, wind seems lighter here as well. Keep hitting small areas of lift but nothing worth turning in.

2.30 p.m. 700' asl in between Brockenhurst and Lymington. Got to stay in the air. Gain 400' and lose thermal then do the same again.

2.45 p.m. Up to 1600' asl and feeling confident again now. Start heading crosswind and hit good lift. Light aircraft circles around me while I'm climbing. 3000' asl and I spot Hurn airport several miles to the west.



3.00 p.m. 4500' als pull out of strong rough lift since cloud above looks very black and head crosswind north of Hurn. Glide just north of Wimborne Minster then head more S.W. for good sea breeze front cloud.

3.30 p.m. Back to 4500 asl and somebody stands on my kingpost. Lose 1500' rapidly in very rough air then suddenly notice strong S.E. wind on ground below. Panic, turn 90° and start what looks impossible glide towards clouds inland. Section of sea breeze has obviously moved in more rapidly. Really rough but bouyant air.

3.50 p.m. 900' asl, 300' agl. I've flown off my map. Getting into hilly country, I fly over the top of a hill into the valley giving me 600' ground clearance right over a public school where they're all out playing cricket. Having to hold on tight in very rough air. Clouds overhead good again. Hit really rough thermal and start to climb slowly.

4.15 p.m. 3500' asl and I'm away again although well short of cloudbase. Start downwind glide underneath black cloudstreet which is obviously the sea breeze front. I cross several hills and vales before getting too low to cross the next hill. Head crosswind for a tree covered bowl that should be into wind just west of what I find out later is Cerne Abbas. Chicken out of going into bowl since it's more of a gully than a bowl and the wind's howling. Go for a grassy spur instead that's 50° out of wind. Turn into wind to be confronted by a big chalk man on the opposite hill.

4.45 p.m. Sink down onto spur, below top of fully, 300' agl. Pick out field to land in and open Supp a little. Suddenly hit a boomer, going up very fast but easy to stay in. Big black cloud overhead.

5.10 p.m. Top out at 5000' asl, cloudbase. I've got it made, must have done 100 miles by now and with this wind and height I'm going to go a long way. Surprised to see the coast coming up again, haven't a clue where I am. How far's Lands End? Start heading crosswind, inland, but it looks very blue and the sea breeze front looks really good. Change course and head towards the coast. Hit weak lift and circle gaining 800' before losing it. Coast looks beautiful. Sea breeze front not looking so good now, definitely dying.

5.20 p.m. Think of going down and soaring coastal cliffs but decide to head inland again in attempt to get back up although still looking very blue inland.

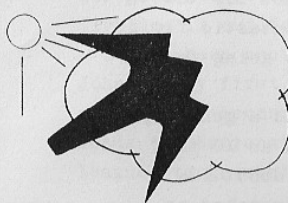
5.30 p.m. 300' above Colyton, circle over town in case anything's going up. Nice big football field to land in. Fly low over somebody digging his garden to attract his attention and land. Mr. Jones presents me with a glass of sherry and a horseshoe that he'd dug up just as I flew overhead, must be my lucky day.

Distance: 130.2 miles.

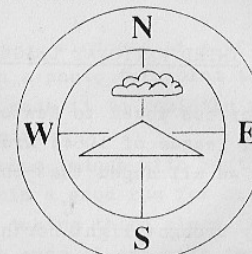
Equipment: Planters Peanuts mylar Magic 3, I66,
Ball 65I vario and alti,
Supp harness.

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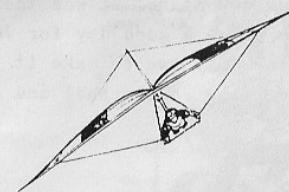
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DEC 84

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DEC 84

THIRD NATIONAL LEAGUE 1984

The League circus moved to Newtown in Mid-Wales for the third national league of 1984, Mid Wales has fantastic flying potential and we all hoped that the weather was going to be kind.

The first day brought light northerly winds and a generally overcast sky. Sarn was selected as the site and an XC task down the valley was set, the distance was only about 10K but this became increasingly less likely to be reached as the day went on due to worsening weather conditions. The activating distance was 4k most pilots thought this was impossible and landed short for convenience only to find out later that Tony Hughes had made 4.2K! The second day showed better XC chance and we all made the slow hard climb up Llandinun, a north westerly ridge not far from Newtown. There was almost nil wind but an XC task to Ludlow was set. Pepe Martello did a grand job wind dummying launching of at frequently intervals to try and find the illusive thermals only to have to slope land and try again. By 5 o'clock nobody had got away and the task was called off, instead an elapsed time race to goal to a field out in front was set up. I could tell that it was not going to be my week-end, after flying the course almost flat out I landed 3 feet short of the finish line and was given the big O. A looming cu-nim made some really bad turbulence in the landing field and the last few pilots flying down had a bad time of it, Bob Bailey made the fastest time of the day.

Day three brought light winds again but clear skies, rather than wait all day for the XC task a duration and spot was run in the morning, this turned out to be an excellent test of skill as the valley was kicking some early thermals and a good duration time depended on being able to work weak lift to maximum advantage. It was then all back up to Sarn for XC, this was to prove a good day for John Pendry and Bob Bailey as they were the only two to make it to goal, but other good distances were done by Pepe, Michel and Johnny Carr

At last the final day gave us some wind and an elapsed time race to goal was on with a photo turnpoint thrown in for good measure some 16 pilots made it to goal the rest fighting it out for distance points.

It had been another high scoring league with Southern club's John Pendry first, Bailey gave him a good run for his money and came in second with Michel taking third place. Michel still leads the National League table overall and with two more leagues to go must stand a good chance being British Champion.

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Fancy a trip to Norway!! Mick Perrin is getting together a few pilots to go this 7th/30th June Contact Mick on Brighton (0273) 410307.

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National League winning Magic 3 I66 mylar yellow leading edge, lime u.s. ball tips, aerofoil kingpost £950 or better offer Available end of June want to buy Spanish Joe's S4, M. Carnet Btn. 505892.

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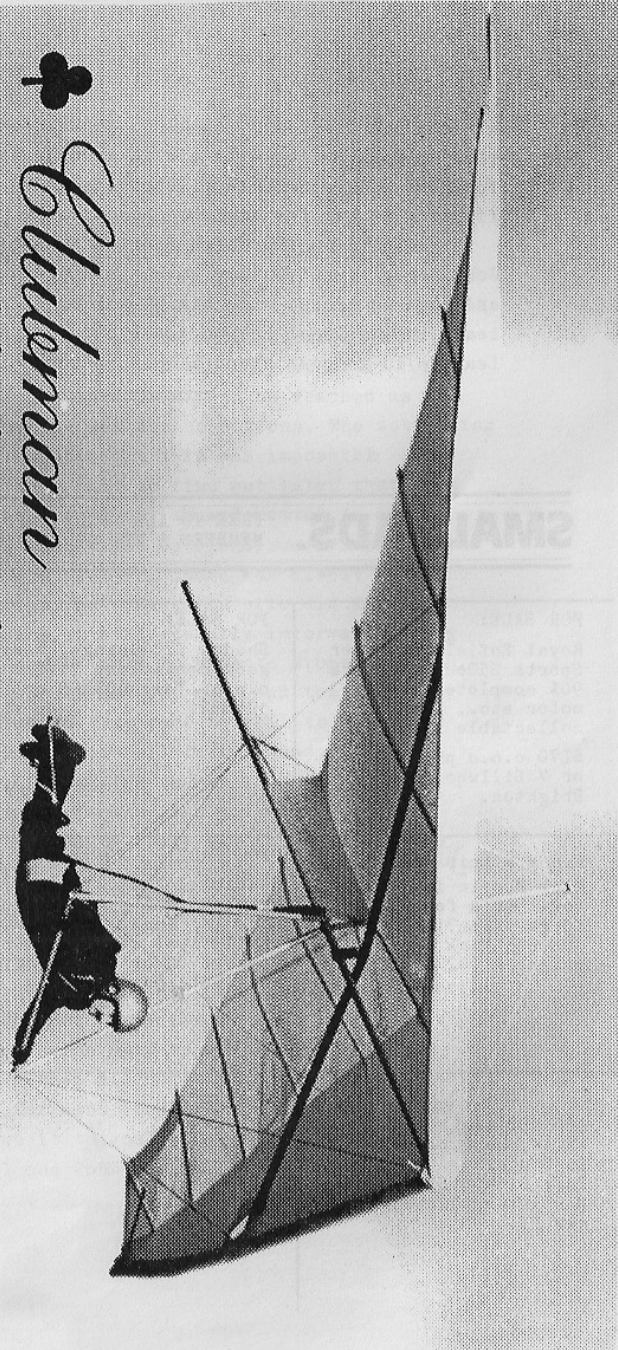
Magic 3 I66 v.g.c. ball tips, speed bar, low airtime, £900 Tel: Btn. 501043.

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Gyr I88 light blue, red, white, good condition, £590 o.n.o. Tel: Btn 505892 suitable for intermediate but not new PI.

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Report on the recent BHGA AGM

by Adrian Whitmarsh

Chris Bartram, Michael Carnet and myself travelled to Cranfield to represent the Club and carried a very disappointingly low 36 block votes. Full details of the results should be in the latest Wings! so I won't waffle too much here. _ Just the basic outcomes and attitudes:

The attendance was pretty low - I should say only about 50-60 members. Quite a few Council members were missing due to a suspiciously contagious flu' virus which caught hold of Bob Harrison, Dave Clayton and Dave Bedding! Percy Moss just about held onto his voice!

Anyway each alternate year I seem to go to the AGM. This happens because whenever I do go I come away feeling that all the hot air and hot-round-the-collar inter-politics that goes on at these sort of things seems to have very little to do with flying. Then, when I don't go, and find issues which came out I wish I had been able to voice an opinion on..... My feeling beforehand was that a 1-day AGM would mean rushed discussion and chopped debate and turned out right. The final impression was of a BHGA with a lot of problems and it's back against a crumbling wall. The finances are in a hell of a mess basically because of the falling membership figures on top of the hole left after the Treasurer elected at the 1983 AGM failed to do anything. Judy Hunter is doing an excellent job in an extremely difficult situation and gradually sorting it out.

A lot of dissatisfaction was voiced about the staffing situation of the BHGA & the airworthiness scheme - or lack of - came in for a lot of stick. At the end of the day, Chairman Percy Moss basically said that the Council had taken notice and understood the feeling of the AGM and, unless the meeting wanted to pass a no-confidence vote (which it didn't), it should be left with them to act accordingly.

Each Council member responsible for an area of activity submitted a written report - apart from the Training Committee, due to illness. All were discussed and after comment & debate each was accepted by the meeting except for Barry Blore's - which basically speaks for itself!

Main points to come out were:

- it was vital to get the test rigs sorted & priority given to an answer on the Silhouette. Percy Moss assured this was imminent.
- Wings! delivery had been plagued but everything possible would be done to sort it...
- Sponsorship results were disappointing - although an optimistic explanation of the situation with Posters was finally given in the last 15 minutes by Barry Blore. They are to sponsor the Clubman's Mere event this year.
- the heated question of whether the blocksystem of voting at the AGM should continue was quite clearly decided - it remains. Interestingly enough only 150 (approx) members felt strongly enough to actually cast their votes individually by post on this proposal - the remainder either leaving their's with their club or not even bothering!
- Barry Blore thought his report was boring - it said so at the start!
- Financial deficit for the year was about £5000!
(Although from subsequent Council meeting minutes its not clear whether this might rise to £11000!!)
- BHGA has no real intention of representing flexwing (trike) power flying even where this involves members - although they need the advertising revenue it brings to Wings!
- the SHGC's proposal to organise an annual meeting of Club committees was passed & we intend to try & hold a weekend fly-in to go along with this in August.

Well, if anyone wants to know more I've got copies of all the AGM reports..

SKY SYSTEMS *The British leader in hang gliding equipment*

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Super Stirrup with chute & ballast cont.	77.39	11.61	89.00
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"SUPP 84" Integral Harness inc. Rucksack	150.00	22.50	172.50
Twistlock karabiner Option	2.61	.39	3.00
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Extra Deluxe Rucksack For Supp	12.17	1.83	14.00
Extra String Rucksack For Supp	8.70	1.30	10.00
Light Weight Rucksack	12.17	1.83	14.00
XC Bag with spring cord grip	13.91	2.09	16.00
XC Bag with zipp and protection	17.39	2.61	20.00
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IO Up Variometer Model IO0 Audio Up	103.91	15.59	119.50
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Arbee Flask Variometer	103.48	15.52	119.00
Arbee Transducer Variometer	129.57	19.43	149.00
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Ventimeter (Wind Speed Indicator)	13.04	1.96	15.00
ALUMINIUM			
Speed Bar with integral wire	21.74	3.26	25.00
Spare Up-Right Bright Anodised	12.17	1.83	14.00
Spare Up-Right Matt Anodised	8.26	1.24	9.50
Up-Right Tubing undrilled, unanodised	6.96	1.04	8.00
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"Pitchy" Floating Hang Point	23.91	3.59	27.50
SAFETY EQUIPMENT			
Parachute System 22' and 24'	216.52	32.48	249.00
Bridle Knife with holster	6.96	1.04	8.00
Twistlock Karabiner	6.00	.90	6.90
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Back Up Hang Loop (tubular)	1.74	.87	2.00
Quick Link Shackle 4mm	.87	.13	1.00
Quick Link Shackle 5mm	1.30	.20	1.50
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Posters Bavaria, Hawai, Yosemite, Owens	4.50	nil	4.50
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Ilford FP4 B and W Film 135-20 Exp.	1.74	.87	2.00
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Airwave Webbing Ties	1.09	.16	1.25
Solarwings 1" Velcro Ties	1.30	.20	1.50
2" Velcro Glider Ties	1.74	.87	2.00
Sky Systems' Cloth Badge	.87	.13	1.00
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As a follow-on to the AGM report, some info from BHGA Council Minutes (& other sources).

- Its likely that BHGA membership fees will go up soon - full flying fee to £17.50.
- There will be staff cut-backs and shake-ups at H.O. - there are no prizes on this one.
- Basically the BHGA is in an administrative & financial low point which means a lot of extra hard work for those people that care. Personally I think its important the organisation be run by flyers for flyers and tailored according to the size of the membership - not the other way around.
- Wings! editor, Stan Abbott has resigned as he has been offered a plum new job as Assistant Editor of some newspaper. So this job is vacant - anyone interested should apply at once.
- The Structural Test rig has produced results. Gliders tested include the Silhouette, (with answers to its problems) Typhoon S4 & Excaliber.
- The Competitions Committee & Lindsay Harrison have made great strides forward in P.R. League pilots are getting good local press coverage - Southern Sound Radio are following the progress of SHGC members.

Secretary's notes

We hope to have all the membership details on computer by the time you get this and next month to issue a current list to everyone so you can see who hasn't renewed yet - and therefore is sponging off of You! If you want to know who lives in your area call or write to Michael Carnet who can give you an address print-out by area.

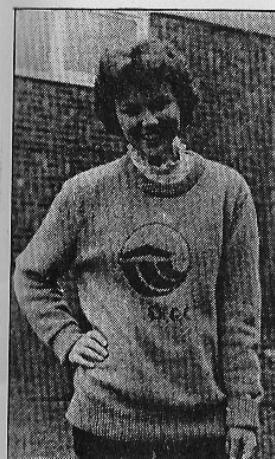
Several members have become actively interested in tow launching and we hope to develop this and possibly get a safe system for the Club for use by all members.

Things seem pretty active in the Club but several of us committee members feel that we could do with some positive help. At the end of the last membership year (30 April) we had over 140 members & there must be some of you keen to help. We need assistance as follows:

- | | |
|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| Accounts: | Anybody to take on the Treasurer's tasks always welcome. |
| P.R.: | There's a lot to do here to push the good image & achievements of local pilots. |
| Club/Inter-Club Competitions: | Anyone interested in organising fun comps or fly-ins for the average level pilot? |
| Windsock: | Anyone to write regular articles or bully other people into it. |
| Coaching: | There are a lot of new P1 pilots coming out of schools and we need experienced pilots to "adopt" these people & help them along. |

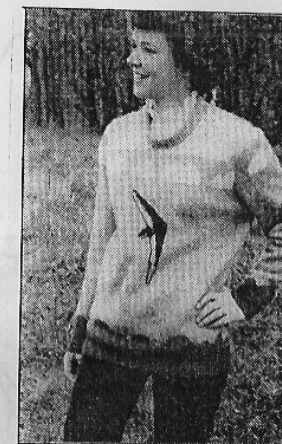
Any of you lot who are really interested to actually get involved in the Club? You don't have to be a well known 'ace' flyer. Just call me or the Committee member responsible. PLEASE!

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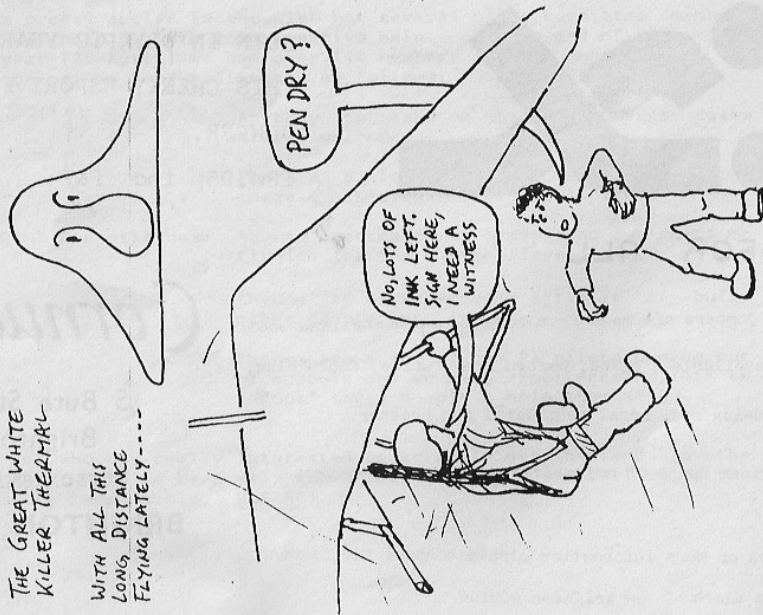
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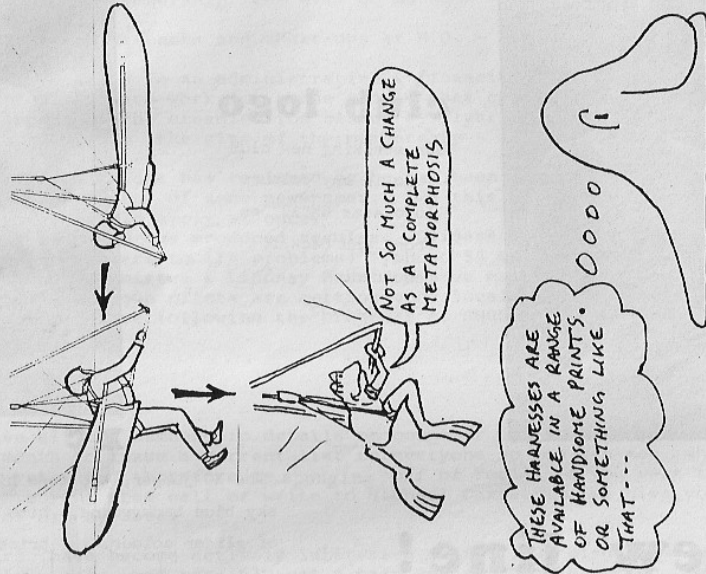
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THE SUSSEX X.C. LEAGUE 1984

So far the spring has been quite exceptional X.C.-wise, with the Southern Record (M. CARNET 47.6 miles Summer 1983) being equalled by X.C. novice Ian Carrington (Dyke to past Maidstone 47.6 miles), this being beaten a few days later by John Pendry (Dyke to Essex 49.5 miles). But then a quantum leap by John to 130.2 miles with a premier flight from Ditchling Beacon to Colyton, Devon, gives him a new British Record (formerly R. Calvert 112 miles) and apparently a new European record (formerly M. Freiburg 128 miles in Austria).

Now! Who still beleives that we live in the wrong part of the Country for going Cross Country? Don't think this weather was exceptional and won't happen ever again. Two weeks later Pepe Martello did his first big X.C. by landing in Guestling past Hastings from the Dyke (37 miles), with Johnny Carr north of Hastings (34.5 miles) and Dave Perrin in Bexhill (28.6 miles).

A week later John Pendry was doing another big one from Ditchling to Fordingbridge (73.5 miles) with Tim Bardon landing near Winchester (44.3 miles).

There are now 11 pilots in the X.C. League in a Club of 150 members. Is Going For It that difficult? A 30 minute X.C. is worth 4 hours ridge soaring; you will learn so much more and so much quicker. So put your acts together and fly into the Club Competition. Hang Gliding without going Cross Country is like having a Porsche and not using the fifth gear. Your gliders are designed to fly hundreds of miles at thousands of feet high! What a waste of money if used just for ridge warming.

Hopefully the new Club X.C. Badge given to anybody flying over 20 Ks will stimulate most of you to join the following list of lucky boys: J. Pendry, M. Carnet, J. Carr, T. Bardon, P. Martello, I. Carrington, D. Perrin, B. Harrison and D. Woolford.

Congratulations to Gary Williams, Dave Woolford and Kevin Pickering on their first XC's.

All this Cross Country flying in Brighton has been very valuable to the S.H.G.C. League Pilots with the following results:

1st League: Dales. J. Carr 3rd, M. Carnet 4th, J. Pendry 15th
2nd League: Pennines. M. Carnet 1st, J. Pendry 3rd, D Clayton 7th
3rd League: Mid-Wales. J. Pendry 1st, M. Carnet 3rd, J. Carr 6th

The overall positions show 2 S.H.G.C. members in the top 2!
1st M. Carnet 3314 points 88% of maximum score (3785)
2nd J. Pendry 3094 points 82% of maximum score (3785)
3rd R. Calvert 2743 points 72% of maximum score (3785)

9th J. Carr 2222
26th K. Reynolds I586
36th D. Bluett II74

15th D. Clayton I887
33rd T. Bardon I350
38th M. Maher II20

There are rumours that Keith Reynolds, D. Bluett and M. Maher are going to quit the League which means we will have only five pilots left. Hopefully Pepe will join the League next year after an exceptional performance in the last League as winddummy. If you want to join the League next year, please let me know as we want to look after you and make sure you get selected.

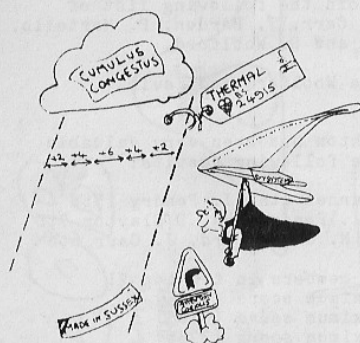
It looks like the S.H.G.C. could win the National League Club Trophy (best 4 pilots) as well with J. Pendry's total of 299 miles, D. Clayton, J. Carr and M. Carnet's totals. But it could be difficult as Peter Hargreaves now has a total of about 323 miles for the credit of the North York Club.

International Competitions: The S.H.G.C. will be well represented in the 1984 British Teams, especially with two members at the European Championships in July in Norway out of a team of four.

Norway: European Championships: J. Pendry and M. Carnet July/Aug.
Austrian Masters: J. Pendry and D. Clayton May/June.
Italy: Lariano Como: J. Pendry June.
Spain: XC Masters: J. Carr July.
Hungary: Eger Cup: T. Bardon July.
U.S.A: Owens Valley: J. Pendry June/July.

That is all for now; we will keep you informed with all these competition results.

Happy Thermalling!



SUSSEX XC LEAGUE 84 FLIGHTS FROM THE 11 APR TO 27 MAY 84

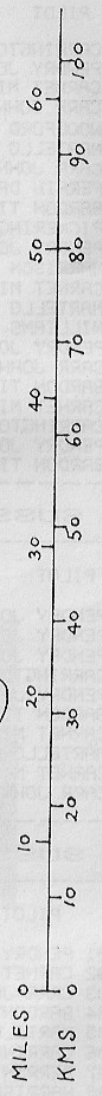
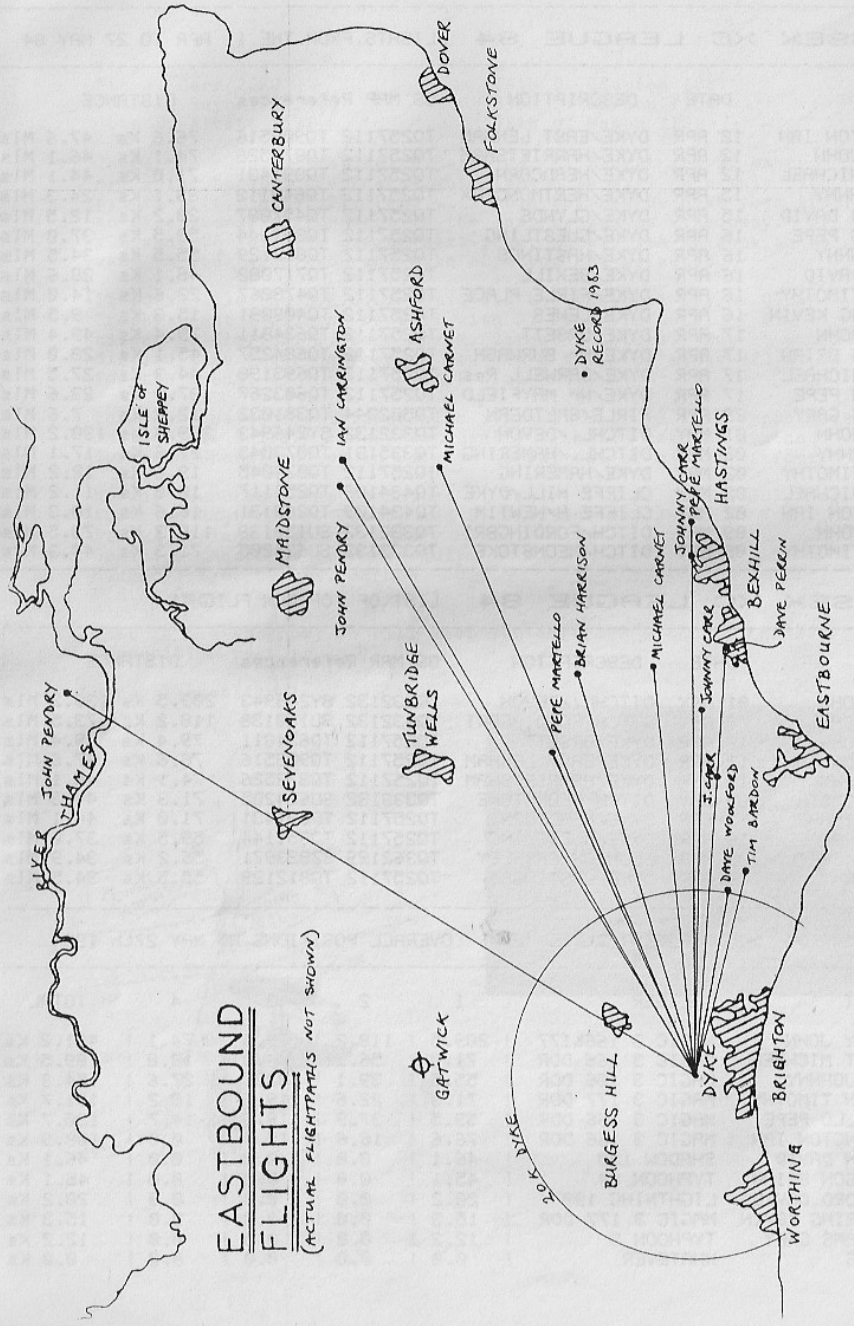
PILOT	DATE	DESCRIPTION	OS MAP References	DISTANCE
CARRINGTON IAN	12 APR	DYKE/EAST LENHAM	TQ257112 TQ908516	76.6 Ks 47.6 Mls
PENDRY JOHN	12 APR	DYKE/HARRIETSHAM	TQ257112 TQ872526	74.1 Ks 46.1 Mls
CARNET MICHAEL	12 APR	DYKE/HEADCORN	TQ257112 TQ891431	71.0 Ks 44.1 Mls
CARR JOHNNY	15 APR	DYKE/HERTMONCEUX	TQ257112 TQ648112	39.1 Ks 24.3 Mls
WOOLFORD DAVID	15 APR	DYKE/GLYNDE	TQ257112 TQ457087	20.2 Ks 12.5 Mls
MARTELLO PEPE	16 APR	DYKE/GUESTLING	TQ257112 TQ851144	59.5 Ks 37.0 Mls
CARR JOHNNY	16 APR	DYKE/HASTINGS	TQ257112 TQ812129	55.5 Ks 34.5 Mls
PERRIN DAVID	16 APR	DYKE/BEXILL	TQ257112 TQ717082	46.1 Ks 28.6 Mls
BARDON TIMOTHY	16 APR	DYKE/FIRLE PLACE	TQ257112 TQ478067	22.6 Ks 14.0 Mls
PICKERING KEVIN	16 APR	DYKE/LEWES	TQ257112 TQ409091	15.3 Ks 9.5 Mls
PENDRY JOHN	17 APR	DYKE/ORSETT	TQ257112 TQ634811	79.4 Ks 49.4 Mls
HARRISON BRIAN	17 APR	DYKE/Nr BURWASH	TQ257112 TQ684257	45.1 Ks 28.0 Mls
CARNET MICHAEL	17 APR	DYKE/DARWELL Res	TQ257112 TQ693190	44.3 Ks 27.5 Mls
MARTELLO PEPE	17 APR	DYKE/Nr MAYFIELD	TQ257112 TQ603267	37.9 Ks 23.6 Mls
WILLIAMS GARY	29 APR	FIRLE/SALTDEAN	TQ502044 TQ381032	12.2 Ks 7.6 Mls
PENDRY JOHN	01 MAY	DITCHL./DEVON	TQ332132 SY246943	209.5 Ks 130.2 Mls
CARR JOHNNY	02 MAY	DITCHL./HAMERING	TQ335131 TQ073045	27.6 Ks 17.1 Mls
BARDON TIMOTHY	02 MAY	DYKE/HAMERING	TQ257112 TQ073045	19.6 Ks 12.2 Mls
CARNET MICHAEL	02 MAY	CLIFFE HILL/DYKE	TQ434109 TQ254117	18.0 Ks 11.2 Mls
CARRINGTON IAN	02 MAY	CLIFFE H/NEWTIM	TQ434109 TQ269131	16.6 Ks 10.3 Mls
PENDRY JOHN	09 MAY	DITCH/FORDINGBRI	TQ332132 SU150138	118.2 Ks 73.5 Mls
BARDON TIMOTHY	09 MAY	DITCH/MEONSTOKE	TQ333132 SU624205	71.3 Ks 44.3 Mls

SUSSEX XC LEAGUE 84 LIST OF TOP TEN FLIGHTS

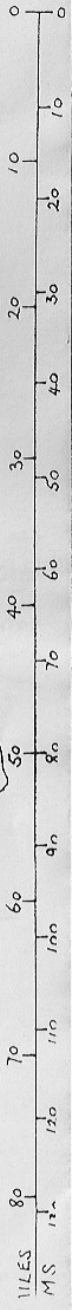
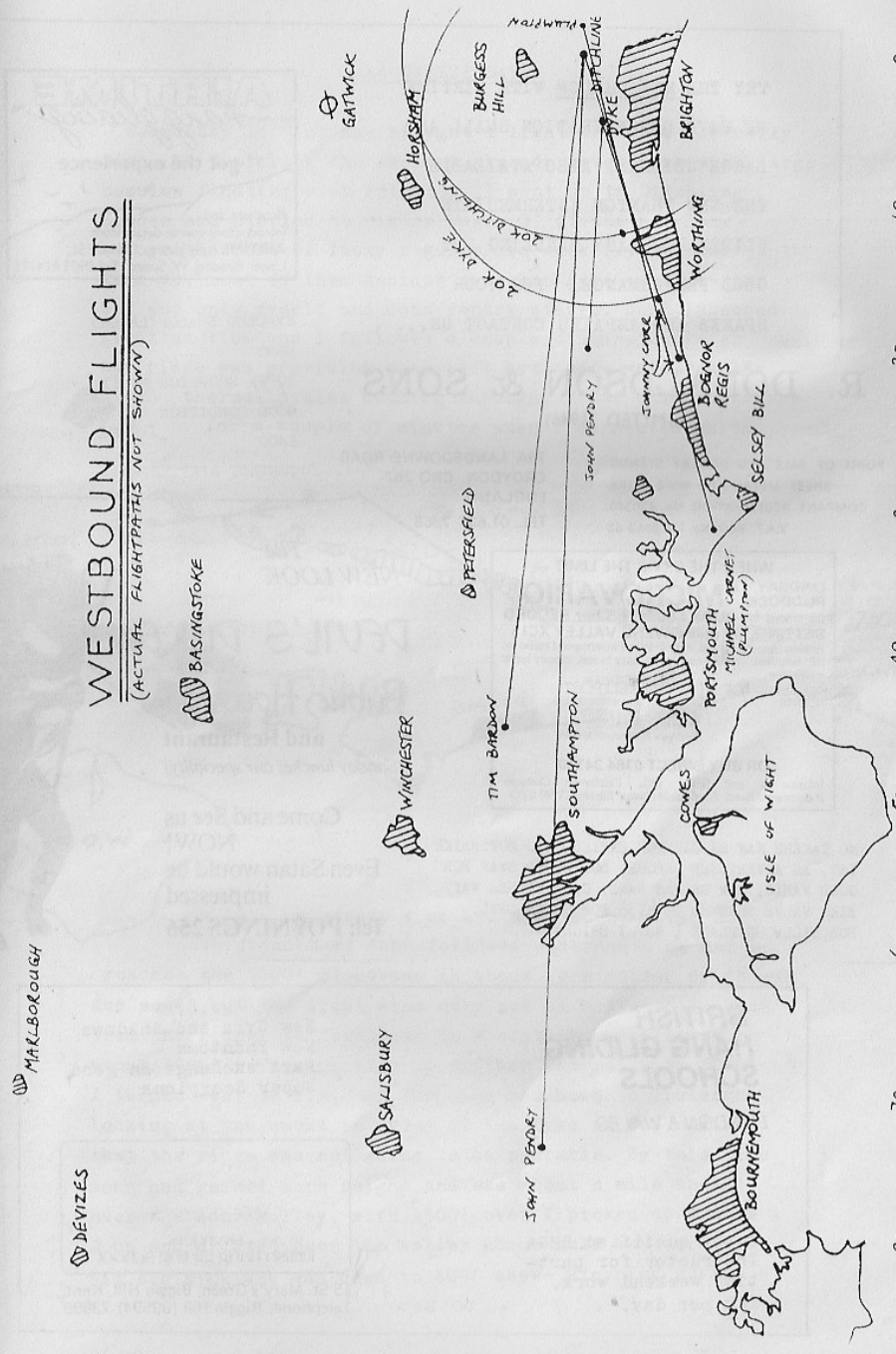
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PENDRY JOHN	09 MAY	DITCH/FORDINGBRI	TQ332132 SU150138	118.2 Ks 73.5 Mls
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BARDON TIMOTHY	09 MAY	DITCH/MEONSTOKE	TQ333132 SU624205	71.3 Ks 44.3 Mls
CARNET MICHAEL	12 APR	DYKE/HEADCORN	TQ257112 TQ891431	71.0 Ks 44.1 Mls
MARTELLO PEPE	16 APR	DYKE/GUESTLING	TQ257112 TQ851144	59.5 Ks 37.0 Mls
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

SUSSEX XC LEAGUE 84 OVERALL POSITIONS AT MAY 27th 1984

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	71.0	56.2	44.3	18.0	189.5 Ks
03 CARR JOHNNY	MAGIC 3 166 DDR	55.5	39.1	32.1	27.6	154.3 Ks
04 BARDON TIMOTHY	MAGIC 3 177 DDR	71.3	22.6	19.6	18.2	131.7 Ks
05 MARTELLO PEPE	MAGIC 3 166 DDR	59.5	37.9	18.6	14.7	130.7 Ks
06 CARRINGTON IAN	MAGIC 3 166 DDR	76.6	16.6	15.7	0.0	108.9 Ks
07 PERRIN DAVID	SHADOW 155	46.1	0.0	0.0	0.0	46.1 Ks
08 HARRISON BRIAN	TYPHOON S4	45.1	0.0	0.0	0.0	45.1 Ks
09 WOOLFORD DAVID	LIGHTNING 190	20.2	0.0	0.0	0.0	20.2 Ks
10 PICKERING KEVIN	MAGIC 3 177 DDR	15.3	0.0	0.0	0.0	15.3 Ks
11 WILLIAMS GARY	TYPHOON S	12.2	0.0	0.0	0.0	12.2 Ks
12 OTHERS	WHATEVER	0.0	0.0	0.0	0.0	0.0 Ks



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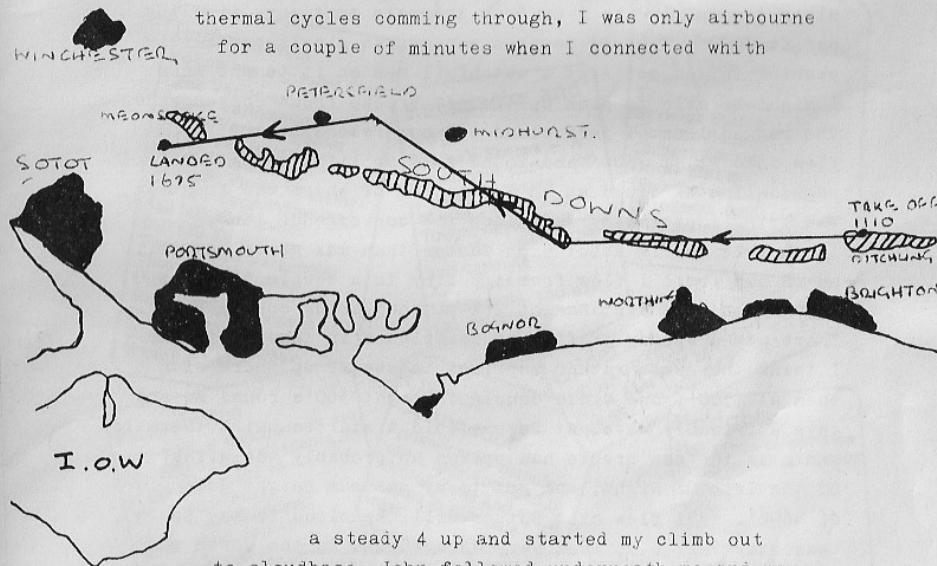
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SEA BREEZE DAY.

Wednesday 15th of May brought a light unstable northerly wind, by 9 o'clock the sky was already developing with large cumulus floating over Brighton. I went up to Ditchling Beacon and started to rig my Magic 3, it was not long before the rest of lucky regular mid-week flyers started to turn up, most of them decided that the Dyke was a better bet and only myself and John Pendry stayed. John launched first at 1100 and I followed a couple of minutes later the ridge was providing weak lift but there were regular thermal cycles coming through, I was only airbourne for a couple of minutes when I connected with



a steady 4 up and started my climb out to cloudbase. John followed underneath me and we reached the 3000' cloudbase in about 10 mins, our drift was due south but the light wind only put us half a mile back from the ridge. We flew down to Woolstonbury hill losing about 1000' before picking up another thermal, with 3000' I turned west to fly over the Dyke and down to Truleigh looking at the smoke in front of the Dyke it was obvious that the ridge was not going to be soarable. By this time John had gained more height and was about a mile ahead over the Adur valley, with 1500' over I picked up a weak 2 up and drifted over the valley about half way across I hit big sink and was down to 400' above Steyning saying "

"this place has got to kick of something" when the life saving 4 up thermal came along it was very rough but I hung on, it smoothed out with height and it was not long before I was back up to 2500', I could now see John coring one out the trees near Chanctonbury. As the sun was getting higher the thermals were stronger and more developed and I was able to cloud hop for a few miles down to Sullington where I had to work weak lift at 1500' for half an hour before something better came along. I slowly worked my way along to Amberley in 2 or 3 up thermals that were fizeling out at 2000', I could see the sea breeze slowly but surely pushing inland and kept a watchfull eye on it to see when I might be able to pick up the sea breeze front convergence. The ragged line of dark cloud was now reachable and I flew into it at 2500' and found 8-10 up lift, using the ragged line of cloud as an indication of where the front was lying I picked my way along the convergence line, I was able to fly about 5mph faster than max glide and still be in 5up lift! I flew from Amberley to a couple of miles past Midhurst a distance of 25k without doing one 360. There was a steady traffic of sailplanes in the the front, I think they were rather suprised to see me up there with them at 4500', one did a couple of tight 360's round me and gave a friendly wave. At Petersfield I started using thermals again as the sea breeze had broken up, probably the effect of the Isle Of Wight, and got to my maximum height gain of 5600'. As I flew over Butser Hill the cloud to the south was starting to to look very decayed and to the north was a large blue hole, I made a run for it across the hole to a few small cumulus clouds but only found 1 down so I started to glide down the Meon Valley. I didnt find any more to keep me up and eventually landed near the village of Meonstoke 6 miles south east of Winchester at 1615. I found the perfect landing field next to a farmhouse, the farmer came out and offered me tea and cakes! and the use of his phone! Thanks to Pepe and Sheila for the quick retrieve.

Glider	Magic 3	Distance	44.4 miles
Vario	Ball 651	Duration	5 hours 10 mins
Harness	Ultra Sports Dart		

Tim Barden

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