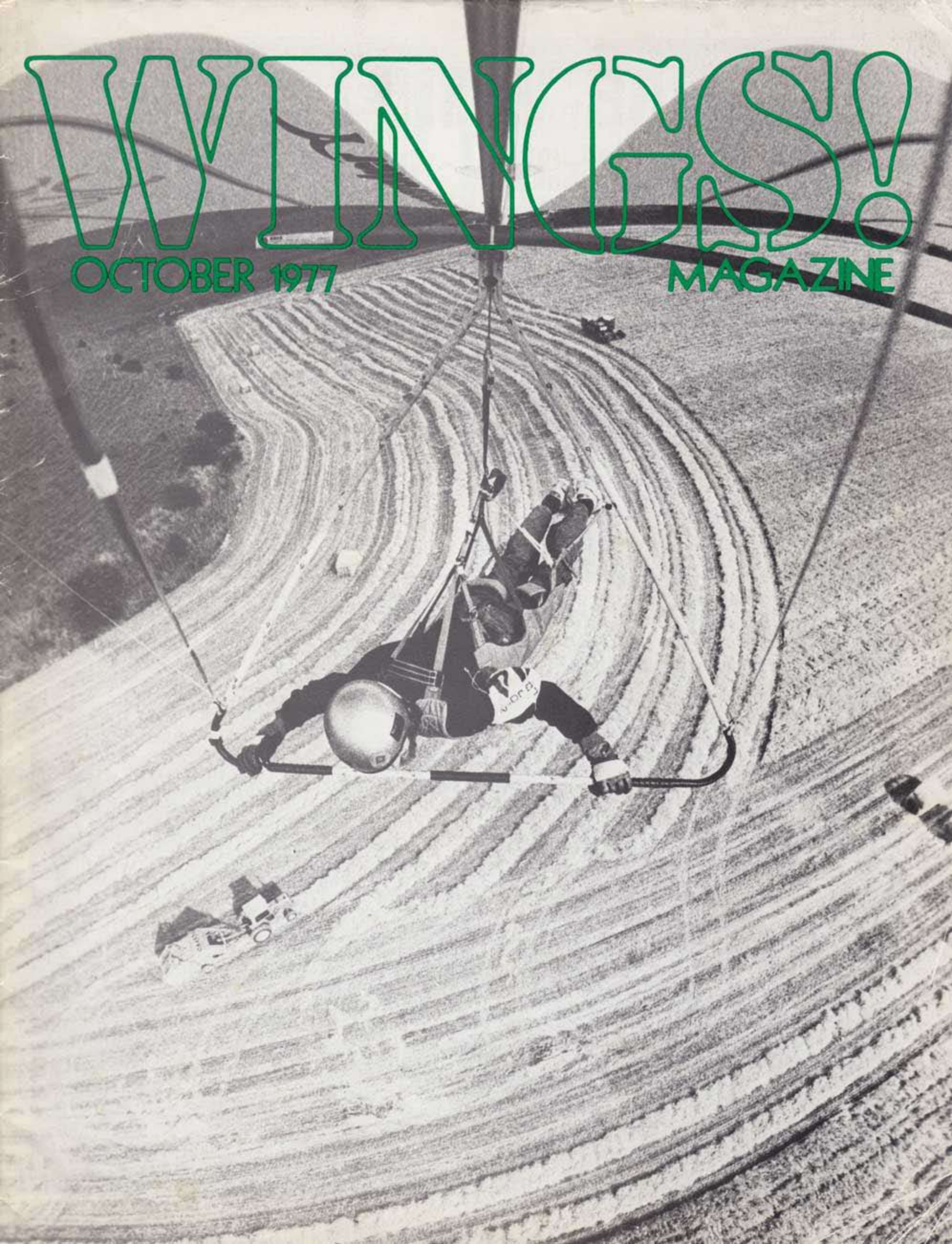


WINGS!

OCTOBER 1977

MAGAZINE



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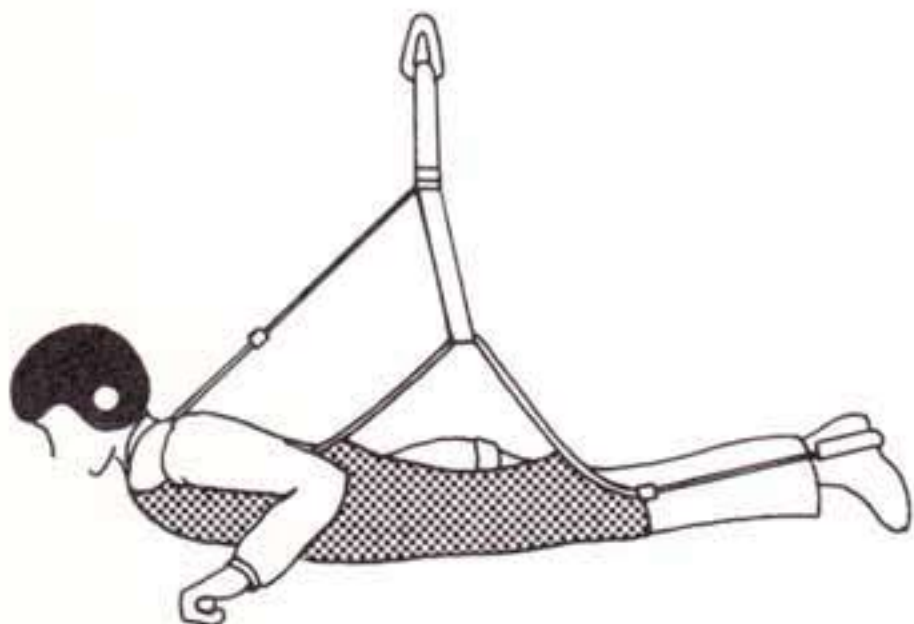
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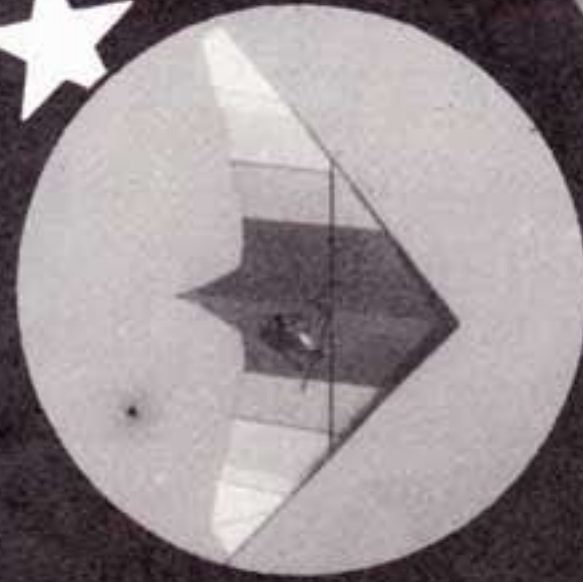
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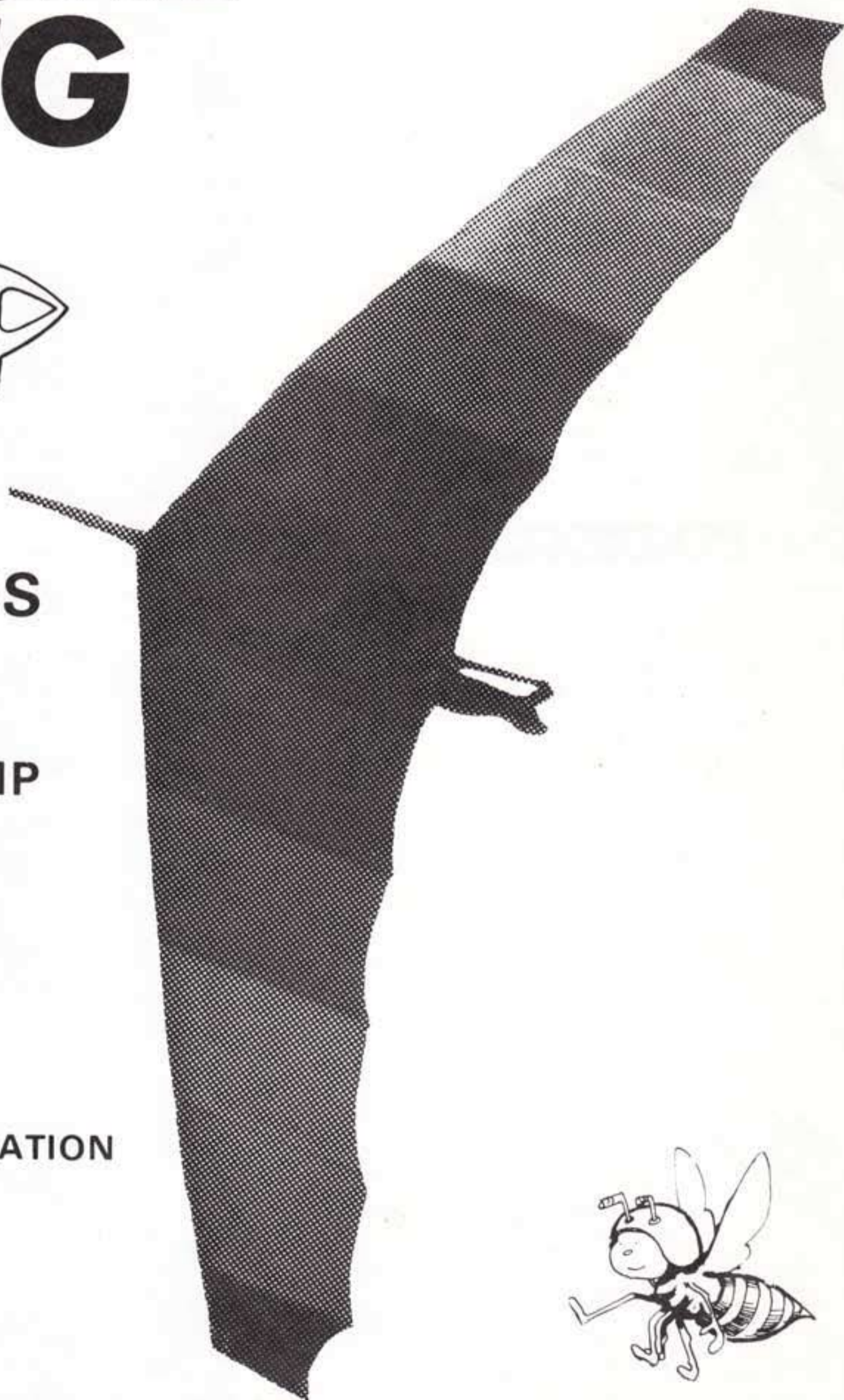
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WINGS!

The official magazine of the BHGA

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Ireland, Roy Hammond.

Cover: Mark Southall lines up for the spot landing task on his moonraker
at the Mere nationals. Photograph: Jerry Young

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Brian Milton, Chairman of the Competitions Committee gives his reasoning behind team selection in a reply to Fred Ashton's 'Opinion'

I'm delighted that Fred displays such interest in competition and team selection. I remember him raising his point at BHGA Council, and finding it received such little support that he couldn't find a seconder for his motion. One only wishes that Fred had found the time to actually go to every *one* of the League competitions to see why there were arguments against what could only be termed - charitably - simplistic views.

Fred was one of those on Council, like others of us, who were disturbed by some accounts of what went on when we sent a national team to Kossen in 1976. The method of picking the team bore some relation to the method he's advocating, with the top three in each class chosen automatically as the result of two competitions. There was, not to make too much of it, some wheeling and dealing in kites by some members of the team, while another member was found to be injured after three flights and didn't fly again at Kossen, while he was perfectly fit for a competition the following week. And what could we do about it?

If we send a team anywhere, it's because we've chosen it to represent the best flying in the country. We fight to find the money, fight to get money to get it trained, and pin our hopes on it doing well. If, after a tough League year, a pilot then feels that *automatically*, whatever he does the following year, he is in any British team, what is to stop him wheeling and dealing to his own advantage . . . and,

'REPLY'

perhaps, not the national advantage? If he can say 'stuff it mate, I'm in the British team, and nothing you say or do can stop it', then there are no checks and balances. That is what Fred is proposing.

On the other hand, his delicate innuendo about the competitions committee choosing the team - jobs for the boys is a cruder way of putting it, and you may be sure that was said in Council - is just the sort of thing I personally have had to put up with from people who have no responsibility within the sport. The Competitions committee lives in the biggest goldfish bowl in hang gliding. We are in the League, and have to meet League pilots all the time . . . do you think if we made a mistake we would be allowed to get away with it? We are responsible to BHGA Council, and as the most active committee in hang gliding, Council has all the material to check what we do, and the final say in whether we're doing it right or not.

If it came to a crunch, and Council found any suspicion of "jobs for the boys" in anything committee did - particularly in choosing teams - then I'd resign immediately, but I've lived with innuendo for months without the dignity of one hard fact to back it and I can continue to live with it.

I think a few other things must be said about competitions while we're at it. When I took over 17 months ago - nominated, ironically, by Fred - competitions were in chaos. Derek Reynolds had, I subsequently

discovered, an intolerable burden to bear, and the so-called competitions committee had never officially met. We had rule changes actually *during* competitions, and luck played a great part in who did or didn't win . . . how well can a competition be judged when two of our finest fliers, Brian Wood and Bob Calvert, could be eliminated by blowing just *one* flight. Fred says it was wrong to include those fliers. I say the competition that eliminated them wasn't good enough, and it was in that competition, remember, that I reached second place . . . I've no vested interest in diminishing it, except a belief in fairness.

I've worked hard, and that committee has worked hard, over the past 17 months, to change competition policy. The League was created, and thanks to the pilots who took part, and particularly, to those clubs and individuals who sacrificed their own flying on weekends to marshal for us, we've reached the end of a year and have begun to set up the following year. But it wasn't perfect, and we've made mistakes, which, this winter, we'll look at and correct. Throughout, though, there's been a constant carping and whining from people who contributed nothing to competition, and yet demand more than a full say in what goes on. My philosophy is simple . . . I'll listen to those who work, and I'll ask anyone else, what have you contributed? Those who do, get; those who don't, don't.

I've got a list of the top League fliers in front of me, after four competitions;

Carr, Calvert, Bailey, Wood, Beresford, Hobson, Atkinson, Evans, England, Slater . . . what a pleasure it is to have fliers of that calibre from which to form a team, a hell of a lot better than the old one-shot competitions. But if, next year, one of them is regularly patted by some of the new entry, if one of them, or more, changes his kite and makes mistakes and goes off-form, would you still recommend picking like a machine and not recognising new talent? And what if, for foreign competitions which are not so important, we want to take some from the top of the League, and others who need international experience, shouldn't we do that? Fred says we have no choice. It's the top ten, clap your hands, you don't have to think about it.

Finally, if we send a team, they are *our* team, and we expect the best from them. If you don't give of your best I think we should say, then we will drop you from the next team. Fred's simple methods allow them to give us two fingers for the rest of the year.

If we make a mistake, be sure, Council will jump on us. Council reserves the right to ratify the competitions committee choice - or not. There's always the possibility of a bad choice, but because of the checks and balances on the competitions committee, through BHGA Council, through the League fliers, and on the hill, the method we've come up with is, in my opinion, the best we can get. Fifty years from now when there's a pool of experienced old fliers, maybe we can take up the rest of the resolution Council agreed upon . . . "in the absence of an autocratic body" . . . and create an autocratic body, responsible to no one, like the Test Cricket selectors. Meanwhile, let's see how this method works.

EDITORIAL

Sites! Perhaps the ugliest word in Hang gliding at the moment. Judging by my postbag, which is full of threats of site regulation, there is no area of the country which isn't undergoing a crisis on one or more of their sites. The scapegoat is usually 'the stranger', but strangers have to come from somewhere and the betting is that his club has got problems too.

There is no hang glider pilot in the country who doesn't curse the gliding club, local council or farmer for not allowing the use of a potentially excellent site. Little wonder, when you consider that we don't welcome our own kind and conversely when visiting sites, treat the local club's hospitality with contempt. A glance through the Information page reveals the story all too clearly.

The crux of the problem usually lies with the lack of communication between the visitor and the local club. Overcrowding though inconvenient and unpleasant should never be a reason for limiting flyers unless it directly contravenes site agreements. Discouraging visitors is a grossly selfish move and is merely following the example of the many bodies whom we are fighting to allow us to fly at all.

The problem is a difficult one. Site negotiations are continuously in a state of flux, club secretaries are constantly changing and there is no source of information for the pilot wishing to travel further afield. My musings on the subject have come up with only one workable arrangement:

If there was one person who acted as a site agency (in an official

BHGA capacity), each club would send that person a sites bulletin. On these bulletins each club would list their sites, with sketch maps and references, details of whom to ring when visiting the area and any site regulations. This information would be condensed as much as possible on to one or two A4 sheets per area. The BHGA agency would then file these bulletins. At any time there was a change in arrangements the club secretary would send in an amended bulletin which would immediately replace the old one. Now, the pilot who wishes to go to Cornwall, say, sends a stamped addressed envelope to the site agency, requesting information on N. Cornwall, Devon and Somerset, say. For each area there would be a charge to cover costs, perhaps 15p an area. The site agent then xeroxs the appropriate sheets, pops them in the envelope and back they go. The pilot has got his information, the club has given out its most up-to-date details and the difficulty of leafing through endless *Wings!* is finished. The site agent could be paid for his efforts by pricing the bulletins slightly higher than the xeroxing cost.

I am sure most pilots would welcome a system of this kind and it would do a lot to relieve the pressures of site management. My idea is hastily thought out and could probably do with a lot of modification, but if something along these lines isn't arranged soon we won't be able to fly anywhere without a lengthy application system or the 'old boy' network. Hang gliding is all about freedom of flight, let's try and keep it that way.

X-TRA TERRESTRIAL STAR

Dear Sir, I read in the August edition of *Wings!* that one Bob Bailey, a "true bred Yorkshireman" is the only flyer in the country on the new Wills XC, and that he is over the moon with it.

Clearly this kite must be the very devil to steer, but at least Bob should now be entitled to distance and altitude world records, albeit posthumously.

J.R. Steele-Childe
Leeds

PARACHUTIST'S VIEW

Dear Sir, Although my hang gliding experience is limited, there are a couple of things in the August issue of *Wings!* that I should like to comment on, in my capacity as a professional parachuting instructor at a full time club.

Firstly John Searle's article 'Fete Fly In' worries me considerably. I am frequently called upon to make demonstration parachute descents at fetes, motor race meetings and the like. I am constantly aware that if I or any member of the team make an error of judgement a parachutist could at worst land in the crowd, killing an old person, knocking over a pram or maiming. For these reasons display parachutists are all highly qualified and if the conditions are unsafe we don't jump. Your article suggests a hang gliding demo was done under bad weather conditions, not by parachuting, but hang gliding standards. I wonder how much money would have been raised for charity if the hang glider had landed down wind in the crowd and how much damage would be done in both human terms and to the sport. Good demonstrations by responsible pilots will generate good publicity and good will. One demonstration which misfires could, especially if an innocent bystander is killed, be disastrous for the sport in general.

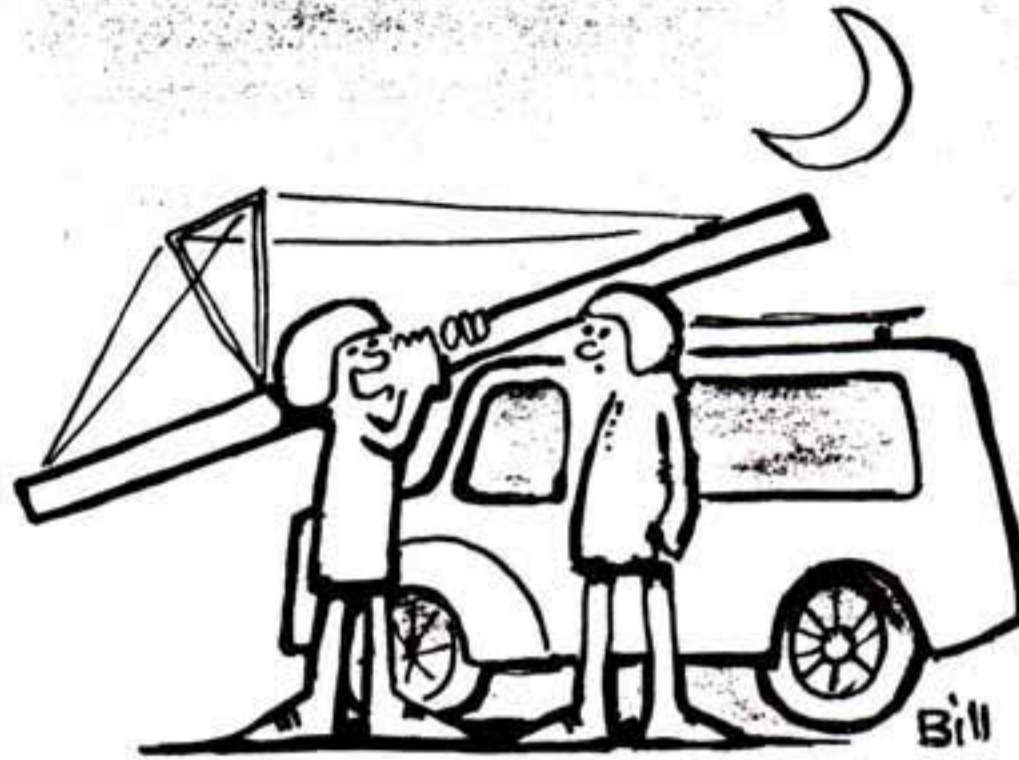
Regarding the 'Parachute System Now Available in U.K.' £199 seems a lot to pay for any unmodified circular canopy with no deployment devices (hand deploy). Why don't BHGA or the manufacturers get together with a British parachute company to see if a cheaper and possibly better British equivalent can't be produced. To the comment 'one need not be a skilled packer', I recommend that any parachute, but especially any emergency rig, should be packed by a qualified packer even if it is a comparatively simple system.

Malcolm Snook
Hampshire

CUT DOWN TO SIZE

Dear Sir, I am writing to express my disapproval of the now format of *Wings!*

- (i) It is unwieldy and cannot be popped into pocket for quick reference.
- (ii) It is difficult to store in the home in a manner suitable for ready reference. Believe me I have got stacks of *Flight* that are the same way.
- (iii) Big format — bigger pictures — of what? Adverts! All the other good photos could have gone onto a page of



"Find me a Cat and a Fiddle and a Cow and a Little Dog and a Dish and a Spoon and I'll show you a trick."

AIRMAIL

the smaller edition.

- (iv) Untidy layout . . .
 - (v) Extra expense — vis increased sub costs solely for mag.
- Please let us consider what *Wings!* is about or should be about.
- (i) Dissemination of Safety information.
 - (ii) Letters and exchange of views pertinent to Hang Gliding.
 - (iii) Accident reports.
 - (iv) Information and programme dates. News.
 - (v) Advertisements. (Trade Ads don't have to be big, small blocks would do — especially if they were all limited to a maximum size — say 1/4 page or 1/2 page).

- (vi) Quizzes where used should have the answers in the same edition.
- (vii) Humour, poetry, crosswords should only be used as a desperate last resort to fill space.

Signature Supplied
Gatwick

Ed. Oh dear! All I can suggest is that you sew A4 pockets on your flying suit and buy yourself some bookshelves.

THIRD CLASS TREATMENT

Dear Sir, We agree whole heartedly with your MERE editorial comments on how a public event should be performed. Class 3 did wait from 9.00 a.m. until early evening for one flight — that musn't happen again. Its a greater effort for Class 3 to even get to a competition let alone end up being Norwegians felt having come from Norway for one flight! — I only had to tow my 7ft. wide by 17ft. long trailer 250 miles.)

Dave Cook
Suffolk Coastal Floaters

WHATEVER HAPPENED TO CLASS I

Dear Sir, As a competitor at Mere, I should like to know what happened to Class I. We managed to get one competition flight between Class II competitions, but from then on Class I was totally forgotten. On enquiring at the control caravan we were told that it had been 'scrubbed'. I am sure there was a perfectly adequate reason for not continuing Class I, but I would have liked some sort of announcement at least to tell us that the competition was abandoned. There may only have been seven of us but we're flyers the same as anyone else. We paid our entry fees the same as flyers in other classes, so why ignore us?

After the presentations had been made, without even an acknowledgement that Class I existed, we asked the Competition Director, Roy Hill, what had happened to Class I. He replied:- 'Didn't they make a presentation for Class I? They had a result for it.' and disappeared saying he would find out what had happened. As I didn't see him again, I don't know if he did manage to find out anything, so I must ask again:- What happened to Class I.

Mike Pickman
Bucks.

Ed: Congratulations, Mike - it seems you won.

POWERED HANG GLIDING

Dear Sir, I have followed the articles, published both here and in America, concerning powered hang gliding. My own experience is limited to early experiments with a "Jetex" powered HB pencil, which was unfortunately confiscated before development work was

completed, but I feel I must comment on Trevor Smith's letter (*Wings!* August).

Mr. Smith certainly seems to be hedging his bets regarding the thrust line problem. Surely in any foot-launched glider the greater proportion of the all up weight must be provided by the pilot. This being the case it is difficult to imagine a design in which the thrust line could pass anywhere but above the centre of gravity of the whole system.

Furthermore, I should have thought it would be too small, rather than too great a pitch moment under power, which represented the greater danger, causing the glider to "tuck" (inside loop) from a powered dive. A truncated tipped machine like the Midas would be less susceptible to this problem, but no doubt were the pilot sufficiently determined to have his last words recorded as "that's tucked it!", he could.

Allen Parker
Hampshire

UNDER THE COUNTER SALES?

Dear Sir, In the past two years it has become increasingly noticeable among some hang glider manufacturers to advertise their products WITHOUT SHOWING PRICES. Why?

I have spoken recently with no fewer than seven owners of a particular make of kite, to find that they all paid differing prices, ranging from £350 to £470, and all of them made their purchases direct from the manufacturer concerned — and not through an agent. During the period of purchases in question, no increase in price had been stated by the manufacturer, so why the large difference? I can understand discounts, but differences of up to £120 in the cost of the same kite seems to me to indicate that the price charged is not just excessive, it borders on piracy! The same system seems to prevail with various, they are on sale from on manufacturer from £75 up to £130, the same various purchased by two people in the same week Why?

By far however, the most disturbing finding, was of one manufacturer who quoted to a clubmate of mine a price for a kite, stating that a discount of 15% would be allowed. When it was pointed out to him that he (the buyer) was not liable for VAT, being a British Serviceman serving in BAOR, nor liable for Federal German tax as a temporary resident, the discount was suddenly altered to 10% "because of non-payment of VAT". Why? How on earth can the payment, or not, of VAT influence the manufacturers price I'd like to know? I wonder if the tax man is aware of the influence he apparently has on a manufacturer's prices? Or if he is aware of the prices being charged!!

Let's have the prices out in the open please, when instead of enthusiasts being charged according to their assessed wallets we are all offered the same square deal. By all means retain Agent's discounts, these are normal business practises, but one price for all

buyers might stimulate a little war among manufacturers for a better deal all round among the people who actually fly their kites. Or is this what some people are afraid of?

Bill Cowell
Monchengladbach.

IS IT A RECORD?

Dear Sir, I wonder if you could let me know if the below constitutes a record.

During the second week in April I made my first soaring flight on my newly acquired Birdman Firebird S. I took off at Cromer and flew for two hours and twenty minutes — eventually landing at, or rather the other side of, Mundesely village; a distance of 7 miles. That day I logged a total of 5 hours and 10 minutes from three flights.

R. Stephen Hicks
Norfolk

HANGING PROBLEMS

Continual useage has brought to light a potentially dangerous situation with hang plates. Flat stainless hang plates can wear aluminium karabiners in the corner and although most are rated over 4,000lbs, this strength could be seriously reduced.

The Spirit hang glider uses a stainless plate on the Speedframe, as do many home built and modified gliders.

A simple answer is to replace the aluminium karabiner with a steel one. However, if Speedframe hang plates are returned to us, they will be bushed and returned within 48hours, at no charge and with a refund of postal expenses.

A second problem is also occurring on gliders using swaged wire pilot suspension systems. The continual flexing may lead to fracturing of the wire strands.

We would advise everyone to carefully check their whole suspension system and replace any suspect components.

J.A. Hudson. The Main Welding Co. Ltd. Shawdough, Rochdale, Lancs.

WALKING THE TIGHTROPE

Dear Sir, I enclose a photo taken earlier this year at Dunstable Downs, I have named it 'Walking the tightrope'. As I am sure you are only too well aware we at Dunstable literally do walk a tightrope with the sail planes also seen in photograph.

Our site rules have been broken time and again until the London Gliding Club has seen fit to have us banned from the hill for one month not so long ago. Now once again because of some very selfish pilots we are walking the very same tightrope.

We at Dunstable know that we do



not have the best site in the country but it is all we have for quite a few miles around and the majority of us would like to keep it. So I would like to say to those who can not see fit to keep to the Club Site Rules, 'Please stay away'. There are other hills with no restrictions on them, why not fly there?

D. Norman Lee
Luton



If you have something to say send a letter to the Editor, 14 Earlisthorpe Road, Sydenham, London, SE26.



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14, 16, 18 MILES

After many successful cross country flights Bob Calvert has established himself as Britain's top thermal pilot. An insight into methods of thermal flying can be gained by reading Bob's description of his recent 14, 16 and 18 mile flights, not from 10,000ft Cerro Gourdo, but from ridges of less than 400ft.

Llandidnam - 16th July

The first day of the Long Mynd League Competition saw perfect thermalling conditions. The task was simply to take off and fly as far as possible. A careful study of the map showed that downwind ridge-hopping was not on and a long flight would be by thermal lift alone.

The first few pilots took off and thermalled away in moderate lift, so I took off and mentally noted the time gap between each thermal. Each time I latched on to a thermal, I circled over the back of the ridge with an average of 6 up on the vario but on failing to maintain 6 up I penetrated back to the ridge not wanting to commit myself to leaving with insufficient lift. My mind was still on the fact that 20 minutes could be spent on the ridge without thermal lift, when Roger Middleton, who was much lower in a thermal I had left, went for it and a mile downwind started climbing in the rapidly improving thermal. Much to my dismay everyone was disappearing at heights of 2000ft. over the top. My dismay was interrupted by a small bubble followed by another, and another. At last the thermals were popping off regularly.

Wasting no time, I took the next one over the top and sustained 4 up. Little wisps of cloud were developing overhead. My mini-thermal was really brewing up and shortly 6.8 up easy to maintain. It was 4 p.m. and I had been in the air 4½ hours before deciding this was the 'Sunbeam'. Meanwhile Johnny Carr had returned from his 5 mile flight for a second attempt. A reassuring glance at the now quite developed cloud made me realise I had got this one right from the word go. Constantly recentering and keeping a high bank angle the cloud was slowly getting nearer. I continued to within 500ft. of cloudbase, which was ragged and decaying, and as soon as my vario failed to indicate lift, I left. By this time the sink at the edge of the thermal was also not as severe and I had the choice of either flying crosswind to a peachy cloud or to set off downwind. The cloud looked a long way off and I figured it might decay before I reached it.

I set off downwind using roads, smoke and reservoirs as indicators for direction. I continued at min. sink—max. glide as time in the air was important being blown downwind. Another thermal gave me a 1000ft. boost but I arrived late so I headed on downwind into moderate sink. My eyes were glued to the vario - 8 down, 1500ft., 1200, 1000, 800, 500, and then the vario gave a pathetic hiccup of 4 down. I cranked on full lock and spun round. 2



Bob Calvert by Bettina Gray ©

down, 0, 2 down, 0, 0, 0, 2 up, 4 up, steady 4 up. I drifted down the valley over Kerry, the town I hoped would be a flight saver. Breathing more easily, my 4 up took me over Kerry at 1000ft., developing to 6 up. In a glance upwind I saw Johnny Carr turning back into wind and disappearing low behind one side of the valley.

My thermal soon decayed and I took slight flight deviations to position myself behind good thermal generators such as buildings. The next thermal arrived and I climbed, a pattern I repeated in all six times. My eyes wandered off the vario for a downwind fix and

there it was, just like on the map - The Long Mynd, and sailplanes were soaring. This really spurred me on - it was exactly downwind. For a further 10 minutes I watched the Mynd get closer and then 500ft., 400ft., no thermal, 300ft., yes that's something and I desperately willed the kite to stay up, but to no avail. During the last 300ft. I crossed a large forest at elbow height and aimed for a small field with power cables and a 30° slope with trees on all sides. I turned into wind and slid to a landing 10ft. from the trees. It was 5 p.m. I had covered 16.1 miles in a straight line from the hill.

Conditions: At 2000ft. Wind 290° 15 knots, becoming 260° 18 knots. 2/8 cumulus, base 3500ft., becoming 1/8 or clear sky in the afternoon.

September 3rd, Bulladen, Lancs. 18 miles.

I awoke to see blue sky and fluffy clouds. Six minutes later I was on my way up the road and by 8.10 a.m. I was rigging. The first flight was turbulent but the thermals were popping off every 3½ minutes. Meanwhile Alan Nutall was eating his cornflakes and glanced out to see me circling over his house, he arrived shortly afterwards. They signed my barograph and I took off at 9.45 a.m.

Gaining height with ridge and thermal, I pushed upwind and picked up a peachy thermal which I gained 800ft. before I got back to the ridge so continuing to circle downwind still climbing. Initially there were only wisps of clouds but the cloud had now developed and unfortunately so had another just upwind. Attempting to reach the bigger upwind thermal I tangled with 800ft./min. down. Returning to my own thermal I hung onto it until the cloud became ragged and decayed and circled even in zero sink. Once sink was encountered I had to decide if to fly down the valley next to the road or fly over the moors downwind, 5 miles to Lobden our training slope. With the thought of Graham Hobson training at Lobden and the trip being a three year ambition I pointed at Lobden. With one mile to go and power cables looming up, it was a case of will I? Won't I? Will I? — I won't and then just like in all the best movies at the last moment I picked up another thermal and cored it, passing over Lobden still climbing at about 800ft. over the top. There were kites at the bottom of the hill but alas no Graham. (I had visions of him pinching a pupil's kite and setting off in hot pursuit).

Circling over Lobden the vario remained indicating steady climb and using my usual technique to centre in the thermal, which is: 'tighten the turn with the vario needle

decreasing, ease the turn with the needle increasing', I knew I must get to cloudbase this time. It also helped to know there was no road for three miles and all the time in the thermal I was sure I was in the strongest lift. Again just short of cloud the thermal decayed and I stayed till the zero sink vanished and I trundled off downwind. The next ridge was Blackstone Edge and as I looked across horizontally at it, due to a lengthy encounter with heavy sink, the two miles to reach it was looking a lot further. Again a thermal saved the day and by the time I got to the ridge I was well established in moderate lift. I decided to continue and ignore the ridge and I repeated the previous pattern. Heading downwind, with perhaps a little less height than usual, tragedy occurred — no thermal. Crossing the M62 there was only one last hope and that was a northerly ridge 60° out of wind. Arriving level with the top I saw a radio controlled 'Floater' model aircraft and it was going down!

Panic, the nearest road was a long way away. I scraped down the ridge for a mile and ironically I could see over the top to Pule Hill where some kites were glistering on top of the hill. The most into-wind end of the ridge which just happened to be a 60ft. motorway embankment, proved, to my relief, soarable. Ten minutes and a lot of effort later I was still there and had weighed up all the prospects. Not being one for giving up, the best chance was to hop back over a ½ mile ledge across Scamanden Reservoir and soar the bank on the other side. On the 2nd attempt in what must have been a good thermal higher up I weaved side to side over the top to about 400ft. Suddenly I encountered heavy sink and as I had no spare height I dashed over the end of the ledge and across the reservoir. The bank was soarable fortunately but the bottom landing would be tricky. I planned to stay with the next thermal as I had 2 miles to make to the next soarable ridge. Feeling uneasy as the thermal prospects must have been reduced by flying over the reservoir. The turbulence was bearable but was becoming worse. Being in a valley below another hill the turbulence got violent. I was being dropped from 100ft. above the top of the ridge to 40ft. I dared not land at the bottom so at the first chance to land back on top, I took it and I was to say the least glad to be down.

Looking at my watch I had been flying out of ridge lift for 1 hour in a 1 hour 20 minute flight. The farmer came to throw me off for camping and was a little surprised in finding out what I was doing. Now this was a fairy tale farmer. What did he have on his van but a . . . roof rack. A phone call revealed my recovery crew had not rung in (still flying) so I eventually convinced the farmer to go for a run in the country. I had noted congestion on the motorway so we were able to avoid this.

Same Day — 14 miles

At 3.30 p.m. I rigged again and took off to find no thermal at all worth circling in so I landed on top as Jeff Ball arrived thinking this could be a good 'wind up' or if not he might have some sandwiches. Greeted by a big grin Jeff went to great lengths to describe his cross country flight that terminated on the 4th fairway of the golf club near Hastingden only two miles away. And

these five minutes were spent trying to acquire food and liquid substance off Ian and Judy Thomas but I drew a blank so as a last resort I took off. 2 minutes later I landed briefly to switch the barograph on. Trying every molecule of air, I searched persistently for thermal lift. Slowly gaining height in what seemed a weak thermal, I gradually edged into stronger and stronger lift. Frantic circling and centering enabled 800ft/min up to be maintained. Drifting over the ridge top the decision point was reached and looking back at the ridge I could see Ian was scraping and some had gone down. Convinced that I was not missing anything (I was wrong because the sandwiches had gone when I got back). I climbed rapidly 1300ft and when the thermal decayed and with a slightly shifted wind direction it was a downwind glide along the Rossendale Valley to Bacup. Lobden was perhaps two miles to the right. My 2,000 plus AGL was rapidly diminishing, but in the strong afternoon sun I crossed the outskirts of Bacup relaxed and tried to enjoy the crystal clear view from my airborne perch.

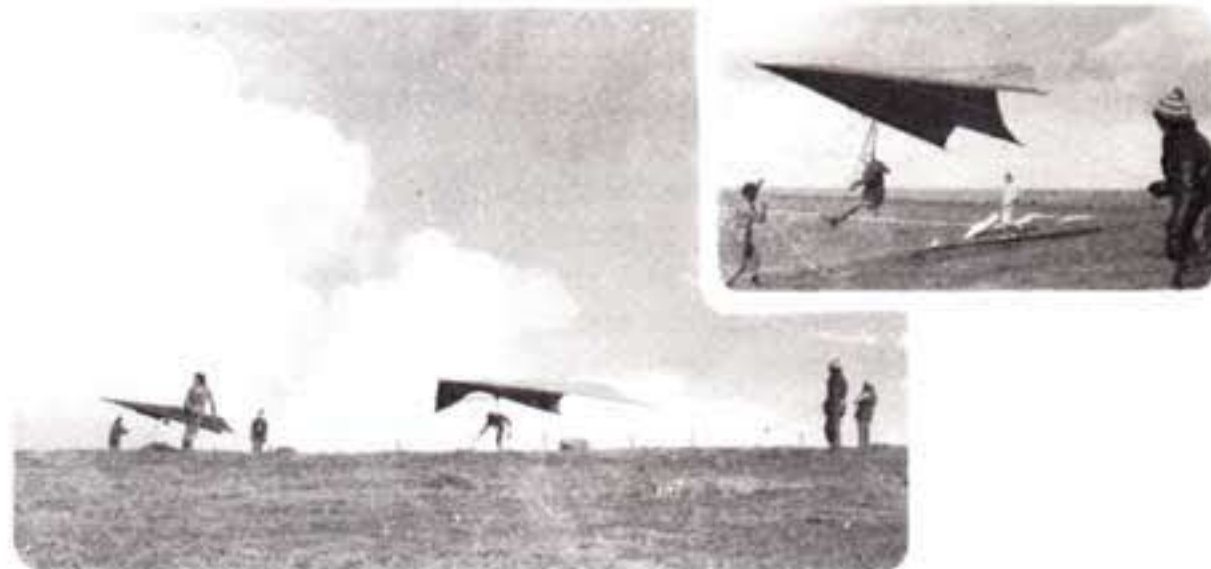
Engaging strong lift I circled over the shopping centre and regained all my lost height.

Whilst circling, a bad head ache began to develop. Concluding it was was the circling I switched on the audio and looked away from the vario. There was no way I was going to leave my much sought after thermal. Still feeling like I had been hit on the head by a hammer I tried circling right instead of left but still my head was spinning. At last the lift died and feeling relieved I continued downwind in smooth air. Throughout the flight I had monitored the progress of a light aircraft downwind of me. Puzzled by its low level beats and sharp pull-ups my first thought was crop spraying. Crossing at 2000ft AGL I looked straight down as he did another low pass and climbed up 1,000ft before going down low again.

Still losing altitude, there appeared to be a superb ridge downwind and as it loomed up I calculated it was Stodley Pike (although I have never flown it due to the lack of landing area at the bottom). The town at the bottom was Todmorden and just when I was beginning to worry about reaching it 'Rent a Thermal' saved the day and I continued to soar, 'Tod' for 10 minutes. I was beginning to find it hard to

continued p. 19

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WING TIPS

KARABINER COMMONSENSE

by Noel Whittall

Most hang glider pilots trust their lives to a single Karabiner type of snap-link, 'Crab' for short. These come in a variety of shapes and sizes, and were mostly developed for the climbing fraternity.

Broadly speaking, there are two basic types: spring gate and screw gate, and at first sight there appears little to choose between them. Also, it is fair to say that I have not yet heard of an accident involving Karabiner failure in flight. However, in a sport as exposed as ours there is everything to be said for anticipating dangers and then avoiding them, so please read on:

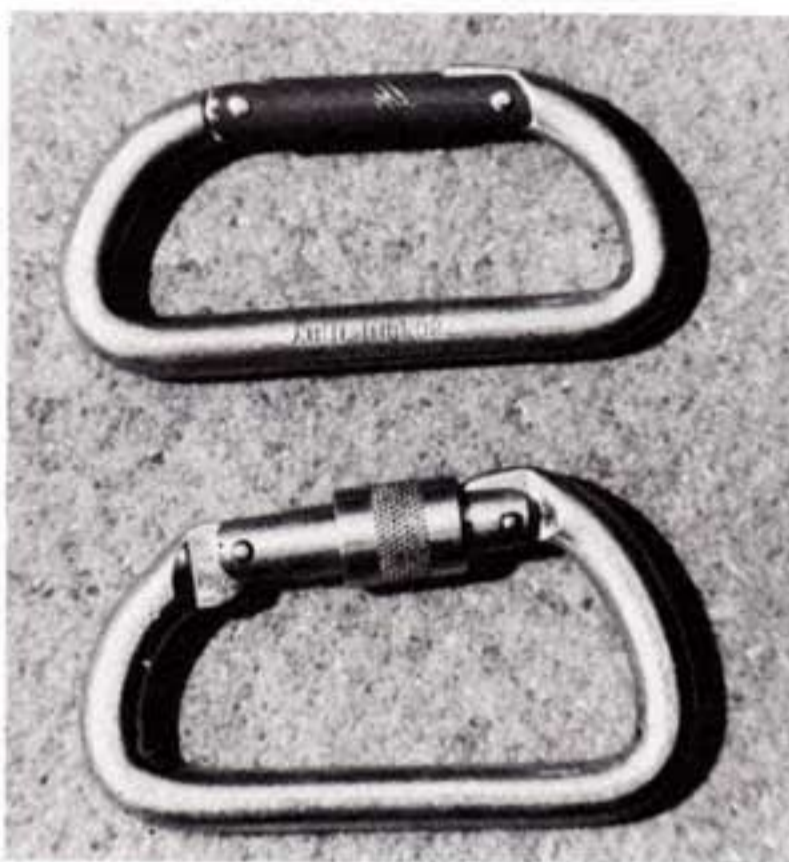
1. In straight tension any good quality Karabiner will be strong enough to lift not only the pilot, but also as many of his mates as may be within hailing distance. *But*, on many kites the hang-point consists of a hole in an alloy or stainless steel plate. It is just possible that in conditions of severe turbulence the Karabiner may be allowed to lift and rotate partially sideways. Now if the unfortunate pilot has chosen a spring-gate crab it may happen that it is the gate which is jammed diagonally within the hole. Far from enjoying the comforting support of a 3,000Kg. Karabiner, he is now relying on the goodwill of the small pivot pin under severe shear conditions. I've not done any sums on this, but I do know that for inland soaring I am happier with a screw-gate crab which eliminates this particular risk.

2. So far I have made out a good case for the screw-gate Karabiner, but I am sure that there is one form of flying when they should *never* be used, and that is, when engaged in coastal soaring. If there is any chance of landing in water, then the screw-gate is a potential deathtrap. On dry land I have experienced the screw jamming to the extent that outside assistance was necessary to free it. In only a few feet of water this would surely have been lethal. And imagine — wet hands, wet Karabiner.

Fortunately, coastal sites are generally speaking smoother than inland ones, so the chances of harness-slackening turbulence are relatively slight — in these circumstances the spring gate crab must be the only choice.

3. It is tempting to use two or three crabs in a chain-like fashion to lower the hang point should one's harness be too short when changing to a kite with a larger control frame. This is asking for trouble, and should never be done, as if the chain is allowed to twist even half a turn, then there is a very real risk of one 'link' riding up and forcing open the gate on the next. Try twisting the chain on the bathplug, and you'll see what I mean. Remember, this would not necessarily have to happen in flight to cause an accident — it could just as well be at the point of take-off when the harness is only partially tight.

4. In the north this year we have had three incidents to my knowledge involving those hook-type harness connectors with a small



Spring and screw karabines

spring-gate. I witnessed one when an experienced pilot not only clipped in on a cliff site, but was also checked while he swung prone. He immediately took off and dropped out of the kite — mercifully onto a small ledge a few feet lower down. The other incidents have been almost identical.

Our attempts to duplicate this failure deliberately have been unsuccessful, but the fact that it has happened not just once but three times by accident is evidence enough for me to replace mine with an orthodox Karabiner — I hope that you will too.

I dare say that the points I have made relate to fairly unlikely circumstances. For this I make no apologies — anything which removes an element of chance from our sport must be worthy of close consideration, and I am sure that choice of the most suitable karabiner for the flying you are doing is worth the pound or two extra it may cost you.

Just One Way to Prang a Cliff Take-off

by Barrie Annette

"Am I balancing myself?" I asked.

I had one wire man on each side and front wire, and both knew what they were doing. They had been seeing people off all day like that. You're okay now.

It seemed they were right. My wind ribbon was pointed straight towards me, and I felt quite steady. The windspeed on my face felt a peachy 20 m.p.h.

Okay!

Both let go simultaneously, as they realised the dire importance of doing so.

I started to run at once, felt some resistance. Bar back I cleared the three foot to the sharp edge, where the slope dropped away at about 60° for perhaps eight feet, then fell away vertically a hundred feet. I was airbourne.

Meanwhile, however, during an almost imperceptible pause, the wind had got under one wing a little bit more than the other. Never mind. I'm banked the way I want to go. A small correction will suffice.

Then I realised that more force would be required. At the same time, I realised that I was too late. Round I spun, straight towards the cliff again; and there was a hundred feet drop below me if I hit it. I pushed out to scrape back over the top by just a foot, slapped one wing into the ground, bent it, and spun round on my deflexor post, which acted as a very convenient anchor. So only the turf was scratched, although that was the scratchiest top landing I ever want to make.

"What the bloody hell happened?"

"You have to get the bar right back."

"Yea, I did that."

"Then you went into your turn too soon."

I thought back over my mini flight. Yes, that

was right. "Of course! Wind shear!"

"You got one wing into dead air. Then there was nothing you could do about it."

"God, how nonkish of me! Whatever made me go and do that?"

Then I realised what had tricked me. It was the brief impression that I was turning in the right direction, besides my confidence in my wiremen, the beautiful feel of my big 100B, and the fact that I had already made one perfect take-off from that spot. All this had resulted in one half seconds delay before I switched on my fighting mood. Fast! had been my only key word. Fast and straight! I should have been saying to myself.





MERE 1977

James B. McMenemy took his camera along to the Long John International Championships to record the event for *Wings!* Report by Dave Worth.

ONE day we will hold a National Championships, the sun will shine and the wind will blow straight up the ridge, a smooth 15 knots. It would be such a staggering occurrence that marshals and organisers alike would probably be stunned into a kind of mental paralysis and flying would be postponed anyway. The Long John International Championships at Mere ran true to form. For the majority of the competition the wind blew straight down the ridge. Standing next to Bill Moyes, I heard him comment that he would need an assurance of alternative sites before he would come back to Great Britain for another competition. It would be a tragedy if characters like Bill and Stevie Moyes stopped attending our competitions because of the vagaries of the weather. I also wonder how many members of the public will not come back. We are at the mercy of the weather but surely somewhere on this island there is a suitably shaped ridge which faces all wind directions.

It is painful to report this, but the day before the competition,



Top: Mere 1977 as seen from the giant Heineken balloon. Above left: Brian Milton tells them as it is. Above right: A knotty problem.

the day before I arrived, a sweet south westerly whistled up the rifle range as straight as a bullet providing excellent soaring conditions for early arrivals. The day was not without incident as eager contestants fought for airspace when conditions occasionally lulled. There were several near misses, untimely meetings with Mother Earth and one pilot even had a tussle with a



tent pole. The star of the day was Dave Cook bowling his powered VJ 23 round the sky (which, Dave tells me, is for sale!).

On the morning of the first big day I poked my head out of my tent and saw the windsock was pointing the wrong way so immediately went back to bed. Whatever happened to that pre-competition excitement? Maybe I have been to too many. Somehow you just know

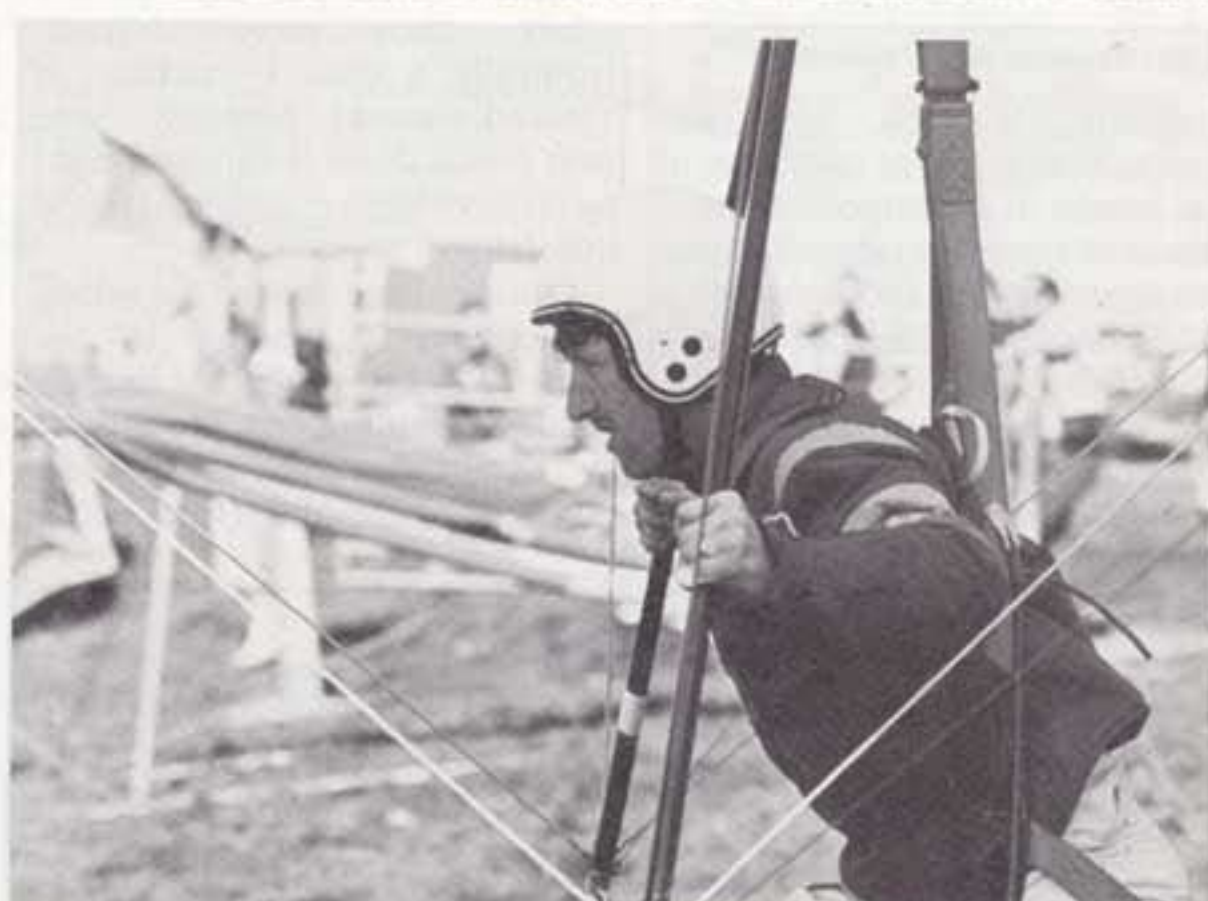
what is going to happen. To cut a long story short day one was abandoned as a bad job with pilots concentrating on getting their machines scruted. Day two was pretty similar but the wind had moderated somewhat, allowing the start of the distance eliminator from the spur which caught a glancing blow from the northerly wind. There were a few surprises when 'hot' machines like the Gryphon and Phoenix 8 were knocked out in the early rounds. Earlier that morning Simon Wooton put the now famous powered Midas through its paces. Considering the adverse weather conditions, it was the perfect 'wind up' for the earthbound competitors. Back at the marquees the public had turned out in reasonable numbers in the Bank Holiday sunshine and were happily strapping themselves into flight simulators, collecting leaflets and consuming quantities of amber liquid. One of the great attractions of the exhibits was the giant Heineken hot air balloon, whose two storey wicker-work basket looked more like a sophisticated

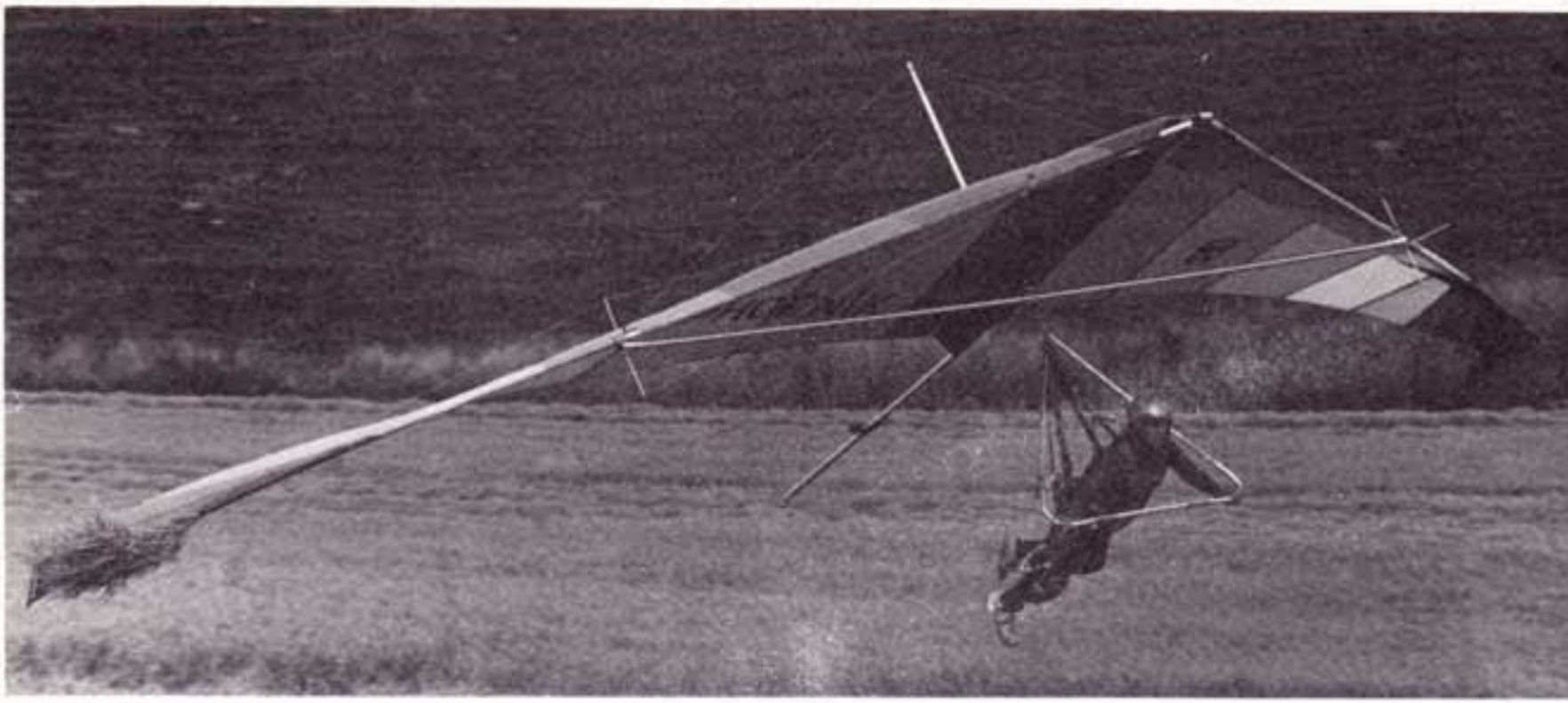
tribal hut than a vehicle for hoisting twenty persons into the blue yonder. It even had curtains. The poor hang gliding conditions proved ideal for the massive balloon which was inflated at the bottom of the bowl and floated away with a collection of BHGA marshals and photographers, including the bizarre sight of Nick Regan with a helmet on. By some incredible twist of fate, the balloon eventually came down with a thump in a small village called Milton.

Other notable visitors to the competition were Chris Corston, Bettina Gray and Norwegian Champion, Pier Gunner Stenzsvaa. (I apologise for any probable spelling error). It was good to see Chris back his usual smiling self, although I suspect it must have been quite an ordeal for Chris to greet so many familiar faces after such a long absence. Bettina, that lovely lady from California, was flitting here and there snapping shots for Hang Gliding and Glider Rider, making many friends in the process. P. Stenzsvaa had come over with a Norwegian team but had the misfortune to be flying in class III with a Manta Fledgling. It was a long way to come for one flight in a straight line, which didn't give much scope for him to show his considerable flying skills.

Monday, the last day of the competition proved to be the day when all the action was to take place. The wind had switched to a

Right: Pilot gets green flag as he rounds marker on distance event. Below right: Johnny Carr has his eye set on future spoils. Below: Our Chairman Pat King gives some advice during the Ancient Standards competition.





Top: John Fack helps with the harvest on his Phoenix 8. Top right: 'Ello, 'ello, what's going on 'ere then. Above: the word is also 'Bullseye' for Kevin Cowie on his Scorpion. Centre right: Tom Knight looks like he means business on his Sunspot.

moderate Westerly and was coming over the right hand spur of the bowl, striking the left hand corner of the main ridge. The sun was again shining and there was a good crowd who could at last see some flying from close quarters. The day's tasks were a spot, a slalom and spot, and a speed range test for the finalists' fly off.

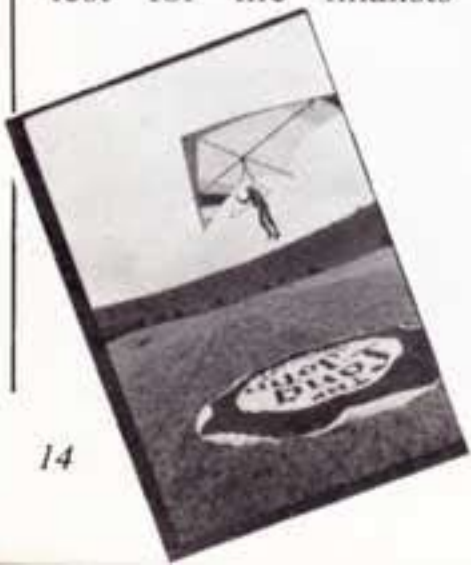
Remarkably few pilots seemed able to hit the spot in either task, probably because the performance of modern kites makes the estimation of possible ground effect much more difficult. Ironically a class I machine, if entered, would probably have won hands down if enough height could have been maintained round the slalom.

During the day a ding-dong battle was continuing in the distance event, producing finalists Ashley Doubtfire on a Moonraker and Keith Reynolds on the new Gryphon. Despite the shock

defeat of Lester Cruse and Johnny Carr on Gryphons, Keith Reynolds flew off favourite and won with an efficient and controlled flight. Back in the main competition, ten pilots finished the first two tasks with equal points and went on to fly the speed range task. The Australians had three pilots in there but needed only three there to clean up in a repetition of last year's Mere. The gap is closing though and I am prepared to bet that next year no one in the world will be able to take the trophies without a hell of a struggle.

When the last class II pilot had launched off the ridge, class III were hurriedly shoved off in the corner, in what amounted to no more than another distance event. What a shame. There was an Easy Riser, two Manta Fledglings, a Gryphon I, a Tweetie and a VJ 23. Not a great number of machines but certainly the most exciting, particularly for the unpractised eye of the public. Dave Cook flew the furthest, followed by P. Stenzsvaa on his Fledgling.

The prizegiving had a distinctly Highland flavour, as winners were piped on by kilt-clad pipers and





Long John Whiskey was handed forth to the victorious.

Perhaps the most fitting part of the story was that the new British Open Champion, Phil Mathewson from Australia, has distinctly Scottish roots and was thrilled by the highland ceremony. Och the Noo . . . Blue!

The evening closed with Chris Corston being presented with the President's Trophy for services rendered to hang gliding. A large group of flyers crowded round to voice their appreciation.

RESULTS

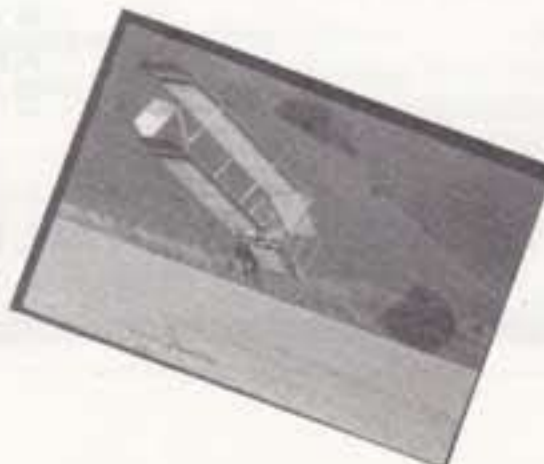
Class II

Position	Pilot	Slalom	Spot	Speed range	Kite
1	Phil Mathewson	70	100	1.754	Moyes Maxi Stinger
2	Stevie Moyes	70	100	1.666	Moyes Maxi Stinger
3	John Ogden	70	100	1.639	Moyes Maxi Stinger
4	Jan Ketelaar	70	100	1.1688	Wasp Falcon
5	Brian Milton	70	100	1.1666	Moonraker
6	Graham Leason	100	70	1.0256	Moonraker
7 equal	Dave Weedon, Lester Cruse, James McSweeney, Mike Ashton				
11 equal	Keith Cockroft, Len Gabriels				
13 equal	Mike Johnston, Richard Brown, Lewis Twist				

Class III 1. Dave Cook VJ 23
2. P. Stenzsvaa Fledgling
3. Commander Mike Collis Tweetie

Class I 1. Mike Pickman
(Mike was the only competitor to hit the spot)

Top left: Good friends, even if Ashley Doubtfire is crushing Keith Reynolds' hand after being beaten in the final of the distance competition. Top right: A Moonraker comes in to round the pylon. Middle left: Norwegian Champion, P. Stenzsvaa, sets off on his one and only class III flight. Above right: Keith Reynolds makes the most of it on his Gryphon, during his distance eliminator victory. Above left: Nick Regan's face registers pure bewilderment. It must be something to do with that funny thing round his head. Photograph © Bettina Gray.

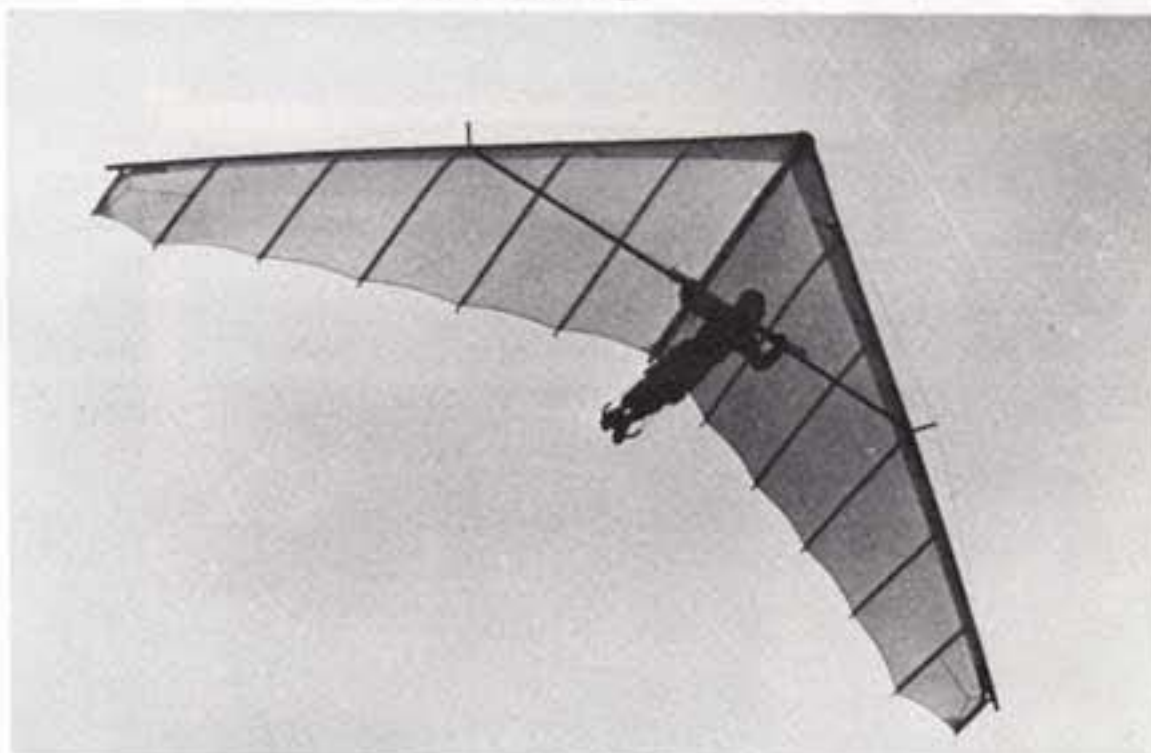


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MIDAS



	MIDAS 'C'	MIDAS 'E'	V IIA	VIIB
L/E	19 ft. 3 in.	19 ft. 11 in.	18 ft. 6 in.	19 ft. 8 in.
KEEL	8 ft. 3 in.	8 ft. 3 in.	14 ft. 7 in.	15 ft. 7 in.
S/A	166 sq. ft.	188 sq. ft.	195 sq. ft.	220 sq. ft.
N/A	110 degrees	110 degrees	100 degrees	100 degrees
BILLOW	1.6 degrees	1.6 degrees	2.25 degrees	2.25 degrees
A/R	6.0	5.7	4.16	4.09
L/D	8 to 1 +	8.5 to 1 +	7 to 1 +	7 to 1 +

AGENTS

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Tel. Worcester 51781

PAUL WINTERINGHAM,
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Alderbrook Road,
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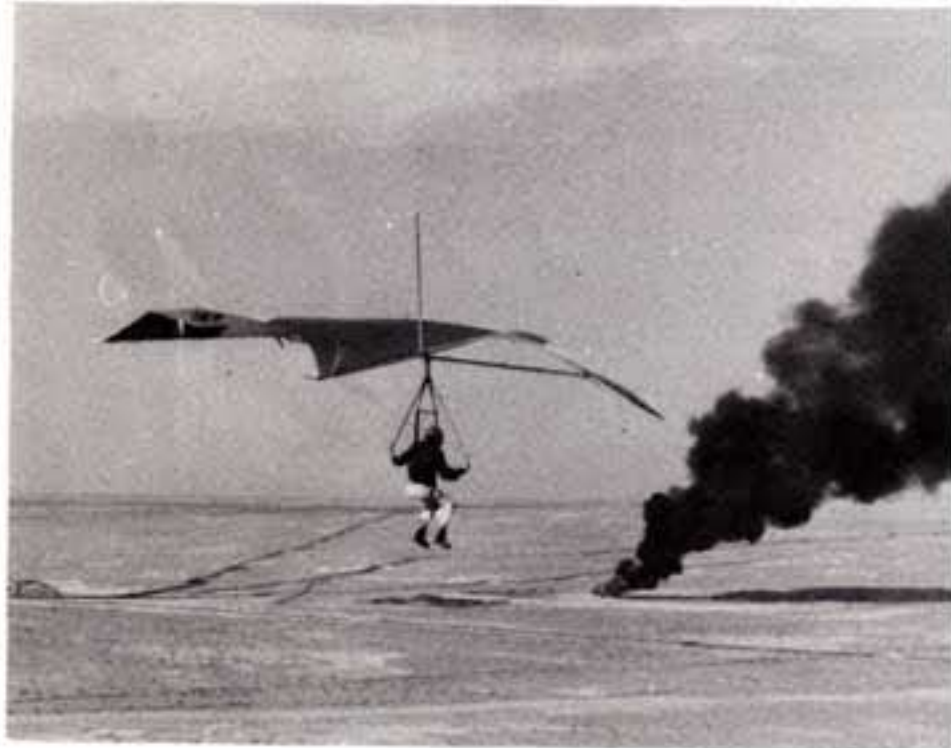
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NEWS ROUNDUP



100 MILES BARRIER BROKEN

Jerry Katz of the USA set a new class II distance record when he flew 103 miles from Cerro Gordo in the Nevada Desert. Jerry flew from the 9000ft. take off point on his Pacific Gull Alpine to 10 miles North of Benton Station, having been in the air for 4 hours 18 minutes, accompanied at one point by a sailplane whose pilot yelled for Jerry to go down. Apparently at 15,000ft. ASL he was concerned about Jerry's height and the over development of clouds in the area.

The previous day, Jerry set a new altitude gain record of 9,550ft.

FLYING IN SAUDI ARABIA

Saudi is a large country and must contain many fine flying sites. My work, however, confined me to a large oilfield which extends Southwards from Abquaiq for about 100 miles. The prevailing wind is NNW and does prevail! Sometimes the wind shifts E or N but then it is likely to drop below 10 mph, but if it goes Southerly may increase again.

Possible flying sites are of two kinds. One is the familiar crescent shaped dune. These have a gentle slope facing the prevailing wind with the more interesting steep slip face on the leeward side.

Unfortunately most of these dunes form a jumble of interlocking crescents and are useless for hang gliding. One notable exception is to be found about 6 miles due north of the Abquaiq Airfield where there is a 60ft. high dune about half a mile long facing

E. with no obstructions.

The other type are rocky remnants of plateaus which have steeply sloping edges.

Access to most sites really needs four-wheel drive and fortunately most companies provide these for work. But although a ten mile ride across the desert is great fun, it can be very hard on a kite and lurking in the back of your mind is the thought of riding those bumps if you happened to injure yourself.

For this reason and because it is one of the only hills facing the prevailing wind, the best site I found was near a gas oil separator plant, which is not far S. from Abquaiq. The site which is the edge of a plateau, is not very impressive, being about 300yds. long and 150ft. high with a steep scree-covered slope which continues to curve around until it faces ENE. and

this extends for another 600yds. and becomes 200ft. high.

Take off is over a vertical drop of about 20ft. so a positive take off is needed and two wiremen advisable due to rotor. Once flying the lift is good and I have had several hour-long flights there on my Phoenix 6.

Unknown to me Bill Niblett of the Avon Club was out there at the same time and was soaring on a dune from which lorries were carting sand, and thereby making a nice steep sided north facing site! Another flier, John Osborne from Haslemere, was unfortunate to have his kite impounded by the Customs for the duration of his stay, so if anyone is interested in taking a kite there, I would suggest a little dishonesty when declaring just what that long package really is.

Martin Webb



CHRIS CORSTON BACK AS SECRETARY

Chris Corston is back as BHGA secretary after a long absence caused by his accident. Chris will be operating from the new BHGA premises in Taunton. Bob Wishart will be reporting on the new offices shortly.

LEAGUE NEWS

Rob Bailey won the last league competition at Pandy followed by Johnny Carr. Johnny Carr's second position pushes him to the top of the hang gliding league, followed closely by Bob Calvert. Rob Bailey moves into 3rd position and Brian Wood drops to 4th after a disappointing performance at Pandy.

The dates for next year's league competitions have been proposed as follows:

1. February 25th/27th (Sat-Mon)
 2. April 8th/10th (Sat-Mon)
 3. May 21st/23rd (Sun-Tues)
 4. July 1st/3rd (Sat-Mon)
 5. August 12th/14th (Sat-Mon)
- Final: September 16th/18th (Sat-Mon)

The first league competition is hoped to be held in Devon. Any club wishing to host a league competition should contact Brian Milton before the end of November. Hosting a competition

involves finding and organising suitable flying and camping sites and if possible transport (Landrovers?) to inaccessible take-off areas. The host club will be given £150 towards expenses, which includes the purchase of three trophies for the winners.

The Long John International at Mere will not count towards the league but will count as 200 out of 500 points towards league entry. The second part of the league entry competition is to be held in the Pennine Club area and will be called the Wasp League Competition, being organised by Trevor Birkbeck, the Wasp agent for that area.

A further series of competitions have been proposed - an interclub championship. The teams will compromise non league pilots from selected areas. The areas have been proposed as follows:

- Scotland - All SSA clubs
- Ulster - All Irish clubs including Eire
- SE and Anglia - Dover and Folkestone, North Downs,

Southern, South Essex, Dunstable, Norfolk

Central Southern - IOW, HMS Dolphin, Wessex Sky Surfers, Hants Constabulary, Reading, Thames Valley

SW - Avon, Bristol University, Devon and Somerset Condors, Western Counties, N. Cornwall, Kernow Sailing

Wales - Welsh, Aberystwyth, Long Mynd, Malvern, Mersey and North Wales, Mercian, Northampton

Midlands and Pennine - Peak, Sheffield, Pennine, Dales, Manse North - George Cayley, N. Yorks, NE, Cumbria

There will be further news of these competitions when firmer arrangements have been made.

There are proposals to hold a World Cross Country Championships in Great Britain on June 17th-25th, 1978. Possibilities are being looked into by Brian Milton with Anne Welch advising on organisational problems.

PENNINE NEWS

The Pennine H.G.C. recently held a club competition which turned out to be a great success. We had 46 entries, with a couple from the Peak Hang Gliding Association, as well as 3 from the Southern H.G.C. We only have one site we can use for all wind directions, and although this is really our training ground, the organisers used imagination and came up with tasks which were very difficult, but interesting.

Philip Robinson won Class 2 with consistent and neat flying, and John Mills won Class 1. Keith Cockroft took 3rd place in Class 2, with his well-practised floating ability. He put up over 5 minutes soaring time, when everyone else was notching up only 2-3 minutes, in the duration event. Bob Calvert took second place, earned mainly by a brilliant flight, where he scored a perfect Bull after a clean slalom. Christine Capel became our first lady competitor and ended up 3rd

in Class 1.

Big "G" was very kind to us and gave perfect weather, with - believe it or not - a constant wind direction all day!

Everyone enjoyed themselves and the day ended with free flying and soaring. Len Gabriels tried out his powered Sunspot and took off near the car park, a mile from the face and at the bottom of the hill. He flew along the base and then climbed up to join the soarers, top-landing after 5 minutes or so. Interest in the glider was high, as was the noise, but for a prototype it shows tremendous potential.

John Hudson

NICK PALMER CROSSWORD

Here are the winners of the crossword which appeared in the August *Wings!* £3 J.C. Howe Montrose, Angus. £1 M. Claxton, Putney, London. £1 C. Poole, Stockport, Cheshire.

The solution is as follows: ACROSS 1. Francis, 6. Top flat, 10. Tough, 11. In some air currents, 12. Free, 13. Barh, 18. Ed, 19. Skyriders, 20. Pi, 23. Arms, 27. Bolt, 30. Bending the gliders, 31. E,I,E,I,O, 32. Detuned, 33. Washout, DOWN 1. Flying free as a bird, 2. Airspeed, 3. Climbs, 4. Stratus, 5. Furrows, 6. Thought, 7. Poorer, 8. Lean meat, 9. Trusting in the seat, 14. BKC, 15. Arc, 16. Ode, 17. Fro, Imminent, 22. More (or long or loud) echo, 24. Bungled, 25. Tighten, 26. Hang Low, 28. Raisin, 29. Glides.

STOP PRESS

Two weeks later: how wrong can you be! Bob Bailey flew 24 miles to take the British record and on the same day, Bob Calvert and Graham Hobson both left the ridge for a 10 mile flight.

Bob Bailey flew from Carlton Bank, 975ft. ASL to Swinton. The flight took Bob 1½ hours during which time he reached cloudbase at 3900ft. A full report from Bob will appear in the next *Wings!*

Bob Calvert flew from Rivington, an unofficial site to the outskirts of Salford. 360ing over the top, Bob ignored his usual landing place near the Last Drop pub and eventually reached Salford where the lift went and he had to land, but at least sparing him the soul tearing agony Graham Hobson had to endure.

Graham arrived on the site at about 3.00 pm, launched and with his usual luck latched into a big one. Rivington is only about 200ft. and Graham left it 700ft. over the top. He circled upwards, and was soon rotating with 10 up on the vario. The base of the black clouds above him were coming ominously close. At 1500ft. ARL he pulled out with the bar to his knees and the vario needle hard up against the stop. By this time he had drifted downwind and the sink he found, when out



Photograph: Mark Woodhams

BOB BAILEY GOES X-COUNTRY

Bob arrived on a 300ft. ridge, 975ft. ASL, to find Steve Ward 2,000ft. up in a thermal. After a record rigging time for his XC, he launched and within a beat had hooked himself into a thermal which he knew was a mile eater. With his Colver reading 6 to 8 up he left the ridge about 150ft. above it and within 300yds. was reading 2,000ft. ASL, a gain of over 1,000ft.

Turning in continuous 360's, Bob found the lift smooth and the thermal massive, so he stayed in it for about ¼ hour, by which time he was at 3,000ft. and looking down on sailplanes. He soon found himself at the base of his thermal cloud and was surprised to find that he was flying in a sort of inverted bowl. The cloud was above, and all around him, reaching down about 300ft. below him. He entered

the base on a bubble of extra lift, but got cold feet both literally and figuratively, so cut out and left it at an altitude of 4700ft.

He was in patchy lift, but left this to head off slightly crosswind, straight into 8 down.

Bob now knows that this was error No.1, but seeing Fylingdales Early Warning Station, directly downwind, and remembering the warning that "low flying aircraft, flying over this establishment, might not survive", he opted for a safer route!

As it was he feels he could have flown to one side easily, but such is hindsight. He left what was in fact a cloud street and from then on it was down for a long time, on a crosswind leading towards villages and hedges. He caught a couple of thermals which

gave him 1,000ft., but eventually had to resort to ridge-hopping on thermals, jumping gaps and valleys.

At on point he could see the sea on the east coast and also flyers soaring the Hole of Horcum (funny, I thought that place got washed away last year!).

Eventually, Mother Earth caught him again near Rosedale on the Great Barrow Road.

His flight covered a triangle and he landed 14 miles from the ridge on what must have been a very interesting flight. A kindly farmer took him back for a second attempt but the conditions had deteriorated.

The day was one of those 6 or 8 we get in a good year with sun, beautiful white fluffy cumulus and a steady breeze. It may well have been the last one until next spring. **John Hudson**

from under the cloud, left him over Bolton at 800ft.

He said that at this stage he considered landing but hung on in 4 down. A slight blip changed the reading to 2 down so he flipped it round and circled back to 1500ft. He set off again downwind, circling all the time and noticed that he had left the main cloud off to one side, so pulling in, he flew across a gap of blue sky and on reaching the cloud lift again, found himself staring down a perfect cloud street which stretched to the horizon.

This is where it really started to hurt, because the controlled airspace around Manchester Airport stretches all over Manchester with the Westerly edge defined by a section of the M62 motorway, which Graham found himself looking down on.

Being a responsible pilot, our hero now had to cruise around in 6 up just waiting for the cloud street to pass, taking with it the lift.

Graham was sure he could have gone 20 miles and more than likely 30. Eventually the end came and Graham went down, a flight which he described as technically fascinating, but physically tiring.

Is this the last until next Spring? I doubt it, Bob Calvert says Winter brings perfect wave formations.

John Hudson



COUNCIL POLICY ON CHILDREN

Following Tony Fuell's comments on the *Daily Mail* coverage of hang gliding, the BHGA council has now stated that they discourage the involvement of children in hang gliding as passengers.

Wanted: News Roundup Editor. *Wings!* requires a volunteer to compile News Roundup monthly. The job will involve collecting two pages of news and photographs of a worldwide nature using the existing reporter system and research from other hang gliding publications. Interested persons should contact: David Worth, Editor, *Wings!* 14 Earlsthorpe Road, Sydenham, London SE26.

POWERED HANG GLIDING CONFERENCE

Chris Corston reports on the Powered Hang Gliding Conference held near Buckingham on 18th August, 1977.

THE day started with Dave Simpson asking Ann Welch to open the Conference. Our President began by welcoming Pat Smith of the C.A.A. (who has taken over from Freddie de Frias). She made it clear that the meeting did not have any official status but was a get together of interested parties to exchange views. In terms of official categorisation a powered hang glider is a **SELF SUSTAINING GLIDER**. Ann expressed the view that this type of aircraft is essential to untie us from the hills.

Murray Rose gave the meeting a summary of development work on the Powered Midas. The biggest problem had been to develop a propellor to match the engine. He uses direct drive and normally runs at 5,500/6,000 r.p.m., about half of the revs available from the 90cc McCulloch engine. Weight of engine and propellor installed is 30lbs. Simon Wooton described take off techniques.

Dave Cook and Neil Moran related their experiences using a pylon mounted McCulloch 101, to power a VJ 23. Although Volmer Jensen is impressed with the thrust developed by their home built propellor, the installation is not quite powerful enough to keep the rigid wing VJ 23 airborne in no lift conditions. Some very long flights have been achieved using dunes and low cliffs in light winds.

Nick Lawler told of his Falcon 4 powered by a Victa 170cc mower engine. Currently air screw pitch is too great so to date this aircraft also has not been able to maintain height in no lift conditions.

Len Gabriels described early experiments using two 10cc model aircraft engines. Len gave the meeting his views on the siting of engine installations and propellers. Currently he is using a McCulloch 101 to power one of his own gliders.

General discussion on propellers ensued and in view of the large number of different fixing methods already used Steve Hunt suggested that we have a standard fixing method. This was agreed and noted for the Powered Hang Glider Committee to take action.

Steve also referred to the widespread use of the very light McCulloch 101 engine, sold at around £200, rumoured to be no longer in production. He knew that 12,000 of them are held in stock by a dealer in the USA.

Nick Regan told the meeting that other suitable engines exist and that he is constantly searching for details of them for BHGA members. Anything of interest will appear in *Wings!*. He appealed for any member to tell him of anything they hear about potentially useful engines, etc. Nick also has a circuit for an electronic rev. counter for members who want it.

Steve Hunt said that Hiway have a Scorpion D fitted with a McCulloch 101 driving a ducted fan via reduction gearing. He felt that in future most installations will need a clutch for easier starting and to facilitate restarts in the air.



Westlakes are developing a useful looking engine in this country and he is hoping to try out their product in the near future. In the USA UFM have sold 1,000 propellers suitable for use with the 101 engine; 4/500 powered kits have been bought. Steven went on to enthuse over his vision of the future. Imagine pilots being able to take off from their home field regardless of wind direction, thermalling to their hearts content and then landing back for a few beers at the club house. Powered hang gliders are going to be a lot more expensive but they will be cheaper in terms of cost per hour in the air than a glider that has to be taken to a ridge. Ann added that getting away from the hills could make our sport a lot safer.

All Speakers agree on two technical points: (1) Engines should be mounted as low as possible (below the keel on flexible wing aircraft). With an engine mounted high, the aircraft usually becomes unstable and has a tendency to dive! (2) Unless C. of G. of the power-pack is located at the heart bolt the aircraft will be almost impossible to handle by the pilot for take off and landing. Ideally the power-pack weight should be kept down to as near 30lbs. as possible.

Ted Shreeve, BHGA Technical Officer gave a talk and answered questions on propellers. For obvious reasons tip speed must not exceed sonic speed. Propellers are more efficient at low speeds, huge losses are incurred at high speeds. In practice it is wise to keep tip speeds below 8% of sonic speed.

14, 16, 18 MILES *continued from p. 10*

concentrate as my head was still going round in circles. Circling back of the Pike I was not excessively high but climbing and very much relieved at not going down to land in Todmorden. Crossing the Ledge behind the pike I flew down a gully with a soarable edge. I imagined this must be a Keith Cockerott type site. As I approached, horrific turbulence convinced me that I should perhaps not bother with this one and I knew it was imperative to land soon.

Flying down the Calder Valley there was nowhere to land for two miles.

I pointed at a green field with white specks on it, which happened to be a cricket match. Braced for extreme turbulence, (never been fond of valleys) I committed myself to this field with the prospects of the railway, a canal or trees in the event of a miscalculation. A perfect landing just outside the boundary I put my much suffered kite down unclipped and lay still

After a superb lunch Ann Welch spoke. Self-control over powered hang gliders is desirable. The BHGA are forming a committee to decide on airworthiness standards, etc. Steve Hunt has volunteered his services, others are needed and should come forward if they want to see an assured future for powered hang gliding.

CIVL has not yet drawn up the definition of a self sustaining glider. Proposals so far are that the international definition be as that for a hang glider with additional wording as follows:- 'To be fitted with one or two engines but be unable to take off under its own power (i.e. human legs are still undercarriage). Maximum weight empty not to exceed 65Kg. Maximum number of two persons to be carried. Maximum of 3 Imperial gallons of fuel to be carried. These proposals were considered sensible except that the meeting voted to up the empty weight to 70Kg.'

Pat King said that, as with conventional motor gliders, cloud flying in powered hang gliders will not be lawful. To be suitable for cloud flying airworthiness and instrumentation standards beyond what is possible or practical on a hang glider are required.

Pat Smith of the C.A.A. said that all hang gliding should take place under Visual Flight Rules. He wanted to see operational control of powered hang gliders to be in the hands of the BHGA. He emphasised the necessity for people flying cross country to be thoroughly conversant with all aspects of air law, navigation, etc., so that other users of the air are not endangered. It was generally agreed that a special training syllabus linked into the Pilot Grading system is essential for those flying powered hang gliders.

The meeting dispersed with expressions of thanks to the Dunstable Hang Gliding School for organising the day. ☺

for 20 minutes whilst my head slowly stopped spinning.

As I recovered I began to worry if the natives were hostile as I was now well inside Yorkshire. Fortunately they were not and after afternoon tea supplied by Mythenroyd Cricket Club I proceeded to the nearest telephone. The flight had been 1 hour 10 minutes with 1 hour out of any form of ridge lift so I expected my recovery crew to have contacted Phil Robinson as arranged.

Phil laughed and said they had not but he consoled me by saying he calculated the first flight at 17.6 miles to the motorway at the north side of Nonts. My father therefore was thus nominated for the 60 miles round trip from home.

It was to say the least a good day, Bob Bailey had done a 14 mile flight reaching cloud base in 1,200ft./min. The Cloudbase I calculated at 3,500 ASL where I was and 4,700 ASL just over the Pennines where Bob was. ☺

A RIDGE TOO FAR

From the memoirs of Lt. Col. Richard Ware

Only the cheerful song of an early morning bird contrasted sharply with the grim mood of the six men concealed in the long dewy grass.

Removing his helmet Site-Officer John Hoare raised his head and looked again at the broad field 300ft. below them.

"I don't like it," he said softly to his second-in-command, "it's too quiet".

"Perhaps if we went in now, sir, we'd catch the blighters unawares" whispered back the eager young subaltern. "No, Charles", said Hoare, "this is a job for a volunteer, we must take that field otherwise we're sunk for a south-easterly."

The call for a volunteer produced Sid 'Nonkers' Brown, a veteran of the fog at Pickering and the rain at Minto; a cheerful cockney who would grin, raise his thumb and produce a mug of tea the instant he spotted a news-reel camera. Quickly and quietly he began snapping his equipment together, a filthy habit he'd picked up in the Far

East.

Presently he rigged his glider and moved cautiously to the edge. Hoare laid a hand on his shoulder and said quietly, "We're relying on you, Brown, the others will be here in two hours and we must have that field secured by then; good luck." "Peachy my son, peachy", murmured 'Nonkers' and for the umpteenth time Hoare wondered what that phrase meant.

A steady green light — he looked up — the red light flashed on and 'Nonkers' launched himself into space. The others watched his descent noting his flailing feet searching for the stirrup which was draped artistically over his left shoulder. "Good old 'Nonkers'," said somebody.

Skillfully turning down-wind at the last moment and pulling in on the bar

'Nonkers' landed dead-centre of the field. The watchers on the hill held their breath as he prised himself out of his control-frame.


Suddenly all hell broke loose. Swarming across the field from the ditches where they'd been lying in wait came members of the feared "Das Reich Slope Soaring Club" the SS emblem clearly visible on their drab

boiler-suits. In an instant Nonkers was overwhelmed as he desperately tried to bury his variometer and wallet.

At the top of the ridge Hoare groaned and turned away from the scene of horror.

"The swine", breathed the Hon. Treas. lowering his (stolen) field-glasses, "they're trying to extract site-fees from him!" The others fell into a stunned silence at this.

"Oh well," said Hoare brightening up slightly, "I'll bet it's turbulent here anyway, let's bugger off for a pint."

And in groups of twos and threes they began pulling out. 



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INTERVIEW: BILL MOYES

It flew along at 60 m.p.h. with the sail fully luffed . . . the battens flew out like a shower of spears . . . I was lucky to get down alive.

Bill Moyes talks in detail to Jeannie Knight about his 8,600ft. record tow behind an aeroplane.

J.K. *First of all could you outline for us how you became involved in hang gliding?*

B.M. It started with water skiing with the rogallo wing. A chap named John Dickinson had developed the rogallo concept of airfoil as we know it in 1962. Until 1967 he hadn't made a great success of testing it. I became his test pilot, taking it up to a thousand feet where I discovered it would glide. I set the first world altitude record for a towed flight.

J.K. *You were involved with Bill Bennett at one time?*

B.M. Sure. Bill Bennett was a member of the kite flying association at that time. He was the witness in the plane that flew alongside me to witness the altitude record. He liked the look of it and said he would like to do it — so I taught him how to fly. We flew together for about two years.

J.K. *Why did you split up?*

B.M. I was selected for the world tour to go to Denmark in 1969 and I think he got his nose a bit out of joint because he wasn't selected too. He decided to go to America on his own and has been there ever since.

J.K. *We haven't heard much in this country about your record aeroplane tow. Can you tell us more about it — what gave you the idea for it and how did you go about it?*

B.M. In those days Bennett and I used to upstage one another. He'd do something and then I would top it. He'd do something else and then I would top it and then he would attempt to top that. It went on for year and years.

I had established the tow record for 2,870ft. in 1968. In 1971 Bill topped it with 2,900ft. So, I thought I might as well make a proper job of it. I hooked on to the back of a plane and took it to 8,600ft. There were quite a few problems as you can imagine. I was lucky to meet a tow pilot in America called Chuck Doyle. He was a pioneer of the barnstorming days and he was familiar with towing because he towed banners. He was a north-west airline pilot and had his own fleet of planes. He brought his fleet of planes along and we first tried it out behind a Stearman. I thought that would have plenty of horse-power.

I underestimated the horse-power that a plane can put out. Anyhow that thing nearly

tore me to pieces. It flew along at 60 mph with the sail fully luffed. It tore all the rubbers out and the battens flew out like a shower of spears. I was lucky to get down alive.

J.K. *Did you actually injure yourself?*

B.M. No, I didn't. I just lost a bit of skin, which we did in those days. We bled almost every time we flew! After half-a-dozen unsuccessful flights we decided we weren't using the right equipment. We switched to a Super-Cub with modified tips and a lower speed. (We managed to get it down to 45 mph and since I also used a smaller kite, it went quite successfully).

I started behind the plane using a pair of skis with no fins. I kicked the skis off when we got airborne and away we went. The plane took off and we didn't get much over 45 mph until about 5,000ft. and he had to pull the flaps up as the engine was overheating. The speed went up to 60 mph and I had a sail-luffing problem again — but not as badly as before and we managed to creep up to 8,600ft.

J.K. *That was your record?*

B.M. Yes, that was as high as the plane would go. He signalled and I got off.

J.K. *Was it a straightforward flight?*

B.M. Well actually it was a crazy day in Autumn in Wisconsin in America in 1971. Temperature was about zero on the ground and minus 23 at altitude, with wind chill. The wind was blowing about 50 mph at 2,000ft. and only about 20 mph on the ground. So when we reached the 2,000ft. level I thought there was something wrong with the plane because it was going backwards!

We flew backwards for five miles until we climbed out of the strong wind layer. Then we went forward again. But I was about 10 miles upwind of the airport when I released and I kept the kite headed away from the airport and flew backwards all the way to the airport — the wind was so strong.

J.K. *How long did the whole flight take from take-off to landing?*

B.M. Actually it was about 35 minutes of towing and only about 12 minutes of free flying because the kite I used was a small one with a sink rate of about 700ft. per minute. Not like today's kites with their 250ft. a minute! The kites we actually started with had a sink rate of 1,000ft. per minute and you

had chance for one flare only. If you missed you were in on your face.

J.K. *Did Bill Bennett ever try to better that one?*

B.M. No, I think Bill has given up. We have both got older during this process over these years. I always tell him every time I see him: "I always beat you Bennett, my kid always beat your kid, and my grandson is going to beat your grandson." So now it's up to Steve. He's my challenger at the moment. The flyer s I've got with me are the team we took to America and we successfully wiped out the Bennett clan again this year. My pilots took nine out of ten places in the world tow championships and they took nine out of ten places in the Chicago International. I'm quite pleased the challenge will go on.

J.K. *What plans do you have for the future?*

B.M. Well I enjoy this part of it. I enjoy the world trips every year. I've been doing this for around 10 years. I did it professionally for years performing at fairgrounds and I became well known all over the world. I have a lot of international contacts so that I can make the trip a lot easier for the rest of the team.

J.K. *So do you see yourself continuing in the same way?*

B.M. Yes. That and developing the sport and making it as safe as possible. I've had as much out of it as I can expect from the flying side of it, but I would like to see it a little safer than it is.

J.K. *What aspects do you think can be improved?*

B.K. Well on the towing side of things there are few good tug pilots. I think that towing is going to become a big part of hang gliding and knowledge of towing is a big thing. Foot launching where it is convenient is good, but as you can see here today at Mere, it's not convenient. If we use a small tug or plane, these kites could be released whenever necessary to begin their tasks. It would be a lot easier and that's how I would like to see it developing.

J.K. *Thanks very much for talking to us Bill. We look forward to seeing you back here again next year.*



INFORMATION



Stop complaining! Lots of dogs have to sit in Pubs and wait for their masters.

MERE

Due to the disgraceful behaviour of a number of flyers who landed in the standing corn at Spencer's Bowl, Mere, the farmer banned any further flying. After some very delicate diplomacy, I was able to persuade him to revoke this decision, on condition that the offenders were fined, and stricter control exercised over the site. As a result, the Avon HGC will operate a Site Marshal system, whose duties will include examining visitors' BHGA and member-club cards. No BHGA card — NO FLY! Collecting site fees and generally supervising the site.

In future, any flyer who lands in standing crops will be fined £2 per time.

Dick Scates

AGM

The annual general meeting of the BHGA will be held at the Countryman Motel on the Gower Peninsula on the 19th March. There will also be a club delegates conference on the day preceding, the 18th March.

NEW SECRETARIES

Ulster Hang Gliding Club: Kenneth McCloy, Diamon Pharmacy, Kilrea, County Derry, N.1.

Malvern Hang Gliding Club: Mr. J.H. Smith, 16 Whitewood Close, Whittington Road, Worcester.

MEDICAL ADVISORS WANTED

Regional Medical Advisors are still required for Scotland, North of England and South Midlands including East Anglia. Any flying doctors should contact: Dunstan Hadley, Windsong, Itchenor Green, Sussex PO2 7DA.

S. WALES SITE ACTION

The normally easy going and non-competitive SE Wales fliers have banded together in desperation to protect their most valuable sites from the increasing deluge of visitors from over the border.

At a meeting of local fliers including three hang gliding schools held in Crickhowell on September 14 it was agreed that strong measures should be taken to enforce site rules, and controls be introduced to limit the influx of visiting fliers on certain of the valley sites.

It was agreed that a scheme be operated requiring visitors intending to use certain sites, to phone a site official before they come - or their flying could not be guaranteed. Visitors will be informed on the latest sites situation and in the event of overcrowding they will be directed to alternatives.

In recent months many of the valley sites have been seriously threatened by aggravation from graziers, landowners, farmers and

the police and it was felt that they would be inevitably lost unless they were more firmly regulated and the numbers controlled.

On several occasions the situation has got so bad that fliers and their kites have been threatened. In addition there has been at least one mid-air collision and numerous near misses.

On a recent weekend on the small Abertysswg ridge, over 40 visitors turned up causing numerous problems in and out of the air and breaking every site rule and some that had not been thought up. Within a few hours the majority of local fliers had been driven away on to other hills, and two days later police imposed further parking restrictions on the site.

Full details of the measures imposed will appear in the next issue of *Wings!* following a meeting of the Welsh Club.

John Searle

FLYING AT WATERGATE BAY CORNWALL

The following agreement on co-ordination of hang gliding within the RAF St. Mawgan Air Traffic Zone has been reached.

1. Hang gliding may take place within the RAF St. Mawgan Air Traffic Zone subject to the following conditions:

a. Only hang gliding under the control of the Kernow Hang Gliding Association will be permitted.

b. Prior clearance to glide is to be obtained from RAF St. Mawgan Air Traffic Control (Newquay 2201, Ext 234 or 235).

c. Hang gliding within the Air Traffic Zone is to be restricted to the cliff area between Strase Cliff and Trevelgue Head and is not to extend more than ¼ mile inland from the coastline.

d. After launching from Strase Cliff hang gliders are to remain below 200 feet above ground level until west of the Watergate Bay Hotel.

e. A good visual lookout is to be maintained to avoid conflict with the Mawgan Vale Gliding Club which operates at weekends from RAF St. Mawgan.

2. When hang gliding is in progress, aircraft requiring visual circuits to land will be kept to the north of the runway (orientated 310°/130°). It has therefore been agreed that no hang gliding will take place between Stem Point and Park Head.

TOBOGGANING SEASON

The British Racing Toboggan Association is looking for young men and women who have an affinity for speed sports to train this coming winter and possibly be considered for further training with the national team. The sport of luge is well

established in Europe with 18 participating nations and Great Britain has entered teams to the Olympics since 1964. It is planned to hold a training week for beginners at Innsbruck in Austria from November 26th to 4th December, 1977, when toboggans will be supplied by the Association.

If anyone is interested please write to:

Mr. M. Colvill (Secretary),
British Racing Toboggan
Association,
Bell & Colvill Ltd.,
Epsom Road,
West Horsley, Surrey.

SOUTHERN CLUB ATC CONTROL

Under the guidance of Geoff Shine, the SHGC safety officer, the Southern Club have introduced an Air Traffic Control system. For the benefit of visitors to Southern Club sites and any club which may want to introduce a similar system, the following is an outline of its workings.

Introduction

With the increase in the numbers of flyers on the SHGC sites, has come a need for control and discipline in flying activity. Although SHGC has an excellent safety record in comparison with other areas, the increased performance of new gliders and the need for intermediate Pilots to progress means that we need a system of ground control of aerial activity, insofar as this is possible.

Safety for all

Many SHGC sites are heavily used by the general public, in addition to the flyers. ACCIDENTS INVOLVING MEMBERS OF THE PUBLIC ARE NOT ACCEPTABLE. It is noticeable that every time such an accident has occurred so far we have lost the site as a direct result (e.g. Mill Hill, Firle).

ATC System

This system is not being imposed from the outside-it is in your interests. The ATC officers appointed by the club are not there as policemen or traffic wardens they are there to ensure that all flyers get the chance to fly safely.

Neither does the ATC officer take anything away from the pilot — it is ALWAYS the pilots responsibility to complete his flight in safety. The ATC officer will help as far as he can — the decision to take off at all is the decision of the pilot.

How does the system work

Appointment of Air Traffic Controllers (ATC's)

ATC's are appointed by the Safety Officer. They have been chosen because they are (a) Pilot graded, (b) Regular, expert flyers, (c) Responsible attitude.

Identification

When more than 10 gliders are present on the Hill, Club rules require an ATC to take charge of the flying. All ATC's so far appointed will be issued with a Yellow Armband bearing an SHGC badge. This will only be worn by the Duty ATC.

As the system develops we may introduce a further refinement, which will be a yellow flag with a black "C". This is the International Standard signal for Control — i.e. the pilot's reporting point. If you see such a flag on the hillside, the ATC will not be far away.

Duties

- (1) Ground Marshalling
The ATC officer will be responsible for (a) defining and allocating areas for take off, rigging, and top landing. (b) Controlling the number of gliders in the air any one time. ATC's should give positive clearance for take off for all gliders. (c) Ensuring that pilots using the site are appropriately qualified. (d) Where possible applying club rules relating to club membership. (e) To ensure that all taking off are aware of site restrictions, hazards etc. (f) To ensure that club and BHGA flying rules are adhered to, and offenders notified to the club Committee. (g) To ensure that accidents are reported.

Detailed Instructions for ATC Officers Re. Ground Marshalling & ATC Duties

- (a) Defining and allocating areas for rigging, takeoff and top landing:
Club rules require that where there are more than one takeoff area in operation they should be separated by 400m or more.
Rigging and take off areas should be arranged so that top landing approaches can be made in safety. No landings to be made in the take off area unless ATC gives specific clearance.
Take off area to be kept clear of spectators.
Club rules require the use of a 'nose man' when there are more than 4 gliders soaring (N.B. this should be the ATC).
- (b) Controlling the Number of Gliders in the Air:
ATC officers will use their discretion on total numbers allowed in the air.
Under soaring conditions ATC's will be expected to enforce a fair system of take off order (i.e. no queue jumping). Pilots wishing to go down without soaring may be given priority at the ATC's discretion.
ATC's must ensure, having regard

to the abilities of pilots, that air space does not become unduly crowded.

Positive clearance for takeoff is required for all gliders. It is the Pilots responsibility to ensure he has clearance.

(c) Ensuring that pilots using the site are appropriately qualified.

- Enquiries to be made of all pilots:
1. Club member?
 2. Glider registration
 3. Special category (e.g. Foreign)
 4. Grade (elementary, Pilot grade)
- Relate answers to conditions and site e.g. Sheer cliff takeoff pilot only
Flying over major roads pilot only
Limited bottom landings pilot only
High winds/turbulence
- It is the Pilot's Responsibility to answer ATC's questions truthfully the ATC can not be expected to check answers in depth.

(d) Where possible applying club rules relating to membership:

Where Club site is private ground or where the SHGC has exclusive flying rights, persons NOT qualifying for take off will not be given clearance.

Under all other circumstances, intending flyers are to be advised of the existence of the ATC system and club membership (to pay temporary fees). Flyers who refuse to comply with ATC requirements to be reported to BHGA and/or National Aero Club (in the case of foreigners).

(e) To ensure that intending pilots are aware of site restrictions, Hazards etc.

ATC's will advise pilots of special site problems, permitted landing areas etc. It is the Pilot's Responsibility to ASK if he doesn't know.

(f) To ensure that Club and BHGA flying rules are adhered to and offenders reported to club committee.

The ATC cannot be expected to have control over inflight activity; but he can note breaches of air law, BHGA flying rules, etc. and report to club committee.

Once again it is the Pilot's Responsibility to fly safe.

(g) **Accident Reporting**
ATC's are required to report every accident which takes place during their stint to the Regional Accident Co-ordinator: Tony Fuell, 74 Eldred Avenue, Brighton. Telephone: B'ton 502952.

Individual Membership: £7.50 pa (plus £1.00 entry fee for new members).

Family Membership: £10.50 pa (plus £1.00 entry fee for new members).

2 adult members of same family and household. Existing members can extend to family category on payment of additional £3.00.

ITEMS AVAILABLE FROM MEMBERSHIP DEPARTMENT:

- Windscreen Badge25p
- Helmet Badge25p
- Cloth Badge (flying suit)60p
- (If above three ordered together)£1.00
- Pin on lapel badge30p.
- Keyring and fob with BHGA Badge60p
- Keyring and chain with BHGA Badge in acrylic "teardrop"60p (can be used as a pendant)
- "HANG GLIDER PILOT" — by Ann Welch & Gerry Breen£2.75
An excellent up-to-date book for beginners and advanced pilots (Plus P. & P. if only ordering this item)15p
- "HANG GLIDING" — by Bob Mackay. An informative book mainly for those who have just entered the sport50p (Plus P. & P. if only ordering this item)10p
- Log Book£1.00
- The BHGA leaflet "An introduction to Hang Gliding" (including a list of major clubs) Free to Members
- List of British Hang Glider Manufacturers Free to Members
- List of Schools on Current Register Free to Members (Send s.a.e. if only ordering free items)

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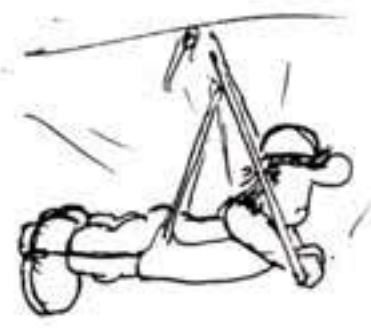
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SALES, SPARES & TUITION
CONTACT DOUG SQUIRES
at Kenilworth (0926) 52900/56313

Kite Skool of Hang Gliding BHGA, HIA Regd
7 MORGIA AVENUE, KENILWORTH CV8 1EU.


Well, after much negotiations we kept the site. . .



although we had to agree to a number of restrictions. . .

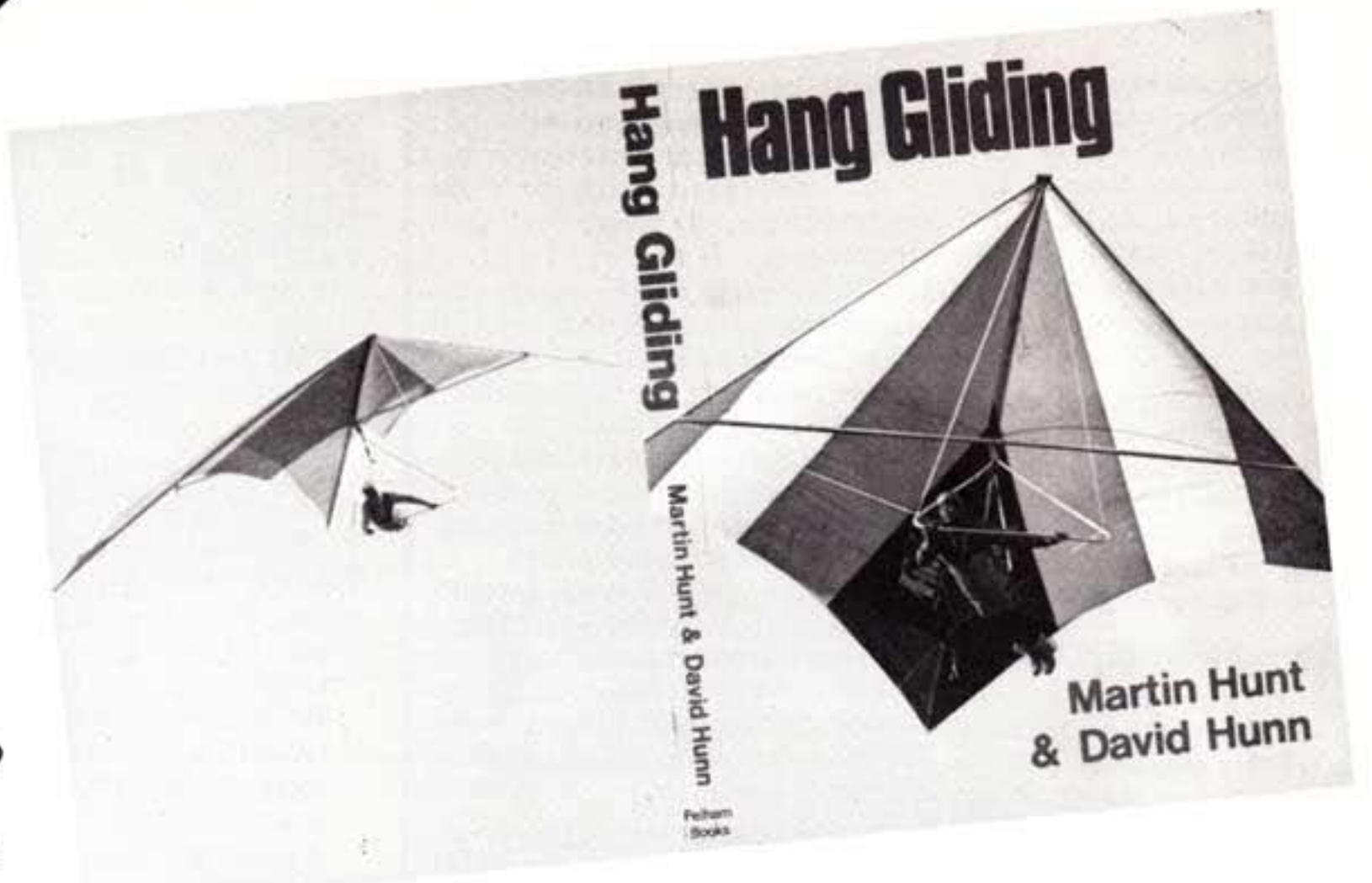


Mind you, there are times when I wonder if. . .





. . . it was really worth it.



“HANG GLIDING”

by Martin Hunt and David Hunn
(Pelham Books £5.95)

AT the very first meeting of the embryo BHGA in December 1974, I sat next to SHGC's site officer, the bearded and affable Martin Hunt. While various factions were scouring the hall looking for someone mad enough to actually stand for Chairman, Martin turned to me and said "Well, I might as well have a go — I can always write a book about it later".

Two-and-a-half turbulent years later, here it is. Martin certainly had his critics when he was Chairman. One of their main themes was that he didn't go flying all that often, and he was therefore out-of-touch with the flyers. When it became known that he was writing a book, several of those critics voiced the same sort of opinions. Unfortunately for his detractors, Martin has this uncanny ability to keep one jump in front of them, and in his new venture, the same is true. By shrewdly allying himself with David Hunn, Martin has managed to produce a book which is quite surprisingly good.

In one of my earlier book reviews, I was bemoaning the fact that there was a great profusion of books about hang-gliding directed to the general reader — most of which were more-or-less unreadable by anyone who knows anything at all about the sport. But this book is by far and away the best I've seen so far. It's readable, for a start — David Hunn has seen to that. It's pretty interesting even to someone who's been in the sport over the last few years. The illustrations are the best I've seen in any hang gliding publication (bar none). It doesn't sermonise, or talk down to the reader, even the non-expert, but in an

unobtrusive way, it manages to get across quite a bit of information as well as the message that hang gliding is *fun*, and not all serious.

There are several unusual features of the book, which *could* have gone very wrong indeed. Including a chapter on hang gliding accidents was a bold move, and has provided an interesting set of arguments which should be required reading for everyone who ever has to talk to the media. And handing over an important section of the book to a third author — Dan Poynter — could well have destroyed the balance of the writing altogether. As it happens, the chapter by Dan, which is entitled "The American Experience" fits in beautifully. This section gives a concise version of the "modern" history of the hang glider, following the convergent trails of the flat-kite waterskiers and Rogallo/NASA, with side excursions to Volmer Jensen and Taras Kicenuik until they all came together around 1963-64 when the swing-seat met the Rogallo wing... The pace then gets hotter and hotter until the reaction "went critical" at the 1971 Lilienthal meet, and the resulting explosion blew us all up to where we are now. Though intended for the general reader, this is well worthy of study by the historian — while not as detailed as Dan's other books, its easier to read, and very informative.

However, that's only one chapter. The rest of the book is nicely balanced, and presents hang gliding from an English standpoint. If I've got any criticism at all it's that the authors are a little bit *too* enthusiastic at times — not a disadvantage if you know the sport, but some other people I

gave the book to read said they would have preferred just a slightly cooler approach. But one of the big pleasures for me in reading it was looking at the excellent photographs and trying to identify the places and people I know. By dint of some fast footwork on the part of the publisher's they've been able to print many up-to-date shots. There are (early) Scorpions,

the Gryphon I Mitchell Wing, Kossen '76, and many others from around the world. The book is prefaced with the words:

"Hang gliding, as one pilot remarked, is not an experience you can really relate to someone who has not had it. This book is an attempt to prove him wrong."

Nice try, Martin, nice try.

Tony Fuell

Hustler
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Daymer Bay, 1st & 2nd October

Congratulations to Roger Full
on a well deserved victory





James B. McMenemy

POETS' CORNER

EASTER MONDAY, RHOSSILI

Rhossili ridge has stood an age
 But never seen a fairer sprig
 Than that I made in joyful rage
 As up I shot, to fly and sing.
 And yet I soon did silent hark
 Upon my wing, blue, red and white
 Because, below me sang a lark
 To celebrate the death of Night.
 So glad he was that he did live
 He sang his heart out oer the hill'
 And I through satin air didst strive
 To match his flight, to feel his thrill.

And never 'til I fold my wings
 Will I forget that silent day
 Now every lark a memory brings
 Of purest air, of rocky bay.
 Of golden beach — that strip so small
 That braves the wrinkled skin of sea,
 Of men who swoop the air, in thrall
 To Nature and to flying free.
 And so, like falcon down I drop
 To stand on my astonished feet
 Upon the Pimple's grassy top
 And now for breakfast -- hawks need meat!
Mike Collis

I like to Ky my FLite,
 And SKit around the FLy,
 To No a Dice See-THRixty,
 And Fatch my Wriends pass by.
 It's sheer Wiss and BLunderful,
 There is no Weed for Nords.
 While SAILing y my FLUTTER,
 Are Biny little Turds!
Ashley Doubtfire (TVHGC by permission)

A hang glider's life,
 An't a hang glider's wife,
 Nor a hang glider's bride to be,
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 To purchase an SST/XC/Falcon 3/
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small ads

For your own safety, if you are purchasing a second hand glider, check that it is a registered BHGA model, see it test flown, test fly it, and inspect it thoroughly for damage or wear to critical parts. If in doubt seek advice from an experienced pilot.

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Essential for thermalling, helpful for slope-soaring. US plastic, ball-type. Full instructions provided. Very sensitive. Tested and recommended by Mike Collis. Send £15 to: Ann Collis, 90 Oval Gardens, Gosport, Hants PO12 2RD. Tel. Gosport 21961. Immediate delivery unless sold out!

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16ft Breen Hi-Fly — a great little kite in excellent condition. Electric blue control frame, beautiful flutter-free sail. Complete with recline harness and bag. £250. Apply Rupert Sweet-Escott. Tel. 0873 810019.

Production Staff
Required must be flyers with engineering or sailmaking background if possible. Also required — HIA rated instructor. Contact Malcolm Hawksworth, Hawksworth Skysports, Upper Hulme, Leek, Staffordshire. Tel. Blackshaw (053 834) 231

Falcon 3, in excellent condition with bag and seated harness. £350. Sting 230 multi coloured sail, including bag and seated harness £250. Tel. 01-692 9767 London.

Phoenix 8 immaculate condition. With bag. £375. Tel. Graham Driscoll on Telford 55216.

Terylene sail approximately 240ft. Approximate shape of Ridge Rider. Lack of time, money and facilities for home-building forces sale. Offers. Also quantity of 1½ in. aluminium tubing. 02602 77568, ask for Hugh.

20ft. Radial Cloudbase red sail, with bag £230. Tel. Barrie Annette 01-894 6374.

For sale: Hiway 21ft Cloudbase de luxe, bainbridge dacron, yellow and white sail, for the heavier flyer. Fly it before you buy it. Tuition available if required. £270 o.n.o. Tel. Paul Bullock, Church Stretton 2884 (Long Mynd Club).

Midas C (white) 6 months old with latest mods £350. Tel. Parker, Hartley Wintney (Hampshire) 2288.

Phoenix VI — excellent condition, flown only three times — owner giving up sport, offers. Tel. Telford 48837.

Purchase of Superkite forces sale of much loved Skyhook Mk4, prone or seated, out performs some 2nd generation kites. Ideal beginner to intermediate £120 no offers, harness and bag included, write to: Ken Ward, 29 Belle Vue Park, Sunderland, Co. Tyne/Wear.

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Hiway 21ft Cloudbase deluxe special Bainbridge dacron blue and white sail 110° nose angle, double deflectors. The best cloudbase Hiway ever made without a doubt, £285. o.n.o. Tel. Dave Little, Crawley, 33817.

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Breen King Kite 18ft. 6in. excellent condition complete with de-luxe harness and carrying bag. Beautiful blue and yellow sail. Flies superbly — never pranged. New Falcon forces sale: offers Kay. Tel. Cardiff 43966, 9-5 p.m.

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Hiway 220, Green, yellow and black, good clean machine, no prangs, rigged prone or seated, carrying case, spares, harness etc. Must sell before my Midas arrives. £100 ono. Tel. Waddesdon (029655) 649 evenings and weekends.

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HIWAY 240 Seated harness and zipped bag. Blue/white sail. Must sell as Midas E on the way. Good condition £160 ono. Simon Johnston 01 339-6584.

Brand New Prone Harness by Scotkites Ltd., type Proneweb, still in the original delivery package — price £35. Len Davies, 71 Sinfin Avenue, Shelton Lock, Derby DE2 9EY. Tel. Derby 700740.

18ft. Argus red, white and blue, good condition, complete and ready to fly. Ideal beginners machine. Sacrifice at £135 o.n.o. Paul Lockett. Tel. 061-832 5835 (office) or 061-796 9610 (home).

Wasp C4 241 with bag and seated harness. Little used, very good condition, owner working abroad forces sale. £165 o.n.o. Tel. 01-399 4808 evenings. Surbiton.

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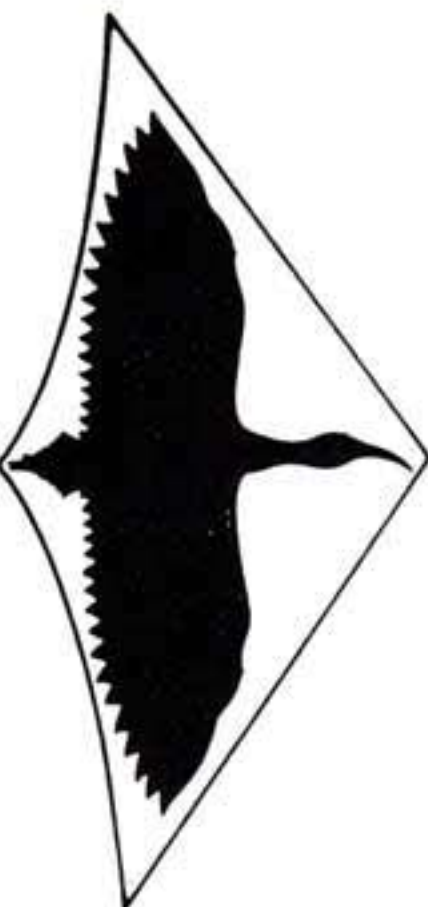
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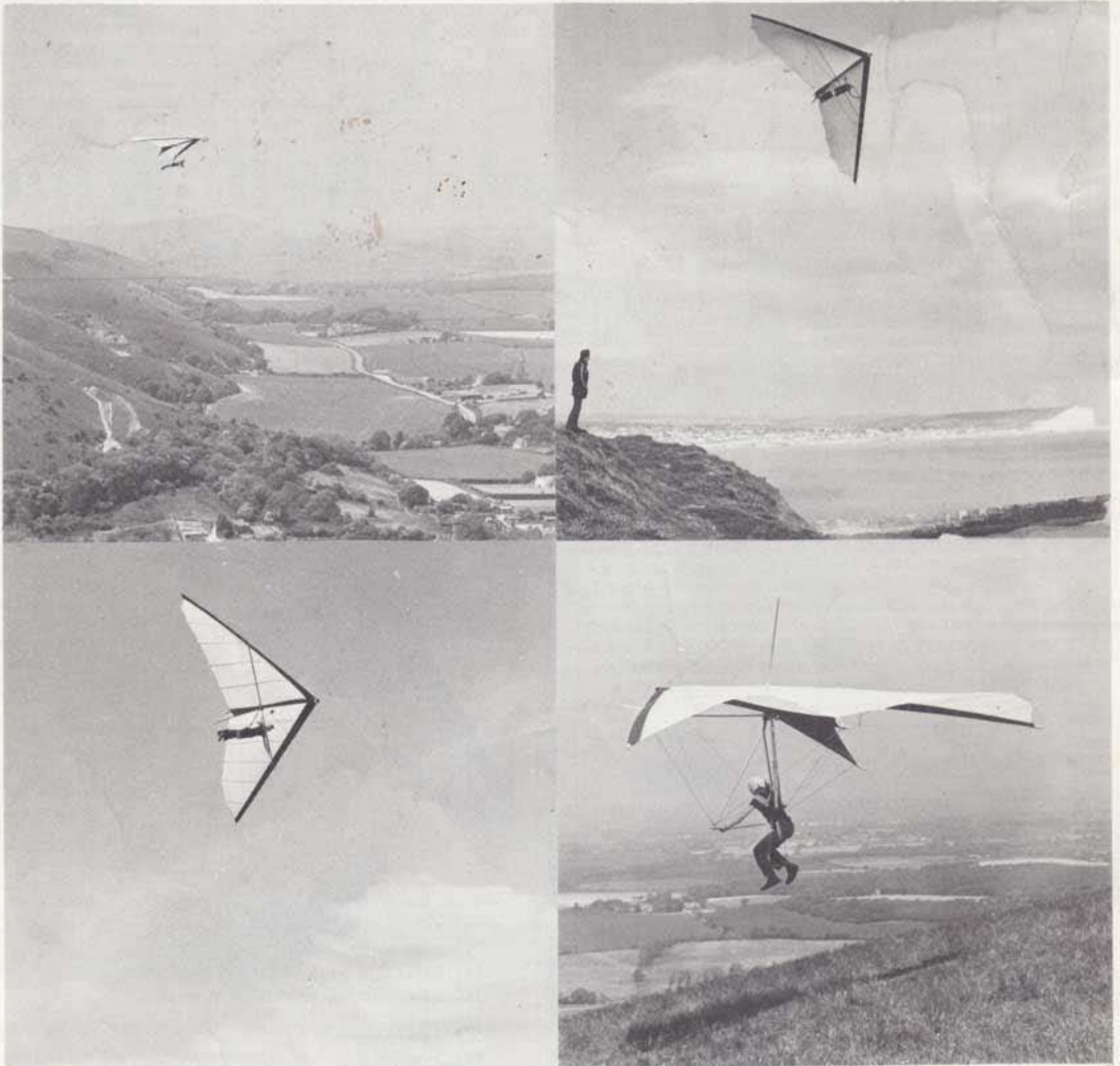
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