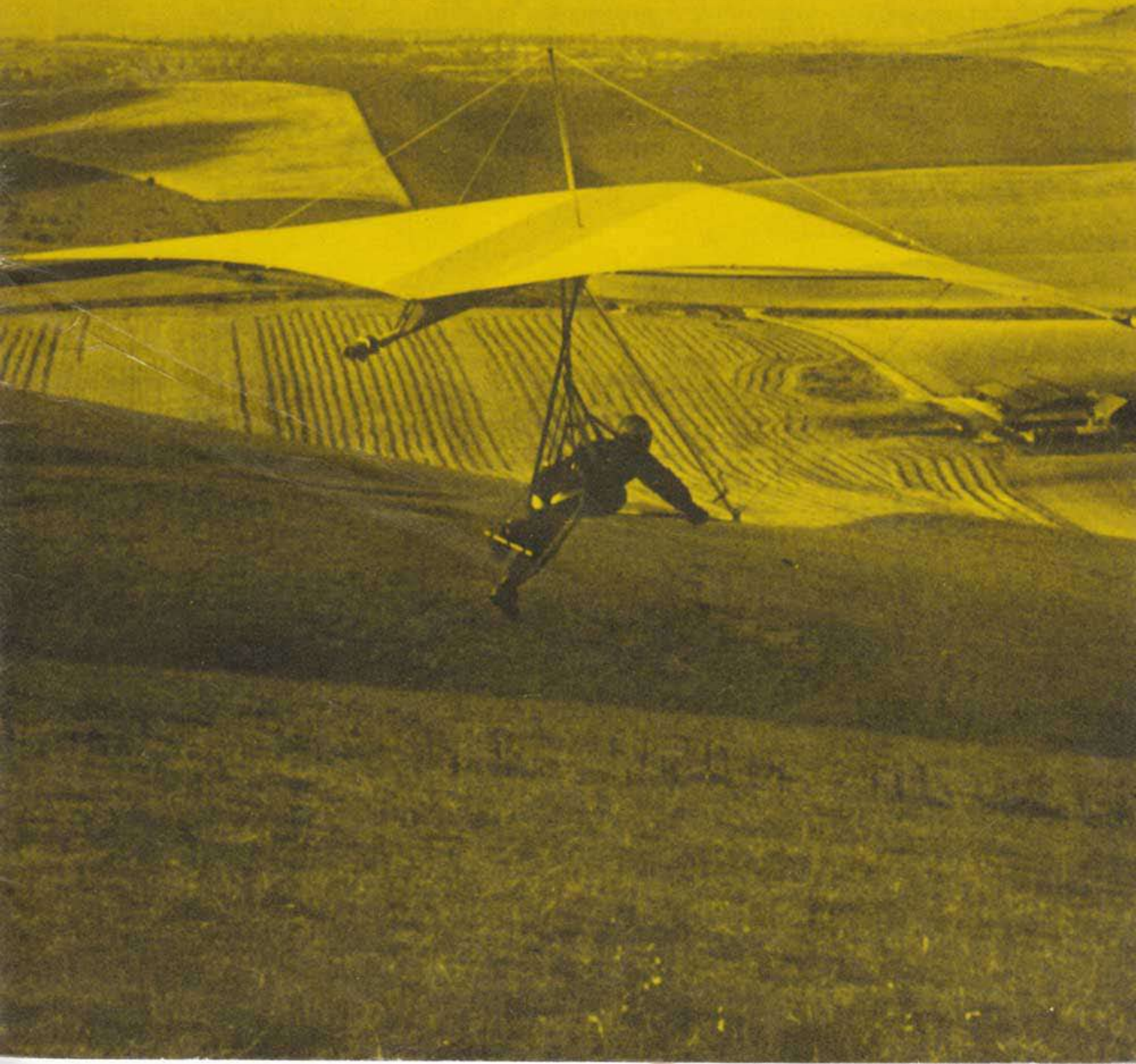


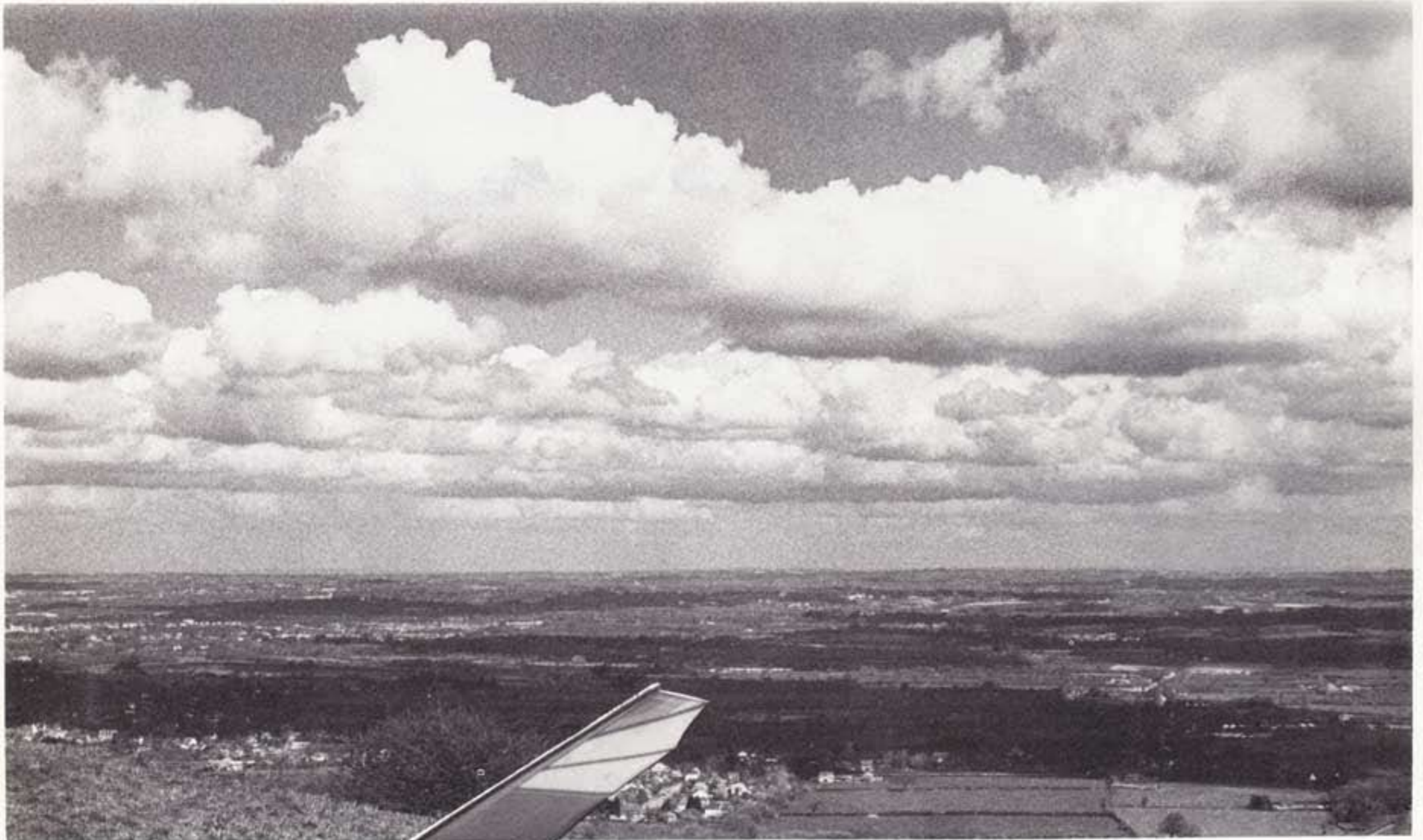
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The Official Magazine of the BHGA

September 1979



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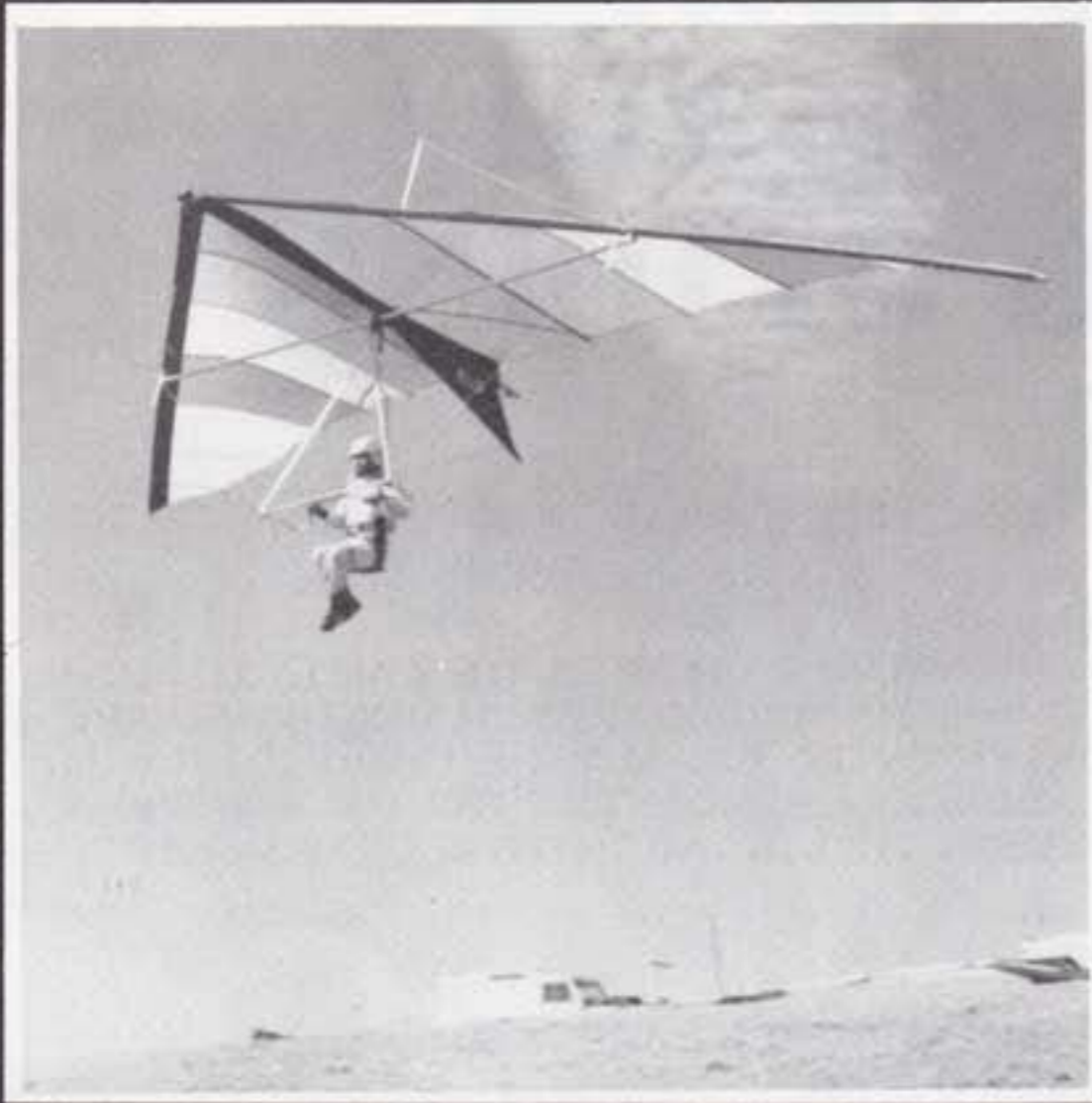
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EDITORIAL

Hang gliding has suffered another spate of adverse publicity. The recent ignorant campaigning by an ill-informed Bradford M.P. to have our sport banned followed almost identical lines of a campaign started by another M.P. several years ago.

It should have jolted us into realising that the apparent air of respectability gained in the last year or so, culminating in the American cup victory, is not sufficient.

If anything, we are in a worse situation than before, with many local authorities waiting to pounce with prohibitive by-laws. In that respect only incessant vigilance by club officials can keep us informed of potential damaging actions by such bodies — and it is vital that every single one is fought.

This year we seem to be flooded with potential bans on hang gliding. The BHGA gave extensive financial backing to the Welsh Federation, enabling them to fight to keep Mynydd Maen. The Mill Hill appeal seems likely to be heard within the very near future — the outcome here being vital to many areas.

More than one local authority is waiting to see how that particular case goes. If the Southern Club loses, then many other sites will vanish immediately, as their controlling authorities use Adur's bye-law as a model.

The Dartmoor Commons bill is due to be heard in the next Parliamentary session, asking for a ban on hang gliding. Dunstable Club is fighting to keep grips on its site and there is potential trouble in the Midlands. The list is endless.

A Central Fighting fund has been established by BHGA in an attempt to earmark resources specifically for covering legal expenses in fighting such cases. Positive action is being taken on that level.

But what of the ignorance that continues to fester in such a damaging way, fed as it is on distortions put out by local and national papers? We don't have to sit back and let it happen. We can start a long, quiet campaign on local levels through our clubs.

The Malvern Club have effectively dealt with some unjustifiably damaging publicity in their area and their letter is reprinted in *Wings!* to show that what can be done to counter such publicity.

Apart from efficient replies like this, we can also make sure that local papers are fed with positive items of publicity — new records established by local flyers, sponsored fly-ins which raise money for charity, displays at local fetes, and abundant supplies of toys brought by a hang gliding Santa Claus at Christmas time for children living near key sites (or any sites for that matter).

Re-education of the general public is a long process. But it can be done if every club has a good publicity officer who feeds the right information to the local press and if every club contributes something extra to the surrounding community.

JEANNIE KNIGHT

A LETTER SENT BY THE MALVERN HANG GLIDING CLUB TO A LOCAL PAPER

Dear Sir,

I had my attention drawn recently in Malvern to a group of men — I counted about a dozen — who were deliberately throwing hard objects with considerable force and venom at one of their number, who was trying to defend himself with a piece of wood. Every now and then, one of these missiles would be deflected and would ricochet into the crowd of people who had gathered round to watch, and there was a real possibility that any one of them could have been seriously injured or even killed. I understand that every year six people are killed in this manner, and I am surprised that nothing is being done to stop this irresponsible behaviour.

The reason it will continue of course is that it is called *cricket*, and I hope you will forgive me for not making that clear at the beginning. The reason I did not was your headline in Wednesday's "Onlooker" column "The perils that lurk in the hills", and which it transpired referred to hang gliding. The uninitiated could have been forgiven for thinking that at the very least the article was about the Skylab re-entry problem or some kind of nuclear fall-out. Really, isn't this taking journalistic licence a bit too far?

Hang gliding is a fairly recent sport in this country (a matter of a decade or so) and it has flourished to the point where there are around 3,500 registered members of the parent body, the British Hang Gliding Association actively pursuing the sport. This number has remained fairly static in recent years, so

the indications at present are that it is not a "growing problem" as has been suggested.

May I therefore have this opportunity to reply to "Onlooker" and try to correct at least some of his or her misapprehensions.

There have, it is true, been a number of fatalities recently involving hang gliders but I should like to make it clear (the article does not) that these were not on the Malvern Hills. We certainly do not "frolic" on the hills; anyone who approaches any form of aviation in this frame of mind is a fool, and we are not fools. We do not fly in thick fog either, although we may well be there when fog forms — in which case we pack up and go home. I wonder how we could have been *seen* plotting our flights in thick fog? It is also true that a hang glider became suspended in a tree recently beyond Castlemorton, and whilst we do not condone the error of judgement that caused it, no injury or damage resulted.

The statement by an M.P. that the sport is a danger to its exponents and puts others at grave risk is just not true. To the best of my knowledge none has been killed as a result of collision with a hang glider and the fact of the matter is that there is no more reason why they should be than struck by a conventional glider or a light aircraft. The principles of flight are the same in each case. As to one "falling on to a motorway and causing untold havoc", this is just wild speculation. Like all possibilities, it *could happen*, but it is equally possible that any other aircraft could do the same, but far more likely that it would not happen. As to the likelihood of a hang glider reaching the M50, it would be more likely that it would pass it by a substantial margin, seeing that the distance record now stands at 50 miles from the point of take-off.

The nature of the sport tends to restrict its protagonists to a fairly constant number of real enthusiasts, and the vagaries of the British weather further restrict the days when we can fly from the Malverns. The number of Easterly winds (which are necessary) over the past few years have been relatively few and far between, and the number of weekends when flying has been possible could probably be counted on the hands. The point I am making is that this is not a continually repeated invasion of someone's privacy. It is Common Land, and we endeavour to treat it with the respect it deserves. We park near to the road as far as is possible, and then see other members of the public drive straight across the Common to stop wherever they feel disposed. We make every effort to avoid leaving litter and we try to cause as little inconvenience to the Residents or the other users of the Hills who include walkers, model flyers, orienteers and a hundred and one other types who look to an outdoor pastime to blow away their weekday cares. Our sport is quiet, and brings no smells and pollution to the countryside.

The suggestion was almost implied, I thought, that the Malvern Hills are for the enjoyment of the Malvern Residents alone, and whereas I can have a sneaking sympathy with that view, the countryside is for the use and enjoyment of all, provided the facility is respected. I would add that I am a country lover, and nothing appals me more than the sight of beautiful countryside covered with litter after a Bank Holiday invasion.

The National recreation according to a recent survey, is not cricket or football or even hang gliding — but watching T.V. The resultant load on the Health Service as a result of general ill health and obesity far exceeds anything that risk sports could provide. Surely that should be reason enough to encourage everyone to take up an active pursuit or sport and to hang gliders, this is one of the benefits.

At present, Britain leads the world in the manufacture of hang gliders and equipment and British pilots hold the top honours. It is now a multi-million pound industry bringing in useful foreign exchange to this country. One reason for this success is the very variety provided by the British hills and weather which have produced gliders capable of beating the best the world can make, and much of the flying that brought this about has taken place on hills such as Malvern.

It is always easy to be critical of new developments, and in the case of hang gliding to hope that perhaps, somehow, it will go away. I would commend you therefore to read the Editorial in the Stoke on Trent Sentinel dated the 4th of July . . . It is headed "Playing safe".

Should hang gliding be banned? Mr. Tom Torney, Labour M.P. for Bradford South, thinks there may be a case for banning it altogether.

Inevitably the death of a hang glider at the weekend was bound to make the question re-emerge. And it could be that further legislation will have to be introduced to control the sport.

But as enthusiasts in this area know, the sport gives a lot of adventurous pleasure to many.

Mountaineering, skin diving, flying, sailing, parachuting, horse jumping, motor racing, speedway riding and a host of other recreations all have their dangers. Cocoon everyone who takes part in them in cotton wool and all will be safe — and as limp as jellyfish. Make safeguards, yes. But don't make chains.

That really says it all.

Theo Willford Chairman.

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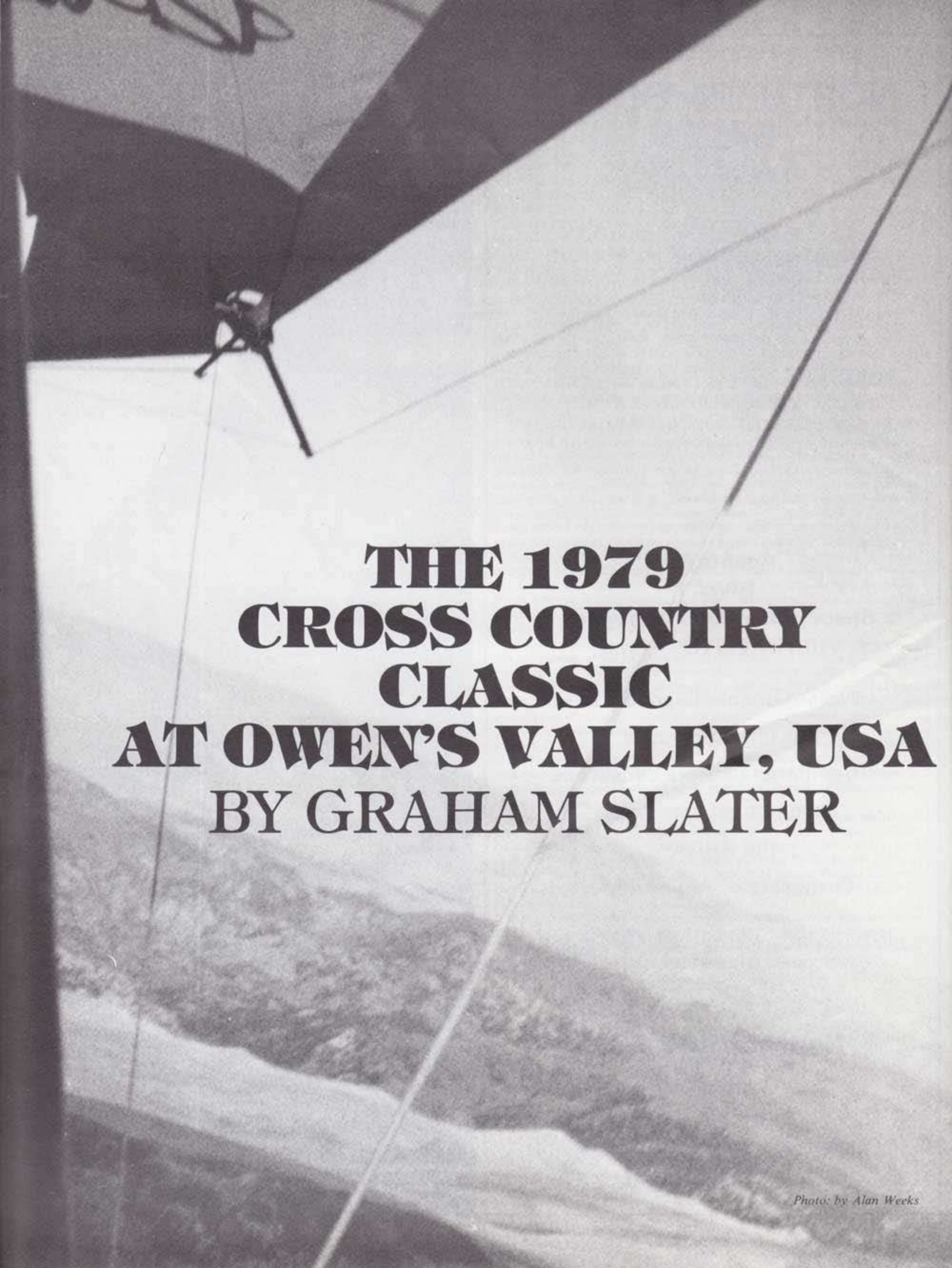
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**THE 1979
CROSS COUNTRY
CLASSIC
AT OWEN'S VALLEY, USA
BY GRAHAM SLATER**

Photo: by Alan Weeks

“On arrival we were told that in the previous week, four gliders had been inverted and there had been one fatality in the area . . .

. . . . we had been warned to be very conservative when crossing canyons — which were usually 6,000 ft deep. These vast holes could suck the glider down in excess of 1,000 ft per minute for minutes on end.”

When the British team arrived in America for the 1979 Cross-Country Classic, this is the type of thing they were confronted with. Nevertheless the team — Bob Calvert, Bob Bailey, Graham Slater, Keith Reynold, Bob England and Geoff Snape, with Keith Cockcroft as coach/manager — coped with conditions they had never met before and finished with four members in the upper half of the top twenty. Graham Slater relates the story here.

John Hudson had instigated the sending of a team to Owne's Valley for the 1979 Classic and the team was selected, with Alan Weeks going along for the trip — we made him team mascot.

We were met at San Francisco Airport by Dan Alemeda of Flight Designs, who was to be our chauffeur to Bishop. He told us of four glider inversions and one fatality in the previous week, though he had no details. We were already on edge and dubious about our fate and began to wonder if it was a wind-up by our American counterparts.

The area was awe-inspiring. The Siefra Nevada mountains to the west stood at 14,000 ft ASL, the White Mountains to the east of the valley at approximately 13,00 ASL. They were not so rugged but were eroded with aluvial fans at the base of each canyon.

The first two days in Owen's Valley saw 25 to 30 mph winds from the south — obviously no good for mountain flying where there were canyons 6,000 ft deep. On the third day, in desperation, the lads decided on trying a 75 ft high bluff facing south.

I was voted to attempt the first lob off into the valley. I found the lift violent and the sink not much better. After a 20 second flight I landed on the desert floor in a temperature of 100 F.

The fourth day looked better and we at last made it to the Gunter launch site, 8,200 ft ASL and 4,000 ft above the valley floor. The wind was increasing from the south when we launched and the drift in the thermals was drawing us back into Coldwater canyon so most of us landed at Dan Alemeda's place at the base of Ray Dean launch site. We were greeted by Dan's wife with water melon and fresh pineapple, which delighted the chip butty man, Bob Calvert who had never had fresh pineapple . . .

The competition was due to start on the Saturday and with only two flights from Gunter under our belts, both in strong winds, we felt wary of the site. Dan decided on an open distance event. Wind was from the south with clear blue skies and thermals.

An open distance task meant flying north along the White mountains to the end of the range, approximately 30 miles from launch, following Highway 6, north east to the junction of 6 and 10 and then following 10 north through the desert towards some 70 to 80 miles from take-off.

My flight was straightforward — most of the time I was hanging into the bottom bar in severe gusty thermals between 500 ft and 1,000 ft per minute, with gusts of 40 mph thrown in just to make it more difficult!

We had been warned by other pilots to be very conservative when crossing canyons, which were



usually about 6,000 ft deep, and 3,000 ft between pilot and ground was usually recognised as the minimum altitude to cross these vast holes. They could suck the glider down in excess of 1,000 ft per minute for minutes on end. Pilots had been down in these canyons and their horror stories made us all very wary.

I was hopping canyons at an altitude of 14,000 ft ASL just to be safe. The temperature at that height was just below freezing. We had all wrapped up before take-off with ski-suits, two pairs of socks and gloves — all this at a temperature of 92F at take-off! I often thought what a bunch of idiots we must look sitting panting and sweating under our gliders waiting for one of the wind dummies to pick up a good thermal.

The mountain range extended for some twenty-five miles from launch and for two hours we were pitting our wits against the White Mountain range and their gaping canyons. Once the end of the range was reached it was just a case of following the Highway 6 past Janie's gentleman's rest home (!) and onto Montgomery Pass.

I came across Bob Calvert at the end of the range, working his way towards Highway 6, some 3,000 ft below me. Flying off the end of Boundary Peak, I hit 1,300 ft down in the rotor created by the mountain. The sail of my Super Scorpion luffed and we plummeted earthwards, eventually pulling out and going through several minutes of extreme

turbulence.

Once through that I ended up at Bob Calvert's altitude and I headed off towards him. In below him, I found 0/2 up and circled. Eventually the blob blossomed to 5 up, and Bob and I gained some 3,000 ft in it, working together and shouting encouragement to each other. We eventually landed at the base of the pass, some 37 miles from launch, our route having been blocked off by Montgomery Pass. That flight put us in equal sixth place.

The second day of competition was a speed run to Janie's, 33 miles away. This was a case of getting as high as you dare. In most cases, 18,500 ASL was cloudbase and obviously at that altitude you needed oxygen to be safe.

My time was nearly three hours, which was slow compared with Bob Calvert, Keith Reynolds and Bob Bailey, who did it around the two hours mark. It was also the day Geoff Snape hit severe sink in Piute Canyon and was rotored in on the North top side. It took all the following day to pick up his glider, which in a concussed state Geoff had carried further down into the canyon by 2,000 ft. He had eventually abandoned it and spent four hours walking out, breaking his altimeter, losing his gloves and jumper and holing his water bottle — all in a terrific heat.

The third day was abandoned because of strong winds and we all needed a day of rest and spent the day swimming.

Fourth day, despite strong southerly winds, was a



race to Zack's ranch, 16 miles away. This was over fairly quickly with Keith Reynolds and I working together to just make the designated field in about 1 hour 10 minutes, after picking up a mercy thermal which pulled us out of the foothills, only to be met by a northerly which was increasing to up to 20 mph on the ground when I landed.

Unfortunately the rest of the team took off a little later and hit the headwind and could not make it to Zack's. It also knocked a few of the top placed pilots back a bit, so there was a big reshuffle of the top ten places, with Keith Nicholls still leading. I was back in 12th place with Keith Reynolds at 15.

Strong northerly winds made the fifth day another blow-out. The sixth day was an out and return to White Mountain Peak, some 26 miles. Technically this was the toughest, as we had to photograph our turning points. We all had camera velcroed on to the glider and it was not easy to try and keep the glider level and steady whilst taking the appropriate shots. Some 20-30 pilots made it including most of the British team who had by now become used to site and conditions.

An open distance task was set on the Friday, again with strong southerly winds and strong, stable conditions. It was critical to pick the right time to fly and a lot of pilots ended up in the pits at the base of the mountain.



We took off in the evening and didn't expect to get any further than Dan's ranch at the base of the mountains, but were amazed to find small thermals still working up to 15,000 ft. Geoff Snape managed 30 miles and I went on to pip Bob Calvert by 50 yards on Highway 6 at some 40 miles and landed at 8.25 pm almost in the dark. This was without doubt the smoothest flight I had.

The following day was once again Open distance and it was on this day that Joe Greblo clocked up 80 miles, with Bob Clavert just down the road at 75 miles in third place. I was down in 21st at 50 miles — so great distances were covered. Keith Cockcroft clocked in 58 miles with no instruments — an amazing feat.

Unstable conditions meant another late take-off on the last day which was to be a race to Zack's ranch. Keith Nichols was just pipped by Rich Pfeiffer on the last task. Rich flew the 16 miles in 48 minutes and Keith took approximately one hour — this flight gave Rich the overall first place.

We arrived home with a multitude of memories of long cross-countries and altitude gains on our barographs of 10,000 ft. Alan Weeks will always remember his 18,500 ft ASL horror experience over White Mountain — but that's another story.

Photos: by Graham Slater

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THE GEORGE WORTHINGTON COLUMN

Is Owen's Valley too dangerous for hang gliding?

Photo: by Graham Slater

I am writing this article for British pilots on the subject of the relative safety of flying in the Owens Valley area of California. I have carefully considered all the pros and cons and ramifications of this problem. I purposefully waited 10 days after learning of the problem so that I could reflect and ponder on it in an objective and unemotional way. Now it's time to speak up and give you my opinion.

The British pilots who flew in the Cross Country Classic in the Owens Valley in July 1979 expressed the opinion that the area was not safe for hang gliding and that when competition was added to that situation, flying in the Owens Valley became dangerous. All but one of the British pilots that I talked to said that they did not believe they would be back next year. For the exact verbatim comments of these pilots please refer to the August issue of Hang Gliding Magazine.

I am the principal architect of the cross country contests, which are being conducted each Summer in the Owens Valley. I have flown the Owens Valley all Summer long for four years. I currently hold 5 out of the 8 possible male world hang gliding records, which I set in the Owens Valley in 1977, 1978 and 1979. I admit therefore that it is possible that I am prejudiced on the subject of relative safety of cross country flying in this area. However, I am using all my energy and intelligence to avoid prejudice as I write this.

I am right now flying this area every other day (sometimes everyday) as I write this article. I will tell you my belief and opinion of the relative safety of flying here. I feel very safe and very comfortable flying this area. The worst turbulence that I encounter does not seem dangerous to me. And I hasten to add that I am relatively easily frightened. I get scared easily in hang gliding, I have been very scared on many occasions during my 5 years in hang gliding. But those occurrences have seldom taken place in or near the Owens Valley.

So why is it that 6 very highly qualified and experienced hang gliding pilots from Great Britain have opinions which differ so radically from mine? The main reason is, I believe, one of familiarity. Your fliers spent 12 days flying here. I have spent over 100 days flying here. They didn't have time to get used to it, whereas I am used to it.

Another reason for this difference might be that being in a competitive contest, these highly prideful and competitive pilots scared themselves by taking risks that they would not have otherwise taken if they had simply been free flying. They didn't have time to learn the "limitations" of the flying here in a gradual comfortable manner. They were thrust precipitously into a "do or die" situation. Geoff Snape, for example had to learn the hard way that a pilot must allow a certain degree of altitude, depending on the wind condition, for each "depth" of flying deeply into the mountains. Geoff got too low while too deep, and was forced to make a landing on a ridge at the 10,000 foot level in the mountain. I happened to be above him and I watched him get into his problem. His landing was not gentle. He had a terribly difficult 4 hour "walk" out of the mountain. His experience may have convinced him that the wind and sink conditions can get vicious, unpredictable, treacherous and dangerous in these



George Worthington Photo © Bettina Gray

mountains. Whereas the truth, as I see it, is that Geoff blundered foolishly into a trap that he had been warned to avoid. I specifically warned Geoff and all the others about: "getting too low too deep" in the mountain. I warned him about the possibility of encountering 1000 to 1500 f/min. sink for as long as 4 or 5 minutes. It can and does happen. Instead of bending over backwards to play it safe, while he was gradually acquiring experience and familiarity with these mountain flying conditions, Geoff apparently took the chance of finding lift deep and low in the mountain. Poor Geoff. He probably thinks I'm picking on him. I'm not. His experience is simply, a very good illustration of the problem. To his

immense credit Geoff came back, a day later, into the content, and didn't have another similar incident. He'd obviously learned his lesson. He learned about the mountain. He learned that the advice I had given him, before the contest started, was valid and good advice that should have been followed. My guess is that each of the British pilots got a good scare, maybe several scares, as they learned about what the mountain can and cannot do to unwary hang glider pilots.

The British pilots **did** learn (as did all the other pilots in the contest). There were no severe accidents or fatalities.

What about turbulence? Was it the comparatively severe turbulence which caused the British pilots to say what they said? I guess it is possible. Let me tell you how I feel about turbulence. It is a part of powerful thermal activity. You can't have great thermals, yielding 1000 ft/min of net altitude gain, without the turbulence which accompanies these thermals.

I have absolute confidence in my glider. I have confidence that turbulence will not turn me upside down or put me into a dangerous attitude. I have confidence that turbulence will not break my glider or cause it to tuck and invert. Maybe my glider is special and can handle turbulence better than some others. I don't know. Maybe I am special and can handle turbulence better than some other pilots. I don't know. But I do know that I am comfortable (though always careful and alert) in the most severe turbulence I have yet encountered in these mountains. And I do know that 120 pilots flew an accumulation of many, many thousands of miles in 2 contests this Summer, in these mountains, without structural failure. I do not count the foolish pilot who got too low, too deep in the mountain, and who was seen to deliberately enter a dust devil in order to get lift and rise out of his predicament, and who lost control of his glider and was killed. (This happened in the Open, before the Classic began).

Some of my pilot friends, who flew in the Classic, have suggested that the British pilots, in general, were dissatisfied with their scores and as a result had to find a scapegoat; something to blame, and they decided that the mountain was to blame; that the mountain was too dangerous for hang gliders. I do not accept or believe this. These British pilots are too intelligent, too experienced, and too objective to do that.

In conclusion, let me say that I have a very great respect for this mountain. I have a never-ending fear that within the large numbers of pilots who are attracted to this area, to fly these contests, to try for World records, there will be some who are not experienced enough, who are not capable enough and who will end up as a fatality. I kept my fingers crossed this Summer. I will keep my fingers crossed next Summer and every Summer, because this mountain is terribly unforgiving of mistakes. Nevertheless, I believe that I will always maintain that it is relatively extremely safe for the truly experienced pilot flying the "right" glider to fly in these mountains, even in competition.

My guess is that those British pilots, who said they would not be back, will change their minds after some extended reflection on the entire situation. I am guessing that they will want to come back. They will be welcome!

FLYING IN THOSE WOOLLY THINGS . . .

BY DAVID BEDDING

We all like to write about our achievements but we are not so keen to write about our mistakes. Our achievements are likely to be greater if our mistakes are available for all to examine and learn from. I suspect that my main qualification for attempting to tackle this subject is that I seem to be good at making mistakes, and fate has so far dictated that I survive them. I am also not very shy about advertising my shortcomings as a flyer, if others can benefit from my experiences. Perhaps the following will encourage other BHGA members to put pen to paper so that we can learn from them.

I was flying at Rhossili this year in those conditions that the site is famous for, and which persuaded Council to adopt it as a National hang gliding area. My Skyhook Safari was providing its normal stable platform, although I bought it when it was called a "Twitchy" which was a very inappropriate name. The wind at take-off was 20-25mph Westerly and the area of smooth lift was enormous. I was content to stay well away from the hard stuff and increase my knowledge of flying with plenty of room to recover from any errors.

Cloud began to form on the main ridge. Just odd wisps at first, so useful for giving a visual indication of air movement. Gradually it took a more substantial form and any layman would have described it as "cloud". I examined the new problem with interest. I was remote from it but it would have an influence on my landing.

My first inclination was to land on the beach well away from the problem. My second rationalisation was that the Pimple, which

was clear of cloud, would be the best compromise, but I was not keen as at that time my experience of landings there had not always been pleasant. There was no rush for a decision, and I examined the main ridge again. Other pilots were happily landing there. The cloud only occasionally prevented you seeing the ground underneath. I rationalised that you would not have to descend far through the cloud before you could see the landing area, and that most of the time vision would be adequate even before entry into the cloud.

My thoughts broadened. Would I just be pandering to fear to go to the beach? At that time I recognised that my fear of the Pimple made it my last choice. (I have since acquired a more balanced appreciation of the Pimple's difficulties) still other pilots landed and took off from the main ridge. I was very conscious that my major accident in 1978 had caused my wife to have major misgivings about my flying, although she seems to enjoy the socialising between pilots on the hill. Its understandable as she had to clear up the mess that was me — but that's another story. I knew that another accident would probably make it impossible to continue flying and retain my wife, supposing that I survived the accident with sufficient facilities to be able to enjoy either!

Other flyers continued to land through the cloud . . .

I decided on the main ridge. (First wrong decision) I went back

over the main ridge high, as at that time I was inclined to retain all my height as my previous glider only really gave me all I wanted in very windy conditions. The Safari gave me more than enough and at perhaps 500ft above the ridge I needed to go fairly substantially back over the ridge before I was sufficiently out of lift and began to descend. (Second wrong decision). It may be that the cloud was thicker there.

I was beginning to be committed. At first there was no doubt in my mind that I could pull on speed and go in front of the hill again. I could not see the ground below, although I had the occasional glimpse of the gliders in the take-off area. I could see the cliffs and the Worm and other ground more distant from my landing spot. I could see the sun at ten-o'clock in relation to my intended direction. Other gliders were flying in front of the ridge and were plainly visible. The possibility of flying out in front again, disappeared. (Third wrong decision — by default).

I began to enter the cloud. I could now only see the flyers in front of the ridge who were reasonably high, and the bright sun at ten-o'clock. I peered anxiously down for my first glimpse of the landing area. Nothing. The flyers in front of the ridge disappeared. Still nothing below me but this curiously attractive woolly stuff. The sun became less distinct, and gradually I became aware that I could not be sure of its direction. Cloud surrounded me.

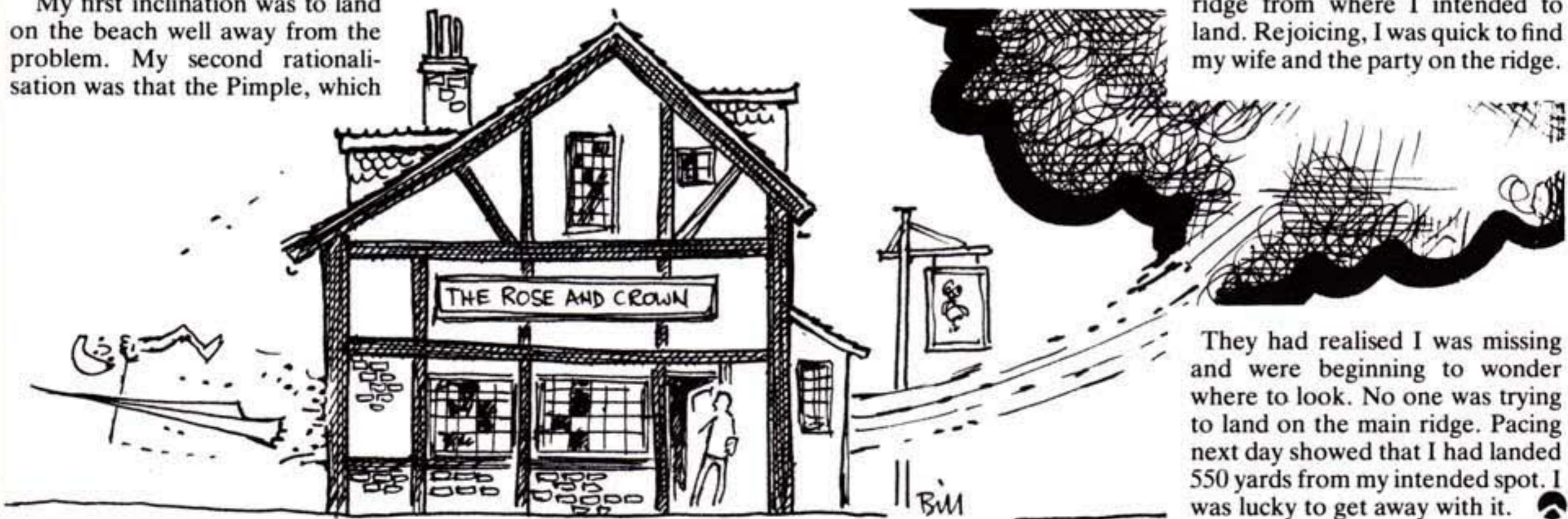
I decided that I was mostly in Fate's hands as I had no instruments. (Fourth wrong decision). A compass in particular would have been useful. I had no way of ensuring that I was still flying into wind and at least minimising any sudden impact with the ground. I considered consciously turning down-wind as that could have resulted in my emerging from the cloud at a greater height from the ground, with, perhaps time to select a landing point and turn to reach it. I decided I would have no way in judging a 180 turn, and I would do better to concentrate on flying on my present heading, and rely on the gliders natural stability rather than influence its bank through any feelings I might have about my inclination to the horizontal. I remembered that immersion in cloud with no points of reference can muddle the senses. I kept my airspeed at a safe margin above stalling.

I cannot be sure how long I was in this state as reference to my watch was not advisable. I estimate 5 seconds.

Suddenly the ground appeared, and I was not moving swiftly in relation to it. A clump of rocks to avoid and a not very pleasant adverse slope but push the bar out and my feet were out of the stirrup and down. I dropped the nose pretty quickly and would not claim a tidy landing but it was not a crash!

Where was I? With the Safari disconnected and flat a few paces showed me I was almost off the front again. I was well along the ridge from where I intended to land. Rejoicing, I was quick to find my wife and the party on the ridge.

They had realised I was missing and were beginning to wonder where to look. No one was trying to land on the main ridge. Pacing next day showed that I had landed 550 yards from my intended spot. I was lucky to get away with it. ☘



ABOUT FLYING AND DYING

BY BOB MACKAY

Operational Training Unit, Keevil, Wilts, August '46 and 'God's gift to the Royal Air Force' brings his Spitfire over the hedge 20mph too fast and 200ft too high, uses the last half of the long runway, a bit of grass, and all of his brakes to stop, then taxis (brakeless) very very slowly round to dispersal, which of course overheats the engine . . .

He cuts the ignition and relaxes, listening to the gyros run down . . .

The tannoy crackles into life and a laconic WAAF voice repeats twice "Pilot Officer Mackay report to Wing Commander Flying . . ."

Ten minutes — no, I tell a lie — three minutes later . . . "you are the worst bloody pilot I have ever had the misfortune to command. You shouldn't be allowed within a hundred miles of an aeroplane. You're grounded!"

During the next three weeks I went through hell, lost all hope of ever seeing Squadron service, couldn't bear to watch another aircraft in the air, much less talk to fellow pilots. When I was finally allowed to fly again, my performance was near impeccable which is probably why I am still alive today.

Before some of you go rushing off for your pens to defend the "rights of individuals" and say we can't go round grounding people, give a thought to where "rights" come from.

Two prehistoric individuals go out picking berries and each one gets eaten by tiger. Two others decide one will watch for the tiger while the other picks for both. The law of the jungle is overcome by their association and as it expands the jungle recedes. Without association we have no rights.

The BHGA has created the right to approve and disapprove. This applies to all aspects of our activity. In all other branches of aviation (particularly gliding) where a pilot is guilty of reckless stupidity or incompetence, he is grounded. It is a very effective way of bringing the point home.

How on earth, I can hear you say, do you think we are going to be able to do it?

All in good time. This is a philosophical argument. It will achieve its purpose if more members think we should! That in itself would be a big step forward. What prompted this train of thought?

Ray Picton, our club safety officer and I take it in turns to provide the vehicle. Last weekend I was the passenger.

"I hope you don't mind Bob we have to meet John Hunter on this accident investigation before we go flying," said Ray. Could be interesting, I thought, and the wind is just a wee bit strong.

We met John and his wife, Judy, at the police station. They were just emerging from the Chief Inspector's office with a rather amiable civilian who turned out to be an old sailing acquaintance. We stood and chatted yachting while the glider was laid out in the station yard.

John was immediately at work with his camera and Judy began to take notes. The bends, breaks and dents were photographed and logged, the impacted sand and dirt was described, a rivet sheered on one wing and not the other was recorded — could have happened before or during? John was not jumping to conclusions. Judy was just writing it all down. Pages and pages. Ray had the measuring tape. Eighteen feet one inch starboard wing, Eighteen feet one and a quarter inches port wing. Each seam, each spar, wax wire was measured, the A frame was pieced together, photographed and measured.

"Bob, is the harness in the bag?"

"What bag?"

"The brown paper sack on the floor by you"

I reached into the bag and pulled out a pair of trousers. They were wet and smelled of urine . . . I didn't want to put my hand in the bag again.

I emptied it on to the ground . . . a hand knitted pullover (somebody cared about him a lot), a shirt, a belt, the harness which had been cut clean across (possibly the helicopter or first aid people did that to get it off) and the rest of it had unpleasant looking marks.

John came over to examine it and to talk to my yachting friend.

A completely unintelligible conversation followed in medical terms ending with "I've got the lung and the heart if you want to take them back with you".

I wish I hadn't heard that.

But such is the power of the human mind to recover from shock that three hours later we were at Rhossili and rigging. So it's no use preaching to or shocking pilots. It gets to us for an hour or two but then we rationalise it and go off flying again. If we couldn't do that we wouldn't be pilots. That is the essential difference between us and the rest of mankind.

Ten o'clock the following night the 'phone rang. It was Roy Hill.

"Bob, is John still down with you?"

"No, why?"

"We had another fatality today, stalled and turned into the hill — what are we going to do with them Bob?"

For John Hunter and Judy it starts all over again — and again and again. Somebody reading this now won't be around to read your reply, so think carefully when you write it. I don't much care anymore whether what we do contradicts anyone's feelings about 'personal liberty'. I'm not sorry for the dead pilot — I'm only sorry for the rest of us, particularly John and Judy who have to clean up the mess and relatives who have to live with it.

I know from personal experience what has been effective with me and what has not. If I see anyone flying badly and not looking after his glider, I know what I would like to say to him. "You're bloody well grounded until you have attended at least two fatal accident investigations."

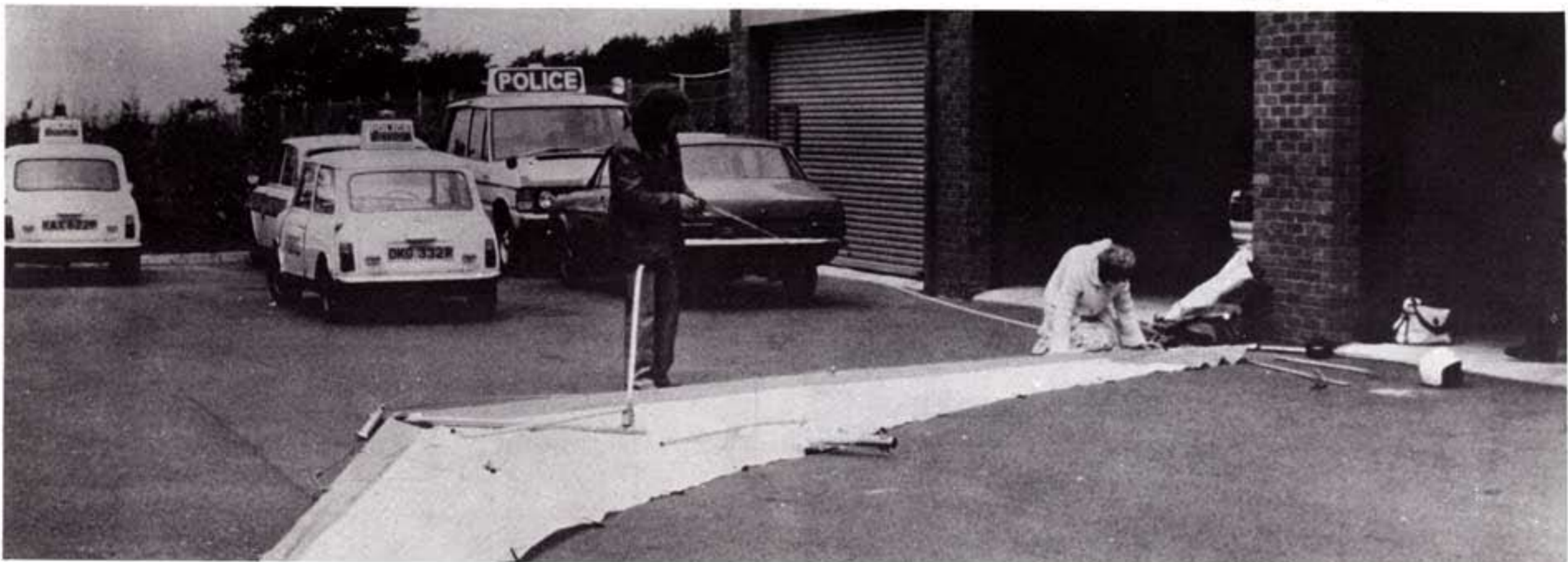
All right. It's impractical. But we can go a long way towards it. We can change our attitude.

We tend to flock, go to the sites where the others will be, buy the popular make of glider, use the "in" terminology. We are acutely aware of what is considered to be "the thing" — the League, wingovers, cross-countries. We are very conscious of our "status in the flock".

So, if we the flock conclude that someone is flying badly and needs sorting out, let's bloody well sort him and keep on sorting him out until he mends his ways.



Judy Hunter, kneeling, measuring the glider. Beside her is the paper sack referred to.



AIRSPACE

BY MIKE CASTON

We, the British Hang Gliding Association, must show the CAA that we are a responsible organisation having full control of our operations. If we fail, the CAA will take control. This would mean a great loss of freedom and an increase in legislation. This article is a brief summary of the present airspace structure so that all hang glider pilots can make themselves well acquainted with the system.

Airspace changes are proposed by National Air Traffic Services (NATS) or member representatives through a committee called National Air Traffic Management Advisory Committee (NATMAC) which comprises of all UK Airspace users (including the BHGA). Each organisation can study the effects of these future changes and submit their views and thereafter a compromise solution can hopefully be found. Obviously we will not always come away happy but, by working with the authority, restrictions can be kept to a minimum with all parties aware of individual problems.

AIR TRAFFIC ZONES (ATZ)

All aerodromes, including gliding sites, and some hang gliding sites, have an Air Traffic Zone. They extend 1½ nm from the boundary and 2000ft above aerodrome level. The need to obtain permission before flying in an ATZ depends on the type of aerodrome. Generally speaking, permission is required to enter the ATZ's of Government aerodromes and aerodromes owned by an Authority (e.g. Brize Norton, Heathrow, Manchester). Other aerodromes' permission is not required but one must conform to the traffic pattern and the aerodrome operator's permission is required for the movement of aircraft on the surface of the aerodrome. When ATZs overlap, the CAA generally pick one as the controlling authority. When a gliding site ATZ overlaps a Hang gliding ATZ problems occur. The CAA are reluctant (at the moment) to step in and state one as the controlling authority, they would rather not intervene until they are convinced that such a move would be acceptable to the other party.

MILITARY AIR TRAFFIC ZONE (MATZ)

A MATZ has, at present, an area 5 nm radius from the centre of an airfield and extends to 3000ft above the

surface, usually accompanied by a stub 5 nm long and 4 nm wide, on the extended centre line of the main runway. Strictly speaking civil aircraft need only observe the ATZ but a MATZ penetration service exists for radio equipped aircraft. However, hang gliders are advised to keep clear. A proposal to increase the size of MATZs is being strongly resisted by the general aviation pilots, because this would cause overlapping which would mean a vast increase in Military Airspace.

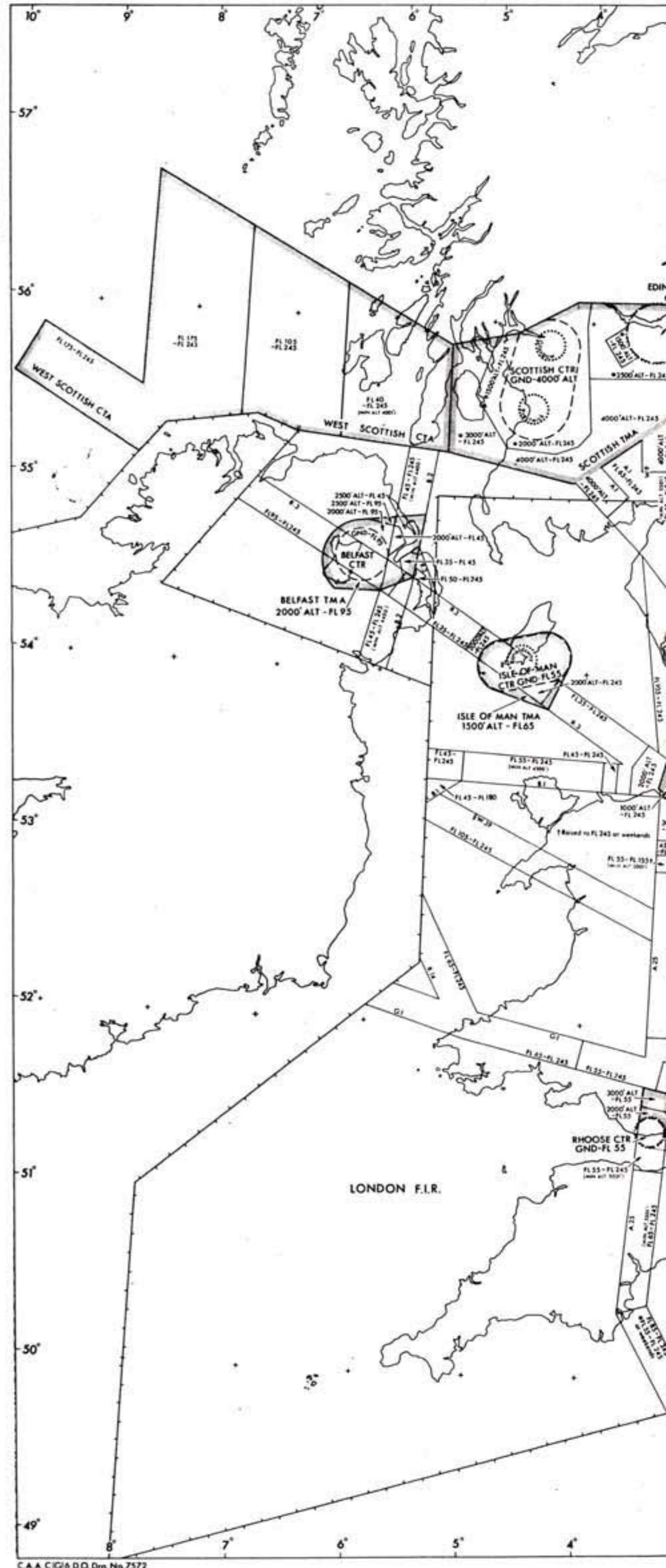
CONTROLLED AIRSPACE

It is divided into Control Zones (CTR), Terminal Control Areas (TMA), and Airways (AWY). Some is "Notified Airspace" which means that flights within it must be in accordance with Instrument Flight Rules (IFR) regardless of the meteorological conditions, this means that hang gliders are not allowed in such airspace. A CTR starts at the surface upwards to a defined level. TMAs and AWYs start at a defined level upwards to a defined level, so it is possible to fly beneath them but keep a good look out as private pilots tend to fly beneath airways. All airways are "Notified Airspace" but there is a special dispensation permitting gliders to cross in VMC. But this does not apply to a Purple Airway (one set up anywhere in the UK specifically for a Royal Flight). Some Airfields, e.g. Luton, Leeds, Bradford, are surrounded by Special Rules Zones and Areas (SRZ/SRA). This airspace is not strictly Controlled Airspace but is best treated as such. Some SRZs and SRAs may be penetrated by gliders in VMC without permission but it is best to consult the Air Pilot first.

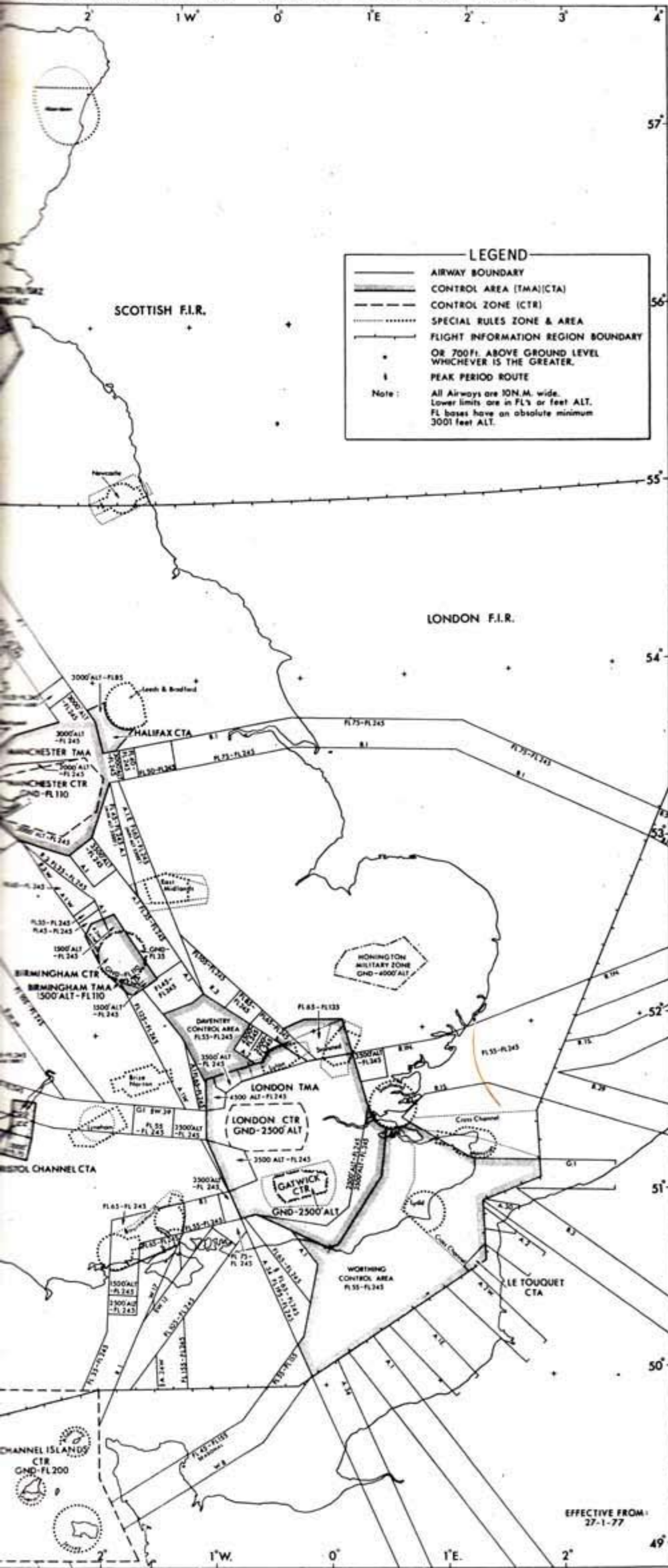
PROHIBITED AREAS

All Atomic Energy Establishments are Prohibited areas with a radius of 2 nm and extending up to 2000ft. More details can be found on the Topographical charts or in the Air Pilot.

CONTROLLED AIRSPACE AND SPECIAL RULES



ZONES AND AREAS WITHIN THE U.K. FIR's.



RESTRICTED OR HAZARDOUS AREAS

This heading covers almost anything you can think of. Bird Sanctuaries, High Intensity Radio Transmission Areas, Areas of Intense Air Activity, Free Fall Parachuting Areas and Gliding Launching Areas.

DANGER AREAS

These areas are listed in the Air Pilot and for quick reference there is also a Danger Area Chart. Some areas are permanently active, some during daylight hours and some when notified by NOTAM. Firing, rocket testing, and towing are some of the hazards you may expect to find in a Danger Area.

This brief summary of Airspace is only a simple introduction, if you are considering going cross-country you must make the effort of teaching yourself more about airspace and air law. If you can get hold of "The UK Air Pilot", the "Air Navigation Order 1976" and "The Rules of the Air and Air Traffic Control Regs. 1976", it is well worth browsing through them. It is also worth owning your own copy of a Topographical Chart, you can obtain these at your local flying club or from "Stanfords" in London (01-836 1321). CAA publications can be obtained from the "CAA Printing and Publications Dept." (0242 35151).

ABBREVIATIONS

- AGL — Above ground level.
- AIB — Accident Investigation Branch.
- AIC — Aeronautical Information Circular.
- AMSL — Above mean sea level.
- ANO — Air Navigation Order.
- ARB — Air Registration Board.
- ATC — Air Traffic Control.
- CAA — Civil Aviation Authority.
- CAP — Civil Air Publication.
- CFI — Chief Flying Instructor.
- C of A — Certificate of Airworthiness.
- CTR — Control Zone.
- FAI — Federation Aeronautique Internationale.
- FIR — Flight Information Region.
- FL — Flight Level.
- ICAO — International Civil Aviation Organisation.
- IFR — Instrument Flight Rules.
- IMC — Instrument Meteorological Conditions. (In Cloud).
- Mb — Millibar (Altimeter setting).
- NM — Nautical Mile.
- NOTAM — Notice to Airmen.
- QNH — Altimeter setting to give height above sea level.
- QFE — Altimeter setting to give height above airfield level.
- TMA — Terminal Control Area.
- VFR — Visual Flight Rules.
- VMC — Visual Meteorological Conditions. (Clear of cloud and in sight of the surface).

Photo: John Wadsworth



POSITION REPORT ON AIRSPACE

JULY 22nd 1979

Listing of sites in Air Pilots/Charts

BHGA Club secretaries have received a memo from the BHGA secretary requesting information on the most regularly used sites. A formal list of BHGA sites will then be presented to the CAA for publication in the Air Pilot and on Aeronautical Charts. These sites will then be considered as Aerodromes having ATZ's. We are limited to approximately 90 sites. I have been informed by the CAA that they wish to receive our proposed list of sites by September, even if the list is incomplete. (We can amend the list at a later date.)

The CAA would then issue an Aeronautical Information Circular to inform other airspace users that we have ATZ's. I have sent a draft AIC to the CAA entitled "The Hazards of Flying in Close Proximity to Hang Gliders" which should be published shortly.

Military Low Flying Mid-week

So far this year we have had one reported Airmiss involving a Hang Glider and a Military jet. I feel it is necessary that we have our own Airmiss reporting procedure, I now hold Airmiss Report forms for BHGA use. There is still a problem with a Notification Procedure. It seems that the CAA are reluctant to let us have our own private notification procedure. I have suggested a number of ways of informing the Military low flyers of hang gliding operations, and apart from informing the local Military ATC Unit, the only suggestion they are interested in is a Visual Signal on a site to show that hang gliding is taking place at that site. The form of the visual signal has yet to be decided.

Gliding/Hang Gliding Conflicts

There are 3 sites where this problem occurs. Dunstable, Long Mynd and Sutton Bank. Three meetings took place at these Gliding Clubs over the weekend of 30th June — 1st July. The

position at Dunstable is that a joint effort to find an alternative hang gliding site was agreed. Ivinghoe Beacon was suggested as the most suitable and an approach to the National Trust would be the first move. Meanwhile the existing arrangements for hang gliding would stand. At the Long Mynd, the Gliding club would allow hang glider pilots to cross the airfield with their cars to reach the south end of the Mynd, until an alternative access could be found and hang gliding at the north end would be restricted to "top to bottom" only. At Sutton Bank, it soon became clear that the Yorkshire Gliding Club were totally opposed to hang gliding taking place inside their ATZ. A proposal is being considered that the Gliding club CFI be in charge of hang gliding operations.

Campsie

Campsie is considered by some as the best thermalling site in Scotland. It is in a vulnerable position, i.e. approximately 10nm from Glasgow Airport

outside the SRZ and underneath the TMA. Although technically outside the surrounding controlled airspace it lies directly beneath the extended centre line of the main instrument runway. After discussions with ATC, David Squires proposed a set of flying rules for Campsie. Following further discussions the proposed rules were modified. Although Gliders are permitted to enter the TMA in VMC the practice must be discouraged. (as is BGA policy). Basically, the rules state that the site will only be flown in VMC, Max height 400ft. agl, X-C's permitted providing the other rules are complied with.

Mike Caston.



TRAINING COLUMN

KEEP CLEAR OF ACCIDENTS

The intermediate pilot is often most likely to have an accident. He has mastered the elementary principles, but may attempt something beyond his capabilities.

Self-confidence is necessary, but over-confidence can be disastrous. The separation between the two is very small — as many pilots have discovered the hard way.

Over confidence can catch anyone out. It might happen when you have completed one or two early soaring flights and you are beginning to think that flying is easy. Or it might happen when you have gained Pilot Two and find that you are up with the experts. You will probably think you have learned everything.

You will probably become careless about elementary things. The following factors have all been contributory to major accidents. Study them and think of the times you might have been guilty of one or more, but happen to have got away with it. Other haven't been so lucky.

1. Rigging and pre-flight checking a glider incorrectly or forgetting to clip in.

2. Putting a harness on wrongly.

3. Flying in winds which are still too strong or too gusty after a frustrating spell of non-flying weather.

4. Flying from a strange hill without learning about its local winds and eddies.

5. Changing to a new glider and expecting it to have the same flying characteristics or to be as forgiving as the old one.

6. Top landing in marginal conditions to avoid a walk back up the hill.

7. Flying prone without first learning about the difficulties and differences.

8. Messing up ordinary take-offs and landings through carelessness.

9. Doing 360 degree turns without enough height and space or without understanding what is involved.

10. Tuning a glider without the knowledge of how to retain its proper characteristics.

Above all, never try more than one new thing at a time.

MILL HILL ACCIDENT

An AIB investigation is taking place into an accident at Mill Hill, Sussex at the beginning of August. A hang glider pilot, Nicholas Eleini, escaped unhurt after his Cyclone impacted into the hill from about 100 ft. The glider was seen to stall, go into a dive and then tuck, after which the glider broke up. The pilot landed in bushes on the slope of the hill.

ISSUE OF PILOT ONE CERTIFICATES

In a recent training committee report to BHGA council, Roy Hill said there were still BHGA members without Pilot One or EPC certificates. Most of them had been flying for a long time and now wanted to join in the scheme.

School instructors will observe such pilots, *free of charge*, and issue Pilot One certificates where necessary. Any flyers in this situation should contact their nearest BHGA registered school and arrange to have their flying observed in this way.

The Midlands Federation had proposed that clubs should be empowered to issue Pilot One certificates. They suggested that the refusal to allow this was the result of commercial interests within council.

Roy Hill and Reggie Spooner have emphasised that commercial interests within council have not influenced the decision in any way. Roy Hill has pointed out that accidents are not occurring in schools, but instead are happening within clubs, where in many cases club officials exist in name only.

"I do not believe that clubs are at present able to take on the risks of training novices, which is what acceptance of the Midland Federation's proposal would mean. Any individuals from a club who want to instruct are able to follow the normal channels to receive a rating," he said.

A first instructor course has been arranged for November 10th and three weeks are to be allocated for the purpose next year.

MORE CLUB COACHES

Club:
Dover & Folkestone HGC
Dunstable HGC
Malvern HGC
Mercian HGC
North Yorks Sailwing Club
Swansea University HGC

Coach:
Austen, Derek
Fennell, John
King, John
Billington, Robin
Foster, Michael
Gifford, Nick

Deputy:
Battersea, Edward
Yule, Dave
already named
Owen, John
Stephenson, John
Elster, Steve


Dave Forty taking off at Bossington on a Cyclone. Photo: Eddie Horsfield.



SCOTTISH LEAGUE COMPETITION

BY BRIAN MILTON

*Keith Reynolds on the slalom.
Photo: Mark Junak.*



The organisers were David Squires, Chairman of the Scottish Sailwing Association, and his wife, Liz, editor of *Flying Scot*, the SSA's magazine. David and Liz had visited two of the earlier Leagues this year to see how things went, and had immense experience anyway, from last year. Base for the three-day competition was Stirling, North-East of Glasgow and North-West of Edinburgh each day, we'd choose a site, depending on the wind direction. Of the 52 pilots in this year's League, 43 turned up.

The first competition this year, in South Wales, organised by Roy Hill, had been brilliant, five tasks completed, and a fair ranking of pilots. But the second League competition, on Southern Club sites, was blown out after one task, and the third — in North Wales, organised by Jan Ketelaar, the first *pure* cross-country League — had distorted the scores. In dropping their worst score, every pilot except Graham Hobson and Geoff Snape had opted to drop Jan's competition. Would the Scottish League follow form and consist of just 3 tasks?

Would the weather screw us again? We all wanted a high scoring League competition.

Day One

The site would be Falkland, in Fife. The site, nominally a northerly, had a 1,200 foot drop, and was a long ridge with a 300 foot pimple in the middle which allowed take-offs in all directions. One problem was, we were close to the coast, and every day the sea-breeze came in and radically changed conditions. Choosing tasks was — initially — difficult, but one feature of this competition was the sophistication we are all bringing to tasks within tasks . . . Bob Calvert is educating us.

Down in the landing field, Liz Squires began setting up the first task; optimum time of 90 seconds, then figure of 8 around pylons at speed, 5 points for a stand-up landing past a foul line, but 15 points to be earned on a graduated landing run, nearest the line counts high.

Dave Goepel and Ian Trotter wind-dummed the task, and then we were off. If you've never been in competition, it's not easy to convey the atmosphere. There's a sort of *inevitability* about your flight, not just the normal safety considerations a hang glider pilot has, but on top of that, where do I hang around waiting for the 90 seconds to pass, how will I turn to conserve height on my speed figure 8? How close can I go to the pylons? Bob Bailey won the task, with Mike Atkinson, Peter Day, Bob Calvert and Roger Black, close behind.

Mick Evans, who had injured himself in the blown-out League on Southern sites, and flown carefully in North Wales, had a lot to fly for. We had already picked the teams for the Anglo-French Challenge Cup, the Bleriot, and for the Bishop XC in California. He hadn't made either, although before his injury — compressed vertebrae — he would have been

an almost certainty. But we were choosing for the World Championship team over the weekend, and with Mick's previous performance in the American Cup and his European silver medal, all he needed was an average/good competition and he'd make selection. But . . . he tried too hard . . . far from losing his nerve, he had too much, and powered into the ground on the figure 8. No marks, no injuries, but no confidence either. On appeal, rashly, I let him change his glider, for which I was publicly reprimanded two days later by the Competitions Committee.

Second task was a speed range, in which pilots flew from one pylon to a second one, and then slow to a third pylon . . . but, a 360 had to be made during the fast run. Unfortunately, pilots were able to deviate on their slow run, and the scores were distorted. The task was won by "floating" Keith Cockcroft, followed by John

Continued on next page

Bridge, Roger Black, Bob Calvert and Bob Bailey.

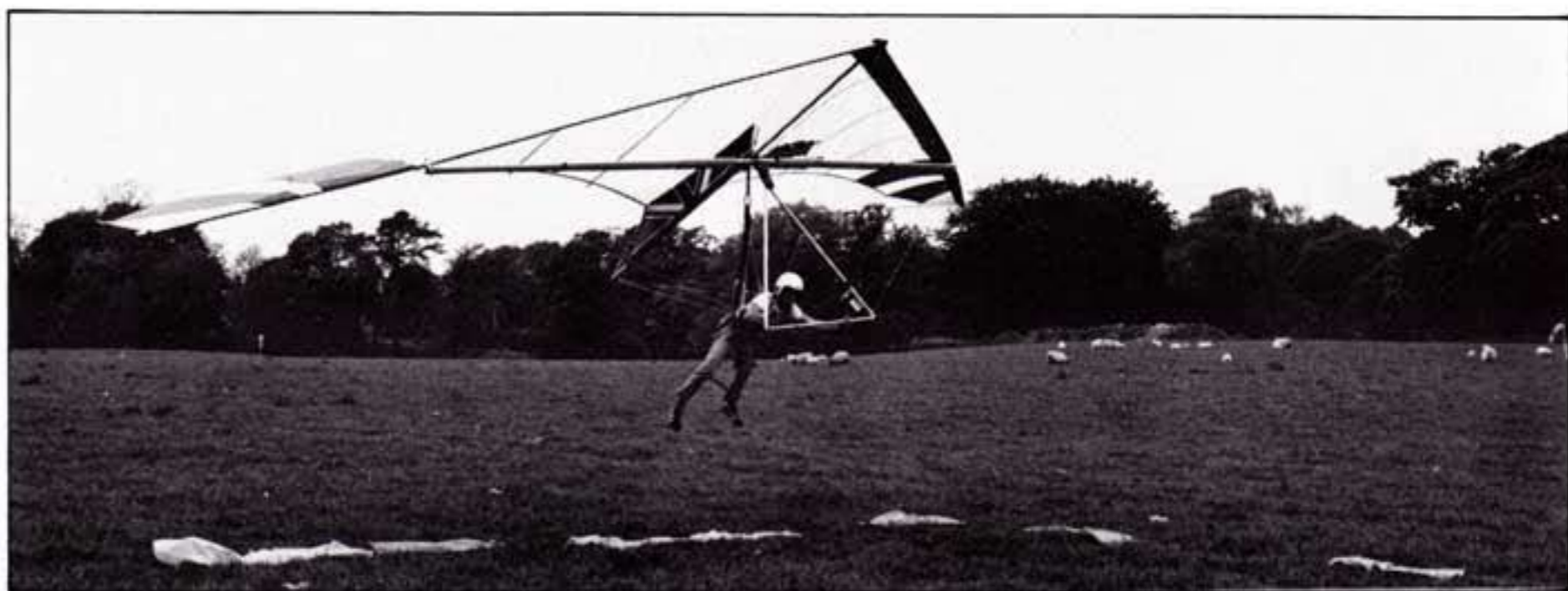
At the end of the first day, Roger Black, from Plymouth, was leading the competition, less than a point ahead of Bob Bailey, with Keith Cockcroft 3 points behind in 3rd place, Bob Calvert breathing heavily 5 points back in 4th, one point ahead of Peter Day. Peter, incidentally, was flying the Atlas Express Moonraker '78, which has a slight tendency to yaw, and on which he was doing some extraordinary flying . . . everyone held their breath while he was in the air, and his 360 on the second task had to be seen to be believed. He was doing his bit for the image of hang gliding too, by adopting a shirt, tie and slacks as his flying gear . . . eccentricity keeps one sane.

Second Day

Falkland again.

The sea-breeze was having a big effect on conditions. This time, we drew on American Cup experience, speed plus 4 alternating 360's over a line for 45 points, then a defined time of exactly 1 minute to land, plus a spot. But, you lost all your defined time points (4), if you failed to make a stand-up landing, so, as in Tennessee, no one cared about the spot . . . there was too much to lose by blowing it.

What was interesting about the task was that Bob Bailey won the speed run, although Mick Maher won the task on his Gryphon, by hitting the spot, where Bailey didn't. Bob was flying a Cherokee, a big one, and yet went faster — including four 360s — than the really fast Gryphons. So it was Maher first, Bailey second, Bob England 3rd, Calvert fourth and Reynolds fifth. If Calvert and Bailey were not, Bailey had to gain 10 points on Calvert, about the value of a target . . . if he could hit a target, and Calvert fail, he would scoop the competition, and become a record 3-time winner. (Six pilots have won two League competitions . . . Brian Wood, Lester Cruse, Graham Slater, Bob Bailey, Graham Hobson, and subsequently, Bob Calvert. The only other winner has been Mick Maher. The 1978 champion, Keith Reynolds, a clear champion, has never won a League competition, but has been second in 3, equalling Johnny Carr's record for second places when he was pipped for the 1977 League Championship by the value of a spot landing . . . Brian Wood in 1977 won by less than 15



Bob Calvert landing on spot. Photo: Mark Junak.

points). Back up the hill and it was getting a bit agonising now, for the second task of the day, to find Bob Calvert weaving his magic in front of Dave Squires, convincing him of the merits of a roll-rate test at speed, over the landing field, with two of the four required line crossings made down-wind, and some interesting manoeuvres to get over a foul line when that test ended.

Bob Calvert won this task, with Bob England 2nd, Mike Atkinson 3rd, Lester Cruse 4th and Dave Garrison 5th. Bailey was 6th. At the end of the day, Calvert and Bailey had drawn clear of the mass, with just over 9 points separating them. Then, more than 40 points behind Bailey, there was Keith Reynolds, leading a pack snapping at his heels, Bob England, Mick Maher, Roger Black, John Bridge, Mike Atkinson, Keith Cockcroft and Lester Cruse, all within 20 points of him. Keith was considered "catchable", while Calvert and Bailey were not, Bailey had to gain 10 points on Calvert, about the value of a target . . . if he could hit a target, and Calvert fail, he would scoop the competition, and become a record 3-time winner.

(Six pilots have won two League competitions . . . Brian Wood, Lester Cruse, Graham Slater, Bob Bailey, Graham Hobson, and subsequently, Bob Calvert. The only other winner has been Mick Maher. The 1978 champion, Keith Reynolds, a clear champion, has never won a League competition, but has been second in 3, equalling Johnny Carr's record for second places when he was pipped for the 1977 League Championship by the value of a spot landing . . . Brian Wood in 1977 won by less than 15

points).

The previous evening, I had collected nominations from each of the committee members. They not only chose names, but chose by class as well, rogallo (class 1) and open (class 2). Some names, like Keith Reynolds, Calvert and Bailey, were obvious choices. Slater was, as well, though he always gets one less vote, being a committee member and unable to vote for himself. We chose 7 people for class 1, and 5 for class 2 as a 12-man squad, with 3 managers (Derek Evans, Roy Hill and Chris Johnson). That squad would be reduced, by the managers at Grenoble, to 6 in class 1 and 4 in class 2 . . . not actually naming the team and reserves kept the pilots on their toes, though (I understand) some of them hate the system. Because of an incident at the Bleriot Cup, there's been one change in the team, which is now as follows:

Class One: Graham Slater, Robert Bailey, Bob Calvert, Brian Wood, Dave Garrison, Trevor Birckbeck, Geoff Snape.

Class Two: Keith Reynolds, Bob England, Lester Cruse, Mike Maher, Johnny Carr.

Third Day

The task was 2 minutes to a gate, optimum time, then alternating 360s at speed when past the gate, leaving you downwind, facing the wrong direction and low, to turn back through the gate for the clock to stop, then off to a target. It was interesting. Some pilots went through the gate on the return so low they all but slaughtered the marshalls, but were careful not to hit the pylon.

Bailey, we learned, had beaten Calvert, but was it enough? No. Just over 5 points short. Calvert hit a 15 point target, when Bailey didn't, that was the difference. One spot.

The Scottish was also the first competition where the 1978 League entry pilots began the climb to the top. In the first competition this year, only one of the new bunch made the top 20. This time, 5 of the entry of 10 made the best 20, and Dave Garrison is the first to get into the top 10. He went to the Bleriot Cup, and now has a place in the World Championship team . . . catch them while they're on form, we hope.

John Bridges, from the Pennine Club, a dour Northerner, made an astonishing leap in the ratings because of his Scottish results, from 39th place to 15th. Peter Day, on a modern kite instead of the Cirrus 3 he's used for 3 years, leapt from 32nd to 17th in the League. Roger Black is another big jumper, from 38th to 19th, and Bob Harrison and Greg Burgess are shaping up well for future international teams.

I don't know how other countries do this, but we feel we have to programme a pilot into international competition. There's no doubt that, having once represented his country, we find out quickly the sort of stuff a pilot is made of. Some mature quickly, gain enormous confidence, and just become much better pilots . . . Mick Maher is a prime example of a man who did it the hard way, reserve for the European team, made it in the American Cup and now flies better. Other pilots, obviously nameless, just go to pieces in international competition, for reasons I'm still not sure of, though in domestic competition they often do well.

No competition would work without its organisers. League competition exists on a shoestring; each pilot pays £25 a year to belong, and the committee, which handles the money, pay each organiser £150 a competition. It's hardly expenses money, but it does. This is the second time David and Liz Squires have organised League competitions, and on behalf of all the League pilots, it was a really great competition, enjoyable, well-marshalled, and we'd be glad to inflict ourselves on them next year.



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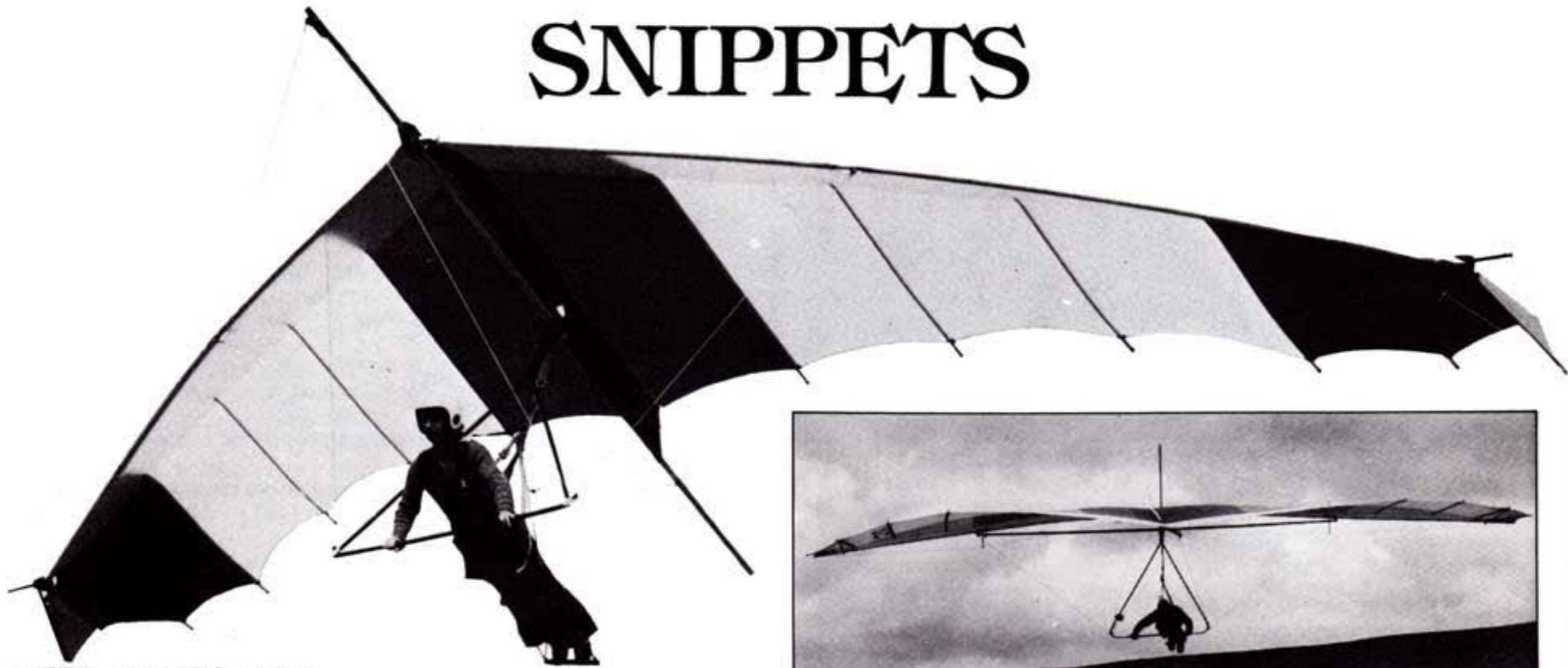
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SNIPPETS



THE BRIFORGE RESERVE CHUTE DESIGN CONSIDERATIONS

Before we came up with our design requirement we considered:

Deployment speed — quicker without a sleeved 'chute.

Strength of rig — we wanted max strength.

Weight — not a critical parameter.

Bulk — not too critical, thinness was the major factor.

Harness attachment — as for the Bennett, attached to the harness if required or available as a separate back pack.

Canopy type — the 17ft "relative work" sport canopies were over £150 whereas the T10 "Military Reserve" is in plentiful supply and costs around £60 delivered from USA. We decided on that rather than the weaker, more expensive sport canopies.

Canopy mods — we suggested reducing bulk by shortening every other line and stitching it to its neighbour. Our Master Rigger was *horrified*. He said: The F10 was designed as a reserve. It *must* work the one time you need it. It *must not* be modified." Ours are not.

Pack type — our original was merely a back and 4 flaps holding the rig in with a handle. The second and current model is an improved "pop-top" similar to the American design but slightly bigger and with its drawbacks designed out.

Bagged 'chute deployed by hand — rejected because:

1. It requires the user to be calm, objective, accurate and strong in a fraught situation when the pilot could be dazed or confused.

2. It requires at least 4 actions from the pilot: release the 'chute, grasp it, aim it and throw it the right way.

3. We couldn't tell what 'G' forces might be present preventing you from acting or making your action ineffective. You *could* be moving at the same speed as the bag and it would never get away from you. But you could think

that because you'd pulled the ripcord the deployment was proceeding.

4. Your orientation to the glider couldn't be forecasted.

5. Other bits of glider could prevent you from acting or could catch the parachute during its deployment.

Unsprung drogue deployment — definitely a serious contender, particularly the type where you merely throw away the ½lb PACKED DROGUE Velcro'ed to your chest and it acts as the ripcord when it deploys.

Sprung drogue — finally chosen because:

1. It requires the pilot to take one action only.

2. The direction of deployment is well assured being straight out from the body, so it could be aimed if necessary.

3. Deployment is positive and would overcome any 'G' forces or relative movement present.

4. Provided the drogue catches the wind it will deploy the 'chute. If the drogue catches in the glider rigging, the main canopy (with some difficulty) still be thrown out into free space or, if pointing downwards, it will fall out of the pack. Additionally, the bridle has a 400lb breaking strain so it should break on a 2G load, if caught up.

Now I'm not saying that the *Briforge* pack is the be all and end all, it is not but, it *is* value for money.

I personally believe the 'chute should be part of the glider, nestling inside a fibre-glass bin in the keel pocket and pulled out by a small rocket. Now that one probably would cost £200. The ones we have now need not cost that and they should not be subject of *Hardsell* techniques.

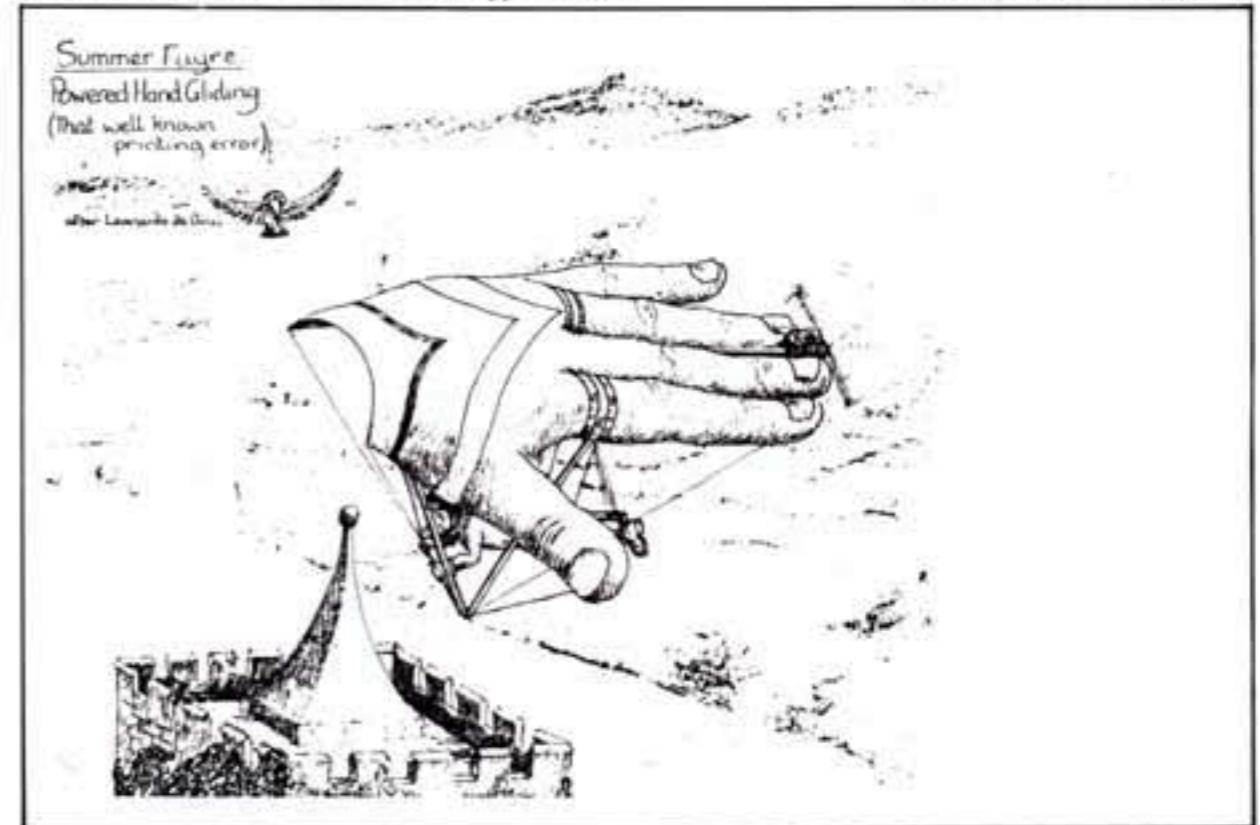
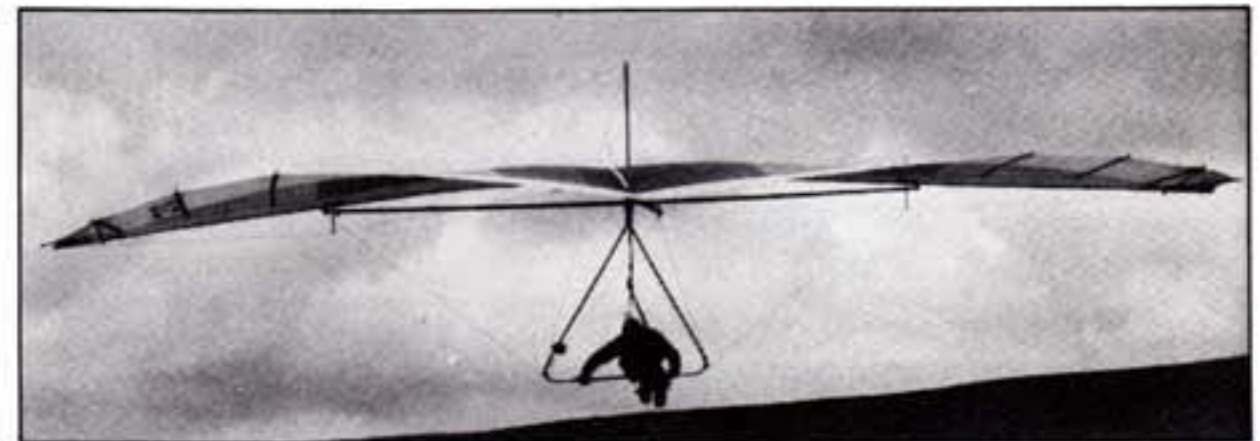
Until we get some real facts, *Which* magazine style, we'll continue to be *sold* parachutes, we'll never get around to buying them.

Jim Taggart,
Chairman, Briforge
BFPO 35

POWERED HAND GLIDING

That well known Printing Error

Drawing: by Jim Bower



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HELMETS — KEEP YOUR HEAD SCREWED ON

Dear Jeannie,

It takes a lot to get me worked up enough to write a letter but Mr. Cunion and Mr. Tomson really did make me angry. Do they suggest we are all suffering from a severe attack of fatalism — “choosing to take an additional risk . . .”?

The controversy about wearing helmets is breaking out again. “It’s against personal liberty” cried Nick Regan (the words still resounding in my ears from 4 years ago). And now it is suggested that “back protectors, knee pads and jack boots are just as sensible as helmet rules.” What absolute rot — although come to think about it, it does depend on where your brains are?

Most if not all club members throughout the country insist on helmets being worn and let’s face it, these are the “sensible people”. They know it’s sense to minimise such risks of injury (even though wearing helmets is restrictive) so that all can *continue* to enjoy the freedom of true flight.

Are they the “Little Hitlers” Mr. Thomson — I think not, *they* have got their heads screwed on.

**Tim Taft,
Horsforth,
Leeds.**

AND ALSO . . . DOWNWIND STALLS

Now that I have finally got this pen to work there was one other point which I thought worthwhile expressing with regard to down-wind stalls.

I have in recent weeks witnessed quite a number of classic down-wind stalls mainly occurring on light wind soaring days, the worst of which resulted in the pilot being knocked unconscious for 20 minutes and who was later found to have a head fracture (even though he wore a helmet).

We are all taught (one way or another) to *think* airspeed and not to confuse airspeed with groundspeed. But how many of us are taught to *feel* airspeed? The force of the wind on your face (particularly us clean shaven types) can be used very effectively in assessing airspeed especially on down-wind legs and I think many of the stalls I’ve seen would not have occurred had this little bit of advice been followed.

**Tim Taft,
Horsforth,
Leeds.**

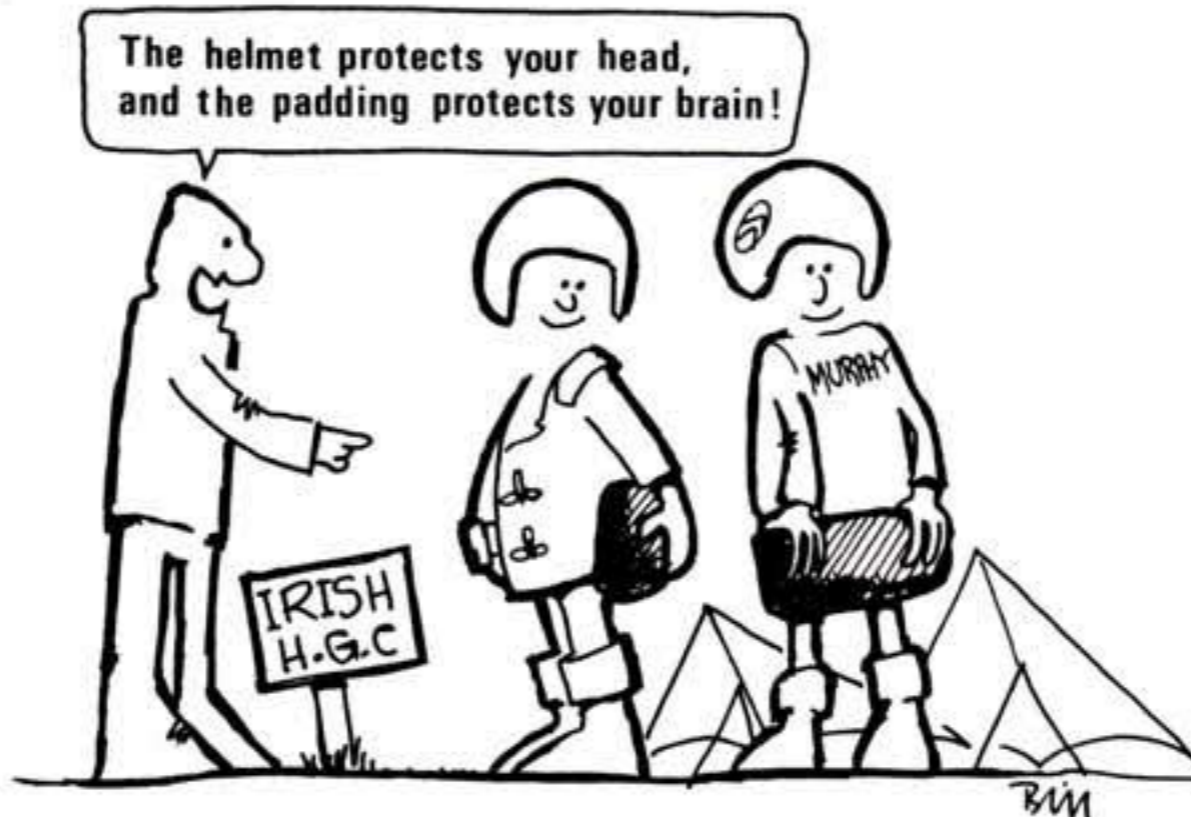
FIRE RISK

Dear Jeannie,

I wonder if my recent unfortunate mishap with my Skyhook Sunspot would be of any interest?

The enclosed photograph shows the Sunspot singed nose — looks as though it has funnelled too far up a thermal (Skyhooks really fly high!).

AIRMAIL



I think I can claim to be the first pilot to be brought down to earth, as it were in flames. It is certainly the case in both the Pennine and Dales Clubs of which I am a member.

It could also be said to be a warning to other flyers with no insurance against non-flying damage or loss of glider.

I wasn’t insured in this way — never dreaming that anything like this could happen to it, but a small localised fire in the lock-up garage at work, where the glider is kept, burned the first three feet of the nose, destroying the sail, keel and wing booms.

After totting up repair costs and a talk with Len Gabriels and my bank manager I decided to go that bit extra to buy a new Safari. I had intended to progress on to this model this year — but certainly had not expected to lose my capital asset — therefore relations with the wife are even more strained!

I am completely satisfied with my new glider and at the tender age of 49 I look forward to many years of hang gliding — but feel my progress has been rather more costly than it should have been. Possibly other readers can

be warned by my experience.

I hope to recoup a few pounds on the rest of the glider which was undamaged, if I can contact someone who needs the spares — any offers?

**Doug Greenhalgh,
9 Crag Lane,
Wheatley, Halifax.
Yorkshire**

ANSWER TO TED FRATER

Dear Editor,

Ted Frater’s letter, “The Real Flex Wing” — Wings No. 5 — pointed out several well known ideas for improvement of hang glider performance. However, his innocence in presenting them as easy goals needs correcting — and I hope it will not stunt his dedication to performance improvement.

Firstly, the costing of his ideas is suspect. As far as I know, tapered seamless tube is unobtainable, let alone £1/ft more than parallel tube and for what quantities does his price relate?

As to the idea, it has merit, but not in the form presented — analysing the



loads involved or even a photograph of a glider under high loading shows that the l.e. areas up between the nose and wing bolt *not* down. A more complex cross section variation may be required — for aerodynamic as well as structural considerations — and fibre composites offer this possibility. Also, excessive dumping of load outboard on a swept wing obviously produces pitch-up and extra induced drag, not entirely ideal for good penetration and I think maybe this has been overlooked by some.

Gliders that are by design blessed with deflexors need them, not springs — so by all means design a kite with this feature but don’t modify older kites for this. (Some are sprung anyway and 20ft of 2mm wire is always helpful in alleviating peak loads). Ted’s next idea was variable dihedral — dihedral is a powerful effect, go steady — but still no mention of what shape the sail will be during all this frame flex *unless* the answer is with Lycra which is suggested for allowing even more washout. Its use in a sail is a definite avenue of research and I should think designers are looking at every aspect of its use.

Thirty per cent improvement in 2 years. In what? L/D, min. sink, top speed? If Ted is using glide angle as his measure then say 10:1 today will be 13:1. Although I believe this, and more, is possible, I don’t think it will be commonplace within 2 years (only 22 months left!). Certainly not without more radical and innovative designs. Those who achieved it with span alone will end up with an even worse best glide speed (nearer to min. sink speed) and the inevitable roll and yaw inertias. The advance I think is most important to achieve is an improved best glide angle speed (V_{md}) to say, 25 mph, with a genuine 12:1 glide angle. Thus, at 30 mph a useful (inter-thermal) angle of 10:1 could be had, possibly allowing some crosswind work but nevertheless putting us on a firmer footing when negotiating with other airspace users. This can be achieved within a 34-35 ft span although this sort of performance will be affected more by untidy (unclean!) pilot and equipment.

Finally streamline section struts are mentioned. Someone has “pressed” the extruders to look into this — I have. They do not make out it is difficult, simply that tooling costs and a substantial first order are required. It is possible to make a reasonable drag reaction reduction (of 90% and more for larger tubes). The weight penalty is about 1 lb and 5 lbs for replacing 1½ × 18g × 15 ft and 2 in × 17g × 20 ft respectively, (these representing typical 2nd and 3rd generation kites). Thus the manufacturers were not enthusiastic as the present 55 lb is frightening enough for them, and most of the suitable 2nd generation kites were a doubtful replacement market. Again, carbon fibre is the way to go if we stay with crossbooms and the costs need not be too frightening.

**C.H. Smith,
Garston Herts.**

PARACHUTES

Simon Murphy was dead right in his letter (Issue No 6). I did write out of a strong sense of frustration, partly engendered at the failures of so many "Special HG Chutes" and partly at the exorbitant cost of same, despite John Hudson's query "is £200 too much to pay . . ." No cash price is too high to pay if one wants to live, but is it necessary to double the cost of the things when putting it on sale? Yes I did ignore the many saves, I'm not interested in these as they did exactly what they were supposed to do, save lives. I'm far more concerned in the 29 cases of failure, and in trying to provoke more awareness of the failure rate — and in lessening it. Simon's tongue-in-cheek request to know if others can benefit from the £95 chute seems to indicate an acceptance of the sky-high price label stuck on the parachutes available. Why? I accept John Hudson's expansive broadside, but as I pointed out to him on top of Falkland Hill at the Scottish League on June 9th, his angle is very much a commercially biased one — despite the obvious safety factors he mentions and of which I am just as much aware as he. Compare his presentation of the dangers with that (almost identical) of Bert Tyrell. Bert's views are constructive, John's seem only concerned in pointing out just how big a fool I am and how necessary it is to pay out a lot of money! I'm aware that John is just as concerned as I am at those 29 failures, added to them is one of his own friends — whose hand deployed chute didn't function.

Back to the point. Now over 30 pilots equipped with chutes have died. Why? If the answer in the main is that the chutes used are not capable of carrying out their task, then let's concentrate more, far more, effort into improving them and their function. I'm not satisfied with the happy explanations of those chutes that *did* function, nor in the statistics of manufacturers in the USA or elsewhere who cite them. I quoted the 29 malfunctions published in Hang Gliding newspapers from all over the world, USA, Canada, UK, France, Germany at al, during 1978. There may have been more I don't know. I want to see these malfunctions eliminated, and if I provoke manufacturers and dealers into fury — and possibly efforts to improve the situation — I reckon it might be a step in the right direction. Is John Hudson *certain* has he *tried* the system, or is he guided by theory, possibilities, probabilities, etc? Facing the right way when deploying a "pop-top" isn't easy, nor is intentionally pitching out the hand deployed pack in the right direction when the Pilot and his kite are being tossed about in a crazy fall to earth. At low altitudes with split seconds to spare, I'm convinced (perhaps unwisely maybe?) that I stand a better chance with a spring operated drogue taking over and obeying the laws of drag and friction than I have of consciously aiming and projecting my pack in the right direction

— out of the way of miles of wire and fabric. Who's for a nice game of chess?

I admire and respect John Hudson, and his principles, but I still think that he and parachute manufacturers have it wrong. As Simon says, let's hope we never have to prove it in an emergency. John wants a *tested system*, so do I and all safety minded fliers. Jeannie Knight points out in her editorial (Issue No 5) that even if it works okay in an emergency, there are still dangers — to other fliers included. Are we to adopt the "Blow-you-Jack-I'm-alright" attitude? Or use this new awareness to advantage of both the pilot in trouble and those flying with him, *by being aware of the danger*.

To my mind the whole situation boils down to having one's eyes open, or firmly closed! I don't know of a *Briforge* flier who'd exchange their "pop-tops" for a hand-deployed pack, and we have three very experienced parachutists in our ranks, plus one or two experts on flying aircraft too, all safety minded folk. Only two of us use the back pack, all the rest are for prone pilots (20 of them). Our Master Rigger made test rigs for three months, drew charts, studied air-flows and almost took up hang gliding in his keenness to get inside the problems (his wooden leg prevented him — and I'm serious!) before he produced our first pack, the one John Hudson saw at the BHGA AGM. Since then we've improved. Finally finance. The basic I 24 parachute, full size, full strength lines, straight from the manufacturer in USA costs £55, priced right here in the 1979 catalogue. Our Master Rigger adds £40 for costs of buckles, strop, anchor plate and custom built pack with ripcord, plus labour and a profit margin which goes into the Parachute Club's funds to provide amenities for students when grounded by weather. We believe in self help, not in screwing the taxpayer — and we pay taxes too! All our packs are made up in the Master Rigger's spare time, in the evenings and at weekends, and that is gospel Simon! The motive? Safety! Let's have more of it.

Bill Cowell,
BFPO 40.

THE TRUTH ABOUT BRIFORGE PARACHUTES

Dear Madam Editor,

Those parachute letters in *Wings!* 6 were classics. Only Bert Tyrell's seemed to be reasoned but then I would expect it of him being an experienced parachutist and member of the TVHGC — he recently gave a lecture to them on the subject.

The other two letters must have been written purely to provoke controversy, they certainly added nothing to the arguments.

Simon Murphy, you take a positive view do you? Not like our Bill, eh! You'll positively *ignore* the 29 malfunctions in the past 12 months. It sounds as though you'd accept anybody's word that they'll save your

life for £200 but at £95 it's too cheap to believe? Ha! A right twerp *you* must be!

The tenor of Bill's letter was surely "We're all being ripped off without an assured level of safety". If you look at almost any hang gliding item, you will see what I mean about being ripped off. (When I say *you*, I do not mean you Simon. You wouldn't see anything unless it had £££ written all over it).

As for your calculatedly offensive paragraph about you taxpayers being relieved at Bill's 'chute, considering how much the test programme has cost you. Every parachute user in the world has benefited from every Military and Air Force test programme and you are one of them. I'm a taxpayer too and I resent your implication that we are thieves. An apology is in order.

We, the Briforge Club, arranged over 13 months ago to have parachutes made for us. We had a club discussion at the free-fall centre here; we examined a Bennett 'chute and the alternative free fall 'chutes and decided that we wanted in conjunction with the free fall club instructors and riggers.

Our 'chutes and equipment come from the USA; they're paid *in full* by us and assembled in his spare time by a FAA and BPA Master Rigger to his basic design modified to our requirements. As John Hudson says he does a superb job. If you, Simon, had asked *your* rigger, he'd have told you that. Maybe he'd even have made *you* a parachute too.

No, our pack will not be on general sale. We've more than enough demands from our Club members for whom we organised the arrangement. We're required by *law* to wear 'chutes if *you* got *your* Club organised perhaps they could do the same. Dunkeswell Aerodrome, some 10 miles from you, had two free fall clubs, why not go and see one of them? Or both?

As for your prayers, Simon — I hope Bill's letter will make people think *very hard* about buying parachutes, especially ones that cost £200 plus when there's no need for them to cost so much.

I'm not the only one to say £200 is too much. Read *Wings!* March 1978, p14, "Parachutes" by Tony Fuell or *Wings!* 3 1979 p37, "A Present for Life" from Tom and Jeannie Knight (theirs retail at about £165).

John Hudson appears to have misunderstood how the Briforge parachute works. He says in his letter "The pack . . . was worn like a rucksack. A . . . ripcord deployed the pack which was blasted away by the extractor . . . Having no control over the direction to which you can throw the pack could be disastrous . . ."

The Briforge pack remains on your back (seated) or front (prone) when you pull the ripcord handle. A sprung drogue chute leaps away from the pack in a deliberate direction — straight out. The drogue chute catches the wind and pulls the canopy out of the pack — vent hole first. The lines and chute to glider strop follow, the canopy inflating in the process.

A feature of a few malfunctions has been the fact that the chute never even got out of the bag let alone the pack. The Briforge pack is designed to eliminate this.

I like you John Hudson but not your letter. In being so quick to point out any disadvantage for our 'chute you forget that ours fit our harnesses exactly as do yours. Our prone pilots wear it in front of their harnesses. So your quoted Pennines pilot lying upside down on the rear of the inverted glider would, if he was prone, merely to have pulled the handle and the sprung drogue would have "blasted" into the clear air some 5 feet above him and deployed the 'chute. If he'd been seated he'd have had to turn to one side or rolled over before pulling the handle. He wouldn't have had to remain remarkably cool and calm to nonchalantly free, grasp, aim and lob the 'chute, bag and lines into the free space and "out of a mass of broken glider which may be wrapped around the pilot". (Your words John). Have *you* ever tried lobbing a 6lb weight upwards whilst lying on your back (— and in a panic)? And what if he'd been wearing your 'chute on his back for seated, John?

You say that our "Army" (its not Army its "Briforge") 'chute is heavy, bulky, but cheap. What a subtle, *hardsell* way of implying that it's no good.

But, are you right, John?

Heavy? At 9lb 2 maybe 3lb heavier than those you sell. Ours have no sign on them saying "*Don't open above 100 mph*". Some of your cheapoes (a misnomer) do. Ours have 14 continuous rigging lines going right over the canopy, strengtheners and so on. Our canopy has even brought down "safely" a *Cessna* complete with pilot, parachute instructor and the student who'd accidentally deployed the "blessed" thing.

Bulky? It's 12in × 10in × 2½in and when on your harness is out of the way. The weight is of course, carried on your glider through the harness not on you. It certainly does not interfere with take-offs.

But cheap. Right on, John. You could have said, very good value for money. Better than the ones you or anyone else sells because our Club organised things that way.

You consider ours to be positively dangerous. You've obviously run a test programme on sprung drogue 'chutes in order to arrive at your considered opinion. Please, John, publish the details. We're short on *facts* but very long on *hardsell* points like: "£175 = buy 5 or more £157".

Or ". . . and some of them will die under them. Why? because they were *sold* a parachute rather than go out and *buy* one."

Or "Is £200 too much to pay for a chance of saving your life?"

It appears from the adverts, that quite a few parachutes employ our canopy irrespective of deployment method. Why then are they so expensive compared to ours?

About the 40 total saved. Consider-

ing how long parachutes have been out, that's not too many. Its even worse when you consider that Bill quoted 29 malfunctions *in the past 12 months*. Not a pretty ratio.

I liked your comment about the fellow who tucked at 400 feet and whose 'chute ended in the rear wires: "He never tried to redeploy the 'chute". Well, well, obviously not cool. Mind you, I find it difficult to turn round and touch the rear of the keel when I'm in prone. Is it easier when you are tucked?

40 total saves versus 29 malfunctions in the past 12 months. Still, only two died, didn't they? The others "Lucked Out".

Perhaps we ought to buy £200 worth of luck as well as a reserve? Then we can all "Luck Out". Eh?

**Jim Taggart,
Chairman,
Briforce HGC,
BFPO 35.**

DON'T KNOCK CAA

Dear Jeannie,

In Dave Cooks article in *Wings!* No. 6/79 the CAA were shown in a very poor light.

Since the formation of the BHGA we have received a lot of help and support from the CAA with a multitude of problems. Whenever an anti hang gliding MP puts down a question about our Sport its the CAA who advise the Minister involved how to reply. So far the CAA have had sufficient confidence in us to say that there is no need for legislation and that all is under control.

Please everyone think hard on this before being tempted to knock the CAA.

**Chris Corston
BHGA, Taunton**

FROM SUZANNE OSBALDSTONE

Dear Editor,

I would like, through the pages of *Wings!* to thank everyone for all the help I have received since the accident at Coombe on July 1st.

Leslie enjoyed his flying and talking to other pilots. He always said what a great bunch of people they were.

Thank you for the kind thoughts and lovely flowers sent in his memory.

**Suzanne Osbaldstone,
Swindon**



*Mick Maher flying
the Wasp Laser at Dunstable
Photo Mark Junak*

ANOTHER NAIL IN OUR COFFIN

BY CHRIS CORSTON

Rhossilli is managed by the SW Wales Hang Gliding Club and the site rent is paid by the BHGA so that all members can fly there free. Frequent items in the Information Section of *Wings!* have explained the Rules to follow. In spite of this they are frequently ignored.

The following two letters relate to another incident at Rhossilli and will, I hope, show how our freedom is threatened and why. Similar incidents occur at sites throughout the country alarming frequency.

The responsibility for seeing that we continue to be welcome on the hills lies with each of us.

LETTER FROM TONY FLETCHER TO CHRIS CORSTON

Dear Chris,

It is with regret that I have to report to you a very serious breach of the site rules at Rhossili, a breach made all the more serious by the position of the person involved. On Friday last, 13th July, Trevor Meacham, Chief Flying Instructor at the South Wales Hang Gliding School, carried his glider, fully rigged, up from the beach, across the cliffs to a position in front of the Worm's Head Hotel, and took off. This occurred at 2.15 p.m. and was witnessed by a number of flyers, myself included. As I was at the time on top of the hill, by the time I realised what he was about to do it was too late for me to stop him.

Sadly, this is only one of a series of incidents which have turned a number of local people against the idea of hang gliding at Rhossili, and it now looks as if we could well be faced with a fight to retain the site. With regard to this particular incident, we were last year notified by the National Trust that should one more incident concerning breach of the rules with regard to flying on the cliffs be brought to their attention they will ask us to restrict flying to the main ridge. We can only hope that this incident is not brought to their attention by the coastguards.

When I approached Trevor Meacham after he had landed, he

professed ignorance of the site rules. I feel that the implications of this statement bear some thinking about. If he was correct in his assertion. I find it disturbing that a CFI at a local school, where he has worked for some time, flying often at Rhossili, can be in this position. The school is certainly in possession of the rules, so he had no excuse on that score. It does, however, seem to amount to gross negligence on his part to fly at a site without first making some attempt to find out the rules before flying. If he did know the rules he is of course guilty of wilful flouting of them, not to say outright lying in professing ignorance.

At the time of speaking to him, I told him that I would be notifying the BHGA and the HIA of what had happened. I also told him that he was no longer welcome to fly at Rhossili. As you have entrusted stewardship of Rhossili to our club, I think that I acted correctly in this, and would ask that the BHGA confirm that he is barred from flying at Rhossili.

I am taking this action against Trevor Meacham because as a CFI he should have known better. Our committee is to urgently consider what steps we can take, both preventive and punitive, to ensure the continuance of Rhossili as one of the foremost sites in the country.

**Tony Fletcher,
Secretary, SWWHGC
17th July, 1979**

LETTER FROM CHRIS CORSTON TO TREVOR MEACHAM

Dear Trevor,

Tony Fletcher, Secretary of the South Wales HGC has written concerning your flying at Rhossili on 13th July when you did not follow site rules. You should have known the rules and followed them.

Because of the complexities of modern law landowners are legally liable for any accidents to members of the public who are present on their land. Legal advice to landowners is "keep everyone off". This situation is causing major headaches for many sports. Against this background it is amazing that so many landowners still allow hang gliding to take place. When negotiating site agreements club officials obviously have to agree simple precautionary rules to fit in with the landowners wishes and to protect the public.

Throughout the country there are flyers who don't follow the rules or when visiting other clubs do not bother to make contact to find out where to fly and what rules they should follow. This has led to the loss of sites and is increasingly likely to do so. Rhossili is a case where repeated rule infringements have caused the National Trust Agent to threaten to withdraw permission to fly the cliffs. If local feeling did turn against us the Trust Agent would probably ban us from flying the site completely. If one National Trust site is lost it would be bound to effect their currently favourable Head Office policy towards hang gliding. This would be a disaster because many major BHGA sites are on their land. All Trust Land is covered by a "blanket" set of bye laws which allows the banning of almost any activity that is not authorised!

As an instructor responsible for training newcomers to the sport your behaviour should be an example to others. One of the "Conditions" set out in the Schools Registration Document paragraph 19 states:

"School Proprietors and their instructors are expected to follow the "Flying Rules" and the Association's "Code of Good Practice" and "Flying Recommendations". Failure to observe them at any time and at any site within the British Isles could result in sanctions being introduced."

The BHGA Code of Good Practice adequately covers all aspects of the common sense approach including 1 (d).

"When visiting sites administered by other Clubs, always contact them in advance and observe their local rules."

Your failure to comply with Schools Registration Condition 19 could cause the introduction of sanctions, including deregistration, by the BHGA against the school for which you work. That would be a Training Committee matter. Failure to observe the ruling of the SW Wales Club could also result in a request to the BHGA for disciplinary action to be taken.

Please in future do your utmost to discharge your responsibilities and help clubs to retain sites for the use of all including yourself.

I suggest that a letter of apology to the SW Wales Club might do a lot to help the situation.

**Chris Corston
Secretary**

31st July, 1979

Copies to: Tony Fletcher — S.W. Wales Secretary, Mike Adam Ibis S. Wales H.G. School, Jeannie Knight HIA Secretary, Keith Cockcroft BHGA Training Officer, Roy Hill BHGA Training Committee Chairman.

Cypress Gardens Championships

An Avon club member, D.I. Watson sent us news on the 1979 World Cup Delta Glider Championships at Cypress Gardens, America, which he attended.

Jan Ketelaar, flying a Birdman Cherokee just missed getting in the final ten. The first four places were as follows:

1. Eric Voorhees (Moyes Maxi).
2. Tom Peghiny (Seagull).
3. Jim Johns (Seagull).
4. Steve Moyes (Moyes Maxi).

Steve Moyes was the only Australian to reach the final ten.

The Avon Club will soon have 200 ft of cine film of the event, which is being sent over to them.



Photos: D.I. Watson

WASPAIR HAVE MOVED

At the end of July, Waspair moved from Hackbridge to California, USA where all their future productions will take place. At the same time their European distribution moved to Luxembourg.

Spares and gliders will still be available in this country via specific agents, who will receive monthly delivery of goods from Luxembourg.

All future sales, service and spares for Wasp gliders will be in the hands of Mick Evans, Mick Mayer and Keith Reynolds. They will be based through Mick Evans at 74 New England Road, Haywards Heath, Sussex, telephone Haywards Heath 55049.

AMERICAN CUP T-SHIRTS

There are a few of these shirts left. They are white with a four colour design commemorating the British Teams win in 1978.

Sizes 30in, 32in, 34in(S), 38in-40in (L). Send £2.90 (including p & p) to: 167A Cheddon Road, Taunton.

Make cheques and Postal Orders payable to BHGA.

GORDON WYSE

Gordon Wyse has retired from his present role as negotiator with landowners and public bodies. His resignation marks the end of several years of valuable work for BHGA and its membership. He was an active BHGA councillor, retiring in 1978, having combined his role as council member with the duties of acting secretary when Chris Corston was still in hospital. Since then he has continued to help in matters relating to sites and landowners, playing a valuable part, for which BHGA expresses grateful thanks.

THAMES VALLEY SECRETARY'S ADDRESS

New secretary of the Thames Valley Hang Gliding Club, Bob Fisher lives at 24 Hillbrow, Whitley Wood Road, Reading. Telephone Reading 864066.

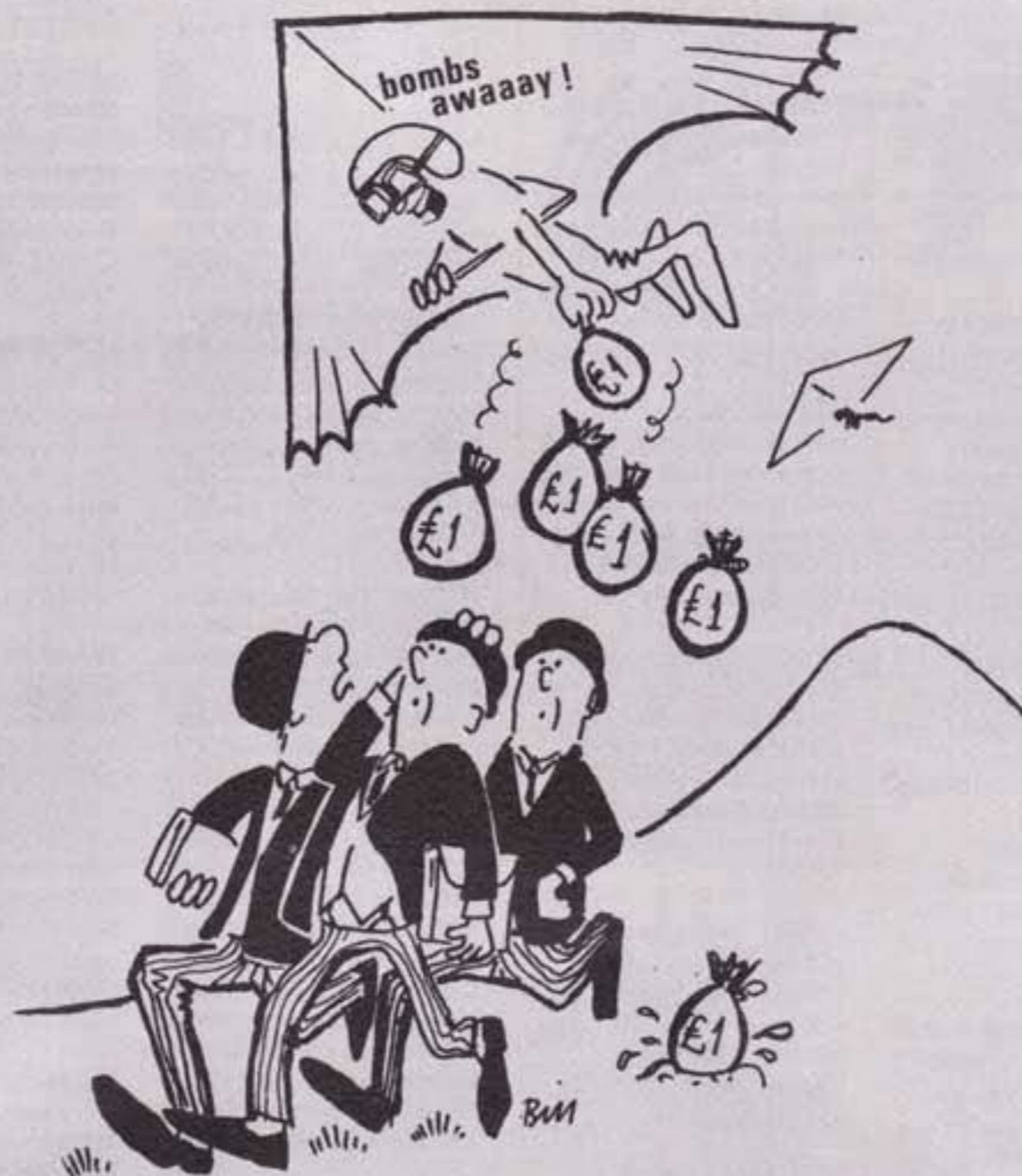
BLERIOT CUP

The event was declared a draw — although the British team, using its reserve Dave Garrison instead of Graham Hobson, who chose not to fly, were 40 kilometres ahead after three days. Tasks were mainly cross-country. The minimum flight time was one hour. The general feeling was that the French marshalling was poor and that Britain should have a manager accompanying the team, if the event is repeated next year.

RENEWALS

Memberships numbered 12,036 to 12,361 are due for renewal on 1st October 1979.

INFORMATION



THE CENTRAL FIGHTING FUND

Faced with dwindling resources and more legal battles to preserve key sites throughout the country, the BHGA has set up a Central Fighting Fund.

The idea is to establish a fund which can be earmarked specifically for meeting heavy legal expenses involved in fighting prohibitive bye-laws throughout the country. Most hang gliding clubs would not have the resources to fight a legal battle to preserve any of their sites. Even though the next battle might not be one of your club sites, remember that the outcome could very well affect *all* your sites.

Clubs have been asked to contribute £50 to a central fund which will be used specifically for preserving sites in this way. Individual members may feel they want to contribute too. If every BHGA member only contributed £1, it would give over £3,500 as a basis to the fund.

Anyone who does want to make a personal contribution should send their money to Derek Evans, 15 College Drive, Tunbridge Wells, Kent, marking the envelope "Central Fighting Fund".

The BHGA cannot establish the fund without help from clubs and members. At the end of July the total BHGA reserves were £7,000 and BHGA was faced with a bill for the central insurance premium of £3,800. Meanwhile salaries have to be paid, *Wings!* has to be published and other bills have to be taken care of.

The main problem is that the level of Sports Council grants for next year is at present unknown, following the change of government. Derek Evans has warned that a cut in Sports Council assistance could mean trouble.

Another point that has been made clear is that if money-raising projects do not reach the expected level for funding the international competitions programme, the surplus will *not* come from BHGA funds. Economies will be made in plans for the remainder of the programme so that it is completed on a shoe-string budget. Meanwhile the search for sponsors is continuing.

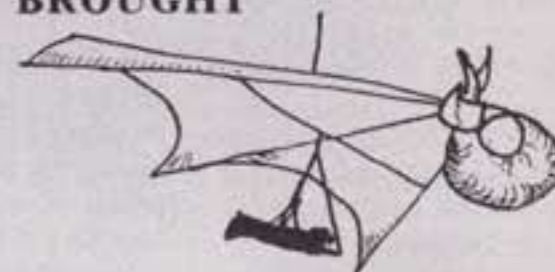
KENYA HANG GLIDING ASSOCIATION

If visiting Kenya or if you want to get in touch, contact: Georgio Campori — Chairman, P.O. Box 14051, Nairobi, Kenya.

AIRMISS REPORTING

Any hang glider pilot involved in an *Airmiss* should immediately telephone Chris Corston on Taunton 88140 giving all necessary details. Chris will then send an official airmiss report form to be completed by the pilot and sent to the Joint Airmiss Section, Uxbridge.

WHAT THE HANG GLIDER BROUGHT



To John and Mary Ievers on July 23rd, a daughter, Megan. Congratulations and Nappy Drying!

BISHOP HILL SCOTLAND

We are in the process of concluding an agreement with the Scottish Gliding Club who fly this hill with us. If you go to fly there, you must report to the duty instructor at the gliding field at Portmoak, who will give you a copy of the rules.

R.D. Laidlaw
Secretary SSA

WORLD CHAMPIONSHIPS AT GRENOBLE

Johnny Carr came second in Class One, being narrowly beaten by a German flyer, Josef Guggenmos. French champion, Gerrard Thevenot came third. Bob England came 10th in Class 2 on his self-designed Gannet. Otherwise the British flyers were well down the placings in both classes.

A full report from Roy Hill will be published in the next *Wings!* with lots of photographs from Derek and Judi Evans.

Well done Johnny and Bob!

MILL HILL SHOREHAM

A system is now in operation with the air traffic controllers at Shoreham airport to indicate when it is permissible for pilots to soar the ridge. Two boards are used to the left of the control tower. A red board indicates that all flying must be confined to straight down flights landing in the field below. A green board indicates that aircraft approaching the airport are using the other runway and soaring is permitted. If in doubt check with the air traffic control at the airport.

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 the Club Safety Officer.

All small ads should be sent to Lesley Bridges, Commercial Editor, *Wings!*, Yard House, Wentnor, Nr. Bishops Castle, Shropshire.

Ads sent to any other address will be redirected and therefore delayed.

WASP FALCON III. £250 o.n.o. Immaculate condition. Excellent beginner/intermediate glider. Seated or prone glider. Phone: Smallfield 2716.

SKYHOOK 3A complete with harness. Ideal for beginner. Gift at £60. Tel: Leeds (0532) 751485.

VORTEX 120. One year old. Excellent performer. Suitable EPC to advanced. Superb condition. Attractive yellow and white sail. £340 o.n.o. Phone: Winchester 69332 evenings and weekends.

For sale. **Large MOONRAKER 78.** Very good condition. Must sell. £400 o.n.o. Contact Terry, Leiston 831027 (Suffolk).

GRYPHON 3. Warm colours, some spares. Delivery possible. Offers around £400. Contact Roger Wates, 01-300 1128 (Day) or 01-647 9701 (Evening).

SEX. Now I've got your attention, please read on. Auction on my **CIRRUS 3.** Well known for its speed range, glide angle, etc. Tel: Peter Day on Reading (0734) 55977, Ext. 2425 daytime.

WASP FALCON III. All white sail giving superior soaring performance. Complete with latest fittings and waterproof bag. £220. Phone: Clive Harris 01-357 3402 (day) 01-903 3362 (evenings).

Cross country Blob hunter, my superb **SCORPION D** is now available for sale, if you're 13½ stone or over and want to travel its the one for you. Offers please to Mike Stainer, Vellator Lodge, Braunton, N. Devon. (0271) 813482 or (0271) 75816.

WANTED — bag to suit 17ft kite. Anything considered, Chris Tame, 38 Swallowtail Road, Wimbleshurst Park, Horsham, Sussex.

CYCLONE in as new condition £420 o.n.o. Robert-Close-Smith. Phone: Buckingham 2325.

BIRDMAN FIREBIRD SMALL. Suit pilot 9-11 stone. Immaculate condition. Blue and orange sail. Ideal for beginner. £180 Also **Birdman** prone harness. Little used. £35. Tel: Kendall Paul. Hereford 2474 (work); 65812 (home).

WEST FALCON III SPORT. The best around; no prangs; very good condition; has Falcon IV plus performance with easy handling. EPC to intermediate pilots. Incredible L/D and sink rate. Multicoloured sail. £295. Mike Lingard, Caterham 42568.

PHOENIX 8 Junior. For a really superb flight fly my record breaking kite with pulley system. Excellent condition. £250 o.n.o. Phone: Nick on Brighton 553177.

WASP FALCON IV. In good condition and performs well. Ideal beginners/intermediate kite. Bargain at only £230. Phone: Polegate (Sussex) 4581.

BIRDMAN MOONRAKER PROTOTYPE. Excellent condition. Ideal intermediate glider. Light blue/red. £250 o.n.o. including bag. Phone: Frank Kelly on Brighton 413061 (office) or Bracknell 55023 (home).

WASP FALCON IVB. Excellent flyer, in very good condition. Coloured sails, blue prone harness. £300 o.n.o. (to include bag). Phone: (030) 587442 evenings.

SPIRIT Large size. Bought secondhand last year, but have not had time to fly once! £195 o.n.o. Preston, Lancs. 863130. Tom Charmley.

SUPER SUNSPOT. Large good condition; white, gold and red changing to safari. Bargain at £320. Tel: Nottingham 630305; Albert Richmond.

SUPER SCORPION. 1 year old, good condition, dacron multicoloured sail. £435 o.n.o. Phone: Graeme (0480) 68882.

FLEXIFORM SPIRIT. 22ft, multicoloured sail, pulley system, 9 months old, bag and seated harness, nice clean glider. £310 o.n.o. J. Hoyle, 59 Tennyson Avenue, Scarborough, N. Yorks.

FIREBIRD Mk II, good condition, brown/yellow sail, suit EPC to intermediate. Good soarer, complete with harness and bag, £150 o.n.o. Contact Dave Orrock, Stevenage 66561 Ext. 278 (day) Stevenage 50410 (evenings)

SAFARI, large, multicoloured sail, locked tips, dacron sail. Negative wing wire. Superb kite only 4 months old. £425. Ring Dave Catanach (0482) 640369.

COBRA 222, very original kite, good learners kite — very forgiving. Bag and seated harness. Offers around £120. Also **BRUNEL** prone harness £25. Phone: Leicester 776934.

SPIRIT, large, five months old, well looked after. Often top of the stack in stronger winds, with prone harness. £350 o.n.o. Carmarthen 31168/9 day 31576 after work.

MOONRAKER 78, unforgettable cream and maroon, about 3 hours flying time. £400. Also prone harness, seated harness, bag and helmet. Mick Lamb, Dursley 47427.

FALCON III. Excellent thermalling machine. Size medium. £200 complete with bag and seated harness. Tel: Macclesfield 73750.

XC 220. £375 o.n.o. Phone: Brownhills 77808. White, red, never bent. Excellent condition. Recently checked by Hawksworth.

SAFARI medium. Red/white/blue. Excellent condition. Few months old, suit lighter pilot. Break down 12ft. New cost £536, accept £430. Brierley Hill 73825.

CLOUDBASE 20ft. Blue Bainbridge chordwise sail. Excellent machine. Relatively unflown, well maintained. Some spares, bag. Plus free — either an ASI or walkie talkies. Genuine offer at only £180. 01-977 2646

CIRRUS III, multicoloured dacron sail. An excellent glider with superb performance seated or prone. £300 o.n.o. Tel: 0532 (Leeds) 688633. **THEOTEK** Variometer. Essential for cross country thermalling. £80.

SKYHOOK SUNSPOT damaged by small fire available for spares. All parts except sail, main and wing booms in perfect condition. Offers please for all or part of remains to Doug Greenhalgh, Halifax (0422) 52673.

WASP FALCON III. Little used and in good condition with seated harness. Smart sail £250. Portsmouth 25631. Ext. 5, Mr. Burden.

HIWAY CLOUDBASE. Ideal beginner/intermediate, suit pilot 9-12 stone, seated harness and bag. Excellent condition. Must go. £140 or make me an offer. 01-505 1697.

HIWAY 220. Nice glider to gain experience on. Many soaring flights enjoyed on this rogallo. Good condition. Seated harness and bag included. Any offer considered. Ring Horley (Surrey) 71601, 9am-5pm. Ask for Adrian Whitmarsh.

SUPER SCORPION C. Production model, perhaps the best min. sink of them all (has been known to embarrass a certain B. Calvert Esq.) Only £450. Phone Martin on Lytham 737138 or Blackpool 66122.

BIRDMAN FIREBIRD 'S' 190. Excellent condition. Nice colours, recent factory inspection. Suit beginner, intermediate. £295 o.n.o. B. Jones, Worcester 353506.

HIWAY SCORPION C. Bainbridge sail, with b-bar, seated harness, spare uprights. Ideal post P1 soaring kite. £340. Ring: David Jenkins, Freeland (Oxford) 881932.

MOONRAKER '77. First class condition, clean. Purple and white. Recently checked by factory. Complete with bag. £320. Phone: Charles Willmott, (021) 454 8841 (day); (021) 455 9304 (night).

VORTEX 120. Ideal first kite for pilot one holder. Realistic price £350. Tel: Aldershot (0252) 26182/517983 + Hampshire.

SST 100B. The kite with the perfect reputation. Red, white and blue sail. £375. Joe Griffiths (Farnborough) (0252) 512031 (office) 513804 (home).

FLEXIFORM SPIRIT. Large size. 1 year old. Excellent condition. Pulley system. Multicoloured sail. One owner. Bargain price £275. Eric Kinton, Phone: 8-5 works no. Nottingham 636423.

CYCLONE 180 in immaculate condition with spares. Blue, white and gold. Fantastic flyer. Try it and you'll buy it. Genuine reason for sale £450. Ken Barker, 01-427 3014.

SUPER SCORPION C. Excellent performer. Multicoloured sail, breakdown version for easy transport and storage. Price £430. Phone: Stuart Coates, Sheffield 332326 after 4.30 pm.

SUPER SCORPION C with dacron sail, nice colours and condition. £470 o.n.o. Also **SCORPION 'D'** for flying heavy weights and dual, good condition. £350 o.n.o. Tel: Mike Stainer, Barnstaple 75816 or Braunton 813482.

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