

THE MAGAZINE OF THE BEGA

Wings!

MAY 1981

SCOTLAND

LANDING
HAWICK

NORTHUMBRIA

WILL YOU BE MY
LANDING WITNESS?

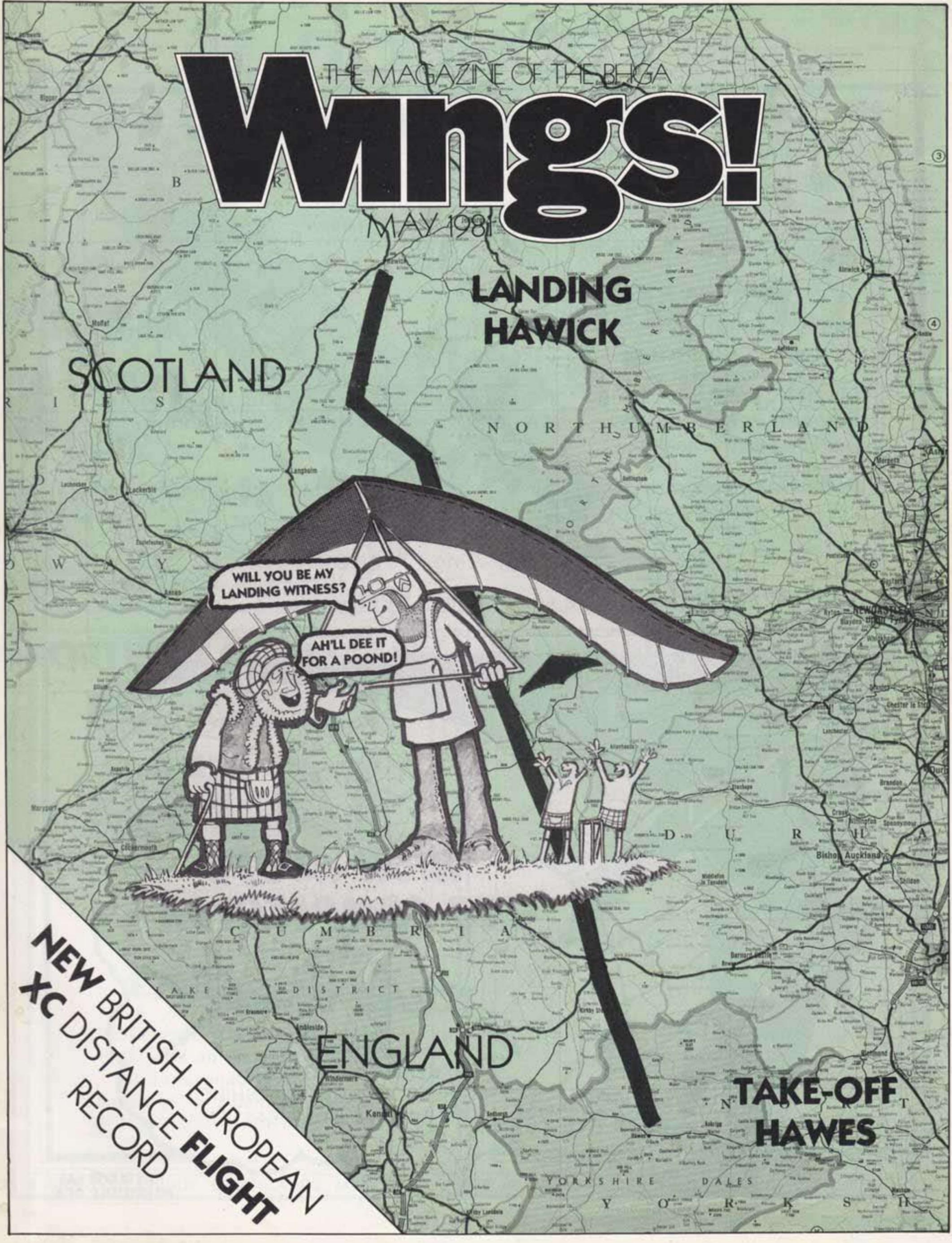
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RECORD

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TAKE-OFF
HAWES

YORKSHIRE DALES



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Congratulations also to **Bob Calvert** with a new British League XC distance of 52 miles (also winner of Lakes League and present overall league leader) . . .

Jenny Ganderton winner of the first and second women's competition held at the North Yorks and Lake's Leagues . . .

Michel Carnet on coming third in the North Yorks league, and **Ronnie Freeman** second at the Lakes League. Both highest placed newcomers in the League . . .

Peter Robinson with 40 and 50 mile XCs to his credit placing him top of the National XC League . . .

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Safaris planned for 1981

- | | | |
|----------|--------------|----|
| • June | 20 to July | 4 |
| • July | 18 to July | 31 |
| • August | 15 to August | 28 |
| • Sept. | 13 to Sept. | 25 |
| • Oct. | 3 to Oct. | 16 |



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Printed in Great Britain by Blackburn Print Ltd, 27A Arthur Street, Hove, Sussex

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Cover: Thanks to Bill Lehan

Next final 'copy date' is June 1st.

WINGS! may be obtained regularly by joining the BHGA, or on a subscription of £10pa in the UK. Those outside the UK are requested to send Sterling International Money Orders — £12 (surface mail) or £22 (airmail) for an annual subscription. Details of membership will be sent on request. IN ALL CASES WRITE TO TAUNTON. Wings! is published by the British Hang Gliding Association. The views expressed in it are not necessarily those of the BHGA Council, its Officers, Members or the Editor.

Contributions are welcome. Articles should be typewritten if possible. Photographs and cartoons should be accompanied by the appropriate captions, and any material which is to be returned should be accompanied by a stamped and addressed envelope.

The Editor reserves the right to edit contributions where necessary.

If members or subscribers change address, or copies of Wings! do not arrive, please contact the Membership Secretary at the Taunton Office. In all correspondence give your full name, address and MEMBERSHIP NUMBER (if applicable). Please give five weeks notice for changes of address if possible. If you, your club, or any local hang gliding activity gets written up in a local paper, national paper, or magazine, please send a copy to the Taunton Office for the BHGA Press Cuttings collection. This applies to the UK only.



SELF-REGULATION

Over the past five years; I have attended to one pilot who subsequently died in hospital, arrived at a site where a fatal accident had just occurred, and seen several pilots slam into the ground horribly hard but luckily survive multiple injuries — and every incident was simple pilot error: all stalls.

It was these experiences which caused me to accept the post of Training Officer in the Thames Valley Club. I am not a cautious flier and I have had my moments, especially after prone conversion, but most of them could have been avoided by a pleasant "Don't try too hard to stay up — it's marginal and you haven't been prone long," just before take-off. The trouble is no-one did say it and I didn't see the need to ask for advice because I *thought* I was up to the task. After all, I had 2 or 3 hours prone soaring under my belt, didn't I? Just a day's flying now!

I started thinking about the problem of accidents two years ago and wrote to Wings! (7/79) suggesting that on-the-hill identification of pilot ability should be encouraged by the use of coloured kingpost streamers. The idea got lost in the machinery of BHGA or FAI committees and as I did not feel at the time that it was worth implementing the idea just within the T.V. Club, the matter rested.

Since that letter, there have been several more deaths and serious injuries on our sites — all due to relatively inexperienced pilots stalling. I am now convinced that something must be done and that the first step is an on-the-hill colour coding system to let pilots with just a few hours airtime see themselves (and let others see them) in relation to the other pilots on the hill who may have fifty or a hundred hours logged.

By the time you read this, it is likely that it will be compulsory to fly a kingpost streamer when using any Thames Valley site. This is not Big Brother, it is just our solution to being unfortunate enough to have a club which is too large for everyone to know each other and recognise new members or visiting pilots.

In this sport of ours which considers personal freedom so important and enjoys relatively few restrictions, it is every pilot's responsibility to exercise control. Control *is* necessary, at a personal level, on the hill, as the moment requires it, to aid, restrain and of course encourage fellow pilots, if we are to avoid the need for more formal controls. However, even personal self-control needs a reference for self assessment and I believe it is this which is lacking.

The colour coding for experience levels is being discussed with the B.H.G.A. and should appear in the next Wings! I hope that the T.V.H.G.C. is not the only club to 'fly the streamer'. When your club has its next accident, think about why it happened.

Bob Fisher

The 6th. Annual General Meeting of the British Hang Gliding Association

Approximately 150 members were present. Apologies for absence were received from Mike Collis, Brian Milton, Jim Taggart and Ted Frater.

OPENING INTRODUCTION BY THE CHAIRMAN

Chairman Roy Hill welcomed members. After the preliminaries he handed the floor to our President ANN WELCH OBE.

PRESIDENT'S ADDRESS

Ann said that finances were occupying more Council time. The economic recession had brought problems. Economies could be made but the real problem was that the BHGA did not have enough members to support the work it was expected to do by the CAA.

If parachuting could find 20,000 people willing to throw themselves out of aeroplanes, and gliding could find 10,000 people happy to share a mere 1000 aircraft why was it that we could find only 4000 to fly hang gliders — real flying; without all the charges and complications that go with conventional aviation?

She had been looking at why our membership stayed low, and there were several reasons.

Hang gliding still carried a reputation for being dangerous, even though the accident rate was comparable with other airports.

After coming out of a school many pilots felt lost and did not know how to progress, and after a while gave up.

Schools did not do nearly enough to encourage people to join BHGA. Last year she believed 5000 newcomers — potential members — went through the schools; of which some 2 - 3% joined BHGA. A lot of people went on courses just for a holiday, with no intention of continuing — but she could not believe that some 4900 people were in this category. The schools were very important, but so was BHGA. It was in the long term interest of the schools to take on the responsibility of becoming the prime source of new members into BHGA.

Fortunately, the situation of the new member who did reach the clubs was steadily improving. Thanks to a lot of hard work by Colin Lark, Keith Cockroft, and now Bob Harrison, and the De Havilland Foundation it had been possible to make a good start towards looking after inexperienced pilots coming into clubs. There should be an increasing number of able, qualified instructors to help them progress.

Ann thanked Roy Hill for the stability and wisdom that he has given to the Council and the work he has done for BHGA's reputation in the wider world of aviation generally. This background work is time consuming and often tedious.

Ann wished members a good summer of soaring and the British Team 'Good Luck' in the 1981 World Championships in Japan later in the year.

To prolonged applause Ann thanked the Meeting.

CHAIRMAN'S REPORT

Roy Hill stated that unlike previous Chairmen he could not devote huge amounts of time to the Office.

He relied on those who were appointed to handle various jobs to get on with it. It was almost impossible to give a complete report on the multitude of activities in which the Association was engaged, and he would therefore call upon Council Members and Officers present to outline their activities.

1980 had been a major milestone as far as the Forces were concerned. The Sport had received official recognition from both Army and RAF.

After long delays the Test Rig was almost ready. Two Instructors Courses had been held. These had been possible because of the £1,000 donation from the De Havilland Flying Foundation. Ann Welch had been instrumental in obtaining this.

Hang Gliding was no longer quite so newsworthy and was becoming more acceptable to other aviators. We must continue to develop training procedures to instil an attitude of responsibility. Escapades such as those of a flyer who had landed at Southampton Airport after a XC did nothing to help kill the "cowboy" image.

The Chairman said that he would leave the rest of the report on the past year's activities to Council Members and Officers.

PERCY MOSS — TREASURER

Percy gave his Report for the Year ending 7th December 1980. Audited accounts had been circulated to those present. (THESE AND THE MAJOR ITEMS IN THE REPORT WERE PRINTED IN THE APRIL ISSUE OF "WINGS!") Percy said that he had been naive a year ago when he thought that he could easily handle the Post of Treasurer. He had learned a lot, had found it tough going but enjoyed the challenge it presented. The Treasurer's Report was accepted.

PRINCIPAL EXECUTIVE OFFICER'S REPORT

Barry Blore said he found it difficult to sum up his activities because they were so diverse.

He was deeply involved in setting up and organising the introduction of the "Point of Sale" Certificate of Airworthiness Scheme. Barry had taken steps to ensure that British gliders were eligible for entry into overseas competitions last year by insisting that they met Airworthiness standards. He had been elected Chairman of the International Hang Gliding Technical Committee.

He had obtained permission from the AIB for the Test Rig to be taken to the AGM and had driven it there himself. Rory Carter, its designer, would explain its features to those interested during the lunch hour. Barry will be involved in the future running of the Test Rig and the Airworthiness programme in general.

He had investigated ways of increasing membership and was on the point of introducing a Temporary Membership Scheme that would be operated in conjunction with the Schools in order to obtain income from the many people who attended Schools but did not come into the Sport or the BHGA. (See article in this month's Wings!)

Barry is on the Wings! Management Committee and currently because of Brian Milton's resignation he would be involved in finding a new

Editor. He was attempting to increase the magazine's circulation and to attract more advertisers. He had found and introduced a revised system for producing envelope labels that should give a saving approaching £2,000 p.a. on current postage costs.

SECRETARY'S REPORT

Club Public Liability Insurance was now being handled by the Taunton Office.

A system was set up in late 1979 to promote hang gliding activity amongst Students at Further Education establishments. After a year of operation 27 clubs at Universities, Polytechnics, etc. had Registered.

The Secretary had campaigned and petitioned Parliament against reference to Hang Gliding in the "Dartmoor Commons Bill". The Devon County Council had sought powers to ban the sport from all Common Land on Dartmoor.

As a Result, and with support in the House of Commons, Devon C. C. were advised to negotiate. Ewart Jones acted as the BHGA's Parliamentary Agent. Supported by Patrick McNair Wilson M.P. and Roy Hill, he had negotiated a compromise. The wording of the Bill was changed to become positive towards hang gliding but was then defeated by other opponents.

Our thanks to Patrick McNair Wilson M.P. for his support.

The administration of the BHGA was becoming increasingly complex and when "Point of Sale", C of A and Temporary Membership Schemes were fully in operation additional staff might be required. Chris paid tribute to the hard work of Janet Hayes the Membership Secretary and Joyce Williams who also works in the Taunton office.

VOTING ON PROPOSALS

Council had proposed that Membership Subscriptions be increased with effect from 1st May, 1981. After debating the matter Derek Evans proposed that:

"THAT BHGA MEMBERSHIP SUBSCRIPTIONS ARE INCREASED WITH THE FOLLOWING MAXIMUMS WITH EFFECT FROM A DATE TO BE DETERMINED BY COUNCIL IN THE EVENT THAT AN INCREASE PROVES NECESSARY".

Individual Flying Membership	from £12.00 to £15.00
Individual Non Flying Membership	from £10.00 to £12.00
Family Membership (both flying)	from £15.00 to £18.00
Family Membership (one flying one non flying)	from £14.00 to £17.00

Family Membership (both non flying) from £12.00 to £14.00
This was seconded by several members and the Treasurer and CARRIED.

The BHGA Master Public Liability Insurance Policy (which covered all Members, Member Clubs, Registered Clubs and BHGA Officials) is renewed on 1st July each year. To cover the situation in the event of a large increase in the premium the Council proposed that:

"THIS AGM EMPOWERS THE COUNCIL TO FURTHER INCREASE MEMBERSHIP SUBSCRIPTIONS, BY AN AMOUNT THAT WOULD COVER A SUBSTANTIAL INCREASE IN THE PREMIUM PAYABLE FOR THE ASSOCIATION'S PUBLIC LIABILITY INSURANCE POLICY, WITHOUT THE NEED TO CALL AN EMERGENCY GENERAL MEETING."

This was CARRIED.

The above is a brief account edited from the AGM Minutes.

SCOTTISH OPEN CHAMPIONSHIP 1981

This year's Scottish Open will take place around Glenshee, site of last year's very successful event, from **Friday 26th to Sunday 28th June**. It will be run by the Scottish Hang Gliding Federation (formally the Scottish Sailing Association), who are now trying to arrange convenient camping space, and can provide information on other facilities on request. Information will be provided to all entrants, who should apply to the SHGF's Treasurer, Brian Dainty, 6 Bute, St. Leonard's, East Kilbride, G73 2AZ (tel: 03552 43860).

The entry fee has been set at £7.00, with a special rate of £5.00 for SHGF members. The cost of tickets for the Cairnwell chair-lift will be met by individuals, and is not included in the entry fees. Trophies will be awarded for the best competition performances, including the best by a pilot from Scotland.

To avoid serious overcrowding, it may be necessary to impose a limit on numbers, with 50 as the maximum. Because the mountains can be difficult, P2 is requested as the entry standard. But P.1's expecting P.2 may apply, and their applications will be considered, though the decision of the organising committee must be considered final.

We are looking forward to this event, and advise those who wish to come to apply early — it is becoming more popular every year. Anyone interested in helping out with marshalling will be made welcome too — please let us know.

Robin R. Smith

S.H.G.F.

AT THE AGM retiring Chief Accident Investigator, John Hunter, announced that there was now a marked downward trend in accidents which he attributed to an improvement in safety standards. Flying standards had also greatly improved.

BHGA INSTRUCTORS RATINGS

Pilots interested in becoming instructors should contact their local club secretary for a copy of the BHGA Instructors Rating Document. There are 3 grades of instructor within the BHGA — Trainee, Instructor and Senior Instructor. Only a BHGA Senior Instructor may be appointed as CFI.

AT THE AGM Diane Hanlon, Accident Co-Ordinator, reported 68 accidents, other than fatalities, during 1980. 30 of them had involved those with less than 2 years' experience. 23 had taken place in gusty or turbulent conditions. Stalls remained a major contributing factor.

NEWS

DAN-AIR TO SPONSOR 1981 CELTIC CUP INTERNATIONAL HANG GLIDING COMPETITION

"We are delighted to be associated with the Celtic Cup" a Dan-Air company spokesman commented. "Hang gliding is a fast growing sport and with its flying connotations we feel it is a most appropriate choice for sponsorship."

Mr. ROY HAMMOND, general organiser for the Irish Hang Gliding Association, said "The Dan-Air involvement will give us a great boost in staging the event and we are very happy with this link up with an international airline."



Dan-Air, the international airline. This happy picture was taken at Cork Airport when Mr. John Varrier, General Manager of the Airline (left) flew in to present the sponsorship cheque to Mr. Roy Hammond, General Organiser for the I.H.G.A., and who is Chairman of Cork H.G.C.

1980 CHRISTMAS DRAW RESULTS

£500 was raised for the 1981 Competitions programme.

Lucky winners are:

- £150 — M. BLEWITT — Lincoln.
- £100 — J. ARCHER — Hull
- £100 — P. J. DRAKE — Caterham.
- £50 — J. ARCHER — Hull.
- £25 — A. SMITH — Birmingham.
- £25 — T. M. GEARY — Leicester.
- £25 — F. JONES — Golders Green.
- £25 — B. OLIPHANT — Ashington.
- £25 — D. PLAYER — Richmond.
- £25 — M. NICHOLLS — BFPO 36.
- £25 — D. J. DAWSON — East Sheen.
- £25 — J. R. GRESWOLD — Sutton Coldfield.
- £20 — R. PATTENDEN — Herne Bay.
- £20 — C. MOSLEY — Cruden Bay.
- £20 — J. GIDLOW — Derby.
- £20 — M. BAILEY — Leeds.
- £20 — J. B. McMENEMY — Arborfield.
- £20 — P. SMOOTHY — Ross on Wye.
- £20 — R. PATTENDEN — Herne Bay.
- £20 — A. LINDSAY — Chippenham.
- £20 — B. HODGKINSON — Northampton.

Many thanks to all contributors

SOLAR CHALLENGER

Dr Paul MacCready is optimistic about the chances of his Solar Challenger making a Paris-London flight in May or June this year.

Early flights were made using battery power for take-off and climb but on 3rd December 1980, pilot Janice Brown took off on solar power at Marana Airpark near Tuscon, Arizona. She climbed to 1,000 ft under a combination of solar and thermal lift and the Challenger seemed capable of the projected 100km flight to Phoenix. However five miles later and one hour in the air, the propeller control pushrod broke and the flight had to be abandoned.

A flight made three days later lasted two hours and a distance of 14 miles was covered. On 7th December, following another failure with the propeller, MacCready decided to call a halt to flying for the remainder of 1980 to iron out the mechanical problems.

The Challenger's motor and propeller control systems have now been rebuilt and the immediate aim is to make a 100km record flight in Arizona.

AT THE AGM Ann Welch, President of the BHGA, presented the President's Trophy, for the longest straight distance flight in a foot launched hang glider, by a member of the BHGA, in the U.K. For 1980 the award went to Bob Calvert. Bob had sent his apologies for non-attendance and Trevor Birkbeck accepted the Trophy on his behalf. Ann presented the Trophy to general applause for the achievement. Bob Calvert had achieved the longest flight yet made in the U.K. — 79 miles. Robert Bailey had held the Trophy in '77, '78 and '79 for flights of 24, 39 and 50 miles. Ann said that she hoped to see a flight of over 100 miles made in 1981.

FOUND AT PANDY

A ventimeter — answers to the name of 'windy' — found at Pandy over the Easter period. Contact Ken Wilkinson, tel: 0272 313697.

AT THE AGM Colin Lark thanked Ann Welch for the enormous amount of work that she had done as a member of the Training Committee and in particular for her help with the Instructor Training Courses. Ann would never accept payment for her invaluable services so, on behalf of the BHGA, he presented her with a small carriage clock as a token of thanks for all the services that she had rendered.

MAGAZINES

Could I ask for all hang gliding and airport magazines to be sent to the editor at the address on page 5. Extra copies of Wings! can be supplied to foreign publications on request.



AT THE AGM Trevor Birkbeck paid tribute to Competition successes of 1980. Teams had been sent to seven overseas events. In the European Championships the British had won the Team Prize. In America, American gliders had outclassed those flown by the other teams. In spite of this Graham Hobson had won the Rogallo Trophy for the highest individual score. The British Team had been placed second.

Bob Calvert had been placed First in the British League. 59 pilots had flown in the League and 24 of them had represented the UK in competitions abroad. He paid particular tribute to Derek and Audrey Evans, Joan Lane and Paulette Moyes. Amongst all the others who had helped to make League events a success he thanked Brian Milton, the Competitions Committee Chairman, for his amazing drive and also felt that they could not do without Derek Evans the Competitions Committee Treasurer. Roy Hill congratulated the Competitions Committee for a job well done.

GEORGE CAYLEY SAILWING CLUB

The newly elected officials of the George Cayley Sailwing Club are as follows:—

Chairman: BRIAN RENSHAW.
Secretary: DAVE CLAPPISON.
Treasurer & Membership Secretary: JIM STOTHARD.
Site Officer & Social Secretary & P.R.O.: RICK WARE.

AT THE AGM Rick Wilson, FAI Awards & Claims Officer pointed out that the system for claiming records was working well but that there was far less interest than he felt there should be especially in the Local Record Scheme. Those who wished to set records had to reach specific requirements which were fairly simple. Rick was there to support flyers and to ensure that their achievements could not be challenged.

THE WORLD ARIEL PENTATHLON

After several months of liaison between Capital Aviation and the B.H.G.A. it was finally decided that the above Event should take place. The basic concept is that an annual event combining five aviation sports, would, once established, become one of the Events of the year.

The word Pentathlon suggests competition and that is exactly what is at the heart of this spectacular. The challenge is out to find the 'Pentathlon Champion', and all that is required is for competitors to compete in simple tests in, Power Flying in conventional light aircraft, Gliding, Powered Hang Gliding, Parachuting. Preliminary heats will decide the 10 finalists who will compete, in all, or as many of the activities as possible at the Main Event on 20th September 1981.

In a few years time competitors will compete in all five events at a relatively high standard. Initially, however, it is appreciated that the flying skills required in each sport will have to be kept low and that the Event could be won by an individual competing and scoring well in only three events.

There will be prizes for the winners of each section plus £500, possibly more, for the Pentathlon Champion.

Each sport represented will:-

- Offer relatively cheap training facilities to competitors. The training will be geared to meet the requirements of the competition.
- Control and judge their own safety.
- Submit rules and safety regulations for their own sport.

The general Rules for the competition are as follows:-

- To keep the competition at a very basic skill level in each sport.
- Experts can enter their own individual skills but will not be allowed the use of advanced equipment. They must use the same type of equipment as other competitors as decided by the sport controlling that activity.
- Each competitor will be scored out of 100 in each event, thus a total score of 500 is possible.
- A competitor may enter as many events as he or she wishes.
- Each individual sport is responsible for the formation of its own rules and location of the heats.
- There will be a final entry date and a final date for completion of the heats, both still to be decided.
- The sponsors reserve the right to alter the rules, in consultation with the sports concerned, at the final event.
- Should the 20th September be weathered out, the results obtained from the heats will be used to identify the champion, and winners of each event.

Apart from the actual Pentathlon it is hoped to fill air and ground space with displays by the various Sporting Bodies involved, plus such obvious crowd pullers as the Red Arrows etc. Fun fair, side shows, eats and drinks should also assist to make it a family occasion.

The venue for this event has still to be finalised and an entry fee of £10 will be required from each competitor. For further information and application for competitors entry form please contact me direct on (0235) 834033.

Barry Blorc.



LACHENS OPEN 1981 INTERNATIONAL XC COMPETITION

Dates:
Practice 20th-21st June
Tasks 22nd-28th June

Site:
Lachens Mountain, South of France
Launch 1700 metres a.s.l.
Valley 1000 metres a.s.l.

Tasks:
Fixed Goal
Out and Return
Triangle course
Scoring is based on kilometres flown. Highest cumulative total wins.

Format:
Individual open class X-C Competition.
One flight per day. Open window launch.

Recovery:
Organisers will provide recovery during competition.

Entries:
Open to all nationalities. 60 pilots max. Entry fee 350 F. Closing date for entries is June 7th.

Write to: Mike de Glanville, B.P. 35, 06370 Mouans-Sartoux, France.



AT THE AGM Bob Harrison, BHGA Training Officer, introduced himself. He had been flying for 4 years and was not a bureaucrat. He was an ex CFI who had worked at a School for 18 months and had been with Mainair before becoming Training Officer. The Pilot Rating System was working well and he felt that it was a contributing factor in the falling accident rate. Many Clubs were using the system for the issue of P.1 Ratings. The P3 exam had been introduced so P3 Ratings were now obtainable. P4 was being considered in the long term. He was pleased to see more "Adopt a Pilot" schemes in operation. He was very keen to see more training in Clubs. Already two Club Instructor Courses had been held and 17 members had qualified as Instructors.

SOUTH AFRICAN INTERNATIONAL H.G. CHAMPIONSHIPS

1st GRIGSBY (USA) — COMET
2nd LOPEZ (BRAZIL) — COMET
3rd THEVENOT (FRANCE) — X RAY

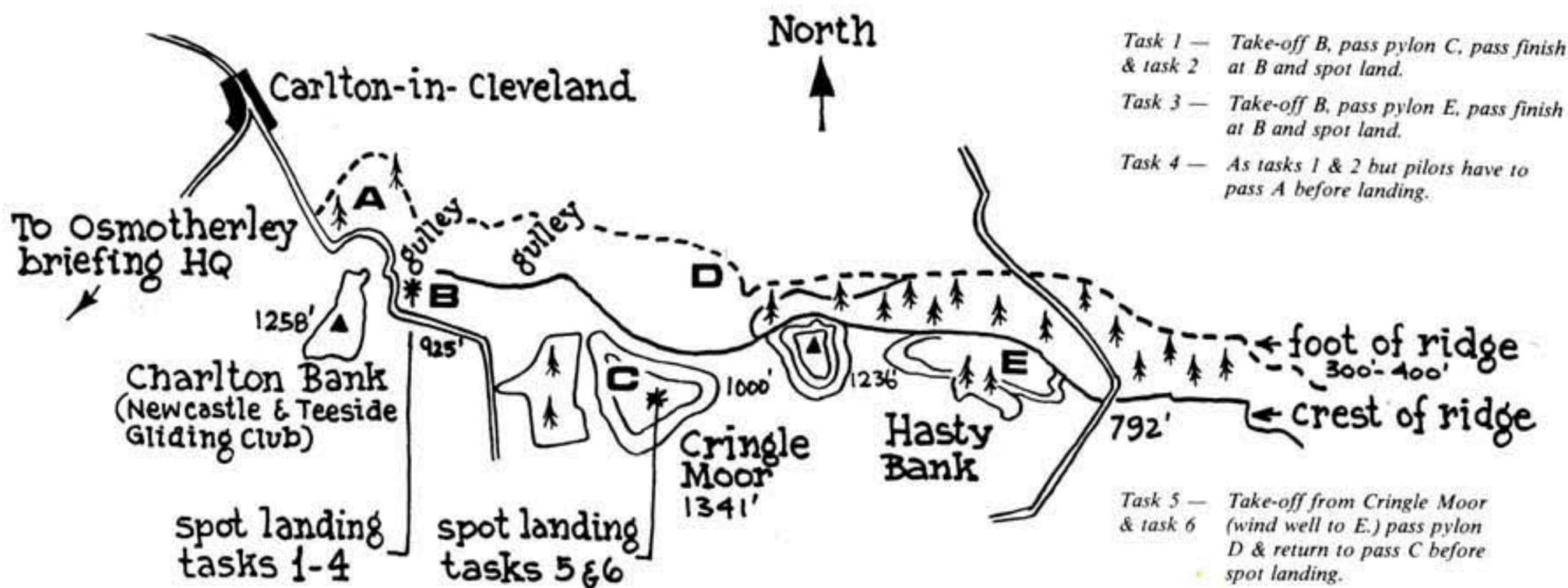
FATALITY

We are sorry to report the death of Terry Joyce, from Slough, who died in hospital after a hang gliding accident at Milk Hill, Wiltshire, on Sunday 12th April.

Terry had made two or three flights earlier in the day without any problems, even though the wind was extremely turbulent at the site that day. He was converting to prone (third or fourth flight) and apparently stalled, perhaps trying to locate his stirrup. Another pilot is still in hospital, as a result of a separate stalling accident that occurred on the same day/site.

There have been no written accident reports to date on Terry's accident; if you were there please contact John Hudson, tel: (070 72) 71027.

Terry leaves a wife and two small children.



Speed, Speed, Speed— the Yorkshire League

By J.A. Hudson

Robert Bailey set the tone of the 2nd National League competition by calling for "minimum time" tasks, a euphemism for bar to the knees flying, requiring competitive aggression against fellow pilot, against a chunk of earth called Carleton Bank and against the technological miracles of aluminium and dacron we call our wings.

The first league was blown out by strong winds, and all the pilots were aware of just how important it was to get tasks flown. About 15 pilots thought they could help this along by making it a 4 day event and after a tiring day I arrived at 7.00pm on Friday evening to find the huge rocky bowl of Cringle playing host to 5 or 6 scratchers, whilst the landing area was dotted with satisfied de-riggers. It was too late to make the long climb up as the wind was light and dropping all the time. The few who flew prior to the league were lucky since there is a strong psychological disadvantage on missing out on practice day.

DAY ONE

After a punctual meeting next morning we all drove up to the site to stand around as usual. Unlike some leagues, organisation was not the problem, but big 'G' caused our grounding by enveloping the area in fog.

As soon as it started to clear we all rushed to rig to find organiser Robert Bailey putting his foot down with a firm hand! No free flying! Oh no, called 3 or 4 'I've got new battens' 'I've got a new glider' 'I want to test my handling' were the plaintive cries, but to no avail.

Robert stood by his decision and breaking the rule meant disqualification. A few of us were quite brassed off, but as one wit pointed out 'Free flying — don't be daft, you're at a league, you're not supposed to enjoy yourself.'

All league competitions are intense things, and this was no exception. We had 40 of last years fliers plus a bunch of pretty hot guys who made up the new entry. All these pilots made it quite clear that they wanted to be in and the standard of entry was one of the best I've seen, with a lot of good names like Michel Carnet, John Stirk, Len Hull and Andrew Wilson — to name just a few. In addition we had a ladies group of five pilots, who all flew exactly the same tasks as the men. (Ed. Let's hear from the ladies).

Before long the ridge was clear and the 'no flying' rule meant we quickly moved into task one, a race to pass above a Marshal, half a mile to the right and 350' above launch on the point of Cringle.

This was an exciting task as groups of 5 or 6 pilots launching within 30 seconds of each other fought it out wing tip to wing tip. Immediately to the right of launch, the flank of the main Cringle bowl was out of wind and, the task forced us out and round to scratch madly on the far side to gain altitude. Some groups had relatively easy rides as light thermals or stronger ridge lift turned their task into a straight race. Other groups spent ages working tiny blobs in the main bowl, each keeping an eye on the opposition and each determined to stick tightly to what little lift was around. For these groups the real race started at the turn point, when on receipt of a clear flag, gliders were banked to 90°, the bar was sucked to the knees and the pilot adopted whatever position gave him the best speed. Some climbed up with their knees to their chests, some arched back and flew on finger tips and others reportedly grabbed the front wires and flew on those. I tried that, but found them too high to enable me to control my glider and besides it didn't feel safe.

Michel Carnet had both the psychological and perhaps physical advantage with his 'speed bar' a cranked base bar like a 'B' bar in reverse.

Speed was not the whole story in this task, as a 20 point spot boosted scores considerably — pilots made the task with 100 points amongst them. B Calvert, M Silvester, P Hargreaves and K Cockcroft — Keith Cockcroft finally seems to want to do well at leagues and was actually overheard asking the Marshal how well he did. He is usually laid back and unconcerned, but now it seems to matter.

Many pilots look to leagues and competitions to define glider performance and so it does, but we must always relate wins to glider numbers. At this league for instance we had 13 Demons, 16 Typhoons, 8 Comets, 6 Lightnings, 2 Sabres, 2 Atlases, 2 Sealanders, a Mega, a Storm & a Midas. As a result it is likely that more Typhoons or Demons are likely to win more tasks, and we cannot draw straight forward conclusions from results.

The first task was popular and it came as no surprise to hear Bailey call 'Same again' for task 2. The repeat task ran with a number of interesting groups, but again Calvert maxed out with 100 points.

The spot landing made significant differences to scores and boosted some up whilst kicking others down. It proved elusive to hit (only 10 pilots out of 55 got it) and I still maintain the damned thing moved 5 feet to the right as I was about to land!

A third bite at the same cherry was attempted but the wind dropped and spoiled the task. Some skilful scratching was exhibited along with a few close moments as pilots parted the grass with their wingtips, extracting every bit of 'up' around. All was in vain though since the round was cancelled.

The finish of the day brought a few surprises. League entrants had taken 4 of the top 10 places, dislodging a few of the old timers from their traditional spots. Quiet, serious, Roy Richards on a Demon said nothing to anyone but went to bed that night with third place firmly in his grasp. With a double Max, Bob Calvert looked untouchable, but many of the old timers Uhhmed and Ahhed about the new 1 in 5 scoring system which was a kind of piston effect. One task, you're up and the next you're way down. Hopefully, numerous tasks will cancel out the main effect as the year goes on.

DAY TWO

The second day too, started cloudy, but quickly cleared and a ridge run of about five miles out and back was called. Alan Micklethwaite, one of the main Marshals, was asked to drive down to Hasty Bank — the end of the range—and wait for pilots to fly over him. Unsung heroes these Marshals. They give so much and without them we could not function. Its no joke to be stood in the wind as fellow pilots fly overhead, and even though many use the experience ultimately to join the league (what better way?) Marshals ought never to have to buy a beer if there is a league pilot in the pub.

The Hasty Bank run was a great task. It spawned lots of great stories of horrific turbulences and limitless sink. Richard Iddon got caught by a severe rotor and crashed into the hill side. Five or six pilots got thrashed around, some landed out, but the most traumatic flight was made by Roy Richards who got rotored, knocked about and forced to land four times. It was the kind of run where if you could stay airborne, you could handle things, whereas going down and climbing back up gave some pretty horrid launch points. It took poor Roy over 1½ hours to complete the task whereas the winner took only 13½ minutes. 6 Typhoons, 2 Demons and a Sealander were winners of this task.

Since the wind was becoming light, R.B. wanted to run the next task from the top of Cringle and we were asked to fly up and top land — Strong warnings were given as to the severe rotor, and an area which was safe was described.

About a dozen of us went up, and since some were down safely, we all made our various approaches. Gliders were going in hard everywhere, like sheep,

we all followed the first guys down, who just happened to make it O.K. I survived two turbulent attempts and thought about leaving it for a while when I noticed heavy cloud coming in and saw the ghostly form of a glider heading straight for me. The cloud had obscured perhaps 75% of the ridge; there were at least six in the air and the walk up was about 1000' and totally unappetising. I banked 360° round, to land heavily, bending an upright slightly in company with numerous others. I straightened it out, congratulating myself on making it up in one piece. Some pilots had to carry their gliders down or hot foot it for a replacement part, and everyone up there felt they'd landed in better places. At that point Andrew Wilson flew up through the cloud to tell us that minds had been changed and we all had to fly down again. Off we went through the mist to land and find the fourth task was to be a repeat of the previous day, but this time an additional pylon was put up on a ridge to the left of launch. This meant a race to the top followed by a long burn down and across launch, round the pylon and back for a time check and spot landing.

All the pilots taking part were pleased with the kind of tasks Jim Brown and Robert Bailey were organising. They were 'flying' tasks and even though fastest time won, they were anything but speed runs — It took skill to calculate best glide angle, to work tightly into the face of the hillside and to beat your opponents who were flying in the very same air.

At the end of day two we had a new leader Tony Hughes who with 335 points was only inches in front. New entrant Andrew Wilson on a Comet was firmly in control of 3rd place and the pubs and Hotels around the quiet villages of Osmotherly and Carlton were reverberating to the sound of Hang Glider pilots enjoying themselves. One local pub had a disco in full swing and at 2.00am the bar was

still full, the spirits still high and tomorrow's flying far from the mind of some of the revellers.

DAY THREE

They regretted it the next day when faced with the walk up to the top of Cringle on delicate stomachs and more delicate heads. Thankfully the cloud came in again, giving an hour to recover from the long walk and also giving respite to the dozen or so pilots who elected to fly up from the bottom, disregarding the fact that the wind was about 5 mph and 45° off the face. After a few heart stopping moments, a lot of air time and considerable anguish these pilots started arriving, the last one just before he was supposed to launch in his heat, for task five.

This was a deceptively simple looking task which involved flying upwind and around a Marshal, in the fastest time.

The first group had light winds and found themselves scratching around the bowl, barely able to clear the top. Bailey was in the group and suffered visibly as he tried to coax his Comet above the top in order to make a quick dash out. Michel Carnet was first to break out and returned to the bottom of the bowl, where eventually the whole group ended up, scratching intently, working impossible bumps and generally having a bad time.

The task had turned from a straight race into a pure ridge lift skill task and Michel Carnet was the first guy up to the cheer of the watchers. However, the launches were staggered and Keith Reynolds on a lightning won the task.

Eventually everyone got up and the task was repeated with group two.

As in all competitive flying some part groups and even whole ones had it relatively easy, flying straight off into thermals and making the course in under 4 minutes whilst others took as long as 12.

Chris Johnson on a Demon, spent over 18 minutes flying about at the bottom of the bowl, looking as if he was about to touch down at any moment. He too got it up, but some pilots were patently unlucky and ended up landing at the bottom.

Task 6 was a straight repeat and generally followed the same lines. Again there were some exciting moments, as pilots got wrong the fine line between a fast time and too much speed, which left them inspecting grass at the bottom of the hill. The finish line was level with the top of the ridge and some pilots pushed full out as they reached it, glider climbing vertically as fully stalled they tried, to get above the line. All the watching pilots willed them to be high enough. But some failed and turned the air blue as they lost valuable time going round again.

A strong duel on the last 2 tasks found both Bob Calvert and Keith Cockcroft in the bottom, but when the final scores were calculated the results became clearer. (see over page)

Everyone asks the same questions these days — which of the new gliders is best? — I think it's true to say that they all shine brightly ahead of the top models of only six months ago, but the differences are subtle and small. The Lightning could be a shade faster, the Comet may just roll faster, the Typhoon might just land easier and perform as well and the Demon probably does have the sweetest handling, but along with the Sabre and the Sea Lander, 1981's gliders are here to stay. The obvious differences in penetration and speed have led directly to an advancement in our day to day flying, opening up conditions and areas we could not use before. These advances would no doubt come on their own but intense competition accelerates the process and leads to faster progress for all.

J A Hudson

continued over



Andrew Wilson 'Comet' in foreground with Keith Cockcroft 'Typhoon'.

Michel Carnet — photo Mark Junak

National League . . . Results after 6 tasks, 1 flown competition April 1981

Name	Kite	1	2	3	4	5	6	7 Total
1. Graham Hobson	Demon	35	85	80	80	100	80	425
2= Keith Reynolds	Lightning	50	80	65	70	100	100	415
2= Bob Calvert	Typhoon	100	100	50	35	80	20	415
4= Michel Carnet	Typhoon	70	35	70	100	80	80	400
4= Graham Slater	Demon	65	35	100	25	100	100	400
6 Sandy Fairgrieve	Typhoon	100	0	65	85	60	80	390
7= Mike Atkinson	Typhoon	50	80	80	55	60	100	375
7= Lester Cruse	Typhoon	20	85	80	70	100	40	375
7= Tony Hughes	Lightning	85	85	65	100	20	40	375
10= Andrew Wilson	Comet	85	65	100	50	60	60	370
10= Robert Bailey	Comet	70	80	35	85	20	100	370
12 Keith Cockroft	Typhoon	100	50	100	70	40	40	360
13 Bob Harrison	Demon	55	55	65	70	100	60	350
14= Graham Leason	Typhoon	80	50	35	55	60	100	345
14= Johnny Carr	Comet	40	70	35	20	100	100	345
16= Mick Maher	Lightning	65	50	20	85	80	60	340
16= Ron Freeman	Typhoon	65	20	100	35	100	40	340
18= Len Hull	Sealander	70	70	50	50	80	60	330
18= Bob England	Demon	65	65	50	70	20	80	330
20= Peter Harvey	Demon	50	65	50	40	80	80	315
20= Richard Brown	Typhoon	35	50	35	70	80	80	315
22 Colin Lark	Demon	80	40	50	25	100	40	310
23= Chris Johnson	Demon	35	80	20	70	60	60	305
23= Steve Goad	Lightning	20	35	65	65	100	40	305
23= Jim Brown	Sabre	65	50	50	100	40	20	305
23= John North	Demon	65	80	0	20	40	100	305
27= Trevor Birkbeck	Typhoon	80	35	65	25	20	100	300
27= Chirs Ellison	Comet	35	50	65	85	40	60	300
29= Jeremy Fack	Demon	20	80	65	65	20	60	290
29= John Stirk	Typhoon	35	20	80	35	100	40	290
29= Mick Pollard	Demon	20	50	35	85	40	80	290
32 Mark Silvester	Sabre	100	35	85	25	40	20	285
33 Mark Southall	Typhoon	50	20	80	70	60	20	280
34 Bob Martin	Lightning	20	80	20	35	40	100	275
35= Geoff Ball	Sealander	35	65	55	55	0	60	270
35= Geoff Snape	Demon	20	65	50	55	80	20	270
35= Mike MacMillan	Comet	35	20	55	20	80	80	270
38= John Fennell	Typhoon	20	35	50	70	60	40	255
38= John Hudson	Demon	50	40	20	85	60	20	255
38= Tony Beresford	Mega 2	35	35	20	65	40	80	255
38= Graeme Baird	Lightning	85	40	20	70	0	40	255
42 D Carson	Comet	20	20	0	50	80	60	230
43 Richard Iddon	Typhoon	80	65	0	20	20	40	225
44 Peter Hargreaves	Comet	50	35	65	40	20	20	210
45= Roy Richards	Demon	80	80	0	20	0	0	180
43= Brian Milton	Typhoon	20	20	20	0	60	60	280
47 John Duncker	Atlas	35	20	50	35	20	0	160
48 Andrew Hill								
49 Peter Day								
50 Brian Edmeades								

*These scores include the dropping of 1 task

Women's Competition, North Yorkshire . . . Results after 6 tasks . . . April 4/6

Name	Kite	1	2	3	4	5	6	Total
1. Jenny Ganderton	Typhoon	65	0	80	80	100	100	425
2. Ann Maclean	Atlas	80	65	0	65	40	60	310
3. Judy Leden	Storm	35	80	0	0	60	80	255
4. Natalie Wilson	Comet	20	0	0	0	100	0	120
5. *Sue Seymour	Spirit	50	50	0	0	—	—	100

*Sue had to go back to work on Monday



Jenny Ganderton — photo Mark Junak

THE NATIONAL XC LEAGUE by Dave Harrison

The 1981 XC season has started very well, with some really good flights. The thermals seemed to be working as early as February when Richard Brown managed to gain 12 miles to his credit. Spring followed shortly after bringing some brilliant XC weather. Robert Bailey took an early lead only to find John Stirk 'typhooning' into first place, with his record breaking flight. Jim Brown soon accumulated other flights to boost his 78 miler, pushing John off his perch. This didn't last long either. Peter Robinson (Wessex Club) had two tremendous flights over Easter. He flew 50 miles one day then 43 the next! With these and other previously entered XC's he takes the lead. It's nice also to see a Southerner getting in there and giving us Northerners a run for our money.

The 'One ton' flight is definitely on for this year, I only wonder who will be doing it first — Bailey, Calvert or will it be one of the newer, up and coming XC pilots who are now making a name for themselves?

This competition is designed to create interest and competitiveness in free flying. Every competitor should know how the other is doing, consequently entries should be despatched within one month of each flight.

As we don't want everyone flying recklessly around the sky, **airlaw must be observed.** Restricted airspace should be avoided wherever possible. If a pilot lands only just inside a S.R.Z., for example, the distance will be calculated to the boundary only, not to the landing place. If on the other hand one flies blatantly through restricted airspace, the whole flight will be disallowed. One should be constantly aware of any flight restrictions which may be encountered en route. If your course appears to intercept restricted airspace you must circumnavigate it. If you are given permission to fly through airspace prior to your flight then let me know in your report.

The only really fair way to determine the exact distance flown by each entrant is to calculate it. This is easily done by taking the 6 figure Ordnance Survey map references of take off and landing. Then by using Pythagoras one can determine directly the distance in Km. A quick conversion gives a more realistic value of miles flown. These map refs are essential as I'm afraid I will be unable to enter anyone on the basis of estimates or ruler measurements.

As a final requirement a witness of T/O and landing must be available for comment. Just a name, address and preferably a phone number is sufficient. The competition is open to anyone who is a member of the B.H.G.A. and has acquired either P.2 or wings.

The minimum distance for any flight to qualify is 6¼ miles (10Km).

The league table shows the distance of everyone's best three flights. Individual positions being determined by the average of these three flights. If someone only has one flight, then their score will be 1/3rd that distance and so on.

As this competition is free to enter (unusual nowadays), I would be most grateful if you could take great care to furnish me with all the information asked for. I cannot afford to contact each entrant to acquire the details omitted on entry.

As you probably already know this XC league table is to be used to qualify pilots for THE LEAGUE. The top ten or so non-league pilots in the table will be eligible for direct entry next year. The names being taken from the October table. That is of course, if they so wish. **If you want to get into THE LEAGUE next year, get flying! — and good luck.**

Name	Club	1	2	3	Average
1. Peter Robinson	Wessex	14.5	50.4	43.0	36.0
2. Jim Brown	Dales	78.1	8.6	10.7	32.5
3. Richard Brown	Pennine	27.0	18.5	39.0	28.2
4. John Stirk	Dales	82.6	—	—	27.5
5. Robert Bailey	Dales	18.0	26.7	26.8	23.8
6. Sandy Fairgrieve	Northampton	20.6	23.5	—	14.7
7. John Fennell	Dunstable	12.4	25.8	—	12.7
8. Mark Silvester	Pennine	30.7	6.8	—	12.5
9. Len Hull	Sheffield	7.7	18.8	—	8.8
10. Carl Tonks	Western Counties	24.0	—	—	8.0
11. Donald Carson	Osprey, Inverness	21.4	—	—	7.1
12. Gordon Holmes	G. Cayley	19.8	—	—	6.6
13. Tom Hardie	RAF Moray Eagles	8.7	6.7	—	5.1
14. Philip Higgins	Sheffield	12.9	—	—	4.3
15. Graeme Baird	Dunstable	12.4	—	—	4.1
16. Bob Harrison	Dales	10.9	—	—	3.6
17. Brian Godden	N. Yorks	10.0	—	—	3.3
18. John Hewitt	Southern	8.1	—	—	2.7

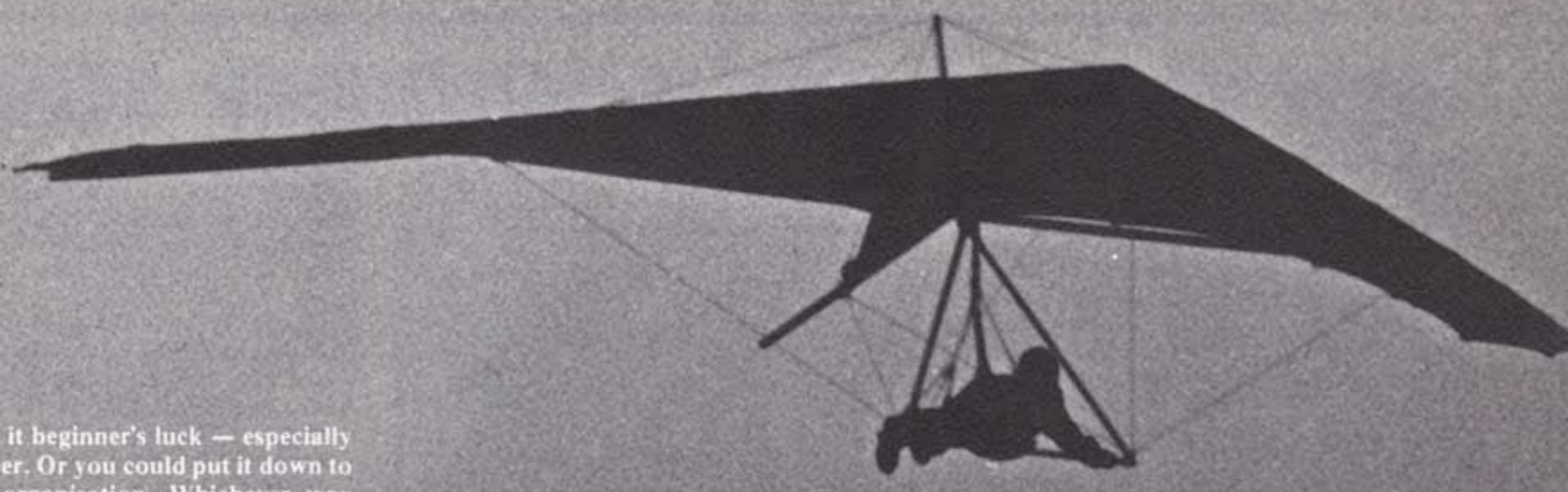
Information required to enter

- Name, Club
- Date of Flight
- 6 fig. O.S. map refs, T/O & landing
- Restricted airspace circumnavigated (if any)
- Witness T/O & Landing
- Approx distance

Send to

85 West End Drive,
Horsforth, Leeds LS18 5JR
Tel: (0532) 583599

Entries must be despatched within one month of each flight.



You could call it beginner's luck — especially with the weather. Or you could put it down to bloody good organisation. Whichever way you look at it, *Jim Brown's* — and the North York Moors' first League competition was a success. Six tasks completed for the first time ever, no major hassles and a lot of people leaving happy after three days' great flying tells it's own story.

For League newcomer Jim and co-organiser Robert Bailey it was just reward for a lot of very hard work. There were long and often unfruitful negotiations with land-owners, not to mention with local club fliers, not all of whom were ready to welcome the League "experiment" with open arms.

Jim's reasons for working to bring the League to the Moors were three-fold.

1. THE AMERICAN CUP DEFEAT — *"Because the Americans were into fast racing along long ridges, it became apparent that we needed to run a League in an area where — if conditions were favourable — these kinds of tasks could be run."*

2 TO PUT NORTH YORKSHIRE on the hang gliding map — *"I have been to a lot of leagues and though I've got great respect and admiration for the sites I've been to, I felt North Yorkshire has got such a lot to offer in terms of sites that it should not be ignored for the League," said Jim.*

3 PURELY SELFISH REASONS — *"I thought there might be an advantage for Northern pilots like Robert Bailey, myself and Peter Hargreaves flying the sites we knew — but it didn't turn out that way!"*

Jim heaped praise on his marshalls who forewent flying for the greater glory of others — requests were made for start marshall *Mike Clayton* and pylon marshall *Alan Micklethwaite* to 'do their stuff' at the next league in the Lake District. Praise also for *Mark Southall* of Solar Wings came to the rescue with two walkie-talkies after a misunderstanding left the four sets, ordered for delivery by rail, languishing the entire three days at Middlesborough station, while Jim was waiting for them at Darlington!

There was superb co-operation from the RAF after the League was NOTAM' well in advance, with all low flying operations routed safely away from the hang gliding.

"My own impression on my first visit to a league was that the atmosphere was great — not over competitive — and it was superb to watch."

Already Jim is working on bringing the League back to the north next year with an even more demanding ridge run in mind — the 15 miles along the western escarpment of the Moors, overlooking the Vale of York. "That would be identical to the American thing and it's in our prevailing wind direction — we could hold an "American Cup" on that site." Certainly if the run is attempted — and it would mean full use of thermals to cross the many gaps — the League would be the ideal occasion to prove it possible!

Stan Abbott

'RED V. WHITE'

When 16 of the North's top cross-country pilots do battle in the Dales it will be history that offers them the biggest challenge.

None will have forgotten the superb conditions that brought five Delta-C distances and a new British distance record when Yorkshire met Lancashire in the first Roses clash just over a year ago.

The weather can hardly be expected to oblige two years running, but will the arrival of the "fifth generation" gliders be enough to bust the amazing 296-mile aggregate clocked by the two teams last year?

Bob Bailey's Yorkshire eight meet Bob Calvert's choice on the second weekend in June with both captains having an impressive array of talent to choose from.

The competition was originally scheduled again for May but was put back to avoid a clash with the May Isle of Wight event.

Lancashire is the home of Graham Hobson, whose League XC performance has always been on a par with Bailey and Calvert, and John Bridge, who made 33 miles in last year's Roses.

Bailey has the two biggest distance men of 1981 — Jim Brown and official European record holder John Stirk — at his disposal.

But Robert will have to have forgiven John for

not turning up last year, if he's to represent the White Rose this time.

Lancashire-born Peter Hargreaves — who broke the record flying for Yorkshire last year — will be right in the reckoning' again this time, says Bailey and Sheffield's Len Hull could be a newcomer.

But missing will be Bob Harrison and Keith Cockroft — in France. Said a confident Bailey: "I reckon the hundred is just there for the taking".

Stan Abbott

photo Mark Junak

NEW TEMPORARY MEMBERSHIP SCHEME

BY BARRY BLORE

Several persons have remarked during the past few months that our membership is decreasing and will ultimately affect the financial situation of the B.H.G.A.

One of my tasks is to increase our financial stability and as a consequence I have been watching the trend of membership quite closely, comparing trends from previous years and also seeking ways to alleviate the problem should one exist.

MEMBERSHIP TRENDS

Without drawing graphs and quoting a misleading set of statistics, the facts are that during the past four years membership has always decreased during the winter months, followed by an increase in the spring and summer with the net result being a gradual increase each year. It is true to say that although membership is again on the increase, with the coming of summer, it is increasing at a slower rate than usual. Bearing in mind the state of the economy, the relatively poor winter flying conditions and what effect the recession is having on some other sporting bodies, we are doing comparatively well.

MEMBERSHIP GENERAL

During my investigations it became quite clear that in the early days, we as an association missed the opportunity taken by other sports, to insist that pupils entering our sport or those participating in it, should *all* be members of the association. The B.H.G.A. is working hard to protect the interests of all flyers. Members of the association pay their fees, carry third party insurance and pay club and site fees. **Why should others, who are not members, sponge on those that are?**

We now have new membership cards, that with normal use are virtually indestructible, and helmet stickers being issued, as members renew. Both can be used as proof of membership and *all* members should challenge persons they suspect of not being members to show proof of membership. In the simple case of a non-member landing on you or your glider, or causing any kind of accident, then it is highly probable that he is not insured. The only persons that can police the hills are *you*, individually, and clubs in general. It is your responsibility to protect your own interests and ensure that those who are sharing your hard-earned facilities are also sharing your responsibilities.

The real reason for writing is to highlight parts of a report that I submitted to Council and the Schools Proprietors Association relating to TEMPORARY MEMBERSHIP. Both Council and Schools have accepted the report and agreed to operate a Temporary Membership Scheme.

TEMPORARY MEMBERSHIP

1. INTRODUCTION

At a meeting with the Civil Aviation Authority in 1976 specific charges were placed on the BHGA and the BHGA accepted certain responsibilities. The fundamental responsibility was that provided the BHGA could set up the necessary inspection and control mechanism, the C.A.A. would delegate responsibility to them for the control of flying instruction.

The above decision was taken in spite of the fact that discussions were currently taking place between the C.A.A., Australia, New Zealand and Canada on this very subject and the other three governments decided on formal controls. The Canadian



Government, for example, controls hang gliding through the formal licencing of schools, by a government department.

Therefore the scene is set. The C.A.A., bearing in mind our level of responsibility and undertakings, delegated responsibility of schools control to the BHGA provided they establish a Training Officer for the purpose.

If we accept the premise that the Training Officer is the lynchpin of the licence granted to schools to pursue the commercial operation of hang gliding and earn a living, then there is a very strong case for the schools to meet the cost of that Training Officers service to them. The alternative could be for the C.A.A. to re-assume control and the cost to the schools then would be prohibitive.

Last month I highlighted the fact that our training officer costs the BHGA approximately £4,000 per annum, after the deduction of Sports Council grant, and income from registered schools. I also suggested then that as most of his time was devoted to schools then we should look into that area to recover costs. I believe we can recover those costs via *Temporary Membership* operated through schools.

2. FACTS

- The appointment of a Training Officer is a necessary prerequisite for schools to operate.*
- We need to raise £4,000 per annum, i.e. roughly £200 per school.*
- Not all schools can afford £200 and it is unproportional to their income since some schools only operate on a part-time basis and even full-time schools vary in the number of pupils they acquire and sheer business acumen.*
- We need a scheme that generates funds, does not cost schools money but increases their revenue and encourages BHGA membership.*
- Only a very small % of pupils passing through schools are BHGA members. In fact some pupils pass through schools without ever learning that the BHGA exists.*
- We need to generate an estimated profit of £1.50 per pupil to make the scheme worthwhile.*
- There are 22 registered schools.*

3. THE SCHEME — TEMPORARY MEMBERSHIP

A greater understanding of the Scheme and its implications is explained in various sections of this report, but in very simple terms the Scheme should operate as follows:-

- The BHGA issue to registered schools, free of charge, a "I HAVE FLOWN" type of certificate and some application forms.
- The schools display the certificate and encourage pupils to use the application forms in order to obtain the "I HAVE FLOWN" certificate from Taunton.
- Pupils complete the application form and send it to Taunton with their fee of, say, £5.50.
- What the pupil will get for his money is:-
 - The "I HAVE FLOWN" Certificate
 - 3 months Temporary Membership
 - 3 issues of "Wings!"
 - Insurance cover
 - A selective information pack to include a membership form for eventual "Full Membership" if required
 - Possibly a "Car Sticker", similar in content to the certificate, but also promoting the BHGA.
- On receipt of the application form and agreed fee, the Taunton Office take the necessary actions to:-
 - Send the new member his goodies
 - Ensure that the new member will receive his 3 issues of "Wings!"
 - Allocate, say £1, of the fee, as commission, to the school concerned
 - Enrol him as a Temporary Member.

4. BENEFITS TO THE SCHOOLS

In order to make this scheme work we will be relying on the schools to promote the "Certificate". Therefore the scheme had to be designed to financially benefit schools without too much effort on their part. I identify the benefits to schools as follows:-

- Increased income for little effort and no financial risk.
- Could increase the number of pupils attending schools since the recipient of the "I HAVE FLOWN" certificate is likely to proudly show



that certificate to his friends. A car sticker would have a similar effect and create greater publicity for the school and BHGA.

- c. May increase the time a pupil spends at a school since he will be encouraged to stay on, or return to the school, until he has flown and can qualify for the certificate.
- d. Very few pupils achieve Pilot 1 but all should qualify for this new certificate and will therefore leave the school feeling that they have achieved something of value.
- e. If the scheme is successful it should assist in keeping School Registration Fees to a minimum. Without this scheme Registration Fees are likely to rise dramatically.

5. BENEFITS TO BHGA

We have an administrative set up, we produce and distribute "Wings!" and we employ a Training Officer. All those activities cost money. The aim of this Scheme is to create extra revenue towards the above established costs without unduly increasing our costs or efforts. A secondary aim is to promote the BHGA. If the Scheme is implemented we will:-

- a. Increase revenue
- b. Increase distribution of "Wings!"
- c. Obtain greater publicity via the extra "Wings!", car stickers and certificates
- d. Obtain greater utilisation value of our HQ.
- e. Possibly increase FULL MEMBERSHIP due to a percentage of Temporary Members wishing to become full members
- f. Be able to prove to Sports Council that we are genuinely seeking ways to become self sufficient
- g. Prove to clubs and ordinary members that we are encouraging all flyers to become members which can only be beneficial, especially in an insurance claim between flyers.

6. ADMINISTRATION

For a scheme of this type to work it needs to be kept simple and all likely problems kept within our control i.e. BHGA HQ. There are three specific areas that could cause embarrassment and possible failure of the scheme and they are:-

- a. Schools
- b. "Wings!" distribution
- c. BHGA HQ.
 - a. *Schools* — because we require them to promote the scheme I have chosen to give them no other responsibility. So for a 5 minute talk, displaying the certificate and pushing the application forms they will receive £1 per temporary member.
 - b. *"Wings!" Distribution* — I recommend that all three issues of "Wings!" be distributed via our new computer. I have spoken with REMAGATE Ltd. and have their assurance that the system can accommodate our requirements without presenting any problems.
 - c. *BHGA HQ.* — I have visited the Taunton office, described what actions are required and decided that Temporary Membership should be a separate administrative function carried out by Joyce who works part-time. In this way if the scheme really succeeds we can, if necessary, increase Joyce's working hours. I have spoken to all concerned at Taunton and have their support.

It must be stressed that the real work will be carried out in the Taunton office but if we want to control the scheme and ensure its success we really have no alternative.

CONCLUSION

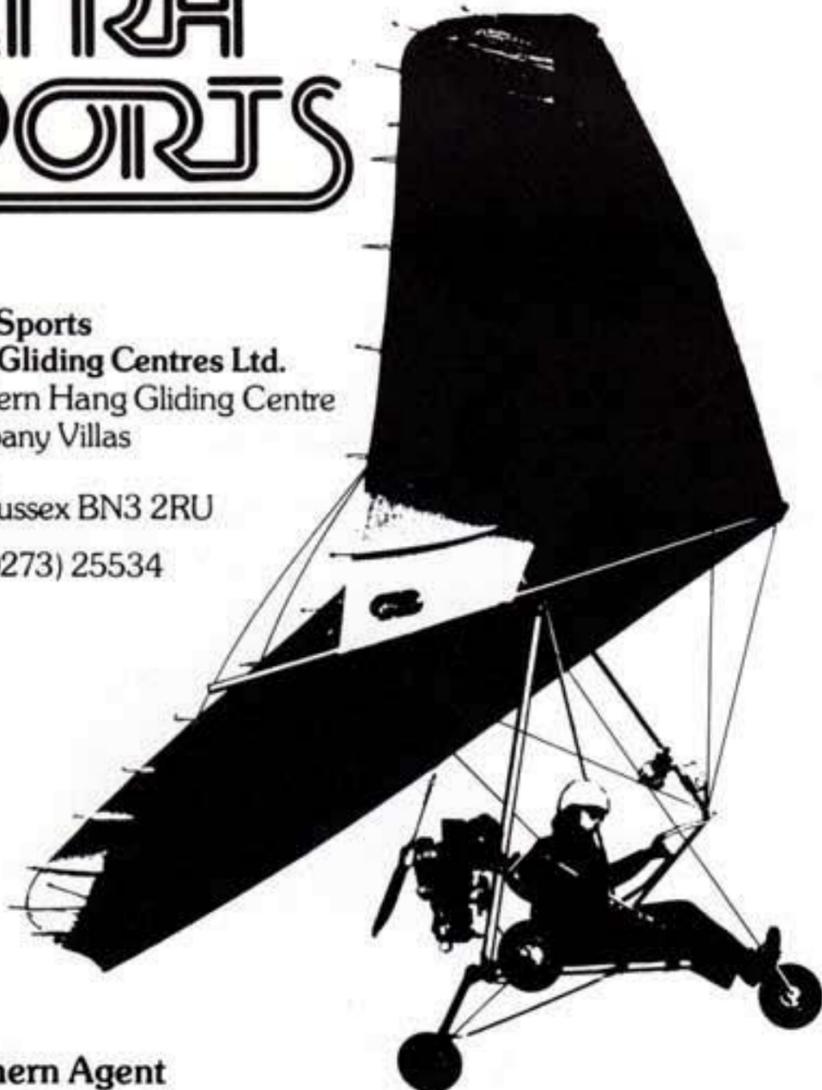
Increased membership, in any way, shape or form, provided it generates greater utilisation value of our resources and proves to be profitable, can only be of benefit to our sport and its members. The simple fact that the Scheme has been accepted by schools since the A.G.M. has given Percy Moss, our treasurer the opportunity to reassess the financial situation for 1981-82. This *may* result, but no promises at this stage, in membership fees being increased to £14 instead of the proposed £15.

The scheme, at this stage, is voluntary and we shall be relying on the good will of the schools to push it. One school has already recognised the potential and requested that they be allowed to make temporary membership compulsory for all pupils. I will adapt the scheme accordingly to meet their requirements, the other schools will be given the opportunity to adopt the compulsory scheme later.



ULTRA SPORTS

Ultra Sports
Hang Gliding Centres Ltd.
Southern Hang Gliding Centre
22 Albany Villas
Hove
East Sussex BN3 2RU
Tel: (0273) 25534

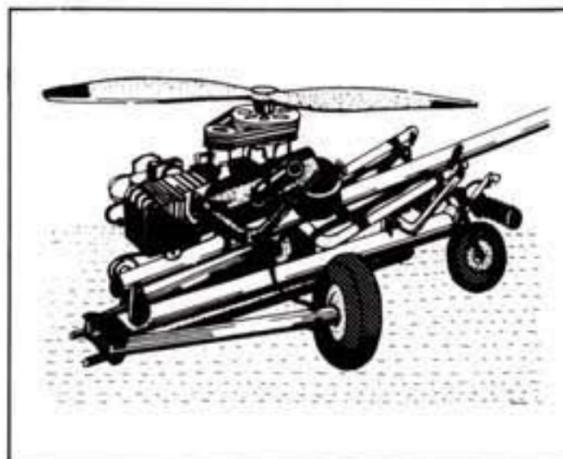


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Fits Hiway Demon
Solar Typhoon
Moyes Mega II
etc., etc., etc..



The winter of 1980 saw the arrival to our shores of a new generation of hang glider. They were faster than before, had a better sink rate and were generally more versatile. But being winter-time there remained an unanswered vital question. Will they help us to achieve easier, longer cross-country flights?

On the 10th of April, with a promising forecast, and a hunger for our first real X.C. Robert Bailey, John Stirk and myself set off for the Yorkshire Dales in search of the answer to that vital question.

By six o'clock that day John and I were in Scotland, John having flown 82.6 miles for a new U.K. distance record, and the first "single" flight to fulfill all the requirements of a Delta Silver. And I, a modest 78.1 miles, landing just 4½ miles short of John's new record.

The wind was light to moderate S.S.E. when we arrived at *Semer Water* in the Yorkshire Dales and it didn't take us long to realise that the day had all the makings of really good cross-country weather. The rigging and preparation seemed to take twice as long as usual as we all prepared for a 'big one'. Moonboots, balaclavers, winter woolies, were the order of the day. New batteries in varios, bags tied to gliders and we were ready.

John was first to go, taking off at 12.50pm followed shortly after by Robert and then myself. By the time I had launched, which was about 10 minutes after John, he was already at about 2-3000 ft A.T.O. I hit 6 up 3 seconds after take off and was soon well above the ridge.

After 10-15 minutes getting used to the thermal activity we all left together gently circling back over Wensleydale.

By the time we had reached *Stags Fell* on the opposite side of the valley we had about 4000 ft A.S.L. and were clearly well on our way.

John took the first real lead by heading for a newly forming cloud just out and in front of *Stags Fell*. Robert and I joined in and together we reached cloudbase at 6,200 ft A.S.L.

The next 20 minutes was spent just below this cloud system as we all drifted slowly over *Abbotside Common* and into *Swaledale*.

In the clearer air in *Swaledale* we could see the township of *Kirby Steven* and the Pennines towering beyond. The view was breathtaking!

To the North East a Wave System had developed with vast lenticular clouds marking the wave positions. The tops of those 'lentic' must have been 10-15,000 ft and they looked very ominous indeed. Thoughts of wave rotor passed thro' my mind and I wondered if the system we had just been under was wave induced. I didn't care to think about it too long!

Anyway Robert had set off on a run towards *Kirby Stevens* and I watched him carefully as I sat it out on the edge of the lift. John was above and behind me and obviously watching both of us.

Robert didn't find any lift at all and I watched him returning fast and low (I'd guess about 500-1,000 ft A.G.L.).

Unfortunately he found very little on the way back and after searching unsuccessfully for something good he headed out once again to *Kirby Station* and

the ploughed farmland beyond.

Meanwhile John and I were working very weak thermals and just maintaining our height as we drifted slowly northwestwards. Quite suddenly John decided to leave and join Robert who was working something over the fields beyond *Kirby Steven*. I watched anxiously, but continued slowly circling in the weak lift.

John made contact with a good thermal over the middle of the valley and I decided that it was time to leave the weak lift and join him. A brief glide and we were together circling in 4-6 up with Robert about 1,000 ft. below.

Gradually I began to notice that we were gaining on Robert and it soon became apparent that he was having difficulties at the lower altitude.

The lift eventually faded for him and he set off on what was to be his final glide of the flight to land at *Dufton* 28 miles from take off.

John and I continued to climb steadily to cloudbase which was about 6,400 ft. A.S.L. From here we could see the Pennine range unfold before us and I recognised *High Cup Nick* and *Cross Fell* and reflected upon the time I'd walked the Pennine Way. Once again John set off at speed heading towards *Cross-Fell* and the huge cloud formation above it. I hung back, since I was still in lift and quite happy to see if he went down. He didn't, and he was soon out of sight.

I followed cautiously just halting occasionally to work the lift and maintain as much height as I could. As I rounded *Cross-Fell* I caught sight of John again working a good thermal about 3 miles away and already at 3-4,000 ft.

That was it! "He's getting away from me!" I thought, "I need to catch up".

I glided on gradually losing height, but I could see that the wind direction, from smoke and cloud shadows, was S.W. which meant it was blowing up the ridges to the North. This gave me the confidence to continue, for if all else failed, perhaps I could ridge soar.

In the event it wasn't necessary because I had no sooner reached a likely looking ridge when I was rewarded by a firm 4 up. I climbed steadily until about 2,000 ft A.G.L. and then decided to glide on after John.

A mile or two further on and I was now down to about 1,000 ft. A.G.L. and looking for further ridge possibilities. Suddenly I was hit by the strongest and roughest thermal I had encountered so far. Grateful for the lift I persevered with it.

The turbulence was so severe that the glider creaked and groaned under the stress and my vario was reading from 8 up to 8 down in 360's. I made a determined effort to stay with it only to be rewarded by a 30ft drop over the falls for my efforts. This one was rough! Very gradually it smoothed out and I had time to look round and check the glider. I was very glad that Len had had time to stress test the *sabre** because it certainly took a pounding on the way up.

Eventually I was able to climb back to 3-4,000 ft. A.S.L. and from this height I could see all of the next moor, *Cold Fell*. There were several fires burning on it — it looked organised so presumably it was being done to improve the grouse shooting. Then I noticed a most friendly sight. The smoke on the ground was blowing from two distinctly different directions, S.W. to my left (seaward) and S.E. to my right. In the centre the smoke from a third fire was blowing due North and after 2-3 miles was rising vertically into a well developed cloud. *Convergence!* I made a bee-line for the smoke. As soon as I entered the smoke my Ball vario went clear off the clock. A dozen 360's at over 10 up in very smooth lift and I was at cloudbase. I couldn't contain my excitement any longer and let out the most enormous scream.

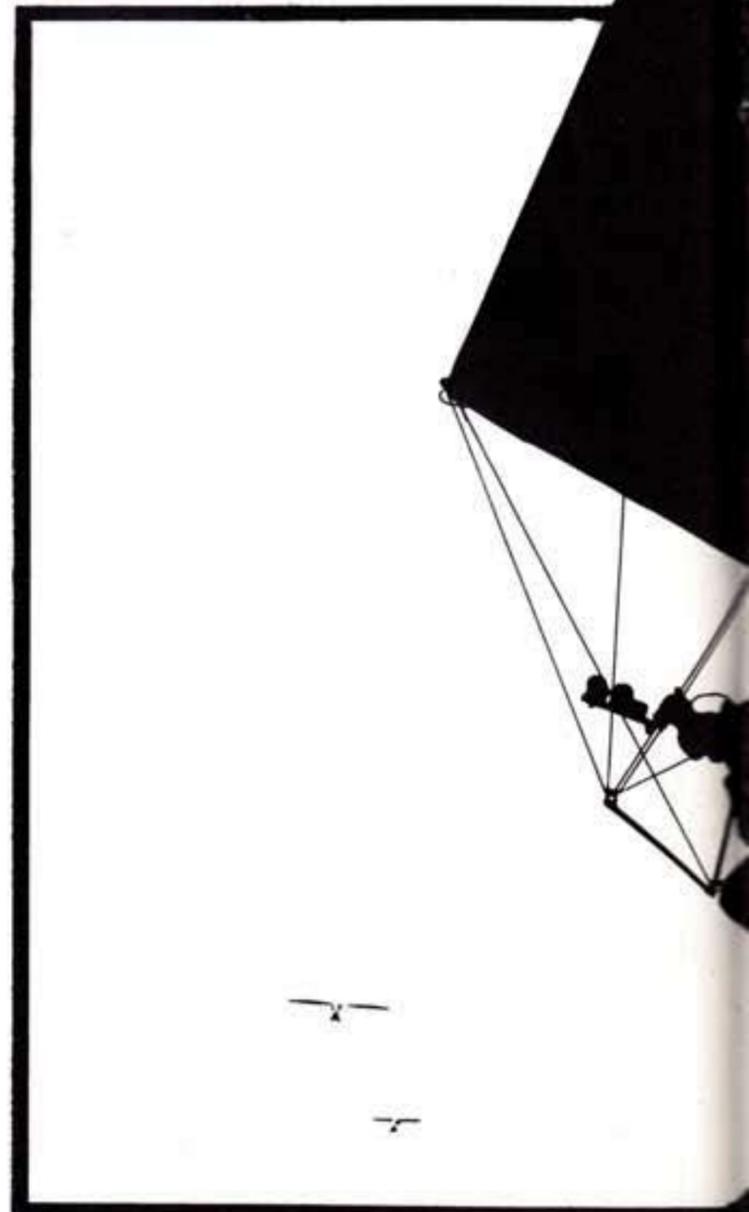
This was pure magic!

With the bar to my knees I set off in the smoke filled

a day in country

BY JOHN STIRK &
JIM BROWN

photo Mark Junak.



Jim (left) and John celebrating their flight



(AND OUT OF) the



Jim takes off after John and Rob



air flying along the clearly defined front. By the time the system had weakened I had covered another 15 miles (in probably as many minutes) and I was still at cloudbase.

Below and to the right was Keilder Forest and a rather drab looking military establishment. I turned West to avoid both.

I was getting rather low now and I began to look for somewhere to land. Below was a small village; just a church, a pub and few houses. "That will do", I thought. Perhaps there'll still be time for a pint (I never thought to look at my watch but it must have been about 4.00pm).

My thoughts were quite incidental because a few minutes later I flew into more good lift and began circling and climbing again.

I'd been circling for a few minutes when who should I see arriving below me but John.

"Where the hell did he come from?" I thought. Soon he had joined me and we were back together again after over an hours absence.

John takes up the story from where he left me.

I had been flying for 1½ hours and was feeling quite at home on my new Typhoon.

Jim was going up well but when we were at 6,000 ft. I decided to head on. I flew for 15 minutes and got nothing and was down to 3,000 ft. when I crossed a Spur and got a thermal from its lee side. This took me to 6,000 again.

I carried on down the range 10 miles or so getting 0's so I cut across wind to some fell fires which looked interesting.

I found lift as the smoke from the two fires entered my lungs (might as well start smoking again!) but I felt thankful that they were there to show me the position of what I had realised was a Sea breeze front.

I worked it for the next 45 minutes just circling in lift and then pulling out and heading due North. I was out of the front now and flying over Keilder and I flew around for a while enjoying myself and stretching my arms and legs.

Suddenly I saw a kite about 2 miles upwind. My first thoughts were "who the hell's this!" (Sorry Jim). I zoomed up to see who it was and it was Jim Brown. Good job its not a league task because I can't get rid of him. He must have fitted a transmitter to my kite. We circled together in the same thermal and climbed back to 5,800 A.S.L. I waved goodbye to Jim and then shot off again. N. Westerly to get some more miles under my belt.

Jim again,

So John had gone again! He'd set off towards the ridges behind Newcastleton and left me holding 4 up and wondering if I was doing it all wrong.

I circled slowly back to cloudbase and as I left I could just see John scratching around on the ridge. "He's blown it," I thought, and continued circling. By now I was feeling a bit stiff and cramp in my hands and stiffness in my legs was beginning to dominate my thoughts. I looked back along the route I had come and I could see the Pennines in the distance. "Surely I've done better than 50 miles," I thought (this was my target last year which I failed to achieve).

Anyway for what ever reason I stopped thinking distance and started thinking down.

Within 10 minutes I had lost the rhythm and was down at Berry Fell Farm, near Hawick in Scotland, 78.1 miles from my take off in the Yorkshire Dales. Meanwhile, back on the ridge, John hadn't given up.

I had made a mistake heading for this ridge and almost payed the penalty. I had left good lift under cloud and gone out into the blue towards a fell fire. It didn't work, and I got down to 1,400 ft. on a small Spur, with a hill in front and me in the rotor! I soared the "rotor" for about 20 minutes unable to land out because of the narrowness of the valley and gradually sinking to ridge height.

I tried to work little blobs but each time I got on the down wind side the hill moved towards me. Then I hit a 2-3 up and I was heading along the top of the Spur towards the crestline and away.

I wiped the sweat from my forehead and stretched out. I'd been flying for 4 hours now and I wanted my five hours flight.

Below is the A7 trunkroad and I fly crosswind to Hawick 6-7 miles away. Going downwind at this point would have meant going across more fells and landing out and I might have had to spend the night with the sheep for company.

I arrived at Hawick with 2,100 ft. A.S.L. and I decided that since my 5 hours was up I would land. I landed at the edge of the town on the cricket pitch to be met by local children asking the usual questions: What is it mister? Is that a bomb? — it's ticking! (Barograph) and all in Scottish accents.

I sat down after stripping off my flying gear and realising I looked up. The sky was still working and I thought I'd blown it. Surely Jim will have done 20-30 miles more.

When I phoned his wife, as previously arranged and she told me he had phoned in to say he had landed at the same place about 5 miles from me. I naturally assumed that this was 5 miles further than me and it wasn't until Rob and Jim arrived at 9.30pm that I realised I'd done it but how lucky I was!

It was only the second time I'd put my borograph on! Rob had saved us by showing us the strong climb at Kirby Steven and I had survived the ridge ordeal after making a bad error of judgement at Newcastleton.

So I have the record — but for how long? — I'm sure it will go this summer and this time it could be a world record!

Is it true that George Worthington is going to leave America and settle in the Dales.

CONCLUSIONS

With these new gliders 150 miles and 7-8 hour flights must be a possibility and if this is the case then endurance both physically and mentally will be of paramount importance. Therefore we must be perfectly fit, paying attention to clothing and equipment and also to those small personalised items: for instance in my case (Jim) hand grips on the A-frame. Tightly gripping the plain aluminium bar for 4 hours with my non too adherent leather ski gloves left me with a numb left forefinger which lasted 36 hours. I guess I must have stopped the circulation to my finger without knowing it.

I'm sure it won't be long before we see a Scotsman flying into England or perhaps a Welshman over the border. Is it true that several Irishmen have unsuccessfully tried to thermal across the Irish sea? Finally thanks to Mr. and Mrs. Lang at Berryfell Farm for their superb hospitality and to Robert Bailey for picking us up. I'm sure, knowing Robert, that it won't be long before I get the opportunity to repay the favour.

EQUIPMENT:

J.S. Solar Wings Typhoon.
Mainair Skydeck.
Replogle Barograph.
Winter A.S.I.

J.B. Skyhook Sabre
Ball 500H Vario

* Two weeks earlier Len Gabriels of Skyhook had dynamically tested the Sabre to 1,600 lbs. payload by controlled towing behind his car. This was equivalent to a load of 10 G for my weight.

Wings!

DUNSTABLE HANG GLIDING CLUB NEW COMMITTEE

CHAIRMAN JOHN HUNTER — HATFIELD 71027, SECRETARY TOM HASKETT — HEMEL HEMPSTEAD 63278, SAFETY OFFICER TERRY PRENDERGAST — STEEPLE CLAYTON 307, TREASURER GENNY GANDERTON — 01-567 9014, SOCIAL SEC. RAY MAYHEW, COMMITTEE MEMBER JOHN HAVERS — 01-803 8918.

Outgoing Chairman/Secretary Dennis Munn and Chris Ellison will continue to help out to resolve the Dunstable Downs London Gliding Club issue.

AT THE AGM Clive Smith, Chief Airworthiness & Technical Officer, stated that 1980 had seen plenty of progress in the field of Airworthiness. The new Certificate of Airworthiness Scheme including "Point of Sale Certificate of Airworthiness" document had been set up with co-operation from BHGMF members. It had been operational since the 1st January 1981. A levy of £10 within the price of each glider was intended to cover the expenditure by the Association which was incurred in running the Airworthiness programme and the Test Rig. No manufacturer had yet submitted an application to use the scheme.

It was planned that the Test Rig would shortly be operational. It would be based at the Cranfield Institute of Technology and extra equipment was being ordered to allow the results to be produced in suitable form for use with their computer.

Already the sale of gliders was only permitted by law in some countries if full airworthiness approval had been given. Approval in these countries required dynamic testing. Competitions would increasingly only allow Certified gliders to be used. Identity labels on gliders, similar to those that were ready for issue under the "Point of Sale" scheme would be acceptable on the gliders of visiting flyers in countries such as Germany and Austria where the law permitted only certified gliders to be flown.

NEWS EXTRA

DIARY 1981

Celtic Cup	Ireland, May 23/25
4th League Meeting •	Yorkshire Dales, June 5/7
Lariano Triangle	Italy, June 8/14
Scottish Open	Glenshee, June 26/28
Owens Valley XC Classic	Bishop, California, July 4/12
Grouse Mountain,	
5th Annual World Invite	Vancouver B.C., July 23/26
H.G. Championships	Bristol Area, August 14/16
5th League Meeting	Long Mynd, Salop, September 5/7
League Final	Venue and date to be decided
B.H.G.A. Open	Beppu, Japan, October 1/11-13
FAI World Championships	To be decided
American Cup	

500 CLUB APRIL 1981

1st D. A. CHIPENDALE	£48.22	6th P. Y. BALMFORTH	£6.02
2nd J. A. BOWERS	£24.11	7th J. CROUCHEN	£4.82
3rd J. HAYWARD	£12.05	8th K. DEBONNAIRE	£4.82
4th A. R. McRITCHIE	£7.23	9th A. G. TREND	£3.63
5th C. ROLLS	£6.02	10th D. D. EVANS	£3.63

A total of £120.55 Prize Money and a like amount for B.H.G.A. Funds.

ANNOUNCING THE 1981 GRAY PRIZE FOR JOURNALISM

£150. pounds sterling for the best story or article reporting a major hang gliding competition published in 1981. Trophy presented.

RULES:

1. Story must cover or deal with one of the following competitions: The Bleriot Cup; any BHGA League meet; BHGA Open; the Roses XC competition; Scottish Soaring Association Championships.
2. Story must be printed and submitted in the form of its appearance.
3. Story must appear in a magazine or newspaper with greater than 25,000 circulation.
4. Story must appear under sports category in publication.
5. Deadline for entries 25 November 1981

Submissions to: Bettina Gray
GRAY PHOTO & PRESS
P. O. Box 32
Rancho Santa Fe, CA 92067 USA

Information: Derek D. Evans
BHGA Competitions Chairman
15 College Drive
Tunbridge Wells, TN2 3PN

BRITISH HANG GLIDING ASSOCIATION
167A Cheddon Road
Taunton, Somerset, TA2 7AH

Bettina Gray photo

HOLE OF HORCUM, NORTH YORKSHIRE

Following a confrontation of more than three years and in order that Hang Gliding can continue at the above site, the George Cayley Sailing Club have, under duress, agreed to take out a licence with the North York Moors National Park Committee and the North Yorkshire County Council for the next 12 months. Contained in the licence are a number of restrictions. Three of the more important ones are:—

1. Flying from the "West face" which runs parallel to the A169 Pickering to Whitby road is prohibited at all times.
2. Flying is not permitted anywhere in the park on the FRIDAY, SUNDAY and MONDAY of BANK HOLIDAY WEEKENDS.

3. Vehicles must NOT be parked on highway verges (use official car park). Of the four schools operating in the past on a free lance basis, and in order to comply with the Parks Committee's wish to minimise the erosion of the south west face and tighten controls of Hang Gliding activities, only the NORTHERN HANG GLIDING CENTRE will be allowed to use the site for which a twelve months 'licence to operate' will be issued to the school by the Club. It goes without saying that Park Wardens, Officials and conservationist organisations will be looking with eagle eye for any infringement of the regulations. Full co-operation from all flyers is asked for. Please contact the Club secretary or members for full details before flying from this site. Proof of valid B.H.G.A. membership is mandatory.

NEWS EXTRA

I have negotiated an agreement with both Germany and Austria to the effect that both countries will officially recognise and accept the new B.H.G.A. Airworthiness Scheme. Full report in next issue of *Wings!* plus photographs of their new Structural Test Rig, assuming that I did not make a cock-up with the camera.

Barry Blore.

SKY SURFING HANG GLIDING CLUB

CHAIRMAN ROB STOKES — PORTSMOUTH 386814 (WORK), TREASURER BRIAN PARKINS — WICKHAM 833780 (HOME), FAWLEY 894666 (WORK), SOCIAL SECRETARY BOB SELBY — LEE 551493, EDITOR JO BURTON — SOUTHAMPTON 36444 (WORK), SECRETARY JIM WHITNEY — PORTSMOUTH 697399 (HOME), PORTSMOUTH 64966 (WORK), EXT. 127, TRAINING OFFICER DAVE BRIXTON — GUILDFORD 233253 (HOME), COMPETITIONS SECRETARY ANDREW WILSON — COWES 296042, NEWPORT 526397 (WORK), PUBLIC RELATIONS OFFICER NATALIE WILSON.

Pandy midday Good Friday

I took off into some really rough air, and after being chucked around for just over an hour, decided to land at the trig point and wait for conditions to improve, and eat my squashed sandwiches and cake that was stuffed in between my parachute and harness. Half an hour later things looked better, lobbing off into a nice smooth up, slowly drifting over the back. A steady 3 to 4 up, I was now 3,450 A.T.O. and way back behind the hill. This nice smooth lift was soon replaced by horrific turbulence and sink, but I made Crickhowl with 900ft. I managed another 8 miles blundering along a dead end valley and finally ended up in a tree — beautiful landing nestling nicely on top! I had just started to climb down when I noticed the farmer walking towards me, wielding an axe. I suddenly remembered my only weapon to defend myself was still attached to my glider 30ft up. What a time to be without your instrument mount! Fortunately he was a friendly farmer and promptly offered to chop the tree down; 10 minutes later, **TIMBER**, tree and glider fell slowly to the ground, *the glider made a perfect landing* . . .

Next day, Saturday. I didn't arrive until 1.00. A. Hill and B. Martin informed me that the rest had already gone for it. Andrew, Bob and myself decided to fly up to the gap and land, in the hope of gaining a few more

JEROME FACK XC COMP.

After receiving a favourable weather forecast for the Easter period, Jerome Fack made a few phone calls to XC hungry pilots up and down the country. The result was an impromptu competition to be held over the Good Friday — Easter Monday holiday.

One of those pilots was Colin Lark from Gloucester and here he writes (in his own excited style) an account of how he came to win this friendly, informal skyromp.

miles. There were many more usable ridges behind this point and it took 25 mins to make the gap with bar well in. We all three landed and witnessed each other's take offs and it was not long before a boomer came through and sucked me and Andrew up to Cloud base. Unfortunately Bob dipped out. I was now faced with a very serious problem as Andrew can only do left hand 360's and me only right hand, (owing to a pull in the kite), so both flying at the same level in the same thermal was aghh — horrid. After 5 or 10 minutes I was a nervous wreck. I headed off down wind in 10 down. I thought I had blown it but approaching a ridge 200 or 300 below the top; wham a 10 up + 'boomer'. Screaming up to 3400, I was joined by a left hand 360ing Andrew. Lango's Lake was just to the North and no-man's land to the West; the lift was now sink. A quick decision had to be made. There lay some tasty looking ridges to the West,

but no roads. With two of us we had a chance so we hacked off to the West arriving at a spectacular looking bowl just above the top. It wasn't long before we found a peachy 6 up. After leaving the ridges there lay ahead a large expanse of forest. It didn't seem possible for a straight glide across, but we didn't have much choice. I was down to about 1200ft by the time we got half way across, but the magic of the 5th generation glider cruised well past the forest edge to give us a distance of 30 miles . . .

On the Sunday I chose a site just outside Bristol, along with 6 other comp flyers although the rest went to the Bluff. The wind was really strong picking up to 25 to 30 at times and a completely over cast sky didn't raise my hopes of a good XC.

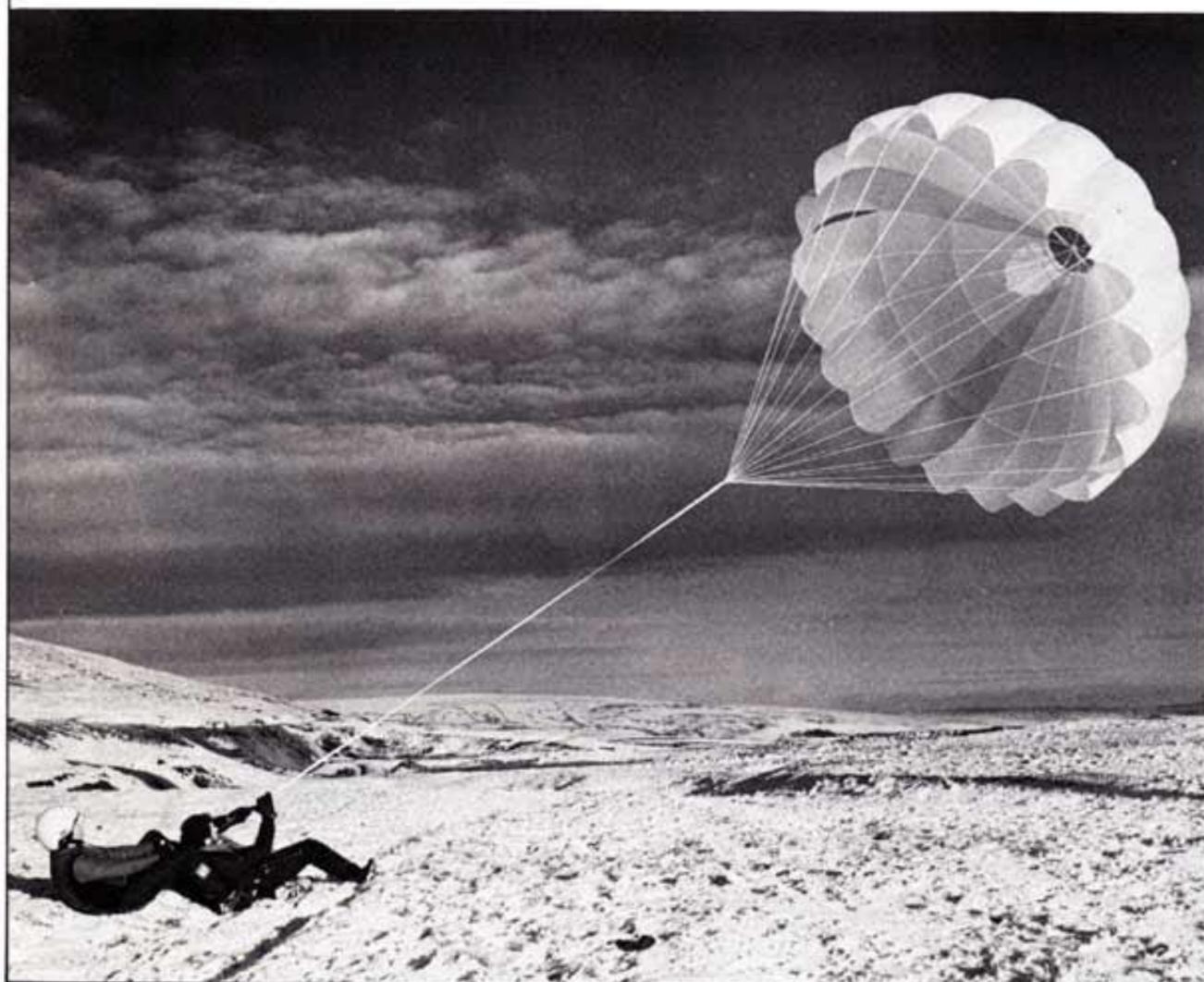
Having gained 1,100ft above the top and getting a lot of up, I decided to go with it. Keith Reynolds who took off right into this mild blob also decided

to go. Constantly circling in zero lift, I managed 18 miles and Keith went on for a mile or 2 more.

At the start of the final day I was 21 Ks' behind Keith in 4th place with G. Hobson and J. Brown 2nd & 1st. The weather was atrocious, over cast and drizzle. XC's didn't look possible. The wind dropped slightly so 4 or 5 of us gave it a go. Tony Hughes was way out from the ridge in magic-lift and I sat hovering at 1,500 ft above take off waiting for the lift to come through, sure enough it came. Slowly circling and drifting back, I was on my own, although Tony followed but lost a lot of height, never finding good lift. I was now at cloud base and covering a lot of ground. I stayed with this cloud for some time; the view was quite amazing, drifting over the Mendips, Bridgwater and Taunton at 4,000ft. After Taunton the sky was blue with only the odd cloud. I decided to follow the M5 in the hope of a quick pick-up recovery. I finally landed at Uffcombe some 41 miles away. It was only 2.40 and the flight took 1hr. 20mins. Alas I was to suffer for this winning flight as I wasn't picked up until after 11.00pm! Still it was a great comp. Cheers Jerome. **Colin Lark**



GET INSURANCE HANG GLIDING PARACHUTES



WINDHAVEN

Low profile Superlight 21ft £152.18
Low profile TSO 24ft £191.31
(Technical Standard Order)

BENNETT

4 way opening BUS IIA 24ft £196.
4 way opening BUS IIB 26ft £200.

EMBURY RDP (BENNETT)

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Hot Gossip

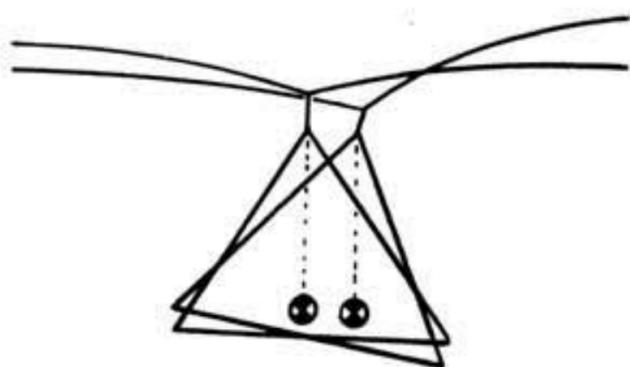
BY CLIVE SMITH

Part Two

Low aerodynamic twist is sought for performance (reduced induced drag) and its achievement has been made possible by the further development of wing warping methods.

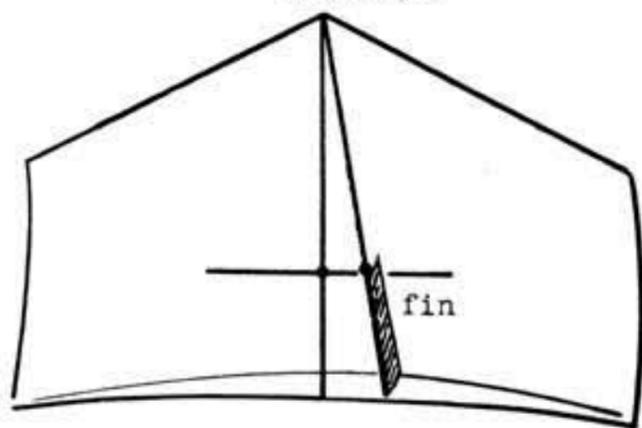
As a natural development of the moving keel pocket principle, roll assist systems were postulated by Peter Robinson, 'Weight shift Rules, OK' in *Wings!* No. 5, 1979. His hopes have now been borne out by the development of what are commonly called floating cross-booms although a good general term is roll assist systems — see 'Cross-booms can't float' by Bob Fisher, *Wings!* July 1980. Fig. 2A shows the effect of freeing the keel and thus the hang-point in the lateral plane, usually by allowing it to pivot about the nose.

Fig. 2a — Increased billow shift with reduced effort



The dominant effects are to increase the direct influence of the pilots position on billow shift and also to reduce the effort this takes, since the hang-point moves to some extent with the pilot. A second order effect may be that some pro-turn yaw is created by the keel pocket moving like a rudder, Fig 2b.

Fig. 2b — Pivoting keel and the movement imparted to ventral fin



The offset pilot/harness drag has also been shown before to help you. Any implied comparisons are with IV not V generation gliders. Surprisingly, for wings with so much lift outboard, the roll/yaw co-ordination has been improved to the extent that adverse yaw and roll/yaw oscillations are no longer troublesome at normal flying speeds. Why Is This?

As earlier generations were unswept, untwisted and had their billow and taper reduced various undesired qualities reared their head during development. Adverse yaw, lock-ins and various forms of lateral oscillation had to be designed out or in some cases compromised.

DEFINITIONS

Adverse yaw — yawing away from the desired direction e.g. out of a turn being initiated by roll control.

Lock-in —

The hang glider equivalent to a spin. Low speed spiral divergence.

Usually a lack of roll control caused by a tip lift stall exacerbated by excessive pro-turn yaw due to the drag of the stalled tip. (Some mouthfully!).

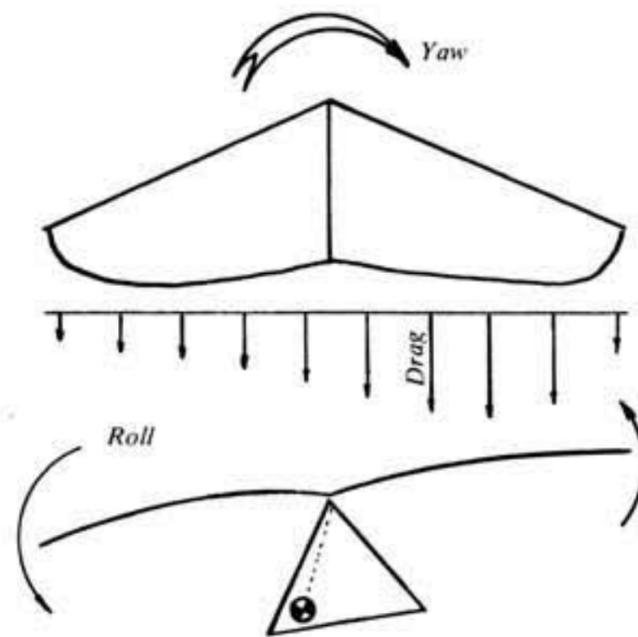
Lateral oscillation — Any combination of roll and yaw oscillations that occurs without control input. These should be of small amplitude and heavily damped when excited by a disturbance. Dutch roll is one form but these 'limit cycle oscillations' usually occur either side of the best flying speed. N.B. Some pilots will deny they exist!

Roll/yaw co-ordination — The way roll affects yaw and vice-versa.

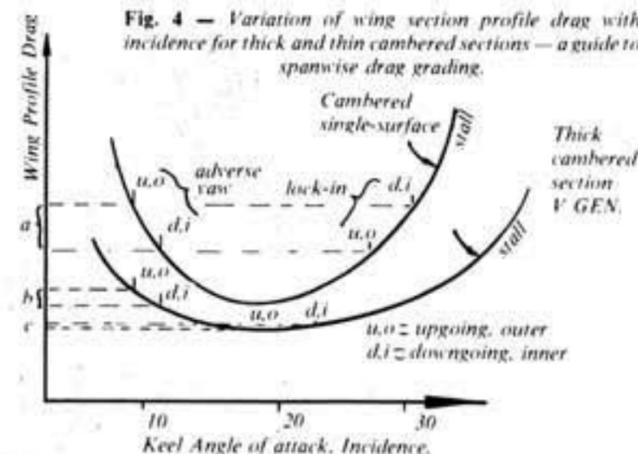
These characteristics are all very much interlinked as will become apparent.

Fig. 3 shows the spanwise drag grading to produce adverse yaw.

Fig. 3 — Adverse yaw caused by spanwise drag grading whilst rolling



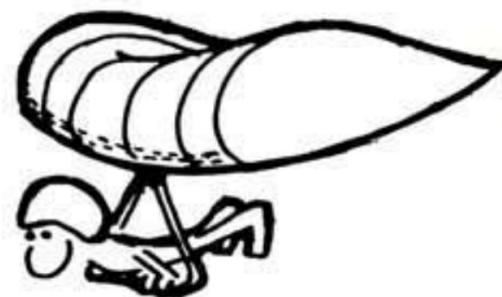
FACT — roll/yaw co-ordination is all about spanwise drag grading, particularly on flying wings. All good P2's should know that there are two distinct types of drag, induced and profile — See 'Getting Into Drag' *Wings!* Nov. 1977. Obviously, that depicted is the total or sum of these. Now, taking profile drag of the wing alone, Fig. 4 indicates how the improved wing sections on V generation types can help rid us of these 'lateral devils'.



Without doing all the sums it is better to talk in terms of trends and the two curves do indeed indicate generally that the change in drag grading with incidence is much less for a modern double-surface wing, especially either side of its best incidence. The lateral 'devils' are shown on the single surface drag curve only for clarity. The normal analysis of turning is based on assuming that the downgoing or inner wing is at the higher incidence

and because of our rather unique twist-shift (billow shift) this assumption may not hold during all phases of a turn e.g. the entry. Miles Handley, designer of the Gryphon, pointed out that without a twist-shift ability, a wing forced down by weight shift alone always wants to speed up to compensate, creating adverse yaw. (*Interview, Wings!* Feb. '78) I believe this phenomena is detectable on some fifth generation machines 'in the mush' when the twist-shift has insufficient 'clean' airflow to react against. The conclusion from this is that the amount and not the direction of jaw is likely to be a function of 'effective' twist shift and therefore Fig.4 shows what's likely if the wing is not too near the stall. Looking at Fig. 4, the profile drag difference 'a' shows that for the earlier generations fairly strong adverse yaw is indicated at lower incidences and lock-ins at high incidence and low speed. Difference 'b' on the thick, double surface section is much less since the drag curve is flatter. At the minimum profile drag point, 'c', the difference is insignificant and this applies to III'd and IV'th gen. types as well since they often have an extended flat bottom drag curve. So, roll into a turn at high speed and adverse yaw is likely, much more so on earlier machines. Roll out and u,o:d,i becomes d,o:u,i — geddit! We're in a turn, inner wing going slower, and then increasing its incidence by reducing billow on that side and yet its profile drag is less — we roll out with well co-ordinated yaw. Simple, innit? Can you work out what happens at low speeds according to Fig. 4?

Next month: more on the banishment of devils and No! perhaps it isn't quite so simple!



HANG GLIDER PILOTS:

YOUR ACTIONS REFLECT ON THE SPORT GENERALLY

We are constantly on show, so please act in a responsible and mature manner at all times.

My prime concern at the moment (which is also a growing concern of others) are the radical manoeuvres performed on hang-gliders by some pilots.

Pilots who perform these aerobatics have found out just how easy, quickly and often irreversibly, mistakes are made — those pilots appreciate the fact that they are very lucky to be alive today.

I consider this type of flying to be totally irresponsible. Besides the fact that our hang-gliders are not designed for this purpose, it sets a bad example to other pilots on the hill who may be tempted to imitate, especially the less experienced ones.

It is the responsibility of each one of us to help to prevent accidents.

Diane Hanlon,
B.H.G.A. Accident Co-ordinator.

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Demon



stration

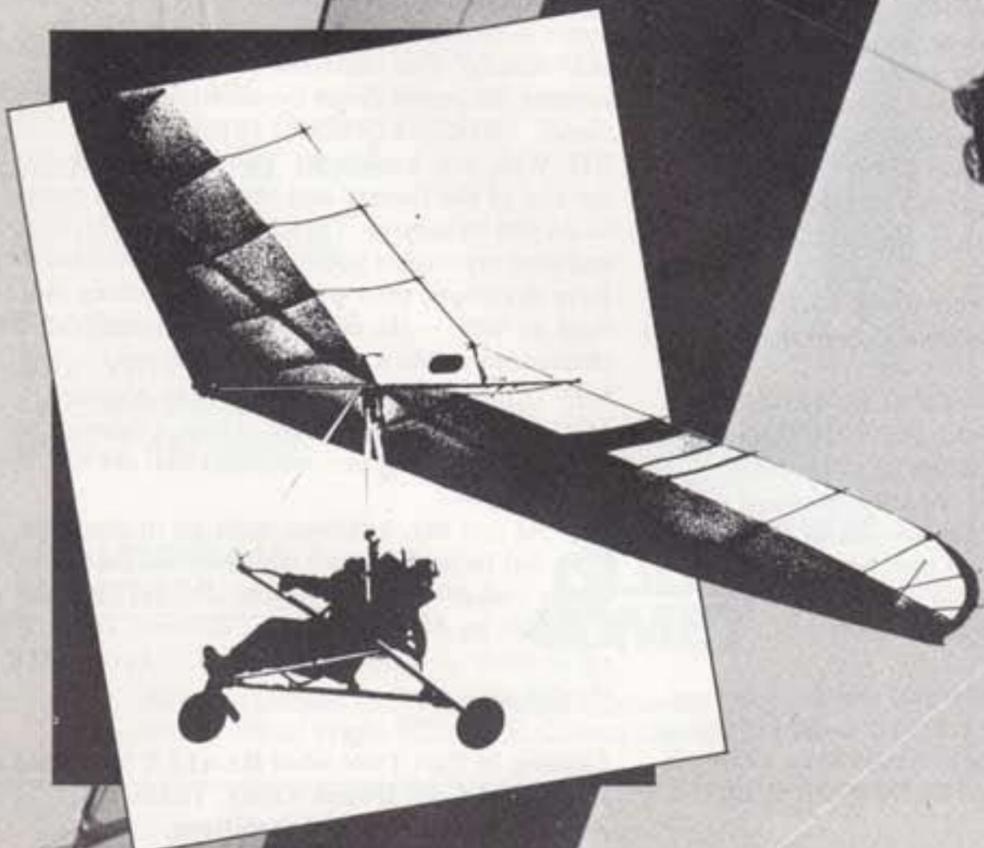
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INTERVIEW WITH GRAHAM HOBSON

PART ONE



PART I

Graham Hobson, winner of the Rogallo Trophy at the American Cup and presently No. 1 in the League, is one of the top competition pilots in the world.

Mike Hibbit tracked him down in the Peak District one weekend; grounded due to strong winds, the following interview was recorded.

TRANSCRIBED by BOB FISHER

MH: First of all, how did you get into hang gliding?

GH: Well, really, it was a school friend who said "Do you fancy doing this?" — this was about seven years ago. I never had any of the dreams about flying that some people have. We found out about manufacturers and after seeing on T.V. the famous "Birdmen of Steyning Bowl" — that's where Brian Woods is soaring Hay Bluff on a CB240 — the next week we went to Ken Messenger at Birdman and the four of us bought a secondhand Grasshopper. After a lot of hopping and plopping, I was getting on a bit better than they were and I got fed up of them bending it when I wanted to fly, so I went to Len Gabriels and bought a Skyhook 3A.

MH: Are your three friends still flying?

GH: No, although one of them is becoming interested again. They got to the stage of prone flying and top landing but then . . . mumble, mumble . . . marriage and so on . . .

MH: At the American Cup last year, you won the Rogallo Trophy for the best all-round flier. What were your feelings?

GH: When you start the competition, you never think you have a chance of winning because in hang gliding a large amount of it is still luck, and especially having seen how good the Comets were and knowing the type of speed tasks we would be flying.

MH: So you knew you were up against tough opposition with the reputation of . . .

GH: No, not the reputation — I always thought that the Atlas was the best in the world — it was when I came up against the Comet in practice that I realised just how damn fast they were, with such a good glide. Anyway, as I said, you don't think you

are going to win. At first I was totally involved with the teams commitment but then about half way through the competition I realised I was slowly working my way up towards first place and I knew that in any sink-rate conditions, other things being equal, I should end up on top.

MH: But at this stage you were still thinking of the team?

GH: Yes, but by about threequarters of the way through it was starting to look like the team might lose and I might win and I can tell you, the pressure I found — well, the way the pressure affects me is I get very tired. I would crawl into my bed at ten o'clock and find it difficult to get up at eight. It's a mental pressure which tires you out more than a hard day in the field.

MH: On the actual day you won the trophy, what were your feelings then? Euphoria?

No, relief! — That I had won, at last.

MH: Has that always been an ambition?

GH: Not particularly, no. I have always wanted just to be good enough to be in teams and go abroad and as long as I do reasonably well, I've always been happy. Of course, I always try my damndest to win — you can't not do. I was relieved because the last day was a real nail-biter. If I had not won the last task, then I would have come second — and the last task was against Thevenot and Grigsby.

MH: Rich Grigsby actually mentions in a recent Hang Gliding magazine article what tough opposition you are to fly against. Do you feel, within yourself, that you are one of the best pilots in this world and are therefore not psyched out by the opposition?

GH: The answer to that is yes, but its not through conceit, its through experience. Over the last seven years, I have flown in a lot of countries and I have come up against these blokes and I know, no matter what the papers say and the legends are, that given half a chance, I am as good.

MH: The new double-surfaced machines; how long do you think they will be the top machines — do you see other things on the horizon.

GH: I'm not very clever like that, I can't see very far ahead. Bob Calvert says 100% double surfacing, but I know, there are problems with handling and stability there. I know that the new machines are a vast improvement on the gliders we had last year, which is amazing considering how good last year's gliders were! What the future holds, I don't know. That's one of the excitements, actually.

MH: Can we talk now about your involvement with Northern Glider Sales and the school you run? There seem to be a number of newcomers to the sport who pay a substantial sum for a course consisting of maybe 10 short flights, but then don't seem able to progress beyond that.

GH: All I can say there is — not that I have noticed in our area, yet.

MH: I have noticed that here in the Sheffield area, the sites appear to be available to help the novice pilot . . .

GH: I'm sure the more sites that are available, the easier it is and also the more parochial the Club, the easier it is for someone to join in and be carried along with the enthusiasm of the club and continue to fly that way.

MH: Would you encourage new beginners to travel to places like Rhossilli, where there is a smooth wide lift band, to get soaring experience?

GH: I encourage people to travel around — always. Not specifically for what you have said but I think one of the most important things in hang gliding is to gain experience from as many different sites as you can.

MH: But we are talking of people with only 10 flights.

GH: In that case, it is more important to get in numbers of flights, and this is best done on your home sites. It's all a matter of convenience. If you are close to sites and can get out regularly, then you will make it. If you are not near sites and can't get out regularly then its a lot more difficult and you have got to really want to do it.

MH: To change the subject — at the moment you are flying a Hiway Demon, but for the last 2 years you have been heavily involved with Thevenot's machines, particularly the Atlas. Can you tell Wings! anything about the direction that Thevenot will be going this year.

GH: Thevenot has carried on in the direction that was started by the Comet and which everyone else has followed. He has a new machine out, the X-ray, which, when it was brought to the manufacturers competition was rather disappointing. I think the competition was as useful to Thevenot as it was to everyone else because he saw what he had to compete against. I know that he has gone back and improved his X-ray no end. He tells me that he now has a glider which is very much improved and seems to be doing well in competitions in Europe, particularly L/D competitions, coming second only to Fledglings. He is sending one over, so we will be having a look at it and I expect it will be something quite good judging by his previous gliders.

MH: What do you know of this new glider.

GH: Well, he has taken it back again, increased the aspect ratio, tightened and neatened up the sail, improved the double surfacing, changed the battens — in general just gone back and spent another 2 months of intensive research. We will know more in the near future.

MH: I don't want to connect this with Thevenot, but what are your feelings on other manufacturers blatantly copying the Comet? Is it a detriment to the sport?

GH: No, its definitely not a detriment to the sport, although maybe someone's conscience . . . If there is a glider which is definitely the best, then I think you should take advantage of the fact that it's there. You should take advantage of the ground that has already been covered and continue from there. I know, the manufacturers are under terrible pressure and possibly don't get as much money for their products as they ought to, although some people will disagree, but the manufacturers are struggling and the gliders aren't as expensive as they ought to be, really.
MH: Really? You think manufacturers are keeping the prices down because the market is not there?

GH: Well, yes, I think so. You look at Hiway: the size of the factory and the things they have to do just to survive. They have a good product — and here my respect goes out to Hiway because they have developed their product from nothing more than an idea — the concept of a floating crossboom inside a double-surfaced sail.

MH: It seems to me that people like Hughie McGovern of Flexiform are taking a courageous stand in developing new machines that are not copies of the Comet.

GH: As you say, applause must go to them for that, but to be fair, they did work on the Comet theme and come to the conclusion that they would do better by doing something different and it was up to them to make it fly as well — and I think they've succeeded.

Coming in Part Two: what REALLY happened at the Bleriot Cup; Owens Valley; Trikes; Aerobatics and personal ambitions.

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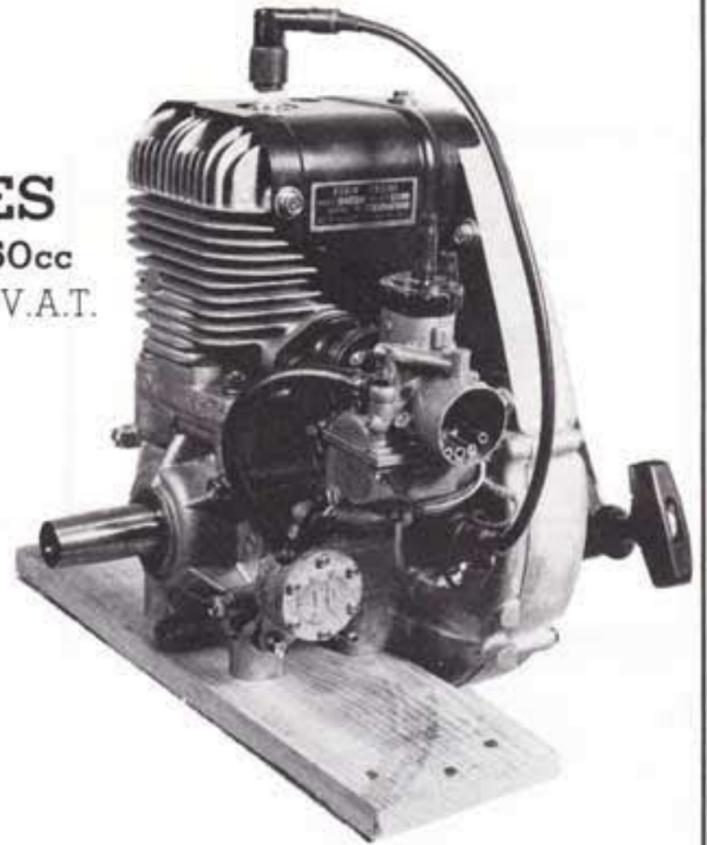
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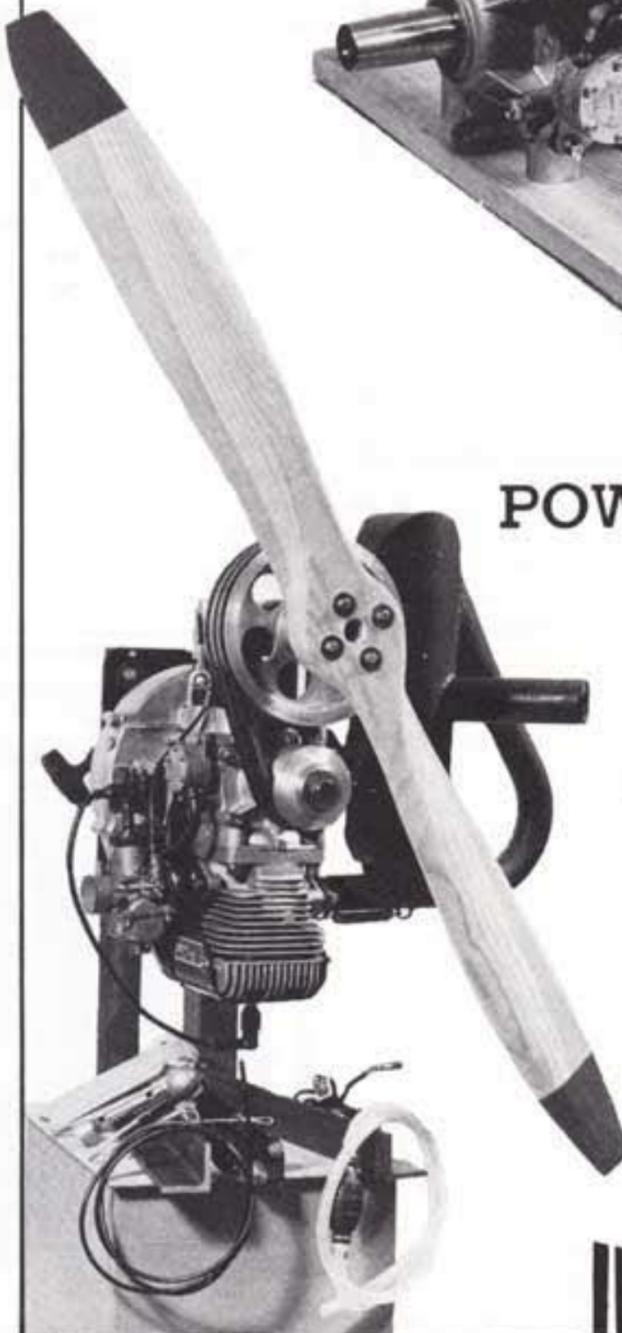
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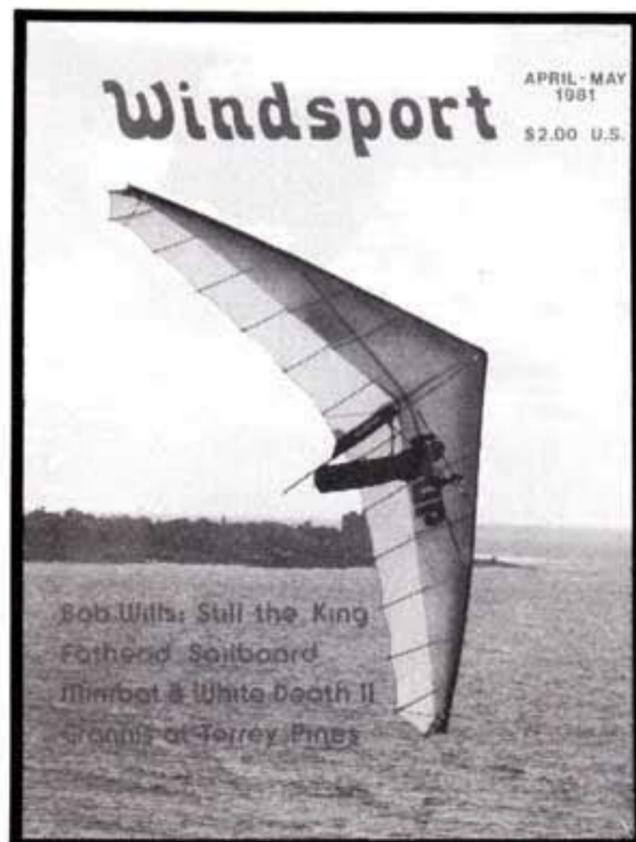
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DAEDALVS ODDMENTS..

... On Friday 8th May, **David Cook** presented his V.J.23 rigid wing glider to the **Shuttleworth Collection** at Old Warden, Bedfordshire. David built the glider himself and, after adding a 125cc power unit, successfully crossed the English Channel three years ago with this machine as his only companion. The V.J.23 will be preserved in working order...

... **Windsport**, the new magazine covering all wind powered, motorless sports, has published its first issue (see March *Wings!*) **Hang Gliding** features strongly, of course, taking 60-70% of this 45 page, glossy cover mag. Articles such as 'Scareyergordoff', R.C. gliders, sailing, Eric Raymond's new wing, and the **Bob Wills Story**, plus lots more, make for very interesting reading. Coming at a time when many hang gliding magazines are turning away from free flight toward powered flight (not *Wings!* though) it will be welcomed by many lovers of pure, energy-producing sports and activities...



... Since writing last month's article on 'flying without wings', **Alan James** tells me that research is now taking place into chutes with; semi-rigid L/E's (i.e. inflated), higher aspect and lower profile, aerodynamic steering, supine harnesses, etc. Makes yer fink dun it!...

... **Jeff Scott**, leading American flyer, stopped off in the U.K., after competing in the recent South African Championships. He had intended to stay around and visit the Dales for the Bleriot Cup, but, after taking one look at the 'white' spring weather, jumped on the next flight back to sunny California.

... **Robert Bailey**, the victim of a scurrilous attack in the news pages of April *Glider Rider*, has a message for **Rich Grigsby**. *Glider Rider* accuses Bob of "possibly pulling of the heist of the year by taking, the hang glider's grail, the American Cup", from Grigsby's home in California after a recent stay there. Bob's message reads: "Dear Rich, try looking in the G----. Happy searching," yours Robert...

... **Noel Whittall**, writing an editorial in the May issue of the Dales H.G.C. newsletter, gives us some info about **John Stirk**, the new British XC record holder — "I guess John has been flying for about

seven years now — he's a survivor of the early days when I remember him fighting the elements on one of Ken Messenger's original Birdman Kite creations. His knowledge of the air has been gained the hard way by flying on every possible occasion, and accumulating skill by experience"...

... Talking of XC's, that B.H.G.A. cross-country man **Colin Lark** has sorted himself out a nice, possible 100 miles, route from a site not a million miles from his back door. When, not if, this flight is achieved, it will bring the record back down to the south and give those northerners something to chew over for a year or so...

... And talking of northerners — during a spell of warm, light wind conditions at Mam Tor over the Easter period many a luckless pilot launched off, after waiting for the 'right moment', only to sink down to the overcrowded landing area below. One such pilot stood at take-off, for what seemed to the assembled onlookers, an uncomfortably long period of time. This presented the Sheffield flyers with no alternative but to jibe the poor unfortunate fellow. After waving shirts and various items of clothing in front of the pilot, to create enough wind for take off and applauding loudly wherever he looked as though he might take the plunge, a wit suddenly turned his remarks towards the red and yellow glider balancing on the man's shoulders —

"Hey chuck, just look at that colour scheme. Reminds me of a big jam roly-poly covered with thick lumpy custard. Tasty machine!"...

... In last month's *Wings!* there was a news item about a **man-powered hang glider** with flapping wings. We have heard from the inventor of this aircraft which is at present in prototype form.

Main features are: 1. A 30ft dual purpose wing span capable of gliding and thrust when wings are pivoted. 2. A wheeled undercarriage to assist take off in still air and on landing. 3. A tail section for stability and manouvreability. The machine should be completed by the end of May. Testing to begin early June, 1981. ...

... **Eric Raymond**, holder of the unofficial world cross-country distance record of 120 miles, has built himself a new ship based on **Bob Trampenau's Sunseed** rigid-wing design of 1974. Eric's new Sunseed is a fully aerobic, collapsible, rigid wing and he has been observed performing **consecutive loops** on it. He's said to be working on **sustained inverted flight** now...



Eric Raymond

... **Andy Brough**, technical officer with the Thames Valley HGC has built his own winch. With help from **Clive Smith** and **Dave Simpson**. Andy has achieved some remarkable launches at Bovingdon aerodrome — 1300 ft being the order of the day. So dedicated is he to this method of launching hang gliders that he has packed in his full time job to devote his time one hundred percent to this project.

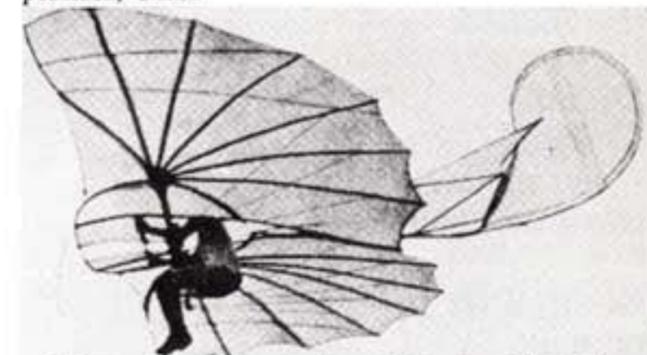
... League pilot **Bob Martin** has just returned from his winter travels around the world — Europe, U.S.A. and Australasia. Apparently Bob spent a good few months in New Zealand where he met up with NZ Wings! correspondent **Steve Pionk** and a man named **Warren Bird** (great name eh!) who runs his own hang glider manufacturing company **Flight Sails** of Auckland. Warren and Bob, who took his **Lightning** out there with him, have designed and built a glider called a **Shark** which sports a near **100% double surface**. Steve says it has 'mind blowin' performance and rumour has it we may see one or two over here soon...

... On the 23rd of this month, H.G. pilots, the world over, will be celebrating **hang gliding's tenth birthday**.

I remember the good old days when you could get from the top to the bottom in ten seconds ... None of this pouncing around Cross Country and landing back on top again!



... Modern hang gliding began on May 23rd, 1971, in Southern California, when a teacher called **Jack Lambie** called a meeting for his foot-launched flying friends. He named it the **Lilienthal Meet**, to celebrate the 123rd birthday of the great German pioneer, **Otto**.



Fifteen aircraft turned up that day, 13 of them polythene bodiless bi-planes modelled on those built by the American pioneer, **Octave Chanute**. Two were Rogallos, steerable parachutes of a design by the NASA scientist **Dr Francis Rogallo**, developed during the 1960's as "bamboo butterflies" by a college student called **Richard Miller**.

The first Lilienthal Meet touched off an explosion of interest in foot-launched flight all over the world. In Britain, pioneer **Len Gabriels**, scaled up a rogallo from a picture in his son's comic, and began running down hills with it, trying to make it fly. In the end, after some bruises, he succeeded. At 55 years of age, Len is still flying actively.

The furthest distance flown was measured in hundreds of feet. Ten years later, the official world hang gliding distance record is 112 miles. Of the half dozen people who have flown more than 100 miles, two of them are Britons. The European distance record has been held for years by an Englishman, and this year, with **fifth generation hang gliders**, we hope to take the world record (weather permitting) away from **George Worthington**.

PANDY — HATTERALL HILL

Following an Easter weekend which gave us some of the best flying that we've had for a long time it is unfortunate that, due to the behaviour of a number of pilots and hangers-on, **this site has been put in serious jeopardy.**

Pandy without doubt is one of the best sites in the country. To lose this site would be disastrous not only for us local flyers but also for the many visiting and competition flyers.

We are very much dependent on the goodwill of Mrs. Clayton at Three Wells Farm for access to this site and without this flying at this site would become virtually impossible and at best very restrictive.

After discussions with Mrs. Clayton the following points were raised: (please refer to diagram below).

1. Site Fee

A charge of 50p is levied for the use of the access track to the farm and **NOT FOR FLYING.** Remember once you have passed the entrance gate onto the track you must pay your fee whether you fly or not.

2. Car Parking

The **ONLY** place that cars should be parked is in the farmyard. There are no exceptions to this and this includes loading and offloading gliders on the common — carry them to and from the farmyard.

When the farmyard is full (approx. 15 cars), and the ground condition is fairly dry, Mrs. Clayton will open up the field adjacent to the farm. This was done over Easter to great effect but unfortunately there was an element of people who, even after repeated requests to refrain from doing so, insisted on passing their gliders and climbing over the dry

stone wall. For pity's sake use your common sense and go through the gates — I honestly thought that Hang Glider Pilots had more sense.

3. Litter

Mrs. Clayton was also annoyed at the amount of litter left on the common after the weekend and wishes to stress that litter is not only unsightly but is a danger to her livestock and also takes a long time to clear up. Please take your litter home and if you bring spectators please remind them to do the same.

4. Access

Access from the village of Pandy is via some very narrow country lanes. Mrs. Clayton has had the police phoning her regarding cars (with hang gliders on the roof) speeding up and down the lanes. This not only causes problems for us but also gives Mrs. Clayton a lot of aggro from her neighbours and I wouldn't like to put the choice of having friendly neighbours or hang gliding to the test. Please drive carefully and considerately and at no more than 20mph. There has also been concern shown regarding vehicles arriving very late at night or very early in the morning. If you have come a long way and arrive at an unusual hour please wait near the main road until a reasonable hour.

5. Bottom Landings

Generally you should *not* take off with the intention of flying down. The two bottom landing fields should only be used in emergencies or if you 'lose it' whilst soaring. The farmer, who owns these fields, should be contacted to see which field you can land in. There are, as mentioned, two fields — however, the one that you can land in differs from day to day.

6. Competitions

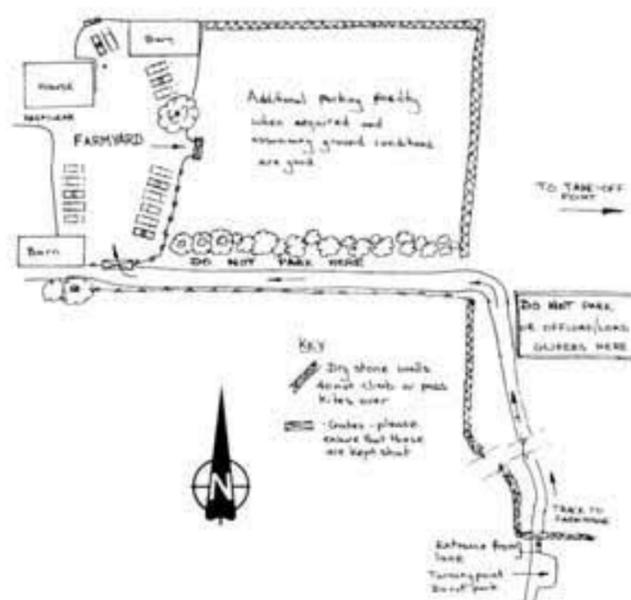
Although the site is an 'open' site, i.e. anyone can fly, the majority of the flying throughout the year is

done by members of the South East Wales HGC and the Avon Club. With this in mind it is advised that the organisers of any competition give the secretary of both clubs a courtesy call at least a week before the event indicating that there is a possibility of a competition at this site. We can then inform Mrs. Clayton so that, as was the case over Easter, she is not taken by surprise by the sudden invasion of an extra thirty, or so, cars.

To summarise: this site is too good to lose but lose it we will unless EVERYONE, yes that means you, not only adheres to the site rules but also helps in policing these rules.

Martin Pingel
South East Wales H.G.C.

Diagrammatic Layout of Three Wells Farm — Pandy (Not to Scale)



INSURANCE

The following Personal Accident Insurances are placed at Lloyd's and are applicable to United Kingdom based BHGA Members. They are effective throughout Europe. Extensions beyond that can however be arranged.

Claims experience has forced underwriters to increase premium on all new Personal Accident Insurances — but a lower renewal premium applies to those previously insured without claim.

PERSONAL ACCIDENT BENEFITS IN THE EVENT OF A HANG GLIDING ACCIDENT

CAPITAL SUM
IN THE EVENT OF DEATH, LOSS OF EYE/LIMB (OR USE THEREOF) OR PERMANENT TOTAL DISABILITY

Code	Capital Sum Benefit	New Premium	Renewal Minimum
A5	£ 5,000	£ 25.00	£20.00
A6	£ 6,000	£ 30.00	£24.00
A10	£10,000	£ 50.00	£40.00
A15	£15,000	£ 75.00	£60.00
A20	£20,000	£100.00	£80.00

WEEKLY BENEFIT
PAID UP TO 104 WEEKS (EXCLUDING FIRST 14 DAYS) FOR SO LONG AS DOCTOR CERTIFIES YOU TOTALLY UNABLE TO FOLLOW NORMAL OCCUPATION

Code	Weekly Benefit	New Premium	Renewal Premium
D20	£20 per week	£15.00	£12.00
D30	£30 per week	£22.50	£18.00
D40	£40 per week	£30.00	£24.00
D50	£50 per week	£37.50	£30.00
D60	£60 per week	£45.00	£36.00

NOTE: Benefits are normally paid at end of Disablement period — but in cases of hardship we can normally arrange a cheque each four weeks after benefit starts.

FOR COMPETITION PILOTS i.e. THOSE TAKING PART IN NATIONAL OR INTERNATIONAL COMPETITIONS OR THE LEAGUE — OR COMPETITIONS ABOVE CLUB LEVEL, UNDERWRITERS HAVE INSISTED ON THE ABOVE RATES PLUS 25%

FOR MANUFACTURERS, THEIR EMPLOYEES AND INSTRUCTORS PLEASE ADD 50% TO THE ABOVE PREMIUMS

No Proposal Form required, provided you are between 16 and 65, can warrant you are fit and declare any serious accidents or illnesses during past five years, we can normally give cover immediately we receive your NAME, ADDRESS, AGE, OCCUPATION, GLIDER DETAILS, BHGA OR CLUB MEMBERSHIP NUMBER AND CHEQUE.

PLEASE GIVE YOUR WIFE'S FULL NAME IF YOU WISH HER NAMED AS BENEFICIARY IN THE EVENT OF YOUR DEATH.

GLIDER ALL RISKS (GROUND) COVER U.K. ONLY

Policy excludes Flight Accidents but covers every accidental ground risk that we have yet thought of, e.g. Theft, Damage resulting from Car Accident, etc. (Excluding first £5.00 each claim. But £10 when rigged for flight). Includes 30 days in Europe each year.

GLIDER VALUE £300	PREMIUM £8.00	GLIDER VALUE £400	PREMIUM £10.00
GLIDER VALUE £350	PREMIUM £9.00	GLIDER VALUE £450	PREMIUM £11.00

EACH ADDITIONAL £50 VALUE — ADD £1.00 PREMIUM. RATES FOR SYNDICATES CLUBS ETC., ON APPLICATION

LIFE, ENDOWMENT, HOUSE PURCHASE AND PERMANENT HEALTH INSURANCE

We can still offer normal terms for most Life, Endowment, House Purchase and Permanent Health Insurance. Do come to us first if you contemplate any form of Life, Endowment, Unit Linked House Purchase or other insurance.

THERE NEED BE NO PREMIUM LOADING TO COVER THE HANG GLIDING RISK.

We have arranged special terms for BHGA Members and we will gladly quote if you will write or telephone:

REGGIE SPOONER INSURANCE BROKER FOR THE BHGA, CLIFTON HOUSE, BATH ROAD, COWES, I.O.W. PO31 7RH. TELEPHONE: COWES (0983) 292305

POWERED HANG GLIDING AND TOWING QUOTATIONS GLADLY GIVEN ON REQUEST.

HOLIDAY COVER — including the Hang Gliding risk — readily arranged. Details on application.

TOWING and/or POWERED Hang Gliding is **NOT COVERED** by any of the above, except by previous written authority. If in doubt, ring REGGIE SPOONER on 0983-292305.

NOTE: In contrast to Personal Accident rates, two or three major Life Companies, with good Profit Records, are now offering Life, Endowment and House Purchase Policies at normal rates. DO LET US QUOTE.

JUST NOT ON

Dear Mike,

I read in *March Wings!*, with genuine regret, that Sheffield HGC plan to introduce an Associate Membership fee of £8.00, without which it is impossible for a visitor to fly their sites.

I would ask members of that club to consider how many times a year they travel to other parts of the country and fly in a year. If their experiences are anything like mine, one day's flying is about par for a weekend (or week) visit to a foreign club. And one visit per year is about par for any one place in another part of the country.

I understand the reasoning behind their move, but I think more pilots will take the chance on a club official not being around than be encouraged to receive a full years information on a site that they are not likely to visit again.

I recently had the pleasure of meeting Len Hull on the South Downs. He is the only member of the Sheffield Club known to me. It was a windy day at Newhaven and flying was not good. I doubt whether he will visit the S. Downs again in the next year. I would like to know how he would have felt if he had payed £8.00 the previous week for that blown-out weekend. Just add up the cost of £8.00 per different club you visit in a year, plus petrol, plus your own club fees. It's not on, and we shouldn't have to skin each other in this way to promote co-operation between clubs.

My brother lives near Mam Tor, and I visit him about twice a year. Last time I visited him the site was clouded in. On four or five previous trips the weather was hopeless and I didn't even leave the house. That would have been £24.00 in 3 years for now! It's financial tyranny and it won't solve your problem.

**David Worth,
London.**

P.S. I did telephone for details on my first visit.

ED. I visit the Sheffield sites three or four times a year, and became an associate member before this ruling was introduced, but I must say I agree one hundred per cent with David.

NO SIREE!

Dear Sir

One Sunday during the latter part of 1980 a number of visiting pilots were flying 'Trikes' on and around the Lords Seat/Rushup Edge and Mam Tor complex of soaring sites, all of which have been negotiated and are administered by the Sheffield Hang Gliding Club Ltd. A field at the bottom of the East face of Mam Tor was being used by these pilots for taking off and landing. The views and policies of the Sheffield Club in respect of powered flying on their soaring sites were made known to the pilots, and they complied with a request to stop power flying.



The March/April 1981 issue of 'Flight Line', journal of the B.M.A.A., contained a letter (copy attached) entitled 'Armchair Types'

ARMCHAIR TYPES

Dear Sir,

Don't you think it's about time the armchair types from hang gliding clubs stopped trying to imagine they are in charge of where microlights fly. I think if they want to stay out of trouble with the National Trust, Peak Park, etc., etc., they should be telling them that they have no connection with microlights and not making promises about how they can control them and stop them flying in beautiful parts of the country, like the Peak District. It was me who flew near Mam Tor, but what is not clear is that I flew from a field I had had previous permission to use, unlike the Sheffield lads who should only land there in an emergency. Funny how they thought they had a right to tramp all over the field telling me I shouldn't be there.

Mike Hurtley

Reprinted from 'Flight Line'

in which the author, Mike Hurtley, writes "It was me who flew near Mam Tor" publicly identifying himself as the pilot of one of the 'Trikes'.

He graciously offers the advice, that should the club have complaints from the National Trust and Peak Park Authority, because of powered gliders flying this site, we, the club, should explain that the powered hang gliders have nothing to do with the non-powered ones. (If they'd swallow that, they'd swallow anything and we wouldn't have any problems). I thank him for this advice and am sure that we 'Armchair Types' will gladly spend even more of our own time smoothing over complaints about power flying, made to the club, by residents, farmers. Peak Park and National Trust representatives in order that we can continue soaring these sites. Despite extensive enquiries made by both site officers and myself, I have been unable to trace the person giving Mike the use of the bottom field.

If anyone wants to fly power on Sheffield Club sites, please pay us the courtesy of enquiring first, we have a number of sites specifically for power.

As Mike indicates in his letter, we are a funny lot in Sheffield, and get most upset at microlight pilots buzzing our hard won, expensive and sensitive soaring sites.

Andy Christian, Sheffield H.G.C.

NOMENCLATURE

Dear Sir,

With ref. to the Sheffield Club's problems with power, may I please ask them and everyone else to use the correct term for these powered aircraft. They are MICROLIGHT AIRCRAFT, be they humble Trike or exotic Goldwing, as defined by the FAI. International Definition of a Microlight Aircraft:

"An aeroplane of one or two seats having a dry (empty) weight (W) not exceeding 150Kg. and a wing area in sq. mtrs. of not less than W/10 and in no case less than 10 sq. mtrs."

The Sheffield Club's problems with power may well continue as Microlight Pilots also enjoy flying above beautiful parts of the countryside, so may I emphasise that if they do have complaints from National Trust, Peak Park Authority, or anyone else, they must state the truth of the matter; these are Microlight Aircraft and are not associated in any way with hang gliding, the club, or the BHGA.

Meanwhile, you Trikers must show a sense of responsibility and common courtesy towards your brothers in the world of hang gliding. You do not need to use their flying sites, that is the whole point of Microlights and don't forget, in Air Law "power gives way to sail".

**Nick Regan
Editor: Flight Line.**

OUT IN THE COLD

Dear Sir,

I've just read the statement issued by the BHGA chairman in the *March Wings!* It is my belief that no final decision regarding BM's future in the Association should be made until a full investigation is carried out and a report made to Council. However, the chairman's statement leaves me with the impression that BM is definitely 'out in the cold' with regard to holding future office in the BHGA. Okay, it appears that the guy has

made a mistake. The facts indicate that he's 'blown' an important sponsorship deal; but surely it's only right and proper that his error on this occasion is balanced against all the good he has done for our sport. Everyone is aware of his achievements on the competitions front, and some of them are of such importance that his activities at a lower, more personal, level never see the light of day.

For example, at the recent North Yorks league, I flew in a duration test with five other pilots that, although leaving me at the bottom with a dreadful walk up, at least got me some sorely needed points. When I eventually got back I discovered that the task had been cancelled and all my efforts were in vain. It was a devastating blow and, seeing the points disappear, I was ready to pack up and go home! Brian, being nearest, got a right earbashing but as usual made time to listen, to explain the decision and eventually to banish all thoughts I had of quitting. For that I was grateful and remain so. His presence kept me in the league.

**John Fennell
Milton Keynes**

Ed. As stated in last month's Wings!, no final decision on Brian Milton's future within the BHGA, has been made. A report, from Reggie Spooner, will be made to Council and published in this magazine — next month.

ADVERSE COMMENTS

Dear Mike,

I feel it is time I spoke out in reply to criticisms published in *Wings!* of our assumed advertising and sales policy.

1. Every inexperienced pilot who has purchased a Lightning has been taught to fly it by a registered instructor.

2. The Lightning is a very stable and forgiving glider, with a rapidly growing reputation for being easy to fly, and this despite the adverse comments made by well meaning individuals who have never flown one.

3. The only way to assess a hang gliders' handling characteristics is to fly it. I should be happy to arrange a test flight on a Lightning for any (suitably qualified!) pilot who contacts me.

**IAN GRAYLAND,
Brighton**



LOW LEVEL JETS — THE OTHER KIND

Dear Sir,

As an elderly meteorologist taking first nervous steps towards P1, I wonder if I might comment on the article "November Lakes", by Hughie McGovern, in the February 81 *Wings!*

From the conditions encountered of strong waves in light wind, severe turbulence, and fiercely strong winds above Blencathra, and also from the excellent description of the met situation, it seems likely they were encountering a little-publicized phenomenon called a low-level jet. Or more soberly a low-level wind maximum.

An airstream flowing around the outer flanks of a large anticyclone, especially southerly in direction, and especially with a cold front held up to the West, can result in a concentration of wind velocity, anywhere in the height zone 1000 to 6000 feet a.s.l. The resulting "jet" may cover an area several hundred miles long, and almost as broad.

Characteristics from the surface upwards would be — perhaps a few hundred to a thousand feet of fairly light winds, then a shear or wind gradient zone of winds increasing rapidly with height; above that the jet core, or nose, with forty to sixty mph winds in a layer only about 2000 feet deep, and then a further layer where the wind decreases with height towards 7000 or 9000 feet a.s.l. If the wind speed in the jet nose is sufficiently strong to overcome normal anticyclonic stable damping, then a sudden transition from smooth flow to very severe rotor turbulence can occur in the shear zone under the nose. If the jet then moved over an area of hilly peaks, such as the Lakes, one could expect wave and rotor effects large enough to severely distress powerful conventional aircraft.

Low-level jets are common in some parts of the world, such as the American midwest. They are relatively rare over the U.K., at least as strong features, but when they do occur they can last for several days — perhaps moving slowly East ahead of a blocked cold front.

Forecasting is difficult. They can not be directly seen on the usual surface met charts, there will rarely be specific tell-tale cloud formations, and they may escape our sparse U.K. sounding network for upper winds.

The best one can do is to be aware of typical conditions, be ready to ask your local forecast office some very awkward questions, and hope they rise to the challenge!

JOHN LESLIE
Meteorological Office
RAF Binbrook, Lincoln



'HOOLEY SIGHT'

Dear Editor,

After reading with great interest the comments on Clive Betts flight by Tony Fuell and Keith Reynolds in March *Wings!* we think we have found a solution to the problem. We've been working on the project for about a month now and things look really promising. The difficulty was not so much finding a suitable site as getting sponsorship.

Anyway it's all organised now and we are proud to announce the introduction of Britain's first DESIGNATED HOOLEY SOARING SITE (DHSS for short). So if you are suffering from any of these clowns chuckin' it about around the landing and take off areas or anywhere else they think enough people are around to watch and generally showing off . . . tell them about this fantastic new site at Bryn y Waid. It's 1200ft high, road to the top and the ridge is half a mile long. The whole village turns out to watch and we're teaching them to go oooooooh and aaaaaaah in the right places so as to encourage even crazier hooleys.

The sponsorship has been organised by the club, we've been promised 10% commission by Dai Coffin on any extra bit of work that should happen his way and Will Scrap is good for a pint now aluminium is fetching a better price. Williams Fashions in Railway Terrace will pay 50p sq ft for used

parachute nylon or sailcloth so long as it's not too torn or too bloodstained. But here is the clincher . . . the Parish Coroner won't give a sodding thing, not a bloody whisper to the newspapers. Every proceeding is in closed court since Inky Jones went and printed that picture of us all outside the Culomb Stadium after the French International when his wife thought he was at a Coroner's conference in Aberystwyth.

Send a S.A.E. and we will send you a site map together with £5. An additional £5 will be forwarded for each clown you send . . . who stays.

Yours hopefully,
Morgan Morgans,
Sec Bryn Gwyntog H.G.C.

P.S. Tell them we'll name something after them if they finish up doing a real "spectacular". How about Graig y Betts or Betts y Coed. Anything to earn an honest penny.

Ed. After attempting progressively steeper wingovers, a pilot attempted a loop at Beach Head recently. He stalled at the top, fell inverted, tumbled two or three times, then recovered a stable position at the same time as he hit the bushes on the brow of the hill. He threw his chute — but it failed to open. He escaped with a broken arm. YOU MIGHT NOT BE SO LUCKY!

GRAY LETTER DAY

Dear Sir,

I find your terse announcement of Bettina Gray's generous offer to help our sport discourteous, dull and inaccurate. I cannot imagine anyone being stirred into prose by the way you announced the Gray Prize for Journalism.

It is discourteous because you have mis-spelt Bettina's name in the heading — for heaven's sake get the

name right. Bettina is after all one of hang gliding's genuine benefactors. Its dullness is obvious, as you have not attempted to whet the appetite of any budding writers by suggesting, for example, what may lie behind the "Bleriot Cup" or the "Roses XC". Dates and venues may also stimulate some local writer into action.

Perhaps more importantly, however, you have not recognised the far reaching effect which this prize may have on the image of our sport. It is Bettina's real wish to help us to prove to the public that we are not still lobbing (badly) off Mt. McKinley and Mont Blanc into the valley below. We need meaningful reports on our current activities, preferably on the sports' pages, if we are to move away from the dare-devil, cowboy image which still exists in many minds. A change in this public appraisal of hang gliding will bring greater lasting support from outside the sport and reduce our current total reliance on the generosity of the Sports Council and, ultimately, the tax payer. For Gawd's sake, let's recognise our opportunities and try to take some real steps forward when we can.

Press releases have gone out to the media and, hopefully, some outside interest will be shown, but will you please try to generate some action from the lyrical hang glider pilots? Sorry to have to say this Mike in your early days as Editor

DEREK EVANS

Ed.

Further information can be obtained from Derek by writing to:— 15 College Drive, Tunbridge Wells, Kent. Tel: 0892 36026 subject matter includes BHGA Leagues. See Page 18

BAD MEDICINE

Dear Sir,

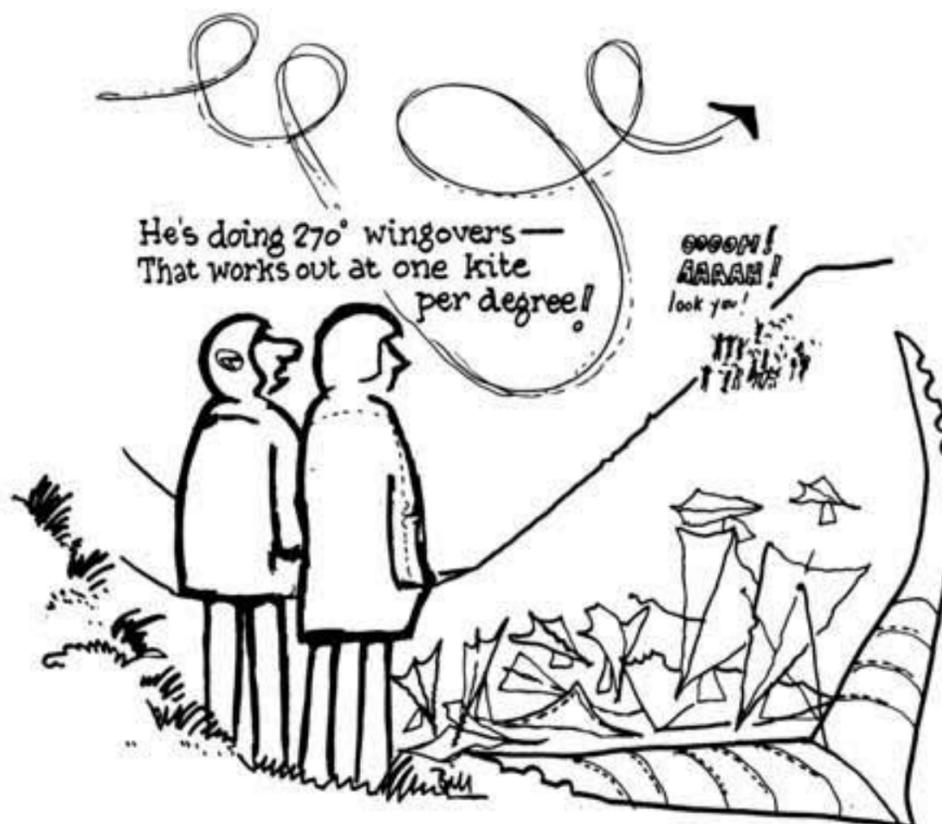
The Milton cure will be much worse than the disease if the last two issues of 'Wings!' are anything to go by. Will the B.H.G.A. insist on cutting off its nose to spite its stiff upper lip? Giscard took diamonds, Charlie Haughey ran guns, Milton had a go at 5 g's. With his talents there are easier ways of making money. Reinstat Milton.

John Heron,
Blackrock,
Co. Dublin.

A TONIC

(Brill. Poem)

It's arrived, at last, my monthly mag,
I sit myself down and light a fag,
I've had my nosh, I've had a pee,
I settle down with a nice cup of tea —
Letters, stories, pilots bold . . .
Wings! to me, is a pot of gold!
The Flying Scouser,
Stephen Sorsa.



IN MY OPINION . . . TO MY WAY OF THINKING . . . FROM MY POINT OF VIEW . . .

Do you remember the story of Captain Dreyfus? A terrific scandal rocked France; vital information about the autumn Army manoeuvres had been leaked to Germany; the Government was about to fall. A scapegoat was needed by the authorities, and needed badly . . .

The choice fell on Dreyfus. A brilliant, and unorthodox officer, Dreyfus was too far in advance of his time to be well liked. He was aloof and reserved, and didn't suffer fools gladly. His hard work and initiative had made fools of several senior people. After a perfunctory trial, Dreyfus was found guilty. He was stripped of his rank and decorations, and sent to penal servitude as a traitor. He was put through the worst humiliation of the military caste — he was paraded in front of his regiment in full dress uniform, and it was torn from him and desecrated before his comrades.

But the affair refused to die. Dreyfus always had one or two supporters, who kept agitating for the case to be re-opened. One of them was the writer Emile Zola, who produced a powerful editorial which he entitled "J'Accuse!" (I Accuse), in which he pointed out the abuses of justice which had occurred in the Dreyfus case, and the way in which the authorities were trying to cover up their own mistakes by smearing an innocent man.

Well, I'm no Emile Zola, but I reckon that Brian Milton is all set to become the Captain Dreyfus of hang gliding, and therefore some searching questions should be asked.

I didn't go to the AGM this year, a decision that I have since bitterly regretted. It may have been that by asking a few of these questions at the right time, some of what happened might have been averted. But that's water under the bridge now. Nevertheless, Brian has given far too much to the sport to be discarded like a used condom just because it happens to suit the BHGA top brass to have him out of the way. Let us therefore look at the Milton/Aycliffe affair from a different point of view . . .

To try and disentangle some of the threads in the whole sorry business, I would like to start with the facts as laid down in the Chairman's statement. (The paragraph numbers I quote below refer to this statement). The interpretation of facts is, of course, my own.

1. The relationship between BHGA and Flight Promotions:—

This, of course is at the heart of the affair. Did Brian conceal his commercial involvement — and if he did, was it relevant? Could he have entered the Aycliffe negotiations as a recognised BHGA negotiator or not? Were Aycliffe justified in withdrawing from the deal because of the Flight Promotions involvement?

Roy Hill's statement only gives one reason for Aycliffe's withdrawal — that they were "unaware of Flight Promotions' involvement". (Para 4). And yet, as the statement itself makes clear (Para 3) the existing agreement between BHGA and Flight Promotions WAS in existence at the time, and could easily have been terminated by Council if it wished.

Similarly, Brian's status as Editor of WINGS!, and his chairmanship of the Competitions Committee had been approved of by Council. By any analysis, Brian was fully authorised to negotiate for BHGA, had been specifically mandated to do so, in fact, and I cannot accept the Chairman's implied criticism

that Newton Aycliffe THOUGHT they were dealing with BHGA, and were therefore right to retire when the Flight Promotions involvement came to light. As he himself makes clear, Newton Aycliffe WERE ALL ALONG dealing with BHGA, with the person mandated to do so, and so they really shouldn't have any complaint on that score.

Where was Brian's "error of judgement" in this? Surely if you're a BHGA Council member with a specific responsibility, then that is the capacity you negotiate in. It really doesn't matter WHICH of his many hats Brian was wearing when he talked with Aycliffe, as long as he was, in fact, authorised to do the talking. Which he was.

2. Was £5,000 an issue?

Roy Hill says that Aycliffe 'did not see how a finder's fee of £5,000 could be justified . . .'. What business was it of theirs anyway? They were contracting with BHGA for the sponsoring of an event. What BHGA does with the money once it's got it is entirely a matter for the Association. If Aycliffe didn't think they were getting value for money on the total deal, why on earth did they let negotiations go on for so long? And what would have been their attitude if, instead of being earmarked for Flight Promotions, that money had been allocated to "Extra Staff" — BHGA would have had to take on new people to run the event anyway.

3. What were Aycliffe's motives?

Let's put ourselves in the fortunate situation of being a commercial sponsor. Now since we're responsible in the Public Relations department to other people higher up the chain for this money, we have to demonstrate that we're spending it wisely to get maximum benefit from it. This has always bedevilled hang gliding — unreliable, uncomfortable, highly dependent on the weather and with a dubious public image, we have always lost out in the sponsorship race against "safe" events, i.e., those which take place at specific places and times, and which interest a lot of people.

And so, when I heard that Aycliffe had withdrawn from the deal, I was sorry, but not surprised. But then I heard WHY they had withdrawn, and I was totally amazed. To pull out of a sponsorship deal because you don't like what was on offer — that's one thing. But to pull out because you object to the BHGA's internal financial arrangements, is unbelievable.

4. Bad Publicity

When he's really up against it, Roy Hill justifies the Milton 'witch-hunt' by saying, sanctimoniously, "considerable adverse publicity resulted INCLUDING ARTICLES IN THE PRESS" (my capitals). Well, really! I saw two press articles which Peter Hargreaves circulated, and both came from his local newspaper. The one which carried the "pull-out" story obviously found journalistic interest. The disappointment of the local boy, the quotes from local government AND THE FACT THAT A ROW WAS RAGING WITHIN BHGA provided quite a good story. But it didn't make the Nationals, and it was of purely parochial interest. To say that "the credibility of this Association has taken a severe knock", on the basis of this fleabite of a story is ludicrous. What about all the other "death sport ban call" stories we've had over the years? Are we to root out the members responsible for these, too?

The BHGA, its Chairman and Council, in my opinion, don't come out of this affair very well. Let me pose a few questions of my own:—

- (i) If it was felt that Brian Milton's roles as Editor of WINGS!, Competitions Chairman, P.R.O. and Council member were incompatible with his interest in Flight Promotions, why were steps not taken to terminate the agreement long ago?
- (ii) If Council knew about all these roles (which

it undoubtedly did), why did not other Council members offer to share some of the load with Brian?

- (iii) In what way was Brian misrepresenting the situation when he discussed matters with Aycliffe as the BHGA's representative?
- (iv) How do two local articles bring a National Association into disrepute?
- (v) What attempts were made to get a statement from Aycliffe of their reasons for pulling out of the deal?
- (vi) Why does "an error of judgement", freely admitted, disqualify a person as a BHGA Council member?

Personally, I'm very sad about the whole affair. I'm sad that Council should insult and degrade a man who has made a major contribution to the sport. I'm sad that one of my friends is being put through the mill for no other reason, that I can see, than politically motivated jealousy. I'm sad that British teams may have to face a demanding series of competitions, this year, without the assistance of the man who knows more about winning international events (on a team basis) than anyone in the world.

It took ten years for Captain Dreyfus to be cleared. I hope it doesn't take Brian Milton that long.

**Tony Fuell,
Brighton.**

Dear Editor,

Thank you for the opportunity to comment on Tony Fuell's article. He is of course entitled to an opinion and I certainly wouldn't want to deny him that but I must correct one or two errors and omissions due, no doubt, to the fact that Tony was not at the AGM. He did not hear the two hour debate between members on the Saturday in which Brian took a full and very active part. A further debate took place on the Sunday when the whole subject was aired in great detail once again.

Brian has not been stripped of his position within the BHGA. Some weeks before this event and entirely unconnected with it, he had told a number of people including the Secretary that he was resigning as a Council Member and Editor due to pressure of work. At that time I said I would not take any action until I heard directly from Brian of his intentions. I heard nothing. When the Newton Aycliffe problem arose Council were made aware of it for the first time at a meeting on the Saturday morning prior to the AGM. As Chairman, I spoke to Brian privately with the Secretary in attendance and said that I had heard he intended to resign as Council Member and Editor and, before going any further, I needed to know his intentions. Brian stated quite clearly that he was resigning and he confirmed this to Council. Council decided, after hearing his explanation, that, in spite of his resignations, they would in any case also suspend him as Chairman of Competitions Committee pending the results of the Enquiry. It was over a week later (after my statement had been sent to *Wings!*), that I received a letter from Brian in which he said he wished to withdraw his resignations. In view of Brian's publicly declared resignations, his position on Council was filled at the AGM by Howard Edwards and Mike Hibbit was asked to edit *Wings!* until a formal appointment could be made. Derek Evans was appointed Chairman of Competitions pro tem.

Relationship between BHGA and Flight Promotions

Yes, a contract existed part of which states that no benefits of any agreement may be assigned without the written agreement of the BHGA. Council was not kept informed of the negotiations apart from a brief comment by Brian in November to the effect that he thought he had a major sponsor but could give no details until mid-January.

"Newton Aycliffe THOUGHT they were dealing with the BHGA".

"error of judgement".

"finders fee of £5000".

These phrases are often attributed to me, in fact they were used by Brian in his statements to Council and the AGM. He also admitted that, "In conducting a fan dance to attract sponsorship I blurred the edges".

Council, with the endorsement of the AGM, has taken note of the allegations against Brian and his own very full explanations. We have established an official enquiry to get at all the facts. We have already acted on Brian's resignations and we shall decide what further action, if any, is necessary when the enquiry is complete.

I hope the rumours, allegations and innuendos will be kept to a minimum until the results are known but one thing must be made clear. Brian was given the opportunity to make a full statement in the same issue of *Wings!* which carried my statement. He declined that offer.

**Roy Hill
Chairman**

Trike/Hang glider Accident — Report

The Accident Investigation Branch of the Board of Trade have released a bulletin in Flight Safety Review as a result of their enquiry into Dave Jones' hang glider/Trike accident of December 21st, 1980. The report states that a highly banked manoeuvre led to sideslip & possibly loss of airspeed. The recovery from this produced loads that exceeded the design strength of the glider, buckling one cross-boom and deforming one leading edge. No conclusions are reached by the inspectors other than can be gleaned from the evidence.

In an effort to produce some good from this accident the BHGA's Airworthiness and Chief Accident Investigation Officer have produced this report. It must be stressed that there is no way of knowing the true cause of any accident for certain, nor what the pilot's intentions were in the case of a fatality, particularly during radical manoeuvres.

- 1) It is likely that turbulence contributed to a partial or total loss of control during a rolling/climbing manoeuvre. Some light thermic activity was reported beforehand. A free flying site directly upwind reported loss of soaring conditions and rough air at a similar time. Generally it was smooth with some thermals, as at accident site. Calculations made indicate that prop-wash from a previous upwind manoeuvre could have drifted downwind to the point where the pilot embarked upon a rolling/climbing manoeuvres.
- 2) Gradient or wind shear could have contributed. Particularly on clear sunny days with cold air-masses, strong inversions set-in, reducing the depth of convection from mid-day onwards. The inversion level itself generates shear turbulence between upper and lower winds. It was a clear sunny day. A downwind climb *did* lead to eventual loss of airspeed.
- 3) A sudden pitch-up from a wing-low, nose-low attitude resulted in excessive loads building up on the (low) wing. A cross-boom failed in Euler buckling and there is no evidence of a premature failure. A wing leading edge 'set' indicating colossal loads from sail tension. The aircraft was capable of taking 4.75g in symmetric flight at its all up weight. Calculations made indicate that for a short duration, loads equiv. to 7-8g symmetric were put on one wing, during the pull-out. Prior to this a large barrel roll—140° wing-over was executed, very smoothly. Loads of 2½-3g and speeds of 55 mph + are necessary and give little margin for error.

The following notes are worthy of attention — if you fly *any* ultralight. Never underestimate thermal turbulence effects on low speed, low wing loading craft during high banked manoeuvres. Always know where your prop and wing wake turbulence are likely to be when manoeuvring in one area for some time. Always work progressively upwind and exit danger area upwind, allowing at least 2 mins before re-entering (turbulence can be assumed to drift downwind and due to gradient gusts is likely to break downwards as it drifts). Even when straight and level propwash is very nasty stuff at close range (less than 200 yds:15 secs).

Climbing through the inversion level, or a gliding descent through it can gain or *lose* you airspeed due to the altered wing strength and direction. This is sometimes accompanied by slight turbulence. The change in airspeed is the dangerous one and has contributed to other aircraft either stalling or exceeding VNE (never exceed speed). Be aware of sudden wind shear — also likely ahead of storm/cold frontal action. When climbing (or turning) through normal wind gradients, downwind, expect a reduction in airspeed.

Loss of control for whatever reason can lead to very high loads building up during recovery — on any aircraft. Sideslips can allow a rapid build-up of airspeed, similar to luffing dives. Know your aircraft and its design limitations with respect to your flying ambitions and the prevailing conditions. Take advice on the capability of your hang glider and yourself. Together, your experience and the weather may mean an older glider requires more skilful handling to avoid control and stability problems. Don't assume you can cope with anything.

The addition of power to a hang glider in the form of a Trike is considered fairly innocuous compared to previous methods. However, during manoeuvres more 'g' can be pulled than unpowered and more speed can be built up. Together with the increase in overall wing loading this can effectively reduce the structural safety margins. Commensurate with this, the power alters the way we tend to fly — compared to the structures of having to soar to maintain height. Be aware of this and monitor your actions during and after flying. Hang gliders are continually being broken due to radical flying and/or aerobatics. Designers cannot possibly produce a machine that is unbreakable without large increases in weight. All aircraft have limitations and it is up to the pilot to enforce these — the philosophy of flying requires a certain degree of respect for the basic assumptions made during design. If you do not have an aerobatic aircraft, don't do aerobatics. Then, gliders will stop getting heavier and heavier. If you do intend to fly radically, then choose your aircraft specifically and even have it modified. Use a back-up system. This also applies to dual flying and flying in bad turbulence. So many more things can be done with a powered aircraft that the philosophy of flying should be well understood.

Dave Jones was a pilot with good experience and above average ability. With less than these credentials it can easily get you too. Don't take chances with fate.

Report On Microlights From The AGM

The Group discussed various aspects of hang gliding and microlight aviation. It now generally felt that BHGA should not concern itself with the day-to-day running of microlight aviation or the negotiations with the CAA with respect to airworthiness and pilot certification. It was also felt however that because of the large area of overlapping interests and in view of possible future developments in training, hardware and other areas, that there should always be links between the two organisations.

Annex to Report of Microlight Discussion Group
The aspects of common interests discussed by the Group were as follows:—

- a) **Training.** Due to developments in training by Edwards the possibility of doing part of ab initio training for hang gliding person on powered hang gliders looked promising.
- b) **Aerotow Launching.** Developing an aerotowing microlight was thought to be possible with current technology.
- c) **Advanced Training.** Teaching ridge soaring, thermalling and XC navigation in a dual powered microlight similar to the practice in powered gliders is now possible with the latest microlights.

BONDED MOTOR MOUNTS

Following last month's report of a Trike/Lightning mid-air engine displacement, Southdown Sailwings have asked me to point out that the Trike referred to was not a Lightning Microlight and that they use only 'bolt through' type motor mounts.

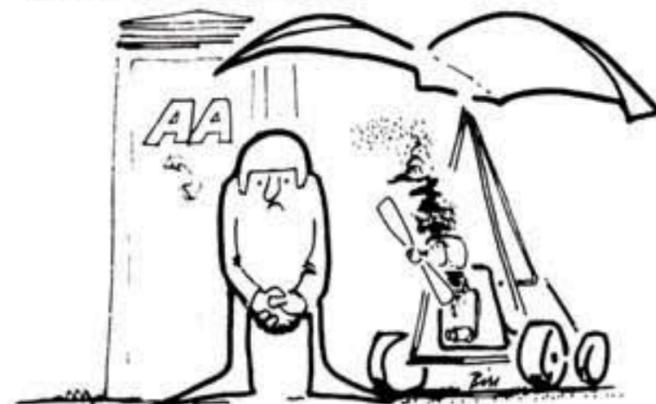
PTERO. PROP. LOSS

It appears that the Pterodactyl that suffered the loss of its propellor (P.P. — last Wings!) over Sittingbourne was fitted with a very doubtful engineered reduction drive, part of which also arrived on someones roof with quite an impact. Don't put *Ironmongery* on your microlight; if you're going to modify your aircraft treat it as one and engineer the design, using materials and methods of fastening suitable for the job. A little knowledge can be dangerous so ask, ask, ask and treat impartial criticism as valuable.

MEMORIES OF I.O.W.



Doubtless to say there will be more news from the I.O.W. Meet next month.



... Glider Rider man Tracy Knauss imported a British Trike recently but has, apparently, not been impressed with it so far. Friends of Tracy have had some hairy experiences on it with bits falling off all over the place ...

SMALL ADS

All small ads should be sent to Silvia Howard, Commercial Editor, *Wings!*, 4 Somerwood, Rodington, Nr. Shrewsbury, Salop. Ads sent to any other address will be redirected and therefore delayed.

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.

HIWAY CLOUDBASE. V.G.C. Good first glider with which I have made flights of up to 45 mins. Phone: 061 973 4085.

SIGMA 12M. White with red trim. Low air time. Must sell. Possessed by Demon. £400. Dave Weeks, Keswick (0596) 72315.

AVON SWIFT 22m. Suitable beginner. Good soarer in excellent condition. Offers around £125. Phone: Llangennech (0554) 820404.

Large **EMU.** V.g.c. Bargain at £225 ono. Phone: 01-359-1940, early evenings.

Large **SKYLINE.** Black/white/red. Lovely colours. Complete with all accessories, C/T fairings etc. Gentle enough for P1, with thermalling characteristics more than enough. Very good condition. £250. Budget forces sale. T.R. Yeomans, 76 Crispin St., Rothwell, Northants. Phone: Kettering 711054, after 6 p.m.

SKYLINE. Medium. 5 hours air time. Excellent condition. Breakdown model. Can deliver. Stoke-on-Trent 657160. A. Pearson.

Hiway **SKYTRIKE**, 160 cc. Reliable, good runner. £625 ono. Tel: 0772 600582.

SCORPION S & B bar for the big guy. Stored indoors and not flown for two years. This beautiful glider is still flat tuned. £275. Folkestone 76856.

WILLS WING XC220. Good performance for the heavier pilot. Rigs prone or seated. Test flight available. £225 ono. Tel: 0642 762040.

ATLAS, blue and white, good condition. £495. Howard Petith, Swansea 25678, ext.7059 or Secretary, ext.667.

SIGMA 12M. The bargain of the year. £375; and the 'Atlas Express' '78' give away price £161. Phone: Reading (0734) 21481.

MIDAS SUPER E kd new multi-coloured sail, cross-booms L.E.'S, A frame, £250 ono. Clifflands Cottage, Southward Lane, Langland, Swansea. Write giving telephone number.

SKYHOOK SAFARI. Immaculate condition. Flown twice only. £500 including prone harness. Tel: North Weald (037 882) 2227.

FOR SALE. Large **CUTLASS.** £550. **MIDAS Super E,** £200 ono. Both excellent condition, ring Kidderminster 515884 (evenings 5-8 p.m.).

CHEROKEE 185. Superb condition. One of the last built by Roland Lewis-Evans. One of only two built with a special sail. White with red and orange. £375. Kevin Emery, 0722 331185.

CUTLASS, large, bargain £520, only flown for 2 weeks in France. Unfortunate personal circumstances force sale of mint kite, also Arbee audio/vis vario £85 and **Skyhook** throw away design parachute on prone harness £180 onos. Tel: Haverfordwest 4095.

McBROOM LYNX. Nice condition; suitable P1. Rigs seated/prone. Includes seat. £120 ono. Tel: 01-997 8570.

BALL 500H vario and **THOMMEN** altimeter mounted in streamlined pod c/w twin battery banks and in-flight changeover switch. 'Instromount' mounting. £150 complete. Tel: 0772 600582.

SIGMA FLOATER 195. Pleasant handling intermediate. Nearly new. Low air time. White, red and yellow sail. £495 ono. Plus **CIRRUS 3.** Classic high performing intermediate. Good condition. New airframe and bottom rigging. £150 ono. Phone: Mick, Petersfield 2359.

VORTEX 120. Very good condition. Only 30 hours flying time since new. Never pranged. Prone rig. Tel: Dave, Berkhamsted 74868.

SAFARI (medium). Good condition, triple deflexors, breakdown leading edges. Flies very well. £350 ono. Tel: Tideswell 871092 (evenings) (Derbyshire). Free accommodation provided near excellent sites for weekend of purchase.

Medium **SILHOUETTE.** Beautiful sail, good all round performance, excellent condition, bargain at £420 ono. Tel: Billy, 051-525 6485.

EMU, small, with B bar, clean and pretty sail; owned by one careful lady pilot. £295 ono. Cardiff (0222) 499773.

VECTOR large. Immaculate, never bent; beautiful, clean blue/gold sail; prone only; superb performance for only £145. Disley (Cheshire) 2390.

CHEROKEE Medium. Good condition; attractive sail; goes up very well! £350 ono. Jenny Ganderton, 01-584 5000, ext.3046 (work); 01-567 9014 (home).

STORM Medium. Good condition. Knows how to XC. Typhoonitis forces sale. £450. Ring Dave on 0202 511848 (Bournemouth).

COMPANIONS WANTED for H/G holiday. UK/Europe. July 4th-19th. Share costs. Phone: 0271 77049.

MOYES SP MAXI, orange, complete spare airframe, triable, very good condition. £125. Silly cheap, but genuine sale. Phone: (01) 460 7762 (evenings).

COMET 165 for sale. White, with red leading edges, quick rig system. This is the one that won every event in the manufacturers' camp. Present pilot needs a larger glider. Must sell quickly so only £695 but any offers considered. Ring: Pete Hargreaves, 0325 313341, ext.321, office hours.

GRYPHON: late III. Beautiful condition with clean sail. Spare uprights. A well-cared-for, thoroughbred machine. Must sell, £200 ono. For details phone: Chandlers Ford 63596.

CYCLONE 165. Only 3 hours airtime. £325 ono. Phone: Mike, Winslow 2586.

CHEROKEE 200. Blue, white. Good flyer, reasonable condition. £325. Write to Ken Wilkinson, 43 Alma Court, Alma Vale Road, Bristol or phone: 0272 313697.

Large **SUNSPOT**, good condition. Flies seated or prone. £250 with seat. Would p/ex for medium Silhouette/Storm or similar glider. Bob Dunthorn, Aberdeen 877899 (home).

CHEROKEE medium. P1. Later type cross boom assembly. No evil centre box bolts. Fibre glass, battens. Factory inspected, tuned. £425. Harry, Tidworth 3480.

Selling up! **CYCLONE 180** £285. Prone harness £35. Parachute £150. Colver (5xc) £65. up mosquito, as new. Offers. Jerry Robinson, 06962 3531 (Yorkshire).

FLEXIFORM SPIRIT (large), 11 to 17 stone pilot. Beginner to intermediate, seated harness, good soaring machine, must sell, hence £205 ono. Phone: Rugby 77048.

LIGHTNING 195. The revolutionary new glider. 2 hours flying only. Absolutely unmarked. Genuine reason for sale. £675. Phone: Huntingdon 72225.

ATLAS 18 (large). Breakdown, 10 months old, excellent condition. Custom yellow & black sail. In tune, checked. Upright. £600. Loughborough 61246.

Hiway **CLOUDBASE.** Super de luxe. 20 ft. cordwise battens. Very easy to fly. £100. Phone: Newmarket 61957.

VORTEX 120. Test flown once only. New harness, unused. Full length metal roof rack support. Long illness forces sale. Phone: Northampton 845058 (evenings).

V.W. CAMPER, Holdsworth conversion in 1976 (used only in summer). Radio, cooker, tow bar. L.H.D. P regis. New house and baby force sale. Gift at £750. **SAFARI** medium. Good. £365. Greg Stokes, Brierley Hill 73825.

MOONRAKER '78 Medium. Excellent throughout. Multicoloured sail. Nicely tuned. Superb performance. Suit 11-12 stone pilot (P2), £200 only. Bob Wishart, Bristol (0272) 621861 (evenings and weekends).

HANG GLIDE IN KITZBUHEL, AUSTRALIA. Famous centre for hang-gliding. School and factory nearby run by Christian Steinbach, former world champion. Fully furnished Tyrolean-style chalet-apartment to let. Set on sun-drenched plateau with spectacular views. Sleeps 4. Only 1½ hrs. drive from Munich. Telephone: Bagshot 73262 or Ballywalter 388.

FOR SALE. WASP FALCON IV. Good condition. Opportunity to test fly. Any offer considered. Tel: Basingstoke 26298 or 29211, ext.256.

SIGMA 12M. White, orange tips, red trailing edge. Approximately 30 hrs. flying time. Excellent buy at £475. Tel: Greenham (Somerset) 672046 (and keep trying!).

If a **VULCAN** you wish to fly. Come and give my one a try; I wish to sell my trusty kite, And at a price that is just right; Contact me without delay, Then we can both go out to play. Phone: Colin Lark, Dursley (0453) 46592.

CYCLONE 180. 18 months old high flyer in good condition. Comes with spares of flutter free sail. Urgent need of greenies, therefore £295 secures. Woking (Surrey) 22204.

SKYHOOK CUTLASS. Large, never bent, excellent condition. £575. Ideal for trike, delivery arranged. Derek Austen, Hythe, Kent, tel: (0303) 69005.

Caroline de Glanville's small **ATLAS** is exceptional of its kind — an outstanding thermalling glider in very good condition. Ideal for P1 and over — reluctant sale is forced. £485. Brighton (0273) 779420 (evenings). Test flight may be arranged.

SUSSEX COLLEGE OF HAND GLIDING, 18B Queens Rd., Brighton. Teaching, prone and top landing. Spares, repairs and sales. F.L.A.C., Hiway, Sigma new 12 metres £350. Lightweight minifloater and floaters £575. Brighton 609935/24151, ext.171.

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BRAMWOOD GUEST HOUSE, 6 miles Hole or Horcum, 16 miles Sutton Bank. Bring the family, they will enjoy Pickering while you enjoy your flying. Storage for hang gliders. AA listed. B & B or BB & EM, 19 Hallgarth, Pickering, N. Yorks. Tel: 0751 74066.

COMET at BAILEY'S Y.H.G.C. Test fly or any other 81 hang glider. Free tuition and after-sales service from Robert Bailey, 2 Denton Avenue, Leeds 8. Tel: 662518.

DRAWINGS and CONSTRUCTION notes for WING WAGON (trike power unit for hang glider). 123 lbs. thrust. Total weight 78 lbs. Send £5. Large quantity of **LORD** antivibration mounts available (bolt through type), ask for details of discount on large orders. Also available McCulloch 301 engines. S.a.e. for details. Ernie Patterson, 95-97 Killyleagh Road, Killinichy, Co. Down, BT23 6TR.

WINGS! BINDERS. Several members have written or telephoned recently to complain that, when writing or ordering binders from "Livingstone Promotions" they got no response, even in cases where cheques have been sent. I phoned Anna Blemings to find out what had happened. She confirmed that there was an intention to resume the supply of binders and that orders would be fulfilled. She agreed to insert a small ad in *Wings!* telling members what was happening. This item was supplied to Sylvia Howard, Commercial Editor, at the same time with a request to print it IF she had not received the small-ad from Livingstone Promotions. Anna Blemings can be contacted on Herstoncoaux 3436. Chris Corston (Secretary)

SCOTTISH GLIDING UNION. Your "Brothers-in-Law" offer 5-day courses from £75 at Britain's premier soaring site. Ring or write for a brochure: S.G.U., Scotlandwell, Kinross (059 284) 543.

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TRIKING, cross-country, or ridge soaring? You need an **ALTIMETER.** Buy the best. The Thommen 1,000 and 2,000 or the Diplex. Phone: Huntingdon 72225.

SOUTH WALES HANG GLIDING SCHOOL offers inexpensive accommodation, excellent tuition, lovely hills, gliders sold/loaned. Telephone: Michael Adam, Ynysowen (0443) 690787, 67 Cardiff Road, Troedryhiw.

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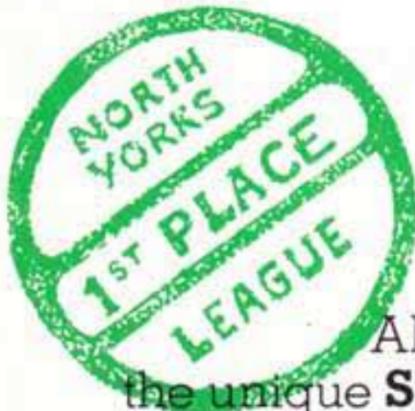
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