



Wings!

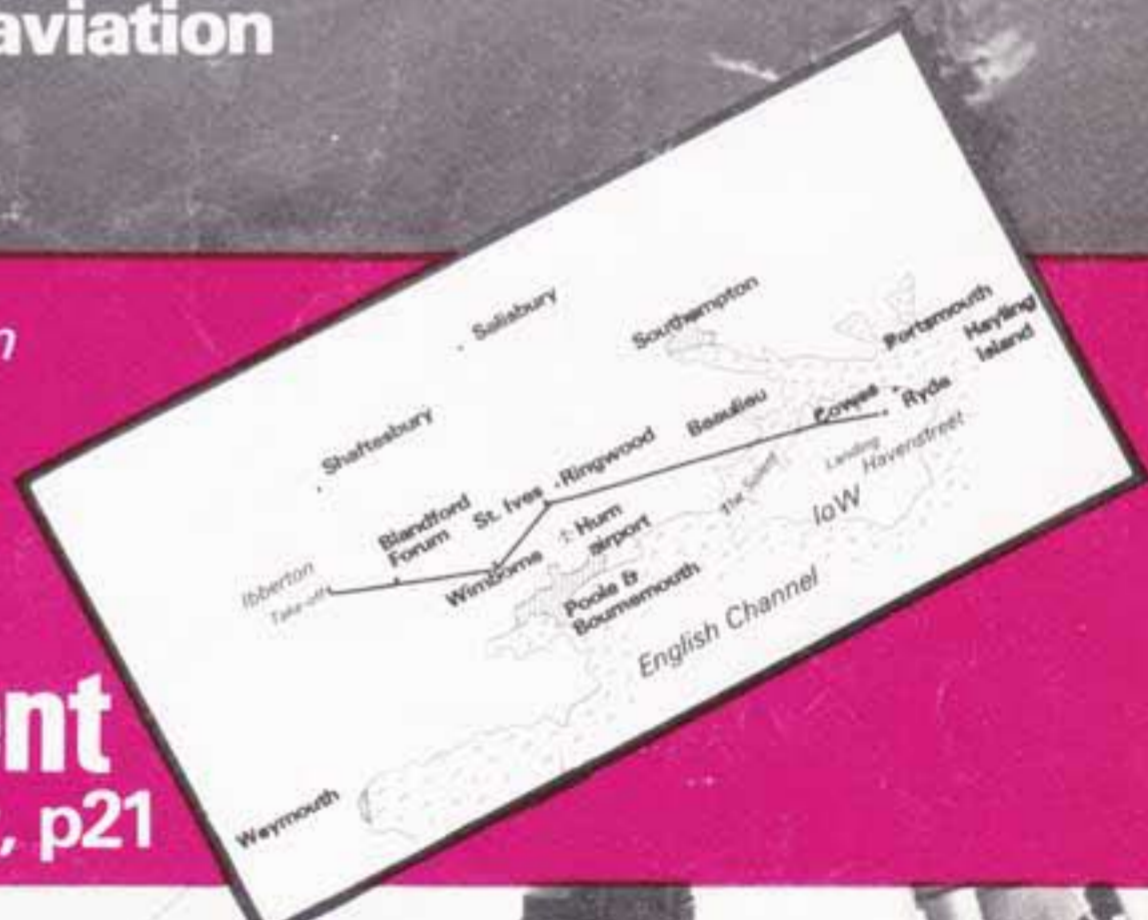
OCTOBER 1981

60p

At last... a failsafe parachute for all branches of light aviation — story page 2.

Magazine of the British Hang Gliding Association

One flew over the Solent
— three mile glide over open water, p21



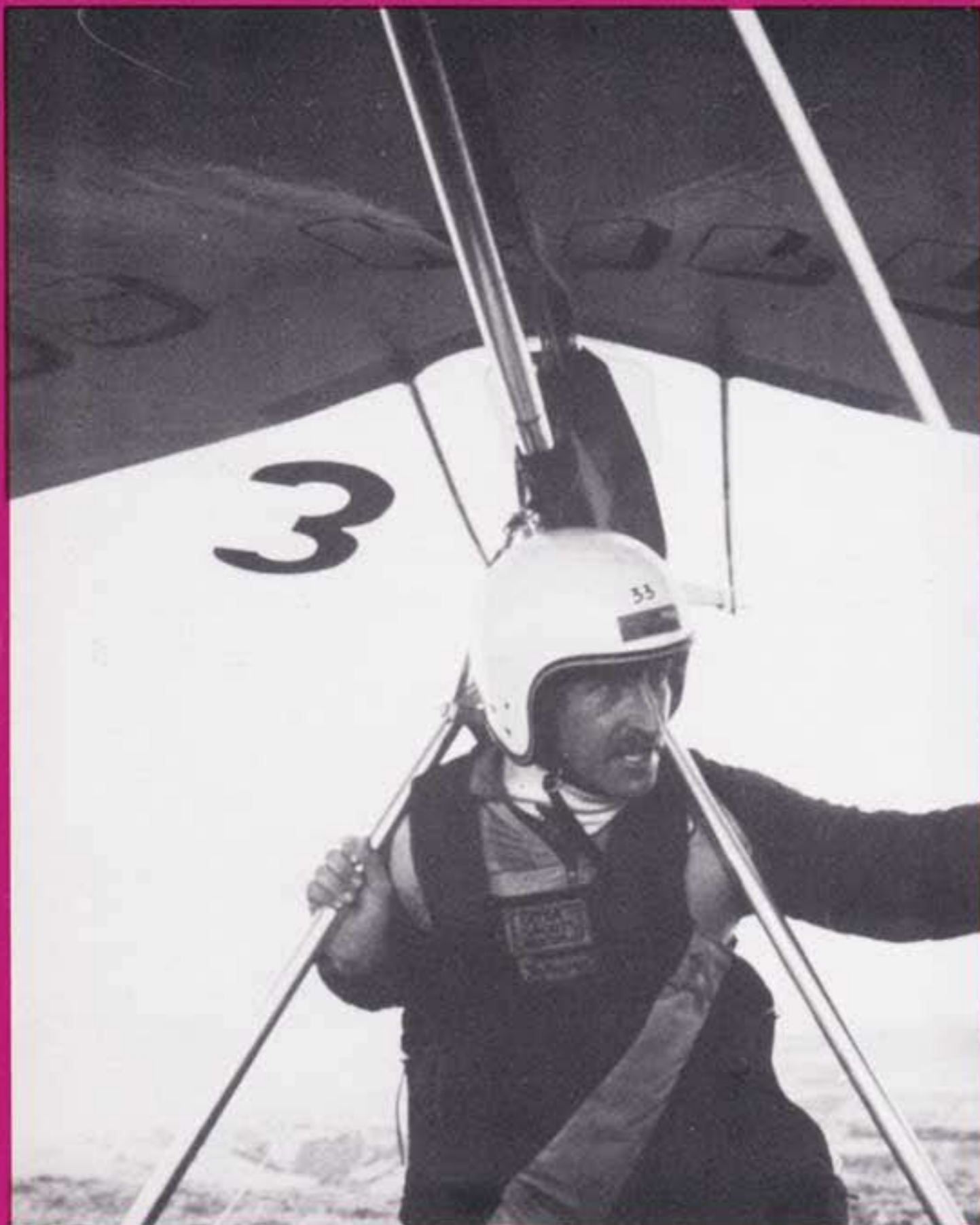
Two flew over the Channel

— wearing kilts and playing bagpipes! page 2.



Johnny's amazing

month!



September began for Johnny Carr with a superb 53-mile XC which made him King at Clubman's Mere.

Then — already selected for the British team for this month's world championships — he gave himself the best possible send-off at the Abergavenny League when he pipped them all to become

.....

BRITISH HANG GLIDING CHAMP

By Derek Evans

BHGA Competitions Chairman

AT very short notice Chris Johnson "volunteered" to set up and run the League Final in the Abergavenny area.

And with considerable help from his wife Alison, Ewart Jones, Martin Hann and John Ievers, the stage was set for a fascinating battle for the League Championship.

Many thanks to you five for making it all possible — I hope you will host us again.

It was fascinating because only 100 points separated the top six pilots at the outset and only 200 points covered the top thirteen. Would Graham Hobson hang on to his slender 30 point lead over Johnny Carr or would the dashing Andrew Wilson surprise them both with his first League?



FINAL

Pictures by
Mark Junak

Graham Hobson has flown brilliantly this year following his individual success in the 1980 American Cup — he has won two Leagues, been runner-up in another but did not take part in the Lakes League.

In missing that meeting he then had to fly in lower seeding groups until the fourth task of the Pennines meet he got into the top five.

He then came up against Johnny and Graham won that heat!

Johnny on the other hand had been there or thereabouts all season, third in the Lakes, second in the Dales and has always been up amongst the leading pilots after the North Yorks meeting. Similarly Andrew Wilson has always been in the top two heats without winning an individual League. His brilliant sixth position in Owen's Valley at the first attempt would surely boost him for this League Final.

But what of Bob Calvert? — what did he have in mind, lurking down there at sixth place exactly 100 points behind the leader! He came armed with a large Airwave Comet, a ton of ballast, a book full of theories and enough determination to dispose of all five above him. The positions at the start were as follows: —

1. Hobson, 1115 (Demon);
2. Carr 1085 (Comet);
3. Wilson 1049 (Comet);
4. Bailey 1048 (Comet);
5. Freeman 1023 (Typhoon);
6. Calvert 1015 (Comet);
7. Slater 984 (Comet);
8. Hughes 968 (Comet);
9. Harrison 947 (Demon);
10. Ellison 945 (Demon).

Turn page 

continued

If two tasks a day proved possible there would be 600 points to go for and any one of these aces had a chance of winning. The first task in a three-day league is always a wind-up and one almost had the feeling that the first at Merthyr Common would decide the entire Championship. In the event it provided all the drama of a Hitchcock thriller as a gusting cross wind gathered strength and the heats went off on a 2½-mile ridge race — only the marshals enjoyed this one!

The first two heats got back safely averaging 13/14 minutes flying time, with Pete Hargreaves and Mark Southall notching up 100 points apiece. Tony Beresford won the next in 10.46 but Graeme Baird had to turn back in the rough conditions. Another pilot lost it and landed out and then the League leaders' heat took off. The winner's time was 9.33 but disaster for Graham Hobson and Robert Bailey — both were taking extra chances close to the ridge in the rough, crossing wind and resulted in Graham's kite being impaled on a tree and Robert being downed in the valley.

Zilch for each of them, and Johnny Carr leapt into the lead. Bob Calvert's heat followed and he lost two of his opponents to the valley floor before scoring 100 points in front of Tony Hughes and Graham Slater.



Thankfully, Graham was not hurt but his kite was a virtual write-off — in one task the League Championship had been blown wide open as Hobson and Bailey slipped into 4th and 6th positions.

Michel Carnet recorded the fastest time of 8.03 on the English version of the American Comet aided by his now infamous "French (hang point) Connection".

Retrieval problems delayed the start of the second task and as the wind eased right off, we had to settle for the old faithful of Duration and Spot. Johnny Carr and Andrew Wilson retained their first and second positions but Ron Freeman on his Typhoon and Graham Slater had two very good wins and slipped into third and fifth, making a neat, but unsavoury, sandwich of Bob Calvert.

Tony Beresford on his Demon had another win, narrowly beating Chris Johnson, and ended the day leading the field for the Abergavenny trophy. John Duncker very generously lent his large Demon to Graham Hobson but poor Graham was not at home on the borrowed kite and he dropped to sixth position, 102 points behind the leader.



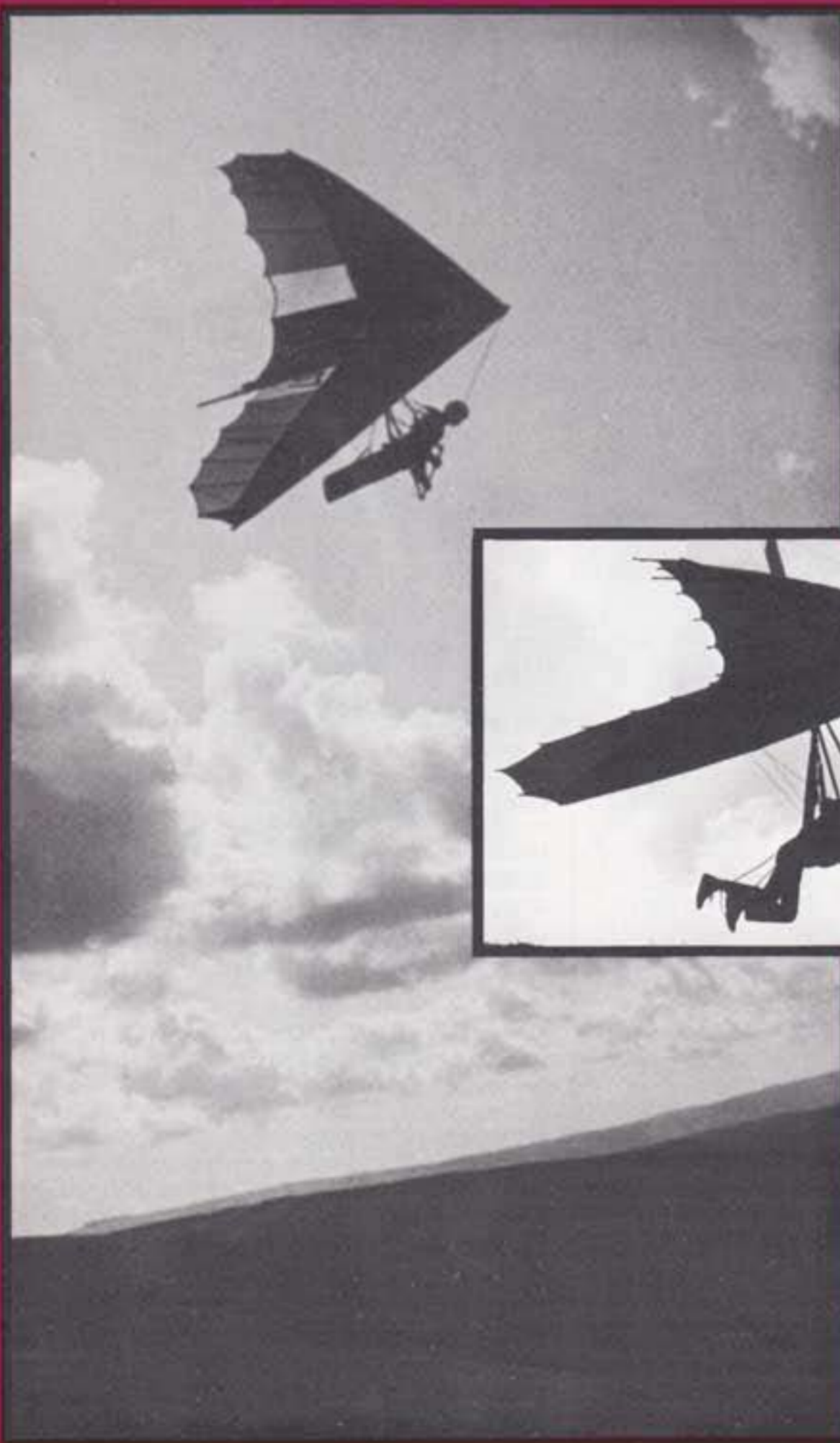
Saturday's weather was a little kinder and in some light wind conditions we got in another two tasks at Merthyr Common. Still only 100 points separated the top six pilots — Carr, Wilson, Freeman, Calvert, Slater and Hobson in that order — and a good win for Johnny Carr in a Speed Range and Spot task took him into a comfortable 87 point lead. Bob Calvert took over second place, and Tony Beresford continued to lead the competition for the Abergavenny Trophy.

Task four was a beauty, for some. Thermals were popping by early afternoon but not with any great regularity so the pilots were asked to fly straight out into the valley, timed from take-off, where they passed through a "gate". Maximum duration was then the aim with a 30-minute limit to touch down but, during that period, they had the option of going cross-country, minimum 10Ks to score.

The XC result took precedence over the duration task which meant that if only



Johnny Carr, left, and Andrew Wilson, tête-a-tête and still first and second after two tasks



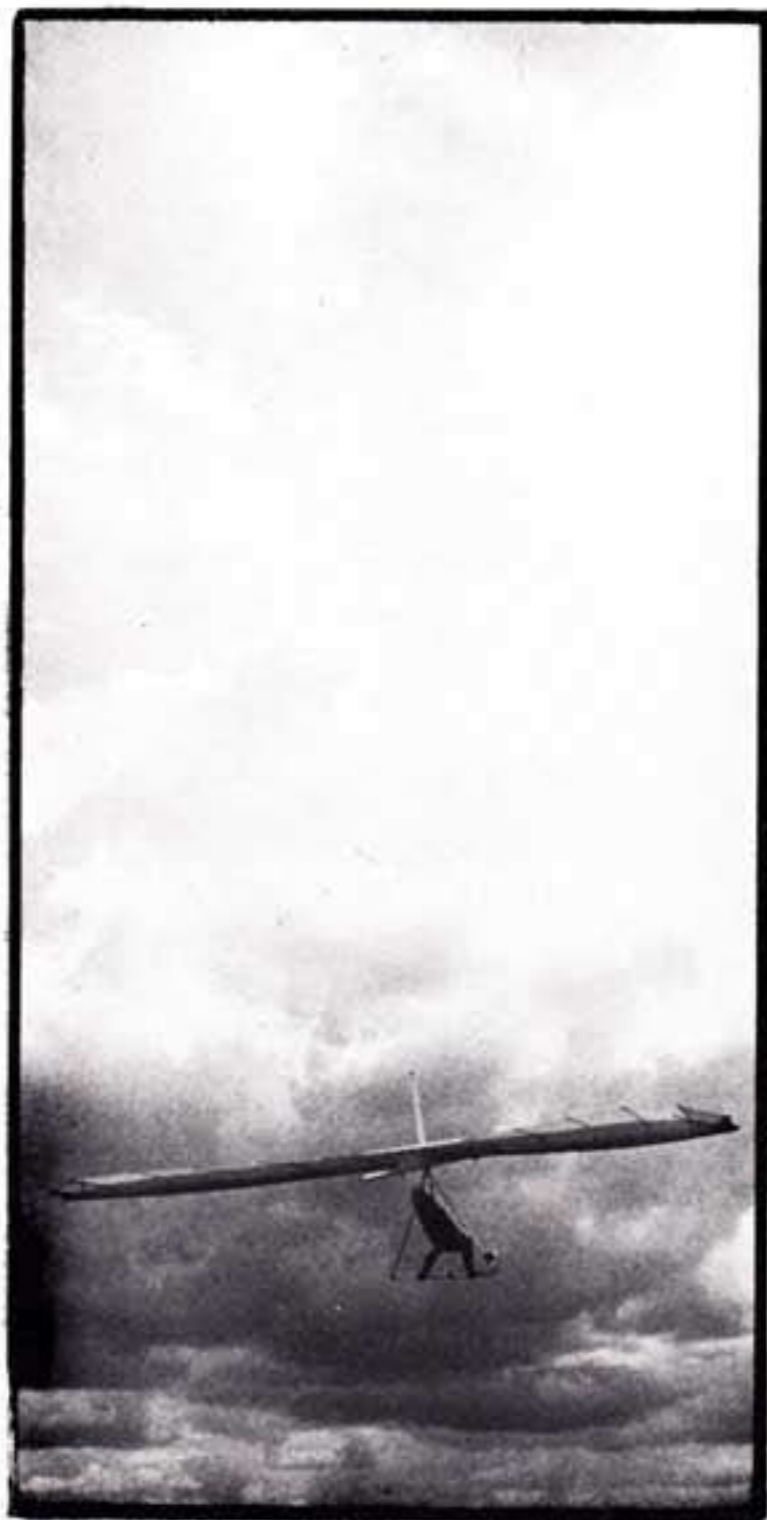
Mark Silvester — placed 18th on his Sabre



INSET
Comet take-off at twilight



Above and below... Michael - Carnet - 4th at Abergavenny - demonstrates his "low drag" flying profile



Bob Calvert - switching to a Comet after his poor showing in the Pennine League

Of Scots, scotch and scotched!

one got away he would win the 100 points. If you were still in the air after 30-minutes, you had to go XC or you had blown it and zilched!

In the event, only six were able to go for it, two of whom failed to do the minimum 10Ks and four others zero-ed out by taking more than the maximum 30-minutes to get down.

It was great to see Chris Johnson on his home patch do a superb 43.5K flight with Sandy Fairgrieve not far behind, and I am sure even the most hardened competitor did not begrudge our over-worked league organiser this successful flight.

Duration times varied from five minutes to over 30 so nothing was certain and Andrew Wilson took over second spot by winning the aces group with a margin of 15-minutes! Tony Hughes blobbed out in the second group and his 100 points took him into the top five for the first time in the weekend - third place.

Johnny's lead had shortened to 68 points and a new name was emerging in the fight for the secondary competition, the Abergavenny League Trophy. Donny Carson from Inverness had started snapping at Tony Beresford's heels, aided and abetted no doubt, by his "team manager" Charlie Mac-something-or-other.

What a great pair those two are - I hope they keep coming back for more.

Saturday evening usually sees a continuation of the competition in one form or another and this one was no exception. Chris Johnson had laid on a party at the Lamb and Flag and it soon became clear who was not in contention for the League Championship!

An ugly rumour suggested it was Audrey Evans who started frisbee-ing the beer mats, but I'm sure it was really another of those failed Scottish rebellions.

As the evening drew on, most seemed to have persuaded themselves that there was a beneficial relationship between beer, ballast and speed runs.

Sunday dawned bright and clear, for some, and again it was Merthyr Common for the final deciding tasks.

Calm conditions at the start meant a duration and spot competition with a 15-minute maximum, the nearest flight time to the maximum being the winner - no penalty this time for exceeding the 15-minutes.. Nothing was moving in the valley for the first six heats and only a few seconds separated the competitors' times.

Tony Beresford slipped up with a fourth place and Donny, the flying Scotsman, overtook him with a good second to take the lead for the League Final Competition. This comparatively serene task then exploded as a vast cu-nim came through for the benefit of the last two heats.

John Fennell sailed over the marshals' heads shouting "Oh dear" or something, as he yawed in the downdraught and then proceeded to wop his heat and thus secure his position in the League for another year.

The last heat to go was the leading group - Carr, Wilson, Hughes, Calvert and Slater - and what a spectacle it was! Johnny and Graham somehow just missed the best of the lift and it was then a three-cornered fight at cloudbase, up among the wisps as Charlie would say, in the driving rain.

15-minutes was easily attained but great skill would be needed in getting down in those conditions in the closest time to the 15-minute deadline. It was the Old Master who eventually triumphed putting his Comet down only three seconds adrift with Tony Hughes and Andrew Wilson only 14 and 48 seconds away respectively. Bob Calvert was making his "charge" and had slipped into third place, 22 points behind Andrew Wilson and 63 behind Johnny.

And so, into the final task of the 1981 League Championship. The wind was blowing alternately 15 to 20mph during this task, off to the north a few degrees, and a race down the ridge was therefore set - outward bound, with the wind, would be easy but coming back was the problem as the Finishing Line had to be crossed above ridge level. Some heats were asked to cover the run twice, depending on conditions, to make it more meaningful and great skill was needed by all in judging the line to take on a very uneven ridge,

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Watching the heats go off

Auld Lang Syne...

the speed to fly at and, therefore, the height to maintain above the hill.

The battle for the Abergavenny League Trophy was settled in the first seven heats when Donny Carson won his group by 15 seconds over two runs of the course and Tony Beresford looked a probable second 45 seconds behind.

Michel Carnet had finished strongly with 200 points from the last two tasks, staking a place in the top ten and Dick Brown, on his new Typhoon, had his fingers crossed for 10th place. We saved the leading heat until last to savour the wind up for as long as possible and then asked them to fly the course three times in each direction, about 4.8 miles in all. At takeoff, and ballasted to the eyebrows, their positions were Carr 1424, Wilson 1383, Calvert 1361, Hughes 1350, Slater 1324.

What an amazingly close finish after effectively 25 tasks — if Johnny finished the course for a minimum 20 any one of the next three could win.

They took off about 30 seconds apart and there seemed to be little between them in the air — Johnny had some "steering" problems going flat out, and almost lost it in the rough stuff at the far end, but at last it was over. Just sixteen seconds separated the top four: Slater 10mins 4 secs, Calvert 10 mins 9 secs, Carr 10 mins 17 secs, Hughes 10 mins 20 secs, Wilson 10 mins 36 secs.

Johnny Carr had won the coveted Alvin Russell Trophy from the holder Bob Calvert by 43 points. Congratulations Johnny on a great season — a very worthy Champion! Commiserations to Graham Hobson who finished the season on a borrowed kite.

The Mainair Sports Trophy was awarded to the highest placed "newcomer" to the League — Andrew Wilson, and the Ultra Sports Trophy for the most-improved pilot, year on year, went to Ron Freeman.

Alongside the men this year, three women have been battling away against each other, flying the same tasks as the blokes, and they finally called it a day in the following positions: — Jenny Ganderton 1502 points, Natalie Wilson 1189, Judi Leden 1076.

Well done! — let's hope a few more join you next year and/or you can qualify in the XC League for a place in the National League.

The Old Master's final performance in the 1981 League cannot pass without mention — we asked Bob Calvert as the outgoing Champion to present the trophies to this year's winners and the result was hilarious. Only a peaked cap was needed to complete the Norman Wisdom image — what a comedian! His solo muppet show with the Cups was a great finale and had us all in tears. Bob, you are on my jobs list for next year!

Results Abergavenny top ten

1	Donny Carson		487
2	Tony Beresford	Demon	442
3	Graham Slater	Comet	440
4=	Bob Calvert	Comet	426
4=	Michel Carnet	Comet	426
6	Tony Hughes	Comet	422
7	Graham Leason	Typhoon	406
8	Johnny Carr	Comet	399
9	Trevor Birkbeck	Typhoon	387
10	John Hudson	Demon	383

Final table

1	Johnny Carr	Comet	1484
2	Bob Calvert	Comet	1441
3	Graham Slater	Comet	1424
4	Andrew Wilson	Comet	1403
5	Tony Hughes	Comet	1390
6	Graham Hobson	Demon	1382
7	Michel Carnet	Comet	1338
8	Ronnie Freeman	Typhoon	1336
9	Rob Bailey	Comet	1327
10	Dick Brown	Typhoon	1292
11	Lester Cruse	Typhoon	1279
12	Chris Ellison	Comet	1272
13	Graham Leason	Typhoon	1236
14	Trevor Birkbeck	Typhoon	1225
15	John Hudson	Demon	1207
16	Mike Macmillan	Comet	1202
17	Bob Harrison	Demon	1198
18	Mark Silvester	Sabre	1197
19	Peter Hargreaves	Comet	1191
20	Keith Reynolds	Lightning	1163
21	Donny Carson		1143
22	JohnStirk	Typhoon	1142
23	Tony Beresford	Demon	1133
24	John North	Demon	1132
25	Chris Johnson	Demon	1122
26	Steve Goad	Lightning	1121
27	Sandy Fairgrieve	Typhoon	1106
28	Richard Iddon	Typhoon	1073
29=	Mark Southall	Typhoon	1061
29=	Mike Atkinson	Typhoon	1061
31	Jim Brown	Sabre	1059
32	Mick Maher	Lightning	1013
33	Peter Harvey		957
34	Len Hull		948
35	Geoff Ball	Sealander	926
36	Roy Richards	Demon	925
37	John Fannell	Typhoon	899
38	Brian Milton	Typhoon	882

"Relegated"

39	Graeme Baird	Typhoon	875
40	Colin Lark	Demon	8044
41	Keith Cockroft		769
42	Bob England	Demon	579
43	Mick Pollard	Demon	547
44	John Duncker	Demon	456
45	Andrew Hill		427
46	Jeremy Fack	Demon	412
47	Geoff Snape	Demon	366
48	Brian Edmeades		332

Women's final League positions

1	Jenny Ganderton	Typhoon	1502
2	Natalie Wilson	Comet	1189
3	Judi Leden	Storm	1076
4	Ann Maclean	Atlas	3105
5	Sue Seymour		132

Beach landings and the law

Landing on crowded beaches could bring pilots in breach of air law.

This is the view of the Civil Aviation Authority following a complaint from a member of the public "narrowly missed" by a glider landing at Chideock, West Dorset.

At question is whether much-used beaches fall under the definition of "congested areas" where aircraft can not fly lower than 1,500ft.



John's Delta

John Stirk — the first pilot to gain his Delta Silver in Britain ...and all on one flight — was presented with his award by Dales Club Chairman Noel Whittall. John fulfilled all three requirements — duration, altitude gain and distance — on his European record breaking flight from Hawes to Hawick in April.



COMMENT

What's in a name?

READERS may have noticed a change in policy on the naming of accident victims under my editorship.

On the other hand, to judge by the general lack of comment, they may not...

However, a note to me from our Secretary, Chris Corston, suggests that this is as good a time as any to spell out my policy and the reasons for it.

Chris — my fullest respect to him — points out that the non-publication of names of accident victims is a "long-standing tradition" in aviation circles.

"Disclosure of names discourages the reporting of accidents and can lead to the ridicule of those involved."

It is not lightly that I take the decision to break with this tradition, but I believe the arguments for doing so to be overwhelming.



A number of things are certain when a hang gliding accident takes place. One is that our "dare-devil" image ensures disproportionate Press coverage of accidents.

The media in the big wide world beyond cosy BHGA circles are not bound by polite aviation accident reporting traditions.

Their bread-and-butter is telling stories about PEOPLE... and people have names.

So you have the crazy situation in which accident victims' names — and often a lot more — are revealed in the local and national Press while they remain strangely incognito in the sport's own news publication.

It is interesting to note, too, that club newsletters — which are themselves aviation journals — do not, by and large, follow the traditional code.

So should we publish just because they do? Is that not a negative reason for publishing names?



Well there are some very positive reasons too. The all-important one is the duty of Wings! to INFORM the hang gliding fraternity of events and news in the sport.

Suppose you have just returned from a pleasant week's flying as a guest of the Bogshire Soaring Club. You strike up a close hilltop friendship with a handful of Bogshire fliers and extend a warm invitation for them to come up any time and try the magnificent flying to be had on your own Ridge County sites.

You are alarmed and distressed to read in the next issue of Wings! that a leading member of the Bogshire club is seriously ill in hospital after a downwind landing. You wonder who it is but aren't phoned up the secretary to find out...it might after all have been him who crashed.

You have a right to know.

Names also lend credibility to accident reports. It is the difference between the credibility you would afford to a signed letter on an important subject dear to your heart and a clandestine anonymous missive that casts aspersions and makes allegations without its author having the guts to put his name to them.



Does having his-her name in print lead to the ridicule of the individual involved? This MAY be the case with a small minority of people. But who would not want to be big enough to swallow their pride and let others learn from their mistakes, if any?

And anyway, what is there to be ashamed about in having an accident? If I had one I would positively want my name published — I would want the maximum sympathy and best wishes of my hang gliding friends.

To pose a ridiculous example. In this issue it is reported that Graham Hobson wrote his glider off in the League final after hitting a tree. According to tradition, the report should have said that "a pilot" hit a tree and finished the League on a borrowed glider — and readers would never know just why the likely British champion slipped down the table at the last hurdle.

Stan Abbott

LATEST

Fatal crash

An 18-year-old trainee pilot was killed in an accident at the IBIS South Wales Hang Gliding School when he impacted with the hill side.

He was Andrew Redfern, from Sheffield. A full investigation involving Fatal Accident Investigator John Hunter and Training Officer Bob Harrison is under way.

This is the second fatal this year and the first ever of a pre-P1 pupil at a school.

Milton for US?

Former Wings! Editor and Competitions Chairman Brian Milton — dismissed by BHGA Council after the loss of the Newton Aycliffe sponsorship deal — is reportedly considering an offer to work for the United States Hang Gliding Association.

Danger

Beware — all Simond 10mm oval Spelo 1500Kg Karabiners have been withdrawn after breakages in use by potholers. They are marketed by Lyon Ladders, of Dent, Cumbria

FLIGHT BRIEFS

US Cup for UK?

Competitions Chairman Derek Evans has suggested Britain stage the American Cup next year as first move in plans to alternate hang gliding's premier competition between the countries.

Irish final

The Irish League final takes place on October 24-5 in the Newry area, with leading positions at September 4 as follows: Molloy, 1054, Rossiter, 601, Kirker 513.

Handbook

Copies of the BHGA's new Instructors Handbook by Ann Welch and Bob Harrison are available from Taunton office, price £2.50 including postage.

Next AGM

The 1981 Annual General Meeting of the BHGA will be held on March 21st, 1982. Members and clubs are requested to submit formal resolutions/proposals for the meeting to the Secretary by the end of December. This is to enable the printing in Wings! of an agenda with voting slips, in advance of the meeting.

Mere theft

Three pilots ate grub at a hotel in Mere and left without paying. They know who they are...and so do I. Pay up quietly and save the honour of the BHGA, AND, make sure we're welcome in Wiltshire next year.

Conference

There will be a Delegates' Conference in early November at Cranfield for school proprietors, manufacturers and two delegates from each Club.

VERY NASTY ROTOR



SOUTH East Wales HGC chairman Martin Hann has filed an airmis report after a close call with a helicopter.

The incident happened about 1,500ft. ATO at Merthyr Common.

"He was flying straight at me from the north west and obviously hadn't seen me.

"I did two highly banked 360s so that he did see me and he turned smartly right about 100 yards away. I was by this time heading north hoping that the turbulence wouldn't make me use my parachute.

"Fortunately there was none but I was badly

shaken and thought about landing.

"However I picked up another thermal which took me up to 3300' ATO, but only eight miles was available!"

Avon call the tune

Avon Club beat Thames Valley in the traditional XC duel — an "out and out go-for-it" contest.

Conditions were poor, with only one Thames flier leaving the ridge to make five miles. Four Avon fliers claimed about a dozen miles to take the comp.

**Keep
yer
hair
on
bonny
lad!**

ACHTUNG! 'FLYING' VERBOTEN

**Flight
report
fears**

Dear Ed,
I must congratulate the Northumbrians for retaining the Club Shield at Mere. As organiser of MERE 81, I must also take this opportunity to thank those members that did come forward and offer assistance in response to my request in August WINGS!

□ □ □

The comments I made in that article to the effect that, "The Northumbrians were the only team competing seriously", were made in the hope of creating interest in the event, and competitiveness between clubs.

I wanted a successful and reasonably well-attended event. Mere was successful and fairly well attended.

□ □ □

I apologise for upsetting an oversensitive Michael Mavin, from Northumberland, with my comments (see September letters, page 22). Not only did Michael get his facts wrong but he unforgivably put them in writing which leaves me with no option but to put the record straight...

"Dear Michael,

In answer to your indirect questions and wrong statements,

- I have flown a hang glider.
- I am not a member of the Southern Hang Gliding Club.
- I am not a Council member.
- I am impartial.

I am only a telephone call away, (0235) 834033, please ring me at any time if you require any further information or if you feel I can be of any assistance to your club.

Barry Blore
BHGA Principal Executive Officer.

Dear Stan,
I realise from reading Wings! that Barry Blore already has enough work to do but would like to appeal, through the magazine, for Barry to allocate some of his time to solving the problem of the equivalence of English pilots' licences with those on the continent, notably Germany.

I have just returned from one year spent working (and flying)

in Germany. I was lucky to be "adopted" by a friendly small club near Cologne, and flew all their sites regularly. However, on visiting larger clubs production of licences is required, and it is irritating to have your licence down graded to the status of complete beginner and only be allowed to fly after a lot of argument.

The German licences are Lernausweis, A-schein and B-schein. With Lernausweis you can only fly with an instructor present. Most normal pilots have an A-schein; about 20-25 per cent or so have a B-schein, and the very

best sites are restricted to B-schein only. The Germans, in their wisdom, have obviously worked from the top downwards, thus: B-schein equals Pilot Three, A-schein equals Pilot Two, therefore Lernausweis equals Pilot One.

I have studied their requirements for these licences and I am positive the comparison should be: Pilot Three does not exist (C-schein), Pilot Two equals B-schein, Pilot One equals A-schein, student under instruction equals Lernausweis.

Pilot Two requirements are closely comparable with B-schein requirements. Pilot One has a slight discrepancy with A-schein as they require a written test rather than a verbal one.

We do not have a learner's licence like their Lernausweis although perhaps that might be an idea to go with the temporary membership and "I have Flown" certificate ie. a Provisional Hang Glider Pilot's licence allowing people to fly under supervision of an instructor — if they don't quite make a P1.

I realise that perhaps all this will not seem very important to most pilots, but let them tangle with the bureaucracy in Germany and find how galling it would be to be told that P Two is not good enough to fly the better sites.

I would also like to thank Barry for the work he is doing on the C of A recognition in Germany and Austria — it really does matter over there.

Paul Haines
Sky Surfers Club,
Portsmouth.

Barry says he would be only too pleased to take on this extra responsibility and attempt to solve this problem. He requests that any member with relevant information or constructive suggestions contact him in writing before October 31 — Ed.

Dear Sir,
I was somewhat disturbed by the Flight Report on the Sea Lander which appeared in July Wings! and would be grateful if you would allow me space to comment on some of the points made by Mr. Jefferson.

1. I find no noticeable increase in adverse yaw associated with the Sea Lander over other gliders.

2. Pulling on speed does not make the glider more controllable, in fact I have found it quicker to turn when slowed down a bit.

3. The co-ordination of pitch/roll in 360s is very straight especially one with which the pilot is unfamiliar, I consider foolhardy.

5. I find the glider more ready than most to pull out of multiple 360s with very little weight shift required. I therefore find it difficult to believe Mr. Jefferson managed to induce a spiral dive.

6. If Mr. Jefferson considers the Sea Lander's sink rate to be the same as the Atlas, then should it not also be very similar to a Demon's?

7. Once one has become familiar with the glider it is very light and responsive to fly and in turbulent conditions has the best handling of any glider I have flown.

I suspect not many people outside the Avon club know of Mr. Jefferson or his ability as a pilot, but when one reads that he normally flies a Midas E, which has been out of production for over three years one wonders how familiar he is with modern machines.

Paul Henry,
Berkhamstead,
Herts

Many people ask why Wings! does not carry comprehensive flight reports — this letter illustrates just one of the many problems — Ed.



All letters should be sent to the Editor at 72 Hartley Avenue, Leeds LS6 2LP and should be signed and written CLEARLY on one side of the paper only.

Measuring XCs

Dear Stan,

In two different places, in the Wings! July issue, it was stated that Larry Tudor flew 181 miles on July 7, 1981.

Tom Kreyche, who has become the expert on measuring the length of hang glider flights in Owens Valley, gathered the facts from Larry and measured the distance. It was 165, not 181. Larry has not applied to the FAI for an official record.

It is recognised that Wings! and my very good friend John Hudson were given the 181 figure, and they naturally passed it on, and are not to blame for the error.

Is this another example of why pilots should carry barographs and apply for official records, so that distances can be measured accurately and correctly?

If we measure them by adding pilot-claimed straight line distances, between many segments of one flight, the result will be a reduction in measuring value, accuracy, and interest.

May I add that Wings! has improved remarkably over the past year. Keep up the good work.

George Worthington
5024 Maynard St.
San Diego,
California 92122
(note new address)

FLIGHT BRIEFS

Carnet trouble

Michel Carnet is being reported to the BHGA after an alleged incident in which he forced fellow pilot Vince Hallam to land at Devil's Dyke by flying close to him.

Tony Fuell, of the Southern Hang Gliding Club claims to have "bopped" Carnet on the nose after another incident when Michel, who doesn't like soldiers, allegedly "buzzed" a group of them on the South Downs.

Lottery winners

Winners of the September 500 Club lottery are as follows, with prize money totalling £138.50 and a like amount for BHGA funds:

P.S. Coyne £55.40, *P.B. Farley* £27.70, *P.H. Cranshaw* £13.85, *A.M. Taylor* £8.31, *D.M. Humphreys* £6.92, *D.A. Jordan* £.92, *C.W. Lark* £5.54, *A.J. Wiseman* £5.54, *P.R. Kurylo* £4.16, *M.S. Southall* £4.16.

Ron's comp

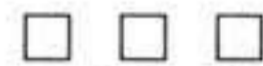
Ronnie Freeman was comfortable winner of the Northumbria Club competition which was a time and precision event in the Cheviots. Second was Alan Christie and third John Wallis.

Transport of delight!



LONELY flier Stan Moodie likes to let his bike take the strain.

The 175 Yamaha trials machine makes light work of the 1,000ft. Drynoch Hill above Stan's farm in Sutherland where he claims to have been the only resident flier for years.



Now he has sparked an interest from the local vet but still extends an open invitation to visiting fliers to the 5,000-acre farm, where trials bikes are the shepherds stock-in-trade.

"I regularly use this ridiculous-looking outfit to get me Lightning 195 up Drynoch Hill," said Stan.

"It takes about 20 minutes and I try to get a young lad to come with me on the bike and he takes it back down

"So I arrive at the top quite fresh, and being the wrong side of 50, this appeals to me!"



Stan is Pilot Two, "self-taught" and began flying in 1977. He is a member of the Inverness Osprey Club and flies with them as well as the RAF Moray Eagles.

Members of both clubs visit Stan in August when they put on a show for the local Golspie Gala.

Stan's novel wheels make for easy carrying even without the bike. Can anyone better his "transport of delight". Edgar Jessop, perhaps?

WOULD SHOCK ABSORBERS SAVE LIVES?

DID Otto Lilienthal pioneer a life-saving shock absorber nearly a century before today's high technology super ships?

This is the question posed in a letter to the Australian hang gliding magazine, *Sky Sailor*.

The writer, Steve Cooper, states:

"As a spectator, I have noticed the frequency of hard landings, notices of death and bad injuries, and in cases where there was no real injury, severe damage to gliders.

"In this regard, I have wondered why (to my limited knowledge) no-one seems to have revived Otto Lilienthal's shock absorber.

"You will remember that it saved his life in 1895 from a 65ft. vertical dive into a field, and that he was killed in a fall when he didn't have the shock absorber incorporated.

"The new thing about such a device is that modern technology, using plastic and carbon fibres, could provide an even better and perhaps lighter absorber than uncle Otto's.

"It could have a very simple form, and attached to the leading edge and/or A-frame would add very little weight and resistance."

Anyone interested in working on such an idea?

Services do battle again

The second Army Hang Gliding Championships take place October 15-18 in the Aberystwyth area, courtesy of the Mid-Wales HGC.

The competitors assemble at the Bay Hotel, Aberystwyth on the 15th and the competition flying starts on the 16th.

The area offers exciting hang gliding in all wind directions, including a progression back over four parallel ridges, on to Cader Idris (2900ft.) and beyond. There is also a 26-mile

cliff run from Aberystwyth to Aberaeron and back.

The same weekend sees the Castrol Car Rally in the town, so in the event of non-flying weather, there will still be some exciting entertainment.

There will be flying tasks to suit all abilities, from student to expert and will include an Open Cross-Country during the whole three days, the Timed Precision task, min sink, roll rate and speed tasks too.

The following prizes are offered: the Rhine Area Rose

Bowl and Tankard - Winner and Runner-up Army Championships, the NATOCARS of BRIDGEWATER Trophy - Overall Winner and Runner-up, best guest pilot and runner-up, 1st, 2nd and 3rd Student Pilot, 1st, 2nd and 3rd P1 Pilot, 1st, 2nd and 3rd P2 Pilot.

Last year's Army Champion, Overall Winner and Best P2 Pilot, Maj R. Macdonald RE, will be defending his titles and the winning team - the RAF -

will be defending theirs.

All the trophies will be open to all competitors regardless of their service, (what about civvies? - Ed) except the Rhine Area Rose Bowl which is open to Army pilots only. The results from the best four pilots from each service will count towards the Team Competition.

Furmer details will be sent to entrants on receipt of their £4 entry fee at AHGC, Sennybridge Camp, Nr Brecon, Powys, LD3 8PN.

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Picture shows the Buckle-May spray gear fitted to a trike

Spray it with fliers!

FARMER Trevor Buckle-May was quick to spot the potential of microlights for slashing the cost of aerial crop-spraying.

It took him a little longer to track down a suitable microlight pilot to help develop his ideas — "A lot of them are just like flying beatniks who don't like getting up at 5am like the farmer needs!" he told Wings!

Now — with help from Nick Wrigley, designer of the Storm Buggy — Mr. Buckle-May has held a series of demonstrations of his spray equipment in the south of England.

And a demonstration for a major chemical company was due to be staged in Somerset by pilot John Long — the man who flew for the James Bond film Moonraker — as Wings! went to press.

"It was received very well by the farmers," said Trevor, 51, from Godshill, Isle of Wight. "A lot of them fly microlights already and I think we shall get some sales later on."

Demonstrations were held last month in Somerset, Dorset, Wiltshire, Kent and Essex and were watched by representatives of both the Civil Aviation Authority and the British Minimum Aircraft Association.

The current licensing position means farmers can spray their own fields, but can not do it for commercial reward.

About a dozen microlight fliers also watched the demos.

Trevor reckons using microlights can halve the cost of crop-spraying while at the same time improving its accuracy.

Buzzards take-off in Wessex

THE Wessex powered hang gliding club is in its "birth throes", writes ADAM JEFFERSON.

Interest in power is strong, with several people regularly flying trikes.

A new company called Airbourne Ltd. has been set up by Malcolm Smith and Peter Mounce to trade microlights and give tuition to the new BMAA pilot standard.

These people have a vested interest in a strong club, so I expect to see better organisation in the near future.

A name for the club has not been finalised, but the "Wessex Buzzards" has been suggested as it has a nice ring to it, and removes the word "power" from the name.

The initial aims of the club would be to coordinate members, locate friendly farmers (knowing that a route has been flown before will add to the confidence of a budding microlight pilot), and meet in a local pub to have a few jars.

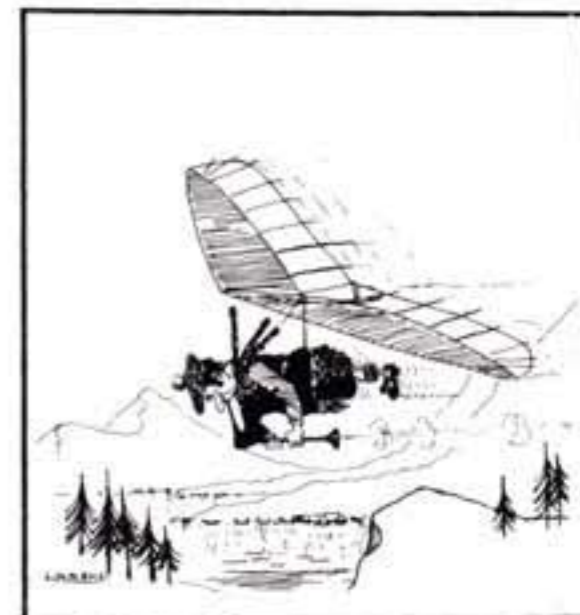
Safety

Present costs using light aircraft or helicopters are in the £4-500 an hour range to cover 80 acres. Storm Buggy tests show 50 acres can easily be covered in an hour for £200.

And flying speed is cut from 90mph to 30mph, bringing accuracy and safety benefits.

Normal payload is ten-acres worth of chemical, or around 110lbs — well within safety margins on a two-seater trike.

Trevor is himself awaiting delivery of a two-seater Chargus and will shortly be learning to fly.



Aycliffe takes off!

by Grayam Priestley,
of Hornet Microlights

ON the occasion of the "fly-in" at the Aycliffe Industrial Estate on Saturday and Sunday, September 12-13, we witnessed a display of very skilful flying.

Saturday was a bright sunny day, with very little wind and lots of curious onlookers who were treated to a continual display of aerial ballet - with one notable exception...Noel Whittall, did a respectable imitation of a Oomogooley bird on hot bricks, but a quick stop at the pits soon had him away in his usual style.

Lunchtime saw no respite, with at least three units in the air throughout, ably assisted by yours truly providing bright and informative comment on the public address. (The staff at Hornet Microlights were asked at the last minute to organise and marshall the event).

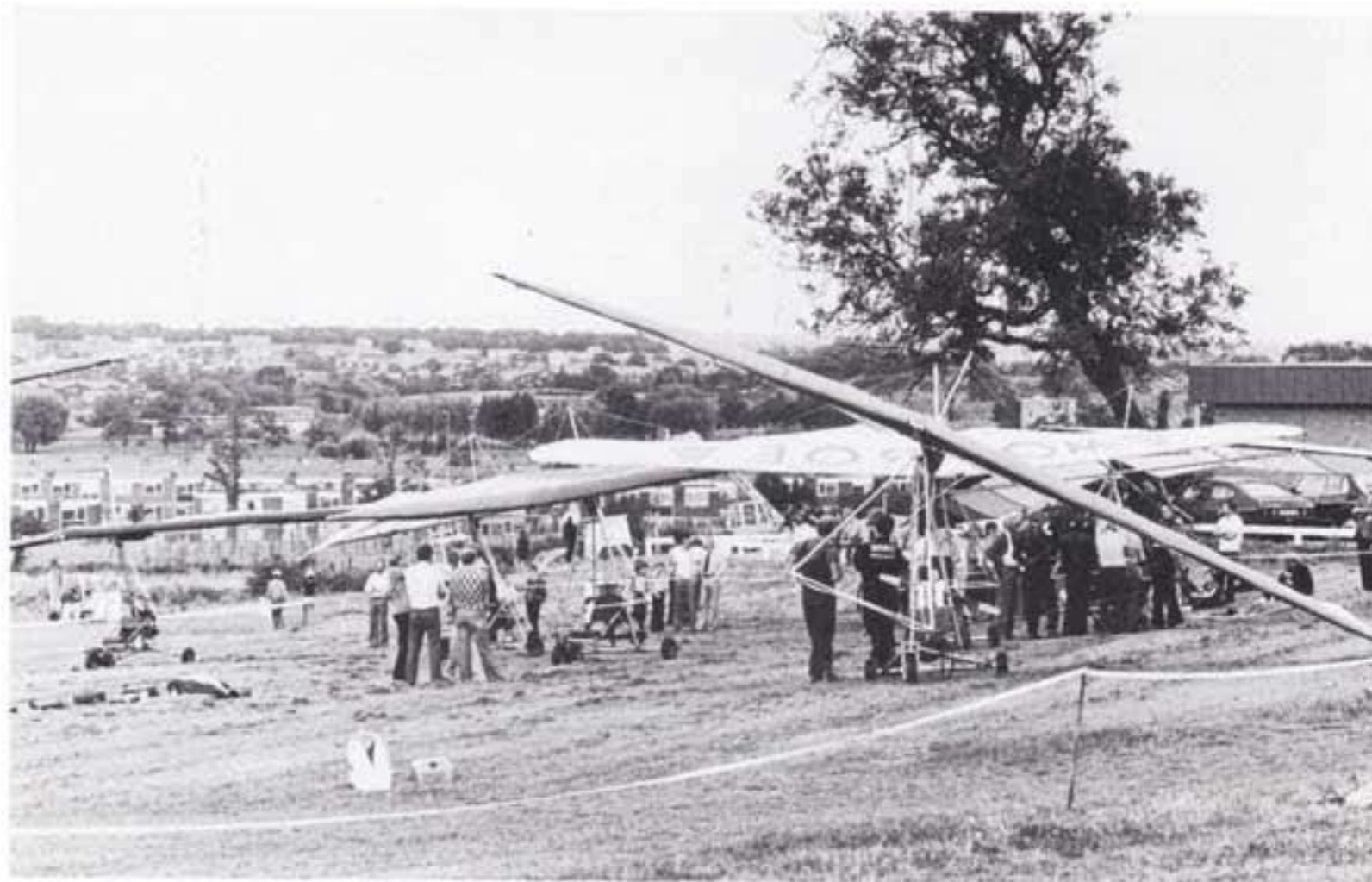
Camera

They flew on and on, much to the delight of the rapidly expanding crowd and dare I say enjoyment of the pilots!

Richard Wolfenden was seen flying his Hornet Nimrod "Black Widow" rig to great effect, with Len Gabriels and his contra-rotating prop. dual unit taking our sponsor's secretary for a spin.

Brent and Peter (from the frozen north), did some marathon flights and must have used five gallons of fuel - "Howay the lads!"

Tony Greenbank, Harry Unsworth and Ken Wilson, all had a great time and



dusk saw a gaggle of six rigs, all flying in from the setting sun in a line across the horizon, to provide plenty of camera work as they landed by their caravan accommodation for the night (provided by the organisers).

We were given the run of the sports centre for amenities and inevitably ended up in the bar for drinkies

Sunday saw the great British climate

doing its best to blow us out, but our intrepid heroes were not to be denied.

The general consensus of opinion was that the event was a great success and the sponsor has asked us to arrange a repeat - only bigger - next year.

Our thanks go to the sponsors, M.L. Scott (colour printers) and all the participating pilots for making it a memorable weekend.

Tri-flyer finds surprise market

MAINAIR Sports - long the biggest name in hang gliding stockists - have found a surprise new market for their first major venture into the microlight field.

The new Tri-Flyer - designed for sale as a self-

Big fines

Failure to register a microlight with the Civil Aviation Authority renders the owner liable to a fine of £150-£5,000, as from October 1.

Meanwhile, the British Minimum Aircraft Association has introduced two standards of pilot rating.



The bits and the box

assembly kit with export particularly in mind - is also appealing to manufacturers themselves.

Said John Hudson, of Mainair: "We have been surprised at the number of manufacturers who are interested in buying the kit from us and turning it into a ready-to fly machine.

"It allows the small manufacturer - of which there are a great number - to add a trike to his range without enormous work of getting together the hundreds of small pieces of equipment needed.

"Although a trike looks a simple piece of machinery, in ours alone we have over 230 separate items."

Mainair reckon the Tri-Flyer with its 250cc Robin engine, holds added attraction for the DIY enthusiast. It retails at under £800, including VAT.

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Mere's here...



Photomontage — Tony Fuell

Once a year the BHGA lets its hair down and throws a three-day fun event for members. This year saw full backing from the chap who controls the weather as the sun smiled on the Northumbrians as they lifted the Club Shield for the third successive time. Their hatrick leaves them still its only holders. All this and more, as TONY FUELL tells:

SIGN OF THE TIMES No. 1

Chris Johnson is over 30. He has shaved his moustache...

A SMALL boy came to our tent as we were having breakfast on the Saturday morning.

He was selling bumper stickers, and one of them had a nice picture of a hang glider with the words "Mere's Here!"

I fell in love with it immediately — with its total, marvellous illogicality. Here? Well, I know it's here — we're here too, aren't we? On the back of my van? Is Mere there? A million questions sprang instantly to mind, and I bought one on the spot.

It must have been a good thing to do, because the 1981 Mere event turned out to be a considerable success, and my "Mere's Here" sticker will be a continual reminder of a very good time.

This year the event took place in the Rifle Range bowl, as the other field was still mainly under crops. A small collection of bent bullets was on display in the BHGA tent, mute witnesses to the fate of those who talked back to the Chief Marshal...

The late Bob Wills, who attended the very first BHGA event in 1975 said then that despite its small size, the site was good for a competition, as it made a nice arena, where everyone could see what was going on. I get the feeling that he would have approved of the 1981 event — the weather was SO perfect this time.

I mean, if you were running a competition which was basically a Mickey-Mouse



You don't argue with the Lord Chief Marshal!

downhill thing, PLUS an "Open XC" task, what you'd be praying for was the kind of weather that allowed one or two good XCs to keep everyone's interest up, but which was largely unsoarable, so that everyone else was happy to get on with the downhill events, and didn't want to go off free-flying.

Well, of course, with Bob Mackay being the Lord Chief Marshal, that was exactly the weather we got. In order to make ABSOLUTELY certain that this happy state of affairs would continue, the BHGA's Religious Affairs Sub-committee decided to send up a burnt offering to intercede with Big G on our behalf.

The choice fell on one Johnny Carr, and he was duly positioned at 300ft over a nice big stubble fire, from where he

ascended into the heavens, to descend, coughing and slightly sooty, some 53 miles away, to tell us that it would be all right, the good weather would continue...

Report, page 20.

SIGN OF THE TIMES No. 2:—

Jenny Ganderton came second in the Knockout Distance event. She is under 30...

There were two competitions underway most of the time, the evergreen L/D knockout distance event, and the Timed Precision event. I think that the popularity of the L/D event stems largely from the fact that most hang glider pilots can actually understand this one — two people clip into gliders at the top of the hill.

Below them is a nice long field.

They take off at more or less the same time, and fly straight and level away from the hill. The winner is the one who gets the furthest. No tedious hassling over scores, no complex in-flight decisions.

Even the most brain-damaged aviator (and quite a few habitues of the Talbot Hotel's bar were in this category on Saturday morning) could get to grips with it.

As it happened, the duelling became quite intense at times, and given that, in the first few rounds, you had to select your own opponent, the owners of uncompetitive machines were being subjected to some unsubtle pleading from "state-of-the-art" pilots to fly against them.

The inevitable happened, of course, and the final consisted of three double-surface CFX gliders, one Comet and two Typhoons.

The only surprise for the assembled chauvinists was that one of the Typhoons was flown by a woman, Jenny Ganderton, who had flown steadily and consistently



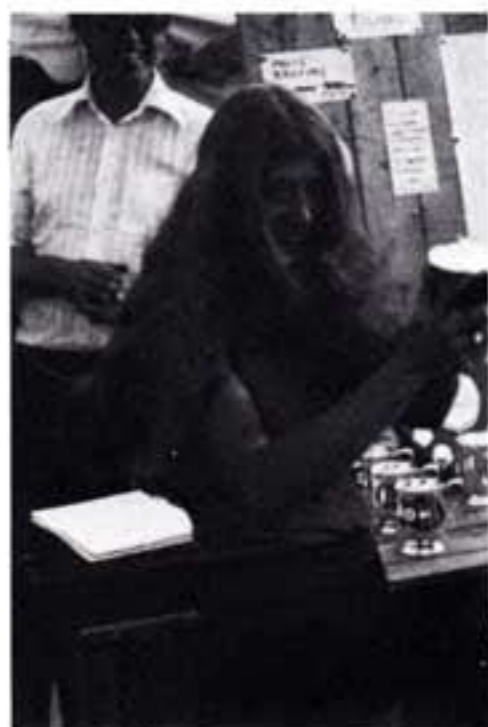
Johnny Carr
— chosen?

throughout the early rounds, and had won through on sheer merit.

However, Michel Carnet, sporting a "Sun, Sex and Soar" tee-shirt (I wonder what he means by that?) eventually got the better of her, and notched up his first competition victory on his brand-new Magic Airwave Comet II.

As he admitted at the prizegiving, he had been helped considerably by the fact that a careless free-flyer had top-landed on Tony Hughes's glider, as he was lining up for the semi-final. Bob Mackay was forced to take the luckless wight to one side and gently explain that when BHGA said it was a knockout event, this did not mean that hang gliding had become a physical-contact sport!

Tony had to borrow a machine to make his flight, and was obviously upset by the whole experience. However, Tony didn't go away empty-handed; being one of the only two pilots to actually get away from the hill, he took second-place to Johnny Carr in the XC event, with a 24-mile flight on the Friday.



Jenny Ganderton
— shock for chauvinists

SIGN OF THE TIMES No. 3

Northumbria won the Club Shield again. They're MOSTLY under 30...

The Timed Precision event was a very different kettle of fish from the KO's simplicity. Even now, I'm not sure what the rules were, I just remember it as being blindingly complex.

But the main thing about this event was the fact that it was the only one which produced points for the BHGA Club Shield — which has NEVER been won by anyone except the Northumbria Club. After last year, there were dark mutterings in the SHGC that we couldn't let a lot of sheep-shafting Geordies get away with it again, and in 1981 we'd turn out a strong team.

Well, SHGC DID turn out a strong team... I mean, Michel Carnet, Graham Slater, Johnny Carr, Peter Day, me, there ought to have been no contest.

But this is an event where teamwork counts. And Northumbria put in the teamwork, and they duly won, despite the fact that they had no-one in the top three places, which were taken by Graham Deegan, Michel Carnet, and Johnny Carr.

In fact, not only did the Northumbria 'A' team win, but the Northumbria 'B' team did well too. Where were all the other clubs? The only other teams I remember hearing about were Dunstable and Dover and Folkstone; are you all going to let the Newcastle Brownies get away with it in 1982 as well? Shame on you!

The bog-rogs (Bog-Standard Rogallo Hang Gliders to you, Virginia) had their annual unwrapping. I took Mrs. Fuell over to look at one, and we reminisced happily for a while. About how you could get the entire SHGC underneath one when it rained. About how light they were to carry around. And how lethal they were to fly, stuff like that.

But there's no fool like a bog-rog fool, as they say, so down they duly went. Actually I love bog-rogs, but you wouldn't get me up in one now... Chief bog-rogger (Boggrer?) was J. Porter.



Michel Carnet and THAT T-shirt

SIGN OF THE TIMES No. 4

NYYYAAAAAAAAAAAAAAAAAAAAAAAAAAAAA!!!!

Yes, lots of those trike things were ripping apart the peace and quiet of the Wiltshire countryside. Actually, to be fair, they are MUCH better than they used to be, but some genius had set up the trike take-off area so that they all came more-or-less over the tents at about 50 feet or so on their climb-outs.

It didn't do much for my Sunday morning hangover, I can tell you! However, mastering my dislike for "things mechanical", I scrounged a ride in one on the Saturday, and found that the pace of change in triking is, if anything, hotter than that of hang gliding.

Mate a lightweight chassis, with lower air-resistance to a reliable, powerful motor unit, hang the lot on a CFX hang glider, and you've got a VERY impressive little set-up. And, what's more, with sufficient power that you can throttle back and still maintain both height and airspeed, they are quite acceptably quiet. And, as Mike Hurtle proved on both days, they can cover the ground at a very respectable rate — he walked away with the prize for the trike race, having completed two triangles at an average speed of over 50 mph.

Points to watch on future events — many US organisers have given up running events which depend on competitors maintaining max. speed around a course, it's too easy for people to get themselves into situations where the "never-exceed" speed GETS exceeded.

Also, the general public were STILL being allowed into the running-up area. How long will it be before a kiddie gets eaten by a prop? You tell me...

Well, Mere was here, and now it's gone. Next year, hopefully Council will make its decision to "goforit" a bit earlier, so that people can plan on being there — attendance was down on previous years. Next year, hopefully, the Rifle Range will be available again, it made a big difference having proper toilets... thanks to Jim McMenemy, I think. It also made a big difference having the campsite next to the display area.

The Mere Carnival was fun, the Mere people have obviously come to tolerate, accept, maybe even welcome this horde of tee-shirted weirdos which descends from above every year to drink in their pubs, dance in their streets and fly in their skies... Big G has to have a mention for the weather yet again. And modesty forbids me mentioning the fact that after six years of trying, I finally got a prize at a BHGA event, even if it was only for the Cartoon Caption comp...

See you next year.

(Glossary of terms... all references to age are an in-joke among those who went to Mere — if you don't get it, ring Bob McKay on 0792 — 813318, Ed)

Results

Cross Country

1st	J. Carr	53 miles
2nd	A Hughes	22 miles

Distance K.O.

1st	M. Carnet
2nd	J. Ganderton
3rd	P. Bowdon

Timed Precision Flight

1st	G. Deegan	80 points
2nd	M. Carnet	75 points
3rd	J. Carr	70 points

The Club Shield

1st	Northumbria	216 points
2nd	Southern	188 points
3rd	Sheffield	163 points

Bog Rog Trophy

1st	J. Porter	25 points
2nd	G. Drinkwall	20 points

Trike circuits

Triangle A	Mike Hurtle
Triangle B	Mike Hurtle

How we won the Cup!
Turn page

'We came, we saw, and we conquere

by Lindy Turner

THE Northumbria Hang Gliding Club came to Mere in 1981 determined to show all clubs south of the Tyne that our 1980 win was no fluke and anyway the landlord at our headquarters - The Plough - on whose wall the shield had hung for the past two years - didn't want to redecorate.

Following our victory last year we have been accused in some quarters of being arrogant and aggressive. This simply is not true - it's just that we know we're the best and we'll fight anyone who disagrees.

Nine gliders, nine people, tents and equipment (plus Alan Christie's overnight beer supply, no small matter) were packed on and into a crew bus for the eight hour drive to Mere. This passed surprisingly quickly despite the appalling singing, political diatribe and general din emanating mainly from Paul Quin in the back. He was to become know at Mere as the Voice of Northumbria.

We arrived at 4am on the Friday (sorry about the noise), had a few hours sleep and at 10am set off up the hill for some pre-competition practice.

There was virtually nil wind but the constant sunshine provided lots of thermal activity which all our team members skilfully managed to avoid. By the end of the day, having watched many other pilots skying out, our spirits were very low.

A few gallons of Badger bitter at the Ship Inn helped to change this negative attitude and Saturday morning found us feeling rather ill but determined as ever to win. Alan Christie consumed an astonishing amount of bacon, eggs, beans, tomatoes, slugs etc. and the rest of us ate a more civilised breakfast, after which we walked (slowly) across to look at the task which was to be flown from the Rifle Range Bowl.



The usual fiendishly subtle Mere triangle time precision task had been set by Bob Mackay. It tests a pilot's flying skill, knowledge of his/her glider's performance and judgement of the weather conditions on the hill. The time limit for completing the task was three minutes and as few people, apart from the Bog Rogs, seemed prepared to have a go, we applied our massed brains (total IQ 14-) to the task and initially got it completely wrong, mistakenly thinking the ridge was just soarable, so that our pilots took off early and incurred massive time faults.

This wasn't too much of a disaster as the rules permitted any number of attempts with a five-point penalty for each successive try. The spot proved easy for nonked landings, as several League pilots demonstrated, but very difficult to get for a 30 points stand-up score.



Later in the afternoon the problems caused by the buoyant air over the field plus the ground effect and the constantly shifting light wind meant that points were hard to come by, but of our 'A' team, Paul Quin and Mike Mavin actually got several line crossings and and stand-up spot, scoring 66 and 59 points respectively and with John Wallis gaining 55 and Alan Christie also getting a respectable score we had the lead in the team competition.

It was now becoming apparent that the main opposition was to come from the Southern Hang Gliding Club especially when, at about 6pm, Michel Carnet (pas bete, ce mec) took

'Aw shucks, fellas... it was nothing really!' Pictured right, the modest Geordies, from left, Paul Quin, Alan Christie, Michael Mavin and John Wallis.

Below: other people won things, too: from left, rear, Mike Hurtley, Michel Carnet, Jenny Ganderton, Alan Christie, J. Porter, Johnny Carr, Paul Quin,



Pictures by Alan Metcalfe,
Tony Fuell, Lindy Turner
Aerial shots by Mark Woodhams



Michael Mavin receives Shield, watched by Roy Hill



The trike park



Above - 'Going Cheas glider ma

Below - Mere tow



Jenny Ganderton - probably the most pictured person in October Wings!



d ...again!' by the Border marauders



The coveted Club
Chairman



...bring-buy
in the haze



The one they christened "Vomit" - Demon trike made from offcuts

Right - the site
from 1,000ft.



Below - trike
take-off



off and scored a superb 75 to take the lead from Paul Quin in the individual competition.

On the Saturday evening we weren't very confident as we knew the Southern Club would be flying again on Sunday and it was (just) possible that they might wipe us out.

We consoled ourselves with further quantities of Badges bitter at the Ship which had an astonishing effect on some members of the team. John Wallis, giving his well known imitation of a gorilla, was terrifying and when Rob Turner got out of our tent by the simple expedient of bursting through the wall, I decided it would be safer to move my sleeping bag elsewhere.



The flying conditions on Sunday were identical to Saturday's and after a quick wash and shampoo in the trough (luxury facilities are available at Mere) we drove up to the top so that our pilots could get in as many flights as was necessary to improve their already excellent scores.

A five-gallon container of water proved our most useful piece of equipment as it helped counteract the dehydrating effects of the scorching sunshine (and the Badger bitter).

Two of the Southern Club team had a flight and we watched with admiration some very skilful flying by Michel Carnet and Johnny Carr which gained them high scores. So this was what we had to compete against - it certainly raised our fighting spirit.

Mike Mavin, flying a newly-acquired Typhoon for the first time, scored 100 points, highest of the competition, but lost 35 time faults when the glider didn't want to come down. (Thanks for the bargain Sandy).

Our 'B' team, Paul Moore, Dave Porteous, Gordon Proudlock and Dave Tweddle flew well although on his second flight Gordon nearly wrote himself off with a downwind takeoff. At this point the marshal decided we needed a windsock to monitor the rapidly changing wind direction. Mike Atkinson revealed his amazing strength straightening Gordon's uprights - what an awesome sight that was.

The remaining members of the Southern Club team - Graham Slater and Steve Goad - flew next but I will magnanimously refrain from comment. With time running out it was gradually realised that we Northumbrians had triumphed again, deservedly we thought, and our most satisfying win yet.

Johnny Carr wept bitter tears at the presentation ceremony but peace was made and he shook hands with Paul Quin, who has crushed fingers to prove it.



Our lasting memories of Mere 81 will be these - our third win in a row and no fluke - the sight of Johnny Carr specking out over a burning stubble field at the start of his 53 mile XC - some truly superb flying from Club and League pilots alike - the Bog Rogs - the helmetless pilot who flew unerringly into a flag pole - the drastic effect on one's innards of trikes taking off directly overhead of the portaloos - the extraordinary patience and endurance of the marshals - the horror of Badger bitter for people accustomed to decent beer. All in all a fabulous three days with our ambition achieved and the Shield to take home again. See you next year - we're going to make it four in a row.

P.S. This quote from Michel Carnet (speaking to the Northumbria team) sums it all up: "I want to join your club, I am seek (sic) of being on ze losing team, I want to win" - this man must have northern ancestry.

SMALL ADS

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

For your own safety, if you are purchasing a secondhand glider, 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.

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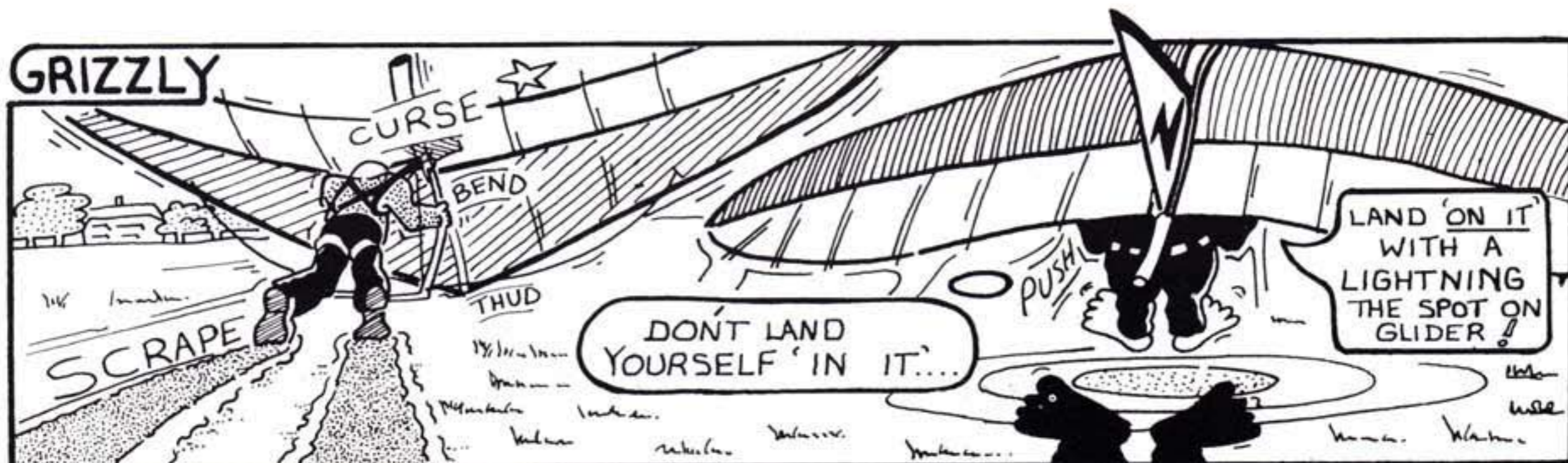
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National XC League September placings All distances in miles

• denotes British League pilot

Pos'n	club	1/2/3/Ave.				
1	ROBERT BAILEY	DALES	53.2	38.6	50.8	47.5
2	JIM BROWN	DALES	78.1	37.3	21.7	45.7
3	JOHNNY CARR	SOUTHERN	50.0	35.1	39.6	41.6
4	PETER ROBINSON	WESSEX	29.4	50.4	43.0	40.9
5	MICHEL CARNET	SOUTHERN	48.4	31.9	28.6	36.3
6	BOB HARRISON	DALES	18.2	49.5	34.3	34.0
7	COLIN LARK	AVON	32.0	28.9	40.1	33.7
8	RICHARD BROWN	PENNINE	27.0	18.5	39.0	28.2
9	JOHN STIRK	DALES	82.6	-	-	27.5
10	SANDY FAIRGRIEVE	NORTHAMPTON	28.9	23.6	26.6	26.4
11	NEIL ATKINSON	W. COUNTIES	25.8	36.7	14.0	25.5
12	ALI MILNE	ANGUS	31.1	18.1	22.2	23.8
13	DONALD CARSON	OSPREY INVERNESS	21.4	26.7	21.3	23.1
14	JOHN FENNEL	DUNSTABLE	12.4	25.8	29.3	22.5
15	MARK SILVESTER	PENNINE	30.7	17.3	17.3	21.8
16	BILL WALKER	LANARKSHIRE	14.3	26.5	23.2	21.3
17	JOHN NORTH	PENNINE	17.4	15.8	28.1	20.4
18	CHRIS TAYLOR	CUMBRIA	22.8	18.3	17.4	19.5
19	PETE WATERWORTH	AVON	29.8	13.4	15.4	19.0
20	DOUGAL SCOTT	ANGUS	29.8	13.4	15.4	19.0
21	HOWARD ROCKLIFFE	AVON	22.9	17.8	12.7	17.8
22	GORDON HOLMES	GEORGE CAYLEY	19.8	23.0	10.3	17.7
23	GRAHAM BELL	PEAK	34.6	17.5	-	17.4
24	P. HUDDLESTON	SHEFFIELD	17.1	16.1	18.4	17.2
25	TONY HUGHES	-	20.6	29.9	-	16.8
26	RICHARD IDDON	PENNINE	17.7	16.3	15.5	16.5
26	BRIAN GODDEN	N. YORKS	16.6	25.9	13.5	16.5
28	DONALD MacKENZIE	LANARKSHIRE	12.6	9.0	26.4	16.0
29	DAVE BLUETT	SOUTHERN	12.4	12.8	22.6	15.9
30	JOHN CLARKE	PEAK	20.1	15.6	9.9	15.2
31	MICK POLLARD	-	10.7	33.8	-	14.8
32	CARL TONKS	W. COUNTIES	24.0	11.2	7.1	14.1
33	NICK STANSFIELD	DALES	14.8	27.1	-	14.0
34	RICH. ARMSTRONG	LANARKSHIRE	13.3	20.2	6.3	13.3
34	ALLAN SMITH	WESSEX	26.4	15.1	-	13.8
35	RICH. ARMSTRONG	LANARKSHIRE	13.3	20.2	6.3	13.3
36	MARK ASQUITH	MERCIAN	11.3	16.0	11.2	12.8
36	GEOFF SNAPE	PENNINE	13.6	24.9	-	12.8
38	TOM HARDIE	RAF M. EAGLES	8.7	15.3	12.7	12.2
39	MIKE HIBBIT	THAMES VALLEY	23.8	12.4	-	12.1
40	ANGUS PINKERTON	LANARKSHIRE	11.9	22.9	-	11.6
41	LEN HULL	SHEFFIELD	7.7	18.8	7.9	11.5
42	PHILIP HIGGINS	SHEFFIELD	11.9	30.9	10.7	11.0
43	JUDY LEDEN	SOUTHERN	8.3	13.2	6.6	9.4
43	JOSEPH CULLEN	LANARKSHIRE	11.2	7.4	9.7	9.4
45	PJ MASON	W. COUNTIES	11.2	15.0	-	8.7
46	NATALIE WILSON	SKY SURFERS	8.3	6.6	9.3	8.1
46	IAN RAWSON	PENNINE	15.1	9.2	-	8.1
48	JOHN HARTMAN	SHEFFIELD	7.1	7.8	8.0	7.6
49	DAVE CATANACH	G. CAYLEY	12.3	10.2	-	7.5
50	ROBIN SMITH	ABERDEEN	8.8	7.3	6.1	7.4
51	JOHN WILKINS	DALES	8.6	12.5	-	7.0
52	RICHARD FLAHERTY	G. CAYLEY	20.0	-	-	6.7
52	JENNY GANDERTON	DUNSTABLE	20.0	-	-	6.7
54	CLIFFORD FOSTER	SHEFFIELD	17.8	-	-	5.9
55	BRUCE GOLDSMITH	-	17.0	-	-	5.6
56	PETE MACLENNAN	DALES	16.0	-	-	5.3
57	NICK GOODYEAR	GEORGE CAYLEY	15.6	-	-	5.2
58	JOHN HIGHAM	SHEFFIELD	14.9	-	-	5.0
59	MALCOLM CLEF	SKY SURFERS	14.4	-	-	4.8
60	IAN CURRER	-	13.9	-	-	4.6
61	GRAEME BAIRD	DUNSTABLE	12.4	-	-	4.1
62	DIGBY ROLF	DALES	11.9	-	-	4.0
62	MARK DALE	GEORGE CAYLEY	11.9	-	-	4.0
64	PAUL WITTY	GEORGE CAYLEY	10.8	-	-	3.6
65	COLIN GRAHAM	W. COUNTIES	10.0	-	-	3.3
66	NEIL CLARK	LOUGHBOROUGH	8.6	-	-	2.9
67	ALAN DAVIES	LOUGHBOROUGH	8.4	-	-	2.8
68	JOHN HEWITT	SOUTHERN	8.1	-	-	2.8
69	PJ WOOD	-	6.4	-	-	2.1

All XC League entries should be sent to Dave Harrison, 96 Shelfield Lane, Norden, Rochdale, Lancs, Tel. 0706-53755.

Include full name, address, club, date of flight, 6-fig. OS Map refs. of T/O and landing (including prefix letters), name, address and phone number of T/O and landing witnesses, approximate distance and restricted airspace circumnavigated, if any.

All entries MUST be despatched within ONE MONTH of each flight.

A bridge

SO the Solent has been crossed — a long-cherished ambition in the Wessex Club. But crossing the Humber holds bigger ultimate XC promise. They may have built a bridge but it doesn't help hang gliders a jot as two leading North XC pilots found. The following reports are real, but the "£1,000 prize" is a flight of fancy!

I arrived at the Model ridge about 12 o'clock to find plenty of people but nobody flying.

The wind was well crossed from the left, and blowing 15-25 and rather gusty. I took off from the less turbulent end expecting a bit of a thrashing.

The lift was good and not too broken to work, so before long I had flown up to Carlton Bank to join one or two other pilots.

The clouds were streeting slightly and despite the wind being much stronger with height, it was possible to work the thermals up past the sailplanes and reach cloudbase at 4000ft ASL without leaving the ridge.

Having reached cloudbase and seeing no sign of Jim Brown taking off, I decided to leave on my own. I followed the cloud street I was under all the way to Bilsdale TV mast, but I was slowly losing height all the time. I flew directly over the mast, just for fun, probably about 500ft above the top.

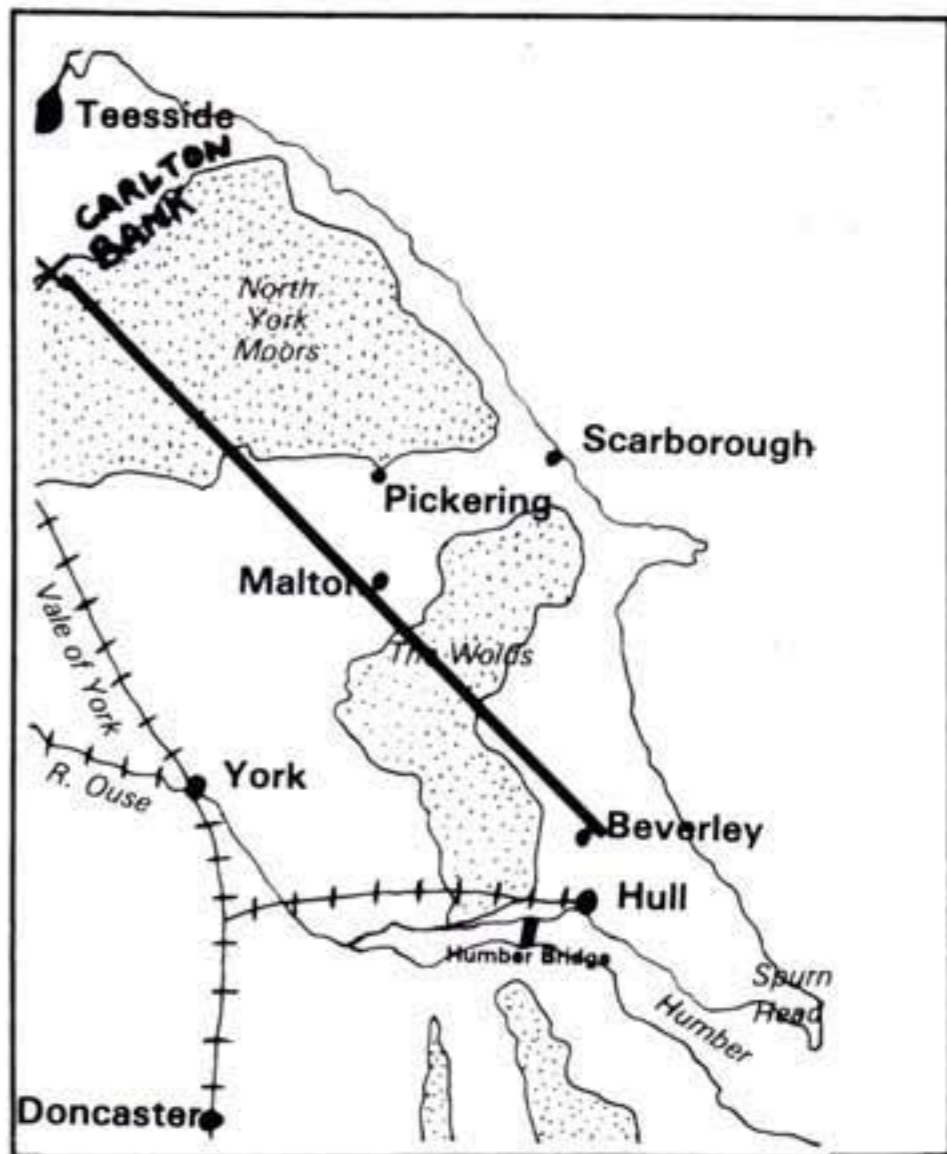
Wierd

It was a weird sight seeing the massive mast virtually disappear for a second or two. As I passed over the moors that I had landed on a few weeks before, I could feel the sweat pouring off me and the steam coming out of my ears as I had walked back across it, glider rigged, in the blazing sun and enough clothing to climb Everest.

I was at about the 10 mile mark now with Kirkbymoorside and Helmsley in view. I began to think I might break the 20-mile barrier that had been eluding me all summer. I worked hard over the moors but could only get back to 3000ft. before setting off on a glide towards Kirkbymoorside. I was much lower than I needed to be arriving at Sink City with only 2000ft. The air from the moors falls into the flat lowland of the

Flight Report One:

By Peter Hargreaves



The route to the South...

Vale of York tending to suppress all but the keenest of thermals, so I had virtually resigned myself to landing when the air started to bubble again.

As I drifted the next few miles circling in and out of odd lumps of air pretending to be thermals I could see Wombledon aerodrome, the Windsports centre, but no sign of activity.

Robots

It was directly over the Slingsby factory where they make deep sea robots and sailplanes (both out of fibreglass) that I started

to gain height. There was a building with the word Slingsby written across it in big white letters, and a sleek white high performance glider sitting at the end of a deserted runway; it was waiting for its pilot to arrive for work on Monday morning, jump into it and go for a wizz round the sky. I'm sure if I had looked hard enough I could have seen a deep sea robot about to go for a paddle in the test pool.

It was an elusive worm of a thermal and as I was passing my 20-mile barrier at about 3000ft., it was blossoming nicely when I stumbled

too far!

CARLTON Bank, Sunday. Jim Brown and I left the ridge, climbed to 3200' ASL. Very low cloud base, picked our way down spines of ridges over North York Moors.

Vale of Pickering — on my own now. Jim had lost it half way across the moor.

Clouds looked to be lining up and I make a run for some good-looking clouds at the far side. Reach there — they're not working, I'm very low, this could now be a final glide which should end up with a landing near Malton and perhaps 28 or 30 miles... that's not what I need for the League.

Low in to Malton rewarded with a real 800' to 1000' up thermal. Straight out of the houses very low, gets me to about 3800'.

Across the Wolds I can see lots of clouds lined up, it looks REALLY good. Press on fairly quick, keeping high, check on my watch — half past three now, and I had set off at 1 o'clock. Had a long flight already, feel fine, not tired at all. But thoughts of the 100-mile flight are in my mind and if I can keep some ground below moving



Flight Report Two:

By Robert Bailey

fast there might be enough power in the sun to do it.

To the west in the Vale of York is totally clear blue. I am working a sea breeze that's pushed

in. It's not a front as such, but just tufts of cloud here and there — not in a straight line but ragged, more like castle walls, ...flying in and out round the turrets.

Occasionally good cores, most of the time just flying in dead air. Now I can see the Humber Bridge but it is all over-developed over the Humber as though there is a massive shower cloud sitting over Hull.

Best chance here is going to be to try and tack inland to where it is still blue and possibly working. Make another glide to a cloud. Get there as it is disintegrating — oh for that 15 to 1 glide.

Can't make it. Cross Beverley racecourse, land out on the golf course, Beverley. A couple of golfers witness my landing. Measure it out — looks about 51... Great!

of reaching it now. I watched the altimeter winding down 1400, 1300, 1200, 1100, 1000ft ASL and as the air became warmer my glide angle levelled out. I started to notice activity on the ground as I tried to analyse the crops for a possible landing field — farmers working the fields, the odd village pensioner propping up the garden gate, and an old banger driving down a country lane. "I'll never get a lift back from here," I thought. "It's in the middle of nowhere"... 900, 800, 700ft. ASL and the long forgotten vario groaned a bit.

I started a ritual turn to the heavy side and was intrigued that it resulted in 50-100ft./min. all the way round a rather wide 360. It wasn't until the third 360 that I started to take it seriously, thinking I might just be able to make that burning stubble. I soon had visions of gliding into the burning stubble field, landing downwind in it and being

cremated along with the glider in a last desperate attempt to get back up.

I stayed with the thermal as it drifted towards the smoke and after about ten minutes it began to strengthen, but, despite the fact I could now glide into the smokey probably turbulent, lift, I stayed in the silky smooth area.

Screaming

Another ten minutes and I was screaming up towards cloudbase at almost 1000ft./min. in leisurely wide 360s. As I approached cloudbase I checked the escape route by flying out of the thermal and back in, as I didn't particularly want to disappear into cloud. I reach cloudbase for the first time since Carlton at 4000ft. ASL over Malton and 30 miles into the flight.

The clouds were looking good, lots of nice chunky ones and deciding to be a little more careful this time, I adopted the policy of keeping beneath clouds and above sunny

A COMET'S HOMING INSTINCT?

by Allan Smith

Sunday September 13, Glider — Comet

The day started well down on the coast, with the moderate SW wind giving us 1200 ATO, but this wasn't to last as it veared to WNW.

We packed up and headed inland. The air was very unstable, with large dark clouds and showers.

As we rigged, a shower came through, this seemed to damp down any activity upwind as our first flights didn't prove anything special. After an hour it started to improve with strong lines of cloud about but, naturally, not over us!

As a few clouds started to appear upwind I quickly launched at 3.45pm and five minutes later I was circling over the back. This thermal took me to 31000ASL, 2250 ATO.

The cloud street to the east looked out of reach, so I set off downwind towards the sunlit Needles and more clouds. No luck. Down to 600'AGL.

Then as I approached Blandford I picked up a big one that whipped me up to cloudbase at 4300ASL. Soon I had reached Wimborne with Hurn airport in sight down my flight path.

To keep clear, I swung east towards Ringwood and was pleasantly surprised to find a sink rate of only 3-4 as I crossed the gap to reach the cloud street over St. Ives without problem.

I followed the line until I found something stronger and circled up to cloudbase, taking care to stay clear of cloud as I flew over Hurn S.R.A.

The Isle of Wight was now looking much bigger — but so was the width of the Solent. My mind was now ticking over working out the minimum required to cross the four miles of the Solent.

Theoretically, you only need about 1200' with a 20mph tailwind in stable air. As it happened, that wasn't the problem.

I started to cross with 4,000', then I caught another big one which had me with the bar past my waist just to stay out of cloud. As I crossed the coast I threw in a couple of tight 360s and headed off for Newport as the Cloud Street I'd been following went over Cowes, then headed for Hayling Island.

I looked around the island before finally landing at Havenstreet, south east of Ryde at 5.20pm.

Average speed 31mph. Height gain 3400'. Returned to Weymouth at 1.45am!

patches on the ground. By watching the map of cloud shadows on the ground I could see the extent of the streets and which gaps were the narrowest ones to jump.

Several times I headed into wind along a street to get to a link across to the next street. The system worked to a certain extent but the patterns tended to change faster than I could fly out the plan.

With only occasional cores of lift under the cloud it was still a precarious experience. On one occasion I lost 1000ft. flying into wind along a street only to have to turn round and lose another 1000ft. going back.

Fantastic

It was a fantastic feeling when I realised I could see the coast towards the East and the Humber to the South. I was drifting towards Spurn Head even though I'd been tracking to the South when possible.

Eventually I spotted the Humber bridge and became obsessed with the thought of flying over it even though it would mean paying to get back!

Conditions were becoming overcast as I flew past Driffield then over Hutton Cranswick airfield, and as I passed over Leconfield aerodrome I was flying over the last patch of sunshine. I recognised the changing conditions but failed to moderate my flying decisions. So after searching the wrong end of a patch of sunshine, I slowly lost height over Beverley with its church bells pealing and market in full swing. The air did bubble slightly at the other side of town but I soon left on a glide along the main road towards Hull, landing in a disused playing field in the village of Woodmansey, just a few miles from the Humber Bridge and the £1000 prize offered by the Daily Mail.

out of it. The scene was set for my first big error — I should have searched around for the lost thermal, then implemented the reserve plan that I didn't have. However a big juicy cumulus caught my eye about a mile or more into wind, so like a drowning man and his straw I set off after it.

It was a long glide and my heart sank (at about 400ft./min.) as the cloud started to crumble in front of my eyes. So I had just burnt off 1000ft. gliding into wind to find myself below 2000ft again but with no lift. As I turned down wind again my error became apparent — a couple of miles away was a massive column of smoke, from a field of burning stubble, rising straight into the clouds.

Smoke

I half-heartedly headed towards the smoke, dreaming of what might have been if I'd seen it earlier, but there seemed no chance

Women and hang gliding 1

IN August Wings! I posed the question: "Why don't more women hang glide?" Here are the opening shots in the resultant debate.

Flying IS for birds

by Kay Simpson

Who made the national press by rushing straight from her wedding for a dual flight with husband Dave.

I WONDER how many lady fliers will write answering Stan's observations on "gals in the air". Well as this is probably the only way I'll get out of helping Dave with the decorating, I guess I'd better think of something.

More ladies certainly seem to be taking up the sport over the last year or two, but that may be because I've got to know more of the ones that were around already. It would be interesting to know how many are actively flying in the UK...

"Jo public" (*Josephine?*) still seems to regard us all as a load of "head-bangers" and doesn't seem to differentiate between the sexes. "I mean if you can't control the things you wouldn't need to be particularly strong anyway would you?"

I've worked very hard on attitudes of parents and work mates to such an extent that my folks are convinced it is safer than playing tiddlywinks, and my friend's eight-year-old son regarded me as some sort of Wonder Woman before he ever met me.

However there are still the odd male chauvs around. I was up at the Long Myndd one Sunday rigging up when an obviously indoctrinated six (going on 45) -year-old exclaimed to his father "Daddy, there's a LADY driver!" His father said "yes" in such a way that you could almost see the bubble coming out of his head saying "and I bet they're as bad up there as they are on the roads".

Lots of girls tell me they's love to learn to hang glide but don't do anything about it, and even if they get as far as training they probably find they don't progress as fast as the fellas and get discouraged. Once you've passed through the school it's odds on that you'll stick with it but I think glider weights these days really require a dedicated spirit. (Manufacturers PLEASE take note).

I can't really comment on the general attitude of the male hang gliding populus but I've certainly never had comments like "Woman's place is by t' sink other than by hubby and I don't take any notice of him... he is, after all, a Yorkshireman.

I've found more of the fellas very helpful and considerate and not at all condescending in their attitude. Attitudes probably vary throughout the country and may also depend on how many lady fliers there are in the clubs (if you see what I mean).

I realise we are mostly outnumbered but I can think of one occasion when there was a ratio of 4:1 girls to fellas on a Welsh hill. Admittedly there was only one male flier... well actually there were two but one sprained his ankle.

In fact the next day found three girls spending a solitary and extremely wet couple of hours lying under my glider at the top of some God-forsaken hill "waiting for it to clear" ...it didn't.

As far as competition is concerned, views will obviously differ as to whether to separate the men from the experts, I mean girls. I think some girls will make it into the League "proper" on merit but I think the ladies event as it stands has proved to be a useful platform in introducing girls into competitive events.



Cross-country is slightly different I feel, because apart from skill it is largely down to stamina and here the fellas generally have the edge. It was nice to read of Jenny's first XC and it would be encouraging to have similar reports in Wings! The British record is a long way off for us lasses but it would be interesting to know what the longest ladies XC is.

Five of the best – Pictured at the first national women's comp, North Yorkshire, April, from left, Ann MacLean, Natalie Wilson, Judy Leden and Sue Seymour.

Theirs merely to admire?

I READ with interest your article in Wings, Women and Hang Gliding – and to a certain extent I do agree with the comment made that women and hang gliders are mutually incompatible.

I say "read" the article, as only a few months ago I would not have even flipped through its pages.

My husband has been a hang glider pilot for about four years so I feel I know a little about how other wives and girlfriends feel about their men doing this sport. I have never

wished to try it myself and I think that women are perhaps not quite fit enough to do the sport, hence only a few women pilots.

In general most men are stronger than women and I know lugging a kite up hills would put me off. Most women can kick a ball or play a bat and ball

game but there is an awful lot of skill attached to hang gliding whether powered or non-powered. Also hang gliding is like no other sport – the men and women that do it are OBSESSED by it, and I think most women take their hobbies much lighter.

I have learnt over the past that a wife or girlfriend to a certain extent comes second place in a man's life who does this sport and I think if you can realise this, then you can cope a lot better and not feel so bitter when you get left alone at weekends or abandoned at the top of a hill for hours on end while he soars the ridge.

Since I have taken more interest in my husband's sport I feel very proud of him, especially when you hear others talking about boring football or cricket. People are always interested when hang gliding is mentioned. Men also like to do a sport which generally women do not compete in, so many things today are for equality, men do not like that too much, I think they like their ego too much... signed, "one of the converted."

DISCOURAGED

MY husband could be referred to as a hang gliding fanatic. He owns a medium Cherokee.

Throughout his hang gliding career I have endeavoured to give him my full support and co-operation, and now I feel that I probably know ALMOST as much about the sport as he does.

The only thing that I could complain about is that I have taken so much interest in it that I would like to have a go myself. My husband understands my feelings but insists that I would be an absolute failure from the start because the hang glider is too heavy for me to carry up hills, or indeed to carry anywhere.

However, after reading the July issue of Wings! I see that there are ladies that are quite able to tackle this problem. I would just like to know how they manage to cart their gliders about, or is it that I am just simply a weakling, or do they achieve their aims purely through hardwork and determination.

Mrs. L.M. SEELEY, Stonehouse, Gloucs.

Stick at it!

WE NEED LIGHTER GEAR, BUT, TIL THEN...

DURING the Bleriot Cup I was encouraged to see two women pilots up in the Dales really going some cross-country flying.

There they knew that there would be some of the best cross-country pilots around whose "how-do-they-do-it" techniques should be worth studying. I admired their tactics for getting their equipment up the hills too — as a team — as I struggled along with mine, accepting gratefully any passing help that was offered.

It's no joke getting 40Kgs of equipment up a hill when you only weight 50Kgs. (I refrained from carrying ballast up the hill!) But if nothing else I was certainly a lot fitter by the end of the meet.



Having a separate competition league for the girls is a good idea to get the ball rolling and to encourage other women to venture into hang gliding and to compete amongst themselves on their own terms.

I understand that the British League is pretty searing competition now, which has to be good for evolution in competition format, glider design, and pilot skills and has already formed a large number of top line pilots.

It would be a great shame to exclude the girls from entering the League on a merit basis because of their sex, because it is well known that the best way of improving one's own performance is to fly with better pilots. Being a big fish in a small pond is not very evolutive for anyone. There may even be some untapped potential there.

Given a good glider that you can handle and comfortable harness, I am convinced that women are at no disadvantage in the air, and, if you get the "go-for-its" then just do it. There is no limit to how far you can fly — just imagine that!

The qualities of a soaring pilot are a working KNOWLEDGE of meteorology and aerology, basically knowing where and how the air goes up, and how to use it.



Top US woman flier Page Pfeiffer, left, with Caroline de Glanville at Owens Valley — picture Bettina Gray.

by Caroline de Glanville

- OBSERVATION of the clouds and other indicators on the ground and in the air of what's going on.
- AWARENESS of when it begins to happen where and how.
- EXPERIENCE, accumulated hours of air time and miles flown.

It's your attitude and determination, the qualities of your own head, that get you up there not how strong you are, or how brave or macho.

If you want to know more about it read Cross-Country Soaring by Helmut Reichmann, or Meteorology for Glider Pilots by Wallington, two excellent books that are very relevant to hang gliding and which will leave you ever gazing at the sky and trying to work out what is going on up there.

The next step is just to work out how to use it to your advantage, and you're well on the way to success.

There is a great deal more lift around than the average hang glider pilot generally realises.

Women may take a little longer to progress and to build up experience in the air, partly due to the weighty and oversized equipment they usually have to train with and perhaps in part due to the fear of knocks during the first stages of training.

They have to come to terms with this without the previous conditioning most men have had at some stage in their lives of playing rugby, football and other games that encourage them to hurt themselves at the ground, usually via a ball of some sort.

Also I fear there is a possibility that some aspiring or would be pilots may allow themselves to be discouraged by the people around them who don't hang glide themselves and don't want them to do it, probably because they consider it dangerous.

I have been flying hang gliders for seven years and was ski-racing downhill for three

years previous to that, and have never had a serious accident.

With certified schools, glider testing and research, and the observer system, there is no need to be a lunatic or kami-kaze bent on self destruction to enjoy learning to hang glide.

As for the problems for the girls with ground handling — or for anyone for that matter — a certain degree of fitness is definitely required during the early stages, but once you have acquired that and are able to soar, or even go cross-country, then the amount of glider lugging in relation to air time is substantially diminished, and it all becomes worthwhile anyway.

I'm told that not all British sites are 1000ft walk-ups through bogs, so a wise choice of site may solve some of your problems. The other solution is by careful (diplomatic) organisation of your friends and relations, or teaming up with other pilots who share the same problem.



There are undoubtedly times, however, when you find yourself on your own and just have to be prepared to transport the lot by yourself or you don't deserve to fly.

It is not fair on the already established hang gliding community to impose upon people to the point of looking for help with your equipment, or women in hang gliding will make a bad name for themselves as helpless.

And there's no such thing as a helpless hang glider pilot. I have seen advertisements for some sort of wheel contraption, presumably developed in America, to aid in the carrying of a hang glider. It may be worth looking into.

Times are changing. It is more difficult now to be a good pilot and yet learning has never been easier. I would like to see progress in towing and tandem techniques for learning, and in equipment for small pilots.



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The Early Days, No.3

King of the Crazy Gang!

The third in a series which looks at the early days of hang gliding in Britain.
by Stan Abbott

FATE has a very fickle finger indeed...how does it decide who survives and who snuffs it?

You can do everything by the book all the time and get wiped out by the untimely intervention of some million-to-one quirk.

While on the other hand, guys like NICK REGAN can throw the book out of the window, take ridiculous risks and suffer not a scratch.

Nick is one of the people who jumped on the hang gliding bandwagon for one over-riding reason — it WAS dangerous.

He and his pals made a home-built kite with only a photograph to work from. A few hairy hops were enough to persuade Mr. Regan to discard his crash helmet as superfluous.

The same Mr. Regan has not only survived the last nine years, but went on to play a major role in the setting-up of the BHGA as the first editor of WINGS!

Now he fulfils a similar role for the infant British Minimum Aircraft Association with its Flightline magazine.

"I have always done active things," he told Wings! "Anything new or dangerous I will get into."

Nick and his pals had milked water skiing for all it was worth over the previous four years. "We would go out to sea if there was a storm brewing so we could wave-jump... which was pretty ludicrous.

"And we had tournaments on water skis where the last person to remain standing behind the boat won." Argy-bargies and just about anything else went in that game.

The nascent sport of towing flat kites behind a boat had the appeal of adding a new dimension to water skiing and



Top — Mr. Regan himself. Below — it actually flies. Note the very bent uprights!

Nick and friends went to see a demo at Fairford — and pronounced it "too tame". Among those involved in the flat kite scene at the time was Ken Messenger who became a leading southern figure in hang gliding.

Those at the demo, it seemed, knew nothing about the new "free fall delta kites" that had hit California so it was with nothing more to go on than a picture of Bill Bennett standing with a kite that Regan and Co. set to work.

"I tried to get real information from structure and aerodynamic people," said Nick, now 32, who works for the Royal Aircraft Establishment as an electronics engineer.

"We wanted something designed that would take a long time to kill us, but they wouldn't help. They said 'we don't want to be responsible for you killing yourselves'.

"We were a bit uncertain about the bending loads on the leading edges, so we shifted the crossboom back to ease the load."

They ended up — for the princely sum of £25 — with a 16ft. keel, 65 degree nose angle rogallo, that by a lucky quirk was pitch positive thanks to a slight reflex in the keel.

In place of the customary rigging wires, the Regan rogallo had metal bracing struts and — in common with the vogue then — no king post. The finishing touch lay in the sail seams... sewn laterally instead of fore and aft!

The Regan team's efforts in the summer of '72 coincided with those of the men who were arguably the fathers of hang gliding in this country — Geoff McBroom in the South and Len Gabriels in the North.

Ken Messenger had moved into hang gliding from flat kites and Gerry Breen — another name of today — was also on the scene.

The original intention was to fly the rogallo in tow behind a boat but that idea was forgotten amid the new era of hill-launching.

First test flight was at Farnham Park, Surrey, "in a ludicrous cross wind" when "I seem to remember, I managed to do a complete barrel roll".

"The lovely thing about this machine was that it was virtually indestructable.

"We didn't really learn how to fly it so much as crash it in a multitude of different ways."

The bizarre machine visited other sites in the South Downs and elsewhere.

Regan "the scrounger, the getter and maker of things" — found his friends losing interest after they had all learned to fly the craft, at least in a manner of speaking.

Among the crazier moments was one at Hankley Common when Regan hit a gust 40ft. above the slope and did a complete backward somersault. "All you did was a backward somersault yourself and you landed on your feet in the sale," said Nich nonchalantly.

Although it was never soared — the WORD had scarcely been invented, never mind the actual art — the Regan rogallo saw good service to which the hideously bent A-frame sides bore grim testimony.

Dedication saw those involved with the project even flying on Christmas and Boxing Day. The quest for new hills fearlessly to leap from took them further afield to places like the Berkshire Downs where Ken Messenger was actually SOARING.

And later to Rhosili where current BHGA council man Bob Mackay was the resident lone bird man... and where Regan himself learnt to soar (not his own kite), and where cliff flying was invented and proved to be not a killer.

● Next month: The storm that spawned the BHGA.



TYPHOON MOST POPULAR LEAGUE GLIDER



Airworthiness Certificate
Of Type Compliance

Hang Glider Type: TYPHOON
 Manufactured by: SOLAR WINGS LTD. Size: MEDIUM
 Works Number: T68J174 Recommended Pilot Rating: P2 (Min)
 Recommended Pilot Weight: Minimum: 130 lbs Maximum: 200 lbs
 Certification Category: Utility (Non-aerobatic)

I certify that the glider described above has been submitted for approval under the BHGA's 'Airworthiness Standards and Requirements for Hang-Gliders' dated March, 1979... and has satisfactorily complied with these requirements. I hereby authorise Solar Wings Ltd. to issue Airworthiness Registration Certificates for this type.

Signed *C.H. Smith* (C.H. Smith) Date 27-7-81

Certificate Number: B17001

Conditions For The Continuing Validity Of
BHGA Airworthiness Certificates Of Type Compliance

1. All production models must be representative of the type and conform to the BHGA Airworthiness Standards and Requirements for Hang Gliders specified above.
2. All modifications must be approved by the BHGA Airworthiness Technical Committee before implementation on production models.
3. The manufacturer must have the capability to carry out repairs and modifications on production models issued with a BHGA Airworthiness Registration Certificate and these to conform to original build standards or standard repair schemes.
4. Amendments to this document must be authorised by the BHGA.

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Business Certificate
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Recommended Size: LARGE

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1981 NEWS

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Happy landings

...using a drogue 'chute

by Andy Christian

I DON'T suppose I took any longer adapting to my Demon than anybody else taking delivery of a fifth generation glider.

The only area of concern seemed to be developing the necessary landing technique. If there was any wind in the landing area, then no problem. However, in very light or nil — wind conditions I found like everybody else, that the Demon ground effected much further than previous gliders and that the final flare had to be judged pretty accurately.

Too early and you shot up about 20 ft. — too late and you were left sprinting along trying to catch up with a glider which invariably nosed in.

I'd read an article in an old Glider Rider about drogue chutes, which if it was to be believed provided the answer to easy nil-wind landings. I began experimenting with various shapes of chute based on the surface area of a 36" diameter Hemisphere.

I tried both a cruciform shape and a 36" diameter flat disc but neither provided sufficient drag and I resorted to the conventional parachute shape, 36" diameter, with a 3 1/4" diameter vent, made up of eight panels and lines, attached to an 8ft., bridle which packed into a plastic tube, 2" dia., x 7 1/2", clipped to the A-frame side.

I attached the bridle to one of the bottom rear rigging wires by means of a small stainless steel yachting clip. On deployment, the clip slides up the rigging wire to the keel causing the drag generated to be exerted through the line of the keel.

When about 30ft., above the ground on the final approach the chute is deployed by pulling it from its container and releasing it into the

slip stream. As it inflates, the nose of the glider rises slightly which is corrected by pulling on a touch of speed. At "min sink" the glider continues to fly quite happily but with a slightly steeper glide angle than normal.

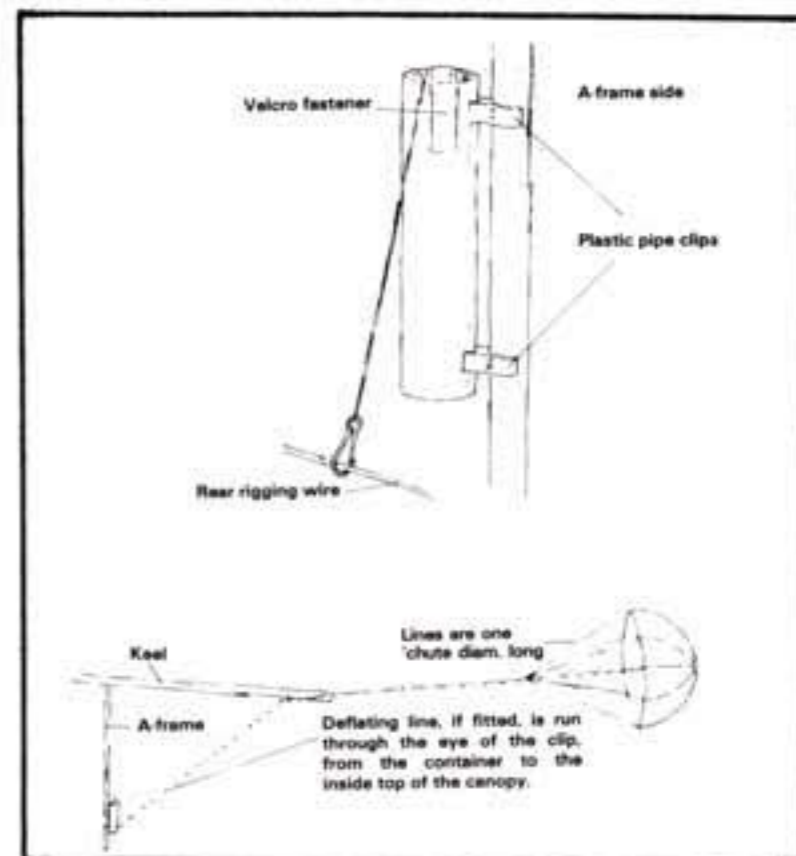
Pull on speed and you can reduce the glide angle to around 3-1. The more speed you pull on the faster you come down.

At full speed there is a slight tendency for the chute to oscillate causing a minimal yawing in the glider. It should be borne in mind that even with a drogue chute deployed, pulling the bar in increases the glider's air speed so when about 3ft. above the ground start easing the bar out and as your feet touch push right out.

This should result in a dead stop stand up landing. The drogue kills ground effect and almost totally eliminates the tendency to gain height if the flare is initiated too early. With this ability to drastically reduce the glide angle there is the added bonus of access to smaller landing fields.

I've only noticed two adverse effects in the five months that I've been using the drogue, both of them minor.

- With the drogue deployed it is more difficult to initiate a turn. This isn't normally a problem as the chute shouldn't be released until the glider is lined up correctly on final approach. It is, however, possible to incorporate a deflating line running from the A-frame to the centre of the canopy, so that the chute can be deflated if radical manoeuvres are necessary.
- The drogue is primarily intended for use



in very light or nil-wind conditions but in the event of it being deployed in stronger winds the effect of wind gradient on the glider's air speed becomes more pronounced and more speed than normal has to be pulled on to compensate.

Although I've referred to 36" dia. chutes throughout, I have made a 40" dia. chute for pilots in excess of 13st. flying weight on large size gliders.

Making the canopy I've used low porosity Rip Stop parachute nylon and Coats Drima polyester thread. All the lines including the bridle are 2mm. 200lb breaking strain nylon yachting cord.

The clip is an Inox AISI 316 stainless yachting "eyed" clip.

If anyone is interested in making or using a drogue chute and wants more information, they can contact me at 94 Fulton Road, SHEFFIELD S6 3JN. Phone 348860 or Eckington 432984.

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Many a pleasant hour can be spent cruising around, flying off to places and visiting friends, when otherwise you would be grounded by poor weather conditions or site availability.

PLANS

Although designed as a kit, the Tri-Flyer can be built from plans which are available for £27.50 per set, fully refundable against future kit purchase.

READY TO FLY

We supply kits and plans only, but the following are approved manufacturers, from whom you can buy a ready-to-fly Tri-Flyer:

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Northern Glider Sales	Tel. 061-973-4085



KIT-TRIKE

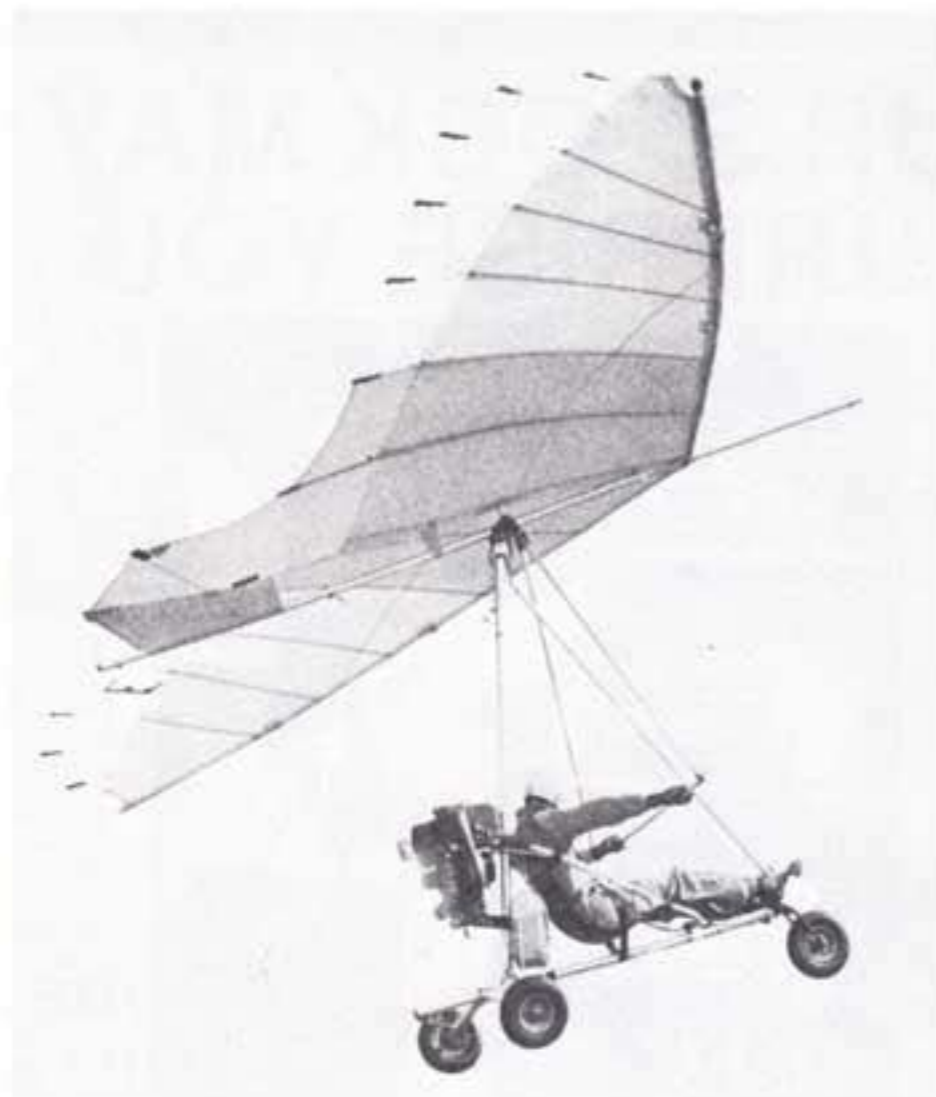
DO IT YOURSELF

This amazing ultralight trike is designed to be built by any competent enthusiast. Everything required comes in the fully-detailed kit and the only tools you need are a tape measure, saw, electric drill and a sewing machine. (Ready sewn parts are available) To make building easy and fool-proof the full engine assembly complete with bearing housings, pulleys and belts, reduction drive, main engine mounts, propeller, hubs and prop disc are finished and ready to fit. We also fully manufacture the front fork assembly, fuel tank, axle shafts and many other pieces. Your work involves cutting tube and plates, drilling and finishing off the aluminium plates, assembling and fitting the parts and rigging the final aircraft. We supply a Nicopress swager with every kit. Full instructions and detailed parts and drawings are included and we estimate the work will take approximately 30 hours.

The kit comes in a packing case, approx. 7'0" x 2'6" x 1'6"

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Engine	ROBIN single cylinder 2 stroke 250 cc
H.P.	18 h.p. at 6000 r.p.m.
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Philip Robinson flying the Tri-Flyer on the new 80% double-surface Sealander from Flexi-Form.



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DEALERS INVITED

ICARUS has been in all sorts of difficulties — it's the new floating sealing wax wings he's using — and Daedalus has lost his oddments.

All in all the ancients haven't been out collecting the gossip on the hill too much lately. But Hermes the aging aviator did have a bit of up to the minute crack when he passed me going up in a six down the other day...

Hermes has taken the wraps off the secret device Rob Bailey's been keeping in a black bag on his A-frame side.

Everyone THINKS the ton-chasing Tyke's got himself a slip and turn indicator for blind flying when he says "I'm not saying what's in this bag but everyone'll have one in a year."

In fact, the cat is now out of the bag and in Hermes's unsafe hands. Truth is, he's carrying an "insta-thermal" napalm kit.

End of the day XC, ten-down, 300ft. on the clock, a dose of napalm on a handy village or cropped field and Rob's your uncle — insta-ten-up-thermal...



Hot Gossip from...



Buzz from over the water is that the Comet, much loved by Bailey and so many others, has been ousted as no.1 choice of competition fliers.

Rich Pfeiffer, first and Jeff Burnett, second, were both flying Sensors in the US Nationals...

Guess who were landing judges at the comp — British pilots Bob England and Peter Harvey who were also at Canada's Grouse Mountain comp. where they were early pacesetters. And Brian Milton, no less, ran the public address system.

Bob England has PROMISED Wings! his very own Letter from America. Hermes tells me he'll believe it when he sees it...



Also on the overseas flying trail is Avon chairman and BHGA council member Colin Lark, off looking for a job at Lachens, France. Anything for a lark, Mr. Laugh.

And North Yorkshire's John Bowman has persuaded Air India to allow him free passage for the new Typhoon he's acquired during a recent return from Bombay — land of the bamboo and polythene bog rog, it is said. Hermes reckons we could be hearing more soon from Mr. B. in this land of hills and heat...

Talking of far-off places, Barry Blore's implication in August

Wings! that no-one takes Clubman's Mere quite as seriously as the Northumbrians do has gone down like moonshine at a methodist tea party on the Hills of the North.

"No-one enters a comp. if they don't want to win," say the jubilant Georgies, club Shield holders three years running.

And they've got a thousand Press cuttings and 50 tapes of radio interviews to underline the point: "We ARE the champions."...

Still in God's Own Country, safely north of the Tees, another skirmish has been brewing around THAT place Newton Aycliffe.



Northumbrians take Mere seriously...

The trike show reported on elsewhere in Wings! was a hush-hush job arranged with Aycliffe Development Corporation by Peter Hargreaves and Jim Brown.

When the event clashed with the

League final, the organisation was handed over to Richard Wolfenden of the newly-formed Hornet Micro-lights, of Bradford. Richard handled the invited guests-only fliers list, much to the apparent umbrage of some of North Yorkshire's barnstorming trikers who thought the whole do had fallen into the clutches of some "southern" outsider...

On the subject of trikes, Hermes reminds me about the triker at Mere whose identity shall remain undisclosed for a further small consideration.

One resident of a sleepy Wiltshire village is still suffering severe shock after a mysterious voice in the silent night sky shouted down in the pitch dark and asked: "Which is the way to mere?"



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.

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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

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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

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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

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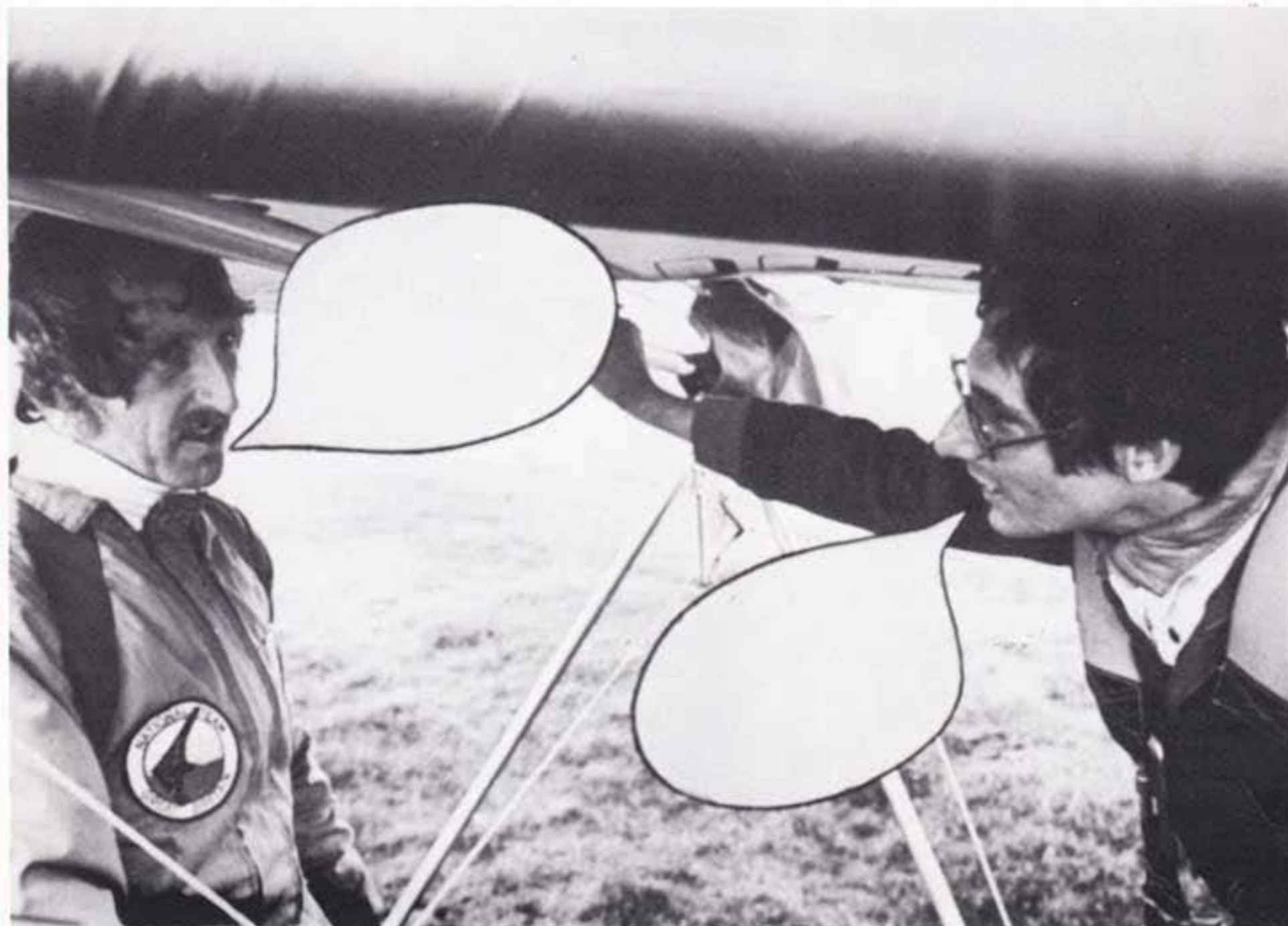
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COMPETITION PAGE

£20 credit from Mainair Sports to be won!



What are Johnny and Andrew saying?

THE monstrous mix-up in the September crossword means there are two £10 competition prizes to be won this month.

Frustrated crossword addicts can complete the September puzzle using these revised clues:-

Min sink: 6) "Degree Five" — song from Germany (7)
8) Of backward student and depressions he goes after (7)

Luffing: 1) Insulate map-makers in Nigeria (5)

The October contest is a fun one — fill in the "bubbles" on the picture and the entry judged most humorous by the Editor wins!

The picture, by Mark Junak, shows the new British champion Johnny Carr, left, with fellow British team member Andrew Wilson.

The shot was taken at the Abergavenny League.

Entries to both competitions should be sent to Stan Abbott, 72 Hartley Avenue, Leeds LS6 2LP, the crossword by October 25 and the caption contest by the end of the month.

Back next month with a new *Crossstube*word by a NEW compiler!

Wings!

Editor — Stan Abbott,
72, Hartley Avenue,
Leeds LS6 2LP
Tel. 446701

NOVEMBER DEADLINES

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BRITISH HANG GLIDING ASSOCIATION: 167A Cheddon Road, Taunton, Somerset TA2 7AH. Tel: (0823-88140).

WINGS! may be obtained regularly by joining the BHGA, or on a subscription of £12 pa in the UK. Those outside the UK are requested to send Sterling International Money Orders — £12 (surface mail) or £24 (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.

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- Bleriot Cup '81 1,2nd
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- XC League '81 Currently 1st
- French Nationals '81 1st
- Swiss Nationals '81 1,2,4th
- Austrian Nationals '81 1,3,5th
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