

WE ARE THE CHAMPIONS!



Special issue 90p

Britain lifts team trophy at world championships

Magazine of the British Hang Gliding Association

Wings!

NOVEMBER 9, 1981

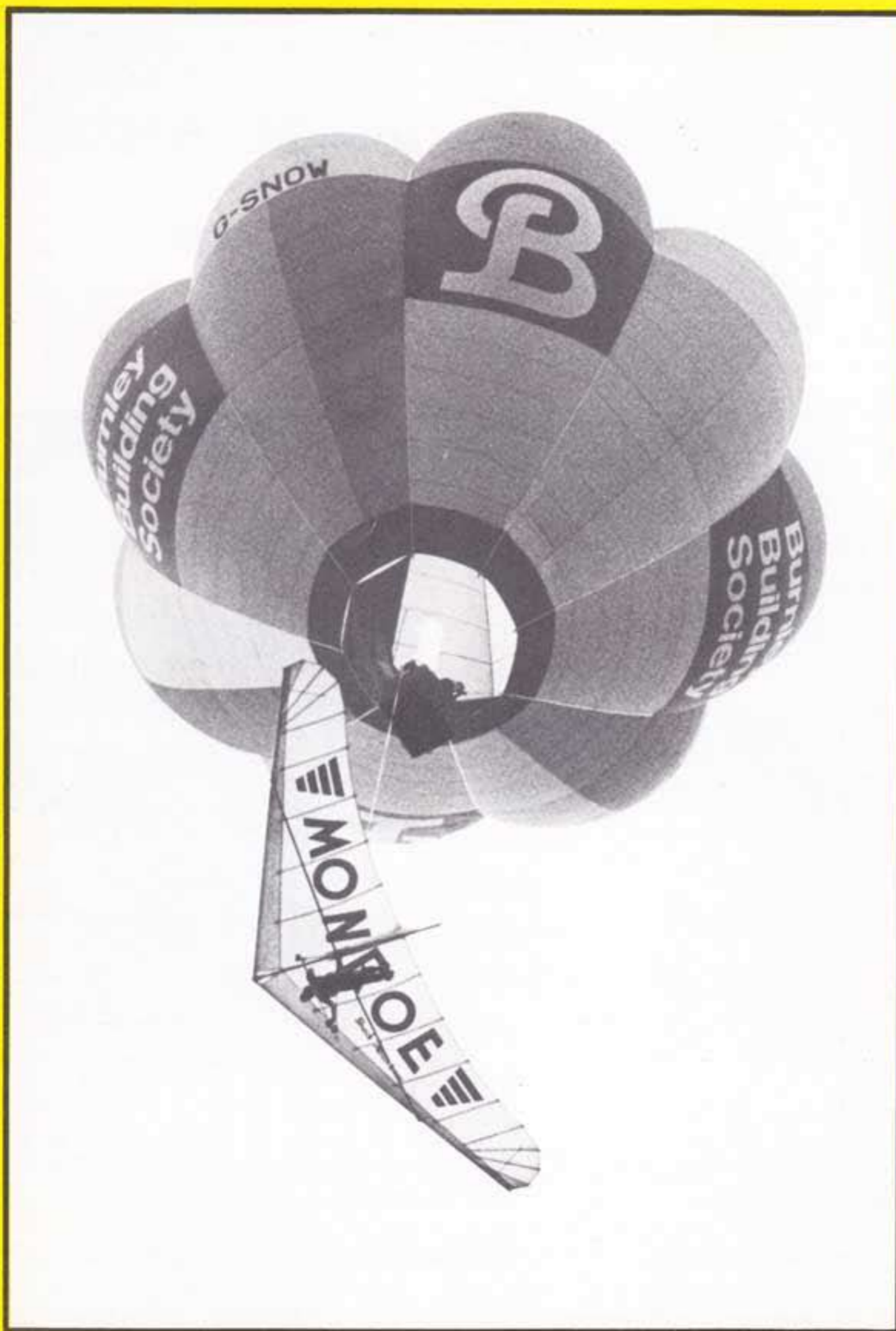
Beppu, Japan 1981



The man who went 6,000 miles and never left Britain — p30

What has this man to do with hang gliding?
The happy answer is on page 2!





RADICAL!

...that's NOEL WHITTALL'S verdict on his first balloon launch, pictured here by Robert Whittall, aged 12. The balloon is piloted by Mike Snow, of Advertising Balloons Co. Ltd. Full story, page 15.

RADICAL is also Noel's description of the food dished up to British pilots at the World Championships in Japan where he was an official steward. RONNIE FREEMAN suffered most. The Japanese story begins on page 5.

Wings!

Edited and designed by
Stan Abbott

Published by the BHGA in the
second week of each month
— see page 31

Please note!

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Cover picture

...shows Japan's Hirotohi Futagami
preparing for take-off at the Tsurumi
north ramp at Beppu, flying the
unusual Falhawk Jupiter.

Picture — Noel Whittall



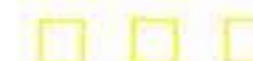
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ADVERTISERS

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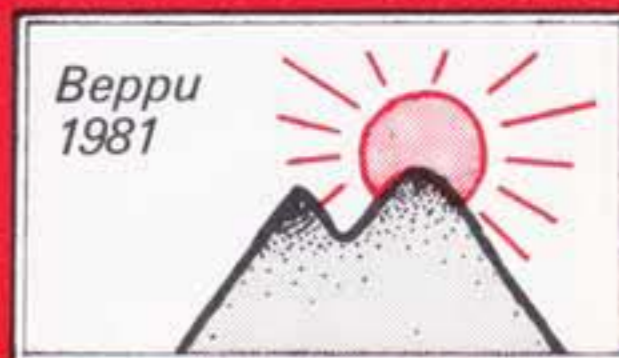


PRODUCTION changes to accom-
modate our colour cover mean a
revised format for Wings! this month
— all late news, including last
month's competition winners, is on
page 11.

Pepe Lopes

— Brazil

World Champion
1981



Rich Pfeiffer

— USA

Second



Graham Slater

— Britain third

And the world team champions, pictured below right, on the winners' rostrum, from left: Captain Robert Bailey, Ronnie Freeman, Graham Slater and Johnny Carr.

World beaters

BRITAIN lifted the team crown in the million-pound third World Hang Gliding Championships, showing again how our League provides the ideal nursery to cultivate the skill and strength-in-depth needed in top flight team hang gliding.

Team manager DEREK EVANS tells the story of the exciting competition climax on page 8, while NOEL WHITTALL —one of the three-strong international stewards' team — brings you Beppu, Japan, 1981 in words and pictures...

IN 1971 the biggest hang gliding meet of all time consisted of about a dozen Californians skimming down a sand dune on craft which would not have looked sophisticated to Otto Lilienthal himself.

Ten years on, the Japanese-hosted World Championships at Beppu brought together 18 nations to a computerised event with beautifully stage-managed parades and presentations, an army of staff, a 5,000ft mountain site plus a hint of all the pressures and politics which now seem inseparable from world-level sport.

This progress is spectacular and undeniable. Unfortunately, we are as far as ever from coming to terms with our oldest enemy — the weather. During the competition we got the lot! A typhoon opened the proceedings, heading

straight for Beppu, fortunately to deflect east before getting too close.

Then after a couple of fine days the Autumn Rains arrived early to play havoc with hang gliding and rice harvest alike. Eventually the rain passed on to be replaced with icy winds blowing in from Manchuria. On the last day we were treated to a glimpse of what might have been, when pleasant summer weather returned.

The competitors ranged from beautifully-organised teams, among which Britain, Austria, Switzerland and Japan stood out, to single entries from such as the Argentine and Belgium. Most of the "big names" which have dominated the sport for the last few years were present — Guggenmos, Thevenot, Hartl, Moyes, Pfeiffer, Muller; notable absentees were from the USA where lack of sponsorship or Government cash meant that old favourites like Grigsby or Jones were missing.



continued



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XC-League '81	Currently 1 st
French Nationals '81	1 st
Swiss Nationals '81	1,2,4 th
Austrian Nationals '81	1,3,5 th
Owens Valley XC Classic '81	1,2,5,6,8,9 th
Owens Valley Open '81	1,3,5 th
1 st Across The Solent	

1st

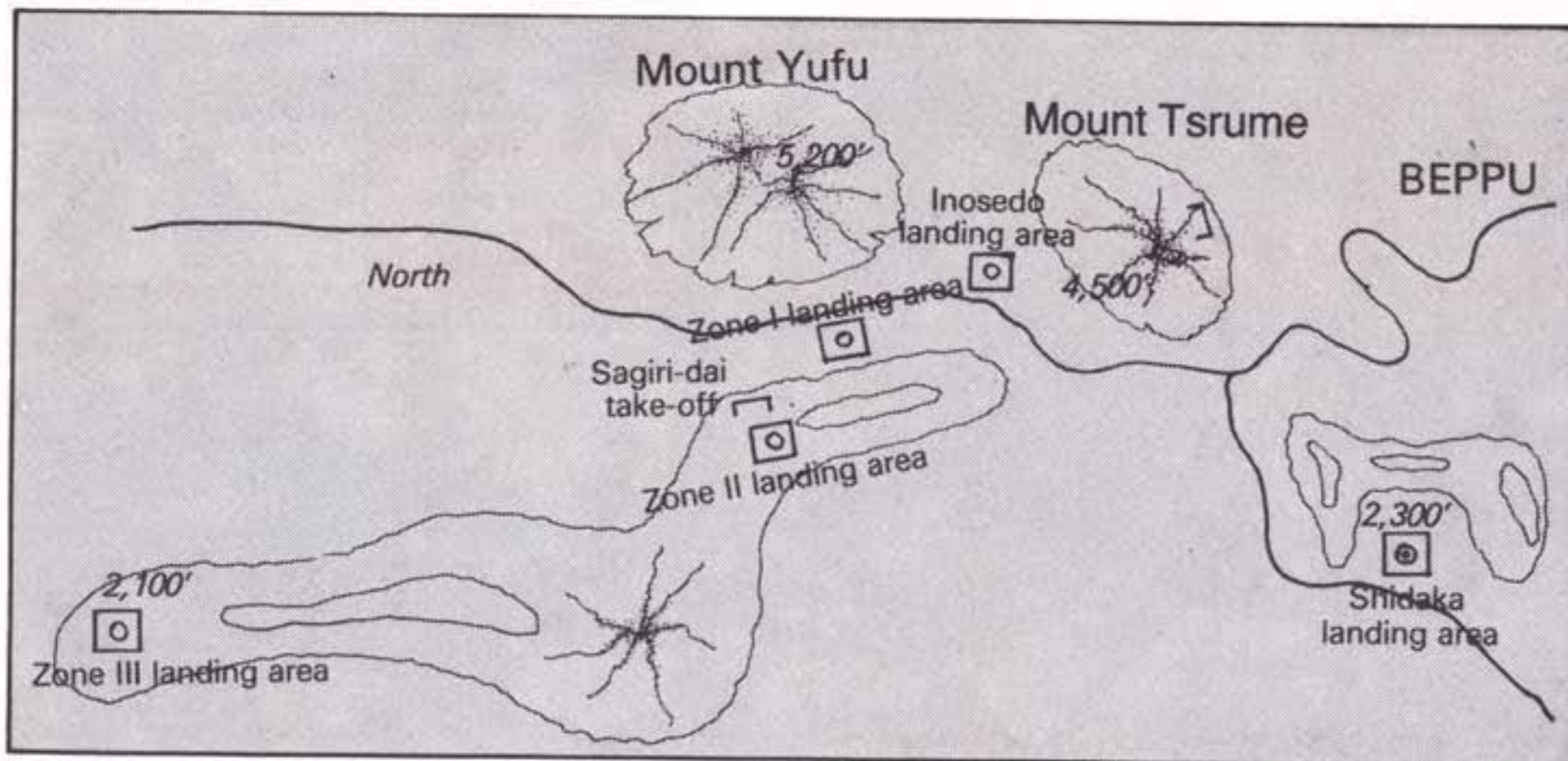


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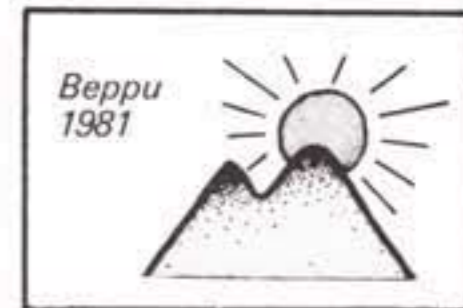


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Map showing the Beppu competition area



The sites

Mount Tsurume rises directly behind the coastal spa town of Beppu on the southern island of Kyushu. Just short of 5,000 ft ASL it is provided with enormous permanent launch ramps, and served by an efficient cablecar. The prime landing site had been scooped out of the mountain side and was little bigger than a rugby pitch. The main alternative launch was from Sagiri-dai, a top landable ridge similar to many larger British sites.

What they flew



Walter Schonauer on the Firebird — the Swiss glider with no top rigging

DOUBLE surface rules OK, but the old problem of class distinction reared its ugly head again.

At present Class One specifies weight shift control only, while Class Two calls for aerodynamic controls operated by the pilot.

Simple? Well, what about the "overdrive" system then? (a method of moving the crossbar and so tightening the sail during flight.) Hardly, an "aerodynamic control" within the meaning of the act, but it unarguably does shift the centre of pressure of the wing, which accounts for

some Comets in Class Two.

The 100 per cent double surface flexwing has arrived in the form of Graeme Bird's New Zealand-made Shark. This model ingeniously gets around the problem of allowing twist in the wing by not stitching the trailing edges together.

It also sneaked into Class Two by having a pair of small spoilers fitted, and proceeded to win the class. That's an old dodge which has yet to be stamped out.

Most of the other Class Two

entries looked like Fledglings in the air — Fred Hutchenson from the USA had a Mk III version incorporating Withold Kasper's vortex-exploiting tips — but a "different" planform marked the Falhawk Jupiter from Japan, featured on the front cover.

This is a semi-rigid aircraft with 180° nose angle and butterfly tail, roll control being by weight shift plus 'spoilerons' on the wingtips. Very nicely made, and flown well by their Japanese pilots, they made a refreshing change from the usual tailless designs. Rather complex to assemble though — about 36 battens at a rough count!

Class One was by no means a Comet benefit, although true innovation was hard to spot. Helmut Dornauer from Austria had the Concord III, a high aspect ratio design characterized by a very short kingpost, while Walter Schonauer had dispensed with top rigging altogether on his elegant, strutted, Swiss Firebird.

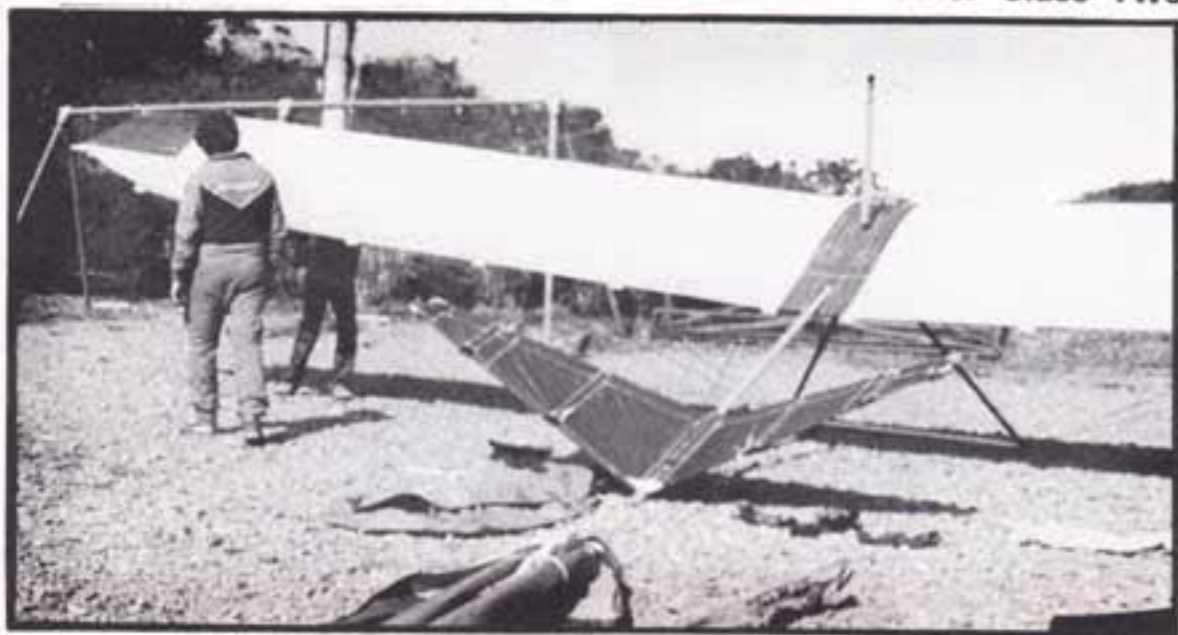
The Guggenmos Wings range were much in evidence among the Germans. De-flexors are still

used here, to assist the exceptionally thin-walled tube used in these lightweight gliders.

Wills Wings's new craft is called the Duck. I hope they didn't pay the marketing men too much to come up with that name! Hot favourite Rich Pfeiffer was flying an all white Mylar coated version, in spite of his recent success in the US Nationals on a Sensor.

The Duck is strong and fast and no doubt we will hear more of it soon. After the rather indifferent reputation his X-Ray has gained, it is good to see Thevenot back with a winner — the Azur.

The Japanese and Korean entries were mainly the Blazer II, from Falhawk. This is a very Demon-like craft with extremely pleasant handling characteristics, as I was to discover when I flew one at the end of the contest. We will have to wait another year or so before the Japanese influence design in Class One, but with a buoyant home market and lots of youthful enthusiasm, it can only be a matter of time...

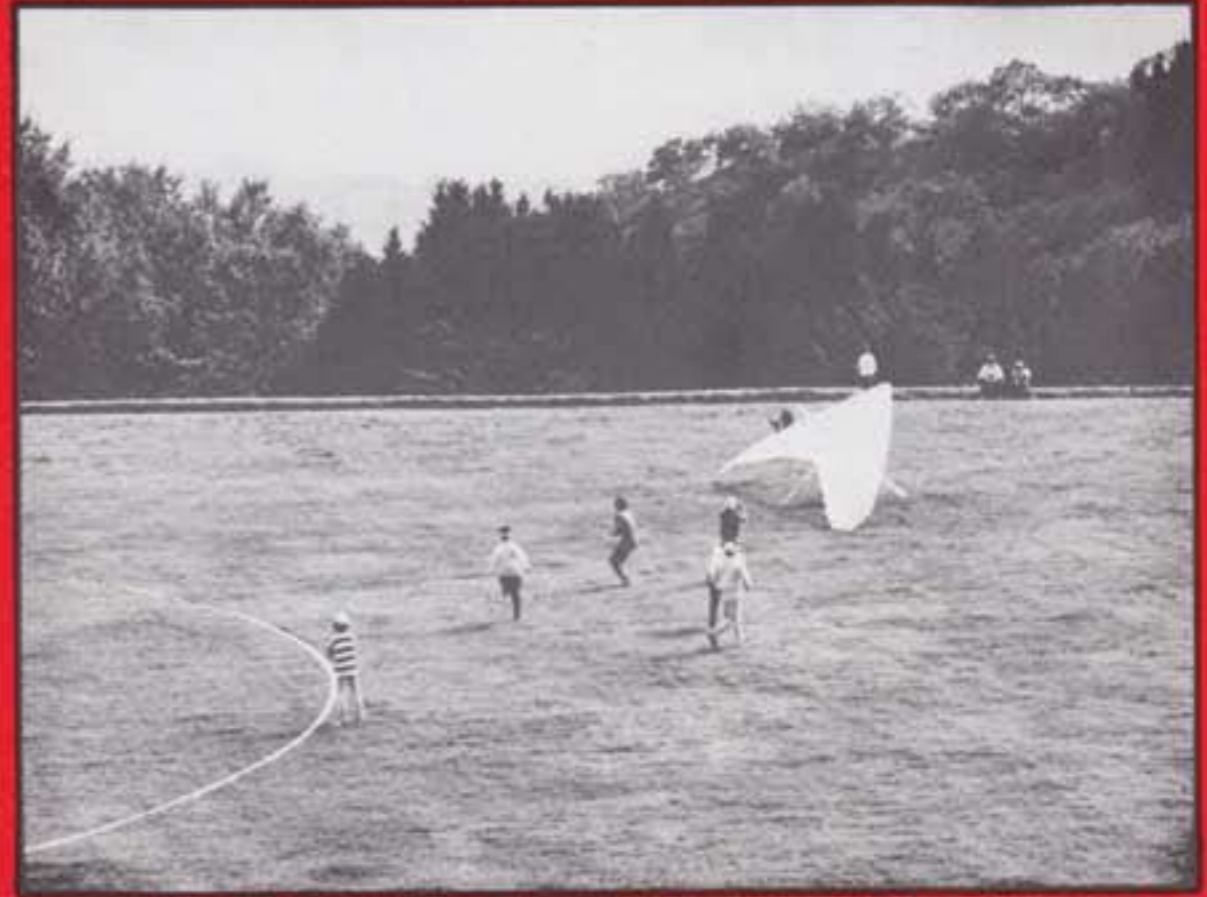


Close-up of the multi-battened Falhawk Jupiter feature on the front cover

Going.....

.....gone!

Beppu
1981



The final approach and missed spot landing that cost Rich Pfeiffer — flying the new Mylar-coated Duck — the world title

Computer nailbiter

by テレック、エウジャンス

(Derek Evans, team manager)

THE final day was bright and the thermals started popping early. Two tasks were on with only 35 pilots to fly in Class I and seven in Class II.

Take off was Mt. Isurume, and, clearly, we would have to use the main Shidaka landing field all day in view of the crowds and the final presentation ceremony there in the evening.

The first task called was a "set time" from take-off to a gate at the landing area 2,200' below — 400 points were possible on that part of the task, followed by 500 points for maximum duration and 100 points for the spot.

A bit old-fashioned but, in the early morning conditions, it was a good call. The set time was three minutes, which meant losing a lot of height over the 1¼-mile run, and everyone was late getting there.

Top scorer was a Swiss, who was two seconds adrift — a certain logic there if you think about it!

For the first time in the competition high scores were the exception as the pilots flew against the clock.

Rich Pfeiffer and Pepe Lopes slipped badly, coming second and third in the same heat against a Japanese flyer — the only one to beat both of these brilliant fliers — Naomi Fujita is the name to remember!

Graham Slater and Robert Bailey both had brilliant duration sections in this task, with Graham beating the Old Master himself, Steve Moyes. Robert stayed up in the last heat for the maximum time allowed of 60 minutes, and zilched the rest of his pool.

We didn't know at the time, because the computer scores were not available to us, but Graham had scored 811 against Pfeiffer 749, Lopes 728 and Roussot 619 — he was third, only 109 points adrift and had just blown a spot landing!

Back to the top, and in really strong, thermalling conditions, the same task was called again. We knew we had done well, but how well was still contained in the Japanese computers, and a repeat of the previous task would not settle matters, with everyone almost certain to max out on duration. The speed run around four pylons should have been used in those conditions but, unfortunately, the organisers had "technical problems" and "set time" it had to be.

Pool One took off containing, amongst others, Pfeiffer, Guggenmos and Freeman. All duly maxed out on duration, and the task was decided on deviation against the set time of

3½ minutes and the spot. "The Guggu" took the honours on both counts, and disaster for Rich Pfeiffer — he crash-landed, losing all his landing points! A score of only 773 for him. Johnny Carr and Tony Hughes were in the next heat and, again, everyone maxed the duration time of 60 minutes.

Johnny had a good second, with 896, behind Willi Muller, and Tony Hughes distinguished himself by scoring the only 100 point bullseye of the 1981 Championships! Graham Slater followed and had a good one — 857 points, including 40 on the spot! Now the big wait. Pepe Lopes was up against Robert Bailey and Steve Moyes.

Some mixed duration times but, once again our Brazilian friend came out tops, scoring 820 points against Bob's 764 and Steve's 801. Bob Clavert's heat was last to go, and he

continued



Manager Derek Evans left with Golden Boy Graham Slater. Note the "French Connection" on the hang point.

from previous page

finished with a good second and 856 points.

And so it was all over — and we had to wait for the computer to disgorge those all-important scores. Another parade at the Shidaka Landing Field completed the Championship ceremonies and, in the evening gloom, Pepe Lopes, Rich Pfeiffer and Graham Slater duly took their places on the winners' rostrum. Our four top scorers then squeezed on to the Team Winners' platform, and the Town Band disappeared into the night playing its heart out!

So ended this spectacular competition, which contained every possible extreme in flying, organisation, weather, culture, the lot. True talent was certainly recognised, but the restricted number of tasks and their quality, in some instances, will not make this one of the better tests of flying skills.

Congratulations to all the winners, and to all those who might have been if only...

How they flew

THE flying is after all what hang gliding is about. There was not a lot of it, but what there was certainly did demand that particular blend of skill, judgement and courage that champions are made of.

I shall concerntrate mainly on Class One, in which all the Britons competed. Day One was eventually not scored: Class Two flew duration and spot, but air conditions in the landing zone were so rough that the results were more like roulette than a test of skill.

Class One started on the pylon task, but sighting difficulties meant the loss of scores for the first few pools of fliers. Meanwhile, so many control frames were being broken in the arena that flying was suspended for the day.

The first scored day was a short speed run which left 14 fliers with perfect 1,000 point scores, among them Bob Calvert and Ron Freeman. The contest was run in pools of seven fliers, and in most tasks the winner of the pool scored 1,000 points.

The pools were re-allocated after each round so that no two pilots of the same nation were in a pool, nor were two who had previously flown against each other.

□ □ □

Second task was the XC to assigned landing zones.

By the end of this only four pilots were left with perfect scores — Pfeiffer, Lopes, Haroutunian (Swiss) and Moyes. Only Graham Slater among the Britons maxed this round.

ROUND THREE was a repeat of the first, but over-optimism about the amount of ridge lift available led to a number of favourites landing out. Andrew Wilson missed the field by a matter of inches, while Graham Hobson and Bob Calvert sunk out much further away. Conditions were very inconsistent, and in fact none of Graham's pool reached the LZ!

ROUND FOUR, another speed run, out-and-return, had that man Pfeiffer out ahead on his own with the perfect 4,000 score.

ROUND FIVE was more interesting: again a speed run but with more lift about, so there



Jurgen Rohrmeier launches a Guggenmos Wing at Sagiri-Dai



The launch at Sagiri-Dai

was a chance of reaching the two designated landing zones. Without exception the British boys achieved this, all either winning or scoring very highly.

Their consistency was really showing now, and the team was a clear 2,000 points ahead of their nearest rivals, the Swiss.

The last two tasks were contested by only the top 35 pilots in Class One, plus seven from Class Two, in a desperate attempt to cram in more airtime for the championship contenders.

Alas both air and road traffic conditions conspired to permit only a further two duration and spot tasks flown into the arena from the summit of Mount Tsrume.

While these tasks call for a cool head and accurate flying, it seems a pity that the World Champion's Crown should eventually be dependent on a flier's ability to hold the nose of his glider up on a spot landing.

□ □ □

Entering the final round, Pfeiffer held a 32 point lead over Lopes.

Nearly everyone was maxing the one hour duration limit, so everything was likely to be settled on spot landing, for which 100 points were available. Pfeiffer flew first: missed the target, dropped the nose and left the opportunity for Lopes to win.

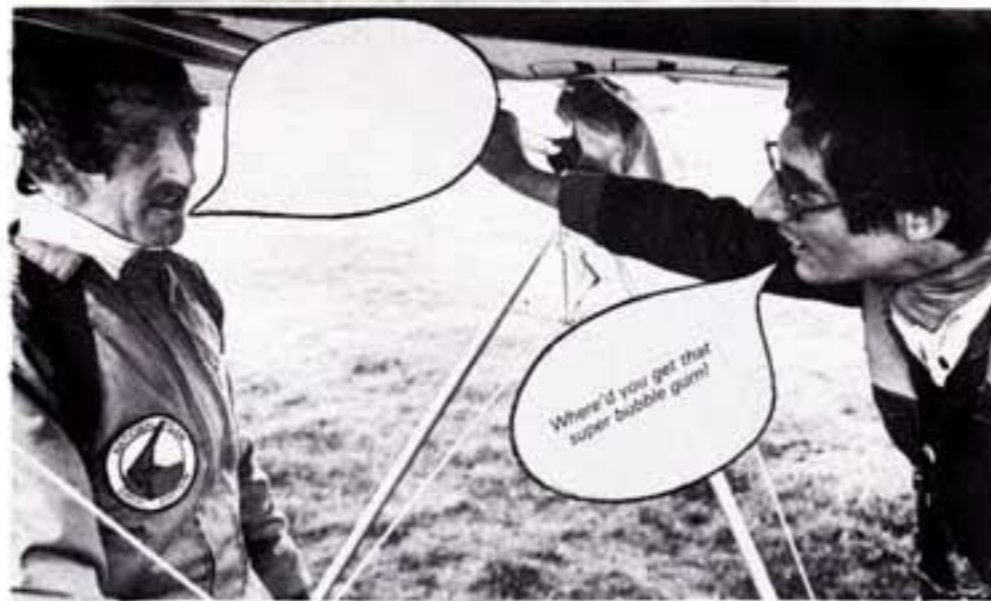
Graham Slater was also in with a slim chance: lying third, a perfect score could have let him slip past the two front runners.

Pepe Lopes was not to be denied at this stage though. A tidy spot score earned him the World Championship with a total of 6,522 points against Pfeiffer's 6,507. Just 15 points difference. Graeme Bird (New Zealand), took the Class Two award, beating Walter Lussi of Switzerland by 19 points.

The tasks

- 1. FREE DISTANCE.** This was never flown — a wise decision, although not a popular one among the competitors: landing areas in Japan are few and far apart, and recovery from the mountains would have been a formidable problem.
- 2. XC TO DESIGNATED LANDING AREAS.** Probably the best fliers' task. Five landing zones, the furthest about 20 miles. Only flown once, and nobody reached zone 4.
- 3. DURATION AND SPOT.** A great crowd-pleaser, and easy to run, but somewhat outdated now for top-class competition.
- 4. PYLON TASK.** A good thermalling test, but little-used because of spotting problems. A pity, as it is a much more relevant test of pilot skills than duration and spot.
- 5. SPEED RUNS.** Both direct and to landing zone or pylon and return.

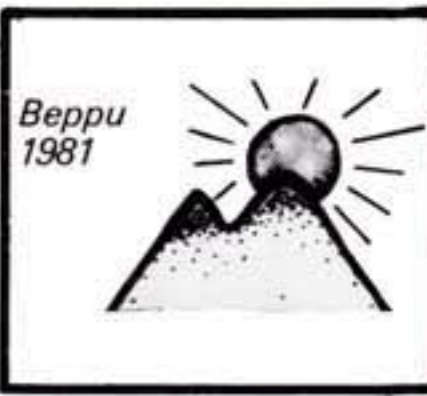
Competition winners



LAST month's caption competition attracted plenty of entries and a good – if predictable – proportion of smut! The Wings! panel of experts plumped, however, for the good clear fun of cartoonist Bill Lehan whose winning entry is featured, left. Do I hear cries of "Fix!" "Favouratism!" "We wuz robbed!"? Well, that's tough!

Bill – from East Grinstead – wins £10 credit from Mainair Sports, as does P.B. Goulstone, of Northampton, long-awaited winner of the September Crosstube word competition.

Where are we going to?



THE organisation of the competition was out of this world. The NEC computer results system provided exceptionally comprehensive data.

Canon supplied an unbeatable copying system. The timing was electronic, with printout.

The launch and landing sites were lavishly staffed. Transport appeared as if by magic. Charming red-jacketed girls served tea perpetually, while their yellow-blazered counterparts were always on hand to interpret.

Banners and bunting were everywhere (until the end when the competitors got at them! and the Mayor and councillors of the City of Beppu lent their enthusiastic support to the whole expensive enterprise.



The only problem was that the system was not as flexible as the weather, and switching sites or tasks was more difficult than should have been the case. Another problem which resulted in fewer tasks being flown than at first may appear reasonable, was the density of traffic on the roads.

Moving gliders the mile or so from the landing field to the cablecar through the choked weekend traffic was a painfully slow business.

Hospitality was an important part of the Championships and many of us struggled with the ancient Japanese discipline of Noshō. This involves consuming a complicated meal while sitting cross-legged on the floor and armed only with a pair of blunt sticks.

Ron Freeman remained a yellow belt despite being assured that chrysanthemum leaves and raw fish were a powerful aphrodisiac: Graham Hobson reached black belt after an heroic struggle with a five inch prawn which still possessed all its arms, legs and carapace.

No small achievement this, with just chopsticks and the blood supply to one's own feet having terminated a half hour previously.

Slater and Bailey were rated Sixth Dan through glittering displays of dexterity with a particularly slippery bean curd cheese and seaweed combination.

In fact, I found the food very palatable: the trick is to get on with it and not enquire too closely what the components are. One should avoid over-confidence however, as this cautionary tale will tell:

Japanese host: "Try these beans – they're very good."

Self: (looking at a bowl of green beans still in their shells). "Thanks."

Japanese host watches spellbound as, with what on reflection was somewhat arrogant

facility, I seized several of the beans in my chopsticks and transferred them, intact, to my mouth.

Japanese host: "Do you have these beans in England?"

Self: (mumbling through mouthful of green compost) "I don't think so".

There was then a rather long silence while the Japanese host screwed up the courage to risk offending me.

Eventually:

Japanese host: "Er, actually we eat them like this..." Whereupon, with exquisite delicacy, he picked one up between finger and thumb and sucked the kernel out of it before placing the remaining husk in the bowl provided. I remained chewing for a very long time indeed.

Now where?

Those who regulate competition in our sport shoulder a considerable responsibility. There are considerations for both competitor and promoter which are almost irreconcilable: the former want as much airtime as possible, whilst the latter need the gliders on view to the public as much as possible.

The Class Two fliers on Fledges and similar craft resent the intrusion of quasi-Class Two machines (Shark, Comet overdrive, Demon overdrive etc.), whilst others argue, justifiably, that there is now no discernible performance difference between classes, so there should be one open class.



A persuasive argument in the short term, but sooner or later (probably sooner), a foot-launched sailplane will appear with a 20:1 glide angle, slots, flaps and a price tag way beyond the reach of most of us.

In a one-class competition few would want to fly flex-wings against such a device, yet development of the simple flexwind has most relevance to our sport. I feel we should be talking about these problems as much as possible.

I know that Confédération Internationale de Vol Libre and the Fédération Internationale Aéronautique want as much in the way of feedback and constructive suggestions on the subject of classes and tasks from informed fliers as they can get.

Don't just moan – if you have a good idea, then let them know about it.

Congratulations to the team on their success: to manager Derek Evans, and to Audrey Evans and Fay Hughes for keeping the lads in order to a large extent. Thanks for not eating the stewards!

More reflections next month

Results

Top Nations

	Points
First	Britain 24,283
Second	Switzerland 21,191
Third	Germany 19,324
Fourth	Canada 18,981
Fifth	France 18,532
Sixth	Australia 17,722
Seventh	New Zealand 16,384
Eighth	USA 16,382
Ninth	Brazil 15,881
Tenth	Norway 12,986
Eleventh	Japan 8,578
Twelfth	Spain 8,077
Thirteenth	Austria 5,179

TOP TEN – CLASS I

1.	Lopes	Brazil	Azur	6522 (5 wins)
2.	Pfeiffer	U.S.A.	Duck	6507 (4 wins)
3.	Slater	G.B.	Comet	6482 (4 wins)
4.	Guggenmos	Germany	Wings	6361
5.	Thevenot	France	Azur	6285
6.	Carr	G.B.	Comet	6280
7.	Muller	Canada	Comet	6273
8.	Bailey	G.B.	Comet	6222
9.	Schonauer	Swiss	Firebird	6200
10.	Roussot	France	Azur	6131

CLASS II

1.	Bird	New Zealand	Shark	4699
2.	Lussi	Swiss	Flash	4688
3.	Poscher	Austria	Manta	4448

British Team Results

	TASK 1	2	3	4	5	6	7	Total	Placing
SLATER	873	1000	959	982	1000	811	857	6482	– 3rd
CARR	914	865	1000	965	965	675	896	6280	– 6th
BAILEY	963	953	990	850	948	754	764	6222	– 8th
CALVERT	1000	688	0	1000	932	823	856	5299	– 16th
FREEMAN	1000	0	713	1000	950	635	678	4976	– 22nd
HUGHES	811	974	669	0	1000	0	600	4054	– 33rd
HOBSON	802	300	0	844	846	–	–	2792	– 48th
WILSON	871	0	0	0	1000	–	–	1871	– 69th

Last word from Ronnie Freeman on Noel Whittall's digestive habits... "Way, yer bugga' – that man's an animal!"



"allo, allo, allo... I have reason to believe you were intending to fly your hang glider in a prohibited place..."

Could scenes like this — captured by Alan Symes at Dunstable — become the norm?

Pictured is Dunstable Club pilot Steve O'Callahan and a "flying squad" officer

Fight, fight, fight! for the right to fly

LESS than £150 has been donated to hang gliding's Central Fighting Fund since June, writes BHGA Secretary CHRIS CORSTON

Yet the fight to keep the right to take off and land continues — at a cost.

The fund was started in September 1979, when Derek Evans, then BHGA Treasurer, explained the idea was to establish a fund which could be earmarked to meet legal expenses involved in fighting the introduction of prohibitive bye-laws.

Individual clubs would not have the resources to pay for legal expertise to preserve threatened sites.

A judgement against us could lead to the proliferation of bye-laws affecting sites throughout the country.

Working

Council had decided there was a need for the Central Fighting Fund because earlier that year about £1,500 had been spent to prevent the introduction of an anti-hang gliding bye-law relating to common land at Mynydd Maen.

We were successful and an important outcome was that we achieved a good working relationship with the Welsh Office that could help in the future.

I explained in Wings!, October '79 the particular legal problems that were in the offing so that members would know to what immediate use the money would be put.

At that stage Frank Tarjanyi had been prosecuted under a bye-law that had been introduced at Mill Hill in '77 by Adur District Council.

The Dartmoor Commons Bill was going through its initial stages in Parliament and it began to look as if hang gliding could be banned from an entire National Park.

The article suggested that every club should be able to contribute at least £50 to give us a reserve to employ legal experts. By the end of 1979 £1,200 had been donated to the fund.

During 1980 Adur District Council appealed to

the High Court against a magistrate's decision that had found for Frank Tarjanyi and hang gliding. The High Court agreed and the bye-law as it stood became null and void. We also won through in negotiations with Devon County Council after petitioning Parliament against the Dartmoor Commons Bill.

The Fighting Fund enabled us to protect our right to fly. Council members, other volunteers and staff were given the necessary financial "muscle" to win through.

This June David Bedding, Council member responsible for sites, wrote in an article of the problems and legal implications that were at stake if we did not fight a very involved legal battle over Dunstable.

David appealed for renewed support for the Fighting Fund because, once more, it seemed some councils were determined to resort to bye-laws to make hang gliding impossible in their areas. In appeals we have explained that the association is run on a very limited budget that does not allow us to spend unlimited sums to fight off un-necessary bye-laws.

We have already spent about £800 on Dunstable this year. A new bye-law at Mill Hill may have to be contested. Eastbourne Borough Council have responded to reason — in spite of local anti-hang gliding pressure from some sources — and moves to introduce a bye-law to ban flying at Beachy Head have been averted.

David Bedding, in particular, is doing an enormous amount of work as a volunteer and our solicitors, working largely on an "at cost" basis, are protecting our interests and the right to fly.

Have we given in? Have we lost the will to fight? **PLEASE SUPPORT THE CENTRAL FIGHTING FUND. PLEASE WILL CLUB COMMITTEES CONSIDER HOW MUCH THEY CAN DONATE.**

It would be ironic if our success in World Championships was linked with failure to protect sites at home. Please send donations to Taunton. Cheques should be made payable to BHGA Central Fighting Fund.

The Council wishes to thank the following who have contributed to the Fighting Fund during 1981 up to and including October 23. A. Christian, B. Clifford, M. Lake, M. Bailey, P. Holt, J. Carstairs, P. Grant, T. Hyner, N. Sumpter, P. King, F. Smallwood, P. Hair, A. Crocombe, D. & B. Bedding, Dunstable Hang Gliding Club, P. Roberts, A. Williams, R. Schwab, R. Sugg, S. Moodie, N. Goodyear, K. Wilkinson, R. Boness.

ARROGANT CRITICISM

Dear Sir,

Paul Henry's letter concerning my flight report on the Sealander has angered me. I object to his arrogance to slag my reputation as a pilot, and question the accuracy of my report without even bothering to speak to me about it.

I am an average intermediate pilot, with over 100 hours flying time, a fair proportion of which was done on the Midas.

I have heard it said that if you can fly a Midas, you can fly almost anything. The reasons why I flew a Midas were entirely financial, (did you buy your first glider on a student grant?)

Some of Mr. Henry's points of contention were concerning my opinion of the glider's handling, which I can explain with hindsight. The particular Sealander I flew was one of the first off the production line, and all the points concerning handling can be explained by the fact that ON THIS PARTICULAR GLIDER the billow shift assist mechanism (that which would pass for the floating cross boom on a CFX glider) was not functioning correctly (ie. it was not working at all) giving rise to the difficulties mentioned. They were real and they did occur in spite of anything that Mr. Henry has to say.

The moral of that is: do not buy one of the first production models of any glider unless you have the resources to be able to change it as later models come off the production line.

On point 5, it appears that Mr. Henry wishes to know how to spin a hang glider. Not a recommended manoeuvre, but one which, along with stalls, is useful to be familiar with so that you know what to do should it happen involuntarily.

Mr. Henry is correct in that it is difficult to achieve, and the Sealander pulls out quickly and automatically.

Finally, when I wrote the article, I never thought for a moment that it would eventually appear in Wings! And I was chuffed as a train when I saw it in print.

ADAM JEFFERSON
Poole Dorset.

Yes, there is a light kite

Dear Sir,

Referring to your Women and Hang Gliding feature and ladies' complaints about weighty equipment —

There IS a lightweight glider, commissioned by Sussex College, spanning 26 feet and weighing just over 33 lbs (15 kg) with an area of approximately 145 square feet. It has been soared at 13½ stone but is designed for smaller people up to 8½ stone.

So far it has been well acclaimed by the ladies who've bought one. It is a scaled down version of the Sigma Floater and performs just as well.

I'd be glad to give you information if you ring me at Brighton 609925.

VINCE HALLAM
Brighton

(P.S. it costs £575 inc. VAT.)

More letters on pages 20 & 21



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.

Bitterness at Bishop

Dear Stan —

Following Peter Finlay's version in September Wings! Airmail, I feel obliged, with regret, to put some FACTS on the record:

- * the rules for Bishop are as stated in Wings! July 80;
- * they are complicated, unnecessarily restrictive, totally ignored by HG pilots and totally unenforced by the Scottish Gliding Union;
- * the rules were due to be reviewed in December 1980; no meeting has occurred, despite SHGF initiatives;
- * I have no recent evidence of incidents or unsafe procedures at Bishop;
- * the apparent lack of interest on the part of the SGU is explained by the fact that excessively strict conditions were forced by people who are no longer on the SGU board, particularly by a previous CFI, and by the lack of incidents;
- * the most active HG pilot on Bishop is a lapsed member of the BHGA; (One questions the wisdom of mixing with cockpit gliders without third party insurance, and the wisdom of the SGU in tolerating this.)
- * despite the assertion on that pilot's tee-shirt, my parents married long before I was born;
- * juvenile insults are unlikely to diminish my efforts to make and keep Scottish hang gliding safe;
- * the injury record of the local HG club, considering the number of members and the level of activity, is deplorable.

On a happier note, the "unidentified friend" in the same issue is Heidi Brogan, pilote extraordinaire, and co-founder, with Malcolm Hawksworth of Airborne Animals, an informal itinerant hang gliding club, which, at least in terms of number of members, is extremely select.

IAN TROTTER

Safety Officer, Scottish Hang Gliding Federation

An evil portent?

Dear Sir —

Having just read H.G. Well's "The Shape of Things to Come" published in 1933, I was extremely disturbed to notice that the membership sticker design chosen by the BHGA is identical to the symbol of the Air and Sea Police, namely "a Winged Disc". Is this a portent for the future ambitions of the BHGA Council?

JOHN DIX,
Jersey.

TONY SMITH,
Birmingham.

Getting safely from Pilot One to Pilot Two

Dear Stan —

I was disturbed to read in Bill Huyton's article in ManWing magazine March '81 that Ann Welch had recently indicated it was the BHGA's intention to transfer ab-initio training to the Clubs.

Like Bill I was concerned at this possibility. On checking the situation I am informed that Roy Hill had recently made the BHGA's position clear in a letter to Lindsay Breen of the Welsh Hang Gliding Centre. The relevant part of that letter reads as follows: —

"Council has recognised that most serious accidents occur to pilots who are post P1., but who probably have less than 20 hours total air time. There are few major accidents to ab-initio students in the schools.

"Given this problem the solution would appear to be to improve continuation training in clubs.

The instructors' courses are intended to give people of suitable experience and aptitude the necessary authority to provide this training/advice/guidance whatever and hopefully this will result in a reduction of accidents with an improved standard of flying.

"Any instructor qualified through the BHGA course would also be available to existing registered schools to assist as and when necessary e.g. peak holiday periods etc.

"Any club which wishes to train ab-initio must register as a school with the BHGA. So far, no club has applied for registration and I think it is unlikely that many would wish to.

"The problems of providing the necessary equipment, instructors, incentives etc., are for most clubs, too great. However, there is nothing to prevent any suitably motivated club from applying for registration as a school and, providing they are of the required standard, they may train ab-initio."

I am pleased that the BHGA recognises the importance of schools for ab-initio training and their safety record, and that it is not their intention to transfer this training to the clubs.

Given the safety record of the schools and the accident rates of post-P1 pilots in the clubs it would seem more sensible to encourage pilots to continue training in their schools rather than in the clubs. To illustrate this point of view I would like to relate my training experiences

which I believe are fairly typical:

Early in 1979 I booked a five-day hang gliding course at the Welsh Hang Gliding Centre, Crickhowell. The centre itself consisted of a three-storey terraced house which had been modernised and extended to give two lecture rooms, a TV/coffee lounge, a reception/administration area, a workshop and a glider store.

Two Landrovers and a Rangerover were the available transport. Here I received theoretical information, simulated flight and saw video films of the kind of training I would be getting.

On the training slopes there was usually one instructor per group of three pupils. Within three days I was close to completing my P1., because of weather conditions it took another three visits to the centre before I eventually completed the course and obtained by P1.

Later under follow-up instruction I progressed to an intermediate glider, converted to prone and then obtained my own hang glider and kit.

Although I hadn't really mastered ridge soaring, I nevertheless decided to join my nearest three clubs in the hope that I would get coaching in ridge soaring, top landings and other skills necessary to fly safely with others.

For a variety of reasons this did not happen. The Mercian site at Meon isn't suitable for soaring beginners. Malvern's Castlemoreton site isn't top-landable and only takes easterlies and the Longmynd coach was out of action because of a serious accident.

All the club members were friendly and helpful but nobody really went out of their way to get me flying with them. None of the clubs had training programmes for new members, club-house facilities or qualified instructors available seven days a week. The clubs seemed to serve mainly as a focus for social gatherings for the already established pilots.

So it was back to the professionals at Crickhowell, under their guidance (at nominal cost, often free) I completed, in safety, that awkward period between P1 and P2.

I welcome the BHGA initiative in training qualified instructors and hope that the clubs think more seriously about the training needs of their new members. In the meantime, I would recommend any P1 pilot to continue his links with the school and to take advantage of the more advanced courses.

When disaster strikes

THESE remarkable photo sequences by STEVE THOMPSON tell their own story... the development of a reliable keel-mounted parachute
Words by LEN HULL.

strikes

— PULL THE CORD!

SKYMASTER is a self-contained rapid deployment parachute system for use with hang gliders, trikes and microlight aircraft.

It is fully patented and uses a specially designed parachute canopy giving a rate of descent approximately half that of conventional reserve parachutes.

The parachute is packed in a purpose designed aerodynamic container and is operated by a spring-propelled drogue chute. All-up weight is 6.5lbs approx.



Designed by Pete Best of Sheffield Hang Gliding Club, Skymaster is intended to remove the element of uncertainty from parachute deployments. Every pilot of a hang glider, trike, microlight, sailplane or light aircraft knows that if he has a serious problem in the air he will be lucky to escape with his life.

The majority of trike, microlight and light aircraft flyers know that they at present have NO CHANCE at all in the event of a catastrophe, because they lack ANY back up system.

THEIR first problem can be their last. Skymaster is secured to the airframe in any position that gives the main canopy a good exit into clear air behind the wing.

Thus on a hang glider or trike it is keel-mounted, clearing a spinning propellor and also causing minimum drag. The parachute bridle is led over the sail and down through the hole to the hang point, where the pilot clips in as normal.

The pilot has a simple "D" ring which is harness-mounted for a solo hang glider and airframe-mounted for other craft. A cable release runs to the vital locking pin. When the pilot makes his decision to deploy, he has ONE movement to make: he grabs the "D" ring and gives it a firm pull for 2½".

Skymaster then goes into action as in picture sequence of live tests on the prototype design:

Pete (medium Atlas) was at 350' AGL off the east face of Mam Tor on a nil wind day. Deployment was initiated when slightly stalled, due to the pilot operating the camera with one hand and parachute release with the other — this would be the SLOWEST deployment that a pilot could ever expect.

See pictures — right, aerial. Left, ground-air.

The Skymaster has taken nearly 12 months to develop and test, because although essentially simple in operation there were difficulties to overcome.

We needed a much slower sink rate than conventional canopies could provide. — a) to lower the solo pilot without the risk of impact damage or injury b) to lower a kite with trike and pilot.

The only answer to this was to use special zero-porosity material with anti-static properties. This halved the sink rate of a normal harness chute without using a canopy of unmanageable proportions, and the special properties assist a fast deployment, as in the picture



Goggle-eyed! Test pilot Pete Best proves Skymaster works

where the canopy is climbing out on its own.

This new canopy had to be deployed from an aircraft by a skydiver in free fall so that its performance could be checked by official observers of the British Parachute Association.

Having done this the canopy designer suggested we use fewer lines to minimize the possibility of entanglement, and the sink rate and opening time was declared exceptional, by the skydiver — in fact the high speed test was done from 3,000 ft at 107 knots, and the subsequent opening was so sudden that the parachute sustained a very painful twisted neck because of the sharp deceleration, and the bang as the canopy opened was clearly audible on the ground!

The other major problem was to design the container — Pete insisted on a conical shape so that the parachute would be pulled into an ever increasing diameter during deployment, thus eliminating the risk of snagging or adhesion.

There was also the need to put a glasslike finish on the inside of the cylinder so that the chute would slide out easily and quickly. This meant a special mould for the GRP container which had to be exactly the right size — too small and the chute wouldn't go in; too large and no-one would put it on a hang glider!

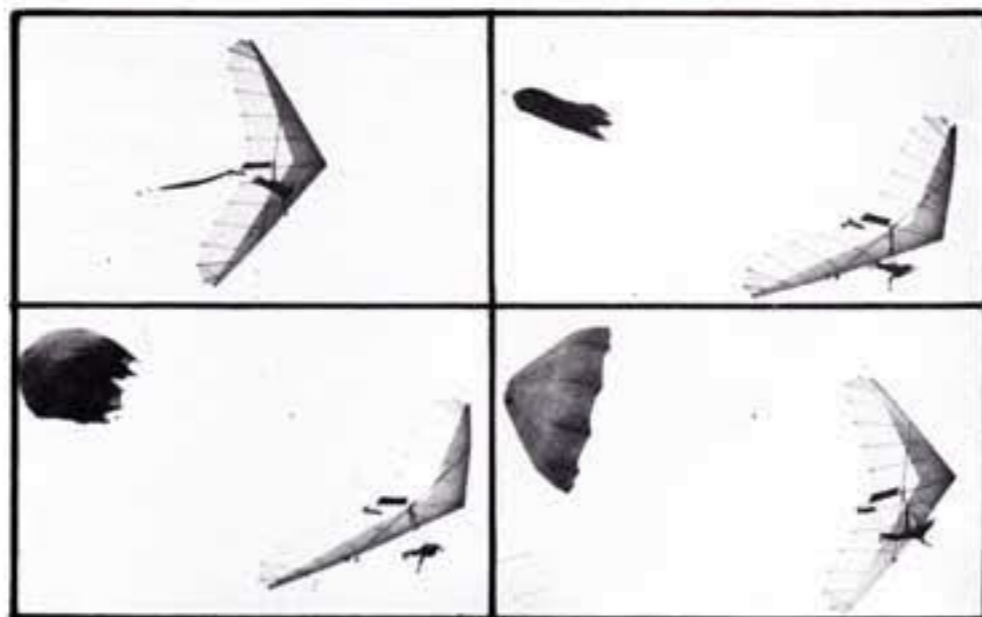


Testing has been more than satisfactory — solo deployments are impressive, trike deployments under full power are incredibly fast, with the slipstream actually helping the sequence along. The deployments have so far been arranged so that the main canopy pulls away, given ideal conditions we should soon have some very interesting film to show, production will commence shortly.

Current harness packs cost about £240. Skymaster will cost an extra £100, with an automatic engine stop option for trike use, so that a deployment kills the power immediately. Of course a big advantage for the Skymaster system is that it will not only save the pilot; it will also save his precious machine to earth in reasonable fashion, without leaving £18,000 of precious sailplane (or Cessna) to fall uncontrolled and destroy itself, and anyone who happens to be underneath it.

Our belief in the Skymaster is this — it is simple, it is dependable and it works. May you never need it.

Thanks to John Clarke, Peak School of Hang Gliding for essential testing on trike. Details from Len on 0298-871111 or Pete, 0302-866647 or 0709-583235.



Top left — Equivalent to second aerial shot with drogue clearly visible.

Top right bottom left — Tensioned bridle lifting clear of sail as canopy begins to fill.

Bottom right — Drogue chute collapses as main canopy robs it of air. Special design of main canopy evident from conical shape.



Above — Main canopy opened, stopping the pilot — note feet swinging up into keel.



DESCENT!! Note the frantic attempts of Pete to fly the glider — bar in and weight shifting furiously! Special skirt on chute spilling air to counteract the swing initiated by panicking pilot. Note that the kite descends in the correct attitude because it is suspended by the C of G.

Pictures © Steve Thompson



1: 0.2 seconds - the spring unit (circular object between pilot chute and main canopy) has flipped off the end cover and fired the drogue into the airstream. The main canopy is already starting to emerge even though the drogue has yet to inflate.



2: 1.6 seconds - drogue now pulling main canopy clear of container.



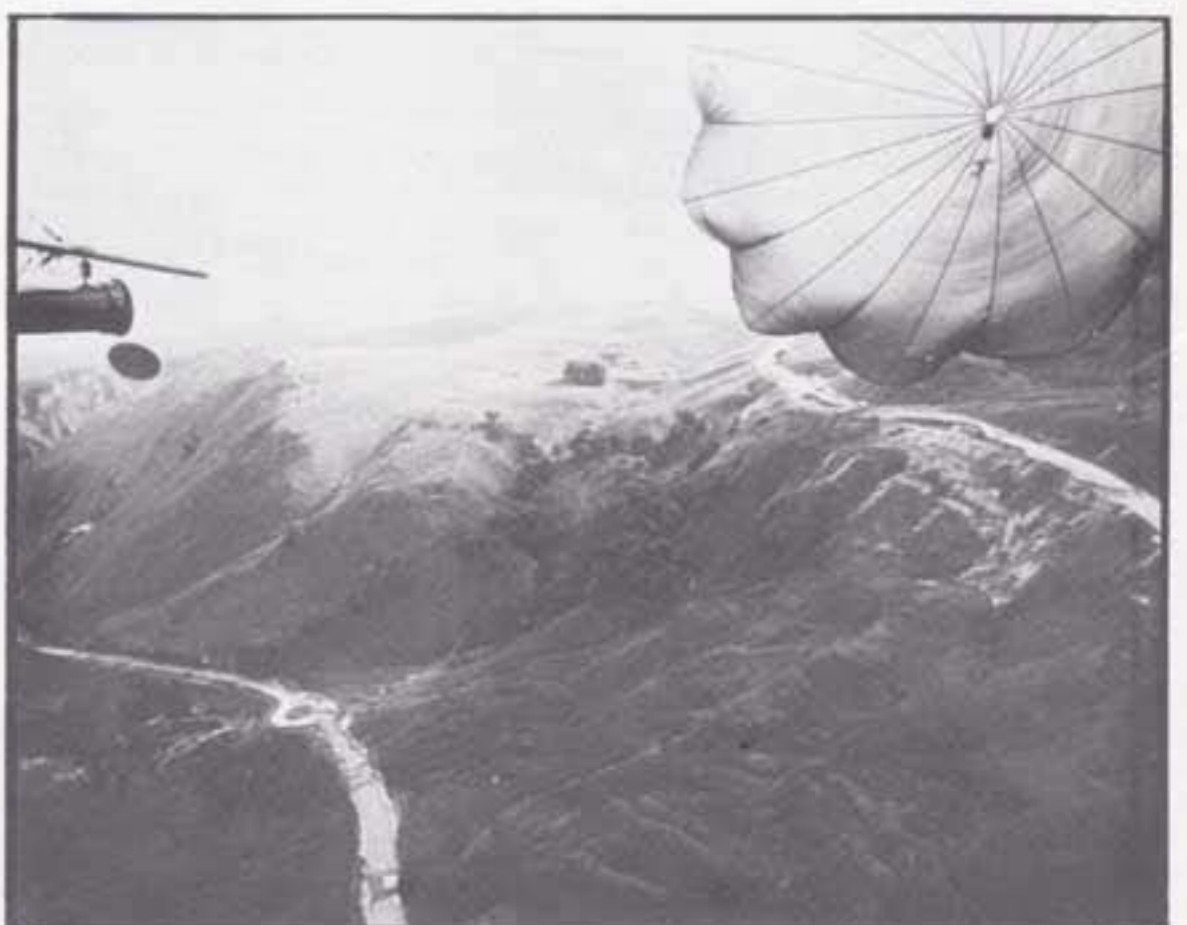
3: 2.6 seconds - system now fully streamed with bridle just beginning to lift clear of the sail.



4: 4 seconds - bridle tensioned: canopy beginning to inflate.



5: 4.5 seconds - semi-inflated main canopy.



6: 5 seconds - main canopy fully inflated, pilot's feet have swung out of picture as kite decelerates.

OCTOBER Wings! featured some remarkable flights — 50-plus by Robert Bailey, Peter Hargreaves, Johnny Carr and Alan Smith — the latter including a three-mile crossing of open water. This month the limelight falls on two fliers lower down the achievement scale. Here **ROBERT HOBBS** captures the agony of looking for that first ever thermal, while on the facing page **STEVE PRITCHARD** leaves the ridge for the first time. **PHILIP COUPE**'s report proves it all comes right in the end.

Ever been stuck in a rut?

IT'S Tuesday, and as I drive into college, just in time (well, only two minutes late) for my first lecture, I guess at the wind strength and direction. N.W. 10 to 20 mph — it looks very nice.

During my morning lectures I'm continually watching the clouds and the seagulls — I'm sure today will be the day: my first thermal.

By the time lectures finish at 12.30, I'm keener than I have been for a long while. It's agony trying to find someone to go with while you can see thermals popping off everywhere.

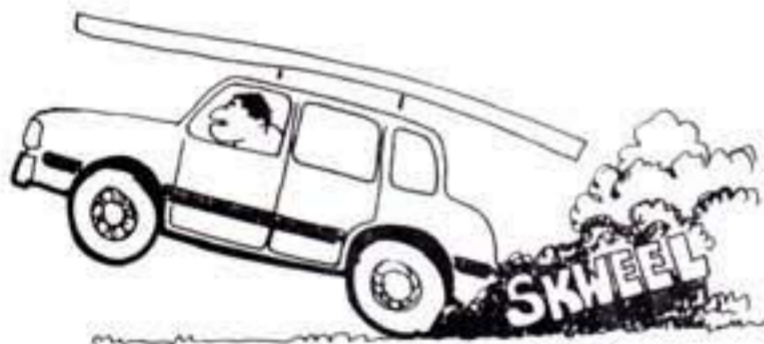
I'm told that Mick Tomlinson went out early with Marc "you've missed it" Asquith, to Merthyr.

I telephone the coastguard at Rhosili; "N.W. force 4-5, no one flying at the moment", and Swansea Airport; "N.W. 15-20," I'm gradually going bananas!



One of Mick's flat mates tells me that he has not gone to Merthyr, but to a local site. As I'm tying the glider on the roof, I realise that I haven't got the right map for the area — never mind I've been there (once) before, surely I'll remember the way.

My driving is seldom petrol-conscious, today its even less so! I arrive at the site. Its the wrong one! Cursing frantically, I try to think where the right site



... my driving is seldom petrol-conscious ...

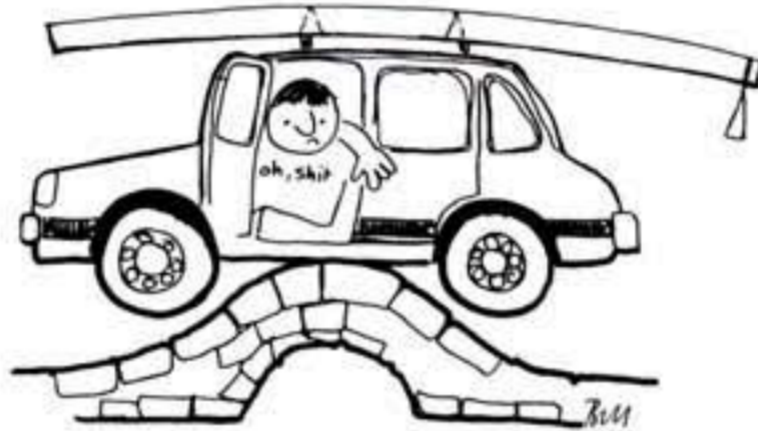
is. As I look around for inspiration, there, in the distance, are three hang gliders, soaring and circling in thermals. Thank you Lord, you've saved the day. There's only one problem, no road goes in the right direction.

Eventually I find myself driving under the thermalling gliders. All I've got to do is find my way to the top. By asking (yet again) I find myself on the right road at last, unbelievable.

It's now 4 o'clock, well the best thermal may have gone, but at least I'll get an hour's flying. Here is where to get off the road, on to the moor, then across with the glider, rig and fly into a nice big thermal.

Just as I think this, the car stops. Only one minor problem, I've still got it in gear, with the throttle open!

It took me almost an hour of digging, and finally jacking the car up on one side, to get the axle off the hump. By that time it was dusk and a big black cloud was drifting towards the ridge. I decide to wait for them, to be sociable (or to vent my frustration on some body). Howie appears first, and tells me of 1000' thermals, but "I won't go on about it," and off he goes.



Mick says it was a glorious day "but I won't go on about it, it's usually me who misses it." Marc reckons it was "one of the best days flying I've had for a long while, kinda interesting..." "pity you missed it"!!

Next day is a training day for pre P1s. The forecast is S.W. 15-20, and thermals are popping off more vigorously than any other time this year (surprise). Mick decides that Howie's S.W. is the site to train on today, which has a training slope and a flyable hill behind.



... the vario blips ...

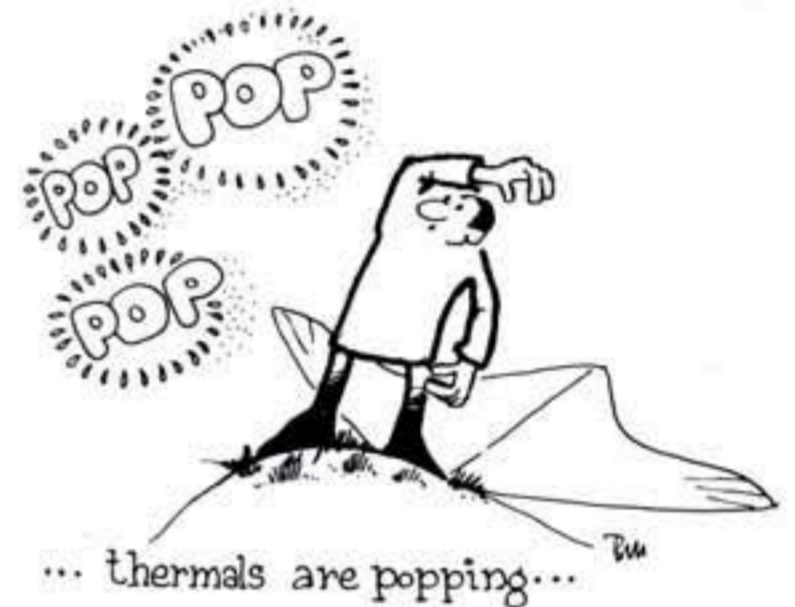
When we get to the site, Marc is already on top, flying. The wind is way off to the right and the site is definitely untrainable.

We decide it is not the right site to be flying today. The only possible alternative bar Rhosili, (too far by now) is Caswell, a 200-300ft coastal site.

Mick takes off, Neil takes off, and then it's my turn. I decide to take the new Colver vario with me, thinking that it may as well be on my glider as on the ground.

The take-off is very easy, it's almost a cliff take off, and the glider is flying as I approach the edge. I hit prone instantly (with a "nonk-strap").

After ten minutes of drifting along, and a few untidy 360's (Storms don't 360 like Super Scorpis) I start to wonder if I could get a half-hour flight. Thirty-five minutes since take-off, I'm now only about 100' above the top, and I start to think about landing. Just one more tack. The vario blips, I've got it on 2x sensitivity, and it's registered a one-up like a major thermal.



... thermals are popping ...

The ground just disappears, the view improves dramatically, no point landing just yet! I wonder what caused that "up", may have been a sea thermal, but I doubt it.

This is the first time I've flown Caswell, and I start thinking about doing my second ever one-hour flight. I manage to keep finding these "ups", thanks to the vario (first time I've every used one) and I find myself up with, or above, the other gliders.

Neil and I are both at the same height as I come to the end of the hill. Just before I start my left hand turn, the left wing drops, and the vario squawks louder than ever. I bar hard left, the Storm doesn't bother to respond, then it starts to turn right. The vario is still squawking. One and a half-up!!!

Fighting all the way round, trying to "see" the thermal. An untidy 360, but as I look down I see Neil, he looks about 100ft below me, at last, my first thermal, and sea thermal too!!

Only one other thermal was strong enough for me to 360 in, but my flight lasted one hour and 10 minutes, and I got to see most of Swansea and the Gower (well it seemed like it) and my own flat.

My maximum heigh gain was around 700ft A.T.O. (almost 1000ft ASL).

ROBERT HOBBS
University College of Swansea
Hang Gliding Club

SAYING GOODBYE TO SECURITY

IT was on a grey, overcast, September day that, after gaining 1,500ft. A.T.O. with weak thermals, I decided that although the chances of a good distance were minimal, the most important thing was to break the psychological bond with the ridge.



Half a mile downwind, I thought I'd blown it, my Colver silently mocking me with three-down, the altimeter rapidly unwinding. However, the Hilander has a good glide, and soon the proverbial guardian thermal appears, just beyond the main Kirkby-Lonsdale to Sedburgh road, circling in two-up raises my hopes and altitude.

I'm heading for Killington reservoir, but the vario falls asleep again, down to 400ft. before

by Steve Pritchard,
Cumbria HGC

it wakes up — a ploughed field with circling crows, although crosswind, looks likely to be worth a diversion — a decision I regret as it's only zero sink, and the crows start flapping!

Now I'm down to 150ft., and thinking about landing, but another ploughed field ahead — can I make it? No, I can't, now I've left it too late to look for fields.

Wow! power lines through this one — no option by to put it down here, sloping though... Hmm, steeper than I thought! Slip in sideways, Down! Good design, Hughie!

Leave it under a hedge, memorise the surroundings, then start thumbing. The

Granadas and Volvos flash past, a decrepid Ford Prefect stops, with Mr and Mrs Typical -rustic-farmer, who go out of their way to return me to my car, where Chris and Walter tell me that after I went the wind dropped right off!

I didn't get very far, just 3.7 miles (6K), but the experience was very useful for the next big one! My biggest mistakes were: not going exactly downwind (difficult without a compass); not staying in zero sink (more logical than carrying on in two-down), and, most important, I left it far too late before looking for a landing field.

For those who hesitate, I say "go!" — once you've done it, your flying will never be the same again.

LAKELAND REVISITED

HAVING followed Dave Weeks "round the block" in June (see Wings! August '81) I had the chance recently to fly a route first done by Tony Rathbone last year, and also Richard Iddon earlier this year, covering the full length of the Lake District high fells.

The day offered a steady west wind of 15-18 MPH at take off and good thermal conditions.

Indeed during the flight a huge text book cumulo-nimbus formed over Carlisle and I looked around anxiously for signs of the atmosphere nearby becoming too unstable for comfort, but conditions over the Lake District remained excellent.

Soaring

This was an interesting contrast with the Pennines which I learned later were blown-out with winds around 40 mph.

Dave Weeks, Steve Barringer and myself took off around 2pm. at 1000ft from the north ridge of Ullock Pike (four miles NNW of Keswick) and spent more than two hours soaring over a wide area, at times reaching 4,200ft., well above the clouds forming intermittently on Skiddaw, which at 3053ft looked an astonishingly long way below.

The shadow and spectrum effects in the clouds and the views in the bright sunshine were spectacular.

It was after 4pm. when I decided to fly cross country;

by Philip Coupe

Steve had already landed and I knew, unfortunately, I would not have Dave's company since his young son was waiting for him back at the van.

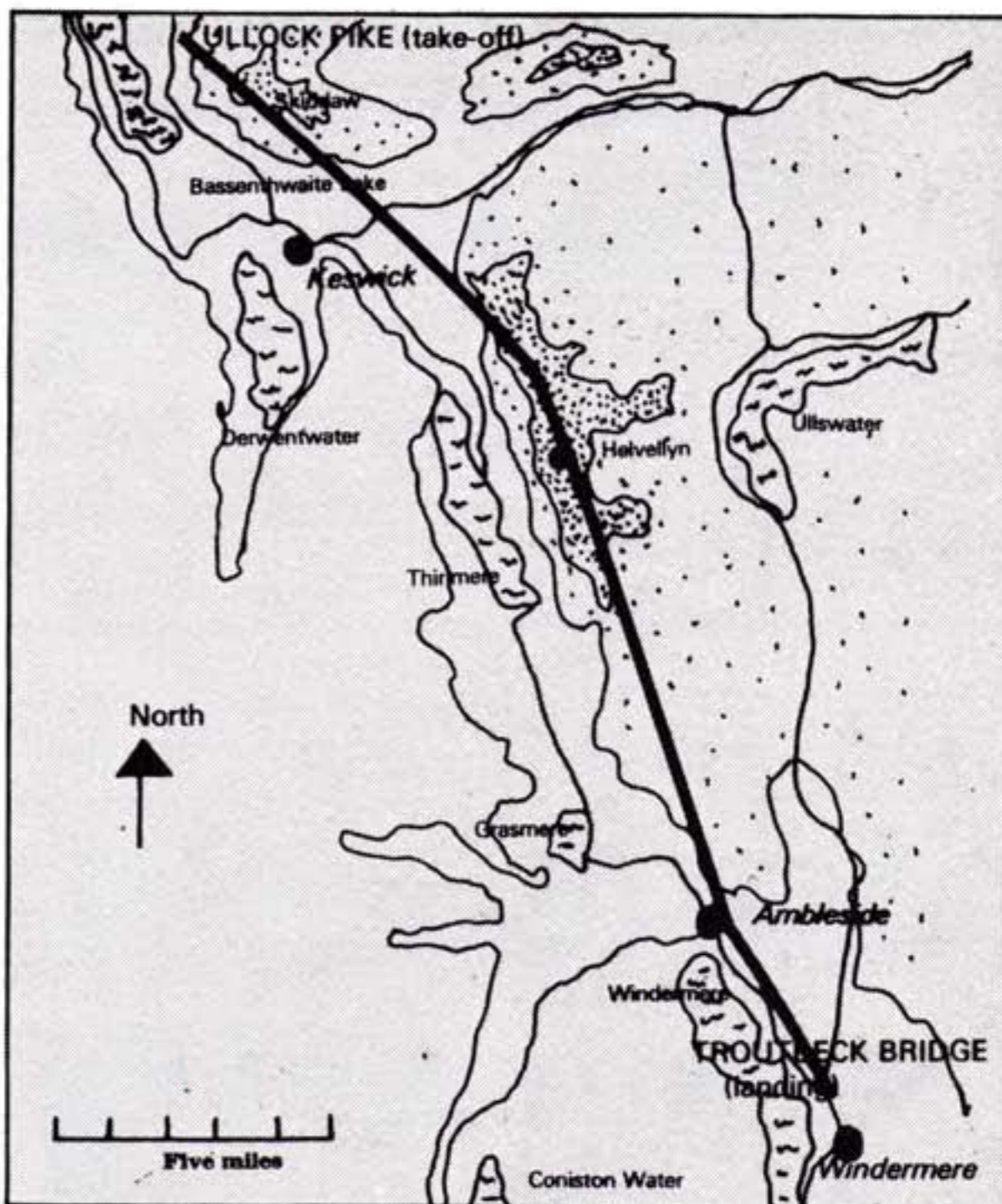
The first part of the flight from Ullock Pike to Clough Head — the next west-facing ridge is a down wind glide of 5 miles. I left at 2,700ft (earlier I would have been 1,500ft. higher) and arrived at only 800ft., which is 750ft. below our normal take off for Clough Head.

Luck

However luck and lift were with me and after a lot of scraping around I crept up to 1,000ft. where the ridge lift improved and a bonus thermal took me up to 3,100ft. It would have been possible to continue east relying only on thermals but I decided to fly south in ridge lift along the Helvellyn range.

The next six miles were covered quickly and easily, rarely dropping below 3,000ft. with superb views in every direction. When Grisedale Tarn came into view locked away in its deep cirque it was from Seat Sandal I turned right to stay in front of the ridge.

Even with the good penetration of the Demon I lost 600ft getting forward, which however was soon regained once on the west face.



Crossing to Heron Pike, a late thermal enabled me to hop over the ridge at a safe height, but with only lower hills ahead and thermal activity finished it was time to look for a landing field.

I flew past Ambleside at about 2,000ft. and with the vario showing only 50ft/min down I continued my glide south in the gently rising air over Wansfell. Finally I spotted a large school playing field about two miles further on and I arrived over it with about 600ft. to spare.

The prospect of maybe landing the Demon in nil wind on a sloping field with a stone wall at the bottom had worried me a little and the assurance of a large flat field was a perfect end to a memorable flight.

I landed at Troutbeck Bridge

at 5.45pm. The altimeter then read 200ft too low — an increase in pressure of 8mb during the flight.

My thanks to Dave Weeks who collected me.

With the performance of the present gliders it is likely that the Lake District with its complex radiating ridges can offer several flight routes of up to 20 miles requiring little or no thermal assistance, but caution is certainly needed as the hills deflect the wind in unexpected directions and winds which are barely enough to soar at 1,000ft. can be difficult to penetrate at 3,000ft., forming huge rotors to the lee of the ridge.

Flight time: 3 hrs. 45 mins. (cross country 1½ hrs approx.) Distance: 21.8 miles. Heights given as above sea level.



XC news on pages
10 & 11

THANK YOU!



EXTRA

Dear Stan –

Late this summer some of our club members went to the Dales for a week's flying and others including myself for a long weekend.

I am prompted to write because our visit was made easier due to the friendly reception and help of the 'locals'.

The long weekenders only had one good day's flying – due to the almost total absence of wind – and that was at Cringle, North Yorkshire. This must be one of the best sites in Yorkshire!

All of us flew here and appreciated the interest in flying from take-off and scraping around the right hand

spur to soar up and above the top of the main Cringle ridge. Totally different to our own coastal sites which are more or less straight ridges or cliff runs.

The main reason for writing this letter is to express our thanks to Bill Douthwaite, Gerry Stapleton and Noel Whittall for being so pleasant and helpful and to Rob Bailey for putting up with my daily morning phone calls and giving us his expert advice on where to fly each day. His advice on the last Sunday to drive the 60 odd miles from Kettlewell to Cringle made the whole visit worthwhile.

LAWRIE ST. JOHN
Dover & Folkestone HGC.

PRIZE CrosstubeWORD

SENDER of first correct entry OPENED wins £10 credit from Mainair Sports of Rochdale, who will send catalogues and vouchers direct.

You can trace the grid if you don't want to cut up the mag.

Solutions to Stan Abbott, 72 Hartley Avenue, Leeds LS6 2LP, by November 27.

Thanks to "Putney" for this hang gliding/aviation/general knowledge puzzle – all contributions welcome (payment made by agreement).

September Crosstube word winner, page 2.

No.3. by Putney

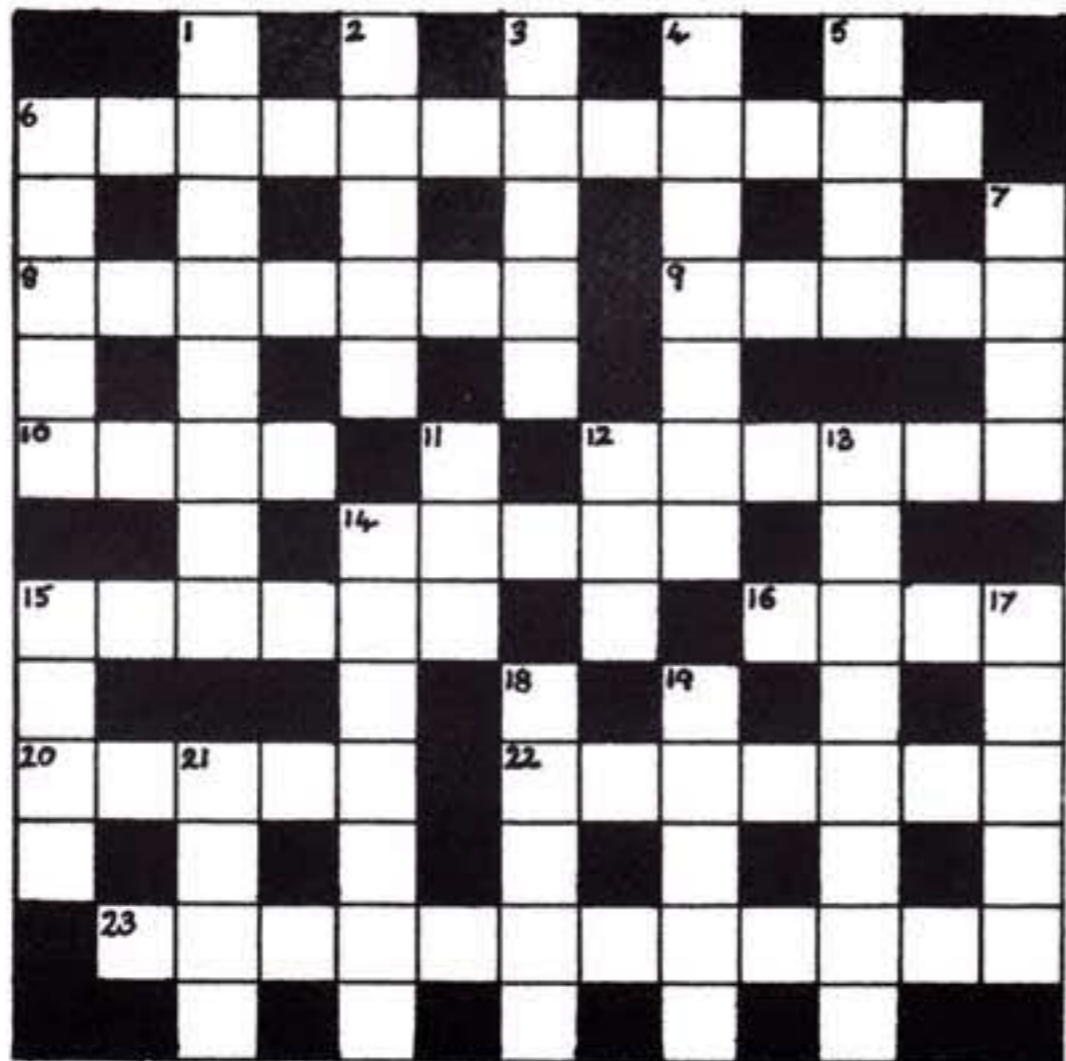
Clues W – E

- 6) Pioneering aviator (6,6).
- 8) Conventionally, an aid to directional stability (4,3).
- 9) Second moon-man Aldrin's first (5).
- 10) Once had engaged in stalled, turning descent (4).
- 12) Get rat; it's what you aim at (6).

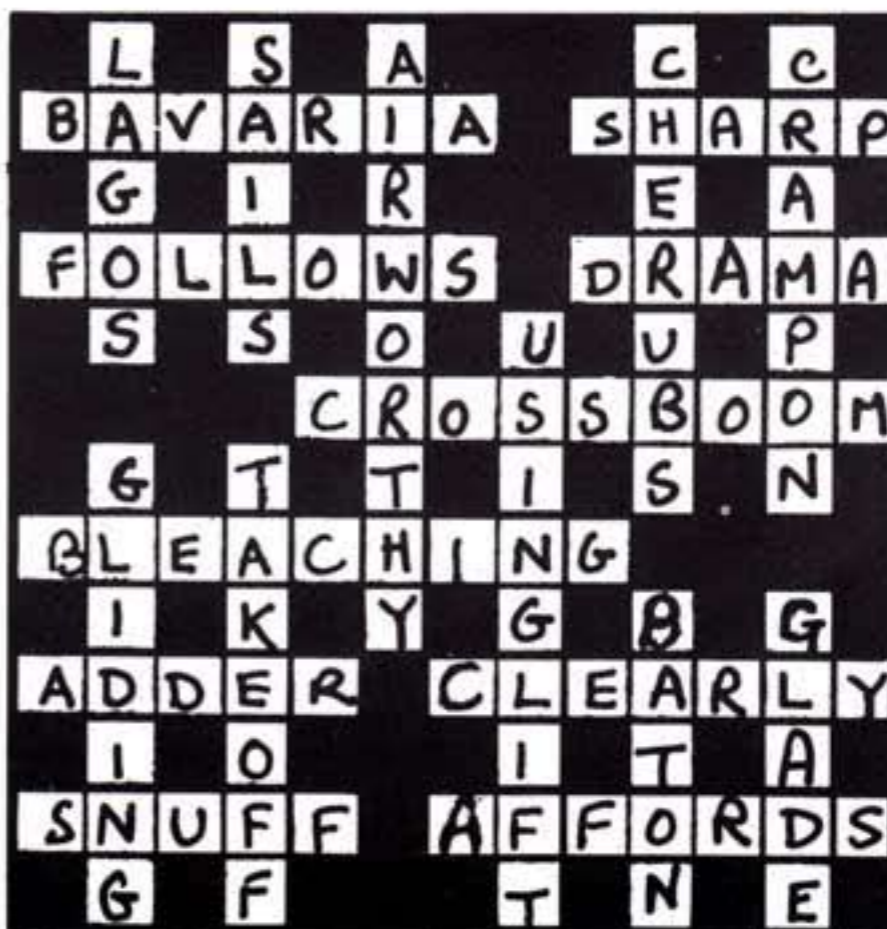
- 14 and 23) Red aviator's also one-time circus owner (5,3,9).
- 15) Essential undercarriage components? (6).
- 16) Filter spoilt with no hesitation to give vertical component (4).
- 20) With air, formerly propeller (5).
- 22) National Trust to learn about lamp? (7).
- 23) See 14.

Clues N – S

- 1) Correct height? (8).
- 2) In part, fulfils untidy dive (5).
- 3 and 5) Mnemonically, proud display of pre-flight checklist! (5,4).
- 4) Essential chap for cliff-edge launchers (7).
- 5) See 3.
- 6) Saw Manx bike race and found power units (5).
- 7) Tiny insect, and formerly aerobatic supership (4).
- 11) In short, not necessarily the true airspeed (1,1,1).
- 12) Beat this for a landing! (3).
- 13) Unfortunately, powerless flight cancelled (5,3).
- 14) Could a hairdresser curtail wet weather? (4,3).
- 15) Turbulence from 20 or rotor-blades (4).
- 17) Half-score further to find type of saw (5).
- 18) Taken up by order when sailplane tow-launching (5).
- 19) Tangled speed units (5).
- 21) Direction followed to find wing/fuselage joints, we hear (4).



September solution



Finer points of air law

Dear Editor,

Ian Trotter's experience with a prominent pilot, August, p.13, needs explaining.

Air Law has some very fine points which say that (a) converging aircraft at an angle of 70 degrees or greater are regarded as converging, (b) if less than 70 degrees, the one on the right is overtaking, (c) when converging the one on the left should give way EARLY by passing behind the other, i.e. by turning right early enough to avoid conflict, (d) if aircraft are on "identical" courses (clear of the hills) at the same speed the one on the right is considered as, not converging, but overtaking (in law), and should therefore keep clear.



Safe distance is a figure which would have to be decided by a court in any individual case, but to my mind if either pilot considers it was too close, it was TOO CLOSE no matter what the other pilot thinks.

Remember in every single case the legal requirement is to avoid other aircraft, and the only satisfactory and legitimate manoeuvre is a RIGHT TURN at an early stage. Anything else is indicative of extremely poor airmanship and usually dangerous.

Small print DOES permit close formation flying by aircraft but only when properly briefed beforehand, with an agreed leader and clearly understood signals. Also there must be an understanding by both pilots of the new series of problems associated with formation flying.

VINCE HALLAM,
Brighton.

'Flying by feel' debate goes on

Dear Sir,

In reply to Ian Walker's letter (Sept. Issue, P.23) about 'Flying by Feel': I made my comments with the sole object of ensuring that your readers did not assume that all that Ian wrote must be correct, since it had not been challenged.

I have no wish to clog your columns with pages of detailed argument and have written to Ian privately. Perhaps some of the great thermal experts would care to comment on his chief thesis?

It is not surprising that I mistakenly thought that Ian was arguing for general LIFT between thermals — his wording was loose, his diagrams not properly scaled and his diagram is clearly marked "Normal Lift" outside the thermal!

As for the other points

in his latest letter, I note that in his paragraphs 1,4,5 and 6 he accused me of making statements that I did NOT make — and then shot holes in what I did NOT say.

I forecast a great future for him in politics!

Finally, I welcome his

shift of position, especially on the complementary use of Feel and Vario, with which I heartily agree.

He has certainly opened up a subject which is of great interest.

MIKE COLLIS
Gosport,
Hants.

Dear Sir,

Just a note to add to the "flying by feel instead of instruments" argument.

I make a crust or two from selling varios (among other things!) but I'm a flyer before business man and although agreeing with Mike Collis on some points, how many of us are totally lost when the batteries go flat?

The old adage, about how you can tell a new vario flyer because he's at the bottom of the stack, eye's glued to the dial is very true.

Perhaps our reliance on extra sensory items makes us lose some of those inbuilt animal feelings which are buried in our evolutionary past.

I say all power to Ian Walker. It would be nice to learn how to thermal without that damned instrument telling us every time we screwed it up.

JOHN HUDSON
Mainair Sports,
Rochdale.



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SOARING HANG GLIDERS

by Ann Welch and Roy Hill

Written jointly by the President and the Chairman of the British Hang Gliding Association and illustrated throughout with diagrams and pilots-eye view photos, *Soaring Hang Gliders* shows the pilot a multitude of ways to improve his knowledge and ability and avoid dangerous errors. The first

section includes how to fly with maximum precision when ridge soaring; hang glider characteristics; how to extract the best performance from your aircraft; and which type of hang glider to buy. The second section covers soaring weather; thermals, and how to find them under the clouds; and the best speeds to fly for varying conditions. The problems associated with soaring among mountains or in wave lift are discussed, with emphasis on how to avoid powerful downcurrents. The third section considers map reading; finding your way over strange countryside; avoiding controlled airspace; and how to land in small fields.

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Much ado about microlights

by **Jonny Seccombe**
Training Officer of the British Microlight Aircraft Association

WHETHER it's a powered hang glider, a trike or a Mirage Mk 11 it's still a microlight and, in the wrong hands, has the potential to cause mayhem among other airspace users and those innocents on the ground.

Unlike hang gliding and conventional gliding, microlight flying is not necessarily a group activity and the *ab initio* or experienced has a great deal to learn about airmanship and flying practices in a very short time.

The handling can be learnt very quickly but the air knowledge takes longer to gain. The experienced hang glider pilot finds himself in a different field of flying.

Cross-country flying can be done safely at a much lower level and navigation is not just a matter of "going for it" downwind.

The hang glider pilot needs to appreciate some of the finer points of powered flying and

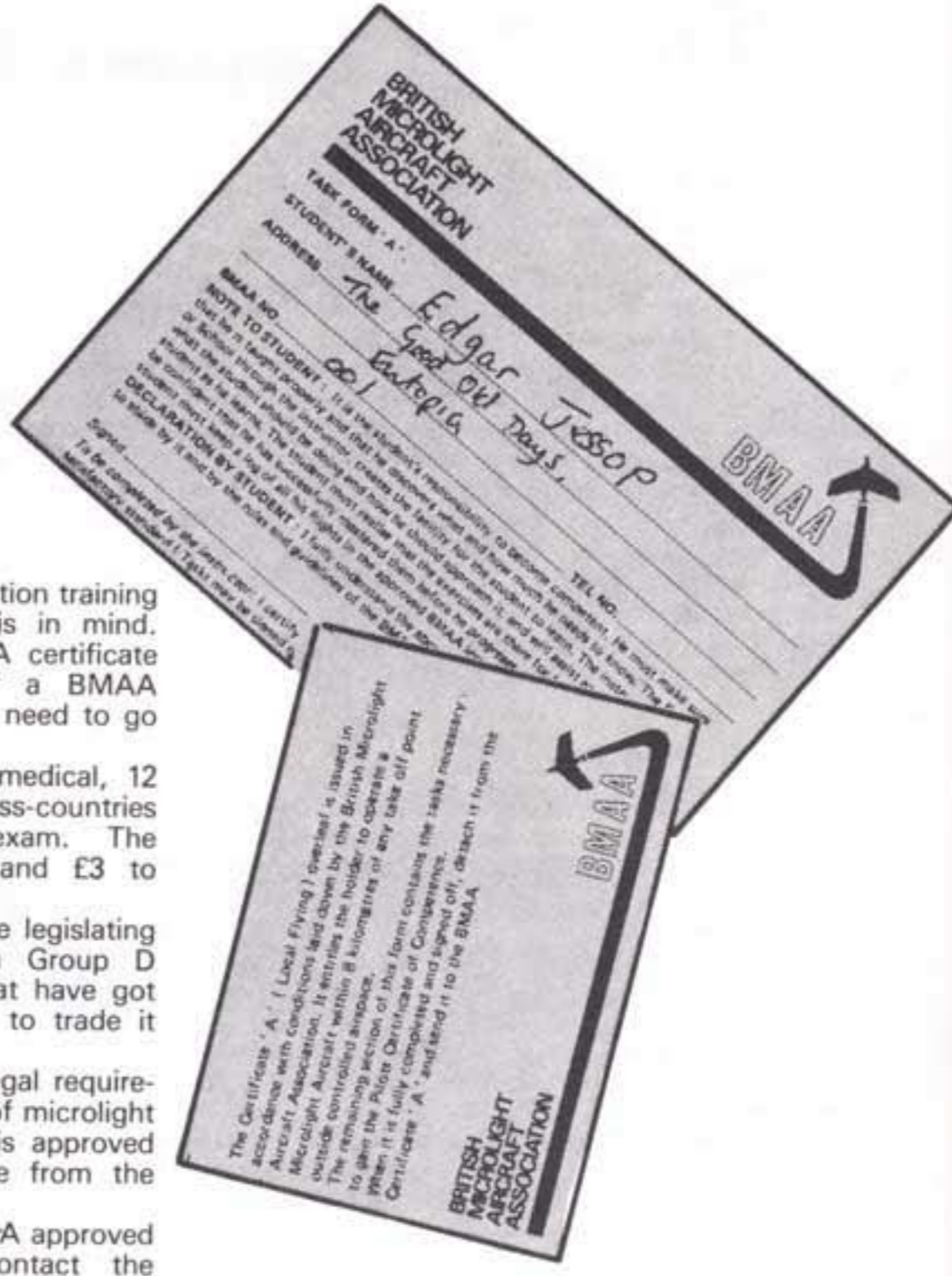
the British Microlight Aircraft Association training scheme has been devised with this in mind. A BHGA Pilot 2 can get his BMAA certificate of Competence with the help of a BMAA Instructor or Observer — there's no need to go to a commercial school.

The course includes the BMAA medical, 12 hours logged solo flying time, five cross-countries of varying duration and a written exam. The cost is £12 to join the BMAA and £3 to file the medical declaration.

The Civil Aviation Authority will be legislating before too long, probably with a Group D Private Pilot's Licence and those that have got their CofC will find it pretty easy to trade it in. Don't delay, do it today!

Talking about log books, it is a legal requirement to keep an approved log book of microlight flying time. The BMAA log book is approved for this purpose; it costs 70 pence from the BMAA or stockists.

Anyone wanting to become a BMAA approved Instructor or Observer should contact the Training Officer at the secretary's office. On yer Trike!



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New power unit promise

by Ian Walker

IT looks as if powered flying is about to come of age as far as engines are concerned.

A major company Normalair Garrat, of Yeovil, is developing a new engine, and one version is to be specifically for microlights and powered hang gliders.

That may not seem too special, but the section of the firm involved makes engines especially to power target drones for the services, and these are near enough the same weight and size as a hang glider.

So we will have the chance of buying the first AIRCART engine to fly with, instead of the present lawnmower ones.

Details are few at the moment, except for the usual revolutionary design/space age materials/leading edge technology stuff. Availability is supposed to be next spring. Specifications are: Power 25 h.p., RPM 7,500, Weight 16 lbs., Cost, under £500.

ULTRA SPORTS MOVE

ULTRA sports Ltd., have moved to a new factory and office at: Truleigh Sands Buildings, Truleigh Manor Farm, Edburton, Nr. Henfield, Sussex. Phone: Poyning 526.

The factory is 5,000 square feet in area and is capable of producing 20 Tripacers per month — both the 250 c.c. and the 330 c.c. models.

Ultra Sports is busy developing a twin seater — due for production shortly.

The company is also opening a shop in Brighton which will cater for both hang gliding and microlight enthusiasts at: 12a Upper Hamilton Road, Brighton. Telephone 501946.

FLIGHT BRIEFS

New SW site soon

After over four years of stop/start negotiations the land agents responsible for the majority of Fremington Edge, near Reeth, North Yorkshire, and the means of access to it, have indicated they may be prepared to allow hang gliding for a trial period in the New Year, subject to certain safeguards.

Please stay well clear of this site until notified that an agreement has been made as any flying between now and the start of the trial period could prejudice negotiations for this prime south-westerly ridge.

Who's in?

Council has called for an analysis of the BHGA membership position of League pilots.

Allan James remembered

The South East Wales H.G.C. has had a shield made and it will be presented to the club pilot who achieves the best distance from a S.E. Wales site each year.

It will be called The Allan James Shield and is donated jointly by Allan's parents, and the club in memory of Allan James's flying achievements and in particular his outstanding cross-country flying.

As reported in the last Wings! Allan took his own life on August 1.

New Champ

Bob Hurst, RAF, won the Army hang gliding championships at Aberystwyth on a Typhoon. Holder Rod Macdonald was second on a Demon. Report next month.

Grand Prix

Next year's Sansicario Italian Hang Gliding Cross-Country Grand Prix will be held from August 16-22.

Birdman grounded

Ashley Doubtfire's Birdman Flight Training School has been de-registered by the BHGA having failed to implement glider and other improvements called for by Training Officer Bob Harrison.

Bob is also contacting the Isle of Wight Hang Gliding and Microlight Centre in connection with an advertisement in Adventure Sports and Travel magazine which states, falsely, that instructor Mike McMillan holds BHGA Chief Flying Instructor rating.

Dunstable hearings

Prosecutions of BHGA members for flying in contravention of by-laws at Dunstable were due for hearing as Wings! went to Press. Sites officer David Bedding was planning a publicity campaign to coincide with the hearings.

FLEXIFORM SKYSAILS SEA-LANDER

Flexiform Skysails, Beddingate Mill, Leigh Street, Patricroft, Manchester, Lancs. Phone 061 707 1389

Picture — Alan Metcalfe



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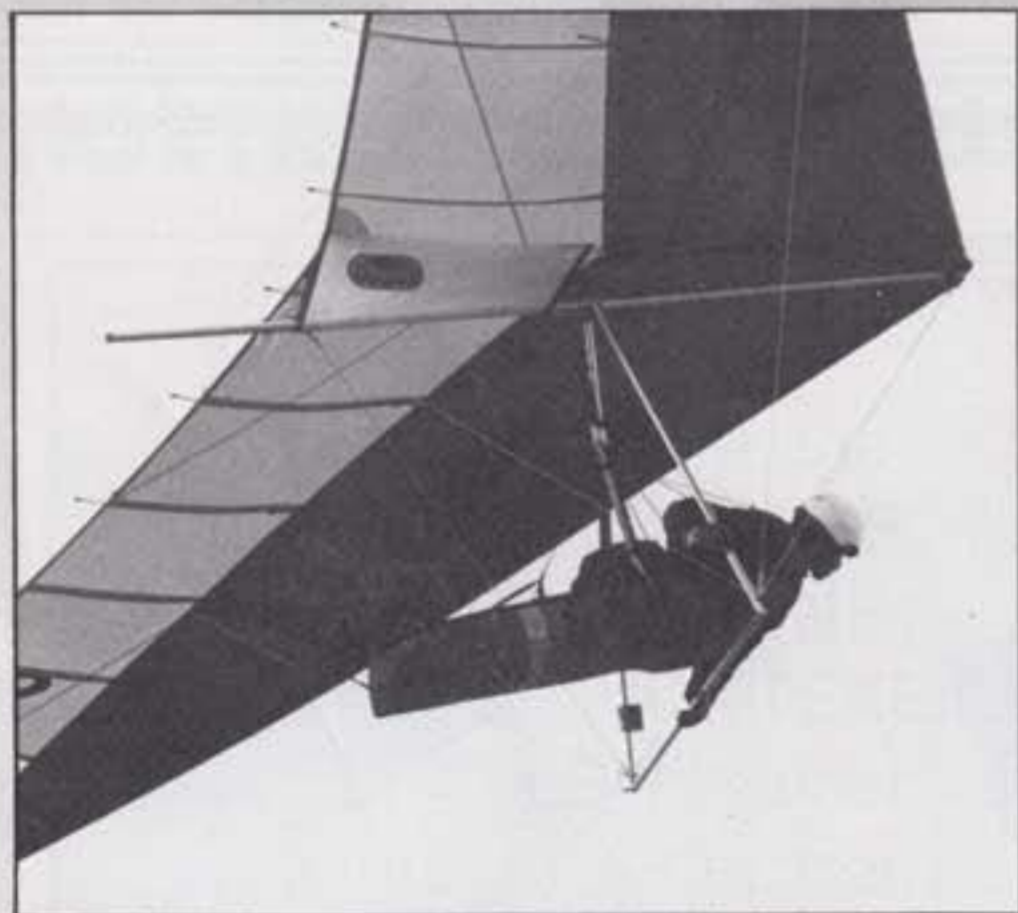
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Demon: a small miracle



The small Demon, the final link in the range, is now in full production. Performance is outrageous and the handling is light and predictable.

Whatever your weight and whatever your flying requirements, Demon is the glider to go for.



Competition results:

Demons placed first at Grouse Mountain, fourth in the Owens Valley XC Classic, second and fourth in the Austrian Nationals and first and second in Cederon. The official Out and Return world record was recently broken by two Demons.



Write for details and information about your local agent to:

Hiway Hang Gliders Limited

Sirhowy Hill, Tredegar, Gwent NP2 4XP
telephone: Tredegar (049 525) 4521

Our congratulations to Robin Peterson, Mike De Glanville, Helmut Loronzoni, Ernst Reicholf, Francois Goethals and Graham Slater for their efforts on Hiway Demons.



The Early Days, No.4

Into the unknown

I HAVE been delighted to see the occasional reflections into the early days of hang gliding.

This is not only pleasant nostalgia for those of us who well remember sharing the exhilaration of entering a very new sport, but must provide amusement to those fliers entering the sport today.

It is now absolutely amazing that I actually thought that I was the most graceful thing, next to eagles and buzzards, that the air had ever seen! What a joke — just look at the photograph. Have you ever seen such graceful style, elegance and dash?

I was lucky as I was then!

I was lucky as I was then flying the latest high performance model, complete with king-post (its purpose a mystery) for which I had parted with the colossal sum of £168.00 which included seat and carrying-bag!



Sadly, it has already been forgotten that I was one of the first in these parts to discover — at great cost — that a hang-glider would take off more easily if you faced it into wind! At the time this was a major breakthrough, because when spectators gathered did not feel obliged, out of embarrassment to hide underneath the glider.

Until this time it was only after the spectators had departed, usually out of sheer boredom, that we felt able to continue our research into the unknown.

How enjoyable and carefree the flying was (the vision of you breaking the ten-minute soaring record seemed as difficult as completing a 100-mile cross-country today).

Tiresome words like wind-gradient and down-wind stalls had not been invented.

We did of course experience some strange phenomena, but always called them either "crashes", "prangs" or the then "in" word — "turbulence".



However, there are many survivors that still read Wings! who will instantly recognise themselves as members of the elite band, and doubtless like myself wonder how they managed to live through it all.

I still remember fondly the fliers who for some reason or another are sadly not flying today.



THE promised piece on the big row that led to the formation of the BHGA has been postponed while Wings! researchers gather more information — watch out for a bumper Early Days feature next time. Here TED BATTERSEA recalls his early days flying in Kent.



Right — Ted on his Wasp at Folkstone



Top of page — Ted preparing to launch, on the left is Bob Kelly.

Right — a wing tip in the gorse... discovering "wind-gradient" and "tipstalls"!

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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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ARBEE INSTRUMENTS. Self zeroing Audio/Visual Vario mounted on a stalk. Audio on up and down (different tones) - £107. As above but fitted with Dimplex Altimeter and 240° meter - £168. A.S.I. 5 to 55 mph with settable audio stall warning indicator. Can be supplied fitted to either of the above instruments or for direct fitting. - £87. All prices include P&P. SAE for further information. Arbee Developments, 18 Stephens Crescent, Hornodon on the Hill, Stanford le Hope, Essex.

INSTRUMENT POD. RAF altimeter. Dale visual vario 1500 fpm. Winter ASI, 0-40 mph. All enclosed in well made pod and carrying case. Bargain, £95, 01-462-3630.

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CHRISTMAS PRESENTS! Di plex wrist altimeters - £55. Panel-mounted only £23. Available now from Mike Atkinson, Breen Aviation, Dunstable School, W. Johnson, Bertie Kennedy, Mainair, Solar Wings, John Whitfield and Simon Murphy.

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MAGNOLIA HOUSE, 274 Dyke Road, Brighton BN1 5AE (East Sussex), on ring road A23 to London. Small, select (3 star) hotel at budget prices, located 10 minutes by car to the Devil's Dyke and the sea front. Easy free parking (Town map E4). Tel: 0273 552144.

DRAGON HOTEL, Crickhowell, central for all South Wales best soaring sites. Already popular with hang glider pilots. Tel: 0873 810362.

FLY IN THE ISLAND. 100 yards to the sea, lawned garden, sun and TV lounge, licensed. Use of workshop for the pilot. Phone or write for brochure. Keith Brettell, Saunders Hotel, Coastguard Lane, Freshwater Bay, Isle of Wight, PO40 9QX. Tel: 0983 752322. Party bookings, children and pets welcome. Any day, any stay.

Glider market

LIGHTNING 195 in very good condition - telephone Buckingham 2325.

SAFARI. Suit beginner/intermediate. Breaks down to 12". Fantastic condition. Tuned by manufacturer for this sale and not used since. £300. Tel: 0522-42233 evenings.

SUNSPOT (small). Suit pilot up to 175lb. No prangs. Very clean. Bargain at £250. Tel: Blackburn (0254) 29464.

FLEXIFORM SPIRIT (large). Good condition with bag and seated harness. Purple, blue and black sail. £200. Phone Tom 0229-21083 evenings.

SIGMA FLOATER 195. 6 months old. Ideal P1 - Intermediate. Soars well. £500 ono. COLVER vario, £85. SIGMA prone cocoon harness, used once, £80. Suit taller pilot. Tel: P. Wignall, 01-540-4403.

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LIGHTNING 170. Excellent condition. 6 months old. Multicoloured sail. £600. Also FALCON IV. Bargain at £75. Phone Polegate (Sussex) 4581.

SKYHOOK SILHOUETTE. Medium. Excellent condition. 1-2 hours only. White with blue/purple tips. Perfect intermediate glider. £450. Dave Smith, 0623 882174 (home), 0636 892000 (work).

CIRRUS 5A. Good condition. Rigged for seated or prone, P1 to intermediate, including spare A frame. £250 ono. Brent Richardson, Sunderland 227517.

SUNSPOT (large). V.g.c., colourful sail, soars well, rigs seated or prone, folds to 14'0" if required. Suit beginner to intermediate. £200 ono for quick sale. Ring Rugby 4181.

LARGE SEALANDER. Excellent condition. £730. Tony Hague, phone Rotherham (0709) 62000.

HIWAY SKYTRIKE 250cc. Better than new, fully de-bugged and ultra reliable. Rigging wire tensioners, keeps going when the rest have "fallen" by the wayside. £790. Phone Ian, Burnley (0282) 28053.

MIDAS SUPER E. Ideal for pilot up to 12 stones, 75kgs. Beautiful sail. Approx. 1 hour airtime. Comes with glider bag. Asking price £225. Phone Brian Jackson, Wincanton 32359.

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VORTEX 120. Rigs seated and prone. Little used, immaculate condition with seated harness. Huntingdon 810675 evenings.

LIGHTNING 175. £520. Also SIGMA 11 metre, £250. Both ideal for pilots under 12 stone. Ring Ken Sinclair, Brighton 692392.

Hiway SPECTRUM (small). Complete with seated harness. This kite has only had six short flights and has been unused for twelve months, due to business commitments. £220 ono. Ring Northwich (0606) 3884/5 daytime or 41895 evenings. Ron Whitby.

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WHY WAIT for a new DEMON. Buy mine now for £650 ono. Tel: Paulerspury 678 or Blizworth 858812/274.

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CHEROKEE, med., good condition. Orange, yellow, white. Includes Solar Wings harness, helmet. £400 ono. Phone Steve or Kevin, day, Bourne End 26722 or eve. Bourne End 20162 or 28083.

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Bargain CYCLONE 165. Good condition, beautiful flier. £250. Any offers welcome. Tel. Pete on Bristol 693871, ext. 336.

AIRWAVE COMETS and Nimrods, Chargus gliders and trikes. South West agent is Simon Murphy, Luppitt (Devon) 685. Part exchanges second hand gliders stocked, Vortexes and Superscorps wanted.

Personal

DO YOU wish triking was how it was back in the days of Edgar Jessop/ Ring me on Pudsey 561333 (days) or Rawdon 504683, evenings.

I'M IN CROYDON but want to get out. Penniless fliers in or around Croydon ring Peter Hevezi on 01-658-2211, ext. 491/492 (day) and share the petrol etc.

Schools

SUSSEX COLLEGE OF HANG GLIDING, 188 Queens Rd., Brighton. Teaching. Prone and top landing. Spares, repairs and sales. F.L.A.C. Hiway. Lightning. Sigma 12 metres, £350. Lightweight Mini Floater, £575. Superscorps, etc. wanted part ex. Brighton 609925/24151, ext 171.

Wanted

Resident thermal, preferably Leeds 6 area, must be six-up (Apologies to copyright holder of this joke) Phone Eutopia 12345.

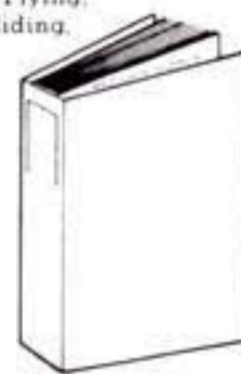
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Wings!

A limited number of this issue of Wings! are on public sale in West Yorkshire in a "pilot" pilot scheme to test the viability of a broader experiment - Ed.

Contacts

Revised contacts for the South East Wales Hang Gliding Club are: Martin Hann (Chairman) - Cardiff 552808 (work), Cowbridge 2953 (home); Nigel Moore (Secretary) - Cardiff 705980 (home); John Lockyer (Treasurer) - Cardiff 705980 (home); Ceri Davies - Ferndale 730741; Martin Pingel - Cardiff 388147 (work); Eric Morgan - Cardiff 62612 (work).

Welsh League

The South West Wales Hang Gliding Club has agreed to host the February/March 1982 League.

Airmiss

An airmiss report has been filed by the RAF after a low flying jet was involved in an incident with two hang gliders near Rhosilli. A full report on problems associated with military low flying will appear next month.



ROBERT Bailey looks set to retain the National XC League title as time runs out for nearest rival and fellow Dales pilot Jim Brown to improve on his 21.7 poorest distance.

Just three new entries this month as the thermals knock off for winter... latest club to join the XC bandwagon in a big way is Northumbria whose Anji Theodorakis writes a report next month. All entries to Dave Harrison who shares the same address as his brother - see page 11.

Wings!

diary

INTRODUCING the new Wings! diary. Secretaries and Wings! correspondents will shortly be receiving pre-typed forms to fill in diary dates. Until then please send your diary entries to the editor.

- December 2** North Yorkshire Sailing Club - Annual General Meeting
- December 3** Dales Club - Auction of Equipment
- December 11** Dales Club - Annual Dinner and Dance
- December 12** Malvern Club - Christmas Social
- December 16** Pennine Club - Christmas party

ADS INDEX

ANOTHER new service to Wings! readers - an index of display advertisers, not in the classified section.

- Aerospace Information Centre - p.23
- Airwave Gliders - p.6
- Flexiform Skysails - p.21
- Fosters Draught - p.32
- Hiway Hang Gliders - p.24
- Mainair Sports - p.22 and 29
- Northern Glider Sales - p.22
- R. Spooner Insurance - p.31

National XC League October placings

All distances in miles

• denotes British League pilot

Position	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	20.4	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	Allan Smith	Wessex	26.4	48.9	15.1	30.1
• 9	Richard Brown	Pennine	27.0	18.5	39.0	29.5
• 10	John Stirk	Dales	82.6	-	-	27.5
• 11	Sandy Fairgrieve	Northampton	28.9	23.6	26.6	26.4
• 12	Neil Atkinson	W. Counties	25.8	36.7	14.0	25.5
• 13	Ali Milne	Angus	31.1	18.1	22.2	23.8
• 14	Donald Carson	Osprey Inverness	21.4	26.7	21.3	23.1
• 15	Marc Asquith	Mercian	11.3	16.0	41.8	23.0
• 16	John Fennell	Dunstable	12.4	25.8	29.3	22.5
• 17	Mark Silvester	Pennine	30.7	17.3	17.3	21.8
• 18	Bill Walker	Lanarkshire	14.3	26.5	23.2	21.3
• 19	John North	Pennine	17.4	15.8	28.1	20.4
• 20	Chris Taylor	Cumbria	22.8	18.3	17.4	19.5
• 20	Peter Waterworth	Avon	29.8	13.4	15.4	19.5
• 22	Dougal Scott	Angus	16.6	19.4	20.2	18.7
• 23	Brian Godden	N.Yorks	16.6	25.9	13.5	18.6
• 24	Philip Higgins	Sheffield	12.9	30.9	10.7	18.2
• 25	Howard Rockcliffe	Avon	22.9	17.8	12.7	17.8
• 26	Gordon Holmes	G.Cayley	19.8	23.0	10.3	17.7
• 27	Geoff Snape	Pennine	13.6	24.9	13.9	17.5
• 28	Graham Bell	Peak	34.6	17.5	-	17.4
• 29	P. Huddleston	Sheffield	17.1	16.1	18.4	17.2
• 30	Tony Hughes	-	20.6	29.9	-	16.8
• 31	Richard Iddon	Pennine	17.7	16.3	15.5	16.5
• 32	Donald MacKenzie	Lanarkshire	12.6	9.0	26.4	16.0
• 33	Dave Bluett	Southern	12.4	12.8	22.6	15.9
• 34	Tom Hardie	RAF Moray Eagles	18.4	15.3	12.7	15.5
• 35	John Clarke	Peak Dist.	20.1	15.6	9.9	15.2
• 35	Angus Pinkerton	Lanarkshire	11.9	22.9	10.9	15.2
• 37	Mick Pollard	-	10.7	33.8	-	14.8
• 38	Dave Bryant	Pennine	43.0	-	-	14.3
• 39	Ian Rawson	Pennine	15.1	9.2	18.4	14.2
• 40	Carl Tonks	W.Counties	24.0	11.2	7.1	14.1
• 41	Nick Stansfield	Dales	14.8	27.1	-	14.0
• 42	Richard Armstrong	Lanarkshire	13.3	20.2	6.3	13.3
• 43	Mike Hibbit	Thames Valley	23.8	12.4	-	12.1
• 44	Len Hull	Sheffield	7.7	18.8	7.9	11.5
• 45	Dave Wood	South West Wales	6.4	6.2	16.8	9.8
• 46	Judy Leden	Southern	8.3	13.2	6.6	9.4
• 46	Joseph Cullen	Lanarkshire	11.2	7.4	9.7	9.4
• 48	Richard Flaherty	G.Cayley	20.0	6.7	-	8.9
• 49	P.J. Mason	W.Counties	11.2	15.0	-	8.7
• 50	Natalie Wilson	Sky Surfers	8.3	6.6	9.3	8.1
• 51	Paul Witty	G.Cayley	10.8	13.4	-	8.0
• 52	Colin Graham	W.Counties	10.0	13.2	-	7.7
• 53	John Hartman	Sheffield	7.1	7.8	8.0	7.6
• 54	Dave Catanach	G.Cayley	12.3	10.2	-	7.5
• 55	Robin Smith	Aberdeen	8.8	7.3	6.1	7.4
• 56	John Wilkins	Dales	8.6	12.5	-	7.0
• 57	Jenny Ganderton	Dunstable	20.6	-	-	6.7
• 58	Ian Currer	-	13.9	6.0	-	6.6
• 59	Digby Rulf	Dales	11.9	6.9	-	6.3
• 60	Angelo D. Theodorakis	Northumbria	18.7	-	-	6.2
• 61	Dave Cheeson	-	10.0	7.7	-	5.9
• 61	Clifford Foster	Sheffield	17.8	-	-	5.9
• 63	Bruce Goldsmith	-	17.0	-	-	5.6
• 64	Pete MacLennan	Dales	16.0	-	-	5.3
• 65	Nick Goodyear	G.Cayley	15.6	-	-	5.2
• 66	John Higham	Sheffield	14.9	-	-	5.0
• 67	Malcolm Clee	Sky Surfers	14.4	-	-	4.8
• 68	Graeme Baird	Dunstable	12.4	-	-	4.1
• 69	Mark Dale	G.Cayley	11.9	-	-	4.0
• 70	Neil Clark	Loughborough	8.6	-	-	2.9
• 71	Alan Davies	Loughborough	8.4	-	-	2.8
• 72	John Hewitt	Southern	8.1	-	-	2.7

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Towing

TOWING accidents are still happening, writes Airworthiness officer CLIVE SMITH. They always involve small isolated groups who have taken no trouble to avail themselves of current BHGA recommendations, nor contact approved authorities. A little knowledge is dangerous — DON'T DO IT. The information contained in the BHGA towing handbook and the standards required are the result of valuable past experience — not innuendo. If you have built a system and are about to test fly it — don't. Contact either: Andy Brough, Bob Harrison or Clive Smith, directly or via Taunton office.

THERE has been a resurgence of interest and activity in the last 12 months by several groups around the world aimed at resurrecting the dream of safe tow launching.

The BHGA has taken a very cautious

approach in the past, acting in the role of independent assessors for insurance purposes.

In this field, Roy Hill and Keith Cockroft vetted and test flew some systems, Ann Welch and Reggie Spooner advising from BGA experience. Two schools were approved to teach the theory and practice of tow launching, using tow-frame systems and pay-out winching, but due to P2 rating for trainee requirements and lack of enthusiasm among hill-fliers, probably less than fifty pilots were trained, though most to a reasonable standard and finding the experience well worthwhile.



Len Gabriels introduced a simple static winch and taught many pilots with a basically low-tension 'tow-frame-less' bridling system.

This wave of activity probably culminated with the Little Snoring event, highly successful for a first attempt, but not without incident — Gary Phillips told in last month's Wings! how he is still recovering from an accident there.

BHGA took note, but with so few groups actually towing and development still obviously continuing, standardising a set of towing methods was not easy — thus the continuing ad-hoc approval.



Earlier this year I was tasked with producing a set of "standards and requirements" for current towing practice, such that individual towing groups within the BHGA could be approved and thus automatically covered by the BHGA's third party liability cover for all flying members.

Andrew Brough, then actively developing a complete towing system, agreed to correspond with known towing exponents in the UK and throughout the world to collate as much information as possible.

This has been drafted into a complete towing handbook, — Standards and Recommendations for Towing Hang Gliders — and is available through the BHGA at Taunton.

This publication is considered essential for those planning to tow launch. It contains information on classic methods of towing and bridling, as well as very recent developments which are promising to bring tow-launching into the domain of P1s.



It is hoped that with this document available, reasonable sized groups (4+ rather than twos and threes) and particularly whole clubs will take the initiative and organise system, site and staff responsibility.

As reported in Wings!, one club, Thames Valley, despite having good hill sites has achieved this under the leadership of Andy Brough.

Having been training pilots and developing hardware all this Summer, next Spring should easily put-paid to Brian Wood's six mile XC record, but more importantly should see pilots getting easy and consistent airtime over flat ground — AWAY FROM HILLS. Without a two-hour walk-up, a ten-minute still-air glide down can be most relaxing — after an evening tow-launch. Worth considering.



Airworthiness

IF you haven't inspected your glider thoroughly within the last 50 hours (KNOCK-FREE flying hours!) the following should be checked:—

CHEROKEE — Top rigging, particularly the tang of thin s-s. These have fractured completely several times, surprising since these parts are in good view when ground handling. Lifting the nose by pulling on the top rigging is thought to cause this, and many lower rigging problems, — "classic" bow-string action — beware of this always!

Dirty, tarnished and corroded rigging should be cleaned! — a) to allow visual inspection for cracking b) to prevent further corrosion by applying a suitable

protective coat, IF the part is still serviceable.

Deflexor wire: condition, lower rigging, pip-pin condition.

Leading edges: (excessive fretting at ends of oversleeves — w/b)

Booms:— wing bolt and keel-plate bolt HOLES (elongation).

VORTEX — Lower rigging (previous bulletins) particularly lower nose-tang (cracking around the hole).

Hang-point:— Wire strand breakage, inspect near swages and under plastic covering, particularly large wire (bow-string?).

Leading edges: cracking around wing-bolt holes, oversleeves and fretting at ends.

Booms: previous (inner sleeve loosening) bulletin, keel spigot

tube (flaring and cracking at ends and corrosion. Main bolt — bending, (after small dings!)

Sail: attachment points and setting (particularly keel).

SCORPION — Booms: bolt bending at keel hinge/plate (dings?) Control-frame pip-pins, corrosion, sticking, ground knocks!

STORM — Control frame pip-pins etc. as for Scorpion. Outer sleeve. Large Storm should have 1 metre on booms for trike.

ATLAS — Atlases are built from different size and alloy tubes from conventional British products. This means: they MAY be more corrosion-sensitive, they MAY have lower damage tolerance, they DO crack easier when cold-worked (re-straightening, never advised

ESPECIALLY on COMPRESSION members), they MUST NOT be replaced with anything other than franchised or approved parts, they can suffer 'thin-wall' damage more readily due to stress concentrations and impact. Strengthen to trike! Rigging Bulletin in Wings! May, 1981.

ALL GLIDERS — Avoid overloading sail and/or luff-lines by parking nose-down into wind.

Beware of catching outboard battens on ground (or worse) before take-off, but AFTER the pre-flight. Certain battens on certain gliders can be bent or dislodged in this way, particularly prone are thin all-metal battens at the tip area. Always do a visual check of sail trailing edge batten security soon after take-off.

TRI-FLYER

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The Tri-Flyer turns your glider into a high-performance ultralight. Conceived to bring the best from the current range of super ships, the Tri-Flyer can also be fitted to many other models — its powerful thrust, ultralight weight and excellent design, giving you undreamed of performance.

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Philip Robinson flying the Tri-Flyer on the new 80% double-surface Sealander from Flexi-Form.

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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.
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Donny's incredible journey



IN his first season in the British League Donny Carson has travelled a staggering 6,000 miles from his home town of Inverness just to compete — as far as New York and back!

Why does he do it? Here he tells how it all became worth it in the end.

WHO would have thought I'd turn up and win the last League of the year?

Up till then my efforts had been rubbish!

You may wonder why the hell I should travel all the way from Inverness down south to compete in the League. Up to

the last one I was beginning to wonder myself!

You see there are not many fliers up here and I was wanting more experience — so as usual you have to travel south because that's where it's all happening.

So last year when I had enough XCs I applied for League entry.

Pilot's Log

LEAGUE pilot JOHN FENNEL recorded the log below, which shows how 41 tasks were flown on 18 sites in the last two years.

John puts his direct costs at £60 per League, but adds:

What can not be expressed statistically is the "buzz" of participating in the most sustained, competitive event in hang gliding; flying in company with pilots from all parts of the UK, some of whom

are the best in the world.

Without the League, how many of the pilots would have flown all the sites listed, or improved beyond club level to their present standard.

The number of League members is to be reduced over the next few years so it's going to become even more competitive. Anyone can join, just do your XCs, get them registered and if you're in the top ten — you're in!

LOCATION	DATE	SITE	TASK (in order)	COMMENTS	
1. BRIGHTON	21-3-80	SANDY COMMON BLOWN OUT	1. DURATION - FLIGHT	SMT	
	24-3-80		2. SPEED RANGE	SMT	
	28-3-80		3. DURATION - GATE	SMT	
	2. BRIGHTON	24-4-80	BLOWN OUT BLOWN OUT BLOWN OUT	4. THREE GATE - DURATION	SMT
		24-4-80		5. FLIGHT - DURATION	SMT
		24-4-80		6. GATE - DURATION	SMT
		24-4-80		7. GATE - DURATION	SMT
	3. LAKE DISTRICT	28-6-80	LAKING	8. GATE - DURATION	SMT
		28-6-80		9. FLIGHT - DURATION	SMT
		28-6-80		10. OPEN SIC	SMT
		28-6-80		11. SPEED RANGE	SMT
	4. DALES	24-5-80	DEEPDALE WILKIN FALL	12. DURATION	SMT
24-5-80		13. SPEED RANGE		SMT	
24-5-80		14. OPEN SIC		SMT	
5. BRISTOL	9-8-80	CRK LONG DOWN	15. SPEED RANGE	SMT	
	10-8-80		16. GATE - DURATION	SMT	
	10-8-80		17. OPEN SIC	SMT	
6. MID WALES	12-9-80	BLOWN OUT	18. OPEN SIC	SMT	
	13-9-80				
	14-9-80				
1. BRIGHTON	24-2-81	(TEXAS NUMBER) BLOWN OUT			
	1-3-81				
	2-3-81				
	2. NORTH WALES	4-4-81	MAGEL RIDGE	1. BACK TO CHURCH 3 BACK	SMT
		5-4-81		2. BACK TO CHURCH 3 BACK	SMT
		6-4-81		3. OUT AND RETURN	SMT
	3. LAKE DISTRICT	5-5-81	HIGH PEAK BLOWN OUT SANDBAR	4. OPEN SIC	SMT
		3-5-81		5. SPEED RANGE	SMT
		3-5-81		6. SPEED RANGE	SMT
		4-5-81		7. OPEN SIC (Maximum 10km)	SMT
	4. DALES	6-6-81	HAPPA WALK/WILKIN FALL BLOWN OUT HAPPA WALK	8. SPEED RANGE	SMT
		6-6-81		9. DURATION	SMT
6-6-81		10. DURATION		SMT	
6-6-81		11. SPEED RANGE		SMT	
5. PENYR	14-8-81	PENYR	12. SPEED RANGE	SMT	
	15-8-81		13. DURATION	SMT	
	15-8-81		14. DURATION	SMT	
	15-8-81		15. SPEED RANGE	SMT	
6. SOUTH WALES	8-9-81	HEATHYR COMMON	16. SPEED RANGE	SMT	
	12-9-81		17. DURATION	SMT	
	12-9-81		18. DURATION	SMT	
	12-9-81		19. DURATION	SMT	

It was about three months before I heard anything. Then I got a letter from Brian Milton the then League organiser. I had to be in Brighton for Feb 28 if I wanted in.

I had to get myself a new kite quickly because there were only nine weeks to go.

I had settled on a Comet 165 because it had been tried and proved and Andrew Wilson was coming up to Edinburgh to demonstrate it.

When I met Andrew there was low cloud on the hill and about 6" of snow on the ground, but he managed a couple of nil wind flights.

He also invited me to stay with him when I went down to the League.

I got my kite at the end of January, so I had to get as much practice in as possible.

I also had to make arrangements for getting time off work and hiring a car. One of my mates in the club, Charlie MacLennan, volunteered his services as co-driver which was an invaluable help.

After 10 hours and 600 miles we got there. We collared a copper who gave us a motor cycle escort to Andrew's house because we got lost.

We spent the next three days without any tasks because of bad weather, but were given

fantastic hospitality from Andrew and Natalie.

Next League — Yorkshire. I had never done any speed runs before but at the end of this League I had learnt a hell of a lot. Over the next three Leagues it was the same story, not doing too good but learning a lot from watching other pilots.

I had a lot of embarrassing moments but I kept trying, maybe too hard at times.

Next one — League Final and another long trip down to South Wales. By this time I was beginning to wonder if this was my last trip south because I was lying in 36th position and needed to do better to qualify for next year.

We arrived two hours before the first briefing.

It was to be Merthyr Tydfil for the next three days, and lo and behold I won my first task.

Over the next two days I won another couple of tasks and secured a position in the League next year. What I didn't realise was that I had actually won first place as I didn't want to look at the score sheets.

So, in a nutshell, I suppose all the miles we travelled were worth it, as the experience I gained has made me a better pilot, thanks to Robert Bailey and Andrew Wilson and all the others that helped me.



Wings!

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Weekdays, phone Bradford 308511
— NOT before 2pm Mondays or 10am Tuesdays
DECEMBER DEADLINES
Feature copy, November 20
News copy, November 27
Late news, November 30
Advertising orders by November 20
Advertising cancellation deadline, November 20

Wings! is typeset by Leeds Alternative Publications Ltd.,
and printed by Arthur Wigley & Sons Ltd., Leeds LS6 2RT.
Lay-out Mary Samuel.

Additional artwork by Harry Hammill and Mary Samuel.

Commercial Editor: Sylvia Howard, 4 Somerwood, Rodington, Nr. Shrewbury,
Shropshire (Upton Magna (074-377) 365)

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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
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views expressed in it are not necessarily those of the BHGA Council, its Officers,
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Contributions are welcome. Articles should be typewritten if possible. Photo-
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material which is to be returned should be accompanied by a stamped and address-
ed envelope.

The Editor reserves the right to edit contributions where necessary.

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Please give five weeks notice for changes of address if possible. If you, your club, or
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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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Code	Weekly Benefit	New Premium	Renewal Premium
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D30	£30 per week	£22.50	£18.00
D40	£40 per week	£30.00	£24.00
D50	£50 per week	£37.50	£30.00
D60	£60 per week	£45.00	£36.00

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

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

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

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

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

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

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

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

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

LIFE, ENDOWMENT, HOUSE PURCHASE AND PERMANENT HEALTH INSURANCE

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

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

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

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

POWERED HANG GLIDING AND TOWING QUOTATIONS GLADLY GIVEN ON REQUEST.

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

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

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

FOSTER'S DRAUGHT

The Australian for lager



The Fosters Sports Foundation wish to congratulate the New World Champions on their magnificent achievement in Japan.