

That was the year
that was...

JANUARY 18th 1982

Wings!

Magazine of the British Hang Gliding Association

Contents on back page



Bring in the New!

We win again!

HOT on the heels of November's defeat of council attempts to ban hang gliding at Dunstable, comes another court victory — at Mill Hill.

Steyning magistrates ruled that the by-law banning hang gliders from taking off or landing on the hill overlooking the Shoreham by-pass was invalid. They dismissed cases against Kelvin John Wilson, 28, a hang-gliding instructor of Brighton, and David Woolford, 34, of Hove.

Mr. Wilson pleaded not guilty to landing and Mr. Woolford denied taking off at Mill Hill on September 8th. Both are members of the Southern Hang Gliding Club.

Mr. James Morgan-Harris, defending, claimed the by-law had been declared invalid by the Lord Chief Justice after an appeal case before the Divisional Court.

The magistrates did not uphold Adur District Council's claim that the by-law had been made valid by a later amendment.

Prosecutions

Council solicitor Garth Staden said after the case that at this stage there would be no point bringing any further prosecutions under the by-law.

Unless the council

appealed successfully, there would be a need to change or re-enact the by-law.

All other cases that were due to come up will now be adjourned pending an appeal by the Council's representative. This is likely to take a year (there is a chance that they may not appeal) so in the mean time Mill Hill can be flown.

The Southern club is writing to the Council members to try to get a meeting to see if they can stop them carrying on in their fight to stop flying.

Meanwhile, says the club, when flying at Mill remember not to go above 50 feet when the red disc is up on the Shoreham Air Traffic control tower.

Quiz winner

Winner of the Christmas Wings! quiz was G. Weighell, of Hereford, who will shortly receive his £10 voucher and catalogue from Mainair Sports.

The Salzburg agreement

A NEW agreement signed in Salzburg establishes the equivalence of British and German pilot ratings.

It follows concern (Wings! October 1981 page 8) that British pilots were getting a raw deal in Germany.

BHGA Principal Executive Officer Barry Blore, who clinched the deal, writes:

"After due discussion I managed to convince the Germans that there was in fact a discrepancy between our Pilot Rating systems which degraded the British pilot.

The parties agree upon the following:

1. The BHGA recognises that the "Befähigungsnachweis B" ("B-Schein") of the DHV and the German Aero Club (Deutschen Aero Club (DAeC)) equates to the Pilot Rating "Pilot Two" of the BHGA.

2. The DHV recognise that the Pilot Rating "Pilot Two" of the BHGA equates to the "Befähigungsnachweis B" ("B-Schein") of the DHV.

3. The recognition rests on the present understanding of the BHGA's Pilot Rating Systems hitherto and, with effect from 1.1.82, the new training system and regulations of the DHV and DAeC.

4. If alterations occur in the future to the ground rules of either the BHGA Pilot Rating System or the DHV training system and regulations, the understanding is that the other party shall be informed.

5. If alterations follow without the agreement of the other party, they are entitled to give notice of termination of this contract.

Wings!
 * Cover design depicts,
 * top left, clockwise, from
 * bottom, US Champion
 * Rich Ffeiffer and the
 * Owens Valley Races
 * Comet with pilot pod;
 * World Champion Pepe
 * Lopes; the British World
 * Team champions; and the
 * Solar Challenger landing
 * at Manston after the first
 * sun-powered cross-
 * channel flight.
 * Main picture is winter
 * flying scene at Nont
 * Sarah's, Pennines.
 * Pictures by Bettina Gray, Noel
 * Whittall, Alan Metcalfe and Times
 * Newspapers.
 * *****

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- Pegasus - Nottingham
- Skyriders British H.G. Centre - Biggin Hill
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Thinking of buying a powered ultralight and want to know more about them? The central theme of this one is instruction, but it also describes 42 aircraft in detail - engines too, and flight theory.

GEORGE WORTHINGTON

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The first hang gliding narrative. George describes his successes, failures, motives and feelings in brilliant and readable style. For flyers and non-flyers both. Enjoy it yourself and let your loved ones into a deeper understanding of your sport.

New ground-air visual signals have been agreed to bring them into line with International Code of Safety Signals used by marines.

The following signals by aircraft mean that the ground signals have been understood: (a) During hours of daylight - by rocking the aircraft's wings. (b) During hours of darkness - by flashing the aircraft's landing lights ON and OFF twice or, if not so equipped, by switching the navigation lights ON and OFF twice.

Survivors' signal code

No.	Message	Code Symbol
1	Require assistance	V
2	Require medical assistance	X
3	No or Negative	N
4	Yes or Affirmative	Y
5	Proceeding in this direction	↑

French contest

The third Mont-Foncon manufacturer's LD Cup will be held on February 13-14th, 25 miles east of Dieppe, Normandie.

Manufacturers can send a maximum of five per team.

The club Normandie Vol Libre is hoping for a good entry to repeat the success of last year's comp. When those present included Gerard Thevenot, Mike De Glanville, Joe Binns and Michel Carnet.

The club can be contacted through Michel Baduel, 12 Rue du Chant des Oiseaux, 76340-BLANGY SUR BRESLE, France. Tel: (35) 93-5315 (evenings)

IT'S A DEAL

THE first Foster's Draught British Hang Gliding Open promises £1,000 prize money to the winner and other prizes totalling £2,500.

Rules of entry have now been finalised writes BHGA Principal Executive Officer **Barry Blore**.

All we need now is the weather and 100 competitors.

It has been decided to invite 85 pilots from the British Isles and approximately 15 from overseas.

The rules of entry are as follows:

British pilots

1. Must be a member of the BHGA at date of entry and throughout the competition.
2. Must be a member, or affiliated member, of a club.
3. Must have at least one of the following qualifications. Better qualified pilots will be given priority if the entry is too large:—

a. Have competed in FAI World or

European Championships.

b. Have competed in a major international competition e.g. Bleriot Cup.

c. Have competed in the British League, or XC League, in the last three years.

d. Hold P2 rating.

e. Be of P2 standard plus a supporting letter of recommendation on Pilot ability from club C.F.I.

4. The entry fee will be £15 per pilot.
5. The closing date will be February 27. Entries received after the closing date will be accepted only if there are vacancies.
6. Hang gliders are to be in an airworthy condition. They will be subject to scrutiny during the competition and the organising committee reserves the right to withdraw hang gliders considered unairworthy. Entry fees will not be returned to a competitor in the event of his/her unairworthy hang glider being withdrawn.

To obtain an application form competitors should send a Stamped addressed Envelope to Barry Blore, 40 Castle Street, Steventon, Abingdon, Oxon. Ox13 6SR. as soon as possible.

The completed form, should be returned with the £15 entrance fee, by February 27th. Cheques should be made payable to BHGA.

Foreign Pilots

1. All competitors must show evidence of 3rd party insurance with a minimum cover of £250,000. That insurance must be effective throughout the whole period of the competition.
2. All pilots must where possible, be equivalent to Pilot 2 standard.
3. The entry fee will be £15, payable by **STERLING INTERNATIONAL MONEY ORDER**, to the BHGA.
4. Entries will be accepted via your



A handshake seals the sponsorship agreement. Pictured are John Ward (left) Brand Manager for Foster's Draught, and Barry Blore.

national aero club or national hang gliding association.

5. The closing date will be March 15th 1982. Entries received after the closing date will be accepted only if there are vacancies.
6. Hang gliders are to be in an airworthy condition as per 6 above.

There will be an official, but optional, practice period on April 21st, 22nd, and 23rd. Pilots wishing to take advantage of this must contact Mike Macmillan (0983) 78488 BEFORE flying.

It should be noted that flying on the Isle of Wight, during the period of the competition, will be restricted to competitors' and full members of the Isle of Wight Hang Gliding Club.

For accommodation details, just phone Shanklin (098386) 3364 or write to the Shanklin Hotel and Guest House Association, 61a Regent Street, Shanklin, Isle of Wight, PO37 7AE. Enquirers will then receive brochures from hotels, guest houses, self-catering centres, caravan parks and camp sites.

All hotels and guest houses are members of the SHGHA and have guaranteed to provide the following facilities:

- (1) The hotelier will book the ferry for you.
- (2) Storage space for hang gliders.
- (3) Shower/bath facilities and hot water at ALL times.
- (4) Drying space for outer clothing.
- (5) Heating in all rooms without extra cost.
- (6) Packed lunches available.

Very good concessionary rates on Red Funnel Ferries have been obtained.

There will be a competition for Trikes, and/or Microlights, potential competitors should contact Pete Scott (0983) 712334 for further information.

• Next month - win free tickets to the competition island on Red Funnel Ferries.

New contacts

The following are changes to the Contacts for Visiting Fliers listings published in December Wings!

Club 20 Peak HGA Secretary Mike Larimore Lives at No. 18 (Not 10 as previously stated)

Club 21 Sheffield HGC Details fully revised as follows: Secretary John Harthman Flat 7. 38 Brincliffe Edge Road, Sheffield 11. Tel Sheffield 582405. Len Hull: Tideswell 871289 (Home) Rotherham 2966 (Work). Ed Jowitt: Sheffield 488200. Ron James: Mexborough 589222. Paddy Yeoman: Tideswell 871092.

Club 9 Southern

Details completely revised as follows: Secretary, Mike Robertson 25a Surrenden Road, Brighton, Sussex. Tel Brighton 553286. Dave Bluett: Maidstone 831215 (Work) Paddock Wood 4240 (Home). Johnny Carr: Burgess Hill 42324 (Work) Burgess Hill 47654 (Home) Eddie Horsefield: 01-684-4772.

Council resolves..

BHGA Treasurer Percy Moss has been drafted in as temporary chairman of the airworthiness board to get the BHGA test rig working again after Principal Executive Officer Barry Blore warned continued inaction could lead to loss of the Cranfield College base where a student is waiting to analyse test rig results.

Ray Mayhew -- who brought a complaint to BHGA disciplinary committee against Michel Carnet on behalf of the Southern Club -- was not a BHGA member at the time.

Council heard a number of club members nationwide -- even committee members -- were not in the BHGA. Treasurer Percy Moss said if everyone paid up there would be no need to raise subscriptions.

Treasurer Percy Moss reported a surplus of £4,777 for the BHGA financial year just ended. He expressed concern at £20,000 competitions committee funds over which council held no sway. Council recognised, however, there had been a "considerable improvement" in Competitions accountability and it was agreed to hold a preliminary meeting between Percy, Bob McKay and Barry Blore before any further approach to competitions committee.

Grant Aid

The Sports Aid Foundation -- Southern is inviting grant applications from people in its area this month.

Anyone interested -- who should be capable of gaining international status within the next two years -- should contact Cliff Ingram, hang gliding representative on the foundation, on 0672 - 54414.

S.E. Wales honours

The 1981 South East Wales XC League saw Joe Binns top on a Demon with a three flight average of 20.23 miles.

Bob Harrison was second on a Demon with 19.33.

The Allan James Shield for the best distance went to Joe Binns who flew 29 miles from Pandy.

Best height gain came from Philip Merton, 6,250' at Mount Leinster, Ireland.

Best first XC was Eric Morgan, 17.6 miles from Rhigos.

Hang gliding

Wings! Exclusive

AN INTERNAL memo to Service aircrews suggests the RAF wants further to restrict the access of hang glider and microlight pilots to OUR skies.

The memo in the Flight Safety "Feedback" bulletin states:

"We know that many airmisses go unreported and as a result there could be areas of conflict unknown to us where a mid-air collision may be a distinct possibility.

"Your airmiss report may help to avert that disaster.

"As we mentioned in feedback 11/81, we are particularly anxious to know about conflicts or hazards created by hang gliders and microlites.

It is estimated that there are now some 600 microlites flying in the UK and this number is growing by about 20 each week. They are small, difficult to see, extremely vulnerable and, at the moment, relatively free from airworthiness standards, licensing and other requirements.

Here JESS FLYNN (Sites and Airspace officer with RAF Moray Eagles) examines the implications, while TOM HARDIE assesses the effects of the Highlands "No go zone" revealed in August Wings!

On reading the 'Feedback' report I contacted the Lossie-

mouth Flight Safety Officer to ask what was the official RAF stance to hang gliders and micro lights.

His reply was merely to reiterate the views expressed in Feedback, and ask if I would care to write an article for the RAF Flight Safety Board. I am currently doing so.

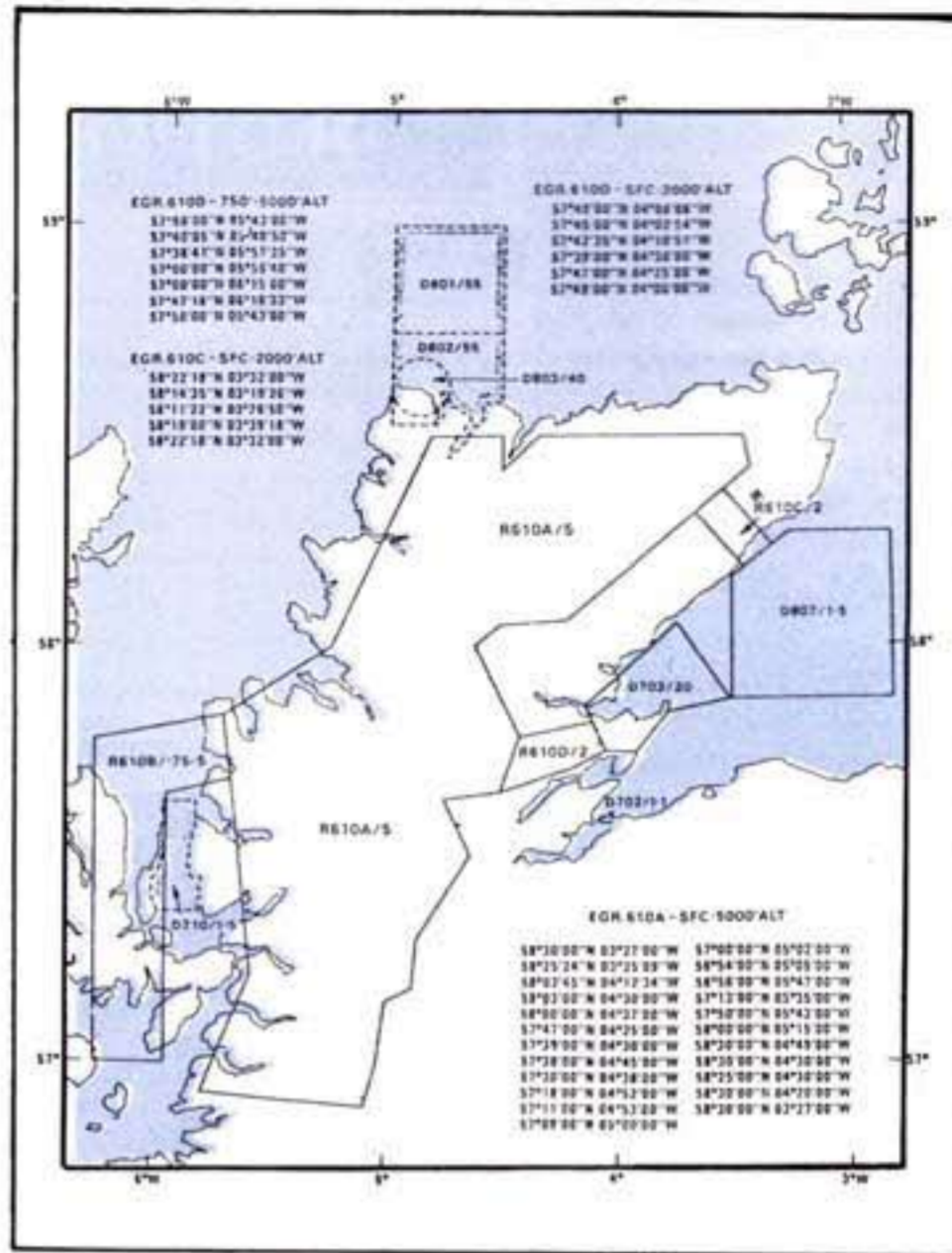
Two sentences in the article are of the utmost importance: "Because of the potential hazard to other aircraft we are pressing for stricter control of 'sport flying' " and "Does That (few reports of conflicts) reflect the true situation or are we heading for an avoidable 'nasty' because of lack of information?" (Think about this. Every one of us who flies a hang glider or/and microlight does so (or should do) under the rules of the BHGA or BMAA, who are

delegated to be responsible for their own sports by the ruling aeronautical body, the Civil Aviation Authority.

The BHGA and hang gliding are pretty well sorted out, and I think the CAA acknowledges this. I will not speak for the BMAA, but I know microlights do not have a good reputation as far as Service aircrew are concerned.

It usually dawns on even the most ardent of "personal freedomites" that certain rules are necessary for our own good, however in the (near) future we must be able to show a greater, and more effective, degree of self-government and regulation.

Let us make no mistake, if we do not show ourselves capable of this, then, like all bad boys daddy will do it for us. Remember LFA 17!



The Highlands Restricted Area

Big Brother?

The Highlands Restricted Area covers more than 5,000 square miles!

Think of an area with Preston, Leeds, Newcastle and Carlisle as its corners, or everything south of the Thames from Ramsgate to Southampton, well it's larger than either of those!

Article 64 (1) of the Air Navigation Order states:-

Where the Secretary of State deems it necessary in the public interest to restrict or prohibit flying over any area of the United Kingdom or along any route therein by reason of-

- (a) the intended gathering or movement of a large number of persons,
- (b) the intended holding of an aircraft race or contest or of an exhibition of flying, or
- (c) national defence or any other reason affecting the public interest,

the Secretary of State may make regulations prohibiting, restricting or imposing conditions on flight, either generally or in relation to any class of aircraft, over any such area or along any such route, and an aircraft shall not fly in contravention of such regulations"

Basically, he can stop anybody from flying

anything anywhere, which is what he has done in the Highlands.

The Highlands Restricted Area came into force on October 1st 1982. HRA or EGR610 will be its official title. The map shows the rough outlines, gives the height information (SFC is ground level and ALT is height above mean sea level) and the co-ordinates for the four sub-areas.

The HRA is active between 15.00 and 23.00 local time, Monday to Thursday inclusive.

The idea of the area is to provide airspace free of all other aircraft for the Tornado pilots to do their blind-flying training. Therefore it will not mean less low-flying military aircraft in your area, it may mean more because they will have to keep out as well.

Were there any consultations held with interested parties? Did anybody in the BHGA hierarchy know about it?

Today the Highlands, tomorrow.... we'll just have to wait and see where the Whitehall pin hits the map next. Incidentally, I believe you risk a heavy fine and/or the impounding of your machine if you choose to fly in a Restricted or Prohibited Area.

Portrait of a President

AS reported briefly last month, Ann Welch OBE — President of the BHGA — received the Gold Air Medal at the Royal Aero Club's annual awards ceremony. CHRIS CORSTON reports.

The World body responsible for most aspects of aviation sport is the FAI (Fédération Aéronautique Internationale).

From its Paris headquarters it looks after World and international championships, World and national records, aircraft classification and many other matters.

Every country has its own national aero club to which organisations representing the various sports must belong if their wish to be recognised by the FAI and participate internationally.

We belong to the Royal Aero Club of the UK and thus to the CIVL (Commission Internationale du Vol Libre) which is the FAI's International Hang Gliding Commission.

Every year FAI and Royal Aero Club awards are presented to individuals for notable achievements. On the 19th of November — in his third and last year as Club President, the Prince of Wales made the presentations for 1980. Mrs. Ann Welch OBE received the FAI's Gold Air Medal in recognition of her

distinguished career in sporting aviation which has extended over 47 years, and particularly for her devotion to the training and encouragement of young pilots.

The citation reads: "Ann Welch learned to fly aeroplanes in 1934 and gliders in 1937. In that year, she started instructing in gliding, and continued to do so until 1977 — a period of 40 years.

"In 1938 she started the Surrey Gliding Club, revived it in 1946, and invited Imperial College Gliding Club to join it in 1947 at Redhill.

"She promoted the move to Lasham in 1951, thus helping to found one of the largest gliding centres in the World. She is still a member of the North Downs Gliding Trust, the club's trustees.

"During World War II, she was a member of Air Transport Auxiliary, an organisation which delivered new aeroplanes from the factories to operational units. She has flown 150 types of aeroplanes and gliders, including wartime military aircraft. In 1961, she flew a distance of 528 km in a glider in Poland, thus gaining the British National Women's Goal record, which



Ann Welch receives her Medal from Prince — Charles. Derek Evans is pictured, rear.

still stands. She has a Gold Badge and two diamonds.

"Internationally, she has been a famous figure at every post-war World Gliding Championship. She was British Team Manager in 1948, '50, '52, '56, '58, '60, '63 and '68. In 1954 she flew with her husband, Lorne, in a Slingsby Eagle two-seater. In 1965 she was Director of the WGC at South Cerney. She has served on the International Jury in 1970, '72, '74, '76 and 1978, and will do so again in 1981.

"She is the only person to have been at all 17 WGC (so far) in a working capacity. She is chiefly remembered for her meticulous attention to detail, an appreciation of the importance of good planning and clear rules and, in committee of jury discussions, a desire to promote just and reasonable decisions in the interest of international understanding and friendship.

"Her other aeronautical activities include chairing the British Gliding Association Instructors' Examining Panel for 20 years, and membership of the BGA Council and Executive Committee for about 30 years, acting as Vice-Chairman of the BGA during much

of Philip Wills's chairmanship.

"In the pursuit and encouragement of hang gliding, she has chaired the International Jury at all World and European Championships. She was responsible for setting-up the appropriate FAI Committee, is President of the British Hang Gliding Association, and Honary President of CIVIL.

"She is also President of the British Microlight Aircraft Association and chairs an FAI working group set up to establish an appropriate committee.

"She has written numerous books, mainly on various aspects of gliding, hang gliding, accidents, "adventure sports" and instructional methods.

"Her efforts on behalf of sporting aviation have been recognised by the award of the MBE in 1953, OBE in 1968 and the Royal Aero Club Silver Medal in 1958. She is a Fellow of the Royal Aeronautical Society.

"In both the human and technical senses, she has enriched and improved sporting aviation. She has established a unique rapport with the representatives of other countries in gliding and hang gliding, thus improving international trust and understanding, and fostering friendships based on a mutual enjoyment of aviation."

Among other award winners were: Julian Nott, Britannia Trophy for his 55,134 ft. hot air balloon altitude record and Judith Chisholm, Gold Medal for her record-breaking round-the-world solo flight in a single engine aircraft.

British hang gliding team manager Derek Evans was present to hear the Prince of Wales mention in his speech his team's win at the World Hang Gliding Championships.

The BHGA was represented by prominent members including Chairman Roy Hill and some permanent staff. Photographer Bettina Gray came over from the USA and also Wallace White who wrote an excellent in-depth article on our sport in the New Yorker recently.

**A Gold
Air
Medal
for
Ann
Welch**

'Lyneham' their pockets

LYNEHAM Hang Gliding club in Wiltshire, is proposing to hold a sponsored hang gliding in aid of charity and Jimmy Savile's appeal fund.

The format will be a dawn-till-dusk fly-in with at least one member of the team in the air at all times.

Support

It is hoped to get TV and Press coverage to publicise the sponsor's decals/logos which will be stuck to the sail of the club's gliders.

The club will be using Storms purchased from Solar Wings, who have shown interest and it is with their

support that the club is able to fly.

The event will take place early this year at a site to be negotiated with Lyneham's friends at the Thames Valley and Avon clubs.

The sponsored time will be a maximum of ten hours, although it is hoped to fly longer than this, daylight permitting.

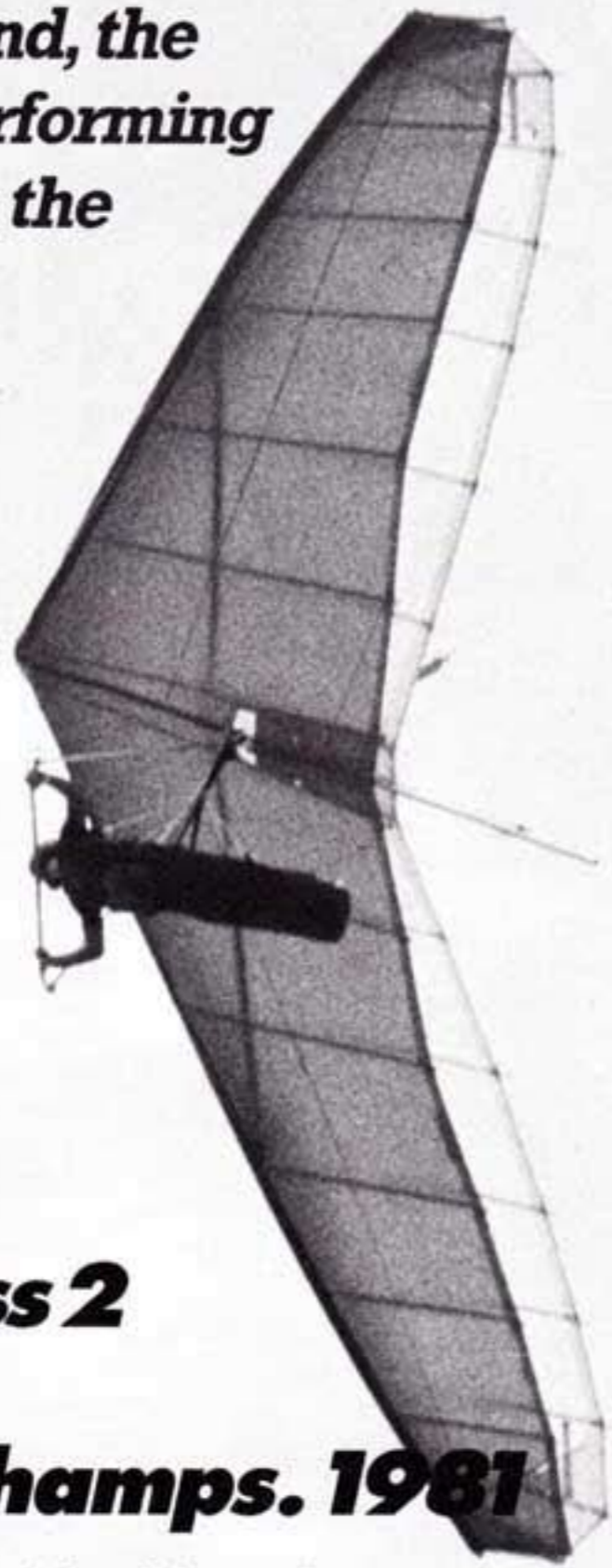
If any body knows of any firm wishing to partake in a bit of cheap advertising, please contact Roy Bamford, 31 Hastings Drive, Lyneham, Chipenham, Wilts. (Tel: 0249-890406) as soon as possible.

• More charity fly-in news on page 15.

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The day I

...and the lessons that I learned



by John "Tucking" Clarke

"THERE I was upside down over Ashbourne with nothing on the clock but the maker's name...

But seriously, folks, the idea of this little article is just to give out to be both leading edges breaking, and at this point I realised something wasn't quite right.

As far as the parachute side is concerned, in my opinion it was 100 per cent successful. The opening shock was reasonably smooth and gentle and the oscillations were damped very quickly; the next 400 ft. of descent felt extremely stable and quite enjoyable (?).

The whole tucking sequence, daft as it may sound, seemed to be really quite smooth and not at all as you might expect, but the distinct impression was of the glider rotating around the trike and me.

Violence

I had already decided that if I was unsure about the descent I would cut away from the canopy at 500ft.

At about 600ft. the glider started to swing with increasing violence from side to side.

This was probably caused by a thermal picking up one wing, but I was rapidly approaching my decision height, so I decided to cut away from the 'chute, fly down, land and then do it again having had a chance to discuss it with the ground observers.

As soon as I cut away from the 'chute the glider dropped extremely quickly, pitched vertically nose down and continued gently to tuck without any suggestion of a recovery.

I then heard two small cracking sounds which turned

Useless

Some seconds later I landed in a rather large crumpled heap but even the landing was far more gentle than anybody really believes and now I think the following points need to be made:

1. The Skymaster parachute system throughout the test development programme has been and is a complete success. I considered taking up an ordinary chest parachute as a reserve but it would have been completely useless in my situation because the wings had folded around me like a shroud, and apart from problems such as panicking, disorientated pilot throwing the deployment bag out in the correct direction in a spin (and finding a hole in the wreckage to throw it), there would not

Who is a member?

MEMBERSHIP of the BHGA showed an increase in November – up from 3,613 to 3,629.

And Secretary Chris Corston predicts another rise for December. Temporary membership is also holding well near the 200 mark.

But Membership Secretary Janet Hayes – in response to a call from Council – reports a number of prominent hang gliding names were not BHGA members on December 12.

They were League pilots Graham Slater, Lester Cruse, Keith Reynolds, Geoff Ball and Brian Milton; Women's League flier Sue Seymour and two people featuring in the XC League, Bill Walker and P.J. Wood.

Two members of Council and several club officials are also reported to be non-members, but all the British team were in the BHGA at the time of the World Championships.

nearly died

.....
The Sabre trike unit tucked, the wings broke and glider and pilot went in from 500ft. The horrifying spectacle, described last month by Len Hull, followed a successful test parachute deployment near Burton on Trent. Here the test pilot tells how he walked away with just a broken arm.

.....
I have been time for it to work. The only thing that would have saved me was a second Skymaster 'chute mounted on the keel.

2. I was performing a manoeuvre outside the design envelope for this aircraft and I am convinced in my own mind that any modern glider/trike unit would do the same in that situation, and I would strongly suggest to all conventional hang glider pilots (and trike flyers in particular) that they NEVER whipstall or fly in heavy rotor and/or vicious thermic conditions, the latter particularly with regard to trikes.

3. I seriously hope that this incident will make all manufacturers sit back and re-think the aerodynamics of

their latest machines, and the sooner drop tests are done on trikes the better for all concerned.

4. If, however, you do fancy a quick tuck I respectfully suggest that you don't do it on a single upright trike, because the only reason I got away with a broken arm was because I was in the middle of a triangulated structure which acted like a "crumple zone".

I would like to thank those people who very kindly sent good wishes for my recovery.

Footnote: The movie film of the incident was shown at the Peak Club's meeting, and it baffled everyone. The glider HAD a certain amount of forward speed, and the initial dive lasted far longer than any witnesses remembered — it SHOULD HAVE PULLED OUT...



● The start of a perfect parachute deployment over Ashbourne aerodrome. The slipstream blows the canopy up and well clear of the prop. Picture — Steve Thompson

Power Power Power Power

As reported briefly last month, a stormy annual meeting of the British Microlight Aircraft Association saw big changes at the top. In crude terms, those advocating "sensible compromise" with the Civil Aviation Authority won the day against more barnstorming pioneer elements.

□ □ □

There remain clashes of personality... outsiders may well wonder how a sensible working relationship can possibly be fostered among officers and officials when the election of new chairman

Johnny Seccombe is greeted in these terms by Nick Regan, Editor on the BMAA mag Flightline.

In his editorial in the current issue, he describes the vote as "disastrous".

"I only hope that for all your sakes and the future of microlight aviation in the UK, that the new BMAA Council can curcumvent the new Chairman, otherwise you will all pay for this error of judgement."

One wonders too how much shoe leather Mr. Seccombe has worn through rushing to see his solicitor since publication.

When comes the movie?

THE BMAA annual meeting saw Wolverhampton Civic Theatre stage its best pantomime for years, writes GRAHAM PRIESTLEY.

It started rather chaotically at about 7 am, when our Hornet Microlight team arrived after a 5 am start from Bradford, and deteriorated slowly from then on.

Exhibition

Due to a lack of any official for the first one-and-a-half hours it was chaos for the traders, and with no headroom the latecomers had to move the seating to set up their stands.

There were about 850 at the exhibition but when the meeting proper began only about 350 out of a 1,550 membership remained.

Ann Welch, the President, gave a lucid and informative talk on her meetings with the Civil Aviation Authority and FUMA, but was still unhappy with our European counterparts' proposals on registration and licensing.

Safety Officer Brian Harrison reported there had been 19 accidents, two of them fatal.

He defined an accident as "an unpremeditated activity which noticeably alters the structure of the pilot and/or his machine."

Sterling

Flight Line Editor Nick Regan seemed to sit with his back to the rest of the committee and the audience, and looked for all the world as if he was asleep, but thankfully awoke long enough to deliver his address in his own inimitable fashion!!

The committee retired, and thanks must go to ex-chairman Steve Hunt, And Welch and the rest, who have done a sterling job in the embryonic stage of the movement to "get it off the ground".

Came the vote for the new chairman and a close count between Jonny Seccombe and Graham Andrews had the retiring committee clamouring for a recount.

The members shouted them down and Seccombe got the job.

Solicitor Dave Turley must have felt that he was in with a real chance after his recent scathing attack on the CAA, but it wasn't to be. The membership decided that the BMAA wasn't ready for a full frontal attack on the establishment — Yet.

Graham Andrews was elected to the committee, after coming second to Seccombe, and looks like being a very useful member indeed.

Bedsteads

So we were coming to a noisy close with the retiring committee still trying to knock Seccombe off his new perch which was a good time to drift away.

We saw everything from flying bedsteads to flying frankfurters and arrays of innovations which were superbly engineered and manufactured.

I believe with the innovations and improvements, and a new united committee, we should be able to tilt the BMAA into a teetering forward motion.

To those who haven't tried, I say "stop hiking, try triking."

Remember your basics

SO you've got yourself a spanking new trike unit!

Well, just because you've got an engine to rely on, it doesn't mean you're now above thorough pre-flight checking, writes **HARRY UNSWORTH**.

And remember the age-old landing approach techniques learned in your powerless days.

Fuel

Harry argues that better-planned approaches and more thorough pre-flighting would have kept at least one pilot out of a maize field at Clubman's Mere last year.

Following assembly of your aircraft and the usual pre-flight checks, another specific check should be made prior to EACH and EVERY take-off. Before even sitting in, a visual fuel check (VFC) should be carried out.

Is there more than sufficient for your intended flight or is there just enough? It often seems such a waste of time walking all that way over to fetch the spare can, then again, there's the hassle of draining the tank after this "final" flight of the day... all these are excuses, a very easy trap to fall into.

After "clearing prop" and starting engine, sit in and carry out the check for "full and free movement of all controls" by:

- 1. PUSHING BAR FULLY FORWARD** (should be smooth and unrestricted. This

action also confirms finally that your keel is clear of prop.)

- 2. PULLING IN HARD** (to ensure that there is no restriction with your clothing or seating arrangement)
- 3. CHECK ROLL FREEDOM** (by gently touching the ground with each wingtip)
- 4. STRAPS** (Secure yourself). For even extra security don your prone harness complete with chute and clip in to a secondary hang point. Always ensuring of course that there are no loose ends or straps to blow back and foul the propeller.

At Mere, the left hand circuits we were flying worked out very well except for the fact that without exception (myself included) all our downwind legs were too low.

Hence in the event of an engine failure you would find yourself flying downwind towards rising ground (and the crops) with insufficient height to even turn for base leg, let alone finals. Bearing in mind the unpredictability of 2-stroke engines our downwind legs should have been made at a minimum height of 250' which would have allowed plenty of height at any time to turn crosswind (base) and thus onto final (see diagram). After all, this is standard hang gliding (non-powered) practice which we all learned years ago! Didn't we?

P.S. Many thanks to the anonymous honest pilot who found my Thommen altimeter and handed it in at the BHGA tent. I did try to find you to buy you a few pints!

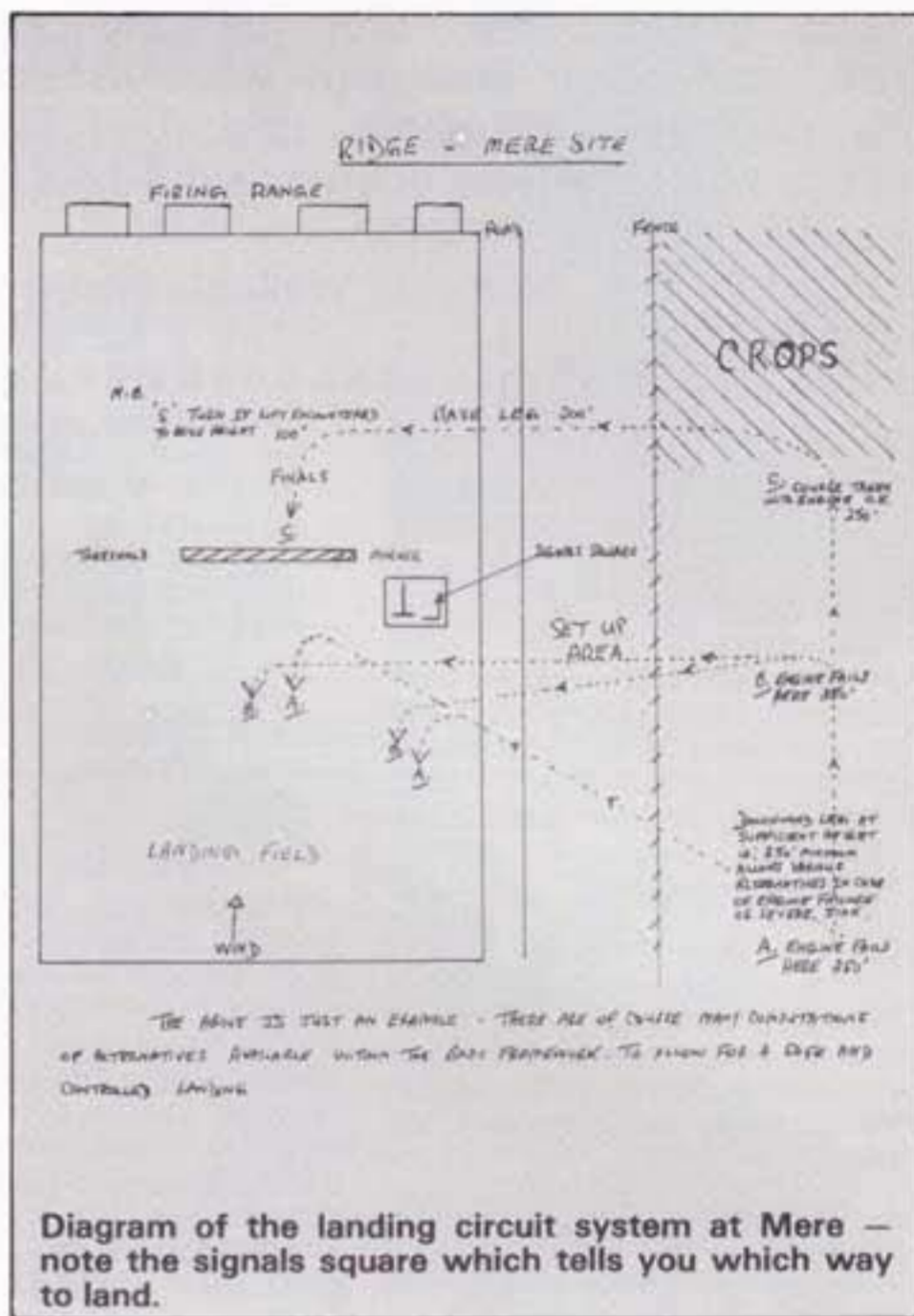


Diagram of the landing circuit system at Mere — note the signals square which tells you which way to land.

yipppee!

kit trikes now available
new! two-seater trike
tripacer 250 and
330 in stock
faired-in
pod coming soon




ULTRA SPORTS

Kit trikes: 250cc — £860.00. 330cc — £1207.00. Assembly time 15-20 hrs. All tubing pre-cut and drilled.

Two seater: £2901.45 utilizing 440cc twin

Tripacer: 250cc — £900.00. 330cc — £1200.00. Single seat now available.

All prices correct at time of going to press and inclusive of VAT.

Factory/office
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Nr. Henfield, Sussex
Telephone: Poynings 526

Shop
12a Upper Hamilton Road,
Brighton.
Telephone: Brighton 501946

'Spray away,'

says CAA

FARMER Trevor Buckle-May has rejected reports in the agricultural Press that his trike crop-spraying plans have been grounded by the Civil Aviation Authority.

On the contrary, he says, the CAA has given the go-ahead for continued trials of the system featured in Wings!, October 1981.

Trevor, 51, from Godshell, Isle of Wight, said the misunderstanding arose because the CAA understood ultra-low volume spray was being used.

In fact, the system uses low volume, placing it in the same category as spraying done from light aircraft.

"Farmers who have got a private pilot's licence or BMAA Certificate of Competence can apply to the CAA to get a spraying certificate and providing their land is safe to fly over they can get the go-ahead," said Trevor.

Venture

He said hopes were the venture would go ahead on a commercial basis soon, but CAA permission would not be for any "Tom, Dick, or Harry."



• Pictured above is the new Hornet "Executive" trike unit with cockpit fairing — latest in the Bradford-based microlight manufacturer's range.

At the controls is co-director Richard Wolfenden who plans to extend the fairing rearward to further reduce drag.

Meanwhile Hornet has been quick to combat the problems posed at take-off in winter conditions by developing special skis to fit the main undercarriage wheels on trike units. They are being marketed at about £40 a pair.

The company is looking to expand its dealer network by taking on agents in Scotland, the Midlands and South of England.

Other plans are for two airfields — one purpose built near Bradford, the other at a disused aerodrome near Selby — and for a microlight club.

IMPORTANT WARNING

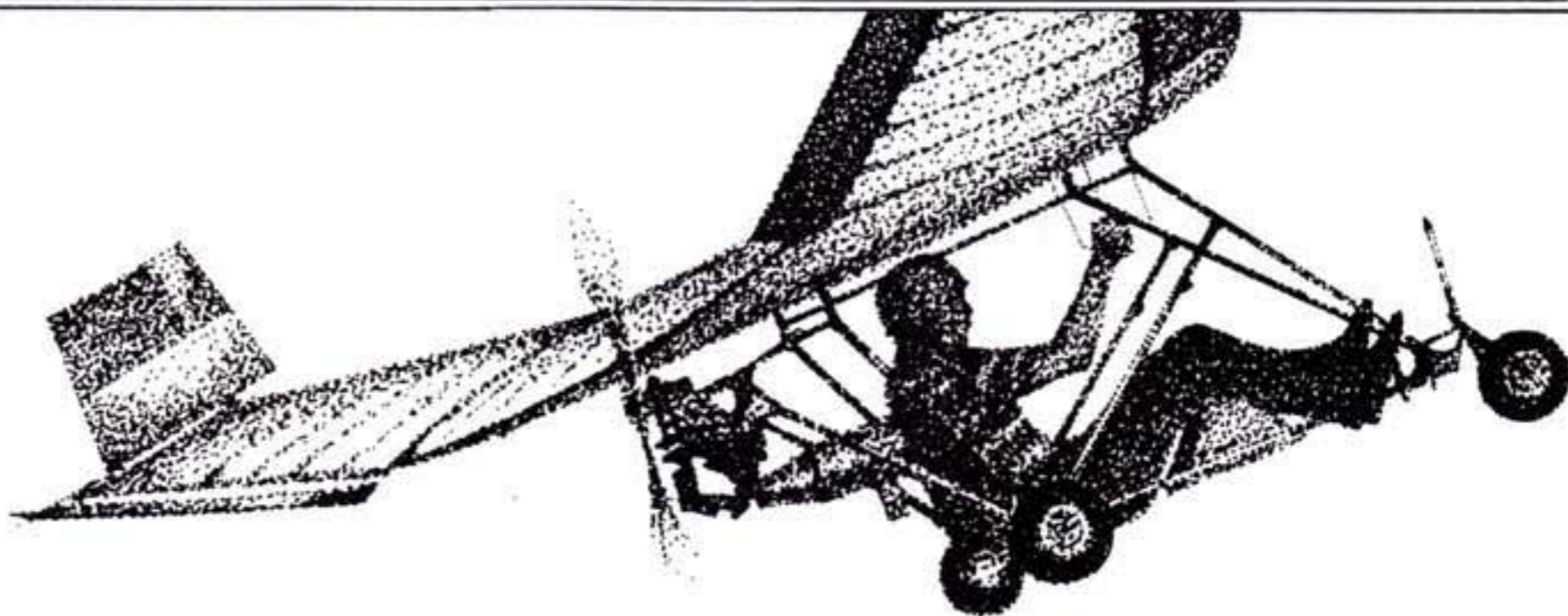
ULTRA Sports are concerned that an advertising agency's error could lead to pilots linking the firm's new two-seater trike in an unsuitable combination with a Southdown Sailwings Lightning.

An advertisement appearing in both December Wings! and the latest issue of Flight Line — magazine of the British Microlight Aircraft Association — suggests the large Lightning is suitable for combination with a dual trike unit.

But, stressed Southdown's Roy Venton-Walters: "The advert should have referred to the specially-designed and stressed Lightning DS (double strength) wing.

"Under no circumstances should a two-seater trike be attached to a wing that does not have the DS identification on the tailfin."

Contributions to Wings! Power section are always welcome... but it is always useful to inform the editor if your article has been submitted to any other publication, particularly Flight Line. This can help avoid embarrassing duplication. Thanks!



"Nothing on the clock but the maker's name...and still flying"

Aeroplane Monthly is for people who are enthusiastic about flying — not silicon chip technology. In other words we specialise in features and articles on aeroplanes ancient, modern, quirky and near-impossible. Covering everything of interest in civil and military flying from the Red Baron to the latest microlights. You won't find much in the way of guided or misguided missile coverage, but if the idea of wind in your face, burnt Castrol in your nostrils and nothing in front but a propeller and the open

sky makes your heart beat a little faster — plot a course for your paper shop and pick up a copy. Chocks away...

Aeroplane monthly

**NEW LARGE
SIZE 80p**

FLIGHT BRIEFS

Sponsor deal

Most members are now in possession of the new plastic coated membership cards. One of the reasons for me introducing the new Membership Card was that it had sponsorship potential by way of advertising on the back of the card.

John Hudson of MAINAIR Sports, has recognised the potential, bought advertising space, and in effect sponsored the purchase of the next batch of Membership Cards on behalf of the BHGA.

THANK YOU JOHN.

Michel's move

Michel Carnet — English correspondent for Vol Libre magazine — has a new address: 143 Loder Road, Brighton, Sussex' Tel: (0273) 505892 home, 856526 workshop.

Peak news

Since the AGM in October the club officials are as follows: Chair: Graham Bell, 27. Arundel Drive, Mickleover, Derby; Sec: Mike Larimore, 18. Chesterton Rd., Spondon, Derby; Safety: Alan Heatherington, 31A. London St, Leek, Staffs; Sites: John Clarke, 65c, Berry Hedge Lane, Burton-on-Trent; Power: John Wincott, 162, Leicester Rd, Narborough, Leicester; Training and newsletter Editor: Les Pallent, 11. Pen Hale, Radnor, Wodlleton, Nottingham.

Lottery winners

Winners of the December 500 Club lottery are as follows, with £138 prize money and a like amount to BHGA funds.

J. Hayward 155-20, D.M. Humphreys 127-60, P. Mellor 113-80, D.R. Dyer 18-28, N.S. Brayn 16-90, R.J.S. Spooner 16-90, B. Smith 15-52, J. Brown 15-52, N.F. Boarder 14-14, J. Hammond 14-14.

Lomond's new lease of life

Dear Sir,

Over the last couple of years, the Lomond club has fallen into disrepair, and so with the recent influx of new talent, mainly due to John Rankin's school, we decided to reorganise the club and our first meeting was held on December 7th, 1981.

Club officials were elected according to BHGA club structure, a list of whom has been forwarded to BHGA Secretary Chris Corston. As a result of the meeting, club membership now stands at 16, 12 of whom are regular fliers. Of this dynamic dozen, we have five XC pilots, two instructors, and even an ex-Scottish champion.

The club has great plans for the future. We have resurrected an XC trophy and intend to run a club league next year, with coaching schemes to develop the standard of flying of our junior members.

With regard to our sites, we currently control eight and our main ones have excellent landing facilities, but due to crops and livestock, they can change on an almost daily basis. We aim to keep a tighter control of our sites and any necessary rules will be made by us alone. (After all, we don't try to make rules for other peoples sites, and you of course, will be notified of any such rules.)

On an unhappy note, we feel we must comment on Ian Trotter's "Bitterness at Biship" in November Wings! in which he puts "facts on record" to an effect which bears very little reference to Pete Finlay's September letter at all but seems to suggest desire to bring our club into ill-repute.

The tee-shirt clad Ron Docherty only left the BHGA six months ago because of allegedly

unfair articles regarding him. Ron is a very safe, experienced flyer of many years standing and has devoted many good flying days to help newcomers to the sport. As he has now gone back to Canada, we would just like to thank him for all the work and time he has given to the Fife flying scene.

Contrary to the SHGF safety officer's suggestion, the facts about our injury record is that we have had one broken wrist from a just prone-converted P1 in the last eighteen months.

We would like to say that any visiting flyers are more than welcome up here as long as they contact: Secretary/Site Officer Pete Finlay at Glenrothes 742882, or Chairman Steve Byrne at Inverkeithing 417447.

PAT GARDNER
LHGC Safety Officer
Lomond Hang Gliding Club.

Beware at Beachy

Dear Stan

Beachy Head has now become more sensitive than ever before. We do not want to close Beachy Head to visiting flyers, so please could you inform the membership of the following code of practice agreed with Eastbourne Council.

- No camping or sleeping in vans on the site. This is an existing byelaw anyway.
- Contact the following Southern Club fliers before flying — either Dave Bluett, Paddock Wood 4240 (home) Maidstone 831215 (work); Mike Robertson, Brighton 553286 (home). Johnny Carr, Burgess Hill 42324 (work), Burgess Hill 47654 (home).
- The first S.H.G.C. flyer on site will set out the landing area which will be marked by flags. He will wear a marshal armband.

JOHNNY CARR
Sites Officer,
Southern Hang Gliding Club.

Warning to crop sprayers

Dear Sir,

A word of warning to would-be crop sprayers; many of the sprays you would be using would be highly toxic to a pilot on inhalation and by flying back through the spray cloud.

I would urge anyone going into this field to read carefully the small print on the side of the can and obtain a leaflet from HMSO called "Poisonous Chemicals on the Farm" which will give details of protective clothing needed.

I would urge them also to think twice before using some of the products, as they can destroy the ecological balance of the countryside and also harm humans far away from the original point of spraying by contaminating ground water.

There is evidence that in the case of 245T, those involved in spraying it have given birth to deformed children and have an increased risk of cancer.

Dr. R.H. Lawson
Congresbury,
Avon.

Latest on spraying developments, page 9.

HOW MUCH OVERHANG

Dear Editor, —

After asking other members of the Dales Club, West Yorkshire Police and various members of the public, I am now turning to you hoping you can resolve this query on the length of overhang legally allowed at each end of a vehicle.

E.g. — I own a Mini measuring ten feet bumper to bumper, the glider I wish to purchase is twenty two feet. Is it classed as a long vehicle? Does it require lights and signs etc. as such?

Maybe others have this problem so how legally do I stand.

Hoping this helps other members who may wonder the same.

PAUL SMITH Wakefield

You are allowed six feet overhang at either end of the car, so you will be just o.k.! You would be well-advised to carry a reflective warning triangle at the rear — Ed.

Kind words

Dear Stan,

Wings! has improved enormously. Just a word of encouragement: Hope you can maintain the coloured cover (and the sponsorship of course.)

EDMUND POTTER
(Just an ordinary hang glider pilot.)
Cambridge.



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.

Glider's condition was not to blame in Horcum fatality

Dear Stan —

After reading your short report on the inquest following the fatal accident in July 1980 involving a glider owned by the Northern Hang Gliding Centre, I felt it necessary to write to record some facts not included to set the record a little straighter than you left it.

The inference in the report, though not in the coroner's verdict, was that the glider was a contributory cause of the accident — not so. The glider had been soared in high winds by instructors at the school and its handling was impeccable. Penford (a P.I. rated flyer) had flown the glider earlier that day with no problems. The glider did not "enter a spiral dive" by was put into a left turn and held there losing height in a steeply banked 360. Penford had previously enquired about the technique involved in 360's, as was stated at the inquest, and it is possible he had been trying one despite having been warned against it by an instructor.

It is true that subsequent examination with the glider stripped down revealed defects which affected its technical airworthiness but these would not have been detected during even the most thorough pre-flight check. Following the accident all our gliders were thoroughly examined by the then FTO and found to be satisfactory.

We have at our disposal for repairs and maintenance, facilities and expertise at least the equal of any school in this country and whilst that particular Vortex slipped through the net, being used mainly as an "instructors' hack", our inspection procedure has been tightened up even further.

I hope you don't view this as an attack on your style of reporting but we have built up a good reputation in Northern hang gliding circles — as you will know — which we must protect.

RICHARD WARE
NHGC
Scarborough

There's no such thing as 'stall speed'

Dear Stan,

Ian Trotter's letter on stalling would have been more accurately titled by changing "best" into "only" — "Bar pressure still the only stall warning."

Despite what the BHGA Student Handbook says in its glossary and despite the introduction to chapter 6 of the BHGA Pilot Handbook the stall has nothing, I repeat NOTHING to do with airspeed, therefore an airspeed indicator is totally and utterly useless as a stall warning device.

The section in chapter 6 entitled "The Mechanics of the Stall" has the correct definition.

Airspeed decreases as the stall is approached because as the angle of attack is increased from the maximum lift/drag point the progressive increases in induced drag increase total drag and so

slow the aircraft down. It has been possible since roughly the advent of the Super Swallowtail but it is even easier with the modern faster machines — to perform a high speed stall.

This is where, having pulled speed, the pilot pushes out too far too fast. The glider's inertia causes it to follow virtually the same path relative to the ground but with the nose raised. The angle of attack therefore becomes too great and the result is a stall at way above "stalling speed."

The best description of all forms of stalling is in Denis Pagen's "Hang Gliding for Advanced Pilots" — it is both detailed and easy to understand.

Until there is a suitable angle

of attack meter for hang gliders there are NO stall warning devices worth having — they are all merely airspeed warning devices.

They only foster misplaced trust as they will not warn of:

1. tip stalls,
2. stalls in turns,
3. wind gradient stalls,
4. high speed stalls or
5. turbulence stalls,

and that only leaves straight and level flight on smooth days.

The only thing to do is follow Ian's advice and whenever you get the chance practice and keep practicing. Nobody has been killed by a deliberate stall.

TOM HARDIE
Training & Safety Officer
RAF Moray Eagles.

More
letters
on
page 30

Less secrecy, more sharing

Where's Tigbits?

Dear Wings! readers,

Would anyone knowing the whereabouts of Princess Tigbits, she of the silken veil and sensuous thigh, please inform Arabrab Gniddeb. The Grand Wizier, Brave Deading he of the silken tongue, never said he had a daughter!

BARBARA BEDDING,
Bucks.

(wife of Dave B. National Site Negotiator — he of the three broken ribs at the moment. —He fell off a ladder.)

Dear Stan,

Just a few lines by way of feed back on Wings!. Most members I speak to agree that the standard of presentation is the tops. I have however one query. Is there a cloak of secrecy amongst the manufacturers or BHGA officials on design, construction, performance and development of hang gliders, because there seems to be precious little material available in Wings! on these matters?

Bob Calvert in December Wings! points out that our gliders for some years now have lagged behind and have been "copies" of other countries' machines. Is it perhaps because there is no frank and open exchange of ideas and information that development is being inhibited?

It may be that many weekend fliers like myself would like a brushing acquaintance with the above-mentioned points and that thought-provoking articles by leading designers etc. might even invoke useful ideas from the grass roots.

I would like to throw in one suggestion. That is that if improving performance causes stiffer handling this might be counteracted by designing into some of the joints stiff rubber shock-absorbers which would allow some billow when G-forces rise above a preset value. This system would have made speed rings obsolete in the older fixed cross boom machines.

GEOFF MARSDEN-JONES
Leeds

GLIDERS

We are agents for most UK and US manufacturers. Before you buy, contact Mainair for the best deal around.

HARNESSES

Nowhere will you find such an extensive range of harnesses as at Mainair. Whether you want to fly seated, prone or wrapped up in a cocoon, come to us and we will fit you out.

TRI-FLYER KIT

A complete home builder's trike kit containing anodised tube, 250cc Robin power unit, propeller, reduction drive, exhaust, bolts, wheels, axles, rigging. Detailed easy-to-read blueprints and instructions. All major parts finished in our factory. All you have to do is cut, drill, assemble and fly.

PARACHUTES

Parachutes are an essential piece of a pilot's equipment. Why risk your life unnecessarily with a back street botch-up. Mainair stocks the best systems for the free-flight and microlight pilot. We recommend the Mainair Life-Pak (illustrated) but whatever your needs we can meet them.

INSTRUMENTS

The Mainair choice of flight instruments is truly phenomenal. If you are going to spend big money or you are starting your flight deck, you want to have a good look at what is available. Mainair has the largest stock available under one roof. (Thunderbird vario illustrated)

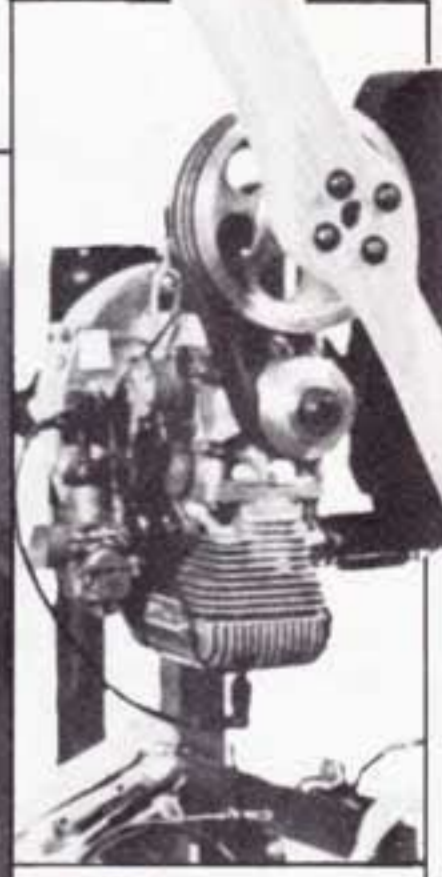
POWER UNITS

For anything to do with power the Mainair Power Shop has the lot. A complete range of accessories as well as power units, we can take you from a standing start to climb out. Illustrated is the 250cc Robin with triple belt reduction drive, 130lbs thrust, exhaust controls etc. etc.



may surprise you

Our stock



THE MAINAIR PRICE PROMISE Prove to us that you can buy our products cheaper from any other microlight or hang glider supplier and we will guarantee to match or, if we can, beat the price

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Telephone: Rochdale (0706) 55131 Telex: 635091 MAIN

Flying one's kite

Sites Officer DAVID BEDDING at the annual recreation conference

HANG gliding is very much a part of the National Sporting scene.

Good flying is the essential base to this, but it's only by words that our achievements become general knowledge.

The Central Council of Physical Recreation's Annual Conference is a valuable gathering to draw attention to our successes.

For example, the Minister for Sport Neil Macfarlane knows that we are World Team Champions. He also knows that our association has a public voice and the resources to help him carry out his responsibilities, and that hang glider manufacturers in Britain contribute to employment and our balance of payments.

He knows this because I was the first representative to join the discussion following his comprehensive address to the conference.



I even dared to voice the thought that sport and recreation were fundamental to human happiness and that was what successful government was all about! On that basis the Minister of Sport should have senior cabinet rank!

There was a very valuable contribution from Fred Elliott, Vice-Chairman of the Parliamentary Committee, National Farmers' Union. Discussion focussed on access for recreation in its many forms to the countryside, and a sensible

approach to conservation.

Every opportunity was taken to bring out our much improved safety record. As a result (?) we didn't receive much Press attention.

Insurance

BHGA officers are constantly examining ways of improving services to members and reducing costs — almost every national association was represented at the conference and good ideas came from all directions. CCPR general services to associations are being improved continually.

Bulk buying of sporting goods, team travel arrangements, press services and insurance are all examined closely.



Barry Blore, BHGA Principal Executive Officer, does all the hard work during these conferences. I enjoy myself.

I think it's a good arrangement! He examines everything that could benefit our association's aims, and establishes very valuable contacts. I join in the debates.

Every time I stand up I can see Barry's apprehensive look. We don't want to be a laughing stock, but anyone can make a mistake in debate. So far I've been lucky.

There is a marked resemblance to flying — it pays to acquire as much knowledge as possible before take-off, but you never fly without taking a calculated risk!

Year long comp at Rhosilli

The South West Wales H.G.C. wishes to announce that a round-the-year open competition is to be run at Rhosilli.

To be known as the Rhosilli Ridge Run, it will commence on January 1, 1982.

The task will be to fly, in the fastest time, from the "Pimple", to Hill End and back. The pilot must go out of sight of the marshall at Hill End. The time taken is from take off, back past the marshall on the Pimple. To qualify, the pilot must then top land on either the Pimple or main ridge.

Pilots may try any time there is a Club official on site to time them. Entry is free. The pilot with the fastest recorded time will be presented with the Rhosilli Shield.

.....

Pay rise

Council has agreed pay increases averaging seven per cent for its officers. The increase will cost £2,191 next year, with the BHGA footing £550 and the Sports Council the remainder.

.....

Meet the Met. mob!

GOING flying in South West Wales?

This list of phone numbers supplied by local club secretary Neil Edwards should help.

The new multi-million dollar computer weather centre is now open in Cardiff and if you ring 397020 (code 0222) they will be pleased to assist you.

If this forecast is not regional enough, then you will get more than you bargained for if you ring one or all of the following!

We frequently phone the lot and in fact spend so much in calls that we can't afford the petrol to go flying!

Meteorologists
John Powell,

Penmaen (Gower) 288; Chris Smith, Carmarthen 6122.

Coastguards etc

Mumbles (Swansea) 66534; Rhosilli (Gower) Gower 502; Milford Haven 06465-218; Aberporth Met. Office 0239-810117; Tenby (Saundersfoot) 0834-812110; Swansea Airport 204063.

Great Bores Of The Hill

No.2. The back seat pilot

"...hi Fred Bill Sarah Binsky Babs what's it like? bit scratchy? spose I've missed the best of it as usual, had to slip to Mainair for some uprights and battens must have been peachy earlier say is that Charlie on the Super Scorp no Cherokee he's cutting it a bit fine he'll be stalling that wing in the wind gradient bloody hell did you see him!? which club's he from why the hell did he break left there? shit, isn't that Lucy Wotsit did well in the women's comp she'll be right in the rotor if she's not careful who's that going down? he'd have been OK if he'd worked the bowl well guess I'll get the old ship rigged get some air through the sails well maybe I'll give it a miss actually bit choppy today anyway I've got a cold and my toe hurts..."



THE BEST GETS BETTER FOR '82

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WATCH THIS SPACE ACE!

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So you want justice?

By Disciplinary Chairman Bob McKay

IF you bring a case before the Disciplinary Committee don't expect justice!

You may get it, but don't EXPECT it. Bear in mind, since we never see the incident, we can only decide on the basis of what we are told.

In the two cases we heard during 1981, Southern club versus Michel Carnet and Dunstable club versus Mick Maher we were reasonably satisfied that we got pretty near the truth, but in each case the club presented its case very badly whereas the two accused represented themselves very well.

The essentials in bringing a case to us are these...

1. Pause before putting pen to paper. Nothing fades faster

than righteous indignation constructed from inaccuracies and half truths.

2. Get the witnesses to write down what they saw as soon as possible after the incident (the same day if possible) and send their statements with your accusation.

3. Make sure there is a clearly written rule or long-established and well-understood practice covering the incident and that the accused has little or no excuse for not being aware of it (or the reverse, if you are defending yourself).

Ah, (I can hear you saying) if we do all that we don't need the Disciplinary Committee, we can "nail the bastard" ourselves. As Shakespeare said...

"Tis a consumation devoutly to be wished."

FORCES' FRENCH LESSONS

By Bob Hurst

THE Army Hang Gliding Centre at Sennybridge has been in operation since April 1981 teaching servicemen in the form of adventurous training courses how to hang glide.

The majority of courses held have been for ab-initio students up to P1 standard, with a few P2 and Instructor courses.

Herein lies a problem for the serviceman who has returned to his unit having gained his P1, only to find that he has no one to turn to locally for advice and guidance if he wishes to continue flying.

Meteorology

Clearly if hang gliding is to grow within the Services the number of P2 pilots and instructors available to assist P1 pilots at unit level must be increased. To try and achieve this I am planning two-week thermalling/cross country camps at Lachens in the South of France during June and August.

Each camp will be supervised by BHGA Service Instructors with student instructor ratio of 3:1

These will be open to RAF personnel primarily, but should sufficient interest be shown by members of the Army and Navy they will also be included. If a Joint Services Expedition for these camps is approved, the cost for the individual should be considerably less than the price of an equivalent civilian course in the same area.

Any service personnel interested in participating either as student or instructor is requested to forward details of their hang gliding experience to: Flt. Lt. Bob Hurst, OC EC&P FLT, RAF Binbrook, Lincoln. LN3 6HF.

FLIGHT BRIEFS

New XC League

A Welsh Cross-Country League will open on January 1. It will be run on similar lines to the National XC League.

Entrants must be members of a Welsh Federation Club and flights must take-off from sites within Wales. Full details next month.

Wolf crags

Flying is prohibited from Wolf Crag, Cumbria, site from February 1 to May 1, as a result of negotiations with the conservators of the area.

Visitors are requested to comply with this agreement, to prevent the permanent loss of the site.

Off Peak

Peak Hang Gliding Ltd. has moved to Macclesfield Road, Leek, Phone Leek 383859.

Flying for charity



Nigel Moore on Super Scorpion, who notched one hour 20 minutes; with Martin Hann and Julian Thomas (Demon, one hour 30 minutes) in the background.

Tredegar triumph

THE task in a sponsored fly-in at Tredegar was to notch as many hours in the air as possible.

Fliers were backed for each ten-minute unit flown, to a maximum of four hours, with proceeds going to Merthyr Borough Association for the Disabled.

In all, 12 pilots recorded 18 hours 20 minutes in the air in unfavourable conditions on November 29. They raised well over £100.

Best individual success was Martin Pingel — Demon 155 — with two hours 20 minutes. Martin Hann, Cyclone, and Tony Jenkins, Super Scorpion, each managed two hours.

HANG glider pilots have been doing their bit for the International Year of Disabled People. Southern Club members raised a magnificent £1,000-plus for Jimmy Savile's Stoke Mandeville fund, while the South East Wales club raised more than £100 at their fly-in for Merthyr Borough Association for the Disabled.

'Truleigh' superb!

AFTER two blown-out weekends the Southern Hang Gliding Charity Fly-In finally got under way on Sunday October 18th.

But for an accurate weather forecast by Hastings Coastguards word might not have got around to induce over 30 fliers to converge on Devil's Dyke.

At 10.00 a.m. it was still very misty, with rain and strong easterly winds. Within an hour the rain stopped, the mist cleared and the wind backed (as forecast) to north east — and the tasks started by midday with excellent soaring conditions.

Notched

Never has the Truleigh ridge run been completed by so many pilots so many times. With a score of 25 points for each run (to Truleigh and back to target landing on top of the bowl), many intermediate pilots benefited from the briefing from experts to complete the run.

by Peter Harris

Encouraged by the nature of the charity task many fliers notched up a personal first on that day.

As a competitive event trophies were to be won and placings were based on a timed Truleigh run by those who qualified by doing the trip four times. It was Steve Goad who carried it off, with Dave Bluett in second place and Judy Leden third place all flying Comets.

It was the experienced pilots and the "hot-ships" that won the day, and in retrospect, we might have done more to set top scores for intermediate tasks and give the less experienced pilots a better chance to score.

But the essence was a fun fly-in and everyone entered into the spirit of the thing with splendid individual sponsorship totals, some in excess of £100.



Dave Bluett launches at Devil's dyke with Bill Newton behind. Tony Fuell is check-off marshal.

In recognition of their efforts, trophies were presented to A. Turner, who raised £155, John Chadwick, who raised £150 and Pete Unwin, who raised £100.

A staggering total of £1,000 has been reached with money still coming in. Even the spectators on the hill were not spared as Peter Harris and Colin Tansley went round with a tray, borrowed from the Dyke Hotel, raising another £11.

Image

Organised by Tony Fuell and Peter Harris, the event has done much to help the image of hang gliding in the South.

All the proceeds go to the "Stick-a-Brick" Jimmy Savile Fund. As Tony Fuell said — "The real winners will be the patients in the Stoke Mandeville Hospital," who will ultimately benefit from all the efforts. How about running one in your area in 1982? Make a resolution at your next meeting!

Going for the big one!



Flashback — Rory flies over Chamonix in practice for the failed Mont Blanc attempt



NEVER—SAY—DIE Rory McCarthy is at it again!

Almost exactly a year since he almost died attempting to fly for charity from Mont Blanc, Rory is bidding for the world hang gliding altitude record.



The attempt on the present near 32,000 ft. record is scheduled for April/May with 36,000ft the target for the balloon drop.

"I have now completed several balloon launches, the heighest of which was from 12,000 ft," writes Rory, from London.

"Every time we make a practice flight, we release from greater altitudes and my next release should be from over 14,000 ft.

"I suppose you could describe the launches as 'radical,'" he says, referring to an account of a balloon launch by Noel Whittall in November Wings!

"But you really do get used to these vertical dives and depending on how good a balloonist you are using, the extent of the dive is lessened by how fast the balloon is descending at the time of release.

"The 'pull-outs' are superb — rather a relief! though these can be dangerous because of the possibility of tail sliding or even looping. Pitch control is definitely the most crucial part of balloon launching. Parachutes are a MUST.

"The picture was taken on the way down after my very first balloon release from some 6,500 ft. The balloon pictured below me was in fact the balloon that released me.

"It descended so quickly, I had a hard job keeping up with it!! I was flying an Atlas 18."

I Survived!

to hang glide from a mountain peak was the plan, but a brush with death intervened.
by James Stone



How the "blood and thunder" Adventure Sports and Travel mag featured Rory's Mt.Blanc ordeal.



Back to school!

With BHGA Training Officer BOB HARRISON

No.1 PILOT THREE EXAM — *How to take and pass it*

ALTHOUGH this last summer hasn't been that hot for XC flights again, the mood of the British flier seems to reflect the determination commonly associated with the bulldog.

With teeth bared, UK pilots the country over have snarled at whatever Mother Nature has dished out and despite the odds, the XCs are becoming almost commonplace — which is excellent!

People wanting to take full advantage of their successes in this field are eagerly ticking off the cross country flights on their Pilot Three task form. Judging by my mail there is a degree of uncertainty about what to do about the theory examination, enabling Pilot Three to be completed.

Preparation

THE examination is set at quite a high standard. It is therefore essential that you know your stuff. So unless you are some "hot dog" or "smart ass" you'll need to revise.

"Revise what?" I hear you say. If you look at your card you will see there are five sections:

1&2 Air Law and Navigation: 1 hour

3 Meteorology: 1 hour

4 Principles of Flight: 1 hour

5 Basic Instrumentation: ½ hour.

For convenience, the Air Law and Navigation sections are combined giving four separate examinations. To make life easier for you I

have compiled a "Basic Outline for the P3/ Instructor Examination", including i) a suggested reading list and ii) specific objectives for revision work.

After reading this you should have a clear idea of which level to study. The outline can be obtained from Taunton office and, in future it will be issued automatically with the Pilot Three Task Form.

The big day!

ONCE you are satisfied with your revision, seek an Observer (with Pilot Three rating), an Instructor or a Coach and arrange with him/her for you to sit the examination.



The whole paper has a time limit of 3½ hours. Should it not be possible to find the time all at once, fear not, as the separate sections may be taken individually. Unlike the Pilot Two examination, this one involves written answers and diagrams, but, please don't worry if like me you can not spell (I've seen worse! — Ed.) and your best drawings look like a Picasso wind-up, I've got a fairly good imagination!

However, the neater you can make it, the easier it is for me to mark it.

Your invigilator will collect the paper (and question sheets) and post it to me — you now owe him a pint of Best and a postage stamp.

Marking

EACH section has an absolute minimum pass mark of 50 per cent; i.e. if you score 49 per cent or less — sorry, but you fail and will



be required to complete a whole paper again — with different questions.

However, to pass the Pilot Three examination your average score for all four sections must be 60 per cent; i.e. if for example you score 50 per cent, 60 per cent, 60 per cent and 70 per cent respectively for each section your average for the whole exam is 60 per cent, therefore you JUST pass.

This may seem complicated but it ensures a high overall standard and yet makes your life simpler as, within certain allowances, a strong subject can help to make up for a weaker one.

In a situation where you score at least 50 per cent for each section but don't amass the 60 per cent pass mark for the paper as a whole, (for example, if you score 60 per cent, 55 per cent, 53 per cent and 50 per cent = Average of 54½ per cent), then you only need to resit the section in which you obtained the lowest score and this can be without having to wait for four months.

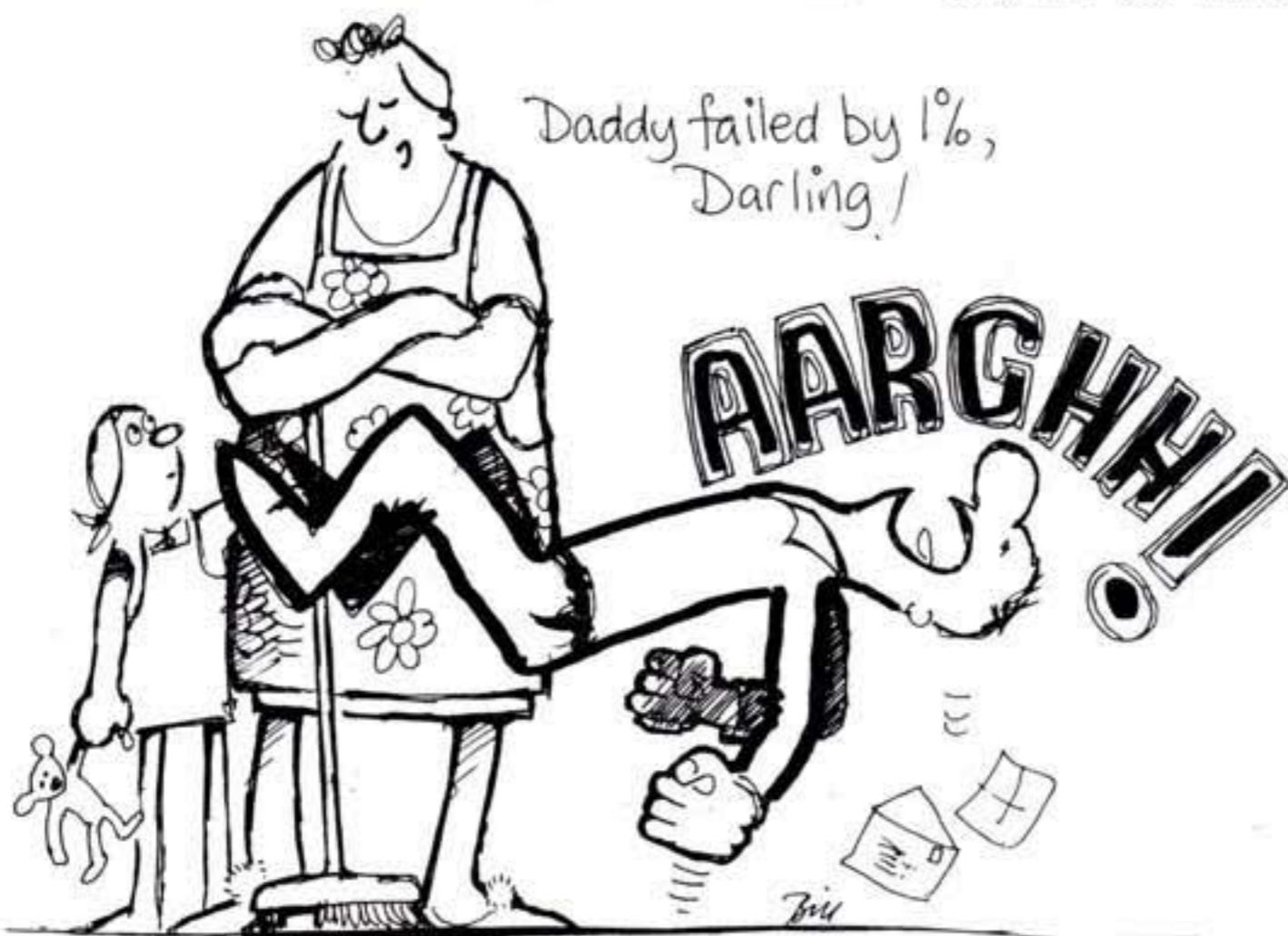
To sum up

- a) LEARN your relevant theory subjects. (I have tried to make the questions relevant to the practical needs of our sport.)
- b) COMPLETE all the practical tasks.
- c) FIND a willing invigilator, buy him a pint and sit the paper. (N.B. The pint is not for bribery!)
- d) KEEP your fingers crossed if you wish — but with adequate preparation you shouldn't need to.

If you pass you will not only have attained the highest Hang Gliding Pilot Award in the UK but probably in the World. (Judging by other country's Pilot Rating Systems — I think we've got the edge.)

By the time you read this, the people who are eligible to be invigilators should have received all the necessary information enabling them to issue you with the paper.

Good Luck.



Specific objectives for revision work — or swotting guide!

Meteorology

The examinee should be able to:

1. DEFINE the meaning of basic met. terms commonly used in Hang Gliding or on weather forecasts.
2. IDENTIFY common a) high cloud, b) medium cloud, c) low cloud types and give appropriate heights for each.
3. DESCRIBE the causes for each of these clouds.
4. DESCRIBE the weather and hence the flying suitability associated with common cloud types.
5. DESCRIBE the mechanics of both high and low pressure systems and be able to associate the different a) weather types, b) pressures, c) wind speeds and directions.
6. DRAW a cross-section diagram of a) a warm front, b) a cold front, c) a low pressure system.
7. IDENTIFY and compare the differences between the common forms of lift that hang glider pilots use.
8. ITEMISE each stage of the development of a thermal from birth to death.

9. INTERPRET a weather chart and a) state the likely weather being experienced at various locations on the chart, b) give a forecast of any likely changes in weather over a 12 hour period for the various locations.
10. INTERPRET the various symbols used on a conventional chart.



Air Law and Navigation

The examinee should be able to:

1. Distinguish between all types of controlled and uncontrolled airspace.
2. Give the full meanings to common abbreviations used in aviation and on air maps.
3. Be able to read and interpret standard air maps.
4. Draw an outline shape of various types of airspace.
5. List the areas in the UK which are officially considered to be difficult for search and rescue purposes.

6. Define the limitations imposed by visual flight rules (VFR)
7. Describe the significance of 1013.2mb.
8. Describe precisely the rules pertaining to rights of way in the air and on the ground.
9. Distinguish between the various Norths found when dealing with maps and compasses.
10. Be able to read and interpret symbols found on Ordnance Survey Maps.
11. Have a thorough understanding of, and be able to use the Ordnance Survey grid system for the UK.
12. Be able to give cross country advice to pilots using air and OS maps.



Principles of flight

The examinee should be able to:

1. Name and illustrate the different forces that are acting upon a hang glider in flight.

2. Describe the causes and symptoms of all types of stalls and list various flying conditions which makes accidental stalling easier.
3. Illustrate the flow and speed of air passing over a wing in various flying modes.
4. Describe the principles of stability of a hang glider in all of its three axial directions.
5. Explain the exact function that each component part has on a hang glider.
6. Be able to interpret performance figures from a Polar Curve.
7. Briefly explain commonly-used terms in gliding design and flight.



Basic instrumentation

The examinee should be able to draw diagrams and describe the functioning for all instruments used commonly in hang gliding.

Swots' reading list!

Meteorology

Know the Game — Weather Flying Conditions/ Micrometeorology for Pilots

K.T.G. series
Dennis Pagan

Background reading only:
Meteorology for Glider Pilots

Wallington

Principles of Flight and Navigation

Hang Gliding for Advanced Pilots

Dennis Pagan

Background reading only:
Flight Briefing for Pilots

Birch/Bramson

Air Law and Navigation

Basic Flying Manual

Oxford Air Training School.
(published by ESL Bristol at St. Lawrence House, Broad Street, Bristol BS1 2HF.
CAA publication
Birch/Bramson obtained from Airport, Aviation Clubs, AOPA.

CAP 85
Flight Briefing for Pilots, No. 4.
Aeronautical chart ICAQ 1:500,000
(you will need sheet 2171CD Ed.7 to answer one question.)

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Bleriot Cup '81	1,2 nd
Mere '81	1 st All Events
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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The year we were ten!

Stan Abbott looks back on 1981

DADDY...what did YOU do in 1981?...Well kid...that was the year Hang Gliding was ten and I was no'but lad. Aye, 1981... the year hang gliding came of age and half of us missed out 'cos the weather was rubbish half the time and when it was only half rubbish we gave flying a miss because 1981 was the year petrol prices soared higher than hang gliders....



The year that began with them trying to ban hang gliding at Dunstable and ended with the authorities having egg on their faces.

That began with British hang gliding losing a massive sponsorship and ended with us gaining another one.

It was the year when a BHGA officer really stuck his neck out and suggested hang gliding was the safest form of avia-

ation and as if to emphasise the point, at least three pilots were entitled to see the last decade flash before their eyes as they made remarkable escapes from the jaws of death.

It was the year when the CFX glider helped the trike come into its own and establish its place firmly alongside joystick and spoileron microlight aircraft.

It was the year when new British designs - perhaps unkindly dubbed Comet clones or Clonets - showed early promise only to see the now-refined Comet proper rise to the fore.



It was the year the non-FAI-recognised European distance record was brought back to Britain, only to escape to the continent again.

The year 200-milers became a real possibility.



Yes, that WAS the year that was - even for the cynics. We called it our tenth anniversary because it was back in '71 that the first rag taggle of hang glider pilots got together for a "meet" in California, and despite the fact that Bill Moyes had soared a Rogallo wing in Australia three years previously (Not to mention the efforts of Lilienthal and others a century ago.)

But perhaps it was fitting to celebrate our beginnings in a year when the concealed floating cross tube brought such advances in glider performance that suddenly cross country flying was for everyone and not just the superstars.

As if in recognition, the British Minimum Aircraft Association began 1981 with a new name and some new faces that made it bear a remarkable resemblance to the body which some might say first spawned it.

It ended the year undergoing major surgery and with a hint of more cosmetic changes just around the corner.

It was the year when women fliers began to break into the competitive field in this country.



But perhaps more importantly for the public image of hang gliding in this country than any other single event, 1981 was the year in which Britain demonstrated how in this most individualistic and egocentric of sports you could weld together a team of pilots that could win the World Championships.

January

The year opened on a sad note as the sport mourned the loss of Dave Jones who became the second person to die on a powered hang glider when his trike unit stalled during a radical manoeuvre in December.

George Worthington - the granddaddy of hang gliding again put pen to paper to say, in no uncertain terms, that if you want to claim a record that really means anything...DO IT RIGHT

He was answering comments in Wings! that there was "not a shred of doubt" that Peter Hargreaves had flown more than 68 miles in taking the unofficial European and UK distance record and that the Federation Aeronautique Internationale was being unduly harsh in not acknowledging this.

His arguments were to receive a boost later in the year when Jim Lee made his remarkable, but uncertified, 168-mile flight in New Mexico.

The ban on hang gliding at Dunstable Downs came into force.

Below - The Bleriot Cup squad which beat France in May, from left, back row: Dick Brown, Graham Hobson, Bob Harrison (reserve), Jim Brown, Sandy Fairgrieve, Robert Bailey. Front: Keith Reynolds, Michel Carnet (reserve), Johnny Carr, Colin Lark, Tony Hughes.



Johnny Carr. 1981 British League Champion.



Jim Potts (left) and John Pilkington - the first dual crew to trike the Channel in September

January sees former Wings! editor Nick Regan at the helm of the newly-named British Microlight Aircraft Association's Flight Line magazine for the first time. BHGA President Ann Welch takes on the same role for the microlight fraternity while former hang gliding stalwart Steve Hunt is the new chairman.

One windy weekend early in January a lot of hang gliding manufacturers put their commercial necks on the block and join in a Manufacturers Meet in Wales - the Hiway Demon comes out on top.

A competition for women pilots based on standard League tasks is announced to run at the second, North Yorkshire, League.

Steve Moyes wins the prestigious Australian Mount Buffalo comp in his usual inimitable fashion.



Picture by Mark Junak

Picture by Mark Junak

Turn page

February

Final analysis of entries for the 1980 National XC League shows Robert Bailey to be its first holder. He beat Peter Hargreaves into second place by just half a mile on his average of three best flights — 43.7 miles to 43.2. Sandy Fairgrieve was third with 23.6, while the Dales Club took the club trophy, having the highest placed best four.

The Home Office refuses to endorse Adur District Council's proposed bye-law to control flying at Mill Hill — it proves to be no more than a temporary reprieve.

The contents of the February Wings! magazine sees a mystery entry — Page 10 *Aycliffe Maxes Out* — by Stan Abbott.

Turning to page 10, readers are greeted only by a full page advert.

News that £30,000 sponsorship thrashed out by Newton Aycliffe Development Corporation and the then competitions chairman and Wings! Editor Brian Milton has fallen through has come too late for the teasing line to be removed from the Wings! contents....but soon enough for the story of the deal-that-almost-was to be removed.

Competitions committee — in Brighton for the blown-out First League — learns the news in a letter from League pilot Peter Hargreaves and then North Yorkshire Sailwing Club Press Officer Stan Abbott.

Milton gives his account to the committee with Peter Hargreaves in attendance.

Southern Club flier Clive Betts cheats death when he attempts a radical wingover on a Southdown Lightning and fails to input sufficient roll.

The kite tailslides and inverts, cracking a leading edge. Betts, wearing no helmet, does

not deploy his parachute but is able to pull out of a spiral dive and make a top landing with his damaged glider.

Lightning designer Ian Grayland witnesses the nerve-racking incident and emphasises the aerobatics were way outside the design's flight envelope.

"There are no hang gliders produced that may be flown upside down or backwards and there is absolutely no need whatever to add to the list of deaths through so called aerobatics by attempting to do so".

In my view we are potentially the safest form of aviation," writes BHGA sites officer David Bedding.

He produces no statistics but argues that the day when such a claim can be justified is not far away. After all, he says, we have mastered the art and science of flying slowly and in the "most dangerous air" -- the turbulent air near the ground.

Richard Brown makes the year's first recorded XC -- 12 miles.

Swiss hang glider manufacturer Etienne Rithner is successfully sued by the French Thevenot brothers for copying the Atlas glider and even audaciously marketing it under the same name!



Robert Bailey



Graham Hobson

March

The loss of the Newton Aycliffe sponsorship is the main talking point at the BHGA AGM, with Brian Milton suspended from his positions by council prior to the meeting.

The AGM endorses the decision and chairman Roy Hill makes an official statement in March Wings! Mike Hibbit does his first month as caretaker Wings! Editor.

BHGA President Ann Welch argues the true BHGA membership should be nearer 10,000 than its current 4,000.

Accident co-ordinator Diane Hanlon reports that 72 accidents were notified in 1980 -- 33 of these involved stalls and 22 were in gusty or turbulent conditions.

INSURANCE

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

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

PERSONAL ACCIDENT BENEFITS IN THE EVENT OF A HANG GLIDING ACCIDENT

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

Code	Capital Sum Benefit	New Premium	Renewal Minimum
A5	£ 5,000	£ 25.00	£20.00
A6	£ 6,000	£ 30.00	£24.00
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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
D20	£20 per week	£15.00	£12.00
D30	£30 per week	£22.50	£18.00
D40	£40 per week	£30.00	£24.00
D50	£50 per week	£37.50	£30.00
D60	£60 per week	£45.00	£36.00

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

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

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

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

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

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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.

April

Terry Joyce from Slough dies in hospital after an accident at Milk Hill, Wiltshire.

Graham Hobson wins the first league to be held in North Yorkshire flying a Hiway Demon. Jenny Ganderton wins the first women's comp on a Solar Wings Typhoon.

Dales Club members Jim Brown, on a Skyhook Sabre, and John Stirk, on a Typhoon, make a remarkable flight from Semerwater to Hawick in the Scottish Borders, with John setting a new European distance record of 82.6 miles -- the longest flight by far achieved in the UK throughout the year.

Keith Reynolds wins the Easter Webbington XC trophy on a Lightning.

May

An attempt to fly duel from Mont Blanc ends in near disaster for four British pilots when the weather turns.

The Bleriot Cup is fought for the first time in British skies in the Yorkshire Dales in not the most ideal XC conditions. Britain notches a convincing win over France with Captain Robert Bailey making the highest individual total.

Ireland beats Wales in the first Dan Air Celtic Cup, held in the Republic, with Pat Molloy doing 36 miles, an Irish distance record.

Jim Lee flies an astonishing 168 miles on a UP Comet in New Mexico. He only lands because of approaching darkness. Helmut Denz breaks the European distance record by flying 120 miles in Austria. A glider pilot by training, he is a relative newcomer to hang gliding.

The Scottish Hang Gliding Federation is formed and succeeds the Scottish Sailwing Association.

The first week-long Isle of Wight Hang Gliding Festival is pronounced a success by all.

Work on the BHGA glider test rig is well-advanced.

Bob Calvert wins the Third League in the Lake District on a Typhoon.

Council considers the Spooner report on the lost Aycliffe sponsorship and endorses its decision to suspend Brian Milton until such time as he gains re-election.



Brian Milton and the trophy presented by League pilots in recognition of his services.

Britannia rules the ridge!



Larry Tudor and the Comet pilot pod that made its debut at Owens Valley to mixed reaction from pilots. Some felt it left the pilot isolated from the elements.

June

Larry Tudor wins the Owens Valley XC Classic and Open comps. Britain's Andrew Wilson places sixth in the Classic and is one of three pilots to complete an involuntary loop.

Graham Hobson wins the Fourth League in the Dales on his Demon.

Bob Calvert wins the Scottish Open on a Typhoon with local lad Donnie Carson second on a Comet. It is the best performance to date by Scottish pilots.

July

The solar-powered Solar Challenger flies the channel.

Mike Brewer sets 13,200' world height gain record in Owens Valley.

New Zealander Ian Kibblewhite then betters it by 500' also in Owens Valley.

August

Top cross-country flier Allan James commits suicide.

The BHGA withdraws its offer to stage the 1982 European championships.

Wan Yeo is believed to be the first blind man to fly a hang glider after he goes dual with Noel Whittall at Great Whernside, Yorkshire Dales.

A Spanish pilot escapes from a cu-nimb by free-falling from 10,000'.

Hang gliding at Beachy Head wins a year's reprieve from the local council.

Graham Hobson does it again as he wins the Pennine League on his Demon.

Stan Abbott takes over as Wings! Editor.

September

Allan Smith becomes the first hang glider pilot to cross the Solent on a near 50-mile XC.

Jim Potts and John Pilkington make the first dual trike crossing of the Channel.

Donnie Carson wins the League Final in South Wales, with Johnny Carr becoming British Champion for the first time.

Reigning Champion Bob Calvert is second and Graham Hobson slips to sixth place when he writes off his glider in a tree.

Trainee pilot Andrew Redfern is the year's second fatal crash victim in an accident at the Ibis South Wales hang gliding school. The school is suspended pending a complete investigation.

The Northumbrians win Clubman's Mere for the third year running and Johnny Carr does a remarkable nil-wind 53-mile XC.

Rich Pfeiffer wins the US Nationals at Slide Mountain.

October

Steve Moyes makes it a hat-trick of wins by taking the Grandfather Mountain Masters trophy for the third year running.

Britain reaps the dividend of careful preparation as our team lifts the World team trophy at Beppu, Japan.

Pepe Lopes is World individual champion, Rich Pfeiffer second and our own Graham Slater third.

November

BHGA Principal Executive Officer Barry Blore announces a major sponsorship for 1982 -- worth £25,000 -- to help promote Australian draught Foster's lager.

The cash will go to run the Foster's British Hang Gliding Open in the Isle of Wight and will also help get the BHGA test rig -- out of commission since it was broken testing a glider -- working.

The annual meeting of the British Micro-light Aircraft Association sees big changes with well-known names like Steve Hunt making way for new blood at a very stormy meeting.

Test pilot John Clarke escapes with just a broken arm after his trike unit tucks and breaks up at 500 ft. He is testing the new Skymaster keel-mounted parachute which itself passed the test with flying colours (see this issue page 6.)

Three pilots are cleared at Dunstable magistrates court when it is ruled there is no case to answer on charges of flying contrary to local byelaw.

Wings! goes on sale to the West Yorkshire public in small pilot scheme.

O-zee

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Outdoor Pursuits Equipment & Leisure Clothing, 22 New Road, Crickhowell, Powys, S. Wales. Telephone: 0873 810019

Goodman Sports Ltd., 75 Chaseside, Southgate, London, N.14 5BU.
Telephone: 01 886 8505

Harrods, Knightsbridge, London, SW1X 7XL (Dept. "Olympic Way".)
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Hi guys n'gals, it's your lovin' Uncle Hermes here again, messenger of the hang gliding gods... 'scuse the dramatic entry.

I say, I say, I say, have you heard the one about the fearless Geordie hang glider pilot who's scared... wait for it, it's a goody... of flying?!

No? Well let me tell you about none other than Ronnie Freeman who got invited to sit next to the driver coming in to land at Hong Kong on the 747 coming back from Japan — and really didn't like it one bit...

Mind you, I hear tell the approach to Hong Kong involves three wingovers and a whipstall to avoid mountains and Chinese airspace, so maybe big Ron could be forgiven for thinking the show was coming down in main street Cowloon.



And while we're on the subject, Hermes has heard just how far the Japanese went in the super

Hot Gossip from...



...and fell off his bedpan...



You might think it marked the end of the Durham University lecturer's troubles when he got transferred from the notorious Middlesborough General Hospital to Dryburn Hospital, Durham. Not so, says Hermes.

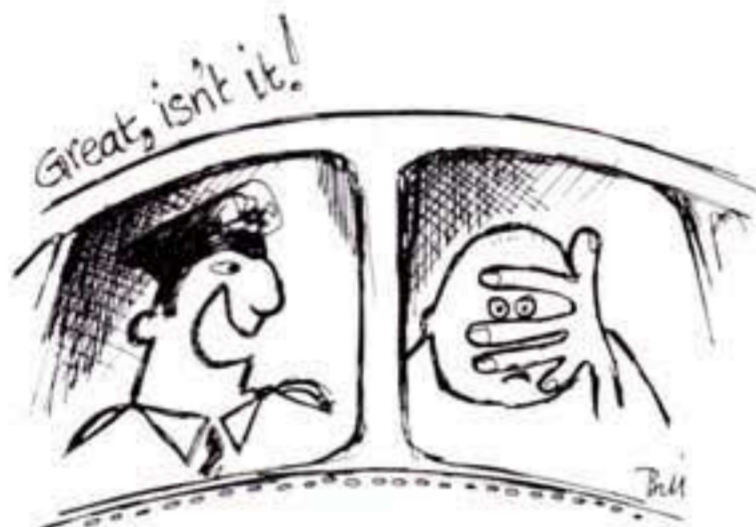
Poor chap fell asleep on his bedpan and fell off, rebreaking his leg which was in traction at the time. The poor limb then had to be rebroken so as to be reset.

Oh well... take heart — they say bad luck comes in threes.



Some people have flown more gliders than Hermes has had not dinners...

Was that Bob Calvert — he who only recently started flying a Comet — flying a purple Typhoon at Pendle Hill the other weekend?



The Geordie who's scared of flying...

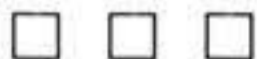
organisation for Beppu 1981 ...not quite far enough!

If only they could have organised the inscription on the world championship team cup a little better... who is this JONNEY Carr? And someone once said Japanese people though all the Blitish were called Johnny!

'Fraid the gods haven't told Hermes how the luck was dished out at Beppu yet. But Brazil's Pepe Lopes sure did get more than his fair share!

I mean you'd think just winning the World Champion's crown would suit most mortals but he goes and draws himself in the pilots' sweepstake and wins that too! Pennies from heaven, eh!

Remember Hermes told you about "Lobert" Bailey's "cat in the bag" he keeps on his control frame, ooh, back in October? Well, he's still not telling what's in it but he says everyone'll be buying one next year and, by the way, they're £500 each.



Don't try and tell Hermes there's anyway better to pick up snippets of news than keeping your ear to the clouds... unless it's browsing through the pages of Vol Libre on the loo (a recent survey showed some people spend a whole hour in there every day?)

Did you know, for example, that back in 1911 Wilbur Wright set a nine minutes and 45 seconds record for soaring Jockey's Ridge sand dune? Well the record's fallen! Pete Suole did 58 minutes there on a Lancer last summer.

Still on a historic note, isn't it just weird how history repeats itself? Back 70 years ago a chap called David Deluz — whose grandson Henning flies today — was making hang gliders in Switzerland.

The first had the lovely name of Vol-au-vent and was a tandem wing which was flown successfully on the Salève ridge near Geneva and attained such giddy heights as 15 metres.

Its successor has a familiar ring to its name — la Comète!



A little story that first saw the light of day in the Wool Record and testified to the fact that sheep can fly — at least on the far flung Hebridean island of St. Kilda — has crept into Vol Libre via the Pennine club newsletter, Wings! and Vol Libre correspondent Michel Carnet. (Must be shome mishtake — Ed.)

Sad news then thinks Hermes that Vol Libre editor Hubert Aupetit is off to pastures new (awful pun) as announced in last Wings! Here's hoping for an able successor.



News from the States is that Bill Bennett, taken to hospital with heart trouble last August is on the mend. Join with Hermes in wishing him a speedy return to health.

Not so good is news back home of Graham Geary who broke a leg when he got rotored at Carlton Model Ridge that black weekend at the start of summer.

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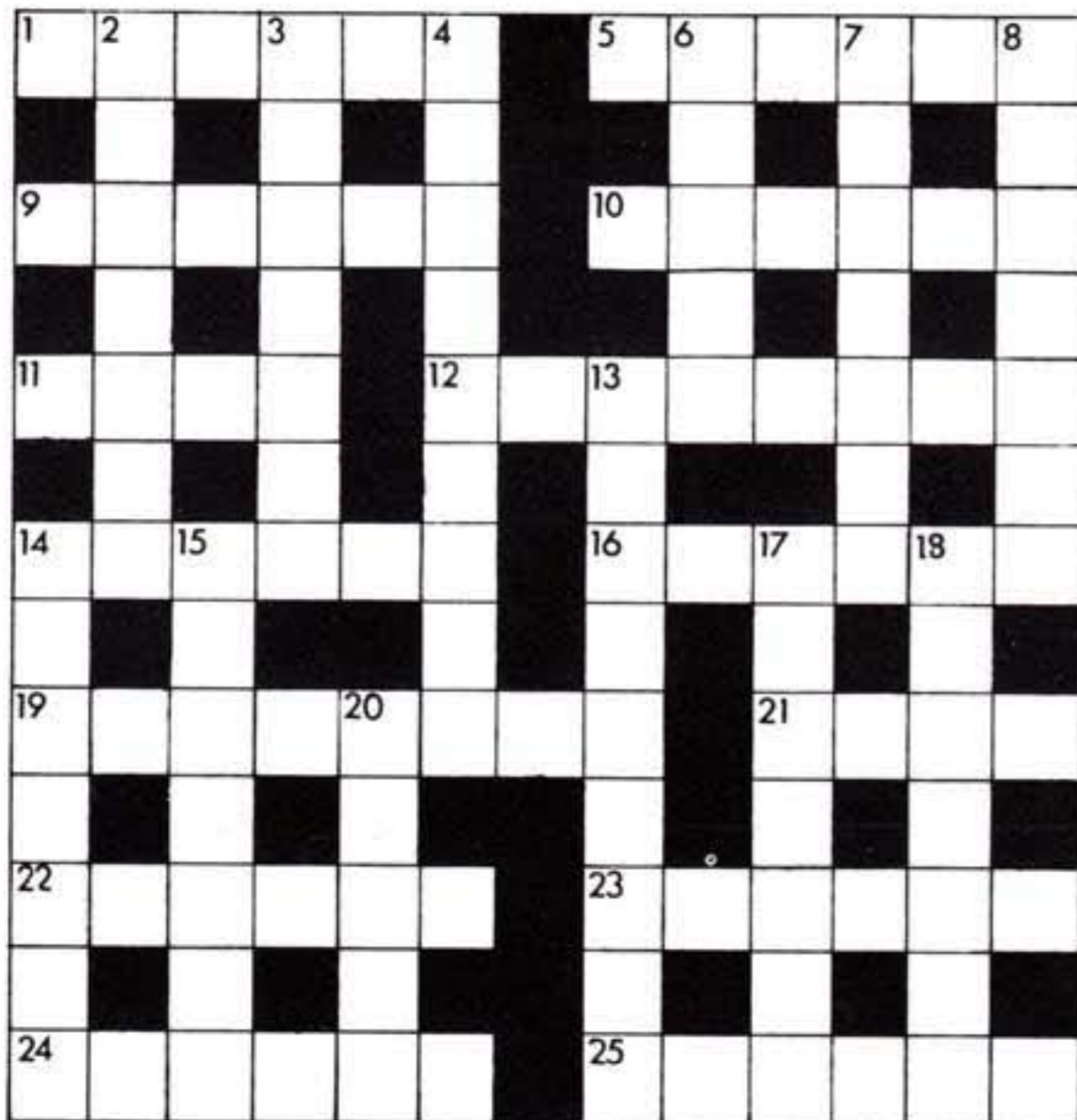
8 BRENCON AVENUE, BROOKLANDS, MANCHESTER

PRIZE CROSSStubeWORD

ANOTHER mixed hang gliding/general knowledge puzzle this month. As usual, the winner will be the sender of the first correct solution OPENED and s/he will receive £10 worth of credit from Mainair Sports.

You can trace or photocopy the grid or write out your solutions — clearly — if you don't want to cut up your Wings!

Solutions to Stan Abbott, 72 Hartley Avenue, Leeds, LS6 2LP by January 30.



No. 4 by Satan Bottle
Clues

Min sink

- 1) Stop so erratically it bends down (6)
- 5) Captures by Solar ones? (6)
- 9) Put me a ragbag of Comet pilots (2,4)
- 10) Wing loses L/E after hanky panky! Telling male from female (6)
- 11) Go back among part-timers with Caesar's garb (4)
- 12) Lout swallows dirty sand and goes down (4,3)
- 14) Nations' sleep for disquet (6)
- 16) Brought up and got off the ground (6)
- 19) Quiet measurement you feel when times are hard (3,5)
- 21) Vegetable returns for glider part (4)
- 22) Journalist follows authority, we hear. Precipitated (6)
- 23) Escape for little Edward as he went out (6)
- 24) Big voltage in US glider slang means he puts it the correct way up (6)
- 25) Taut pole with legs in (6)

Luffing

- 2) Tea on the first of November is a step ahead of 5 min sink (7)
- 3) Is this a magic flute on my trailing edge? How's it perform? (7)
- 4) Easy load for a moron (9)
- 6) Step round the pole for fashion (5)
- 7) We'll be finished, I hear — it's calamitous (7)
- 8) Grieve Eddie, you've been seen (7)
- 13) The right wind for Carlton Bank or Pendle Hill (5-4)
- 14) Unholy stammerer is one who speaks (7)
- 15) Right wriggler in Gateshead who's dancing (7)
- 17) A suspicion it might be blue grass (7)
- 18) The night before sleep makes some launch point! (7)
- 20) Pen it badly because you're incompetent (5)

Answers to the Christmas Quiz

(winner on page 2/3)

- 1) **Derek Evans** — Derek had gone to Japan with Jerome Fack in August 1980 to suss out the Beppu World Championship site on a trip fraught with bureaucratic and other hassles. Derek, of course, returned to Beppu last year as manager of the victorious British team
- 2) **The Demon** — winner of the Manufacturers' Comp. in South Wales.
- 3) **Brighton** — the First 1981 League meeting was blown-out.
- 4) **Steve Moyes** — winner of the Mount Buffalo XC in Australia.
- 5) **Jim Brown** — flew with John Stirk on his UK record-breaking flight from Semerwater to Hawick. He landed first after 78.1 miles. John did 82.6. Jim could be forgiven for thinking he was UK distance record holder for the short while after he had landed and before John did. In fact, when the distances were checked, Jim was actually slightly short of the previous unofficial record set by Bob Calvert. John was carrying a barograph and his record is official.
- 6) **Robert Bailey** — he captained the successful British Bleriot Cup and World Championship teams. Bettina Gray, hang gliding photographer extraordinaire named her poodle after him. Her previous dog was called Martin Luther King.
- 7) **Pat Molloy** — helped Ireland beat Wales in the Dan-Air Celtic Cup by flying 36 miles cross-country — an Irish record.
- 8) **Peter Harvey** — he was attacked by an eagle during the Owens Valley Classic.
- 9) **Wan Yeo** — became the first blind man to fly a hang glider when he went dual with Noel Whittall at Great Whernside.
- 10) **The Northumbrians** — they won Clubman's Mere for the third year running.



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DUMBARTONSHIRE. Tel: Rhu 820200. Soaring is boring on the same old hills. Why not fly **SCOTLAND!** Comfortable rooms. Good food, packed lunches. Bars open all day, windsurfing, fishing, riding and hillwalking on non flyable days. Sympathetic P1 manager dispenses malt whisky when wind off slope. 20% room discount to BHGA members. 50% to groups over five. Phone Paul or Caroline for details.

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WINDHAVEN parachute, 24' excellent condition, no sensible offer refused. Tel: (Burton) 0283 43879, John Clarke.

SIGMA prone cocoon harness, suit taller pilot, £70. Colver vario, £80. Ring Peter, 01-540-4403.

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Glider market

SUPER SCORPION B. G.c. with bag. Hiway prone harness or B-bar and seated harness £320 ono. Phone Ian 0202 699670 (evenings).

SKYLINE (med). Mint condition. Aircraft engineer maintained. Altimeter, pellet vario and seated harness. £370. Tel: Andy Holt, Hinckley 617977.

SIGMA FLOATER 170 9-11 st. Two tone green. Only flown twice. Ideal P1 - Intermediate. Including harness, £500 ono. Phone Medway 668898.

DEMON 195 for the heavy-pilot. Yellow and gold, £670. Paul Bullock, Wolverhampton 726538, Long Mynd Club.

CYCLONE/SUPER SCORPION or similar plus prone harness and £650 for Yamaha 650 S.E. Only 2000 miles. Phone Banbury 710494.

HIWAY SPECTRUM (small) complete with B/bar seated harness and helmet. Ideal first kite. Must sell, £250 ono. Ring Paul Coyne (0283) 66322, ext. 2109, daytime, or 42680 evenings.

STORM medium. Superb glider for P1 up. With trike fittings if required. £400 ono. Ring Jerry Walke, Southampton 784748 (home), 771061 ext. 46 (office).

LIGHTNING 170. Excellent condition Multicoloured sail. £600 ono. Also **FALCON IV**, £75. Phone Polegate (Sussex) 4581.

HILANDER (medium). Ideal glider for soaring or power. Custom 'Navy' sail. £420. Phone Leicester 864699 (evenings) or Nottingham 787096 (daytime).

SOUTHDOWN SIGMA FLOATER 195. Good intermediate glider. Soars well. £400 ono. Ring Peter, 01 540 4403.

SUPER SCORPION B, Mk.11. Excellent condition, never pranged. Suit light novice/intermediate. £450 ono. Graham Hanson, Bristol 48371 or 066 474 462 (Leics).

BARGAIN LIGHTNING 195. As new very little air time. £600 ono. Genuine reason for sale. Phone 0453 46495.

FALCON 111. Excellent condition, white and sky blue. Seated and prone harness. £200 ono. Tel: Bideford 5180.

LACK OF space/money forces sale, hence; MIDAS E; £195, SIGMA super floater, £495 - both ideal P1's. SIGMA eleven metre, £250, SABRE plus 2 spare uprights, flown twice, £745. All accumulated through years. If interested, ring John on Weasenham St. Peter 281, ext. 418.

IRRESISTABLE Bargains! HIWAY Cloudbase, £50. Also HIWAY2 - 20 and McBROOM ARGUS: Offers from good homes. Tel: John Bibby, Aberystwyth 612449.

FUGA; similar to Cherokee. Brand new, still in case. Beautiful flyer. £500 ono, or swop for a new power unit by Hunt Air. Tel: 01 852 0763, late evenings.

STORM, multi-coloured sail. Nearly new Hiway harness. Helmet. This bargain must be seen. £450 ono, for quick sale. David, Portsmouth 754281

CHEROKEE (medium). Excellent condition, flutter-free sail, £340 or any sensible offer. Also **STORM** (medium), £450 ono. Phone Huddersfield 39907.

SUPER SCORPION C+ rainbow sail, with 'B' bar, seated harness, helmet and roof rack. Ideal P1, offers around £350, owner emigrating. Tel: Doncaster 784062.

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All small ads should be sent to Sylvia Howard, Commercial Editor Wings!, 4 Somerwood, Rodington, near Shrewsbury, Salop.

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.

KEEP WARM THIS WINTER with Helly Hansen original polar wear. **SPECIAL OFFER TO BHGA MEMBERS** of polar mitts - £5.75 (normally £6.90), Polar calf socks - £6.90 (normally £7.99) and LIFA thermal underwear, long sleeved vest and long johns £14.00 (normally £16.50). Prices include postage and packing. Access/Barclaycard and American Express accepted. Outdoor Pursuits Equipment and Clothing, 22 New Rd., Crickhowell, S. Wales. Tel: 0873 810019.

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HIWAY DEMON 175 plus 250cc Skytrike, brand new, never flown, 20 mins running in only. £1550 only for quick sale, will split. Hitchin (0462) 35339 evenings or Hitchin 56363 daytime.

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Personal



I'D LIKE TO HEAR from a few people who would be interested in clubbing together to buy a powered glider-trike etc. Please write with any proposals or suggestions to Andy Wadeson, 47, Creffield Rd., Ealing Common, London W.5.

I AM LOOKING for someone to fly with midweek, Glasgow or Central Scotland. I can provide transport. Phone Andy on 041 339 2693.

Schools

SUSSEX COLLEGE OF HANG GLIDING, 188 Queens Rd., Brighton. Teaching. Prone and top landing. Power too (on proper airfields). Spares, repairs and sales. F.L.A.C. Hiway, Lightning, Sigma 12 metres, £350. Lightning Mini Floater, £575. GYR Marauder. Superscorp etc. wanted part ex. Brighton 609925/24151, ext. 171.

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8. Cheques or money orders should be made payable to The British Hang Gliding Association.
9. Aircraft must not be depicted in situations which contravene Air Law, the B.H.G.A. Code of Practice, or commonsense.
10. Schools or proprietary clubs offering instruction must be B.H.G.A. Registered.

What words are or are not acceptable in print? Are words you say everyday OK to read? Are words you can read in the national Press OK for Wings!? Just where do you draw the line? That was the question posed by some material submitted to the Editor for December Wings! Three readers argue here the line was drawn in the wrong place.

'Puerile, offensive, and boring drivel'

Dear Stan —

I write to express my concern with the latest edition of Wings!

For a magazine that represents the sport of hang gliding in this country, and which is seen by those whose good opinion of us as a responsible group of people we seek, I strongly deplore much of the Christmas edition.

The cover — which would have been mildly amusing on a restricted circulation club magazine — is completely out of place on the front of Wings! As for the pages masquerading as a pantomime, words fail me. I am sure that I am not alone in considering the material to be totally lacking in

merit. puerile, offensive and boring drivel, completely out of place in our magazine.

Whilst I applaud the increased content of Wings! under your editorship and the more "alive" visual impression the new layouts give, I do find it very distracting to read through. (Readability is an indication of good layout, typography and design). It is very "bitty". I

am dismayed by the sensational style of reporting, in particular of accidents, that is more in keeping with the Sun.

In the five years I have been involved in hang gliding, the sport has developed and self-regulated itself amazingly well. Wings! is a very important element in our sport's future wellbeing, and we should, I believe, be very careful not to waste its potential foolishly.

RICHARD F.E. KENWARD
Abergavenny.

EXCITING NEW WINTER SPORT

Members of the 1980 British Olympic Luge (toboggan) team are holding a Beginners' Course January 17-24, 1982. A few places are still available on the course.

The course is at Innsbruck on the 1976 Olympic Luge/Bobsleigh track. Tuition and equipment provided FREE — you pay only for travel,

accommodation and track time.

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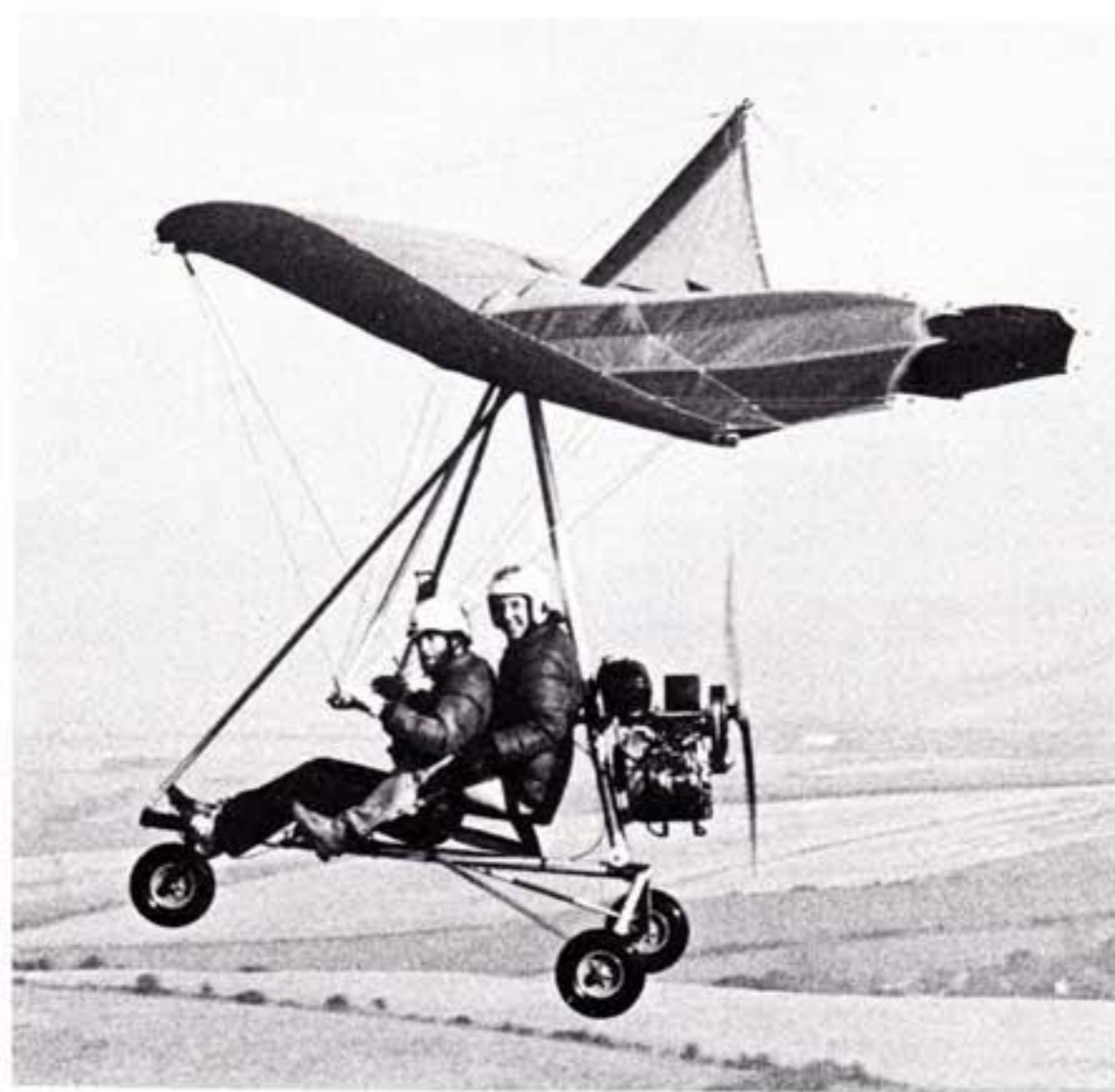
For further information or to arrange a test flight contact:

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Truleigh Sands Buildings, Truleigh Farm,
Edburton, Nr. Henfield, Sussex.
Telephone: Poynings 526

THIS GLIDER HAS NO BRITISH C. OF A.

OR

SOUTHDOWN SAILWINGS
82 Goldstone Villas
Hove, East Sussex.
Telephone: Brighton 732007





EXTRA

Pretty colours, ugly words!

Dear Stan—

I have never before felt the need to object, but my children like to read *Wings!* and it was not easy "losing" the pretty covered Christmas issue with the unseasonal language!!

Swearing in print isn't clever, so why do it? The magazine has improved under your editorship. Please keep it clean.

DAVE WHITE LAW
Secretary, Lanarkshire
Soaring Club.

The best yet, but...

Dear Stan —

May I take this chance to say that December *Wings!* was the best-produced yet. In my opinion just the right mix of news and feature articles without being too "bitty".

I would like to say, however, that the frequent use of bad language can only detract from the quality of the magazine.

GEOFF WEIGHELL
Hereford.

Displaying mutual support

Our association exists to protect the interests of all hang gliding enthusiasts in the U.K.

In the early days the Civil Aviation Authority said the sport could be run by us, the fliers, provided we got ourselves organised and introduced a few simple measures to make it as safe as possible for ourselves, the public and others who use the air. Accordingly we set up standards for training, the Schools Registration System, Pilot Rating, Airworthiness Standards etc.

A key factor that makes us acceptable to most landowners is the Public Liability Insurance cover that we are able to provide for members and clubs.

We are all associated and stand or fall by the support we give to our association. This should extend to actively encouraging all fliers to be members of the BHGA. Council members give their time frequently in huge amounts and are responsible collectively for the association and its policy.

Most individually look after special areas. They are helped by a few volunteers and a small employed staff.

Where a club needs support from council members or the central office, everything possible is done to help. It is sometimes said there is a "lack of communication" and this sometimes may be true. Individuals are hard-pressed to cope with the work load and may not have any more time left in which to communicate!

The most important component parts of the association are the clubs. Their officials are responsible for looking after sites and matters of a local nature. Member clubs have undertaken to require their flying members to be flying members of the BHGA. Registered clubs give a similar undertaking.

Club officials take their obligations seriously and this resulted in a proposal from the floor at the 1980 AGM which was carried. The BHGA Council was instructed to provide all

BHGA Secretary Chris Corston argues why ensuring 100 per cent flying membership is vital to our sport.

members with suitable visible proof of membership, this to be worn at all times when flying. The idea was to make it easily possible to check BHGA membership.

Working out exactly how we were going to be able to do this, finding a suitable design, etc. took some time. We settled on the "winged disc" helmet stickers and began to issue them on the 1st January 1981.



All flying members of the BHGA, and members in other categories who are covered by Public Liability Insurance, have now been issued with a helmet sticker. Stickers show the month and year in which renewal of membership is due, e.g. 03 82 indicates that the member concerned joined or last renewed in March 1981, and that he or she is due to renew again during March 1982.

Those unable to display a sticker that shows the current month or a month in the future are identifiable as unlikely to be members of the association and covered by insurance. Membership cards are alternative proof of membership, but replacement stickers can be sent for that new helmet, etc.

The stickers are suitable for safe application to all types of helmet as this is where most members prefer to wear them.

They can also be stuck to pieces of card or plastic and worn in the 'window' pockets found on some flying suits.

In the past a few club officials have said they "didn't like to ask" if "that stranger on the hill" was a BHGA member but in their own interests they and club members should display a little more courage.

If that flier is not a member and happens to suspend himself from a power line or injure a member of the public they could find themselves held responsible for meeting a claim.

The average power line collision costs in the region of £150 and from the number that we settle attempted aerial electrocution appears to be becoming increasingly popular. Damage to a member of the public, however, comes a lot more expensive and we all want to avoid the possibility of club officials becoming involved in potentially bankrupting claims.

John Dicks of Jersey may consider our "winged disc" an evil portent (page 13 Nov. '81 *Wings!*) but I hope that instead it can be looked upon as signifying membership of an exclusive flying family who hang together. It does not represent the ambitions of BHGA Council but signifies the council's constant aim to carry out the democratically expressed wishes of members.

P.S. Are all members planning to go to the 1982 AGM? The Annual Meeting will be held at Lilleshall National Sports Centre on Sunday March 21st. This is near Newport, Shropshire, the same venue at which the Delegates' Conference was held in November 1981. Full details will appear in the February issue of *Wings!*

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

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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 Money Orders — £12 (surface mail) or £24 (airmail) for an annual subscription. Details of membership will be sent on request. IN ALL CASES WRITE TO TAUNTON. *Wings!* is published by the British Hang Gliding Association. The views expressed in it are not necessarily those of the BHGA Council, its Officers, Members or the Editor.

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

The Editor reserves the right to edit contributions where necessary.

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

Wings!

Wings! is edited and designed by Stan Abbott and published in the second week of each month by the British Hang Gliding Association

Full details on page 31.
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DEADLINES

...are returning to normal after the revised Christmas schedule.

Editorial — (news) January 29th.

Advertising — January 22nd, cancellation deadline January 22nd. Copy deadline January 29th.

In this issue

Pages 2-4 — News, including latest on the Foster's British Open.

Page 5 — Portrait of a President. Ann Welch's Gold Award.

Pages 6-7 — Lucky-to-be-alive John Clarke reflects on his 500ft. fall.

Pages 7-9 — Power section.

Pages 10-11 — Your letters in Airmail (also p30-31)

Pages 13-17 — News

Page 18 — Bob Harrison's training column

Page 20 — CB Radio

Pages 23-5 — Review of 1981

Page 27 — Hot Gossip

Page 28 — Mainair Prize Crossword.

Page 29 — Classified adverts

Page 31 — The BHGA helmet sticker scheme.



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Britain stages American Cup

PLAN are well-advanced to stage the prestigious American Cup hang gliding competition in Britain this summer.

Venue will be the Yorkshire Dales with the Wensleydale village of Hawes providing the headquarters for the sport's premier international team event.

The competition -- in Mid June -- will be the only major competition in the Dales this year and the Dales Club is insisting on the observation of strict rules and guidelines to protect sites.

A joint Dales Club/BHGA Competitions Committee working party will manage the

administration and was due to meet this month.

The Cup has previously been won twice by Britain and is currently held by the USA in whose home skies it has always been fought. There was no competition last year as US organiser Tracy Knauss was unable to find sponsors.

Provisional calendar for 1982

March 20-21

— BHGA Annual Meeting, National Sports Centre, Lilleshall.

April 9-12

— First British League, venue currently under negotiation.

April 24-May 3

— Foster's Draught British Open, Isle of Wight.

May 10-15

— Bleriot Cup, Lachens, France.

May 29-31

— Second British League, Lake District (organiser Trevor Birkbeck.)

June 12-20

— American Cup, Yorkshire Dales.

July 2-11

— Owens Valley XC Classic, California. (Probably smaller than last year due to overspending.)

July 17-19

— Third British League, venue under negotiation.

August 7-9

— Fourth British League, Sheffield (organiser Graham Hobson.)

August 16-22

— Sansicario Open, Italy.

September 2-12

— European Championships, France.

September 4-5

— BHGA Clubman's Mere, Wiltshire.

September 18-20

— British League Final, Pennines.

* Hiway hang gliders were trying to promote interest in a repeat of last year's Manufacturers' Competition late this month as Wings! went to Press.



Cross-Country champions, from left, Robert Bailey, Jim Brown, John Stirk (with trophy,) and Bob Harrison pictured with Dave Harrison.

Dynamic Dales!

WINGS! Editor Stan Abbott has become the first person to win the Gray Prize for journalism.

The £150 award is for a feature article on the 1981 Bleriot Cup which appeared in the Bradford Star newspaper, of which Stan is Deputy Editor.

The prize was awarded for the best article on hang gliding to appear on the sports pages of a paper with at least 25,000 circulation.

The rule stipulated the article had to deal with one of a number of hang gliding competitions taking place in Britain.

Stan was told the news in a surprise announcement at the Dales Club's annual dinner.

Bettina Gray had phoned club chairman Noel Whittall from her California home and told him

the news — Stan was lost for words but refrained from blowing the lot immediately on drinks all round!

Bettina, 66, has devoted her life to producing a photographic record of hang gliding, almost since the sport began.

She has taken some 50,000 pictures, many of them published in Wings! and the rest of the hang gliding Press. Her services are given entirely free, her only stipulation being that pictures carry a credit line.

She told Wings! it was hoped to extend the prize to TV, film and other media this year. Details will appear in Wings! in due course and the prizewinning article will appear in next month's issue.

Also presented at the dinner -- at which the club entertains the farmers without whose generous consent we would not enjoy probably Britain's

best flying -- was the team award for the 1981 Cross Country League.

The top four Dales fliers in the League had by then once again obtained an invincible position and the magnificent eagle trophy was presented to Robert Bailey, Jim Brown, John Stirk and Bon Harrison by the League's instigator, Dave Harrison.

Robert Bailey is also expected to take the individual award, to be announced in next Wings!

Andy Laverack received the Cock o' the Dales award for 1981's most improved flier.



Stan Abbott, wearing silly hat, receives the congratulations of Noel Whittall.