

Bob Calvert:
Man or
Superman?



Bettina Gray pic

112-mile record flight — page 8

THE CHAMPION!

Johnny Carr
takes
Foster's Cup

Full report starts on P13



Magazine of the British Hang Gliding Association

MAY 17, 1982. Special price 75p



Wings!

*High above
The land
that God
forgot*

— cover picture
shows Mick Pollard
over the Sierras
on a flight from Owens
Valley, California.
RICK MASTERS on the
drama of the Owens, page
26.



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Balloon drop goes ahead



Rory McCarthy
—picture, the New Standard

RORY McCarthy's dramatic fund raising 36,000ft. balloon drop hang glider flight is set to go ahead in August — despite mounting opposition.

A dual flight from 22,000ft. is also planned in the venture which aims to raise £½m. for Jimmy Savile's Stoke Mandeville Appeal.

Rory's plans to establish a world hang gliding altitude record were announced in January Wings! — almost exactly a year after his previous fundraising record attempt ended in near tragedy.

Plans for dual flights from the summit of Mont Blanc went badly wrong, leaving Rory stranded on the mountain in bad weather.

Fearful of more bad publicity for hang gliding, BHGA secretary Chris Corston wrote to Rory warning him of possible dangers in the attempt and BHGA council — despite a strong minority view against the move — agreed the venture should not enjoy its support or approval.

The "Flight 30,000" venture has also caught the attention of the satirical magazine Private Eye, which questions in its April 9 issue how much of the money raised will actually go to charity.

Money for the appeal will be raised by means of sponsorship pledges of so much per minute in the air after the balloon release.

But the cost of the equipment is being met through a "raffle" in which firms buy competition tickets for £10, with the winner getting the privilege of having the firm's name emblazoned on the record attempt glider.

Any surplus will also go to the Jimmy Savile appeal, stressed Rory in an interview with Wings!

Taking part with Rory will be pilot Gregory Rogala and dual "passenger" John Moody and planned date for the venture is August 20.

But whether the drop will take place over Britain or California was unclear as Wings! went to Press. Rory and Jimmy Savile favour Britain, but the team has a promise of massive support in terms of equipment and back-up aircraft from the United States Air Force.

"From the safety and weather aspect it might be a good idea to do it there," he said. But he stressed the safety question had been well-covered after close consultation with medical and other staff at the Royal Aircraft Establishment and the USAF.

Equipment to be used includes pressure suits and dual parachute systems. The gliders will be fitted with keel-mounted Sky-master chutes as well as an automatic pressure-operated ejection suit in case the pilot blacks out.

Rory's team is now making drops with the glider already suspended in a steep nose-down attitude so there is a flow of air over the wing when the balloon makes its descent to the release height. The initial dive, however, is still "horrible" and on the record attempt the glider is expected to reach about 120mph in the rarified air.

"We are taking all the safety precautions we can," said Rory. "If it's decided it's too dangerous we won't do it — we are not out to get the sport a bad name.

"If it goes badly wrong it will be bad publicity. But we are making clear this is hang gliding way beyond its limits. Everything we have done so far is with CAA approval and we would love to work with the BHGA because it would certainly help us."

If your Wings! does not arrive, or if you change your address, please contact the membership secretary at the Taunton headquarters. Please give FIVE WEEKS notice of change of address and in all correspondence quote your full name, address and MEMBERSHIP NUMBER (where applicable).

If you, your club or any hang gliding activity gets written up in a local or national paper, please send a cutting to the Taunton office for our cuttings collection (this applies to the UK only).

The BHGA Council

President, Ann Welch OBE; **Chairman**, Roy Hill (Longworth (0865) 821129; **Treasurer**, Percy Moss (0926-59924).

Members: David Bedding, (0844-7186); Howard Edwards (029671-2086); Diane Hanlon (051-652-5918); John Ievers (049-525-4521); Mike Watson (0895-833176); Terry Prendergast (029673-8033); Jim Taggart (0874-4046); James McMenemy (09804 6174).

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Wings!

Wings! is edited and designed by Stan Abbott and published in the second week of each month by the BHGA

EDITORIAL contributions should be sent to the Editor at 72, Hartley Avenue, Leeds, LS6 2LP.

ADVERTISING queries, SUBSCRIPTIONS and any general BHGA business should be addressed to the Commercial Editor and the association's Taunton headquarters respectively, addresses on this page.

IMPORTANT

"Nuisance" phone calls to the editor following a break-in have necessitated a change of phone number to:

Leeds (0532) 451891

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Pages 13-18 The Foster's Draught British Open — reports pictures, personalities, debates.

Page 19 The manufacturers' fly-in, Aberystwyth.

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Pages 26-27 RICK MASTERS writes exclusively for Wings! on Owens Valley and CAROLINE de GLANVILLE tells how a jammed barograph cost her a world record.

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You can get Wings! every month by joining the BHGA or on subscription of £12 a year. For overseas subscriptions, send Sterling International Money Orders — £12 surface mail or £24 airmail — for your annual subscription. Membership details will be sent on request. Address ALL QUERIES to the Taunton Office.

The views expressed in Wings! are not necessarily those of the association, its council, officers or the editor.

All contributions to the magazine are welcome. Articles should be typewritten (double-spaced), one side of the paper only where possible. If not typewritten, they should be CLEARLY written, with plenty of space between the lines.

Photographs should bear full captions and any material to be returned should be accompanied by a stamped addressed envelope. Any other material will be kept and filed for future use.

The Editor reserves the right to edit contributions.

Annual General Meeting

IT takes some time for any organisation to establish patterns of work and routine.

In a body dedicated to furthering the cause of hang gliding it is not inevitable that those who find themselves fulfilling an administrative role will always reflect the views and wishes of those whose prime concern is to get themselves in the air at every opportunity.

In a democratic organisation there is always the risk that the two largely incompatible interests will result in an open sore at the major public forum — the annual meeting.

It happened to the BMAA at Wolverhampton and it is perhaps a credit to the work of our own councillors and officers that they are sufficiently in tune with the membership for this year's AGM to have passed reasonably smoothly.

It is no discredit to anyone concerned that the AGM wasted time debating resolutions that sought merely to reiterate existing BHGA policy or called on the BHGA to legislate on matters outside its control (e.g. the affairs of the British Gliding Association). For, after all the organisation's own structure allows such debate to take place.

Ensuring worthy debate

COMMENT

But in permitting such wasteful debate, and in allowing discussion on various topics that might have better been raised at the preceding day's conference, important subjects such as airspace and sites received but a scant airing.

Perhaps we should take a leaf out of the book of those organisations for whom conducting major meetings is more part of their day-to-day function.

Bodies facing the challenge of dealing with perhaps hundreds of resolutions in a few days have to adopt ruthless tactics to prune the workload.

In the National Union of Journalists, branches go through the annual ritual of submitting motions to the Annual Delegates' Meeting only to find that the majority have been rejected for debate by the Standing Orders Committee on grounds such as



"uncertainty of meaning", being "contrary to rule" or "introducing widely new matter". Branches whose resolutions fall in this way can argue with the SOC — AWAY from the conference floor.

No such DRASTIC pruning is needed in our organisation as the number of resolutions submitted is small.

But for the sake of allowing the short time available at AGM to be devoted to discussing the most important questions, surely there is a good case for operating at least some kind of filter.

One idea might be to insist that resolutions come through clubs or BHGA council rather than from individuals, with the annual conference authorised to allow emergency resolutions to go forward to AGM.

Another possibility might be to elect or nominate a standing orders committee, of, say, three people well-versed in the function of conferences etc. to go through resolutions well in advance of the AGM and correspond with the proposers to ensure that by the time they reach the floor of the AGM they are precise and fit for meaningful debate and that they do at least have seconders.

Stan Abbott

Straitjacket tag rejected

GUIDELINES for the editor of Wings! agreed by BHGA council did not impose a straitjacket on editorial freedom, Stan Abbott told the association's annual meeting.

The Wings! editor told members he considered these guidelines as precisely that — and not as binding instructions as to what should and should not appear in Wings!

He corrected a misapprehension that he had allowed the Wings! management committee, via council, to veto the inclusion of any subject or article in Wings!

This proposal was in fact rejected by council.

The guidelines state: Wings! should reflect the positive aims of the BHGA, should not encourage conflict within the BHGA, or with other sporting bodies; should not bring BHGA officers into disrepute; that the cover of the magazine should depict hang gliding; that council members should be able to submit notices for inclusion in Wings! without editing, except by prior consultation; and that coverage of council meetings should be subject to general approval of the meeting.

The editor pointed out to the AGM that the guidelines were a general reflection of common sense and, while not wildly enthusiastic as to their actual value, he urged that AGM should not vote on a call to throw them out.

In response to calls for less power coverage in Wings! the editor pointed out that a major part of the magazine's advertising income came from the power field.

The day before, the annual conference had carried a vote of confidence in the editor in his absence.

Pilot One change dropped

The idea of a "probationary" Pilot One certificate from schools, to be endorsed by club coaches, failed to win support at the BHGA annual meeting.

The move stemmed from a proposal at the 1981 club delegates conference.

Among those in favour was Malcolm Hawksworth, of Peak Hang Gliding School, while Tony Hughes, of Hungerford Hang Gliding Centre said schools were "having a hard enough time as it is".

But a motion calling on schools to provide club coaches with information on new pilot's strengths and weaknesses was carried by 278 votes to 46.

A proposal for a system of regular inspections for gliders over two years old was referred to the airworthiness officer.

Also carried were motions from Gary Phillips calling on the BHGA to instruct schools to tell pupils there were two dangerous limits, stall speed and maximum safe speed (the training officer stated this was already done); and calling for members to be told whether members suffering a serious accident had personal insurance cover.

Subs set to rise

THE BHGA annual meeting agreed a proposed £1 rise in subscriptions.

The association's balance sheet at December 7, 1981 showed total net assets of £27,082 and a net surplus of £11,796 for the year, said treasurer Percy Moss.

The £1 increase — to take effect from June — was called for to make good an anticipated £1,300 shortfall on projected spending of £96,000 and was expected to yield £1,800 by the end of the financial year.

Full copies of the accounts are available from club officials.

Back again!

NEXT year's annual meeting of the BHGA will again be held at the Lilleshall National Sports Centre in Shropshire where about 150 members enjoyed a successful conference and annual meeting on March 20-21.

Among "sideshows" at the AGM were a Nimbus V sailplane, courtesy of Mr. and Mrs. Phil King, trike units and gliders, including the new Hiway Alien.

Total voting strength at the AGM was about 225 of which the highly-organised Dales Club delegation could muster some 87 proxy votes.

Sandy Fairgrieve

Former League pilot Sandy Fairgrieve has offered assistance to any pilots visiting California where he now lives.

His address is: c/o Hewlett Packard, 5301 Stevens Creek Blvd., Santa Clara, CA. 95050.

Alien's launch delayed



MAJOR teething troubles have delayed the appearance of Hiway's "sixth generation" Alien hang glider. The biggest problem concerns the glider's fibre glass wing tips which are understood to degenerate quicker under stress than anticipated. When Wings! went to Press the glider's developers had so far found themselves unable either to predict the life of the tips or to find a suitable alternative material.

Should the problem prove insurmountable, the company is understood to be ready to advance dramatically the development of the Alien's planned successor.

Cu-nimb spells danger

by Dave Woolford,
Southern HGC

THE date is 29/3/82, a Monday. I arrive at Devil's Dyke complete with prone harness (with Odyssey parachute) my Hummingbird vario and Thommen altimeter and my large Lightning 1.

As I rig I make note that the strong F4 NW wind is decreasing and seems to be going north. My first flight is a Dyke classic — an eight-mile return ridge run to Truleigh.

Back at the Dyke conditions are now unstable with strong thermal activity: "Peachy". Over the horizon though comes the first squall.

I land but some pilots get caught in the sleet. Fifteen minutes later the sun shines through again. This prompts the usual invasion of the ridge lift (now F4N. and good), about ten pilots are aloft.

Evil

Watching from the hill I notice a large black squall line approaching. Everybody lands but yours truly decides to fly (what a head-banger!!!) Soaring was normal at first with a little rain, but suddenly I am pinned by strong lift and no penetration (still no problem, just bar to knees if I want to come down).

Just after this, though, my attention is fixed by a large black evil-looking roll cloud steamrolling towards me. This prompts an immediate 180° turn and get the hell out downwind.

Heading for the "Crossroads" fast I then make a potentially fatal error. Not wishing to make this my 21st trip to the crossroads, I decide to try for Sussex University (I live next to it) crosswind ahead of the front (I blew it).

About a third of the way (over A23) I hit lift (observers say that the lift was in fact a giant cu-nim above me). I discovered this when thin black tentacles of cloud began forming under me and I was shocked when a glance at the altimeter said I was at 5000'.

"Don't panic" time, I was now over the university but getting massive lift. Bar full in, me full over in the A-frame, I put the glider into a 360° dive yet through the shriek of airspeed I could still hear the bleep bleep of 5-up. After a few minutes I could not hold it and relaxed. The vario screamed

out as I was sucked up. White-out followed. Initially I make level way, holding the bar neutral, perhaps overcorrecting, then airspeed shrieks. What's happening? something is, because I go weightless!!!! not once but three times. (On reflection I may have been doing past 90° wingovers dropping weightless when over the 90°. On the fourth run of this I have had enough and while in positive G I get into "budgie" and throw my chute. (This decision was prompted by the fact that I was nearing the sea and also that my glider could break up.)

Then a long wait for my chute to open, relief — it does, but horror when I still get one-up!!! Then suddenly five-down. I have never been so glad to get sink. Everything stabilised, I was through the A-frame facing away from the glider and I could see my chute.

Decending vertically I drop out of the cloud, clear ground below (somebody's looking after me). I drop gently, my relief at this is brief however. As I go to unclip I am dragged along, the glider and I travelling backwards pulled by the chute, (note the glider was also lifting).

What followed was like a Monty Python sketch with me airborne again (four times). Eventually after vaulting a fence a highly-embarrassed pilot plus wrecked glider comes to a halt.

Lessons Learned

1/ Never get ambitious when squalls are around.
2/ ALWAYS carry a knife (to cut free chute on landing)

My thanks to Southdown for a strong glider, and to Ultra Sports for a reliable chute.

• Dennis Pagen — American hang gliding and micrometeorological ace — has been writing about thunderstorms and cu-nimbs in Hang Gliding magazine. He would tell you 1. DON'T get into one to start with and 2. DON'T pull your chute if you do — unclip first and FREE FALL with your altimeter. 3. A drag-creating drogue is the only safe chute to deploy in strong lift — Ed.



Picture by Michael Carnet shows Dave with the remains of his parachute.

Wings! "home" calendar

for overseas events, see Cosmopolitan

May 23 — BHGA Council, Stroud

May 29-31 — Second League, Lake District

June 5-6 — Dan-Air Celtic Cup, SW Wales

June 12-20 — American Cup, Yorkshire Dales

June 25-27 — Scottish Open, Glenshee

June 25-July 2 — Instructors' course (for the Army), AHGC, Sennybridge

July 2-5 — First Aid course, AHGC.

July 17-19 — Third League, Aberystwyth

July 22-25 — Army HG championships, Oakhampton

July 25-31 — First Aid course, Welsh HG Centre, Crickhowell

August 7-9 — Fourth League, Sheffield

September 4-5 — Clubman's Mere

September 18-20 — League Final, Pennines

November 12-19 — Instructor course, AHGC

November 19-22 — First Aid course, AHGC

First Aid — do someone a favour

HAVE you ever been at the scene of an accident and felt useless to offer assistance?

Can you imagine how you would feel if the friend you were flying with lay in a heap after crashing his glider and all you could do was watch him deteriorate?

Wouldn't you like to be able to help him? You might try, but only make matters worse.

It's only after doing a First Aid course, that you realise just how easy it is to destroy life and watch life being destroyed by not knowing what to do.

The Army Hang Gliding Centre in Sennybridge is running a series of First Aid courses. The course is spread over four days and is strictly timetabled, each day starts at 08.30 and finishes at 17.15.

Four gruelling days of blood, films and slides, dressings and arm slings and a hundred other stomach-turning injuries.

The first day saw 12 hairy guys bandaging each other in an amazing cluster of knots, supporting spectacular looking armlings. Come the end of the day with arms and legs broken and cut everywhere (not a single person fainted) we went back to our lodgings to study our First Aid books and the local bar.

Day Two included one of the highlights of the course — Exhaled Air Resuscitation (mouth-to-mouth). At the end of the lecture room laid flat out across a table was an ugly rubber-faced dummy with its gob open. OK guys, who's first said the grinning instructor and a deadly silence filled the room.

But soon it started to grow into a competition to see who could burst the dummy by blowing the hardest.

Day Three included some mock accidents convincingly acted by an Army volunteer, and Instructor.

The last day arrives and with it the dreaded exams, fortunately it doesn't include any written stuff!

So, to some up, a very worthwhile course, excellent instruction, amazing acting from our Army volunteer, Max, who gave up his days-off for the course, many thanks to Jim for organising and putting up with us.

If you can find the time, do yourself a favour and maybe someone else. The next course is from July 2-5. Contact the Army Hang Gliding Centre

Colin Lark

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PARACHUTES

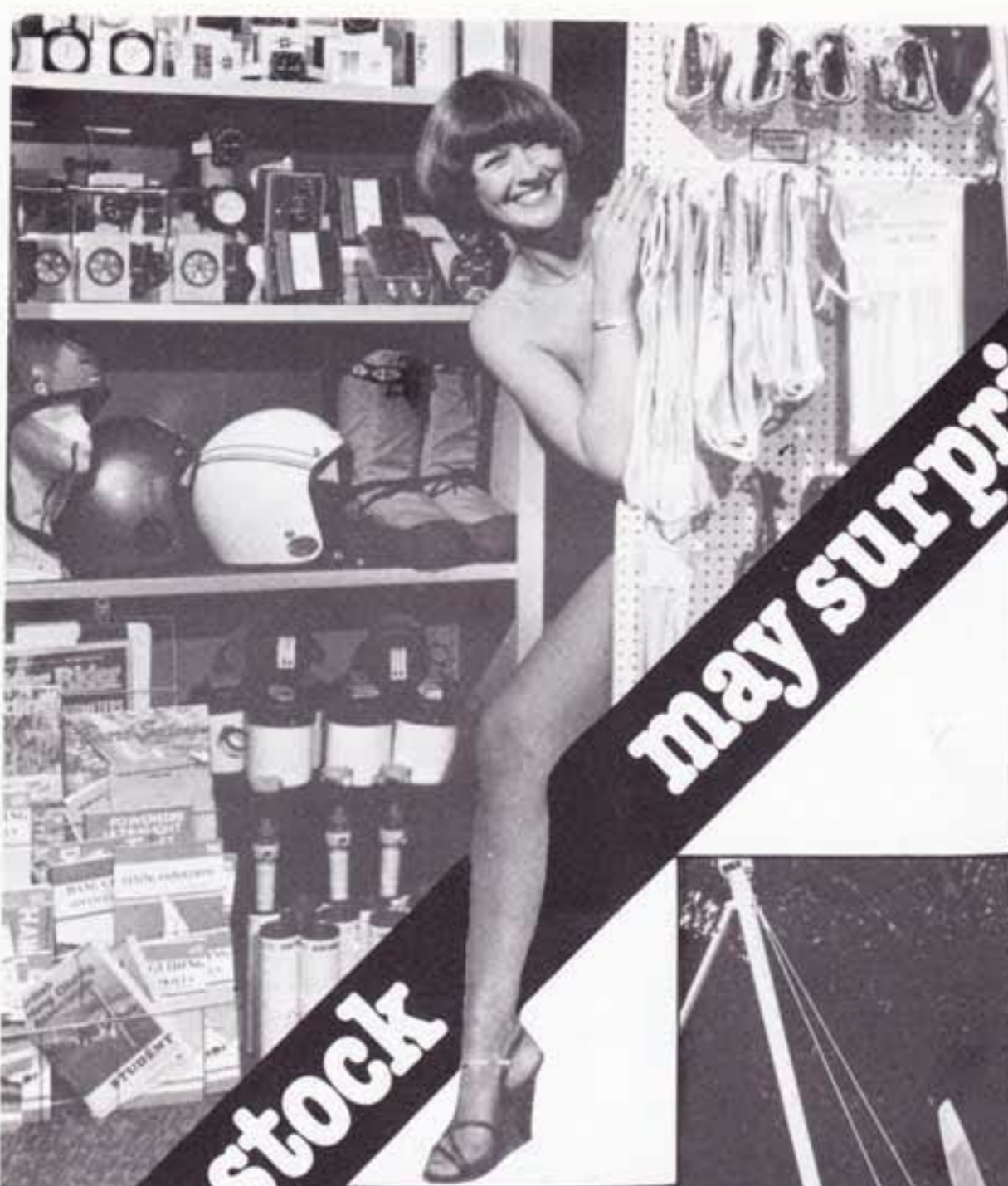
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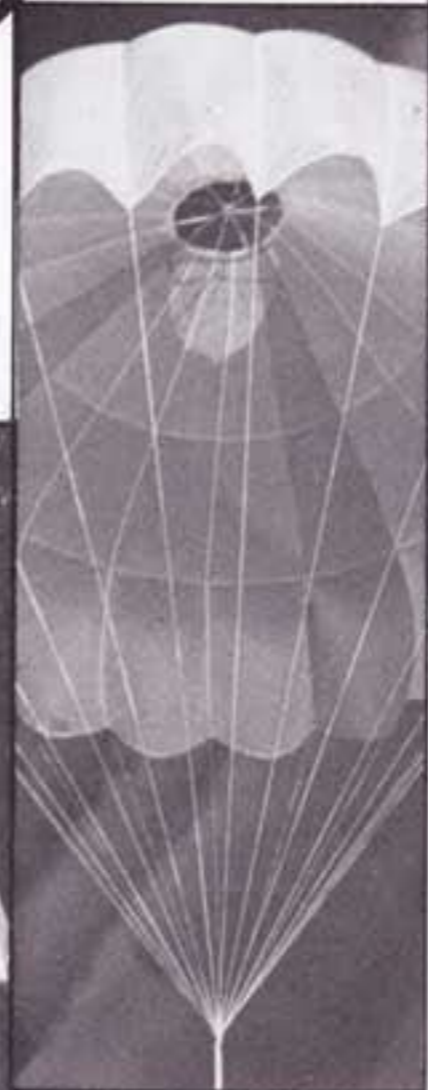
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Second-hand Glider Which?

WHICH glider shall I buy? The golden question which faces so many Pilot Ones — new to the sport, unwise to the market, prone to being ripped off.

Often the choice will be a second-hand kite and this series will look at some of those most common on the used market. If buying second-hand, the soundest advice is seek expert advice from someone — probably your club coach — with no commercial axe to grind.

Super Scorpion

THE Super Scorpion, manufactured by Hiway, is probably the best-known intermediate hang glider in Europe.

First appearing on the market in early '78, the Super Scorp was the first, with perhaps the exception of the Moyes Maxi, of the cambered sail, deflexorless designs — a trend which nearly all subsequent gliders followed.

The Mk 1 Super Scorp. has a very simple airframe configuration which is strong, reasonably light and easy to rig. The control frame uprights have a curve in the top and rigging the control frame is achieved by swinging out one upright, which locates with a spring button.

As the uprights are of 1 1/8" x 17 gauge aluminium they are quite easily damaged in even the lightest of nose-ins, are expensive to replace and spares are not readily obtained.

The cross booms bolt on to captive studs, the side rigging wires being located by wing nuts. The only doubtful part is the nose catch which on early models is a little awkward to use.

The early Super Scorps are extremely easy to fly, being light in both pitch and roll, but with just the right amount of damping. One of the main virtues of the glider's handling is the ease with which the glider will roll, even without any pitch co-ordination (push out), which allows moderately flat turns and 360s to be achieved easily, inspiring confidence in a post-P1 pilot.

It will fly very slowly indeed and still retain good roll control which makes it ideal for scratching on light wind days or light thermal days. In stronger winds however — anything over 25 mph — the Super Scorp becomes very frustrating to fly, due to its lack of penetration, caused by high drag deteriorating the glide angle considerably.

The Super Scorp comes in two sizes "B" and "C". The "B" is the smaller one — pilot weight up to 10 stone and the "C" for heavier pilots.

The Mk II Super Scorp., introduced in 1979, has a similar airframe set up to the Vulcan with a sliding centre-box system. An improved nose catch assembly is utilised, being much easier and securer in use and straight 13 gauge uprights replace the earlier curved top ones.

The Mk II is marginally faster



The Solar Storm

than the Mk I although the handling has suffered slightly due to the less flexible airframe, making roll just a little less responsive.

In a few words the Super Scorp. is the "ideal" post-P1 machine.



The Super Scorp

Sigma

THE Sigma, produced by South-down Sailwings, was first introduced during early 1980 and was the first offering from the company.

It followed the basic concept of the Cyclone by appealing to the more experienced pilot for use in competition and cross-country flying. Configuration-wise the Sigma is similar to the Emu with its crosstube-less bowsprit design.

There the similarity ends apart from the use of identical hardware — the Sigma is a high aspect ratio machine with a tight sail and droop tips which lock up at the minimum desired angle of attack to aid pitch stability.

The airframe is very simple with little weighty hardware and no non-functional parts. Rigging is straightforward and quick, the longest operation being fitting the flexible battens. The Sigma doesn't have a nose catch but dropping the control frame by releasing a pin is simple enough.

Like the Cyclone, flying a Sigma is not very easy and some prior experience on an intermediate glider is necessary. The handling is somewhat better than the large Cyclone, but because of the large wing span, 12 metres on the large model, the Sigma feels 'wingy' and tends to yaw a lot.

It is also a tricky glider to land as it tends to ground effect very well, therefore needing the timing of the final flare to be "just so", dragging the feet as with the "fifth generation" gliders helps.

With a good pilot on board, the Sigma is a "performance" machine. In fairly strong conditions it gives a good sink rate and a top speed that will give a lot of gliders a run for their money. But it does take a bit of getting used to, and isn't pleasant for scratching near the hill in choppy conditions.

The Sigma can be picked up ridiculously cheaply because it doesn't really appeal to first-time buyers. It does take time to fly well, so providing you don't mind working up some hours on a lower performance machine first, a cheap Sigma is a good buy, accepting that re-sale value will be low.

Sigas come in two sizes, the 11 metre for smaller pilots and the 12 metre for the pilot over 12 st.



The Sigma

Solar Storm

THE Solar Storm, from Solar Wings was their first glider.

The Storm is similar to the Super Scorp. in that it has a deflexorless fully-battened and cambered sail, and a simple but strong airframe. The set-up method uses plug-in type cross-booms with no loose attachment bolts, the bottom bar being secured by pip pins.

The standard of finish overall on the Storm is excellent, all the tubing being gold-anodised, and the sailmaking very neat.

Handling is pleasant, although roll is a little less predictable than the Super Scorp. and the glider noticeably yaws prior to turning, which can be a little off-putting for the first time buyer.

Performance is on a par with other gliders of this generation, giving a good slow sink rate and slightly faster top speed than the looser-sailed Super Scorp.

The Storm comes in three sizes to suit various pilot weights, although the large one is only recommended for the pilot of over 14st.

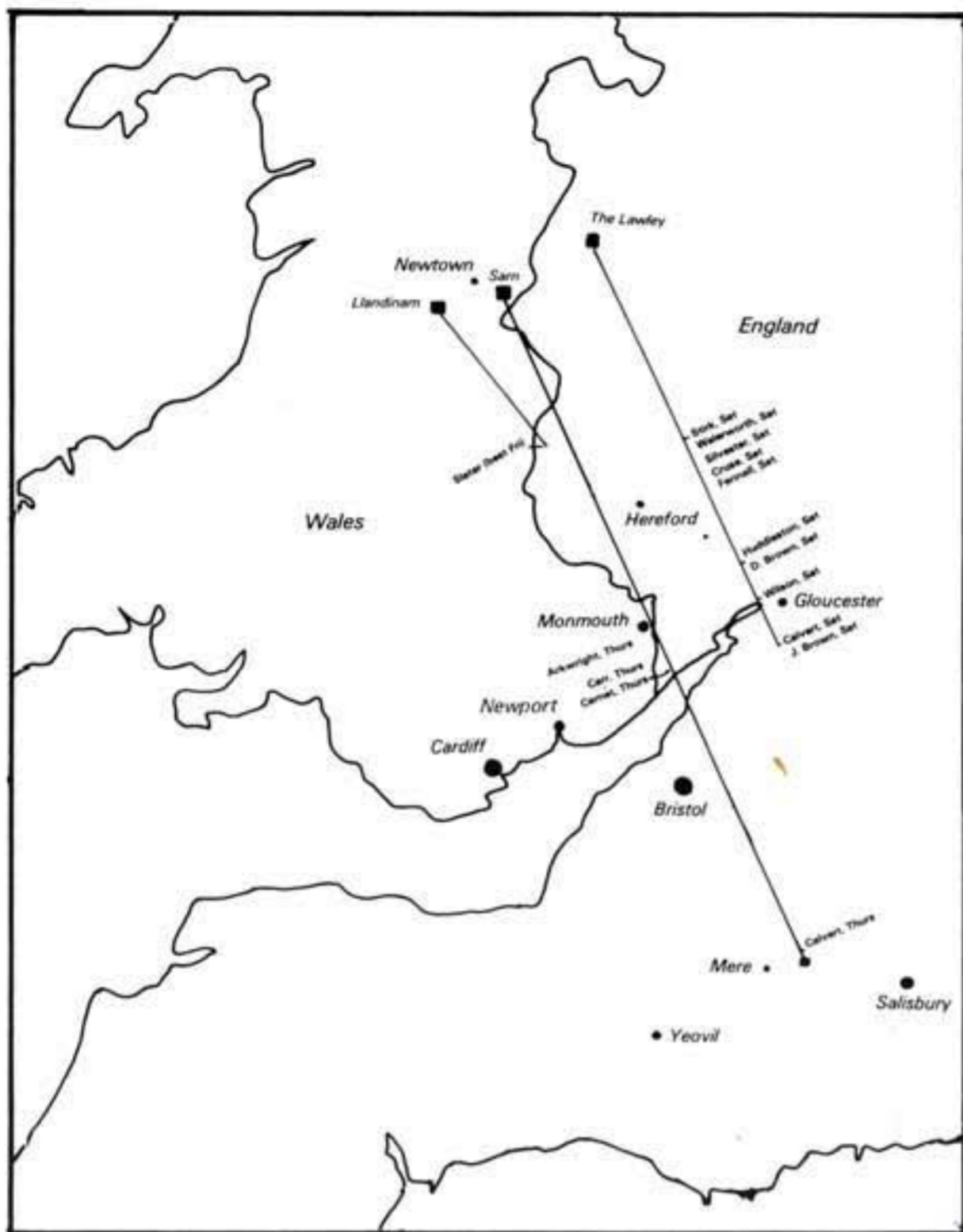
Glider weights

Ask the average pilot who much his/her glider weighs and the answer will range from "Don't know" to "I think..."

Dales Club members John Northage and John Turner weighed as many gliders as they could lay hands on — on "zeroed" and tested bathroom scales. See below.

Most Fifth Generation glider bags weight 5lb and others 4lb, while harness, parachute, vario, alti, flying suit and wellies average 24lb.

Med	Atlas	59lbs
L	Atlas	66lbs
Med	Azur	62lbs
Med	Comet	69lbs
L	Comet	83lbs
	(made in U.S.A.)	
Med	Cherokee	61lbs
Med	Cyclone	60lbs
Med	Cutlass	66lbs
L	Cutlass	68lbs
Extra L	Cutlass	76lbs
	(for triking)	
Med	Demon	72lbs
L	Demon	68lbs
	(note this is lighter than the Med)	
Med	Nimrod	68lbs
	(for triking)	
L	Super Scorp C	56lbs
Small	Safari	52lbs
Small	Sunspot	54lbs
L	Sunspot	58lbs
L	Spirit	52lbs
L	Sabre	77lbs
Med	Silhouette	63lbs
Med	Solar Storm	56lbs
L	Solar Storm	65lbs
Med	Typhoon	73lbs
	Vortex 120	52lbs



Map showing the record flight and other big distances before and during the First League.

Calvert busts

'It was

"WE won't have to worry about Bob Calvert this year," commented one League pilot in March. "He's finished."

The gossip was that Calvert — twice League champion and with more individual league wins under his belt than any other pilot — had been spending so much time sky-triking he hardly knew his karabiner from his stirrup loop.

Some mused that triking was now syphoning off the very life blood of free hang-gliding.

On Thursday April 8, 1982, at 2pm "no-hoper" Calvert took-off from Sarn in Powys to land, four-and-a-half hours, 112 miles and a British record later at Hindon in Wiltshire.

On Saturday March 12 he left a small, spine-backed ridge called the Lawley and flew 63 miles to claim a new record for a British League competition.

By Monday March 14 the "has-been" had performed with such skill and consistence he ran out winner of the First League, a mere

STAN ABBOTT talks to Bob Calvert after his record-breaking 112-mile flight.

118 points ahead of second-placed Graham Slater.

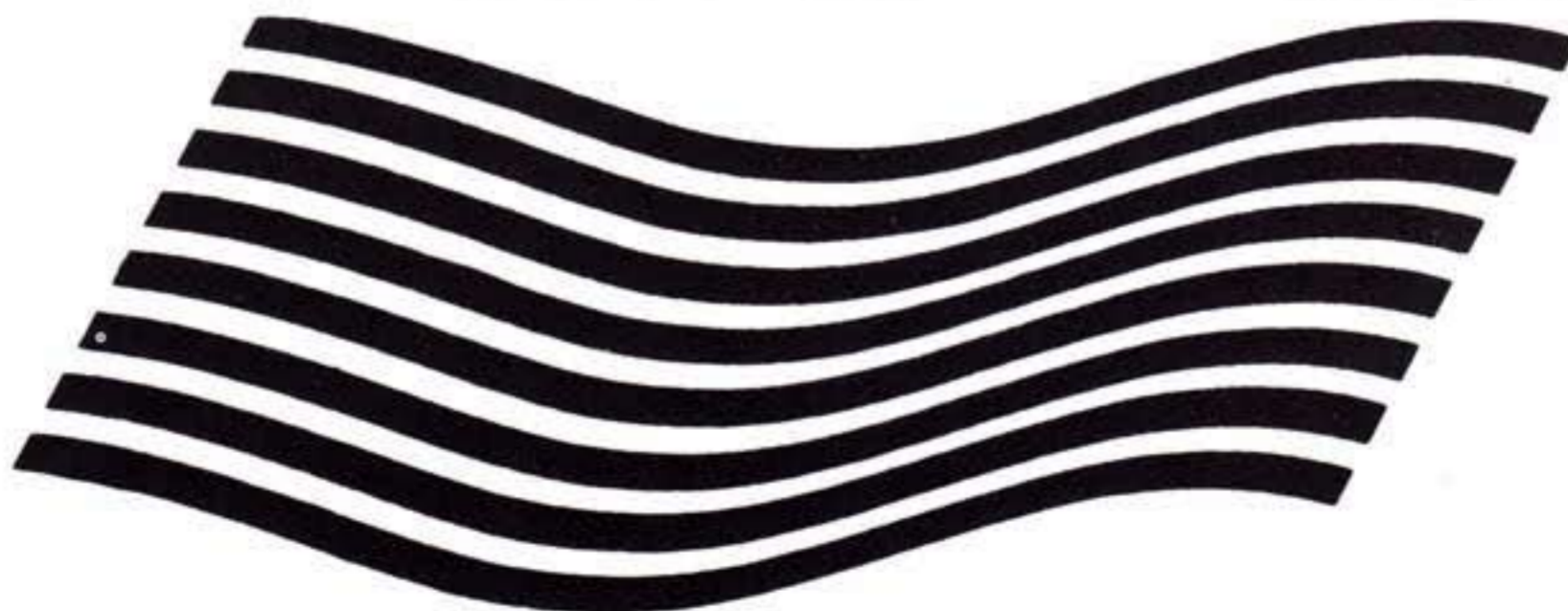
Those most eager to show they had not been misinformed in their gossip were suddenly saying things like "well yes, he's done a lot of triking but he's used the trike IN—TELLIGENTLY to find out more about free-flying, you see."

Bob arrived in Wales for the league, not entirely convinced as to his own XC prospects. "I hadn't been XC since my 54 miles in the Lakes League last year — the Bailey's been going XC a lot lately and then there are all the

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100-mile mark easy!

new guys who are in the league precisely because of their XC achievements."

He needn't have worried: "The most fantastic fact about that flight was that it was so easy. I never thought at any stage that I was going to go down."

"My 63 miles the other day was technically very difficult — one mistake and you were down."

"It's all a question of timing to reach the cloud when it's forming and not decaying. There was only once when it didn't work and I got down to 3,500ft. when Michel (Carnet) was a thousand feet below me and he landed at the Severn Bridge."

□ □ □

The day was classic cross-country weather...post cold front, northerly airstream, 10 knots at 1,500ft. and 15-20kts. at the 6,000ft cloudbase.

"This time of year is the strongest for thermals — the very clear air leads to the ground heating up fast and you get a good lapse rate. But the best thing about northerlies is that the shadows tend to be to the side of the cloud streets which leads to a very long life for the cloud street."

The day began with Bob, Michael Carnet and Johnny Carr poring over a map together. "We worked it all out down to the Isle of Wight... but I was joking really."

Bob hung on the ridge for an hour-and-a-half waiting for the other two before going for it. "Then I went quickly because I had got it into my mind I was going to go a long way."

Anyone who heard him on Radio One's Newsbeat will know that the flight was really no harder and no more tiring than the average trip round to the local shops on your bike...

"Almost all the flight was between four and six thousand feet," he said. It was cold at cloudbase — about minus ten degrees — and snowing. I was actually quite cold and the snow crystals were forming on the glider."

Once at the Severn — which he crossed at 5,000ft. and climbed to 5,100ft. by the other side — Bob knew exactly how fast and far he had come and thereafter kept a close check on his progress.

"I knew almost exactly when I had broken the record."

□ □ □

Visibility at cloudbase was about 60 or 70 miles and with the Severn crossed and the sky to himself, Bob pressed on at each opportunity. "I was almost unconcerned about altitude — I never bothered to go back to cloudbase."

"I flew for ten miles at 3,700ft and never lost anything or gained anything — but I just thought 'I'm not going to circle in zero'. It was just a weak cloud street."

"I flew the same philosophy I flew to break the record in 1980 when I went 79 miles from Pendle. You must go to each thermal just at the right time."

□ □ □

"That led to me being adventurous and aggressive at times. The only problem I had on the flight was the actual endurance of the thing. The conditions were such that I was never in any danger of going down."

"The only gamble I actually took was after I knew I had broken the British record (John Stirk, 83.39 miles). I waited for 40 minutes up wind of a blue hole and after 40 minutes I decided to fly into this blue hole and waited for something to happen."

"A thermal formed right where I flew to and that just took me straight up to cloudbase and I was off again. That was an adventurous step and I was lucky to get away with it... but I knew I had broken the record by then."

"The day was dead by the time I landed."

To sum up: "I tried hard at 80

His driver's quite good too!

UNTIL the day Bob Calvert broke the British XC record, student Darren Arkwright's best hang glider flight had been a two-mile ridge run.

He had been flying for just over one year when he came to the First League as Calvert's driver. And on that same day, he left the ridge an hour before his mentor to fly 52 miles to Raglan on a Typhoon borrowed from Calvert.

"I had been briefed by Bob and I thought I was following him," Darren told Wings!. "I waited on the ridge for something nice and went, I was scraping around at cloudbase but I started to go down under a big decaying cloud."

"I ended up on a 200ft. ridge for three quarters of an hour and I only took one cloud after that. When the cloud decayed I went to look for another one and blew it."



Bob Calvert, left, receives the cup for his First League win from guest Australian pilot Bernie Beer, watched by Graham Hobson, Rob Bailey and others — picture Mark Junak.

miles — after over five hours in the air the biggest problem is actually the fatigue and concentration. After three hours you want to land and talk to someone — you've had enough."

"The most notable aspect of the flight was that I remained in a perfect sky which flew the course

with me — behind me it all went blue; ahead of me it all died. I was lucky in that the conditions were going at the same speed I was. The ironic part of the flight was it was easy."

So what of the future...for Bob and for XC in general.

The sites from which a world record (Jim Lee 168 miles) could be broken are very few in Britain because of airspace problems and the simple practicalities of getting back again at the end of it all are a major hassle.

"To me it's become an endurance test and there must be a new goal — there has got to be a change of direction because we have got to the stage of the gliding people."

"Everyone's been getting back at one or two o'clock in the morning these few days. What happens if we go further? Open XC is not a challenge any more — it's a bind."

And what about the folk who wrote him off? "I have learned a lot triking and I also fly a Cessna 152 quite a lot. If you ask whether triking is a threat to free-flying, well I guess I've shown how it's made me a threat!"

• Glider — Airwave Magic II
Altimeter — Thommen
Vario — Colver
Compass — Sunto
Average groundspeed — approx. 25.8mph.

• My thanks to Michael Carnet, Karen, Johnny Carr and son for picking me up and to Rory Carter for the magic Magic II and excellent back-up work — Bob Calvert.

• XC League table — page 28

• First League — over page



When he landed, Darren asked where he was, to be told "Raglan". "I asked where that was and they said 'Gwent'. 'Where's that,' I said, and they asked me just where I'd come from."

"That was the first time I realised just how far I'd got. When the farmer whose field I'd landed in knew how far I'd come he was really pleased and he was telling everyone 'look what's landed in MY field!'"

Bob Calvert rates his protege very highly indeed and commented: "Under the present system he has to prove himself in the XC League this year to get into the League next year, so it'll really be three years before he can get in a British team. It seems a pity — I think he's good enough now to go with a 'B' team...he out-thermals me!"

Calvert cruises home



as new-format League gets the thumbs-up!

Bob Calvert stayed on the glory trail with a convincing win in the First 1982 British League. STAN ABBOTT reports...

Pictures — Mark Junak

He was not the only one so afflicted.

Close behind Slater were Mike Macmillan, 21, and Trevor Birkbeck with 19.7. Mark Silvester — who like last season's fellow Skyhook pilot Jim Brown is on a different wing this year — made 15.75.

Bob Calvert made 9.25 but reckoned it at least as remarkable an achievement as his 112 miles of the day before.

WHAT a wind-up after six months "in the wilderness"! League pilots starved of competition action since September arrived at Newtown in Powys to the news that Bob Calvert had coolly broken the British distance record with his first XC in 11 months.

It set the tune for four remarkable days' flying which saw just reward for the initiative behind this year's cross-country based competition programme.

Even the fickle finger of fate made no attempt to spoil the fun, turning its attention instead to the All-Britain Nil Wind Snowman-building Championships while the League enjoyed fresh northerlies and warm sunshine.

Competitions chairman Derek Evans summed it up, saying: "We set out to run as many cross-country tasks as possible and this first league we have achieved all we set out to."

"The Competitions Committee's prime duty is to train for this sort of competition."

"The philosophy in XC is not just open distance, although that forms a large slice of it — an equal slice is introducing as many disciplines as possible...prescribed course, declared goal and so on."

So the first ever four-day league (the early season league was dropped this year) saw two days open XC, a dog-leg to goal task widely acclaimed as the most challenging task ever set in a league, and a "Mickey Mouse" duration and spot to finish off.

The "international training ground" philosophy extended to strict interpretation of the competition rules — a test of pilots' mental attitudes in competition. Ronnie Freeman found out the hard way what that meant when he lost 240 points after an objection by another pilot that his landing was just outside the stipulated one mile corridor in the goal XC. Some might argue the objection ran against the League's Rule 18 which requires participants to compete in a "sportsmanlike" manner.

But should our pilots expect the British sense of fair play to prevail at this year's European Championships?

The League saw three pilots beat the League XC distance record but was perhaps most remarkable for the sheer size of the winning margin achieved by Bob Calvert after such keenly fought competition, and for the performance of League newcomers like Allan Smith, who came fifth.

With the Hiway Alien supership suffering severe teething troubles, most pilots on new wings were flying the Airwave Magic and Magic II with a healthy sprinkling of Typhoon Supers and La Moutte Azurs. Flying as a guest was Australian Bernie Beer whose Moyes Meteor measured up well against European opposition.

Day One

Good Friday dawned a fresh northwesterly gusting 25-45mph and Open XC with a minimum of 5km to score was chosen as the only safe task from Llandinam.

It was a challenging task, the strong wind creating evil rotor in the valleys and little respite for pilots who chose to land instead on the ridges. A-frames did not survive the day unscathed.

Graham Slater reported particularly ferocious winds as he landed after his winning 26½ miles, an achievement which Derek Evans described as "fantastic" and worth the 63 miles done by Bob Calvert the following day.

Maximum score for the task was 200 points divided into two thirds for distance and one third for placing, with a pilot's total points determined by the ratio of his distance to the winning distance.

Just four pilots failed to score — Brian Milton, Chris Taylor, Peter Waterworth and Phil Higgins whose League baptism was a day spent repairing damage from a ground-handling disaster.

Day Two

When conditions were still strong on Saturday, the League went 30 miles to The Lawley, 1,200ft. ASL and a little over 600ft. top-to-bottom.

The task was again Open XC with the minimum scoring distance 10km. The hill was a spine-back, so once in the air it was go-for-it or bust. The day was memorable for the way gliders were fairly sucked off the hill. After the first four gliders had left the hill, the next gaggle was 18 gliders strong as huge thermals came through in cycles. Another 17 left on the next one.

The three who broke the League XC record were Bob Calvert who did 63.7 miles to Stroud in Gloucestershire, Jim Brown who landed after 63.5 not far behind, and Andrew Wilson who flew 57.4 miles to the M5 eight miles north of Gloucester.

Then came Dick Brown on 48.8, newcomer Phil Huddleston on 48.75, John Fennell on 34.25 and Lester Cruse on 33.6. Other newcomers Peter Waterworth and Allan Smith (the first to fly the Solent) came ninth and



Bob Calvert on Magic II at Sarn



The League newcomers at Sarn — from right: Brian Godden, Bernie Beer, Allan Smith, Phil Higgins. Then perm any five from Marc Asquith, Bill Walker, Chris Taylor, Peter Waterworth, Dave Bluett and Graham Bell — apologies for incomplete caption.

12th with 29 and 26 miles respectively. Keith Reynolds managed 20 miles after only leaving the ridge at 6 o'clock.

So after two day's flying, the field looked like this:

Calvert, 395	R. Brown, 331	J. Brown, 327
Wilson, 333	Silvester 328	Huddleston, 353

Day Three

Easter Sunday saw things off to a late start, with Saturday's retrievals lasting well into the small hours and so a declared goal XC with a difference was set, this time from the northerly site at Sarn from where Bob Calvert had done his monster.

It was a fiendish task requiring constant decision-making, which the possibility of scoring a big fat zero ever-present. The concept was simple. The course consisted of an 19.45 mile zigzag measured from Bishop's Castle, a few miles east of take-off.

The first pilot to the Ludlow goal would score 300 points, with all others reaching goal gaining a proportion of that related to their time of arrival.

Those not making the goal were scored according to the distance covered, but here comes the catch.....if you didn't make goal, you had to land within a mile of the roads shown on the map or score nothing.

If no-one flew beyond Craven Arms, the maximum score for the whole task would be 200, and if no-one got beyond Clun, the maximum would be 100.

The task, therefore, presented two broad options — go on a big one, risking getting sunk out in the "Badlands", or choose the safer option of using ridges within reach of the road as a "safety net".

Just six pilots made it to goal, with the day belonging to Rob Bailey who maxed 300 points. Quickest to the goal, however, was Allan Smith who covered the distance in a little over 40 minutes.

Second to goal was Mike Macmillan while Chris Ellison, Keith Reynolds and Len Hull made up the six.

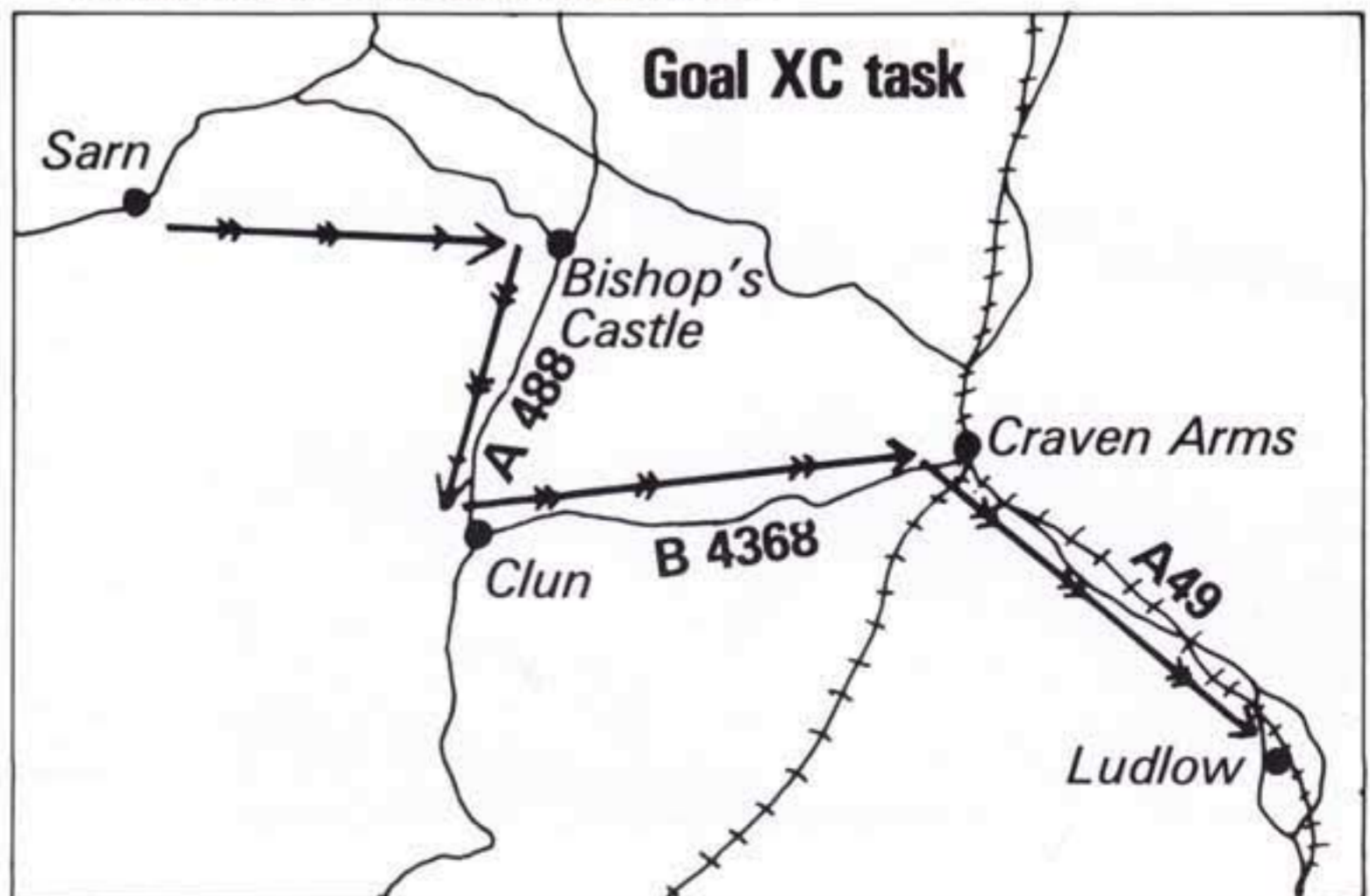
Len was the last to squeak in and won loud applause from those already there who had seen him arrive on the ridge west of Ludlow with just 30ft. to spare. Len hung on the ridge until he caught a weak thermal, but couldn't see the landing field anywhere.

"I was looking for gliders but there just wasn't a sign, so in desperation I flew out over the town thinking that if the worst came to

continued over



Women's League — from left, Winner Jenny Ganderton, Kay Simpson, Margie Winton, Sally Huxtable, Natalie Wilson.



the worst I could always fly off and just make a distance for the sake of it.

"When I finally caught a glimpse of this tiny Day-glo arrow about two miles upwind and thought "I'll never make it."

He did...and found a simple explanation for the apparent lack of gliders. Robert Bailey had been organising the quickest de-rigging system seen in hang gliding! When it looked like the same task was on the next day, Len quipped: "The landing field's easy to find — just look for Robert Bailey's glider in the ditch!"

Of those who didn't make it, best scores were notched by Graham Hobson and Graham Leason with 258.

That man Calvert left late and waited an eternity for the last evening thermal to lift him the final ridge to goal — it never came, but his efforts earned him 251 points, while the only other pilot to crack 200 was Tony Hughes with 241.

Johnny Carr loved the task but had a bad day, getting completely lost and scoring zilch. John Fennell was way off-beam too, landing well south of Ludlow to be told by locals "no mister, Ludlow's 15 miles up the road!"

"Well," he said, "at least it'll count for the XC League."

So by the end of three days, Bob Calvert was building a commanding lead with 646 points. Then came:

Macmillan, 549 Smith, 502 Slater, 492.
Reynolds, 545 Hobson, 497

At the other end of the table, Brian Milton — unhappy in XC work — had yet to score, while in the women's section Jenny Ganderton — now flying "full time" — had built up a commanding lead of 211 points over her nearest rival. Margie Winton — a newcomer to the women's league did her first XC, of 4.7 miles.

Day Four

The final day looked good for a repeat of the Ludlow task, and buoyant thermals saw an amazing 30 gliders over the ridge at one point.

But the wind was well off to the east and after a break a duration/spot task was declared to round off the comp. Pilots had to fly to a line half a mile north west of the hill, whereafter duration counted up to a maximum of 60 minutes. There was a maximum of 80 points for duration plus 20 bonus for a stand-

up spot landing. A landing outside the designated field eliminated the flight score.

The only pool to hit good lift was the one that put Bob Calvert against Mike Macmillan, Graham Hobson, Keith Reynolds and Allan Smith. Calvert Smith and Hobson all went to cloudbase where Smith took what Hobson described as an unlikely direction, leaving him to follow Calvert.

"I've learnt from experience the best thing to do is to stick with him," he said.

The tactic paid off and Hobson eventually made 51.38 minutes to Calvert's 49.34 and Smith's 33.2. Those who maxed the task with best "pool" duration and a spot landing were Graham Slater, Rob Bailey, Mark Silvester and Mark Southall. Calvert's protege Darren Arkwright also did the task and reached cloud base.

So at the end of the day, Calvert came out comfortably on top, with Graham Slater second and Mike Macmillan a commendable third. Due thanks were recorded to Paul and Lesley Bridges and the Long Mynd club for their organisation and co-operation and to the Observer newspaper whose champagne gift for winning the world championships last October helped Sunday night go with a bang.



Bob Harrison on Typhoon



Tony Hughes on Magic



Keith Reynolds — went well on the only Lightning

Final positions

1 Calvert	Magic	710
2 Slater	Magic	592
3 Macmillan	Magic	581
4 Hobson	Azur	577
5 Smith	Comet	550
6 Reynolds	Lightning	545
7 Bailey	Magic	535
8 Hughes	Magic	527
9 Leason	Typhoon	497
10 Ellison	Comet	495
11 D.Brown	Typhoon	476
12 Hull	Magic	436
13 Silvester	Azur	428
14 Carnet	Magic	426
15 Stirk	Typhoon	417
Huddleston	Magic	417
17 J. Brown	Magic	411
18 Birkbeck	Typhoon	406
19 Hargreaves	Comet	385
20 Southall	Typhoon	376
21 Waterworth	Typhoon	368
22 Wilson	Magic	365
23 Bell	Demon	332
24 Johnson	Demon	309
25 Harrison	Typhoon	286
26 Maher	Typhoon	275
27 Iddon	Typhoon	269
28 Cruse	Typhoon	262
29 Fennell	Typhoon	246
30 Harvey	Typhoon	244
31 Freeman	Typhoon	224
32 Carr	Magic	216
33 Goad	Magic	213
Bluett	Magic	213
35 Walker	Demon	207
36 Atkinson	Typhoon	184
37 Carson	Comet	175
38 Hudson	Typhoon	174
39 Taylor	Demon	173
40 Asquith	Demon	163
41 North	Typhoon	136
42 Godden	Comet	82
43 Richards	Typhoon	82
44 Higgins	Demon	63
45 Milton	Typhoon	48

Other

Beer	Meteor	371
------	--------	-----

Women

1 Ganderton	Typhoon	380
2 Winton	Comet	137
3 Simpson	Demon	129
4 Huxtable	Demon	111
5 Wilson	Comet	0

(did not fly final day)

Foster's £2,150 worth of pilots



Pictured from the left are competition director Derek Evans, Mike de Glanville (second), Johnny Carr (first), Graham Hobson (third) and Trevor Thomas (Free Trade Director Watneys Southern)

Hobson's choice error leaves Carr clear

BRITISH League Champion Johnny Carr became the first Foster's Draught British Open Champion when he beat France's Mike de Glanville into second place on the Isle of Wight.

Yet, but for a tragic loss of concentration, the trophy and £1,000 first prize would have belonged to third-placed Graham Hobson.

Of course, anyone can be wise after the event and say "if only..." and numerous pilots in the comp. had reason to kick themselves for point and pound-costing errors.

You could blame lack of competition experience for the fact that he missed the landing field after being one of the few pilots to "reach goal" in a tricky cross-country task. Dave Marlow made a similar mistake; nor were the likes of Gerard Thevenot above missing the landing field.

Robert Bailey was among those to lose a lot of points through errors of tactical judgement.

But Graham's mistake — in simply "forgetting" to cut the finish line on his first task — is one he will find harder to live with...because if he had not made it he would have beaten Johnny by about 300 points. Oh well, that's life!

The full story of the Open — including the bizarre acid attack on three kites — begins on the next page.

Fosters Draught British Hang Gliding Open

Final results by Island Computer Systems Ltd.

Pos.	Pilot	Glider	TASK 1	2	3	4	5	6	7	8	9	10	11	Total	Prize
1	Carr	Magic II	891	914	1000	900	900	900	1000	900	834	900	893	10032	£1000
2	De Glanville	Magic II	1000	1000	900	755	900	900	1000	716	900	837	900	9808	£500
3	Hobson	Azur**	100	900	900	1000	900	900	1000	1000	1000	854	900	9454	£250
4	Hughes	Magic II**	900	900	900	900	830	685	935	450	1000	1000	900	9400	£100
5	Bailey	Magic	866	900	900	1000	404	900	1000	900	827	876	719	9292	£50
6	Freeman	Typhoon	900	971	911	898	544	1000	1000	309	715	873	839	8960	£25
7	Slater	Magic II	1000	892	900	900	0	1000	1000	679	768	890	873	8902	£25
8	Cruse	Typhoon	897	900	857	841	900	900	0	640	900	900	750	8485	£25
9	Godden	Comet	853	796	784	751	756	646	1000	691	809	707	627	8420	£25
10	Cockroft	Typhoon S	900	900	851	889	183	900	1000	201	719	832	1000	8375	£25
11	Huddleston	Magic	900	982	1000	891	900	876	0	0	871	891	869	8180	
12	Wilson	Magic II	898	784	900	0	900	1000	0	900	898	900	887	8067	
13	Carter	Magic 1.5	0	900	843	871	815	805	543	900	780	780	812	8049	
14	Carnet	Magic	900	840	450	683	550	900	0	1000	889	889	852	7953	
15	Sharp	Cyclone***	822	727	781	628	430	632	433	900	763	798	730	7644	
16	Smith	Magic	910	776	861	900	900	0	0	873	750	819	770	7559	
17	Whitney	Comet	0	834	793	809	900	0	985	900	762	759	620	7362	
18	Thevenot *	Azur**	0	1000	1000	900	719	986	0	820	883	897	0	7205	
19	Perrin	Lightning II	900	0	864	900	858	639	0	822	786	908	0	6677	
20	Hull	Magic	900	823	833	787	645	670	1000	900	0	0	0	6558	
21	Harrison	Typhoon S	0	1000	900	694	900	804	0	634	0	0	0	4932	£15
22	Birkbeck	Typhoon	900	870	900	900	900	0	0	275	0	0	0	4745	
23	Harvey	Typhoon	771	1000	868	0	450	962	0	651	0	0	0	4702	
24	Carson	Magic	863	829	776	591	110	821	0	540	0	0	0	4530	
25	Dalez	Piranha	300	869	928	728	840	781	0	0	0	0	0	4446	
26	Lark	Demon	0	806	779	775	585	450	0	890	0	0	0	4285	
27	Albers	Azur	0	900	766	450	623	450	0	900	0	0	0	4088	
28	Pendry	Magic	819	0	847	914	777	0	0	656	0	0	0	4013	
29	Johnson	Demon	0	0	798	900	447	960	0	859	0	0	0	3964	
30	Stirk	Typhoon S	900	0	859	296	244	832	0	805	0	0	0	3936	
31	Ganderton	Typhoon	0	816	777	900	319	450	0	641	0	0	0	3903	£15
32	Deegan	Magic II	0	761	797	450	870	900	0	0	0	0	0	3778	
33	Meredith	Typhoon S	817	762	852	0	450	821	0	0	0	0	0	3702	
34	Marlow	Typhoon	821	900	0	637	179	164	0	896	0	0	0	3597	
35	Haines	Magic	894	0	791	0	900	0	0	865	0	0	0	3450	
36	Schmid	Falke V	0	0	824	900	900	611	0	100	0	0	0	3335	
37	Bedding	Demon	0	751	761	900	230	669	0	0	0	0	0	3311	
38	Van Spyker	Firebird CX	0	0	873	450	687	399	0	450	0	0	0	2859	
39	Stansfield	Comet	0	784	720	450	240	542	0	0	0	0	0	2736	
40	Vermeulen	Vampire I	0	809	900	0	0	693	0	0	0	0	0	2402	
41	Loxley	Sealander	300	0	724	228	187	0	0	900	0	0	0	2337	
42	Bygott	Gyr	0	0	788	0	412	0	0	691	0	0	0	1891	
43	Wilkins	Comet	0	0	0	450	900	450	0	0	0	0	0	1800	
44	Wills	Lightning	0	0	789	0	548	0	0	450	0	0	0	1787	
45	Driscoll	Comet	0	0	860	0	0	900	0	0	0	0	0	1760	
46	Zimmer §	Fafnir	0	742	959	0	0	0	0	0	0	0	0	1701	
47	Collis	Sigma	300	0	0	450	210	450	0	0	0	0	0	1410	
48	De Jong	Lightning	0	0	744	0	0	0	0	0	0	0	0	744	
49	Bryant	Typhoon	0	0	0	0	0	0	0	0	0	0	0	0	

* 150 points deducted
** Mylar-coated glider

*** Double surface "home-built" modification
§ Retired early — broken leading edge

APPLE COMPUTER AWARD for best achievement by non-league British pilot — Rory Carter.

Club team results 1st prize £100

Pos	Club/country	pilots	avge. points	8	Sheffield	Bygott	5967.66
1	Southern	Carnet	8,992.5	9	Northampton	Hobson	4,894.33
2	Southern	Cruse	8,693.5	10	Dales	Harvey	4,340.5
3	France	Slater	8,506.5	11	Dales	Loxley	4,318.66
4	Skysurfers	de Glanville	7,714.5	12	Avon	Sharp	3,941
5	Thames Valley	Thevenot	7,159	13	Holland	Birkbeck	3,116.66
6	Dales	Whitney	7,112	14	Skysurfers	Stirk	2,430
7	Isle of Wight	Wilson	6,619			Godden	
		Cockroft				Stansfield	
		Hughes				Wilkins	
		Meredith				Lark	
		Bailey				Marlow	
		Harrison				Albers	
		Carter				Van Spyker	
		Deegan				Vermelien	
		Huddleston				Haines	
						Collis	

They're off!...

THE Isle of Wight hang gliders' bush telegraph sounded the arrival one by one of the big names, the guys in the Airwave factory sweated eight til ten finishing gliders for the comp, Rory Carter toiled til the small hours to master the Apple computer scoring programme and local ace Mike McMillan threw tufts of grass into the still air and said: "Another couple of miles an hour and it'll be soarable here..."

Foster's Draught British Hang Gliding Open: first official practice day.

By day two a fresh northerly airstream was sweeping the Island and most competitors were starting to arrive. "It's our best wind direction," enthused Mike as fliers made for East Afton Down, a 200ft. ridge a mile long at the south west tip of the Island.

The theory was that as the sea breeze came in from the south, the convergence front would move in the few hundred yards from the sea which lay directly behind the hill and open the door to a big XC...on the right day the front stretches all the way to Dover. But not today.

The by now fairly fresh wind brought with it the mangled remains of thermals which tumbled up the little ridge to present the practisers with real carousel ride of alternating ten ups and downs. Not normal conditions for the site and not the mellow coastal flying most had anticipated.

Provoking interest were Mike de Glanville on his brand new Magic II which a few days earlier had been just a pattern in a sailmaker's loft and a variety of European gliders that came with the Dutch, Austrian and German parties.

Dutch Number Two Gert Van Spyker was flying the Schonauer Firbird CX, the no-king post strutted glider that made its first public appearance at the World Championships at Beppu. Germany's Albrecht Schmid came with his Falke V, a deceptively fast glider with a relatively narrow nose angle but a lot of double surface. Another German, Harald Zimmer, was flying the Fafnir, a glider in the classic German light airframe mould and essentially a fast bowsprit glider owing its derivation to the Gryphon.

Let battle begin...

WRESTLING with the rubbish over Afton Down proved well worthwhile for pilots who took advantage of the practice day, as the first competition day dawned to bring similar, if a little lighter conditions.

The competition format was based on prearranged random pools of five pilots. Absentees pulled the



Clearing the fence on take-off at Culver Down

entry down to 49 pilots with the effect that it was possible for competitors to find themselves flying some tasks in pools of just two pilots, according to the luck of the draw.

A fair dose of east in the wind made the cross country option a non-starter so a pylon task was declared as Mike McMillan wind dummied.

The task was to work the ridge about three quarters of a mile eastwards, round a pylon set on top of the hill just where the lift began to fade, round a second pylon 300 yards in front of the hill, return to the hill to round a third pylon on the ridge at its opposite extremity, cross the finish line above ridge level and land for a spot at the bottom.

Each pylon rounded was worth 300 points providing the finish line was crossed and providing at least one pilot in the pool rounded all the pylons. If no-one in a pool made all three pylons, the value of the task still stayed at 900, so if just two pylons were rounded, the value of each became 450 points.

The first heat was just three strong and saw Jenny Ganderton—now the only woman in the competition after the withdrawal of Natalie Wilson—up against two of the comp's three Mylar-coated gliders piloted by two aces, Tony Hughes on a Magic II and Gerard Thevenot on an Azur. It was the first of a number of tough heats for Jenny who—unlike many pilots—never found herself in an easy pool.

Pilots were looking for enough lift on the ridge to gain the height needed to round the outfield pylon with enough height to make it back to the ridge. But lift was patchy and as the task went on several pilots found themselves scratching below the top, a tricky task on the 200ft. ridge strewn with gorse and other thick vegetation.

First to go—to a crescendo of oohs and aahs from assembled pilots on the ridge—was superstar Thevenot himself who made a gallant attempt to soar the hedge at the foot of the ridge before landing out for a zero.

Jenny Ganderton made the outfield pylon but found herself sunk out as she ran for the ridge, only giving up at the last moment to make a late turn into wind at the

cost of an upright.

So Tony Hughes took the first heat and the comp was under way. Notable performances came from Graham Slater who maxed with the best flight time and spot landing and Michael Carnet who notched the fastest time for the task with nine minutes five seconds. Mike de Glanville showed he was going to take a lot of beating with his fully-faired harness, new Magic II and French Connection as he steamed in for a spot landing to max 1,000 points albeit in a two-pilot pool.

But the wooden spoon had to go to Graham Hobson who did ALMOST everything perfectly. He even took the spot... and if you've heard Graham Hobson moaning about the irrelevance of spot landings in 1982 you'll know that's something he doesn't accomplish every day. What he completely FORGOT to do was cross the finishing line before his landing sequence. He might well have crossed it by accident but just peeled off to make his approach BEFORE he cut the line—800 points down the drain. "It's cost me the comp has that," he commented afterwards.

Johnny Carr won a ground-to-air row with the marshals as to whether he'd rounded a pylon.

As the day went on the wind became lighter and more crossed so the second task was a re-run of the first but with the outfield pylon brought within easier reach of the hill. The run down to the third pylon was becoming more and more scratchy and if you attempted the downwind run as the lift switched off you were down. John Stirk, and Southdown's Dave Perrin were among the first to go and were followed soon after by Albrecht Schmid who seemed unused to working in close to the hill.

On the pylon itself—set just to the lee of a small chalk quarry in the ridge face—pilots who crabbed behind the turn point to make their turn back into wind found the best advantage. Allan Smith was one who tried it the other way and only just made it back over the bushes as he hit the rotor behind the quarry.

Gerard Thevenot began his come-back by gaining maximum points, as did arch-rival Mike de

Glanville, Bob Harrison and Peter Harvey. Meanwhile local flier Phil Huddleston was using his intimate knowledge of the site to good effect and did his cause no harm at all with a spot landing. So at the end of the first day's flying the top ten looked like this:

1	de Glanville.....	2,000 points
2	Slater.....	1,892
3	Huddleston.....	1,882
4	Freeman.....	1,871
5	Carr.....	1,805
6	Hughes.....	1,800
	Cockroft.....	1,800
8	Cruse.....	1,796
9	Harvey.....	1,771
10	Birkbeck.....	1,769

Day Two

TALK to a sailor on the Isle of Wight and you'll know that its geography and that of the surrounding coastlines combine to produce a climate quite beyond the ready comprehension of the humble mainlander.

On some days, as the English mainland draws in the sea breeze you can watch yachts on the Solent sailing full tilt TOWARDS each other, spinacres billowing as the wind blows with equal strength from both west and east to create a curious front of air that can form an air bridge from the Island to Southampton.

The direction the sea breeze blows can be gloriously unpredictable as the Island acts sometimes as part of the British mainland and at others as a land mass in its own right.

Pilots got first hand experience of this unpredictability when on the second day of the Open when the true wind came in northeasterly.

Northeast was the one wind for which the comp could offer no very good site. Culver Down at its eastmost end offers a 450ft. near vertical sea cliff but some dwindles to about 200ft. inland with numerous obstructions in front.

Pilots arrived and rigged in glorious sunshine and watched Mike McMillan soar the ridge for his first time and land on top. Fellow wind-dummy John Higham continued to soar as the wind subsided to well below 10mph and as it dropped further he disappeared below the edge. A few hearts stopped as he vanished downwind round the point well beyond the beach and only started again when his red Azur could be seen tucked in on the beach far below.



Pilots spent the next few hours sunbathing, watching an air-sea rescue, and sky-triking, until finally the sea breeze showed its true colours and appeared at almost 180 degrees to the true wind direction.

It was too late to shift everyone to a better site so it was decided to run a short pylon task along the south-facing cliffs the other side of the Down.

Take-off involved a hard run on the grassy Down to gain sufficient airspeed safely to clear the barbed wire fence before the cliff edge—a feat accomplished with varying degrees of proficiency by pilots who were watched by an impressive gathering of Sunday trippers who enjoyed every minute.

The task was to run a mile and a half along the cliff to round a pylon on top where the cliff was

no more than a 60ft. earth bank; return to round a pylon on the higher red cliff and land for a spot on the beach.

It was a task on which most pilots picked up points but where some were caught out by the decreasing breeze. They were mostly inexperienced competition pilots like John Wilkins who tried to round the pylon with insufficient height and ploughed straight into the rotor and an ignominious cliff-top landing.

He was followed seconds later by Dave Bryant and Marlow who both effected soft landings in the same gorse bush much to the amazement of onlookers. It was proving an eventful comp for Dave Bryant who on the first day skittled the turn pylon with a wing tip and then overshot the landing field into the car park.

A thoroughly deserved thousand went to Johnny Carr who made the spot even though it was still to thirds occupied by John Sharp who had landed awkwardly and was unable to clear it in time. John Sharp's fellow Northampton flier David Loxley — on the only Sealander in the comp — impressed spectators by throwing his drogue chute but it wasn't enough to stop him overshooting substantially. Thevenot earned another maximum as did Phil Huddleston, to hoist himself to just 18 points behind de Glanville who had 2,900. Carr, Slater and Freeman lay third, fourth and fifth overall.

Day Three

BACK to Afton Down on a day where conditions were similar to the practice day — a fresh wind crossed from the east chewing up the thermals to give a rough ride on the ridge.

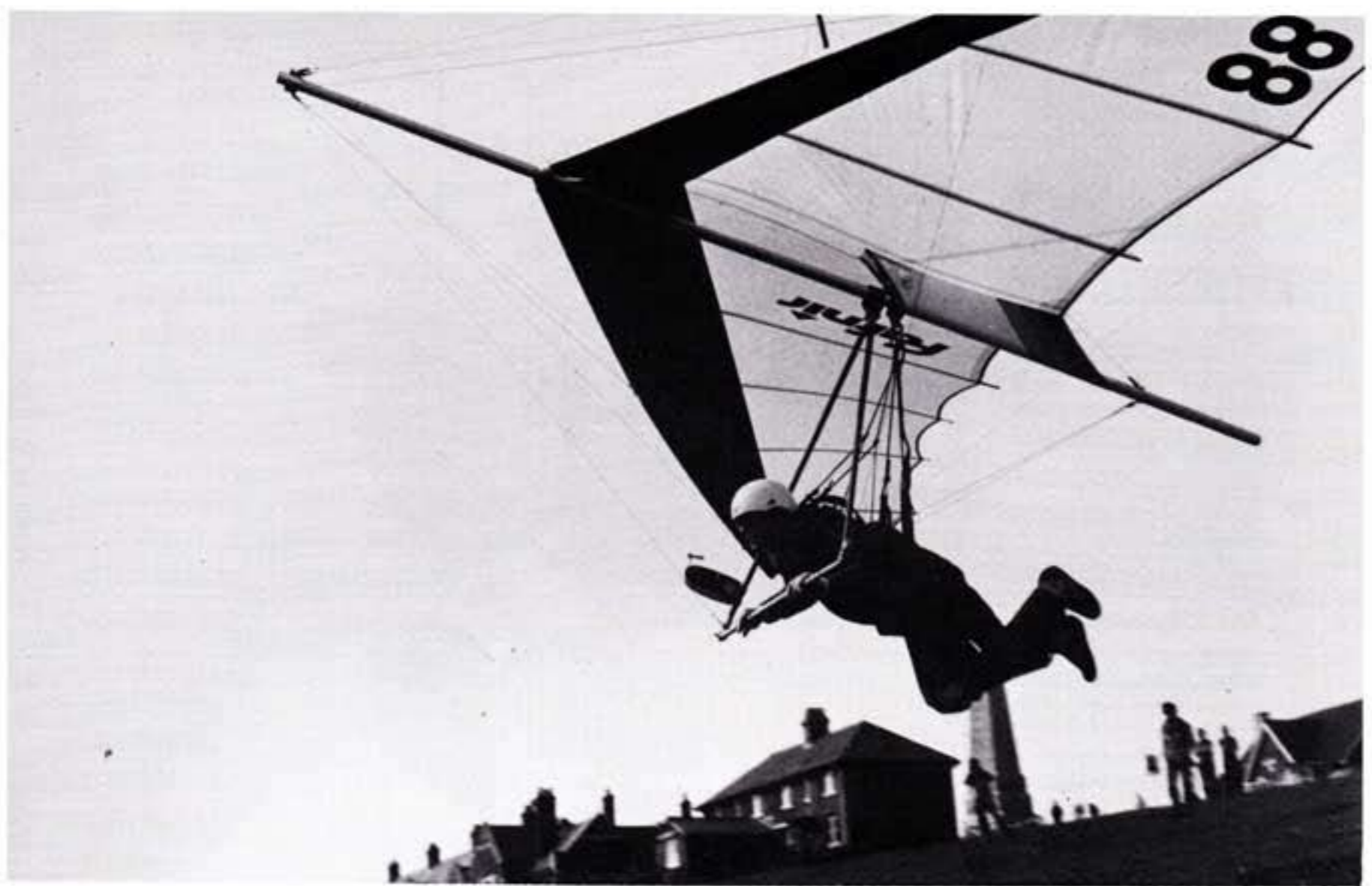
This time there were just two pylons, each worth 450 points, with the second pylon set further out in front of the ridge.

It called for a tactical game from pilots... you made the first pylon and then judged whether the second one was attainable on your heat. If you went for a fast time on just one pylon you risked a pilot later in your heat making both and so slashing your best possible score by half.

The task was run twice and first time round Robert Bailey pulled himself up among the leaders with a maximum. Tony Hughes also got 1,000 and Jenny Ganderton beat Lester Cruse to take her heat. Graham Slater showed his class by being the only pilot in his pool — which included John Stirk and Peter Harvey — to make both pylons. Dave Perrin emphasised that the marshal's lot is not always a happy one when he scythed the pylon over as he ground-effected his Lightning round.

By later heats in the day's second task (with the outfield pylon even further away) the sky was clouding over and there was little chance of making the far pylon. One of the last to try was Graham Slater who got back to the ridge less than half way up, made a gallant attempt to scratch it failed, scoring zilch for his troubles.

It was the task's first heat that provided the best display of aerial tactics as Robert Bailey lured



Harald Zimmer on the lightweight "bowsprit" Fafnir takes off at Culver Down — he was forced to retire from the comp after breaking a leading edge.

Michael Carnet and Keith Cockroft out into the valley before turning and running for the second pylon. Carnet saw the ploy and followed him and actually ended with a faster time. But that left Andy Wilson to make a fast time on both pylons to take 900 points. Cockroft and Brian Godden now had nearly 30 minutes left from the 40-minute maximum to go for the second pylon and take points out of 900 — both made it.

It was a day when some less experienced competitors opted out of the second task because of the taxing conditions and one where others — like the comp's oldest flier, Mike Collis on his Sigma — broke their duck. John Wilkins did it in the best way possible by beating Thevenot, Stirk and Ganderton for 900 points. Thevenot was at the centre of controversy when a large rock fell from his ballast bag over the landing field. It was initialled by the marshals and delivered to competition director Derek Evans for his deliberations.

At the end of the day Phil Huddleston had taken an overall lead of 68 points, with Johnny Carr second and Mike de Glanville third.

Day Four

TUESDAY — this was the day of the rise and fall of Phil Huddleston and the XC task that never was.

More northerlies meant back to Afton Down — just for a change — and another variation on the pylon task in which Phil Huddleston increased his lead by coming second in his pool and making the spot. Landing field marshals Bob McKay and Percy Moss were wearing helmets after then Thevenot rock incident.

Pilots were getting more and more practised at the task and new tactics were emerging — as well as drawing their opponents out into the valley on a dummy run for the

outfield pylon, there was the dummy run for the finish line in which you coaxed the opposition into thinking you had settled for only making one pylon by pretending to cut the finishing line. If the ploy was successful it drew the rivals to cut the finish and left the pilot with plenty of time to make both pylons and so leave those duped with a 450-point maximum.

Gerard Thevenot continued to make up for his zilch in the first task and kept up his pressure on the leaders by coming second in his heat and making the spot.

As the task went on the sky began to look better and better with strong workable thermals and cloudstreeting; the order of the day became to get the pylon task finished so marshals could be relocated for a cross-country.



It was a race against time as the sea breeze edged nearer the Down, just a few hundred yards inland from the south coast of the Island.

With marshals keeping a close watch on the conditions five heats were sent off and worked their way to the eastern end of the ridge, from where the first landing zone — deliberately brought in close — was only about a mile over the back. The furthest goal was about seven miles along the coast, requiring a crosswind track if the wind direction held.

Only the first few pilots managed to hook significant thermals and failed to grasp the opportunity to make a run for goal one or two.

For, before long, the sea breeze killed the thermal activity and the wind swung to the east, leaving conditions on the ridge scratchy. In the end just four pilots — Cockroft, Hull, Whitney and Godden — reached Goal One, three taking a maximum 1,000 points. Near misses came from Phil Huddleston who landed one

field short and bent his A-frame into the bargain and John Stirk landed three feet short of the boundary fence.

Andy Wilson lodged a written complaint that the suspension of the task would leave the remaining six pools with an unfair advantage.

Day Five

THE Foster's Open charabanc made an abortive trip to Headon Warren, overlooking the Needles, to find the forecast northwesterly a true northerly, meaning (you've guessed it) back to Afton Down.

Derek Evan pronounced the verdicts of BHGA President Ann Welch's jury on the Thevenot ballast incident and the XC "debacle". Thevenot was docked 150 points for breaching air law albeit accidentally and it was ruled the scores for the five pools which had run the XC would stand; with the task to be completed after the running of a full pylon task.

Max points this time were gained by Michael Carnet and Graham Hobson but Phil Huddleston's bad luck stayed with him as he got sunk out after making the second pylon and force-landed at the foot of the ridge.

Landing zones were hurriedly set up as the race against the sea breeze began again... and was lost. Graham Slater did a sled run over the back to the sea cliffs for the benefit of the Television South cameras on board a Puma trike piloted by Mike McMillan and that was that for the day.

Leading positions — discounting the incomplete Task Seven — were now: first, Johnny Carr on 6,405; second Mike de Glanville on 6,171, third Lester Cruse on 5,935, fourth Rob Bailey on 5,870, fifth Tony Hughes on 5,565, sixth Phil Huddleston on 5,549 and seventh Ronnie Freeman on 5,533.

Continued over...

Day Six

NO news is good news and good news means no news at all, especially when Britain's at war in the South Atlantic.

Yes, it should come as no surprise that the Foster's British Open got its widest press coverage the day persons unknown (at the time of going to press) poured acid over gliders belonging to Graham Slater, Keith Cockcroft and John Meredith while they were parked overnight at a holiday camp near Shanklin.

While sparing too many details lest an arrest is made, it can be said the damage was discovered as pilots rigged in a bracing north-westerly on Stenbury Down. It was not clear as Wings! went to press how much lasting damage was done but local police viewed the incident very seriously.

The attack followed a vigorous anti-microlight campaign by some local residents who have subjected local ace Mike McMillan and Micro-light Fly-in organiser Pete Scott to a tirade of abusive phone calls.

"They have threatened to shoot me out of the sky and to break my back," said Mike.

After the discovery, and with little prospect of the wind relenting, flying was called for the day.

Acid raid on gliders

By GILL EMER

SAINTS'URIN poured acid on three hang gliders being used in a championship.

And last night police said that if the pilots had been there, they would have been killed.

But the damage was reported last night in a report that a major incident had occurred on the top of Wight.

The incident in the island is a long running battle between local residents and those of micro-light aircraft.

Police have been made aware of the incident from the ground and have been told it is a serious and deliberate act. It is believed that the acid was poured on the gliders belonging to Graham Slater, Keith Cockcroft and John Meredith. The gliders were parked overnight at a holiday camp near Shanklin. The incident was reported last night in a report that a major incident had occurred on the top of Wight. The incident in the island is a long running battle between local residents and those of micro-light aircraft.

How the Daily Mail reported the attack.

Day Seven

WITH the cancellation of Thursday's flying, the first cut — to 30 pilots — was postponed to allow another day's competition, and particularly the completion of the abortive "cross-country" Task Seven.

It was back to Stenbury Down where a fresh northwesterly was veering slowly west. Wind dummy John Higham left the ridge with about 400ft. and 50 pilots watched as he rode the bubbles to reach the first goal about a mile down and crosswind. The second rather academic goal was three miles away at Shanklin Green.

John made the landing field at Whiteley Bank and the Day-glo markers were promptly moved a hundred yards further downwind to approximate as nearly as possible to conditions in which the first half of the task had been flown.

As the wind again strengthened, some pilots — particularly Robert Bailey and Graham Hobson — argued strongly that pilots should be required to land into the wind to score to avoid the "do-or-die" choice that would face a pilot coming in downwind over the landing field without the height to make a turn back into wind.

The argument was rejected, but could well find its way into the rules for future goal XC tasks.

Ronnie Freeman was the first to go for it and — flying in front



Mike de Glanville takes-off at Culver Down with French Connection and faired harness



Ralph Bygott gets round low on his Gyr at the first pylon at Culver Down.



Johnny Carr makes the spot on the bushes despite being back

Foster's British Open picture by Steve

• Right — Dave Marlow heads for the bushes on his Typhoon...

Below — grounded! Three in a row fail to round the pylon from Culver Down... John Wilkins, foreground, watches Dave Marlow, left, and Dave Bryant.





Beach at Sandown (from Culver Down)
 Photographed by John Sharp

British Open special Thompson



□ □ □

It's a real Puma!

• This Puma, right, IS NOT a 2-seat micro-light from Ultra Sports and Southdown... it's Sam from the Isle of Wight zoo going walkies on Sandown beach with zoo owner Jack Corney.

□ □ □



Above — Dave Perrin on a Lightning takes the pylon with him at Afton Down — dangerous job, this marshalling!
 Below, left, the "Thevenot rock" and, right, Phil Huddleston, the early leader



of the approaching light squall line — made it with enough height to land safely. Huib Albers, on his Azur, left the hill with a lot less and could be seen from the hill coming in downwind just short of the Day-glo.

On arrival at the landing field it was discovered he had suffered nothing worse than a torn zip on his parachute deployment bag.

There was a fresh wind across the landing field and, with the slight slope, it was almost soarable — a fact which was to catch at least one pilot out.

Ronnie Freeman was sitting pretty in the firm belief few others would bag the points. He was right... but of those few, nearly all lay above him in the table.

Lester Cruse and Trevor Birkbeck both proved worthy exponents of the controlled downwind landing, with Trevor demonstrating the fastest Karabiner release imaginable as the kite groundlooped.

Neither made the landing zone. Graham Hobson also came in downwind and did make it, flaring out dramatically as he crossed the Day-glo and letting go the A-frame. Again no damage. In fact, the only glider to suffer damage was Mike de Glanville's as he broke an upright, failing to execute fully his final turn.

Tony Hughes, Graham Slater and Rory Carter comprised one heat and all made it safely. "What kept you?" asked Graham, as Rory arrived five minutes after the first two on his Magic 1.5 (a Magic with redesigned tips but without the wider nose angle of the Magic II) to sneak in the corner of the field. Rory, who confessed to having rarely flown over the last year, was really enjoying the comp and was angling for the "highest-placed punter" award.

Commiserations though to "fellow punter" Dave Marlow, who steamed in ahead of Johnny Carr only to get blown back into the next field.

With the wind now well from the west pilots moved to the Blackgang coastal site, but conditions never became suitable for competition flying. Mike de Glanville went through another set of uprights as he landed on the beach, free-flying, and ended up being given the key to the Airwave factory and being told by Rory Carter "just help yourself".

So as the field was cut to 30, Johnny Carr on 7,405, had a lead of more than 300 points over Mike de Glanville, with Robert Bailey third, Graham Hobson, fourth and Len Hull fifth.

The unlucky 31st pilot was Jenny Ganderton, who was just 33 points behind John Stirk in 30th place.

Day Eight

THE wind dummy's lot is not a happy one. They can never say "No, no after YOU, I insist." John Higham would have liked to have done just that, the minute his feet left the deck on the tricky cliff launch at Blackgang naturist camp (well that's what it said on the gate). It was rough, it was strong and increasing and the last thing John wanted was to get blown back above the cliffs into the rotor. He was glad to land and flying was called for pilots

continued over...

to sample the delights of the kiddies' nursery rhyme and dinosaur park at Blackgang where the sea is eating back the cliff at the staggering rate of six feet a year. See it while you can!

The charabanc moved on to Alum Bay (Headon Warren) in the afternoon where it waited...and waited, until at six o'clock the order to rig was given.

The afternoon had not been wasted as several sampled the famous coloured sands of Alum Bay and others goaded Johnny Carr for "just sitting in his car and winning the comp".

Brian Godden considered it still too strong for safety on the tricky top-landing and promptly de-rigged again and was shortly joined by the remaining competitors (now cut to 20) who had watched Mike McMillan dummy the run to the Needles coastguard station but fail to make it back up as he took the shortcut across the bay. He was having to pull in hard and John Higham heaved a sigh of relief when flying was called for the day. Keith Cockroft and others demonstrated you could almost soar a kite bag as they leaned over the edge with the outstretched bag.

Final Day

JOHNNY Carr was spared the embarrassment of winning the comp without ever being called on to fly in the last two-and-a-half days when Sunday dawned to bring flyable conditions at the South westerly coastal site at Compton. Two pylon tasks were flown early, with speed really counting and Tony



Graham Deegan rounds Natalie Wilson, pylon marshal at Afton Down

Hughes on the Mylar-coated Magic II scored two thousands, with two spots out of two.

Commiserations to Len Hull who broke both uprights and only had one spare and so failed to score in the finals.

As the tasks were flown, wind dummy Robbie Stokes was attempting the 18-mile out-and-return Blackgang Run along the sea cliffs to St. Catherine's Point on the island's southern tip, tracked by Paul Haines in his car.

He made the journey and so the Blackgang Run was declared to provide an exciting finale to the comp.

In most conditions, this run — partly along chalk cliff, partly red cliff, and partly earth bank — is a taxing one.

Today, the freshening wind, meant it could be accomplished without any serious danger of going down — in effect, an 18-mile speed run. Indeed, as Robert Bailey ret-

urned from his heat against Tony Hughes on "Slippery Sam" he commented: "We might as well not have bothered with the last 17 miles!"

Hughes in fact recorded the quickest time of the day to average about 32 mph groundspeed. Yet he almost blew it on take-off when he caught a wing tip through trying to cut the corner across a secondary cliff lying in windshadow below take-off.

Outsider Jim Whitney, who finished the comp an excellent 17th, had earlier had a similar scare.

Only one pilot made maximum points on the task — Keith Cockroft, who caught Phil Huddleston on his Typhoon and then made the spot.

Pilots tackled the run in different ways — Michael Carnet flew below cliff level the whole way — and Tony Hughes's time of 33 minutes .47 seconds was 21 minutes faster than the poorest time.

The spot became progressively more difficult as the task went on and the wind freshened steadily. Rotor was rolling over the landing field making the last ten feet of the approach quite unpredictable.

Ronnie Freeman exercised his considerable charm, however, to execute a perfect stand-up landing in the centre of the spot without ever encountering rotor. He was one of the last to do so. Mike de Glanville groundlooped and added a broken leading edge to his long list of damaged parts. Gerard Thevenot began his approach too far back and failed to reach the field. Rory Carter landed on the spot, got lift under one wing and hopped sideways gracefully off it again, protesting he should get his points because "I hopped on it for ten seconds".

Landing marshal Bob McKay issued an appeal for more groundhandlers to catch pilots as they landed, a plea which was enthusiastically answered by one member of the public who leaped up and grabbed Johnny Carr's nosewires as he made his final turn! He was given a re-run.

Just one pilot went down — Dave Perrin on his Lightning — and as the wind continued to strengthen everyone went home to wait for the Apple computer, steered by the able hands of Island Computer Services, to spew out the final results.

The results were kept strictly under wraps until 9.30pm when Derek Evans began by announcing the teams to contest the Norwegian Midnight Sun and the American Cup comps.

PUMA.....




.twice the memories!

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Edburton, Nr. Henfield, Sussex.
Telephone: Poynings 526

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

**THIS GLIDER HAS
NO BRITISH C. OF A.**



A British Certificate of Airworthiness
on a hang glider is **NOT VALID** when
the wing is attached to a power unit.



Graham Slater does a hang check

Due thanks were recorded to the happy band of marshals and all those who helped to make the first Foster's Draught British Hang Gliding Open the success it was.

As had become the custom each day of the comp, more Foster's T-shirts were handed out for notable achievements.

Apple computers had donated a splendid brass apple trophy destined to whoever flew the best XC distance through competition week.

In the absence of any distance flights, it was decided to donate the prize to the comp's highest placed non-League British flier, so Rory Carter achieved his ambition by taking the award for "highest placed punter"... or was it the award for second-highest placed pilot to match his final position with the number on his kite? Johnny Carr finished first on glider no.1 and Rory finished 13th on the no. 13 Magic 1.5.

Bob Harrison and Jenny Gander-ton got consolation prizes for missing out on the two cuts.

After the comp., director Derek Evans paid particular tribute to the wind dummies — Mike McMillan

who gave up his place in the comp, John Higham from the Pennine Club on his red Azur, and Robbie Stokes from the Island who would take-off at a moment's notice with never a grumble.

Thanks, too, to Johnny Carr and Mike de Glanville for donating a drinks kitty for pilots who were already enjoying their half-price Foster's Draught.

Stan Abbott

THANK YOU

Seven months planning and organisation went into the **British Open**. I would like to take this opportunity to thank all those persons who assisted me in making this a highly successful event, all 107 of them. The Shanklin Hoteliers Association for their enthusiastic support and co-operation. Most important of all **Foster's Sports Foundation** for providing the funds to make the whole thing possible.

Barry Blore

Are you going to the... American Cup?

THE Dales Club is doing all it can to ensure that running the American Cup in Yorkshire is a successful operation which will not only reflect credit on British Hang Gliding generally, but also leave no long-term disadvantages through site over-use.

The organising committee appreciates that many visiting fliers will want to come and see the Cup teams in action: by all means come, **BUT PLEASE DO NOT BRING YOUR HANG GLIDER.**

For the period June 10 to 20 inclusive, the Dales sites are closed to all except Cup fliers, full Dales Club members, and accredited wind dummies. These latter will receive letters of invitation.

Before you decide that this applies to everyone except **YOU**, please think again. Apart from

the obvious problems of site overcrowding, the mere presence of up to 300 vehicles with highly conspicuous long bundles on their roofs in an area of narrow roads and restricted parking could have serious repercussions on the future of the sport in the Dales.

Please respect this request and thus ensure that we may maintain our otherwise liberal attitude to visitors on the hills.

*Yorkshire Dales
HGC*



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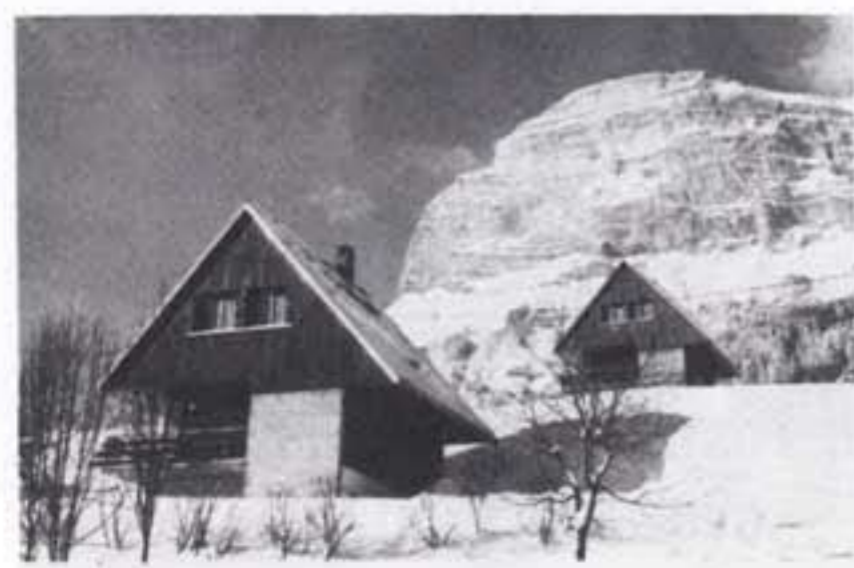


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CHEROKEE (medium). Excellent condition. £350. Ring Tim (evenings) High Wycombe 444205, for demo.

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SUPER SCORPION. Bike injury forces sale. Kite in good condition. Complete with prone harness. Seated harness. Bag. £400. Congleton 3945.

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Personal



I wish contact with pilot who flew from Buckton Quarry in Carrbrook Cheshire 1981 sometime. Please ring Steve 0634 372859

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Wanted



WANTED. PARACHUTE - Life Pak or Windhaven preferred. Also vario in good nick. Andy, Bradford (0274) 682334.

WANTED. SUPER SCORPION C. Must be in good condition. Tel. No. Alan Brown - Burgh Heath 57876 (evenings) or leave message - name and tel. no. at 01-643-4343 (day-office).

WANTED. Large HILANDER or CUTLASS. Must be in excellent condition. 051 426 2198.

ra... News Extra... Ne

Latest

BHGA council has called for a review of plans to move HQ from Taunton to Abingdon. Members decided the move should only go ahead if significant cost savings could be shown. Meanwhile an office manager to be based initially at Taunton would be recruited.

...

A CALL by the BHGA annual meeting for closer co-operation over negotiations with the CAA on microlight registration requirements has been snubbed by the BMAA whose council agreed to exclude the BHGA from talks. Full background next month.

...

HIWAY has abandoned its troubled Alien project and will speed up development of another glider, it is reported. The decision to halt the Alien comes despite extensive advance publicity and is understood to have been followed by personnel changes in the firm. Details next month.

...

THE British team to compete in the American Cup in the Yorkshire Dales next month sees a new "cap", Mike McMillan. Other members - to be managed by Trevor Birkbeck - are: Robert Bailey (captain), Bob Calvert, Graham Hobson, Graham Slater and Tony Hughes.

Going to Norway for the Midnight Sun comp will be Len Hull, Phil Huddleston, Chris Ellison and Brian Godden and to the Owens Valley XC Classic, Andy Wilson, Johnny Carr, Michael Carnet and Dick Brown.

...

THE Germans and Swiss are to run a prize money comp called the **European Cup** at Chiemsee from July 21-26. The late announcement of the comp means **BHGA** competitions committee will be stretched to find a full-strength team of seven but a "scratch" team remains a possibility.

Fennell cleared

Pilot John Fennell has been cleared in a Civil Aviation Authority investigation into an alleged airmisss over Dunstable Down.

John was reported by a member of the London Gliding Club who was flying a glider tug on landing approach.

The findings are understood to state the tug pilot should have been aware of the presence of hang gliders before finding himself in an "airmiss situation".

...

Course dates

The next BHGA Instructors' courses will be from June 25 to July 5 (for the Army at Sennybridge) of which the last four days will be a First Aid course and from July 25-31 at the Welsh Hang Gliding Centre, Crickhowell.

Celtic Cup

THE third Celtic Cup competition is all set for take-off on June 5-7 with a large, enthusiastic number of pilots from Wales, Ireland and Scotland.

Pilots will be competing for a number of prizes including five airline ticket vouchers donated by Dan-Air Services Ltd. as well as the team prize.

Flight briefing for the first day's flying will take place at the Pandy Hotel, Pandy, near Abergavenny on Saturday June 5 at 9.00am.

It is important to stress that this competition originated as a "Fun competition" and for this reason there will be no pre-selected teams. Anyone who is a member of their national body can turn up and compete regardless of ability.

Details of accommodation, camping etc., available from Martin Pingel, 24 Heol Maerdy, Mornington Meadows, Caerphilly, CF8 3PZ.

Apologies

Dear Members,

It is with regret that I have to inform you that at the time of writing I had personally only sold £21 worth of BHGA Annual Draw tickets.

They are easy to sell - all you have to do is hand your book of tickets to a friend or relation and they will sell them for you. More tickets available on request, post paid.

Sell your tickets, support the BHGA and make me feel even more ashamed.

Your humble servant,
BARRY BLORE

Overseas Travel Advisor

MANY Members want to travel abroad and fly. Where will they be welcome, especially in Europe?. Whom should they contact abroad?. What rules and regulations govern the transport of gliders by car in each country?.

A lot of individual members have information - a few clubs organise trips abroad. Len Hull started the ball rolling but has had to give up the job due to work commitments.

The Central Office has a small staff, fully occupied with the BHGA administration. So we need another volunteer to take over to gather and collate information. Eventually we would like to be in a position to supply from Central Office a sheet on each country giving a mountain of details. We could perhaps ask all who travel abroad to fill in a questionnaire so that a constant flow of new and up-dated information was fed to the Overseas Travel Advisor. He/she would then be able to revise the sheet on a country as necessary.

Please will members prepared to help in this area contact the Secretary.

Chris Corston

The power debate

Noise could cost us sites



Mick Pollard

Thanks!

Dear Stan –
Yesterday at our usual Monday evening N. Wales Club meeting I was given a very pleasant surprise in that Ann Welch saw fit to present me with an award for my Owens Valley article.

The beautiful bronze and silver hang glider on a cloud was made by Ted Frater to whom I would like to offer my thanks as well as to Ann.

As to Ann thinking that I belonged to RAF Lyneham – well, I can only assume that my cultured background, moderate language and far back, plummy accent is what threw her.

Once again, many thanks to Ann and Ted.

MICK POLLARD
Liverpool.

Dear Stan –

In the March issue of Wings! Richard Gibbs asks whether articles on power are relevant.

As a near-convert to powered flying I obviously find the articles of interest but as to whether so much space is devoted to power in what is after all a hang gliding magazine is questionable.

But a greater issue which I think the BHGA should consider is the threat posed by power flying in the vicinity of hill sites. Until recently, hang gliding has by and large escaped the wrath of the environmentalist because it is silent and therefore unobtrusive.

Unfortunately, power and noise attract attention. The sound of a high-revving two stroke – no matter how silenced it be – is like a red rag to a bull to many people including the environmentalist and Noise Abatement Society, who despite their small number, can

themselves be very vociferous and carry a fair clout where it matters (local councils etc.)

It is for this reason that I think powered flying over hill sites should be discouraged by the BHGA before any permanent damage is done.

If you lose your local flying field because of complaints by irate locals, well hard luck but there are usually other alternatives to hand. But if this happens to a hill site which are in short supply anyway, the consequences are disastrous.

It is no use pretending the problem with the anti-noise lobby does not exist – it is very real and can only get worse as microlights become more popular.

For many years I have been associated with motorcycling both on track and road. If you think I am exaggerating the dangers of noise, ponder on this. Thousands of miles of green lanes, that is tracks with vehicular rights of way, have been lost due mainly to lobbying from rambles, environmentalists, horse riders and such like –

mainly on the grounds of noise and pollution.

Dozens of trial venues, scramble courses and road racing circuits have been lost or their fate put in the balance due to complaints, again mainly about noise.

Don't think that this problem with power will not happen – it is already here. So I would ask power flyers, if you don't want us to lose our hill sites, please keep well clear.

BILL CREW
Kidderminster.

Insecure?

Dear Stan –

Why this boring power? What a saddening comment to be made about any form of flying by anyone involved in flying.

Though Richard Gibbs does not say if he flies himself, he clearly has an A.I. insecurity complex in the face of growing interest in power flying.

As a Sealander/trike pilot on

the North Downs, I wish I could communicate a little of my "utterly boring" flying life to him. Perhaps he should go to a microlight school to work through his trauma, he could look upon it rather like the analyst's couch.

MARK PHILLIPS
Tadworth,
Surrey.

The last word

Dear Stan, –

With reference to March Wings! may I state, to the undoubted satisfaction of A. Taylor of St. Albans, Mary Whitehouse and the proponents of weightshift control, that I shall in future, confine myself to the use of the sole epithet.

"Oh stick and peddles to it!"

In reply to the gentleman with the power complex may I

offer the following verse and to W.H. Auden my apologies.

To Richard Gibbs Oxford.
Who I'm sorry to say
From his lofty position in life
Microlight pilot suggests right
away

A man who's untrue to his Wife

EWART JONES
Crickhowell.

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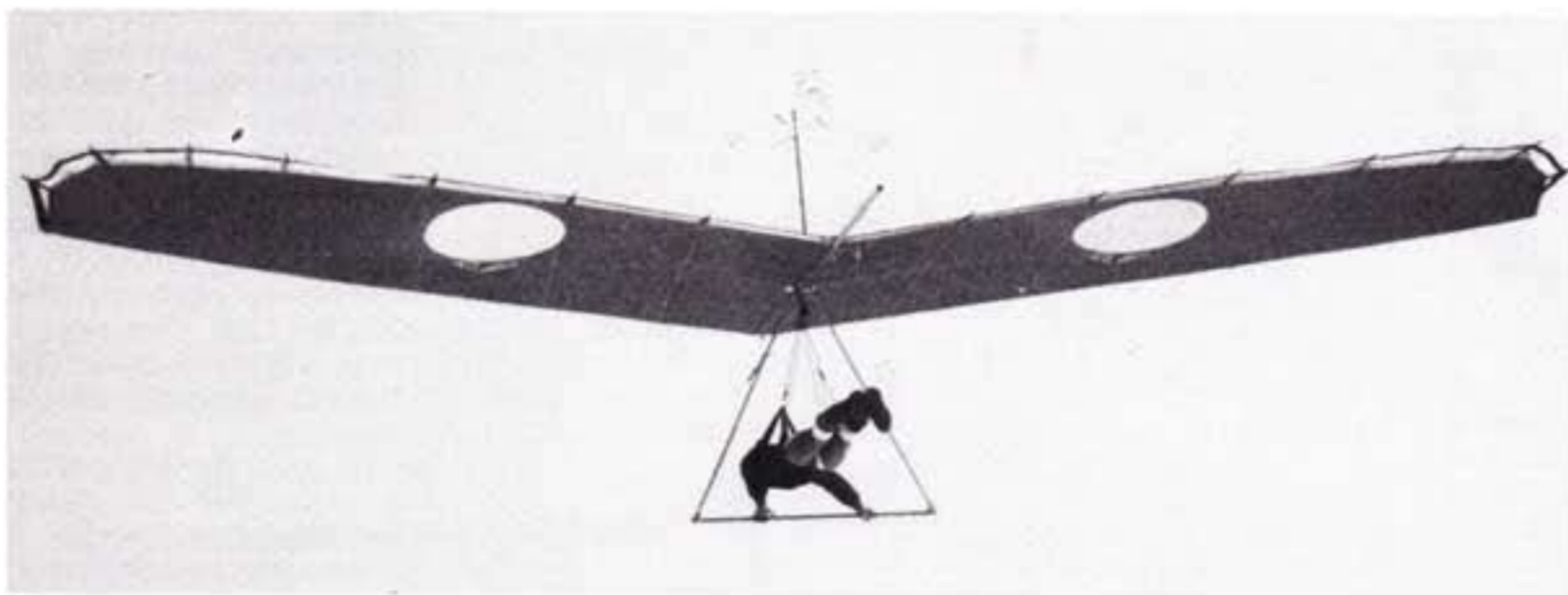
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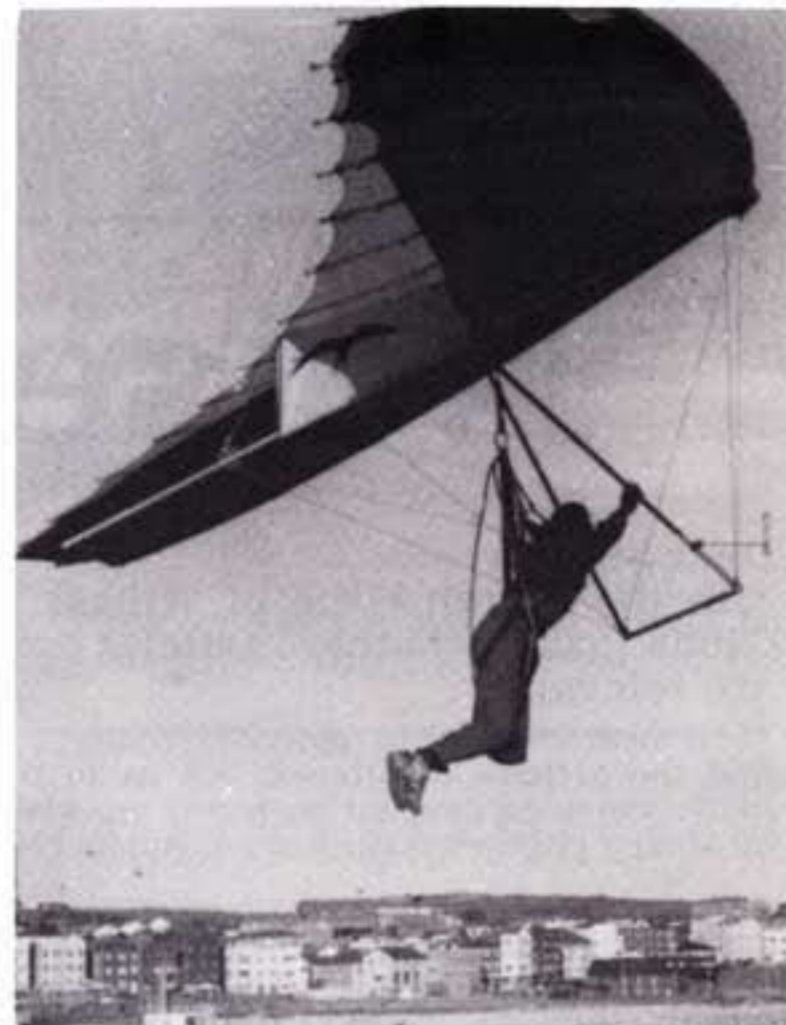
COSMOPOLITAN

The monthly Wings! round-up of overseas news compiled by MICHAEL CARNET



The Steinbach Spot

Picture - Vol Libre Magazine



picture - Vol Libre Magazine

The Moyes Missile from AUSTRALIA, featured in last month's Cosmo

AUSTRIA

Steinbach Spot

CHRISTIAN Steinbach is the biggest manufacturer in Austria. Christian was World Champion Class I in Kossen '76, and was in the Austrian team which went to Japan last year. There, he had a good look at the New Zealand Shark which won the Class II. Back to Europe he started building his personal answer to the Shark. It is called the Spot and it flies! However when you know Christian Steinbach and especially all the prototypes he has built in the past which have never gone into production, you prefer to wait and see before putting forward any judgement.

It has 98 per cent double surface with integral floating wash-out struts. Austrians, like Germans, do not like heavy gliders - that is why Steinbach uses thin tubing and deflexors.

There is no fin on top and obviously no keel pocket, this can not improve the yaw stability. Anyway we will see if it passes the Gutesiegel (German certification).

BRAZIL

Voo Livre

THE Brazilian Nationals work on a similar basis to the British League. There is a series of competitions run over the year. Each score is added up to give the final results.

The first competition was won by Ricardo CAMPOS on a Comet, followed by seven other Comets. Carlos NIEMEYER won the second on his Comet followed by nine other Comets.

World champion Pedro Paulo LOPEZ (Pepe) was tenth in the first round and even lower in the second. Flying a La Mouette Azur, Pepe had hard work against all the Comets.

He is expected to come to England for the American Cup next month.

FRANCE

Vol Libre Magazine



VOL Libre Magazine is the major French magazine reporting hang gliding and microlight activities.

About 15,000 copies are printed every month and 1,000 of them are sent all around the world. You can find it in every single newsagent in France.

Vol Libre Magazine has been going since February '76. Obviously, it is in French, although there is an English summary for foreign readers. There are six colour pages and the photographs are often of a very good quality.

V.L.M. does not belong to the French Hang Gliding Association (FFVL). It is a private business, however there are two pages every month reserved for the association news.

If you want to subscribe or to advertise in Vol Libre Magazine, write to me at this address as I am the British correspondent: one year £21, or two years £42.

M. Carnet 143 Loder Rd., Brighton BN1 6PN.

A similar piece about Wings! will appear in VLM.

HUNGARY

Iron Curtain XC

THE first cross country competition to be organised in an Eastern country will be at Budapest, Hungary.

Apparently, there is some flying there - the locals are flying high, fast and far. And they want to challenge foreign pilots in this international "Go-for-it" contest.

Information: Orösmarty Laszlo, 1028 BUDAPEST, FAROGAN 27, HUNGARY.

SWITZERLAND

£2,500

YOU have all heard about the Bognor Regis Birdman Rally, where competitors must jump from the pier and fly, if they can, for 50 metres over the water.

The Swiss are organising a similar competition in Zurich on July 17. There is a prize of £2,500 for the pilot flying the furthest, if more than 50 metres.

Information: Activity Office, Gartenstrasse 12, 8304 Wallisellen, Switzerland.

USA

Marty Alameda

FLIGHT Designs company president Marty Alameda died on March 4 test flying a new three-axis microlight prototype called the FD-1 at Windham County Airport.

Marty had been guiding Flight Designs from a distribution business to a manufacturing concern over the past three years.

Flight Designs is the American manufacturer of the Lancer, the Demon, the Atlas and the Javelin, an intermediate glider.

Marty was 32 years old. His death follows that of John Chotia, of Weedhopper who was killed flying his company's (Weedhopper) new Rocket last year.

International Calendar

May 10-15	Bleriot Cup, Lachens, France
May 30- June 5	Lariano Triangle (Como), Italy
June 12-20	American Cup, Yorkshire Dales
July 1-11	Owens Valley XC Classic, California
August 16-22	Trofeo Sansicario, Italy
September 2-10	FAI European Championship (World Open), Millau, France
September 10-12	Two-man European Championships, France
September 14-19	1982 US Masters of Hang Gliding, Grandfather Mountain, N. Carolina
September 20-26	World invitational aerobatic championship, Telluride, Colorado

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Photograph by John Wadsworth

Nimbus V courtesy of Mr. & Mrs. Phil King

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As the hiker climbs, the broad expanse of the fertile San Joaquin Valley drops slowly away. Far to the west, rising out of the valley haze, the gentle peaks of the coastal mountains appear.

Suddenly, the forest of sugar pine gives way to a grove of towering Sequoia, the most gigantic of trees.

Onward he goes, upward, following the raging Kern River to the granite-walled canyons of its birth in the heart of the Sierra Nevada. Now the highest peaks can be seen, their flanks rising precipitously from the river itself.

The trail becomes steep and narrow, at times cut into sheer rock where a mis-step means death. The struggle seems endless. Breath comes short at 4,600 metres ASL. Then, in an instant, it is over.

The mountains stop.

As if cut by a knife, they plunge as one to the floor of the Owens Valley. Stretching two hundred kilometres northward, the massive granite escarpment marks the path of the Sierra Nevada Fault where, in ages past, the Kern Plateau was ripped asunder to form the Owens Valley.

To the south, Owens Dry Lake, barren as the moon, shimmers and gleams, a red-rimmed eye in the desert heat. Out of the lake bed, towering dust storms race along the base of the desolate Inyo Range and the mountain called Cerro Gordo.

Beyond, to the east, the desert mountain ranges march in rows — the Last Chance, Death Valley, Skull Mountain, Funeral Peak and the Dead range.

FEW subjects in hang gliding seem to attract so much controversy, have so much written about them, as flying in California's Owens Valley. A challenge to fly, the Owens presents another challenge — to capture its superlative qualities in print.

Here RICK MASTERS — writing exclusively for Wings! — does just that in his build-up to this year's XC Classic in July. And CAROLINE de GLANVILLE relates a bitterly frustrating tale from the Owens.

The Inyos merge with the White Mountains to the north, where awesome Boundary Peak, highest point in Nevada, marks the end of the range. The shattered remains of a monstrous volcano, Glass Mountain, fills the north end of the valley, resting against the Sierra and almost touching the White Mountains. The narrow corridor that remains is the spawning ground of immense, sinuous dust devils often two kilometres high. At the mouth of this corridor stands one of the minor peaks of the White Mountains, Gunter.

Owens Valley is claimed to be the deepest valley on earth because the sum of the vertical distances from the highest peaks of the opposing ranges to the lowest point on Owens Dry Lake is greater than anywhere else. The valley and mountains are rich with wildlife. Herds of elk, wild horses, the brown bear, the mountain lion, the bighorn sheep and the golden eagle live in the vast wilderness areas set aside for them.

On the great peaks of the White Mountains the Bristlecone Pines, the oldest living things, wait patiently for the next ice age.

The Owens Valley is superlative in yet another way. Winter winds in concert with the jet stream deflect upwards from the Sierra Nevada to form the most extraordinary atmospheric wave conditions known. Three distinct cloud types appear at this time.

The foehn drives the cap clouds down the escarpment like a waterfall while, high above, the wave cloud runs the length of the valley in a curvilinear streak.

Between these writhes the deadly roll cloud, constantly forming on its upwind side and dissipating down-wind, boiling and dark, often rotating. Caught in the first rotor of the sinusoidal wave system, its turbulence rivals that of the nimbostratus.

The first man to die in the Sierra Wave was a European. In pursuit of a world altitude record, he rode the wave to eleven kilometres. There, records from the wreckage of his sail-plane indicate, his oxygen system failed.

Large twin-engine aircraft have encountered lift of eleven metres per second with both engines stopped when flying in the wave.

The one that got away!

THERE we all were at Gunter Launch after more than an hour's hot and dusty ride in the "cattle-truck" up the dirt road through the desert from Bishop, which now lay thousands of feet beneath us in the Owens Valley, spread out like a large-scale map.

Here at take-off, we were glad of the 8,200ft above sea-level to take the edge off the scorching desert heat, as we set up our gliders and prepared ourselves for another day of Owens Valley Classic Competition.

Most of the things one hears about this place are true. You can get turned upside down in your glider; you can lose 6,000ft in a canyon, but you can also gain 8,000ft. just as quickly, and fly higher, further, longer and more amazingly than you've ever flown in your life — and still be disappointed because so many people have beaten you.

You need to have a lot of faith in your glider and your equipment, and you never know when your parachute just might come in handy. Here, almost anything is possible.

GOAL

Before arriving, I had decided that there were definitely some women's world records for the taking. Open Distance standing at 51 miles — well, I had flown that far already last year.

The task for today had been set as a race to Mina: 68 miles, north, off the end of the White Mountain range. "Here we go!" I said to

...or how
I broke
a record
and didn't

myself, record number One: "Distance to goal 68 miles" why not? As I set my barograph and prepared documents for signing I realized that if I arrived at Mina, it would also be a straight distance record — as far as I knew, no woman had flown that far in a straight line.

I was super wound-up at take-off, trembling with anticipation and excitement. Barograph set, signed and sealed, ticking away quietly on a horizontal line for the moment.

Documents prepared for a world record tucked away safely in my harness.

Oxygen on, radio on, ready to go — we have "blast-off"! The Owens Valley thermals are legendary, apocalyptic even, and near the ground you can get some real "rodeo air".

There are seventy-odd pilots waiting to launch, and most of them will wait for a good strong thermal cycle, sometimes indicated by dust-devils and irregular, gusty winds. If one or two pilots start to go up well, then 20 others may take off in that cycle. You can launch from

almost anywhere on the hillside, which means that a very large number of pilots can get into the air in a very short space of time, and they're all fighting around in that "rodeo air" with their gliders, and each other, trying to get up, forming a spiral stack of gliders, maybe stretching up 4–6,000ft. or more.

MEANEST

Once you get up in that first thermal you're pretty well on your own. All the other gliders disperse very quickly. You wonder where they all went to, and begin to realise the vastness, the enormity of the situation as you see tiny specks beneath you apparently diving into canyons and other equally tiny ones above you. At this point I'm worrying whether I'm going to get past White Mountain Peak with enough height.

The outlying canyons around there are among the meanest, very long and wide and deep (getting "gully-gobbled" takes on a new meaning!) Another time I lost 4,500ft trying to cross White Mountain Canyon. After White Mountain you can breathe a little easier, particularly as I was around 15,000ft and using oxygen — a pleasant sensation of calm confidence and clear thought.

All the other canyons thereafter seem comparatively insignificant compared to those around White Mountain which start at the peak at 14,200ft and carve their way unimpeded to the valley floor. The range has a more rounded spine at the northerly end, and the flanks are more abrupt which, psychologically at least,

forgot

"Vast areas of strong lift may surround the pilot suddenly," cautions a seasoned veteran of the wave. "Lift so strong that neither spinning nor diving with full spoilers can keep him from being carried upward to certain death by anoxia."

The roll cloud offers a more exciting way to die. In 1955, a pilot entered a roll cloud above Bishop when his sailplane could not penetrate past it. Although he was flying one of the strongest sailplanes, a Pratt-Read 195, the viscous turbulence snapped a wing and broke the fuselage into pieces.

Ripped from his seat harness with a broken shoulder, his helmet, oxygen mask and gloves torn from him, he fell unconscious into the roll cloud. He regained his senses in free-fall to find he has blind.

Stunned, fearful he was nearing the ground, he cast his parachute into the swirling madness of the cloud. It opened with such force that many shroud lines parted and his boots were lost.

Helpless and swinging wildly beneath the canopy, he realized he was trapped within the cloud. After half an hour, his sight returned to the point where he could see pieces of the Pratt-Read being carried upward past him.

Miraculously, he escaped the cloud, but only to be blown toward the jagged cliffs of the White Mountains. Summoning his last reserves of strength, he spilled air from his canopy using his good arm and brought himself down at the foot of the mountains where he was dragged on his face along the boulder-strewn alluvium until rescued by passers-by.

In the summer, the Owens Valley becomes fierce cauldron beneath the desert sun. Within its great channel the wind river out of the southern desert boils, breeding thermal bubbles that lift and join to form ascending columns

is easier to fly. That is, until you reach Boundary Peak at the end of the range, which is craggy in the extreme and has a "craggy" reputation for some pretty incredible turbulence, lift, or sink.

I was one of the first to take off today as we had rumours of overdevelopment later in the day. As I approached Palacea Flats — which is between White Mountain and Boundary Peak — I saw that cloudbase was ill-defined by sort of vertical streaks, looking like a shower — only dry. It turned out to be giving lift, so that was O.K. but cloudbase was getting lower and you could no longer see back to White Mountain. I continued north, away from the lowering cloud streaks, still in lift, and saw ahead of me what appeared to be a snow flurry. It turned out to be hail, but still no sink, so I donned my oxygen mask again, to protect my face from the hail stones, and flew through the shower.

OVERTOOK

After Boundary Peak at the end of the range I flew through almost continuous hail, under a very black cloud, quite fast, for about 12 miles. After Montgomery Pass the hail stopped, but so had the lift. However, I was still at about 5,000ft. so I cruised on in a northerly direction following the road, which was my only reference, so as not to get lost. A couple of O.V.R. Comets overtook me, but they were heading North west and I wondered for a while which of us were heading in the right direction. However, I spotted some gliders beside the road beneath me, and was reassured. I was getting pretty low by now and the desert wasn't looking so flat any more, but I managed to find one of those giant desert thermals in time to save me and take me back up to a comfortable altitude again, as it was pretty hot low down.

of air that leap from the valley floor with unparalleled speed. Each year, a few light plane pilots receive the frights of their lives when powerful thermals flip over their aircraft upside down, sending them into hair-raising dives.

Recently, a powered ultralight made a rare visit to the Owens Valley. Exiting a strong thermal, the aircraft tumbled and the terrified pilot threw his parachute. The force of deployment ripped off the wings. Surface winds were blowing sixty kilometres per hour when he reached the ground with his landing gear intact.

Unable to release his canopy, he was pulled along at a pounding pace until a barbed wire fence brought him to a halt.

On the ground, yet another peril exists. Because the floor of the Owens Valley lies from one to two kilometres above sea level, the air there is relatively thin. When the heat of the sun causes the air near the ground to expand, that air can take on all the characteristics of air at four kilometres up, or even higher. This altitude density factor, if misjudged, can turn a take-off or landing into a disaster, regardless of the type of aircraft.

Airplane accidents are common in the Owens Valley and surrounding high desert. Many fatalities and serious injuries occur each year. It is no small wonder that when the first hang glider pilots came to the Owens Valley in the early 1970s, they were regarded by knowledgeable aviators as utterly and suicidally insane.

Next Month: The Owens Valley — Part Two The Men, The Wings, The Challenge

** Rick Masters has lived in the Owens Valley since 1971. He was the Chief Timer, truck driver and Emergency Medical Technician for the 1981 Cross Country Hang Gliding Competitions in the Owens Valley. His motion picture of the meet, AOLI, COMET CLONES AND POD PEOPLE is being distributed worldwide. He is studying mechanical engineering and in the summer offers a guide service to hang glider pilots new to the Owens Valley.*



• Above — "I think I've done it" — Caroline after landing at Mina. Below — "Yes you have"... Chris Price, before the barograph is opened. Pictures Bettina Gray.



This big black cloud seemed to be following me, and getting blacker still, so I decided not to hang around to investigate too closely. Pretty soon the salt pan at Mina came into view as an elongated white kidney shape on the ground.

I landed on the dirt airstrip and could hardly believe my good fortune, I had made it! Two world records in my pocket, what a day! Bettina Gray was there and was delighted by my joy, and Liz, the time keeper congratulated me. I was really raving. Chris Price, who had sealed by barograph was there too, but he hadn't even realized that I was in the competition, and there I was almost beating him (I came fifth that day — only nine people

got to Mina). I asked Chris to witness the removal of the barograph, which he did, but how for the twist to the story: The drum had stopped turning during the flight due to the needle sticking to the paper, and the trace was straight up and down in the same place — so out of my pocket flew my two world records. What a wind-up!

Oh well, "easy come-easy go" — it didn't detract from a most memorable flight — on the contrary, and I thought to myself: "I know now that I can fly further than this." I didn't get another chance during the classic, having blown it on the only open distance day. So the records are all there for the taking as Page Pfeiffer set them. Go for it girls!

XC pace hots up



Placings at April 16 All distances in miles

Pos	Name	Club	1	2	3	Total
1	Marc Asquith	Mercian	24.5	22.2	11.6	56.3
2	Rob Bailey	Dales	14.9	40.5	—	55.4
3	Robin Rhodes	Northampton	37.3	16.6	—	53.9
4	Bob Harrison	Dales	14.6	14.7	17.9	47.2
5	Jim Brown	Dales	25.4	17.2	—	42.6
6	Michael Carnet	Southern	18.9	11.6	11.9	42.4
7	Donny Carson	Osprey Inverness	20.9	20.1	—	41.0
8	B.J. Harrison	Southern	13.2	27.4	—	40.6
9	Peter Robinson	Wessex	23.4	16.8	—	40.2
10	Mike Tomlinson	S.W. Wales	26.0	12.5	—	38.5
11	Jes Flynn	Moray Eagles	35.5	—	—	35.5
12	Pete Hargreaves	N.Yorks	15.3	17.9	—	33.2
13	John Fennell	Thames	25.3	—	—	25.3
14	John Stirk	Dales	10.0	14.0	—	24.0
15	Richard Iddon	Pennine	21.0	—	—	21.0
16	Dave Bluett	Southern	19.6	—	—	19.6
17=	John Hudson	Pennine	18.5	—	—	18.5
17=	Martin Pingel	S.E. Wales	11.9	6.6	—	18.5
19	John Pendry	Southern	16.8	—	—	16.8
20	John Bowman	N. Yorks	15.0	—	—	15.0
21	Les Pallent	Peak	13.7	—	—	13.7
22	John Rankin	Lomond	13.2	—	—	13.2
23	Neville Almond	?	12.0	—	—	12.0
24	Brian Godden	N. Yorks	10.4	—	—	10.4
25	John North	Pennine	9.5	—	—	9.5
27	Kevin Grayson	Sheffield	8.6	—	—	8.6
28	Tom Warren	S.W. Wales	7.2	—	—	7.2
29	Rob Hobbs	S.W. Wales	6.2	—	—	6.2

By the Harrison Bros.

THE closing date of the April XC league came before many pilots had time to file their flights.

As you can see from the First League results, some big distances were done, which will make a major difference to the positioning of the May table — Calvert would be well in front with something like 200 miles to his credit, (if he gets round to submitting it this time!). Will Bailey ever catch up!?

Michael Carnet Jim Brown and John Stirk will all bound up and I'm sure there are many more surprises yet to come.

Frankly, I'm staggered by the sheer numbers going for it and I think 1982 will truly be THE XC YEAR that everyone did it!

What's more incredible is the conditions some of these flights have been done in. Surprising distances can be achieved with low cloud base, or in weak lift or late in the day. I'm

sure Bob's ton won't be the only one this year. For lesser mortals like you and I, I remember thinking that the three XC flights for P3 would be extremely difficult to achieve. The longest one is 30km (18.0miles) which isn't easy, but must now be in everyone's grasp.

• Entries to Dave Harrison, 96 Shelfield Lane, Norden, Rochdale, Lancs (tel 0706-53755). Include

- 1.6fig OS map refs. of take-off and landing (include prefix letters)
2. Name, address, phone no. of take-off and landing witnesses.
3. Approx. distance.
4. Details of airspace circumnavigated.
5. Club membership and glider flown.

All entries must be sent within ONE MONTH of the flight.

Accidental deployment

LEN Hull has reported on accidental deployment of his Sky master keel-mounted parachute system leading to the injury of the pilot.

Eye witness reports suggest Eddie Horsfield of the Southern HGC was warned he had the system incorrectly fitted when it activated shortly after take-off.

Helpers ran to the glider as it landed but failed to deflate the chute. Eddie suffered a broken leg as the glider was lifted into the air.

Skymaster warn all buyers TO FOLLOW THE INSTRUCTIONS provided.

Corny new name!

The Inter-University Hang Gliding Association has changed its name to ICARUS. This stands for Inter-Campus Air-Riding University Students.

The new secretary is Nigel Moore of Cardiff UWIST, 6 Dochdwy Rd., Llandough, Cardiff.

A QUICK FLASH! AND MUCH MORE...

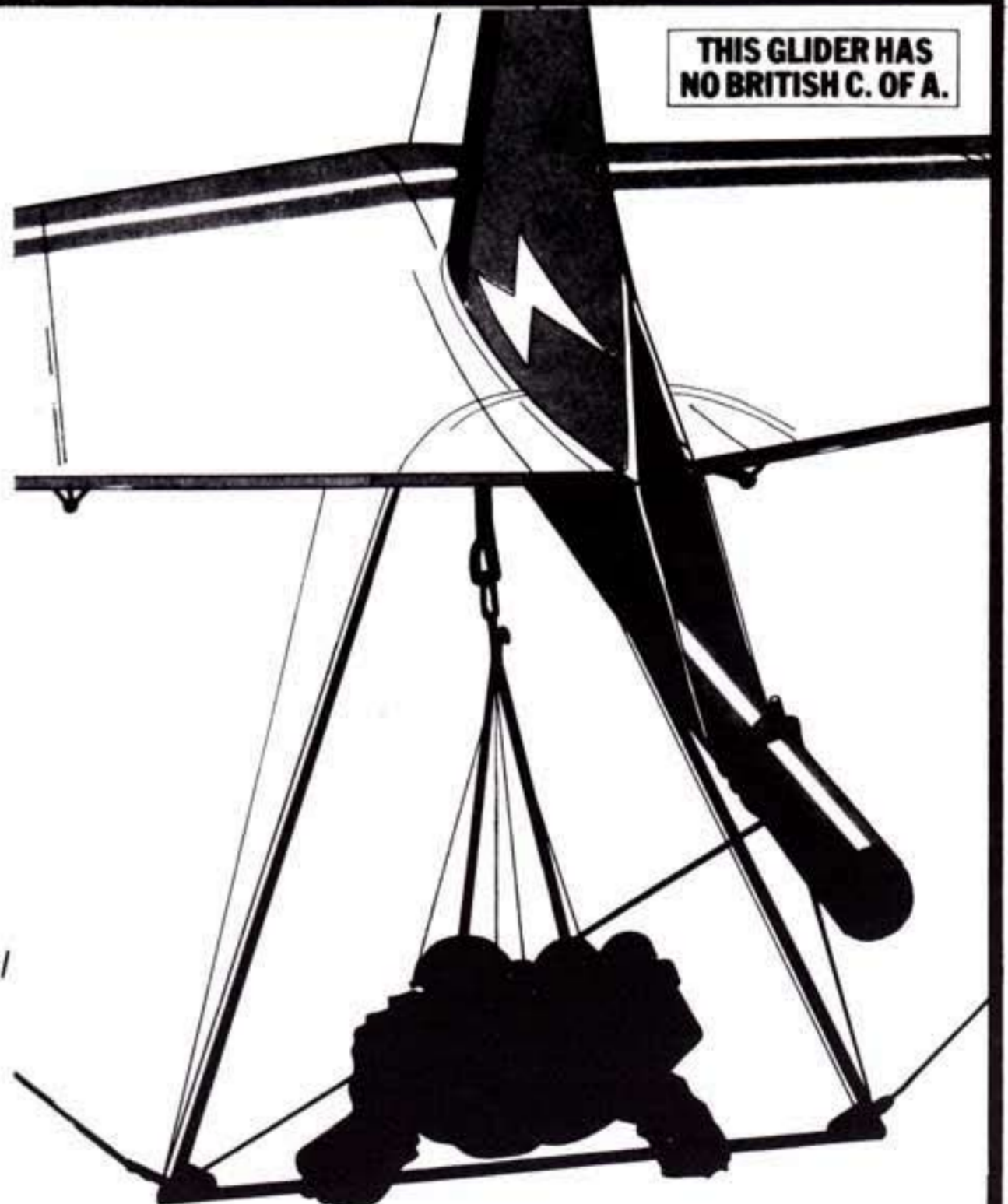
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Few firm conclusions

TIM WILLIAMS reports on the Manufacturers' fly-in in the Aberystwyth area — interesting new venue for the Third League in July.

On March 27 and 28 a Manufacturers Fly-in was held in Aberystwyth, hosted by the Mid Wales Hang Gliding Club and arranged by Airsports Aviation Ltd.

Arranged at short notice after the failure of the original Manufacturers competition, the event was poorly attended, partly due to its late announcement. About 18 flyers turned up and Solar Wings, Airwave and La Mouette were represented.

Scene: briefing in the lounge of the Bay Hotel Aberystwyth.

There is no wind — the forecast is for no wind, but what seems to concern people more is the noticeable lack of Hiway. Dark mutterings about the Alien can be overheard and one bright spark suggests they've lost the plans and can't remember what modifications they've made.

Rod Lees, who is the club's site expert reckons Fairbourne to be the best bet.

Fairbourne is an 800ft cliff on the Mawddach estuary. Road to the top and a 200-acre top landing area together with a beach two miles long at the bottom make it one of our best sites. It faces north west and there is an easy run up to the top of Cader Idris (2,928 ft), seven miles away — easy if there's some wind, but today there isn't and anyway there's so much haze that you can't even see Cader Idris.

We decide on an L/D contest as there's nothing else we can do under the conditions. By about 12 o'clock pilots are lobbing off, nil wind over a nasty stone wall just below the take off point.

Discussion amongst the manufacturers has resulted in a no-go for test flights — flying a new glider on a new site with nil wind take-off over that wall just isn't sensible.

John Higham takes off first, snaps into the stirrup, clears the stone wall by five feet and sails off into the blue yonder, "OOOOH!" everyone says, "He's going down". Conditions are so stable there is no thermal activity at all. The long glide down takes about four minutes and John sets the standard with an incredibly long glide. About twice as far as I remember getting on a Safari under similar conditions a few years back.

An hour later they're all at the bottom. When I get down to the retrieval point I find everyone in a great rush, my fellow directors of Airsports have put up £30 prize for the furthest glide on a second run.

With something to go for now, everyone gets really competitive, mumbles from hardened campaigners Cockcroft and Hobson suggest that it's "as bad as the league".

Conditions were even more stable now and people really trying hard — the smoke from burning gorse a mile south rises vertically.

The results are as follows:

- 1) Phillip Huddleston (Airwave Magic) 82 yards in front of:
- 2) Richard Newton (Airwave Magic) 42 yards in front of:
- 3) Graham Hobson (La Mouette Azur) 22 yards in front of:
- 4) Trevor Birkbeck (S. Wings Typhoon S) 65 yards in front of:
- 5) Mick Maher (Solar Wings Typhoon S) 26 yards in front of:
- 6) Jim Brown (Airwave Comet) 25 yards in front of:
- 7) Bob Harrison (S. Wings Typhoon S) 26 yards in front of:
- 8) Lester Cruse (S. Wings Typhoon S) 9 yards in front of:
- 9) Jim Bowyer (S. Wings Typhoon) 22 yards in front of:



Trevor Birkbeck on Typhoon S at Fairbourne



Philip Huddleston on his Magic winning run

- 10) Keith Cockcroft (Typhoon) 30 yards in front of:
 - 11) Graham Deegan (Airwave Magic) 53 yards in front of:
 - 12) John Higham (La Mouette Azur)
- These results were completely different to the first run when unfortunately only the first four places were marked these being:
- 1) Trevor Birkbeck (Solar Wings Typhoon S)
 - 2) John Higham (La Mouette Azur)
 - 3) Jim Bowyer (Solar Wings Typhoon)
 - 4) Graham Hobson (La Mouette Azur)

Afterwards quotes from some of the pilots related the inconclusive nature of the results. It was agreed that the conditions were slightly different for the second run, being more stable if anything.

Keith Cockcroft: "That was very good and as objective a test of L/D as you'd get anywhere — the conditions were very stable. However there does seem to be a considerable variation in position over the two runs".

Graham Hobson: "I think it's proven what a small difference there is between all the gliders here today and there's a lot more to it than L/D anyway."

Derek Evans: "The take-offs were crucial, some people actually gained 15 feet or so with a good take off, others lost height quickly. All the pilots who made good take-offs made good runs".

Day Two:

Numbers slightly depleted from the previous day, the wind less than nothing and miserable sea mist set the scene.

News comes in on the bush telegraph that Len Gabriels is down at our triking site with his new Skyhook 100 per cent double surface machine. Those interested wander down to have a look, the rest of us head off inland to look at our monster... Rhiw Gam.

Rhiw Gam is a huge bowl, taking N.E. to N.W. A near vertical 1,500-ft cliff with the peak 1,850 ft above sea level. A couple of miles long, this mountain makes its own weather. I get to the edge and meet Jim Brown coming back to get his wing. "Hold on to your emotions," he says to Bob Harrison who's hurrying to the edge.

Well I suppose it is impressive, the Mid Wales Club has bigger hills (mountains) but not with roads to the top.

All rigged on the edge like lemmings, or perhaps penguins pushing each other over the edge. Bob Harrison is taunted over first, the wind feels soarable (six to seven MPH) for this site but by no means certain. The Foster's Typhoon does a couple of 360s, someone comments that it's trying to go home and Bob does a classic fly-on-the-wall landing on a spur inside the huge gully.

"Like Owen's Valley," someone says. Birkbeck goes off next and goes down and down and down. He emulates Harrison's performance but 900 feet further down.

He appears two hours later, by this time everyone else is 2,500 ft. above take-off in some classic lift. A cold front has appeared and sparked off thermals as the lapse rate increases.

The gaggle of gliders wheels north for a mile or so and then as the lift does come back to the hill an hour or so later, no-one appears to be consistently top of the stack and from the ground there doesn't appear to be any difference between the gliders.

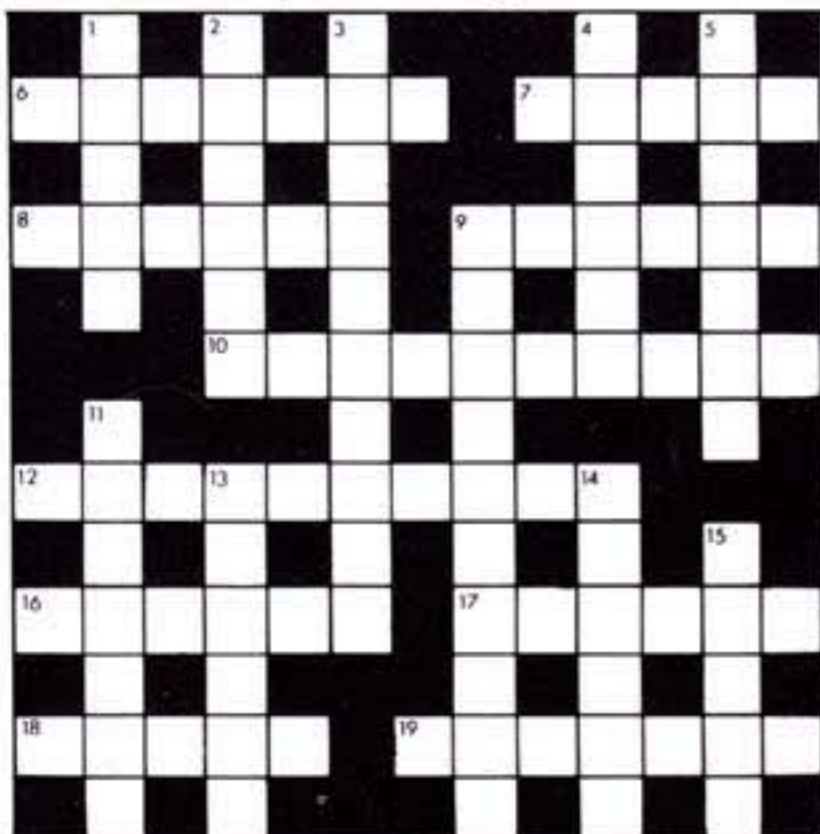
An interesting rough calculation on the L/D contest shows the L/D of the winning Magic to be approximately 11:1. The poorest glide was about 9:1, although a seated Super-Scorpion managed about 5:1.

PRIZE CROSSStubeWORD

No.8 by Satan Bottle

CLUES

SOLUTIONS to Stan Abbott, 72 Hartley Avenue, Leeds LS6 2LP by June 4. Sender of first correct entry opened at random wins £10 credit from Mainair Sports. You can photocopy the grid or write your solution clearly if you don't want to cut your Wings!



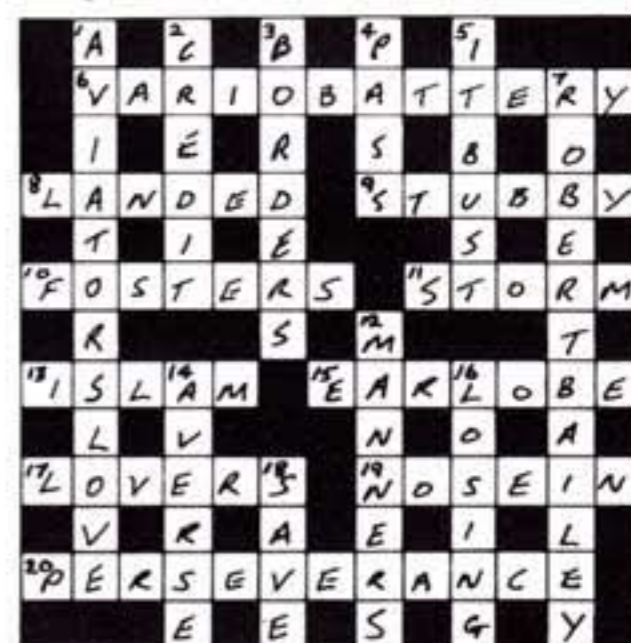
Min sink

- 6) See the world with French gliders! (7)
- 7) Remove weeds between poles. Pilots usually wear sturdy ones (5)
- 8) Muddled British Rail ask each head for rest periods (6)
- 9) Cloud is old glider (6)
- 10) Solar Challenger is this force within newspaper journalist (3-7)
- 12 Secured by an international force? Or just open to attack (10)
- 16 Gin she spilt is what a leading edge does at the noseplate (6)
- 17 Rotten collection put to one side (6)
- 18 Cake is Perth airport (5)
- 19) Red Funnel ones go to the Isle of Wight (7)

- 3) Ken's Pioneer pilot postmen (10)
- 4) Chargus goes east as we leave the get fee (6)
- 5) Declines stag's head beneath rubbish (7)
- 9) Cumulus blanket about noisy fielder (5,5)
- 11) Headless dunce eats pie. Get to the bottom of that! (7)
- 13) Nine, for example, rotate. A Fuji Robin? (6)
- 14) Little Desmond in conflict with referee puts it off (6)
- 15) Easterly disturbs relaxation. What you do to your alti zero when the pressure changes (5)

Luffing

- 1) Smooth start encloses Devon hill for Solar wing (5)
- 2) Artist has radiation sickness. They watch air traffic (6)



INSURANCE

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Competition-crazy, these Cobbers!

THE competition proper saw 50 pilots from as far afield as the USA and Austria flying one-on-one on the Stanwell ridge.

Over the nine days, most tasks were minimum time round various pylons down the escarpment.

Some of the better tasks on good days were 20-milers — quite incredible: so much decision-making to be done, crossing gaps, getting down low and working out how to get back up.

As the week went on the favourites were near the top — Stevie Gilmour, Steve Moyes, Rickie Duncan and myself — Phil Machison and Geoff Scott not far behind, making a real good tussle.

One day we had an "open" XC — that is "open" in the Aussie sense.



□ □

a bit nasty — just like home! I've been up three hours.

Finally, there's 20 gliders in this field by the road, just way down in front of me.

□ □ □

I decide there's a field about two miles further on in the forest and it's got "\$500" written on it.

So I just wait, make sure there's no-one else coming on-by and the wind's not going to change.

So I fly on out and think this is going to upset a few people as I'm coming in. But it's cost me a lot of money getting here and \$500 will come in handy.

Land in the field and pack the glider and walk out — a good half-hour.

As I get down to the field where the others are I hear the cry: "What the hell do you think you're playing at Bailey?" Geoff Scott knew what I was doing... I was after "the bucks". Well... I didn't get the bucks! Rod decided it was a "non-event". It was the longest non-event I've ever flown in! I got a prize at the end of the meet for being the "most competitive pilot" — thanks a lot!

The meet went on and got back to one-on-ones the next day. If you got into a high position with six wins you flew against another guy with six wins.

I met Steve Moyes who was flying the new Missile and we had a really good task round three pylons.

More "high jinks Down Under" from ROBERT BAILEY who came fourth in the Illawarra International Invitational in New South Wales.



It was a two-mile course up the valley, round a pylon higher than us, back out of ridge lift to the beach a mile out in front then back to take-off and round again.

□ □ □

We were neck-and-neck and it was really all on climb that you had to lose your opponent which neither of us could do.

We were both flying with a lot of ballast and I felt I had the edge in performance — he admitted I had the edge. He was ahead of me and I pulled and caught him. The error came on the final glide.

Steve dropped his ballast earlier than myself to outclimb me very cleverly — I was sick.

Stevie Gilmour was beating every opponent and had Moyes next and beat him while I beat Mathieson. The final winner was Stevie Gilmour on his Missile — he lives at the bottom of the hill and it proved that knowing the site absolutely in and out is foremost. He flew brilliantly and just outflew everyone.

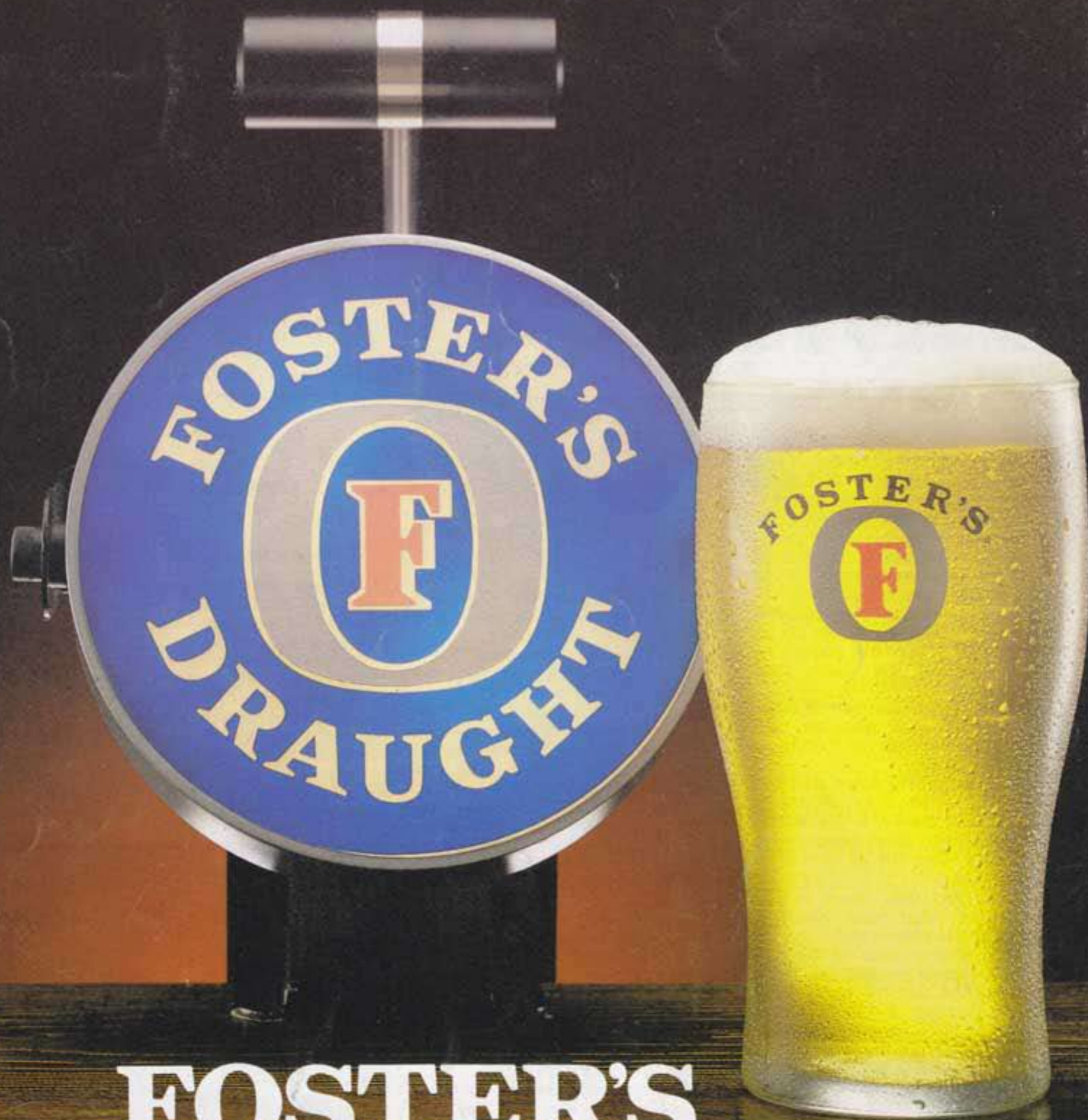
The thing that sticks in my memory of Australia is the fantastic potential of inland flying. In the Buffalo meet before I got there, Rob de Groot had done 156 miles on open distance. They had had better days when they didn't run open distance.

Everyone in Australia is talking about 200 miles and it's got to be possible with flat lands and 12,000ft cloudbases.

Australian pilots are very sporting — tremendous — and I must thank them for all the help they gave me and the super hospitality. I hope you can come to Britain some time and fly it the British way.



Sun and Surf



FOSTER'S
The Australian for lager